



# CPED STAFF REPORT

Prepared for the Heritage Preservation Commission

HPC Agenda Item #1  
 August 19, 2014  
 BZH-28149

## HERITAGE PRESERVATION APPLICATION SUMMARY

*Property Location:* 400 2<sup>nd</sup> Street Southeast  
*Project Name:* Pillsbury “A” Mill Machine Shop Rehabilitation  
*Prepared By:* [John Smoley](#), Ph.D., Senior City Planner, (612) 673-2830  
*Applicant:* Schaffer Richardson  
*Project Contact:* Amanda Janzen  
*Ward:* 3  
*Neighborhood:* Marcy Holmes  
*Request:* To rehabilitate the Pillsbury “A” Mill Machine Shop for a new office use  
*Required Applications:*

<b>Certificate of Appropriateness</b>	<p>To structurally stabilize the southeast corner of the building;</p> <p>To repair and replace masonry;</p> <p>To repair and replace windows and doors;</p> <p>To install new window openings;</p> <p>To install signage;</p> <p>To replace the south wall;</p> <p>To replace the roof;</p> <p>To install interior aluminum storm windows; and</p> <p>To replace the HVAC system.</p>
<b>Historic Variance</b>	<p>To install rooftop and ground-mounted mechanical equipment with no screening; and</p> <p>To amend application # BZH-27254, a Historic Variance to reduce the number of parking spaces required by the Zoning Ordinance for the properties located at 301 Main Street SE, 413 Main Street SE, 300 2nd Street SE, 400 2nd Street SE, and 100 3rd Avenue SE from 290 spaces to 260 spaces, by now increasing the required parking for the Machine Shop from 0 spaces to 26 spaces, with the difference to be made up by reducing the required residential parking from 260 to 235 spaces and utilizing one additional space provided on the originally approved site plan.</p>
<b>Demolition of Historic Resource</b>	n/a

<b>Date Application Deemed Complete</b>	April 21, 2014	<b>Date Extension Letter Sent</b>	June 4 (60-day) and June 20 (120-day)
<b>End of 60-Day Decision Period</b>	June 20, 2014	<b>End of 120-Day Decision Period</b>	August 19, 2014
<b>End of Decision Period Requested by Applicant</b>	December 31, 2014		

## HISTORIC PROPERTY INFORMATION

<b>Current Name</b>	Pillsbury “A” Mill Machine Shop
<b>Historic Name</b>	Pillsbury “A” Mill Machine Shop
<b>Historic Address</b>	400 2 <sup>nd</sup> Street Southeast
<b>Original Construction Date</b>	1916
<b>Historic Use</b>	Industrial
<b>Current Use</b>	Vacant Industrial
<b>Proposed Use</b>	Office

## CLASSIFICATION

<b>Local Historic District</b>	St. Anthony Falls Historic District
<b>Period of Significance</b>	1848-1941
<b>Criteria of Significance</b>	Significant events, city identity, architecture, and engineering
<b>Date of Local Designation</b>	1971
<b>Date of State Designation</b>	1971
<b>Date of National Register Listing</b>	1971
<b>Applicable Design Guidelines</b>	St. Anthony Falls Historic District Design Guidelines

## SUMMARY

**BACKGROUND.** In 1971 the city’s and state’s first historic district, the St. Anthony Falls Historic District, was designated. At the heart of this district lies one of Minneapolis’ three National Historic Landmarks: the Pillsbury “A” Mill. The subject property, the “A” Mill’s Machine Shop, is a contributing resource in the city, state, and federal St. Anthony Falls Historic District, but lies outside of the National Historic Landmark boundaries for the Pillsbury “A” Mill. Constructed in 1916, the Machine Shop embodies the historically significant industrial design and function of the longest working mill at the Falls.

On April 27, 2012 the Minneapolis City Council granted a Historic Variance to reduce the number of parking spaces required by the Zoning Ordinance for the properties located at not only the subject property, 400 2nd Street SE, but also 301 Main Street SE, 413 Main Street SE, 300 2nd Street SE, and 100 3rd Avenue SE from 290 spaces to 260 spaces. The Council specifically stipulated that none of the parking spaces approved as part of the larger redevelopment of the “A” Mill were to be used for the Machine Shop, whose rehabilitation and reuse were not reviewed at that time.

**APPLICANT’S PROPOSAL.** The property is zoned C3A/Community Activity Center District, MR/Mississippi River Critical Area Overlay, SH/Shoreland Overlay District, and UA/University Area Overlay District. The applicant wishes to rehabilitate the building for office use. The proposal requires two Historic Variances and a Certificate of Appropriateness.

Zoning Code section 535.70 requires mechanical equipment installed on or adjacent to structures be screened to minimize visual impact, with exceptions being granted to minor, single family residential, and industrial equipment. The applicant seeks a Historic Variance to install rooftop HVAC equipment and a ground-mounted transformer with no screening. Heritage Preservation Regulations section 599.490 provides the Heritage Preservation Commission with the authority to recommend departure from the literal requirements of any of the applicable zoning regulations through the Historic Variance application

process. The applicant applied for a Historic Variance, rather than a zoning Variance, on the contention that the district's industrial heritage warrants a departure from the literal requirements of the Zoning Code.

Application # BZH-27254, a Historic Variance to reduce the number of parking spaces required by the Zoning Ordinance for the properties located at 301 Main Street SE, 413 Main Street SE, 300 2nd Street SE, 400 2nd Street SE, and 100 3rd Avenue SE from 290 spaces to 260 spaces, specifically stipulated that none of the 260 approved parking spaces were to be used for the Machine Shop. The applicant has applied for a Historic Variance to increase the required parking for the Machine Shop from 0 spaces to 26 spaces, with the difference to be made up by reducing the required residential parking from 260 to 235 spaces and utilizing one additional space provided on the originally approved site plan.

The applicant also seeks to structurally stabilize the Machine Shop's southeast corner; repair and replace masonry; repair and replace windows and doors; install new window openings; install signage; replace the south wall; replace the roof; install interior aluminum storm windows; and replace the HVAC system. Heritage Preservation Regulations section 599.320 requires a Certificate of Appropriateness approved by the Heritage Preservation Commission for any alteration of a landmark, such as the proposed rehabilitation of the subject property.

The applicant initially requested a continuance to the July 8, 2014, meeting to complete Part II of their National Park Service review of their proposed federal and state historic preservation tax credit application. This date extends beyond the end of the 60-day decision period during which local governments must process written requests related to zoning or other governmental approval of an action pursuant to state statute 15.99. The statute allows the City to extend the time frame up to 60 additional days by providing written notice of the extension to the applicant, which staff did on June 4, 2014.

The applicant subsequently requested a second continuance to the August 19, 2014, Heritage Preservation Commission meeting to permit additional time for tax credit application processing. This date coincides with the end of the 120-day decision period during which local governments must process written requests related to zoning or other governmental approval of an action pursuant to state statute 15.99. The statute allows the City to extend the time frame as far into the future as an applicant requests. In accordance with this statute, the applicant has requested in writing an extension of this time limit to December 31, 2014, which the City of Minneapolis has granted.

On July 31, 2014, the applicant submitted revised plans along with an approval with conditions of Part II of their federal and state historic preservation tax credit application (Attachment D). While state and federal historic preservation tax credit reviews consider alterations to both the exterior and interior portions of the building, the local designation applies to the exterior of the building only.

**PUBLIC COMMENTS.** Staff has received two letters in support of the project without exterior balconies, which have been removed from the current proposal. Any additional correspondence received prior to the public meeting will be forwarded on to the Heritage Preservation Commission for consideration.

## ANALYSIS

### HISTORIC VARIANCE

**Analysis:** As conditioned, the proposal complies with the City of Minneapolis' Zoning Code and Heritage Preservation Regulations in all areas apart from the following two variance requests:

To install rooftop and ground-mounted mechanical equipment with no screening; and

To amend application # BZH-27254, a Historic Variance to reduce the number of parking spaces required by the Zoning Ordinance for the properties located at 301 Main Street SE, 413 Main Street SE, 300 2nd Street SE, 400 2nd Street SE, and 100 3rd Avenue SE from 290 spaces to 260 spaces, by now increasing the required parking for the Machine Shop from 0 spaces to 26 spaces, with the difference to be made up by reducing the required residential parking from 260 to 235 spaces and utilizing one additional space provided on the originally approved site plan.

### **Findings as required by the Minneapolis Preservation Code:**

Before recommending approval of a Historic Variance, Heritage Preservation Regulations section 599.520 requires the commission make findings that the variance is:

- a) compatible with the preservation of the property and with other properties in the area; and
- b) necessary to alleviate practical difficulties due to special conditions or circumstances unique to the property and not created by the applicant.

### **A variance to install rooftop and ground-mounted mechanical equipment with no screening.**

The variance request to install rooftop and ground-mounted mechanical equipment with no screening is highly compatible with the preservation of the property and with other properties in the area. The Pillsbury “A” Mill complex and the St. Anthony Falls Historic District are significant for their depiction of the city and state’s industrial milling heritage at the Falls of St. Anthony. A large amount of the historical industrial equipment has been removed from the district in an effort to repurpose it for current needs, primarily as a residential area with supporting commercial uses. Masking of other equipment with large screens that add height to a diminutive industrial building and bulk to a ground-mounted transformer, whose presumed simple box design will complement the character of the district without creating a false sense of history, will detract from the Machine Shop’s and district’s historic character. Elevations on Attachments C5 and C6 demonstrate the building’s anticipated appearance if such screening were to be included, and renderings on Attachments C7-C9 depict the building without such screening. It is important to note that these elevations and renderings are only estimates, and that they appear to provide a perspective from a height equivalent to the building’s roof deck, based upon the estimated equipment height indicated in Attachment B10. The applicant’s variance statements note that the type, dimensions, and locations of proposed rooftop mechanical equipment will not be exactly known until specific uses are programmed for the building (Attachments B9-B10). In light of this situation, staff recommends that the project be conditioned to ensure all rooftop mechanical equipment and supporting infrastructure (to include ductwork, lines, and safety guardrails) is painted a dark muted color and is set back from the roof edge at least as far as the equipment projects above the roof deck, to minimize views of this new equipment not available during the district’s period of significance from the public right-of-way.

The variance request to install rooftop and ground-mounted mechanical equipment with no screening 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 a contributing resource in the St. Anthony Falls Historic District, designated by the City of Minneapolis and listed in the National Register of Historic Places. While the Zoning Code requires screening of all mechanical equipment, the local and federal design guidelines adopted by the Heritage Preservation Commission discourage adding apparent building bulk, which could be created through the use of large screens, as were initially proposed by the applicant, to the roofs of historic buildings. Instead, they seek to minimize visibility of such equipment through proper placement. The rehabilitation guidelines of *The Secretary of the Interior’s Standards for the Treatment of Historic Properties* recommend installing mechanical and service equipment on the roof such as air conditioning, transformers, or solar collectors when required for the new use so that they are

inconspicuous from the public right-of-way and do not damage or obscure character-defining features. *The St. Anthony Falls Historic District Design Guidelines* require the visual impact of mechanical equipment on building roofs be minimized by setting equipment back a significant distance from building walls so it is not visible, using low-profile or recessed mechanical units, and painting the equipment a dark muted color (guideline 8.49). These guidelines also require that applicants locate utility pedestals (ground mounted) to the rear of the building, enclose lines in conduit, and paint these elements to match the existing background color (guideline 7.7). They also note that mechanical systems were more exposed in many industrial operations and while minimizing the visual impacts of building equipment on the character of the district in residential and commercial contexts is important, greater flexibility is appropriate in historic industrial contexts. For these reasons, staff recommends approval of the variance request to install rooftop and ground-mounted mechanical equipment with no screening subject to the following conditions:

- All mechanical equipment and supporting infrastructure (to include ductwork, lines, and safety guardrails) shall be painted a dark muted color and set back from the roof edge at least as far as the equipment projects above the roof deck, to minimize views of this new equipment not available during the district's period of significance from the public right-of-way.
- Enclose transformer lines in conduit and paint the transformer and lines to match the existing background color (the new stucco wall to the rear, the A-Mill wall to the south, or some other background color, as verified by staff).

**A variance to amend application # BZH-27254, a Historic Variance to reduce the number of parking spaces required by the Zoning Ordinance for the properties located at 301 Main Street SE, 413 Main Street SE, 300 2nd Street SE, 400 2nd Street SE, and 100 3rd Avenue SE from 290 spaces to 260 spaces, by now increasing the required parking for the Machine Shop from 0 spaces to 26 spaces, with the difference to be made up by reducing the required residential parking from 260 to 235 spaces and utilizing one additional space provided on the originally approved site plan.**

The variance request to amend application # BZH-27254, a Historic Variance to reduce the number of parking spaces required by the Zoning Ordinance for the properties located at 301 Main Street SE, 413 Main Street SE, 300 2nd Street SE, 400 2nd Street SE, and 100 3rd Avenue SE from 290 spaces to 260 spaces, by now increasing the required parking for the Machine Shop from 0 spaces to 26 spaces, with the difference to be made up by reducing the required residential parking from 260 to 235 spaces and utilizing one additional space provided on the originally approved site plan is compatible with the preservation of the property and with other properties in the area.

The Machine Shop's 27,000 square foot space requires 35 vehicular parking spaces per the Zoning Code. The applicant proposes to provide  $\frac{3}{4}$  of those spaces, and ample parking exists nearby. The Applicant's Travel Demand Management Plan (TDMP) submitted with BZH-27254 identified two public parking facilities nearby that can provide supplemental parking and thereby facilitate the adaptive reuse of this property and other properties in the area:

The parking lot owned by Impark on the northwest corner of 2nd Street SE & 3rd Avenue SE offers monthly parking for \$50 per month as well as daily parking and has roughly 370 total spaces in the lot. Based on a site inspection, it appears the lot is currently less than half utilized. The St Anthony Falls Ramp on the northwest corner of 2nd Street SE & 2nd Avenue SE offers monthly parking for between \$50 and \$85 per month. This ramp also offers daily parking and has seven available levels of parking with over 600 total spaces. It is believed the ramp currently has capacity to accommodate at least 150 monthly contract vehicles.

The Applicant has not provided a site plan depicting the proposed parking but, as part of the rehabilitation of the Pillsbury “A” Mill, the Heritage Preservation Commission approved BZH-27254, which included structured parking to be constructed on the site between the Machine Shop and the White Concrete Grain Elevators to their east. The parking will be built into the grade change of the site. The roof of the structure will be used for parking and will be at the grade of 2<sup>nd</sup> Street SE. From this location it will appear to be a 21-space surface parking lot adjacent to the Machine Shop. In total, including the roof of the structure there will be four levels of parking. The Applicant is providing 152 parking spaces in the underground parking structure and additional surface spaces in the Great Northern Railroad Corridor. The applicant could provide additional levels of parking above grade, but constructing an above ground parking structure would damage the integrity of the historic buildings that the applicant is required to preserve per the City’s designation of the Pillsbury “A” Mill complex.

The variance request to amend application # BZH-27254, a Historic Variance to reduce the number of parking spaces required by the Zoning Ordinance for the properties located at 301 Main Street SE, 413 Main Street SE, 300 2nd Street SE, 400 2nd Street SE, and 100 3rd Avenue SE from 290 spaces to 260 spaces, by now increasing the required parking for the Machine Shop from 0 spaces to 26 spaces, with the difference to be made up by reducing the required residential parking from 260 to 235 spaces and utilizing one additional space provided on the originally approved site plan is necessary to alleviate practical difficulties due to special conditions or circumstances unique to the property not created by the applicant. The Machine Shop’s 27,000 square foot space requires 35 vehicular parking spaces per the Zoning Code. The Zoning Code’s parking standards are designed to ensure an adequate, but not excessive level of parking is provided with any new development. Having no parking permitted anywhere in the Pillsbury “A” Mill complex for users of the Machine Shop site creates a practical difficulty for reuse of this historic building. Permitting 26 spaces on the “A” Mill site to be used for Machine Shop parking will help preserve the Machine Shop and the integrity of the “A” Mill complex in general.

## CERTIFICATE OF APPROPRIATENESS

The Department of Community Planning and Economic Development has analyzed the application based on the following findings:

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.*

Regardless of what changes are made to the subject property, it will maintain its historical significance, but proposed changes may affect its integrity (i.e. the property’s ability to communicate its historical significance), as discussed in finding #3 below.

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

While state and federal historic preservation tax credit reviews consider alterations to both the exterior and interior portions of the building, the local designation applies to the exterior of the building only. The applicant intends to convert the building from an industrial use to less intensive commercial uses such as offices or a restaurant, in keeping with the St. Anthony Falls Historic District’s transition from industrial uses to residential uses and commercial uses sought by district residents. As conditioned, the proposal supports the property’s exterior designation.

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

The proposed repairs are needed. Some windows have been replaced with masonry infill. Existing wood window components show signs of deterioration. New mechanical systems appear necessary. Signage will be necessary for new tenants. Parking spaces for new uses appear necessary.

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 applicant seeks to:

- A. structurally stabilize the southeast corner of the building;
- B. repair and replace masonry;
- C. repair and replace windows and doors;
- D. install new window openings;
- E. install signage;
- F. replace the south wall;
- G. replace the roof;
- H. install interior aluminum storm windows; and
- I. replace the HVAC system.

#### **A. Structurally stabilize the southeast corner of the building**

The applicant proposes to stabilize the southeast corner, which is not structurally sound and is falling away from the main building structure and settling about 10 inches lower than the rest of the building. Three steel braces were installed to support the corner as a temporary fix (see photos in Attachment E4, E5, and E8). The applicant proposes to use hydraulic jacks to raise the existing brick pier that has settled and to insert a masonry pier and needle beam to stabilize the corner. Backfill will include lightweight material (maximum 25 pcf wet density and minimum 75 psi compressive strength) to eliminate future lateral movement. The stabilization and restoration work will be completed in conjunction with construction of the parking lot beside the building. This proposed work is at the corner of the building that is least visible from the public right-of-way and is in keeping with guidelines 8.6 and 8.9 of *The St. Anthony Falls Historic District Design Guidelines* which require replacement of an architectural feature accurately without adding details that were not part of the original building. Attachment E5 includes notes that propose to both restore the masonry wall and also leave temporary bracing in place. For clarity's sake, staff recommends the project be conditioned to ensure the temporary exterior bracing be removed once stabilization of the southeast corner is complete.

#### **B. Repair and replace masonry**

The Machine Shop is clad in historic yellow Chaska brick at the north, west, and east elevations. The applicant has submitted a masonry survey that demonstrates that the brick is in poor condition (Attachments D1-D4). Their scope of work also notes areas of graffiti and physical vandalism, and that previous repointing has occurred haphazardly. The applicant proposes to repoint mortar joints as needed, and has stated in their application description that the joints will match the color, texture, strength, joint width and joint profile of the historic grout. Additional repair with replacement bricks will closely match the existing brick. Most of the brick replacement will be required along the base of the structure, below window sills, and over lintels. Also, the lower corner of the east elevation requires complete rebuilding due to the movement of the southeast corner mentioned above, and the applicant proposes to replace approximately 200 square feet of deteriorated historic foundation stone.

While these actions are all clearly in keeping with the rehabilitation guidelines of *The St. Anthony Falls Historic District Design Guidelines*, staff recommends the project be conditioned to require the applicant submit test panels of the replacement brick and stone (or some other evidence) to staff for review prior to the repointing and masonry replacement to ensure:

- a) replacement brick and stone match existing brick and stone in size, color, and finish;
- b) patching materials match existing brick and stone in color and finish;
- c) replacement mortar duplicates existing mortar in strength, composition, color, and texture; and
- d) replacement mortar joints duplicate existing mortar joints in width and in joint profile.

The applicant has not described how they intend to remove the graffiti on the masonry. Guideline 8.5 of *The St. Anthony Falls Historic District Design Guidelines* recommend cleaning masonry surfaces with the gentlest method possible that will achieve the appropriate results. For this reason, staff recommends the project be conditioned to ensure masonry surfaces are cleaned with low pressure water and detergents, using natural bristle brushes, permitting chemical masonry cleaner to remove graffiti and mortar wash if the water and brushes fail to do so.

As recommended by the National Park Service, staff also recommends the project be conditioned to ensure hand-raking, not mechanical methods, be used to remove deteriorated mortar on vertical joints to avoid damaging the masonry during repointing.

### **C. Repair and replace windows and doors**

The applicant's scope of work and renderings indicate that they propose to replace two first floor nonhistoric vehicular doors (Attachment E6) and one second floor cargo door (attachment E7) on the north elevation with aluminum storefront entrances beneath a wood transom window. Their plans also indicate that the applicant intends to replace two nonhistoric pedestrian doors and their accompanying transom windows on the northern and eastern sides of the building with new doors and transoms of an unknown type (the door and window schedule, Attachment C14, is difficult to read) as well as replace a vehicular door on the western side of the building with a new vehicular door of an unknown type. A 1920s photograph from the period of significance (Attachment E2) indicates that the first floor entrances in question historically possessed vehicular doors, and that the second floor entrance was initially a window bay matching the others on that same elevation. In all three of these cases, the historical features are missing.

In such instances, guidelines 8.26 and 8.27 of *The St. Anthony Falls Historic District Design Guidelines* require applicants use materials that appear similar to that of the original and use a design that has appearance similar to the original, or one associated with structures of a similar style and age. The proposed first floor entrances utilize storefront materials (aluminum and wood) available during the building's period of significance. The design of the openings maintains the rough relationship of solids to voids, based upon the 1920s photograph which indicates the historic vehicular doors were comprised of windows for most of their upper half and pedestrian doors with transoms appear to have been designed in a similar manner. Unfortunately, no drawings demonstrate how closely these proposed window and door components and colors match the historic windows remaining on the building. To ensure the compatibility of the replacement features, staff recommends the project be conditioned to ensure all historic and nonhistoric windows and doors are painted to match each other. Installing a double door pedestrian entrance on the second floor, where no pedestrian egress is possible, is not compatible with the historic window opening or the industrial cargo door currently in place. For this reason, staff recommends the project be conditioned to retain the existing cargo door on the second floor or restore this historic window opening with brick and glazing designed to match adjacent openings.

The applicant also proposes to repair or replace all windows on the building. Existing wood windows on the north, west and east elevations are very similar. First floor windows are nine-over-

nine, double-hung sash and second floor windows have six-over-six, double-hung sash, all with ogee lugs. The applicant has submitted a window survey documenting the condition of most windows and noting proposed treatments (see Attachment D5-D39). Generally speaking, the applicant plans to refurbish all existing historic wood windows, replacing such windows when deterioration makes repair infeasible, such as instances where mechanical equipment has been installed through sashes. The applicant's scope of work indicates that windows used to replace historic wood windows on the northern and western elevations will be wood sash with divided light to match the windows they replace and their surrounding counterparts. This proposal is very much in keeping with the historic building window guidelines of *The St. Anthony Falls Historic District Design Guidelines*, but the applicant's plans do not include details to demonstrate that replacement window components and windows will match those of their historic counterparts (Attachment C14). For this reason, staff recommends the project be conditioned to ensure that, prior to the issuance of building permits for window repair and replacement, the applicant shall submit plans demonstrating that replacement window profiles, installation depths, and component dimensions match those of the existing historic windows.

#### **D. Install new window openings**

Plans indicate the applicant intends to restore window openings previously infilled with nonhistoric masonry. Many of the original window openings on the eastern side of the building, as well as one on the northern and western sides, have been filled with concrete masonry units. The concrete infill is proposed to be removed and three wood, double-hung, nine-over-nine divided light windows with wood frames will be installed. The scope of work indicates that new windows will be produced to exactly match the corresponding historic windows on adjacent sides of the first floor, but aluminum-clad windows without ogee lugs are proposed for the eastern side of the building (Attachment C14). Nevertheless, the windows guidelines intent statement of *The St. Anthony Falls Historic District Design Guidelines* notes, "When it is needed, a new window should be in character with the historic building." The proposed aluminum clad true divided light wood window without ogee lugs will complement the character of the building while not creating a false sense of history.

On the western side of the building the applicant seeks to remove historic foundation masonry and install three new windows and one light well that extend out into the sidewalk, to provide greater light to the basement level. Steel guardrails and grates would be installed to prevent pedestrians on the sidewalk from accidentally or intentionally entering the building through these new openings. Staff does not recommend approval of this request. No openings historically existed or currently exist on this portion of the building (see Attachment E1 and E2). The proposal would encroach into the public right-of-way, impeding pedestrian traffic on the sidewalk. Additionally, this proposal violates guideline 8.35 of *The St. Anthony Falls Historic District Design Guidelines* which prohibits new window openings on primary facades but does permit more flexibility in secondary locations such as the south wall, where staff recommends approval of the request to replace the nonhistoric metal wall and install ribbon windows (see section F).

#### **E. Install signage**

The applicant proposes to install four signs:

*First Sign – West projecting sign*

Length x Width 4' x 3'

Projection: 3'

Area: 12 sf

Mounting Height: 12'6"

*Second Sign – North projecting sign*

Length x Width: 4' x 3'

Projection: 3'

Area: 12 sf

Mounting Height: 13'6"

*Third Sign – North projecting sign*

Length x Width: 4' x 3'

Projection: 4'

Area: 12 sf

Mounting Height: 19'6"

*Fourth Sign – East projecting sign*

Length x Width: 4' x 3'

Projection: 3'

Area: 12 sf

Mounting Height: 13'6"

Many details, including illumination, method of attachment, sign copy, and materials are not part of the application, but such details can be worked out in the future because *the Minneapolis Heritage Preservation Commission's Design Guidelines for On-Premise Signs and Awnings* note that a Certificate of Appropriateness is only required for sign or awning proposals that do not conform to the design guidelines.

Given the limited details proposed, the signage meets the Guidelines in all areas but the third (north) sign's height and the fourth (east) sign's location. *The Minneapolis Heritage Preservation Commission's Design Guidelines for On-Premise Signs and Awnings* state, "Building signs should be located only on the primary façade of the building adjacent to the street and should be no higher than fourteen (14) feet..." The applicant proposes to install the third (north) sign 19.5' above grade. The applicant proposes to install the fourth sign on the east (parking lot) side of the building, which is not a primary façade of the building adjacent to the street.

In determining whether to approve a Certificate of Appropriateness for a sign or awning proposal, the Guidelines permit the Commission to consider special situations including building condition, building orientation, historic precedence and exceptional design proposals. None of these special conditions warrant the installation of the third (north) sign 19.5' above grade or the fourth sign adjacent to the parking lot. Indeed, the proposed height of the third (north) sign will prevent operation of the proposed second floor doors at that location. Staff recommends the third (north) sign be approved with the condition that it be lowered to no higher than 14' above grade and not block any window or door opening. Additionally, a projecting sign posted on the eastern side of the building (the fourth, or east, sign) will face to the north and south, making it difficult for pedestrians in the parking lot (whose cars will face east or west) and drivers on the street (who will be driving east or west) to see. Staff recommends the fourth (east) sign be approved with the condition that it be a wall sign, not a projecting sign, to make it easier for drivers and pedestrians to identify the building entrance and business on that side of the building.

*The St. Anthony Falls Historic District Design Guidelines* recommend preserving historic signage. No such signage exists on the exterior of the building.

## **F. Replace the south wall**

The applicant proposes to replace the nonhistoric metal wall on the southern elevation with a stucco wall and two fixed ribbon windows that traverse nearly the entire width of both the first and second floors.

The northern, masonry wall of the adjacent Bran House building, destroyed by fire in 1990, appears to have also served as the Machine Shop's southern wall. Guideline 8.13 of *The St. Anthony Falls Historic District Design Guidelines* states, "Alternative materials that convey a character similar to the historic material will be considered in some secondary locations when replacement with the original is not feasible. They must have a similar finish and be proven durable in similar installations in Minneapolis." The applicant also proposes to install ribbon windows in this southern wall where no windows historically existed. While *The St. Anthony Falls Historic District Design Guidelines* do not permit new window openings on primary building walls, guideline 8.35 does note that more flexibility exists on secondary walls in locations that are not key to the significance of the property. Nevertheless, the proposed windows differ from the historic fenestration substantially, especially in terms of materials, operation, pattern, and division of lights. Combined with a stucco wall, such fenestration challenges the assertion that a stucco wall with ribbon windows where a blank, masonry wall once stood is compatible with a brick wall with double hung windows, but the height and placement of the proposed ribbon windows match those of the historic windows on adjacent building sides. Staff also recommends the project be conditioned to require the stucco be painted to match the color of the Chaska brick or the limestone foundation, to ensure the stucco complements the character of the building, since replacement of only one portion (that enclosed the Machine Shop) of one Bran House wall after its destruction by fire would be awkward.

## **G. Replace the roof**

The applicant proposes to replace the nonhistoric very low slope white EPDM roof with a dark rubber membrane roof of the same design. This is very much in keeping with the historic roof rehabilitation guidelines of the *The St. Anthony Falls Historic District Design Guidelines*. The original roofing materials are not known. The applicant proposes to preserve the roof's brick parapet, positioned along 2<sup>nd</sup> Street Southeast. The dark color of the proposed roof and its very low slope (which makes it impossible to see from adjacent streets) are highly compatible with the size, scale, material, and color of the historic building.

## **H. Install interior aluminum storm windows**

The applicant proposes to install aluminum, one-over-one, double-hung combination storm-screen windows on the interior of all windows in the Machine Shop. Installation of interior storm windows is very much in keeping with the historic window rehabilitation guidelines of *The St. Anthony Falls Historic District Design Guidelines*. Installation of interior storm windows will help improve the building's energy efficiency while permitting the historic wood windows to be seen from the public right-of-way, which begins at the sidewalk immediately adjacent to those windows. Few details regarding the design of these windows has been provided, however, so staff recommends the project be conditioned to ensure the storm windows touch the building as lightly as possible, for reversibility's sake and have frames, rails and stiles that are narrower than those of the historic wood windows (to minimize the visibility of the storm windows from the exterior of the building).

## **I. Replace the HVAC system**

The applicant seeks to replace the existing heating and cooling systems, whose units protrude from the building's roof and street-side windows, with rooftop mechanical equipment and a ground-mounted transformer at the rear of the building. This proposal is very much in keeping with the historic window and roof rehabilitation guidelines of *The St. Anthony Falls Historic District Design Guidelines* which prohibit mechanical equipment from protruding through windows (guideline 8.35b)

and which permit mechanical equipment on the roof provided it is set back a significant distance from building walls so it is not visible; low-profile or recessed; and painted a dark muted color (guideline 8.49). Although the applicant has included a roof plan with proposed mechanical equipment indicated (Attachment C1), their scope of work notes that all proposed rooftop mechanical equipment will not be exactly known until specific uses are programmed for the building. For these reasons, staff recommends that the project be conditioned to ensure all rooftop mechanical equipment and supporting infrastructure (to include ductwork, lines, and safety guardrails) be painted a dark muted color and be set back from the roof edge at least as far as the equipment projects above the roof deck, to minimize views of this new equipment not available during the district's period of significance from the public right-of-way.

*The St. Anthony Falls Historic District Design Guidelines* require applicants locate utility pedestals (ground mounted) to the rear of the building, enclose lines in conduit, and paint these elements to match the existing background color (guideline 7.7). They also note that mechanical systems were more exposed in many industrial operations and while minimizing the visual impacts of building equipment on the character of the district in residential and commercial contexts is important, greater flexibility is appropriate in historic industrial contexts. Placing the transformer outside of the building on its rear side, as proposed, will cause the least alteration possible to the building and in a location where it will be less visible from the public right-of-way. No details of the transformer's design have been provided, but they often appear as green metal boxes with locked equipment access doors. Staff recommends the project be conditioned to ensure the transformer and lines are painted to match the existing background color (the new stucco wall to the rear, the A-Mill wall to the south, or some other background color, as verified by staff).

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 applicant is conducting a rehabilitation of the subject property to convert the building from an industrial use to less intensive commercial uses such as offices or a restaurant. The applicant seeks to:

- A. structurally stabilize the southeast corner of the building;
- B. repair and replace masonry;
- C. repair and replace windows and doors;
- D. install window openings;
- E. install signage;
- F. replace the south wall;
- G. replace the roof;
- H. install interior aluminum storm windows; and
- I. replace the HVAC system.

#### **A. Structurally stabilize the southeast corner of the building**

The applicant proposes to stabilize the southeast corner, which is not structurally sound and is falling away from the main building structure and settling about 10 inches lower than the rest of the building. Three steel braces were installed to support the corner as a temporary fix (see photos in Attachment E4, E5, and E8). The applicant proposes to use hydraulic jacks to raise the existing brick pier that has settled and to insert a masonry pier and needle beam to stabilize the corner. Backfill will include lightweight material (maximum 25 pcf wet density and minimum 75 psi compressive strength) to eliminate future lateral movement. The stabilization and restoration work will be completed in conjunction with construction of the parking lot adjacent to the building. This

proposed work is at the corner of the building that is least visible from the public right-of-way and is in keeping with the rehabilitation guidelines of *The Secretary of the Interior's Standards for the Treatment of Historic Properties*. Attachment E5 includes notes that propose to both restore the masonry wall and also leave temporary bracing in place. For clarity's sake, staff recommends the project be conditioned to ensure the temporary exterior bracing be removed once stabilization of the southeast corner is complete.

### **B. Repair and replace masonry**

The Machine Shop is clad in historic yellow Chaska brick at the north, west, and east elevations. The applicant has submitted a masonry survey that demonstrates that the brick is in poor condition (Attachment D1-D4). Their scope of work also notes areas of graffiti and physical vandalism, and that previous repointing has occurred haphazardly. The applicant proposes to repoint mortar joints as needed, and has stated in their application description that the joints will match the color, texture, strength, joint width and joint profile of the historic grout. Additional repair with replacement bricks will closely match the existing brick. Most of the brick replacement will be required along the base of the structure, below window sills, and over lintels. Also, the lower corner of the east elevation requires complete rebuilding due to the movement of the southeast corner mentioned above, and the applicant proposes to replace approximately 200 square feet of deteriorated historic foundation stone.

While these actions are all clearly in keeping with the rehabilitation guidelines of *The St. Anthony Falls Historic District Design Guidelines*, staff recommends the project be conditioned to require the applicant submit test panels of the replacement brick and stone (or some other evidence) to staff for review prior to the repointing and masonry replacement to ensure:

- e) replacement brick and stone match existing brick and stone in size, color, and finish;
- f) patching materials match existing brick and stone in color and finish;
- g) replacement mortar duplicates existing mortar in strength, composition, color, and texture; and
- h) replacement mortar joints duplicate existing mortar joints in width and in joint profile.

The applicant has not described how they intend to remove the graffiti on the masonry. The rehabilitation guidelines of *The Secretary of the Interior's Standards for the Treatment of Historic Properties* recommend cleaning masonry surfaces with the gentlest method possible, such as low pressure water and detergents, using natural bristle brushes. Staff recommends the project be conditioned to ensure masonry surfaces are cleaned with low pressure water and detergents, using natural bristle brushes, permitting chemical masonry cleaner to remove graffiti and mortar wash if the water and brushes fail to do so.

As recommended by the National Park Service, staff also recommends the project be conditioned to ensure hand-raking, not mechanical methods, be used to remove deteriorated mortar on vertical joints to avoid damaging the masonry during repointing.

### **C. Repair and replace windows and doors**

The applicant's scope of work and renderings indicate that they propose to replace two first floor nonhistoric vehicular doors (Attachment E6) and one second floor cargo door (attachment E7) on the north elevation with aluminum storefront entrances beneath a wood transom window. Their plans also indicate that the applicant intends to replace two nonhistoric pedestrian doors and their accompanying transom windows on the northern and eastern sides of the building with new doors and transoms of an unknown type (the door and window schedule, Attachment C14, is difficult to read) as well as replace a vehicular door on the western side of the building with a new vehicular door of an unknown type. A 1920s photograph from the period of significance (Attachment E2) indicates that the first floor entrances in question historically possessed vehicular doors, and that

the second floor entrance was initially a window bay matching the others on that same elevation. In all three of these cases, the historical features are missing.

In such instances, the rehabilitation guidelines of *The Secretary of the Interior's Standards for the Treatment of Historic Properties* recommend designing and constructing a new entrance that is either a restoration based on historical, pictorial, and physical documentation; or a new design that is compatible with the building's historic character. The proposed first floor entrances utilize storefront materials (aluminum and wood) available during the building's period of significance. The design of the openings maintains the rough relationship of solids to voids, based upon the 1920s photograph which indicates the historic vehicular doors were comprised of windows for most of their upper half and pedestrian doors with transoms appear to have been designed in a similar manner. Unfortunately, no drawings demonstrate how closely these proposed window and door components and colors match the historic windows remaining on the building. To ensure the compatibility of the replacement features, staff recommends the project be conditioned to ensure all historic and nonhistoric windows and doors are painted to match each other. Installing a double door pedestrian entrance on the second floor, where no pedestrian egress is possible, is not compatible with the historic window opening or the industrial cargo door currently in place. For this reason, staff recommends the project be conditioned to retain the existing cargo door on the second floor or restore this historic window opening with brick and glazing designed to match adjacent openings.

The applicant also proposes to repair or replace all windows on the building. Existing wood windows on the north, west and east elevations are very similar. First floor windows are nine-over-nine, double-hung sash and second floor windows have six-over-six, double-hung sash, all with ogee lugs. The applicant has submitted a window survey documenting the condition of most windows and noting proposed treatments (see Attachment D5-D39). Generally speaking, the applicant plans to refurbish all existing historic wood windows, replacing such windows when deterioration makes repair infeasible, such as instances where mechanical equipment has been installed through sashes. The applicant's scope of work indicates that windows used to replace historic wood windows on the northern and western elevations will be wood sash with divided light to match the windows they replace and their surrounding counterparts, but their plans do not include details to demonstrate that replacement window components and windows will match those of their historic counterparts (Attachment C14). For this reason, staff recommends the project be conditioned to ensure that, prior to the issuance of building permits for window repair and replacement, the applicant submit plans demonstrating that replacement window profiles, installation depths, and component dimensions match those of the existing historic windows.

#### **D. Install window openings**

Plans indicate the applicant intends to restore window openings previously infilled with nonhistoric masonry. Many of the original window openings on the eastern side of the building, as well as one on the northern and western sides, have been filled with concrete masonry units. The concrete infill is proposed to be removed and three wood, double-hung, nine-over-nine divided light windows with wood frames will be installed. The scope of work indicates that new windows will be produced to exactly match the corresponding historic windows on adjacent sides of the first floor, but aluminum-clad windows without ogee lugs are proposed for the eastern side of the building (Attachment C14). Nevertheless, the rehabilitation guidelines of *The Secretary of the Interior's Standards for the Treatment of Historic Properties* notes that, when historic windows are completely missing, the replacement windows may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the window openings and the historic character of the building. The proposed aluminum clad true divided light wood window

without ogee lugs will be a new design that is compatible with the window openings and the historic character of the building.

On the western side of the building the applicant seeks to remove historic foundation masonry and install three new windows and one light well that extend out into the sidewalk, to provide greater light to the basement level. Steel guardrails and grates would be installed to prevent pedestrians on the sidewalk from accidentally or intentionally entering the building through these new openings. Staff does not recommend approval of this request. No openings historically existed or currently exist on this portion of the building (see Attachment E1 and E2). The proposal would encroach into the public right-of-way, impeding pedestrian traffic on the sidewalk. Additionally, the rehabilitation guidelines of *The Secretary of the Interior's Standards for the Treatment of Historic Properties* recommend designing and installing additional windows on rear or other non-character-defining elevations if required by the new use such as the south wall, where staff recommends approval of the request to replace the nonhistoric metal wall and install ribbon windows (see section F).

#### **E. Install signage**

The applicant proposes to install four new projecting wall signs. The rehabilitation guidelines of *The Secretary of the Interior's Standards for the Treatment of Historic Properties* recommend preserving historic signage. No such signage exists on the exterior of the building.

#### **F. Replace the south wall**

The applicant proposes to replace the nonhistoric metal wall on the southern elevation with a stucco wall and two fixed ribbon windows that traverse nearly the entire width of both the first and second floors.

The rehabilitation guidelines of *The Secretary of the Interior's Standards for the Treatment of Historic Properties* recommend designing and installing a new masonry feature when the historic feature is completely missing. It may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the size, scale, material, and color of the historic building. The northern, masonry wall of the adjacent Bran House building, destroyed by fire in 1990, appears to have also served as the Machine Shop's southern wall. Staff has found no evidence that windows historically existed on this wall. The proposed windows differ from the historic fenestration substantially, especially in terms of materials, operation, pattern, and division of lights. Combined with a stucco wall, such fenestration challenges the assertion that a stucco wall with ribbon windows where a blank, masonry wall once stood is compatible with a brick wall with double hung windows, but the height and placement of the proposed ribbon windows match those of the historic windows on adjacent building sides. Staff also recommends the project be conditioned to require the stucco be painted to match the color of the Chaska brick or the limestone foundation, to ensure the stucco complements the character of the building, since replacement of only one portion (that enclosed the Machine Shop) of one Bran House wall after its destruction by fire would be awkward.

#### **G. Replace the roof**

The applicant proposes to replace the nonhistoric very low slope white EPDM roof with a dark rubber membrane roof of the same design. The rehabilitation guidelines of *The Secretary of the Interior's Standards for the Treatment of Historic Properties* recommend designing and constructing a new feature when the historic feature is completely missing. It may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the size, scale, material, and color of the historic building. The dark color of the proposed roof and its very low slope (which makes it impossible to see from adjacent streets) are highly compatible with the size, scale, material, and color of the historic building.

## **H. Install interior aluminum storm windows**

The applicant proposes to install aluminum, one-over-one, double-hung combination storm-screen windows on the interior of all windows in the Machine Shop. Installation of interior storm windows is very much in keeping with the rehabilitation guidelines of *The Secretary of the Interior's Standards for the Treatment of Historic Properties* which recommend identifying, retaining, and preserving windows - and their functional and decorative features - that are important in defining the overall historic character of the building. Installation of interior storm windows will help improve the building's energy efficiency while permitting the historic wood windows to be seen from the public right-of-way, which begins at the sidewalk immediately adjacent to those windows. Few details regarding the design of these windows has been provided, however, so staff recommends the project be conditioned to ensure the storm windows touch the building as lightly as possible, for reversibility's sake and have frames, rails and stiles that are narrower than those of the historic wood windows (to minimize the visibility of the storm windows from the exterior of the building).

## **I. Replace the HVAC system**

The applicant seeks to replace the existing heating and cooling systems, whose units protrude from the building's roof and street-side windows, with rooftop mechanical equipment and a ground-mounted transformer at the rear of the building. The rehabilitation guidelines of *The Secretary of the Interior's Standards for the Treatment of Historic Properties* also recommend installing mechanical and service equipment on the roof such as air conditioning, transformers, or solar collectors when required for the new use so that they are inconspicuous from the public right-of-way and do not damage or obscure character-defining features. Although the applicant has included a roof plan with proposed mechanical equipment indicated (Attachment CI), their scope of work notes that all proposed rooftop mechanical equipment will not be exactly known until specific uses are programmed for the building. In light of this situation, staff recommends that the project be conditioned to ensure all rooftop mechanical equipment and supporting infrastructure (to include ductwork, lines, and safety guardrails) be set back from the roof edge at least as far as the equipment projects above the roof deck, to minimize views of this new equipment not available during the district's period of significance from the public right-of-way.

The rehabilitation guidelines of *The Secretary of the Interior's Standards for the Treatment of Historic Properties* recommend installing a completely new mechanical system if required for the new use so that it causes the least alteration possible to the building's floor plan, the exterior elevations, and the least damage to the historic building material. Placing the transformer outside of the building on its rear side will cause the least alteration possible to the building and in a location where it will be less visible from the public right-of-way. No details of the transformer's design have been provided, but they often appear as green metal boxes with locked equipment access doors. Staff recommends the project be conditioned to ensure the transformer and lines are painted to match the existing background color (the new stucco wall to the rear, the A-Mill wall to the south, or some other background color, as verified by staff).

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.*

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 will help preserve and reuse one historic building. Action 8.1.1 of the *Minneapolis Plan for Sustainable Growth* indicates that the City shall protect historic resources from

modifications that are not sensitive to their historic significance. The project will help restore the appearance of the historic building, as discussed in finding #5 above.

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.

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. *The description and statement of significance in the original nomination upon which designation of the landmark or historic district was based.*

The proposed building rehabilitation, to include the repair of masonry walls and wood windows, indicates a sound understanding of the property's significance.

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

The proposal does not trigger Site Plan Review required by 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 application complies with the rehabilitation guidelines of the Secretary of the Interior's Standards for the Treatment of Historic Properties as discussed in finding #5 above.

## RECOMMENDATIONS

### Recommendation of the Department of Community Planning and Economic Development for the Historic Variance:

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt staff findings and **approve** the Historic Variance to install rooftop and ground-mounted mechanical equipment with no screening at 400 2<sup>nd</sup> Street Southeast, the Pillsbury "A" Mill Machine Shop, subject to the following conditions:

1. All mechanical equipment and supporting infrastructure (to include ductwork, lines, and safety guardrails) shall be painted a dark muted color and set back from the roof edge at least as far as the equipment projects above the roof deck, to minimize views of this new equipment not available during the district's period of significance from the public right-of-way.

2. Enclose transformer lines in conduit and paint the transformer and lines to match the existing background color (the new stucco wall to the rear, the A-Mill wall to the south, or some other background color, as verified by staff).
3. By ordinance, approvals are valid for a period of two years from the date of the decision. 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 August 19, 2016.

**Recommendation of the Department of Community Planning and Economic Development for the Historic Variance:**

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt staff findings and **approve** the Historic Variance to amend application # BZH-27254, a Historic Variance to reduce the number of parking spaces required by the Zoning Ordinance for the properties located at 301 Main Street SE, 413 Main Street SE, 300 2nd Street SE, 400 2nd Street SE, and 100 3rd Avenue SE from 290 spaces to 260 spaces, by now increasing the required parking for the Machine Shop from 0 spaces to 26 spaces, with the difference to be made up by reducing the required residential parking from 260 to 235 spaces and utilizing one additional space provided on the originally approved site plan, subject to the following conditions:

1. By ordinance, approvals are valid for a period of two years from the date of the decision. 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 August 19, 2016.

**Recommendation of the Department of Community Planning and Economic Development for the Certificate of Appropriateness:**

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt the findings above and **approve** the Certificate of Appropriateness to structurally stabilize the Machine Shop's southeast corner; repair and replace masonry; repair and replace windows and doors and install window openings on the eastern, western, and northern sides of the building; install new window openings; install signage; replace the south wall; replace the roof; install exterior and interior aluminum storm windows; and replace the HVAC system at 400 2<sup>nd</sup> Street Southeast, the Pillsbury "A" Mill Machine Shop, subject to the following conditions:

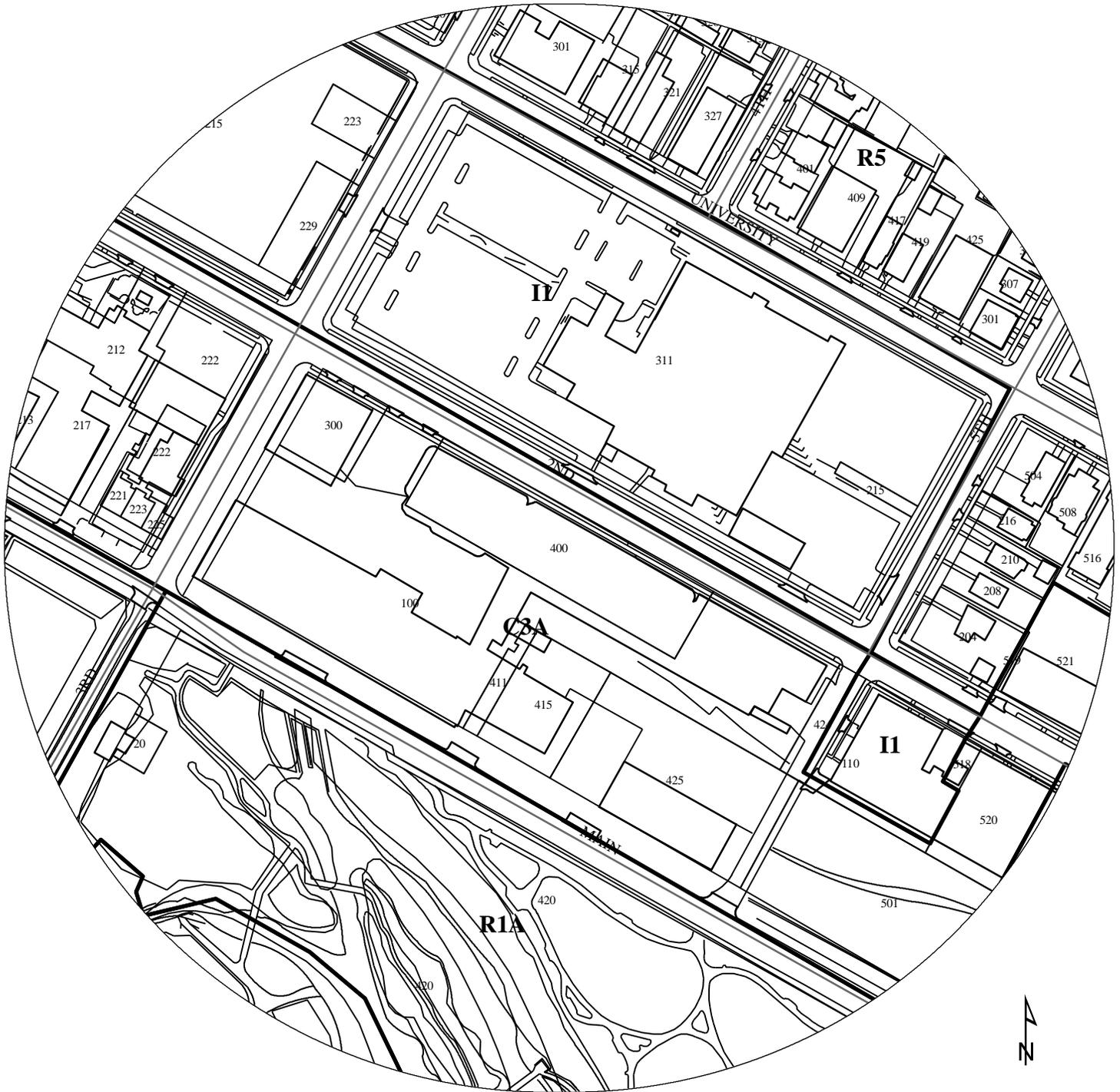
1. All mechanical equipment and supporting infrastructure (to include ductwork, lines, and safety guardrails) shall be painted a dark muted color and set back from the roof edge at least as far as the equipment projects above the roof deck, to minimize views of this new equipment not available during the district's period of significance from the public right-of-way.
2. Enclose transformer lines in conduit and paint the transformer and lines to match the existing background color (the new stucco wall to the rear, the A-Mill wall to the south, or some other background color, as verified by staff).
3. The temporary exterior bracing shall be removed once stabilization of the southeast corner is complete.
4. The applicant shall submit test panels of the replacement brick and stone (or some other evidence) to staff for review prior to the repointing and masonry replacement to ensure:
  - a. replacement brick and stone match existing brick and stone in size, color, and finish;
  - b. patching materials match existing brick and stone in color and finish;

- c. replacement mortar duplicates existing mortar in strength, composition, color, and texture; and
- d. replacement mortar joints duplicate existing mortar joints in width and in joint profile.
5. Masonry surfaces may be cleaned with low pressure water and detergents, using natural bristle brushes. Chemical masonry cleaner may be used to remove graffiti and mortar wash if the water and brushes fail to do so.
6. Hand-raking, not mechanical methods, shall be used to remove deteriorated mortar on vertical joints to avoid damaging the masonry.
7. All historic and nonhistoric windows and doors shall be painted to match each other.
8. Retain the existing second floor cargo door on the north side of the building or restore this historic window opening with brick and glazing designed to match adjacent openings.
9. Prior to the issuance of building permits for window repair and replacement, the applicant shall submit plans demonstrating that the replacement window profiles, installation depths, and component dimensions match those of the existing historic windows.
10. The third (north) sign must be lowered to no higher than 14' above grade and must not block door or window openings.
11. The fourth (east) sign must be a wall sign, not a projecting sign.
12. The stucco on the south elevation shall be painted to match the color of the Chaska brick or the limestone foundation.
13. The interior storm windows shall touch the building as lightly as possible, for reversibility's sake, and have frames, rails and stiles that are narrower than those of the historic wood windows.
14. 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 August 19, 2016.
15. 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.
16. CPED Staff shall review and approve the final plans and elevations prior to building permit issuance.

## ATTACHMENTS

- A. Vicinity map
- B. Scope of Work
- C. Plans

- D. Window Survey
- E. Photos
- F. Conditions Sheet: Historic Preservation (State and Federal Tax Credit) Certification Application
- G. Public Comment



## **MACHINE SHOP**

July 29, 2014

Proposed by: Schafer Richardson, Inc.

### GENERAL DESCRIPTION

The Machine Shop was constructed in 1916 as part of the larger Pillsbury A Mill complex in the St. Anthony Falls Historic District. The building is constructed of yellow Chaska brick and rests on a raised brick and poured concrete foundation. The south wall (facing the Pillsbury A Mill) was originally the side wall of the neighboring Bran House (1881). When the Bran House burned in 1990, the remaining portion of the stone foundation was retained and a new steel closure wall with metal cladding was built on top of the stone foundation. The building has two stories above grade and a basement that is partially unexcavated. The interior has a central open gallery with a mezzanine around the gallery. No addition to the building is proposed. Previous uses included a fabricator for milling machines and equipment from 1916 to about 1930 then automobile storage up to around the 1990s. The property has been vacant for the past ten years.

Schafer Richardson, Inc. ("SR") purchased the property on behalf of an investor in June 2014 and plans to begin construction in the fall. The proposal is to rehabilitate the Machine Shop into commercial/retail space. Future tenants are unknown; therefore, construction will be built up to a vanilla shell. Schafer Richardson, Inc. ("SR") is the fee developer and will not participate in the final ownership entity.

### EXTERIOR

Overall, the building is in fair to poor condition with the exception of the southeast corner, which is not structurally sound and is falling away from the main building structure and settling about 10 inches lower than the rest of the building. The corner structure has been further compromised with the construction of the adjacent parking garage for the A Mill. Three steel braces were installed to support the corner, but this work is only a temporary fix. Hydraulic jacks will be used to raise the existing brick pier that has settled and a masonry pier and needle beam will be put in place to stabilize the corner. Backfill will include lightweight material (maximum 25 pcf wet density and minimum 75 psi compressive strength) to eliminate future lateral movement. The stabilization and restoration work will be completed in conjunction with construction of the A Mill parking lot.

The Machine Shop is clad in yellow Chaska brick at the north, west, and east elevations. The brick is in poor condition with areas of graffiti and physical vandalism. Previous repointing has occurred haphazardly at these elevations. A considerable amount of repointing will be required and will match the color, texture, strength, joint width and joint profile of the historic grout. Additional repair with replacement bricks will be needed, but will match closely to the existing brick. American Masonry provided a report that identified areas requiring brick and stone replacement (attached with the photos). Most of the brick replacement will be required along the base of the structure, below window sills, and over lintels. Also, the lower corner of the east elevation requires complete rebuilding due to the movement of the southeast corner mentioned above.

The two vehicular doors on the north, first floor elevation will be altered into storefront entrances. The garage door at the west has an aluminum, overhead rolling door (ca. 1980) and the garage entry at the east has a paneled wood door (ca. 1960). Both doors will be filled with a triple-door aluminum entry system with the central panel door remaining fixed in place. A wood transom will be installed over the doors. The aluminum panels at the second floor opening above the eastern garage door opening will be replaced with a fixed aluminum double-door.

The exposed limestone wall on the south elevation was erected as part of the Bran House (no longer extant). When the Bran House burned and was demolished in 1990, an industrial style metal exterior

siding system was placed over the wall of the Machine Shop to provide a weather enclosure. The metal exterior siding will be removed and replaced with a stucco wall and a row of windows at the first and second levels. Because the south wall is not original, the intent is to highlight this feature as a separate and differentiated condition (see "Windows" description for more information about the south elevation). The limestone foundation wall will be repointed and approximately 200 square feet of existing stone masonry will be rebuilt with new Platteville limestone in conjunction with the stabilization of the southeast corner.

The existing roof is a gently sloped gable roof with a white EPDM membrane. The roofing membrane will be replaced with a dark rubber membrane. A metal grate platform east of the center of the roofline will carry the new mechanical units.

## WINDOWS

In general, all existing wood windows in the north, west and east elevations are similar; first floor windows are nine-over-nine, double-hung sash while the second floor windows are six-over-six, double-hung sash. All the wood windows will be retained, re-glazed and repaired and the plastic panels removed. A few of the original window openings have concrete infill. The concrete infill will be removed and three wood, double-hung, nine-over-nine divided light windows with wood frames will be installed. The new windows will be produced to exactly match the historic windows. New interior aluminum storm windows will be installed at all windows at the north, west, and east elevations. The concrete infill on the north elevation of the first story west window opening will be removed and three wood, double-hung, nine-over-nine divided light windows with wood frame will be installed. On the west elevation at the basement level one bay (third bay from the north) will be opened and three new windows will be placed in the bay. The new windows will be wood sash with divided light to match the surrounding basement sash. An area well with steel guardrail and grate will also be constructed in front of below this bay of windows.

Windows on the east elevation at the first story have been filled with concrete block. All wood windows at the second story of this elevation will be retained, reglazed and repaired. The concrete infill of the first floor openings will be removed and new windows will be installed; windows will be nine-over-nine, aluminum clad, double-hung sash arranged in groups of three. The concrete infill of the two southbays of the second story will be removed; new wood windows to match surrounding historic windows will be installed. New interior aluminum combination storm-screen windows will be installed at all windows at this elevation. Combination windows will be aluminum, one-over-one, double-hung sash. All wood windows at the second story of this elevation will be retained, re-glazed and repaired.

The steel and metal clad south wall (built in 1990 after the Bran House fire) will be removed and replaced with a stucco wall and a row of windows at the first and second levels. The design repeats the horizontal emphasis of the strip windows at the north, west and east elevations. The windows will be fixed units in the stucco wall. Because the south elevation was not original, the intent was to be compatible with, but differentiated from, with the historic character. The new design continues to preserve historic materials, features, and form of the original building. The size, rhythm and alignments of the west and east elevation windows are continued in the new design of the south elevation.

## INTERIOR

The interior of the Machine Shop building has remained industrial in nature. The structural concrete and steel columns and beams will be exposed, as will all of the new mechanical systems on the walls and ceilings. The original interior surfaces (walls, columns, beams, and ceilings) will be power-washed with clean water to remove loose and flaking paint and repainted white. The existing bridge crane and I-beam supports will be repainted a similar orange color and the historic stairs will be repainted a similar blue color.

There are two historic stairs in the Machine Shop, but they do not meet new building codes. The historic stair located along the west wall connects to the second floor mezzanine. Although it does not meet building code, the west historic stair will remain intact as a convenience stair. There is also a stair below

the west historic stair that leads to the basement. Since the stairs leading to the basement were rebuilt with concrete block walls, they will be blocked off with a concrete infill. The historic stair near the center of the building rises to the mezzanine level. The central historic stair will remain intact on the first floor but will be filled at the second floor and blocked for use. The railings will be removed at the opening at the second floor and will be patched with wood. Two new wood stairs with rubber treads and risers as well as an elevator and restrooms will be built along the center of the building to replace these stairs.

The floors on the basement and first floors are poured concrete. The lowered ramp floor section around the west garage entrance will be filled to meet the rest of the concrete floor and will be buffed and sealed. Portions of the existing wood floors on the second floor will be replaced and then refinished to match the existing wood floor.

The mezzanine on the second floor will remain intact with a new steel pipe guardrail at the north end to match the existing surrounding railings. The mezzanine will also be connected with a new bridge at the south wall to provide code-requiring exiting from that end of the floor. The crane support beams at the north and south portions of the mezzanine will be notched out to provide legal head room per building code. The overhead tracks will remain and the crane will be abandoned in place. All other existing, but smaller, overhead cranes will be left in place, attached to the ceilings of all three levels.

Items including the newer employee lounge and wash room, a water expansion tank, and the foundation of a forge in the basement will be removed. The non-historic concrete block restroom at the southeast corner of the first floor and a concrete block office at the northwest corner of the first floor will also be removed.

## MECHANICAL SYSTEMS

The building's heating (wall radiators and fin tube radiators) and plumbing systems have been drained for many years and are inoperable. These systems are exposed at the walls and ceilings and the electrical conduit is exposed along columns and ceilings. The unused electrical conduit will be de-energized, but left in place. The boiler was originally housed in the neighboring Pillsbury A Mill while the mechanical piping connected to that building remains in the basement. The new boiler will be located in the mechanical room in the basement.

Heating, cooling, and fresh air supply will be provided using heat pumps and spiral ducts for distribution within the interior space. All ductwork will be exposed, hung from the ceilings above, but kept away from the exterior walls and windows by no less than 5'-0." All new mechanical ductwork and plumbing will be held up close to the ceiling and run in a well-designed and orderly manner, consistent with the open and industrial character of the building. The heat pump system will be connected to a new make-up air unit and air-cooled chiller on the roof. Secondary heating supply will come from replacing the existing but non-functional fin tube heating system along the perimeter of the building with a new fin tube heating system. The existing but non-functional radiators located on the north and west walls will be removed.

A new electrical service will be brought underground to a new transformer and switchgear located in the plaza south of the building and from that switchgear the service will be fed through the basement to a new building panel in the electrical room in the basement. All new electrical conduits, panels, boxes, outlets and fixtures will be exposed, matching the existing and historic character of the Machine Shop.

## **Proposed Signs**

### **First Sign – West blade sign**

Mounted

Length x Width 4' x 3'

Projection: 3'

Area: 12 sf

Mounting Height: 12'6"

### **Second Sign – North blade sign**

Mounted

Length x Width: 4' x 3'

Projection: 3'

Area: 12 sf

Mounting Height: 13'6"

### **Third Sign – North suspended sign**

Mounted

Length x Width: 4' x 3'

Projection: 4'

Area: 12 sf

Mounting Height: 19'6"

### **Fourth Sign – East blade sign**

Mounted

Length x Width: 4' x 3'

Projection: 3'

Area: 12 sf

Mounting Height: 13'6"

## **Certificate of Appropriateness Written Statement**

### **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 Machine Shop was constructed in 1916 as part of the larger Pillsbury A Mill complex in the St. Anthony Falls Historic District. The renovation work is compatible with the criteria of significance and period of significance:

Some of the historic window openings have been infilled with concrete block. We will re-open these windows and insert new windows at these locations. Specifically, the entire first floor of windows at the east elevation will be re-opened.

The majority of the existing windows will be refurbished. If a sash is missing, then a new exact-match wood sash is proposed.

Areas of repair on the exterior brick will match very closely to the existing brick. Repointing will also be required and will match the color, texture, strength, joint width and joint profile of the historic grout.

The exposed limestone wall on the south elevation was erected as part of the Bran House (no longer extant). When the Bran House burned and was demolished in 1990, an industrial style metal exterior siding system was placed over the wall of the Machine Shop to provide a weather enclosure. The new design will continue to preserve historic materials, features, and form of the original building.

The interior of the Machine Shop building will remain industrial in nature. The structural concrete and steel columns and beams will be exposed, as will all of the new mechanical systems on the walls and ceilings. The original interior surfaces (walls, columns, beams, and ceilings) will be power-washed with clean water to remove loose and flaking paint and repainted white. The existing bridge crane, I-beam supports, and two historic stairs will also remain.

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

The historic purpose of the building was a fabricator for milling machines and equipment. The building has been used as automobile storage space and industrial storage for ADM. The current project will convert the space into commercial/retail space. Future tenants are unknown; therefore, construction will be built up to a vanilla shell. While the proposed uses are not similar to the historic uses, they do not require significant changes to the defining characteristics of the building.

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

The seven aspects of integrity as defined by The City of Minneapolis Heritage Preservation Regulations and the National Register of Historic Places are: location, design, setting, materials, workmanship and association. The proposed work as described below would not impair the integrity of the building as a landmark or historic district for which the district was designated.

Location: The building will remain thus will not impair the property's integrity of location within St. Anthony Falls Historic District.

Design: The alterations proposed restore elements lost after the period of significance. The alterations are in keeping with the construction period of the building. The alterations would not affect the quality of the building design.

Setting: The proposed alterations are compatible with the character of the building and are not detrimental to the adjacent contributing buildings.

Materials: The proposed alterations would not result in major loss of historic materials – existing brick, masonry, and windows will be repaired. The non-historic south wall will be removed and a new curtainwall will be installed.

Workmanship: The changes would not impact the workmanship of the building. Materials have been chosen for durability, appropriate texture and appearance.

Feeling: The proposed alteration on structure will not increase the impact on the integrity of feeling currently provided by the building. Integrity of feeling will be increased by the restoration to its former state.

Association: The project will not impair the property's integrity of association. Integrity of association will be enhanced by restoration of a vacant, unused building.

**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 property is located in the St. Anthony Falls Historic District. The design principles in the St. Anthony Falls Historic District Design Guidelines that are met in this project include:

Materials: Preserve original building materials; repair deteriorated primary building materials; do not use imitation materials as replacements in primary locations.

Architectural Details: Preserve significant stylistic and architectural features; avoid adding details that were not part of the original building.

Masonry: preserve significant masonry features; when replacing masonry materials on primary surfaces, match the original material in composition, scale and finish, and replace only those features that are deteriorated; repoint mortar joints only where there is evidence of deterioration.

Windows: preserve the functional and decorative features of a historic window; preserve the position, number and arrangement of historic windows in a primary building wall; preserve the size and proportion of a historic window opening; repair a historic window rather than replacing it; replace a historic window only when it cannot be repaired.

**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.**

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

The historic purpose of the building was a fabricator for milling machines and equipment. The building has been used as automobile storage space and industrial storage for ADM. The current project will convert the space into commercial/retail space. Future tenants

are unknown; therefore, construction will be built up to a vanilla shell. While the proposed uses are not similar to the historic uses, they do not require significant changes to the defining characteristics of the building.

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 the property shall be avoided.*

The project retains and protects historic materials and internal space organization.

3. *Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historic development, such as adding conjectural features or architectural elements from other building, shall not be undertaken.*

No changes are proposed that will add conjectural features to the building.

4. *Most properties change over time; those changes that acquired historic significance in their own right shall be retained and preserved.*

There has been no changes that have become historically significant in their own rights during that time.

5. *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*

The Machine Shop was previously a fabricator for milling machines and equipment from 1916 to about 1930. Equipment such as the overhead cranes and tracks used for transporting material out of the building will remain. The unused electrical conduit on the columns and beams will be de-energized, but left in place. The overall industrial feeling of the building will remain even though it will be mostly used as office space.

6. *Deteriorated historic features shall be repaired rather than replaced...*  
All the wood windows will be retained, re-glazed and repaired and the plastic panels removed. If a sash is missing, then a new exact-match wood sash is proposed.

Existing brick will remain. However, the brick is in poor condition and repair with replacement bricks will be needed where necessary. However, it will match closely to the existing brick.

7. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used...*

No chemical or physical treatments that would damage historic materials are proposed for the project.

8. *Significant archeological resources affected by a project shall be protected and preserved...*

No archaeological resources will be disturbed by the project.

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 and scale and architectural features to protect the historic integrity of the property and its environment.*

The steel and metal clad south wall (built in 1990 after the Bran House fire) will be removed and replaced with a new aluminum curtain wall system. The design repeats the

horizontal emphasis of the strip windows at the north, west and east elevations. The glazing system will be fixed units in the aluminum curtain wall. The wall will be clad with grey, flat metal panels. Because the south elevation was not original, the intent was to be compatible with, but differentiated from, with the historic character. The new design continues to preserve historic materials, features, and form of the original building.

*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.*

New construction will be reversible.

**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.**

To the best of our knowledge, the certificate of appropriateness conforms to applicable regulations.

## Historic Variance

*That the variance is compatible with the preservation of the property and with other properties in the area, and that the variance is necessary to alleviate practical difficulties due to special conditions or circumstances unique to the property and not created by the applicant.*

## Amendment to Historic Parking Variance

Minneapolis Leased Housing Associates IV, Limited Partnership, an affiliate of Dominion, currently owns the Pillsbury A Mill Complex. Another affiliate of Dominion, Minneapolis Leased Housing Associates V, Limited Partnership owns the Machine Shop. As part of the HPC approvals in Spring 2012, Dominion received a historic parking variance to reduce parking to 204 stalls (183 stalls for the housing and 21 stalls for the Machine Shop). However, there were concerns among several stakeholders regarding the shortage of parking needed for the development. To avoid any risk of appeal or denial of the overall A Mill development, Dominion worked with the Zoning & Planning Committee and City Council to have the variance modified to reduce the Machine Shop parking requirements to zero and increase the parking to 260 stalls, with 252 specifically dedicated toward housing. Schafer Richardson plans to purchase the Machine Shop on behalf of an investor from Dominion. However, in order for the building to function independently of the A-Mill development, parking is necessary for the future commercial tenants.

To alleviate the parking problem, the applicant is requesting to reduce Dominion's historic parking variance from 260 to 235 stalls for residential parking and dedicate 26 stalls to commercial use for the Machine Shop. Please note that there is a discrepancy in the numbers in that 260 stalls were required by Dominion through their approval process, while 261 are planned in total for the site. The 26 stalls that are located on top of the A Mill parking ramp, and directly adjacent to the Machine Shop building, were originally intended for allocation to the Machine Shop. Providing an easement to the Machine Shop owner to utilize these 26 stalls will not impact Dominion's actual parking needs as they are not relying on the 26 stalls for their housing. The 26 stalls that will be designed for the Machine Shop use were designed for residential parking only, as part of the Zoning and Planning Committee revisions noted earlier. Since the parking will now be allocated for commercial use, some redesign of the stalls will be needed to accommodate handicapped parking.

## Screening Variances

Schafer Richardson, as developer of the Machine Shop, is also seeking a variance to eliminate rooftop screening and transformer screening. The elimination of screening is desired in order to keep with the original, historic industrial nature of the building when all of the mechanical equipment was exposed. The request for the variance is also in response to NPS's condition to remove the screening.

The transformer is located south of the building between three supporting steel beams and the trash area. This provides indirect screening from 3rd Street and the entrance to the parking garage for the A-Mill complex. Additional screening in this area will conflict with the industrial appearance of the building and the area.

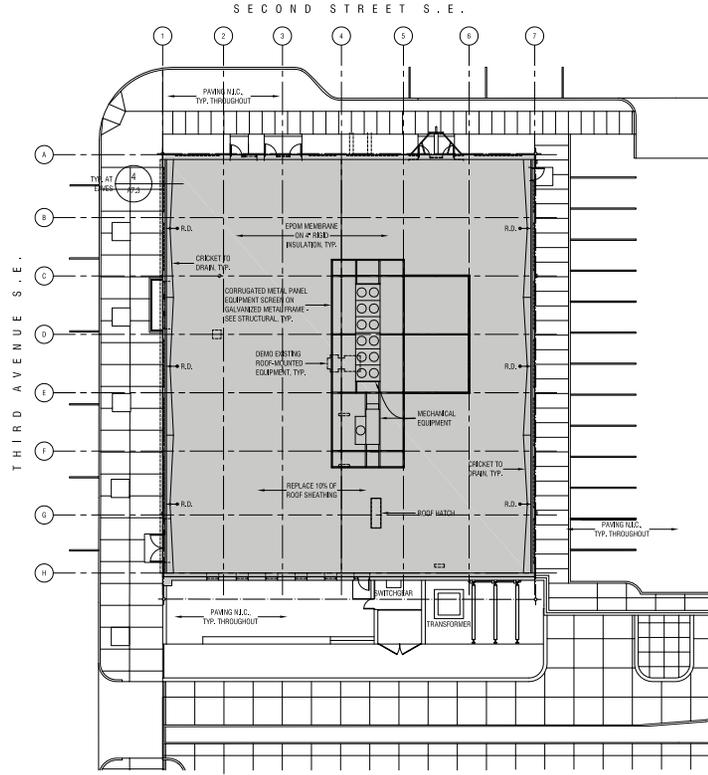
Rooftop equipment includes an air handler and fluid cooler for the building. Since we do not know the future tenants that will occupy the space, we have accommodated our mechanical capabilities for a possible restaurant. If a restaurant locates into the building, an additional air handler and ventilation exhausts will be located on the roof. Below are the dimensions of the rooftop equipment.

Air handler (building): 11'1" long x 6'-7" wide x 3'-8" high  
Dry cooler (building): 13'-7" long x 7'-4" wide x 4'-1" high

Air handler (restaurant): 9'8" long x 3'10" wide x 2'-8" high

Ventilation exhausts (restaurant): 3'0" diameter x 2'7" high and 2'0" diameter x 2'1" high

The NPS review of Part II conditioned the approval if the rooftop screening is eliminated. In addition, no screening is in conformance to the St. Anthony Historic Design Guidelines that states that "many industrial buildings had exposed mechanical systems and other rooftop devices, and contemporary designs that make use of such rooftop elements are appropriate. We want to keep the integrity of the historical industrial nature of the building as close as possible and believe that the screening changes the defining characteristics of the exterior of the building.



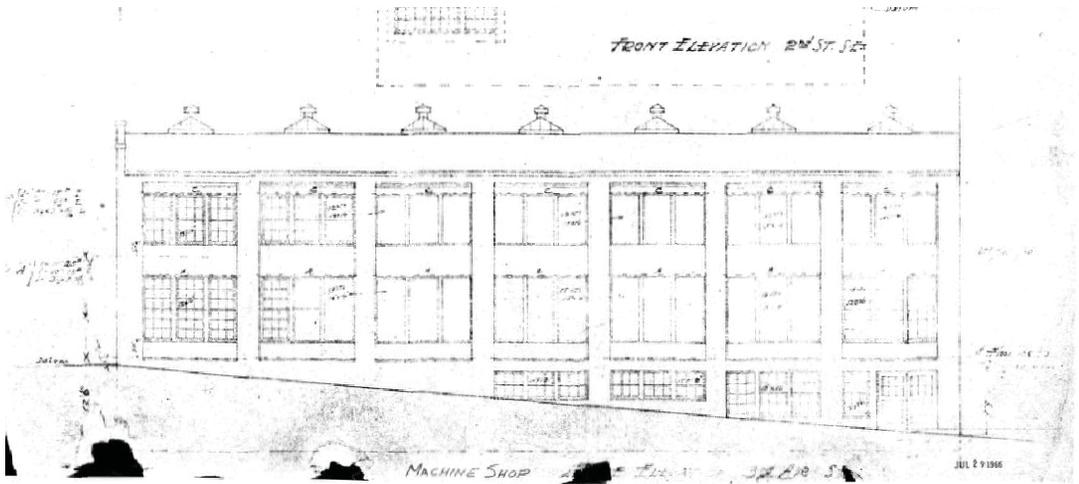
1 ROOF/SITE PLAN  
TYP. THROUGHOUT

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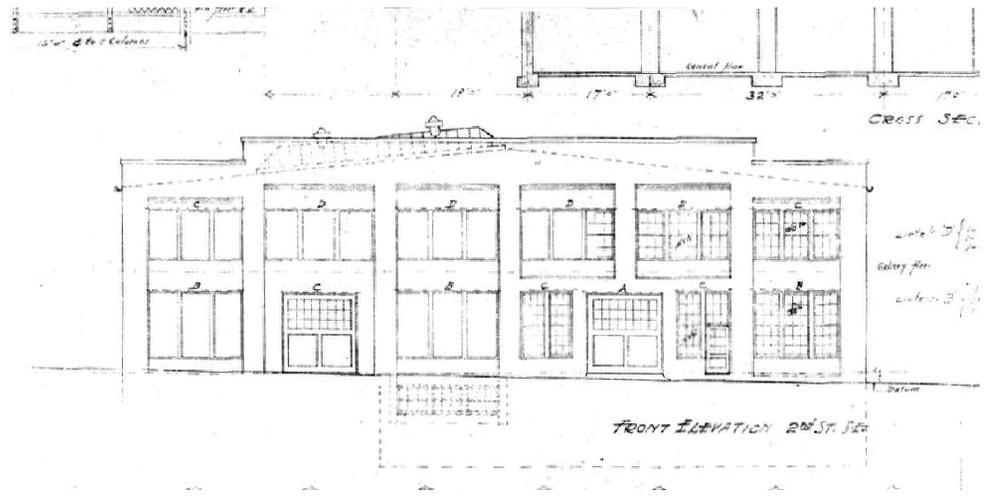
Sheet	
DATE	
REV. NO.	

**ROOF/SITE PLAN**  
**MACHINE SHOP**  
 FOR SOMMER RICHARDSON, INC.  
 1000 W. WASHINGTON ST.  
 MINNEAPOLIS, MN 55414

REVISIONS	
SHPO REVIEW	06/14/14
DATE ISSUED	06/14/14
DWG NO.	1333
FILE NAME	1333-42.10.DWG



2 WEST EXTERIOR ELEVATION - HISTORICAL



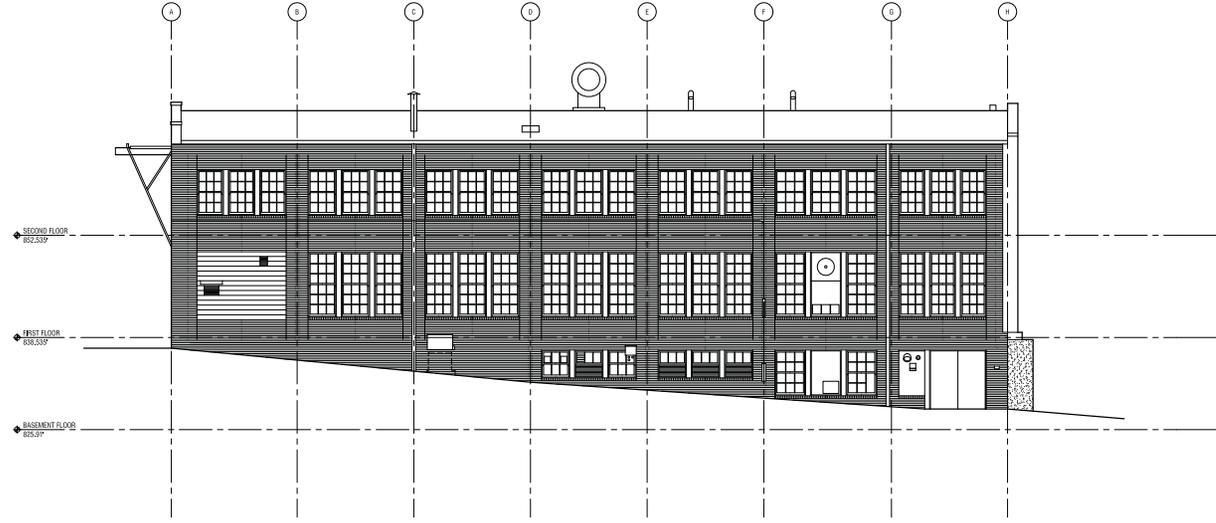
1 NORTH EXTERIOR ELEVATION - HISTORICAL

C2

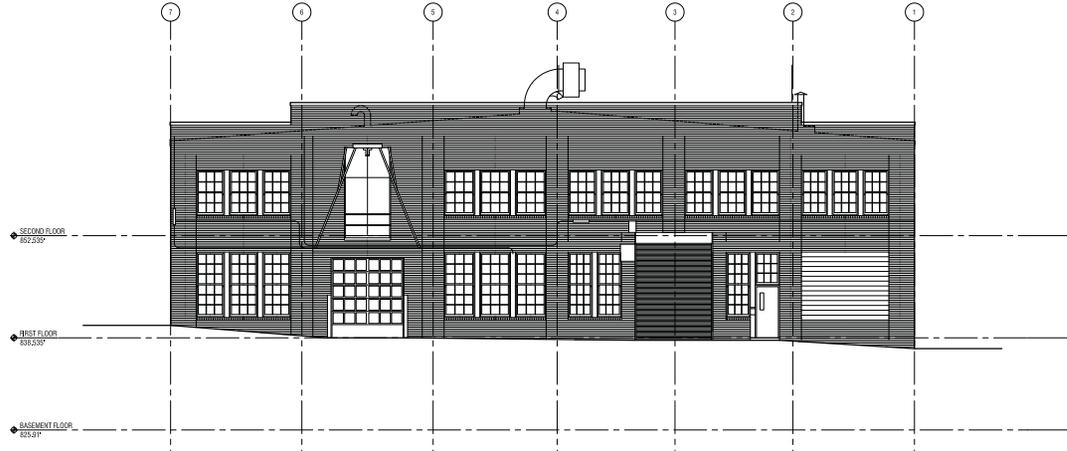
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Sheet  
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REVISIONS  
 SHEET REVIEW 06/14/14  
 DATE ISSUED 06/14/14  
 JOB NO. 1332  
 FILE NAME 1332-441.DWG



2 WEST EXTERIOR ELEVATION - EXISTING (REFERENCE ONLY)  
1/2" = 1'-0"



1 NORTH EXTERIOR ELEVATION - EXISTING (REFERENCE ONLY)  
1/2" = 1'-0"



CERMAK RINOWADE ARCHITECTS  
2771 Grand Avenue, Suite 200, St. Paul, MN 55105  
651.224.2292 FAX: 651.224.2293 www.cermarkrinowade.com

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Signed

DATE

REG. NO.

NORTH AND WEST EXTERIOR ELEVATIONS - EXISTING

MACHINE SHOP

FOR SOMMER RICHARDSON, INC.  
1000 W. WASHINGTON ST.  
MINNEAPOLIS, MN 55414

REVISIONS

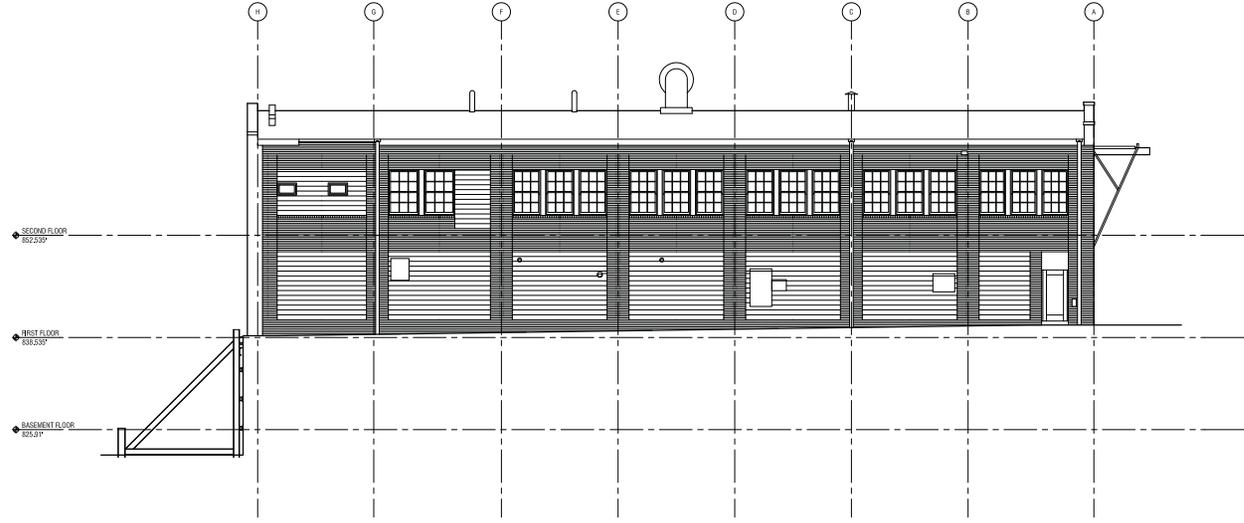
SHOP REVIEW 04/18/14

DATE ISSUED 04/14/14

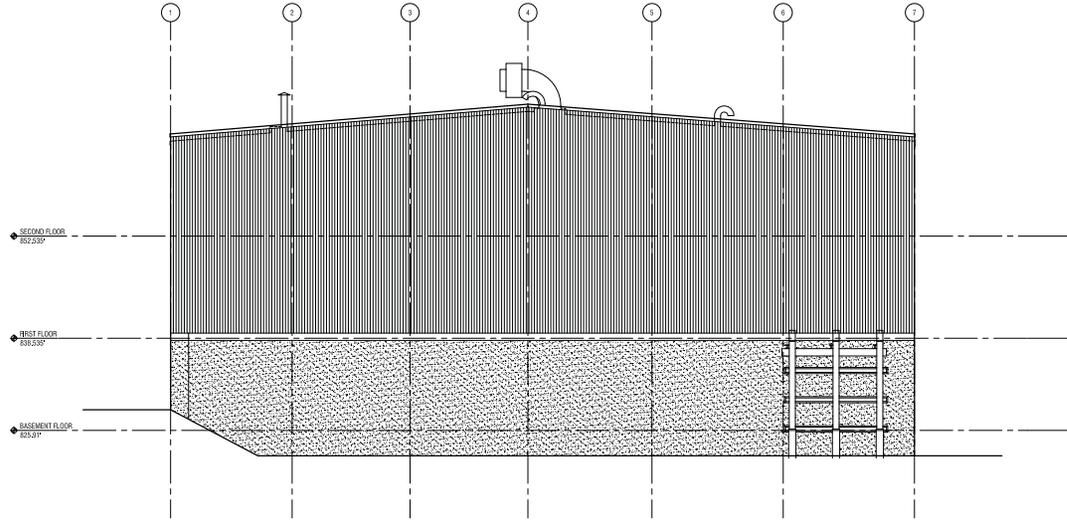
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FILE NAME 1332-A4.2.DWG

A4.2



2 EAST EXTERIOR ELEVATION - EXISTING CONDITIONS (REFERENCE ONLY)  
1/17/14



1 SOUTH EXTERIOR ELEVATION - EXISTING (REFERENCE ONLY)  
1/17/14



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SOUTH AND EAST EXTERIOR ELEVATIONS - EXISTING

MACHINE SHOP

FOR SOMMER RICHARDSON, INC.  
1000 W. WASHINGTON AVE.  
MINNEAPOLIS, MN 55414

REVISIONS

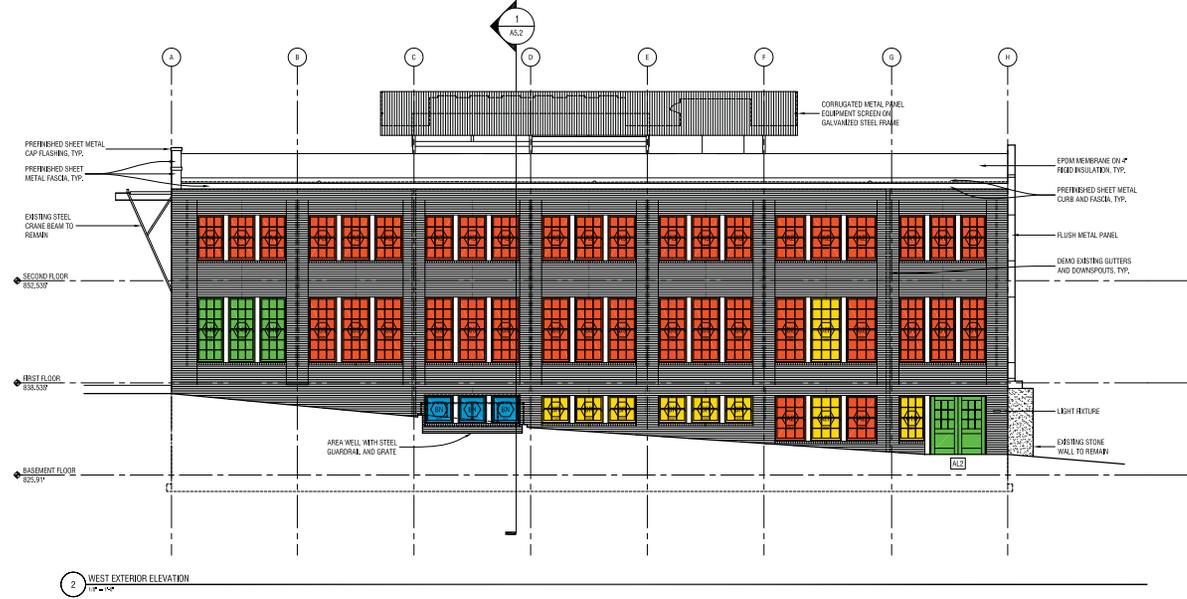
SHPO REVIEW 04/18/14

DATE ISSUED 04/14/14

DRAWING NO. 132

FILE NAME 132-44-3.DWG

A4.3



2 WEST EXTERIOR ELEVATION  
1/2" = 1'-0"



1 NORTH EXTERIOR ELEVATION  
1/2" = 1'-0"

**WINDOW LEGEND**

- ORIGINAL WINDOW TO BE REFINISHED
- ORIGINAL WINDOW TO BE REPLACED
- NEW WINDOW IN ORIGINAL OPENING
- NEW WINDOW IN NEW OPENING

**WINDOW LEGEND**

- ORIGINAL WINDOW TO BE REFINISHED
- ORIGINAL WINDOW TO BE REPLACED
- NEW WINDOW IN ORIGINAL OPENING
- NEW WINDOW IN NEW OPENING

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Name \_\_\_\_\_  
DATE \_\_\_\_\_  
REL. NO. \_\_\_\_\_

REVISIONS	DATE
SHPO REVIEW	04/18/14

DATE ISSUED 04/14/14  
JOB NO. 1332  
FILE NAME 1332-44-ADWG



C7



 **MACHINE SHOP**  
**NORTH ELEVATION**  
07/31/14

CERMAK RHOADES ARCHITECTS

8C



 **MACHINE SHOP**  
**EAST ELEVATION**  
07/31/14

CERMAK RHOADES ARCHITECTS

69



 **MACHINE SHOP**  
**SOUTH ELEVATION**  
07/31/14

CERMAK RHOADES ARCHITECTS

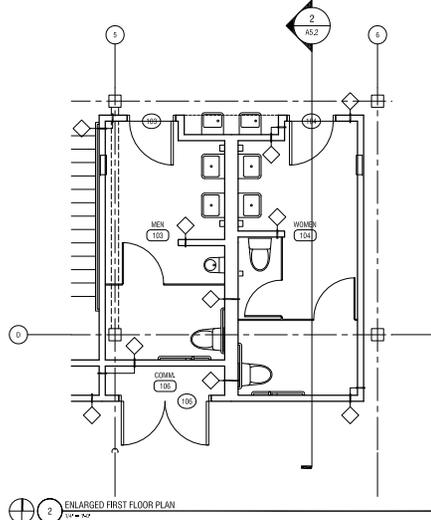


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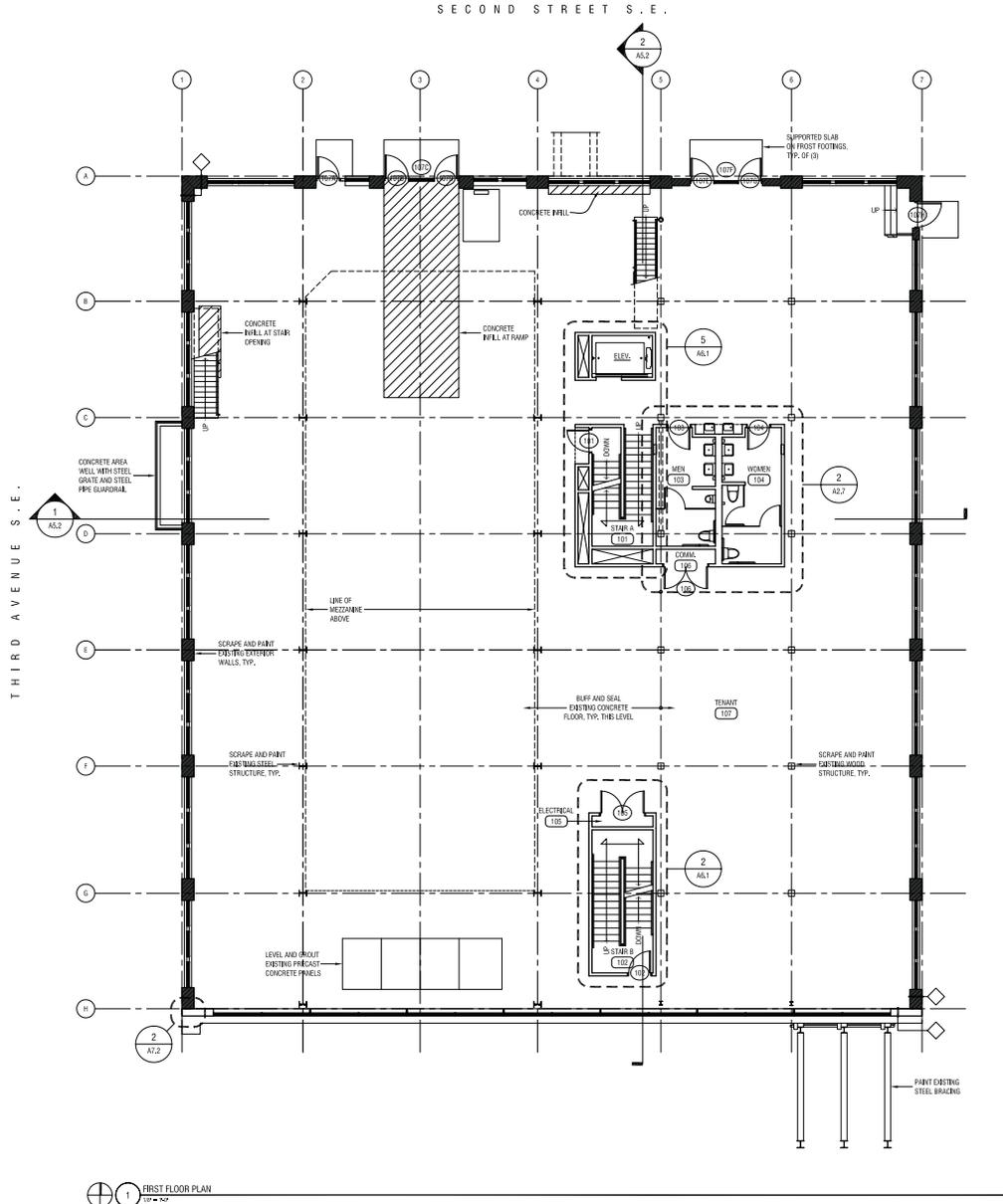
 **MACHINE SHOP**  
**WEST ELEVATION**  
07/31/14

CERMAK RHOADES ARCHITECTS





2 ENLARGED FIRST FLOOR PLAN  
177-100

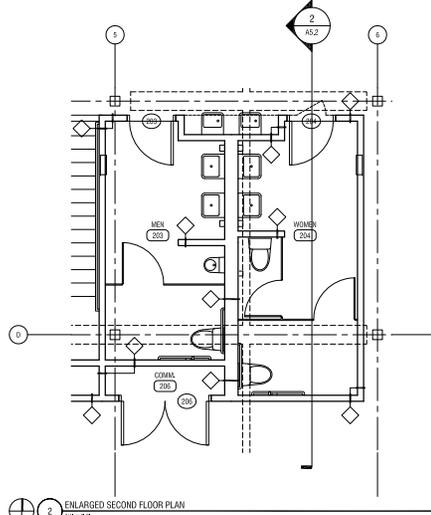


1 FIRST FLOOR PLAN  
177-100

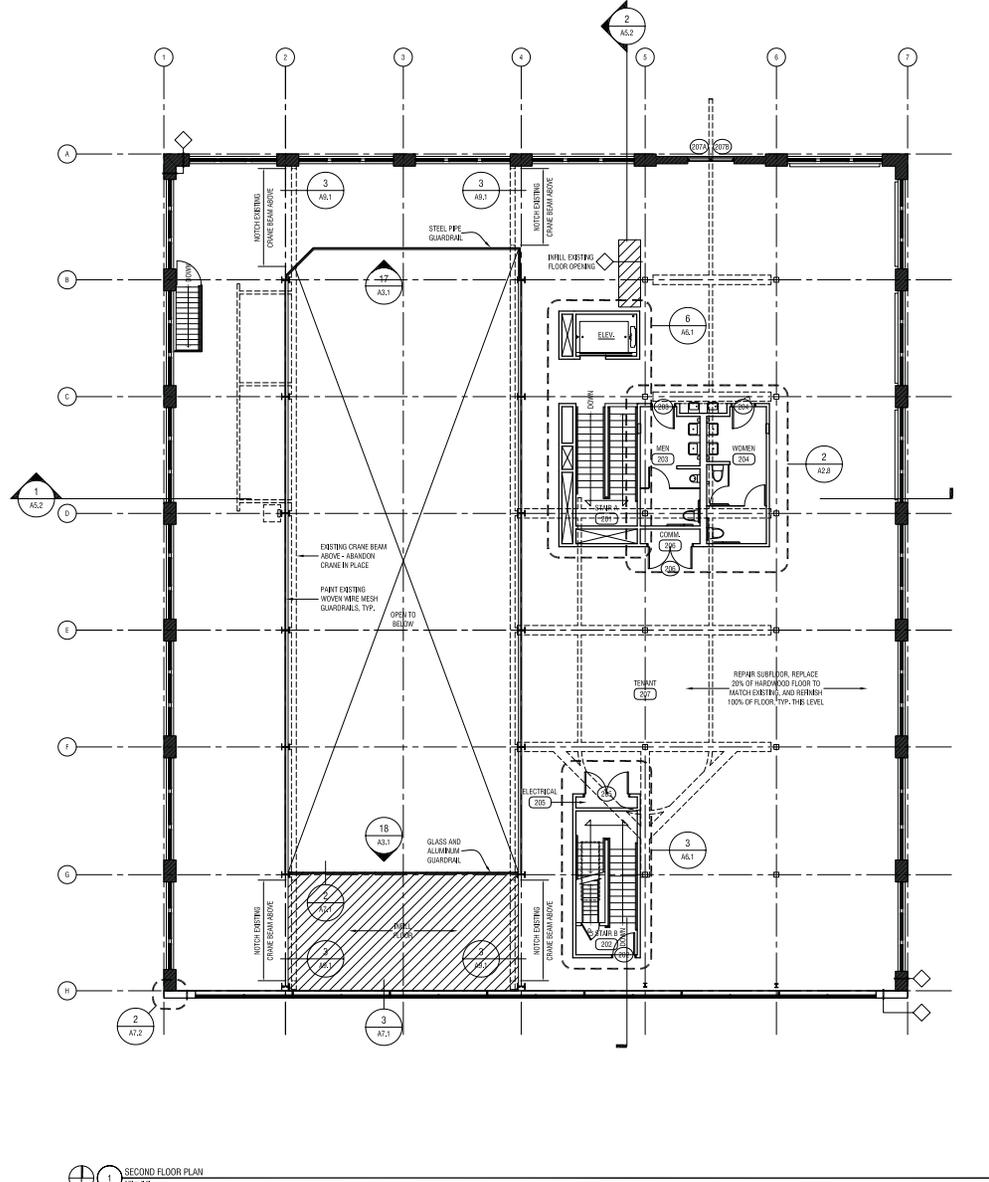
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DATE  
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REVISIONS	DATE
SHOP REVIEW	04/18/14
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DRAWING NO.	1332
FILE NAME	1332-42.2DWG



2 ENLARGED SECOND FLOOR PLAN



1 SECOND FLOOR PLAN



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Signatures

DATE

REG. NO.

SECOND FLOOR PLAN  
MACHINE SHOP  
FOR SOMMER RICHARDSON, INC.  
1000 W. WASHINGTON AVE.  
MINNEAPOLIS, MN 55414

REVISIONS

SHPO REVIEW 04/18/14

DATE ISSUED 04/14/14

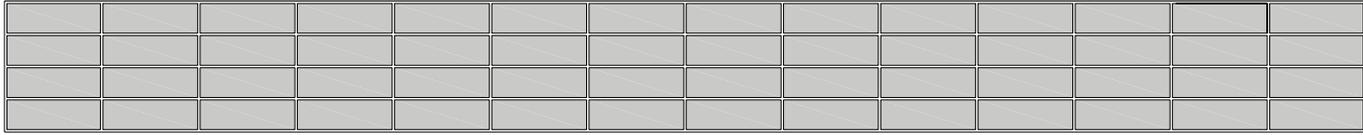
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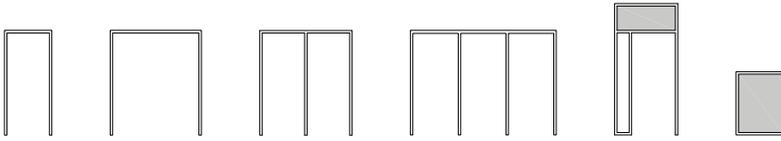
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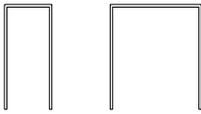
AL1



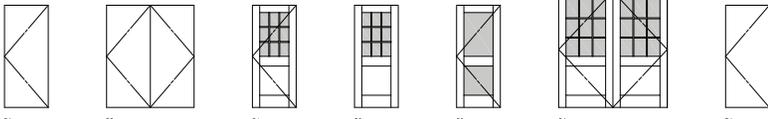
AL2



STOREFRONT FRAMING



HOLLOW METAL FRAMES



WOOD DOORS

ALUMINUM DOORS

HOLLOW METAL DOORS

1 DOOR TYPES  
174 - 202

DOOR SCHEDULE									
MARK	LOCATION	WIDTH	HEIGHT	PANEL TYPE	FRAME TYPE	HEAD			PIRE RATING
						HEAD	SILL	JAMB	
020A	STAIRS 002	3'-0"	7'-0"	C1	AL5	SA7S	SA7S	SA7S	-
020B	STAIRS 002	3'-0"	7'-0"	C1	AL5	SA7S	SA7S	SA7S	-
001	MECH 001	3'-0"	7'-0"	B1	HMT	-	-	-	14HR
004	MURR 004	3'-0"	7'-0"	B1	HMT	-	-	-	-
005	ELECTRICAL 005	3'-0"	7'-0"	B1	HMT	-	-	-	-
006	ELECTRICAL 006	3'-0"	7'-0"	B1	HMT	-	-	-	-
007	ELECTRICAL 007	3'-0"	7'-0"	B1	HMT	-	-	-	-
008	MACH 008	3'-0"	7'-0"	B1	HMT	-	-	-	-
009	MACH 009	3'-0"	7'-0"	B1	HMT	-	-	-	-
010	MACH 010	3'-0"	7'-0"	B1	HMT	-	-	-	-
011	ELEVATOR CONTROL 011	3'-0"	7'-0"	B1	HMT	-	-	-	-
012	STAIRS 101	3'-0"	7'-0"	C4	AL3	SA7S	SA7S	SA7S	-
013	STAIRS 101	3'-0"	7'-0"	B1	HMT	-	-	-	-
014	STAIRS 102	3'-0"	7'-0"	B1	HMT	-	-	-	14HR
015	MURR 101	3'-0"	7'-0"	B1	HMT	-	-	-	-
016	MURR 102	3'-0"	7'-0"	B1	HMT	-	-	-	-
017	ELECTRICAL 101	6'-0"	7'-0"	B2	HMD	-	-	-	-
018	ELECTRICAL 102	6'-0"	7'-0"	B2	HMD	-	-	-	-
019	COMMUNICATIONS 101	6'-0"	7'-0"	B2	HMD	-	-	-	-
020A	STAIRS 101	3'-0"	7'-0"	C1	AL1	SA7S	SA7S	SA7S	-
020B	STAIRS 101	3'-0"	7'-0"	C1	AL4	SA7S	SA7S	SA7S	-
020C	STAIRS 101	3'-0"	7'-0"	C2	AL4	SA7S	SA7S	SA7S	-
020D	STAIRS 101	3'-0"	7'-0"	C1	AL4	SA7S	SA7S	SA7S	-
020E	STAIRS 101	3'-1"	7'-0"	C2	AL4	SA7S	SA7S	SA7S	-
020F	STAIRS 101	3'-1"	7'-0"	C1	AL4	SA7S	SA7S	SA7S	-
020G	STAIRS 101	3'-4"	7'-0"	C1	AL5	SA7S	SA7S	SA7S	-
020H	STAIRS 102	3'-0"	7'-0"	B1	HMT	-	-	-	14HR
020I	MURR 204	3'-0"	7'-0"	B1	HMT	-	-	-	-
020J	MURR 204	3'-0"	7'-0"	B1	HMT	-	-	-	-
020K	ELECTRICAL 206	6'-0"	7'-0"	B2	HMD	-	-	-	-
020L	COMMUNICATIONS 206	6'-0"	7'-0"	B2	HMD	-	-	-	-
020M	STAIRS 201	2'-11"	7'-0"	C2	AL3	SA7S	SA7S-SIM	SA7S	-
020N	STAIRS 201	2'-11"	7'-0"	C2	AL3	SA7S	SA7S-SIM	SA7S	-

C14

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3/2025

DATE  
REG. NO.

DOOR SCHEDULE, TYPES AND DETAILS

MACHINE SHOP

FOR SOMMER RICHARDSON, INC.  
1000 W. WASHINGTON AVENUE  
MINNEAPOLIS, MN 55414

REVISIONS

DRP REVIEW 04/18/14

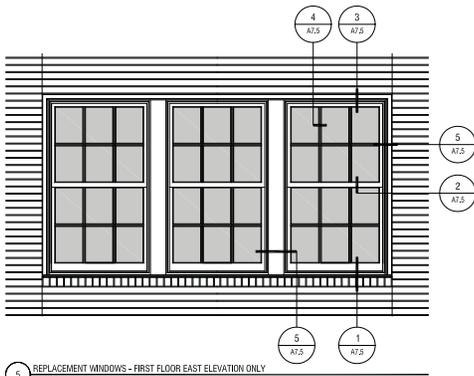
DATE ISSUED 04/18/14

DSB NO. 1332

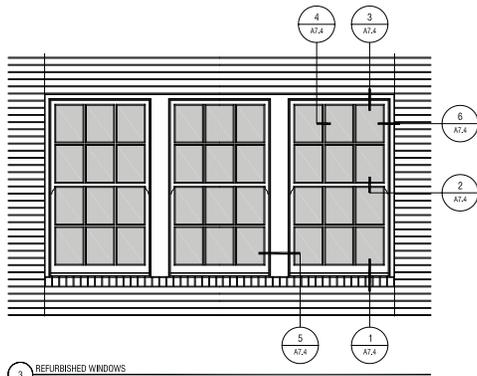
FILE NAME 1332-443.DWG

A8.1

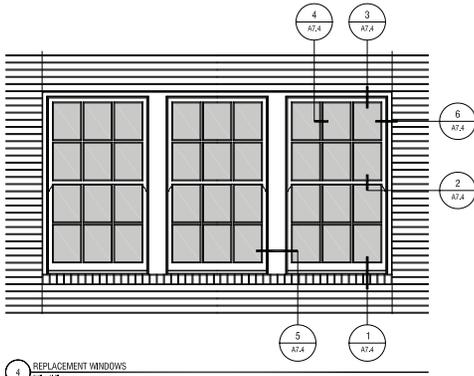
C15



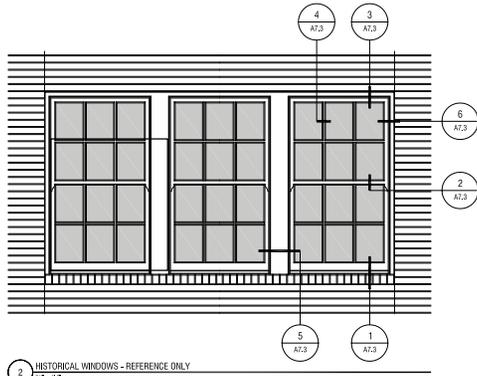
5 REPLACEMENT WINDOWS - FIRST FLOOR EAST ELEVATION ONLY  
1/8" = 1'-0"



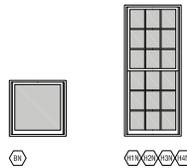
3 REFURBISHED WINDOWS  
1/8" = 1'-0"



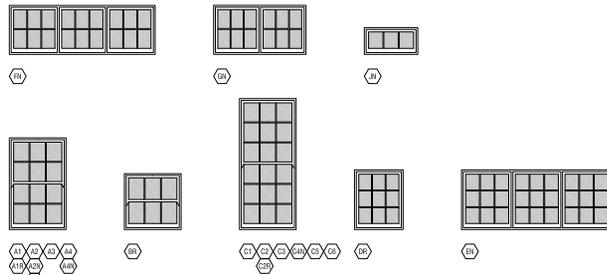
4 REPLACEMENT WINDOWS  
1/8" = 1'-0"



2 HISTORICAL WINDOWS - REFERENCE ONLY  
1/8" = 1'-0"



ALUMINUM-CLAD WOOD WINDOWS



WOOD WINDOWS

1 WINDOW TYPES  
1/8" = 1'-0"

WINDOW SCHEDULE

MARK	WIDTH	HEIGHT	TYPE	OPERATION	SCOPE	DETAILS					
						HEAD	RAIL	SILL	JAMB	MULLION	MUNTING
A1	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
A2	4'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
A3	4'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	NEW WINDOW IN ORIGINAL OPENING	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
A4	2'-11"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
A5	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
A6	3'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	NEW WINDOW IN ORIGINAL OPENING	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
A7	2'-11"	8'-0"	ALUMINUM-CLAD WOOD	DOUBLE HUNG	NEW WINDOW IN NEW OPENING	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
A8	2'-7"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
A9	4'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
A10	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B1	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	NEW WINDOW IN ORIGINAL OPENING	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B2	4'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B3	4'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B4	4'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B5	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B6	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B7	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B8	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B9	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B10	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B11	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B12	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B13	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B14	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B15	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B16	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B17	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B18	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B19	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B20	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B21	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B22	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B23	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B24	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B25	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B26	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B27	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B28	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B29	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"
B30	2'-0"	8'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	2'-0 1/4"	2'-0 1/4"	1'-0 1/4"	6'-0 1/4"	6'-0 1/4"	4'-0 1/4"

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly registered architect under the laws of the State of Minnesota.

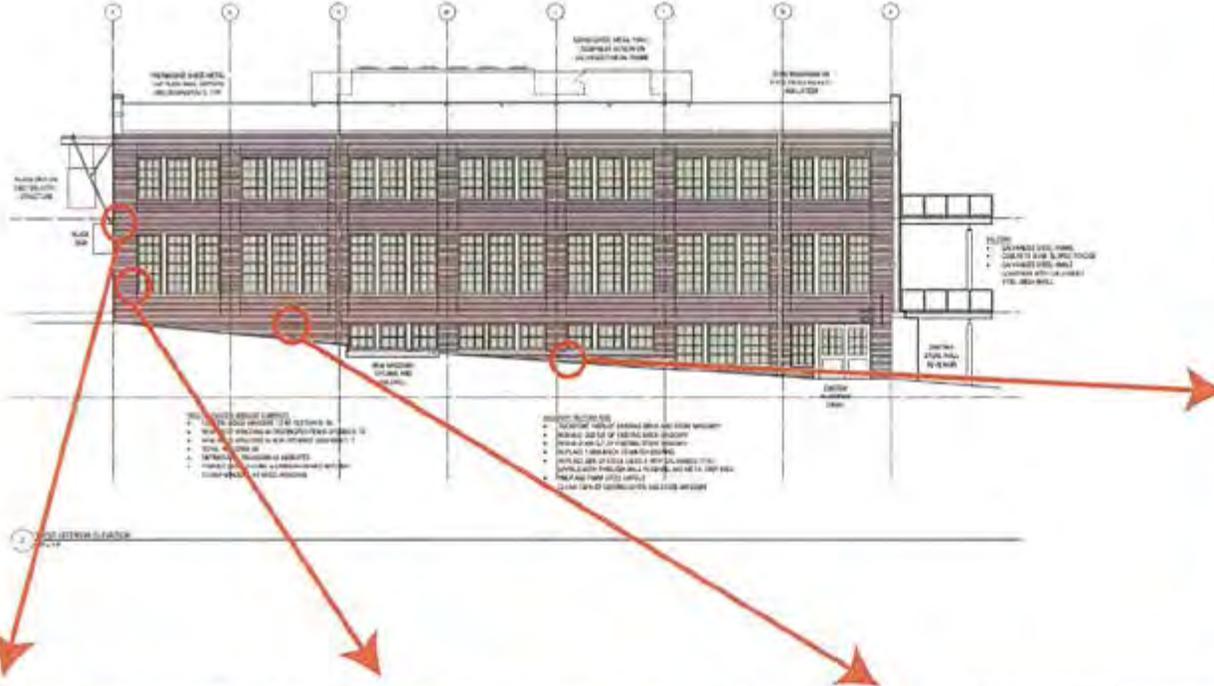
Sheet  
DATE  
REV. NO.

WINDOW SCHEDULE AND TYPES  
MACHINE SHOP  
FOR SOMMER RICHMOND, INC.  
1000 W. WASHINGTON AVE.  
MINNEAPOLIS, MN 55414

REVISIONS  
SHEET REVIEW 06/18/14  
DATE ISSUED 06/14/14  
JOB NO. 1332  
FILE NAME 1332-A8.2.DWG

A8.2

# Machine Shop Exterior Brick & Stone Replacement



Damaged individual brick in field at random locations



50 % brick replacement at the base of the structure sidewalk is needed.

DI



Several damaged brick at corners.

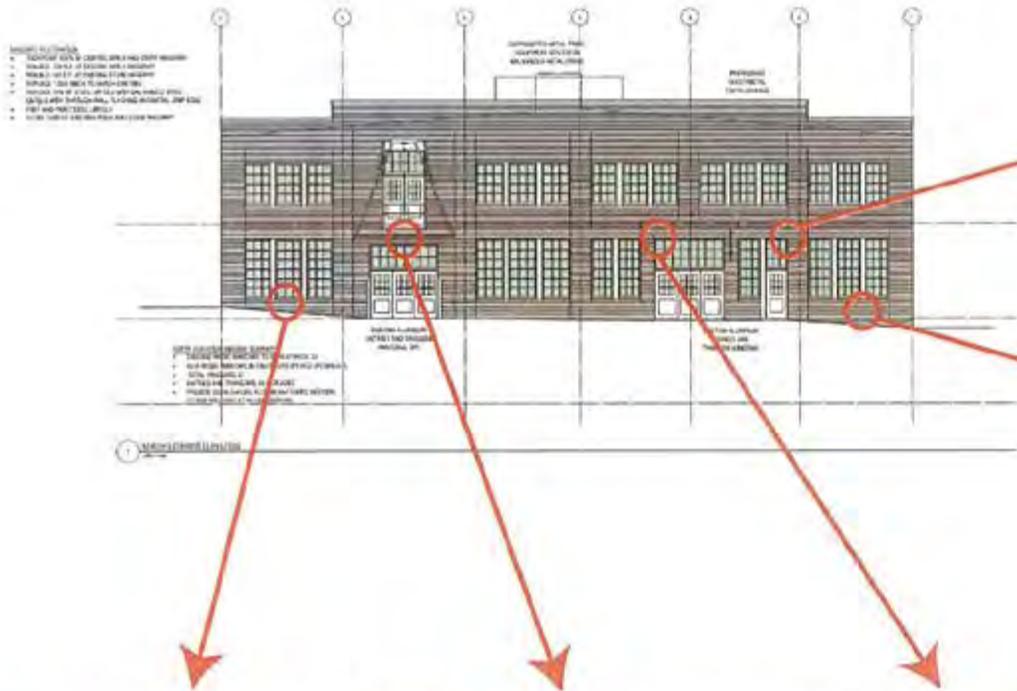


Delaminating brick at the base of corner.



Delaminating brick at panels.

# Machine Shop Exterior Brick & Stone Replacement



Brick over lintels delaminating and will be replaced with new brick to match.



Typical field of delaminating brick masonry at base of building

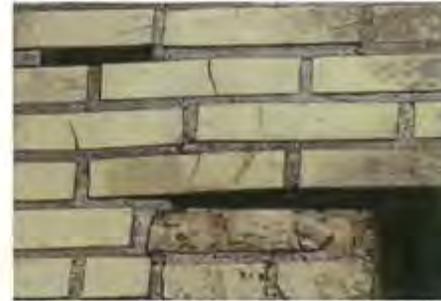
D2



Typical delaminating rowlock sills.

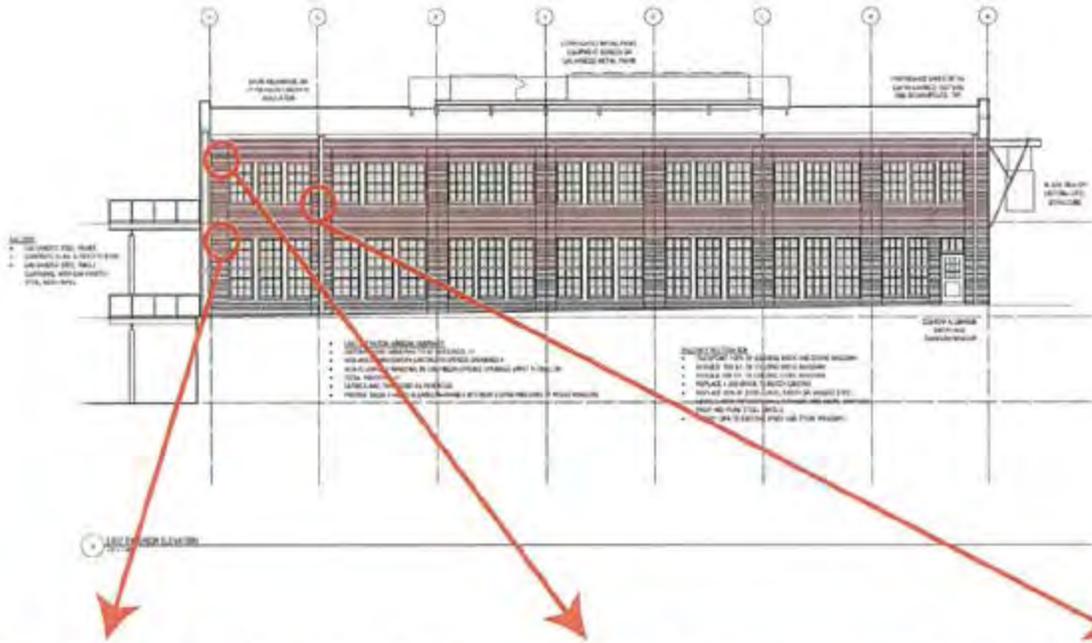


Delaminating brick below sill.



Cracked brick at expanding lintels to be replaced.

# Machine Shop Exterior Brick & Stone Replacement



Typical delaminated brick in field  
Random locations.

D3



Lower corner requires complete rebuilding.

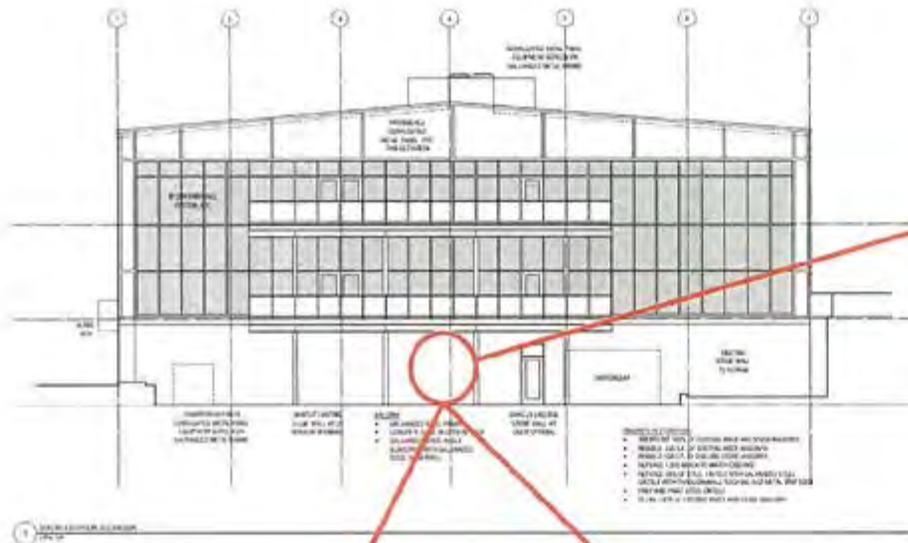


Top Corner of brick requiring rebuilding  
of large delaminated brick field.



Column to require large field of brick replacement.

# Machine Shop Exterior Brick & Stone Replacement



Missing stone sections.

D4



Missing stone to have new Platteville stone installed to match the existing.



Missing stone sections.



6/18/2014

## WINDOW SURVEY

**Project: MACHINE SHOP**

Location: Minneapolis, MN

Job No.: 1332

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### TYPICAL WINDOW CONFIGURATION AND CONDITION

The typical windows at the Machine Shop are divided-lite, double-hung wood windows in gangs of three, with sash ropes and weights. Divided lite configurations are 3-over-3 at the basement, 9-over-9 at the first floor, and 6-over-6 at the second floor. Upper sashes have "lamb's tongue" (ogee) lugs.

Typical windows were painted at the exterior and interior. All of the window exteriors are severely weathered, particularly at the sills, which are generally exposed wood with no paint remaining. The condition of upper and lower sashes vary: some require relatively minor stabilization, paint and reglazing, while others require complete rebuilding, with full replacement of some members.

Most sash ropes have been cut or removed, and none of the windows are currently operational. Many of the single-pane glass lites are broken, especially on the east elevation. Glazing putty is degraded or missing throughout.

Windows on the west elevation at the basement level and at the south end of the east elevation on the second floor are generally in the poorest condition. Windows 235 through 246 are detailed slightly differently at the interior. These windows are in former offices; exterior walls are furred out with hardboard paneling. Interior surfaces of window frames, sashes and mullions are stained rather than painted, and sash stops are of an atypical profile and have been installed with screws rather than nails. Interior stools are either non-existent or are concealed beneath wall paneling.

### NOTES:

**The above notes apply generally to all windows on the project. Specific windows in which additional condition issues have been observed are described below.**

**Windows indicated to be replaced are either missing entirely, or have been altered for ventilation, mechanical and piping penetrations. The existing equipment has prevented a complete survey of these windows; as the equipment is removed during construction, the condition of the windows will be reassessed and any salvageable components will be retained whenever possible.**

**Windows indicated to be replaced in the Construction Documents are highlighted in yellow.**



## TYPICAL WINDOW CONFIGURATION AND CONDITION



*Typical gang of three hung windows – exterior view (130, 131, 132)*



*Typical gang of three hung windows – interior view (130, 131, 132)*

D6



**TYPICAL WINDOW CONFIGURATION AND CONDITION, cont'd**



*Typical mullion and upper sash (130, 131)*



*Typical upper sash (130)*



*Typical lower sill, sash and mullion (130, 131)*



*Typical sill and lower sash (130)*

**D7**



**TYPICAL WINDOW CONFIGURATION AND CONDITION, cont'd**



*Typical mullion and sash (130, 131, 132)*



*Typical mullion and upper sash (131, 132)*



*Typical sill, mullion and lower sash (131, 132)*



*Typical sill, mullion and lower sash (131, 132)*

**D8**



**WINDOW 001 - Indicated to be replaced**

Type A

Frame and sash show rot at exterior. Upper sash heavily has been modified for mechanical penetration. Lower 6" of sash stop at right jamb is damaged.

*Note: Windows 001 through 010 are in generally poor condition, presumably due to their proximity to the sidewalk and resulting winter salt treatments and rain splash.*



Window 001 Exterior



Window 001 interior



## WINDOW 002

### Type A

Top rail of lower sash is rotten through. Sash stop at left jamb is splintered at upper sash. Muntins in lower sash modified.

*Note: Windows 001 through 010 are in generally poor condition, presumably due to their proximity to the sidewalk and resulting winter salt treatments and rain splash.*



*Window 002 exterior*



*Window 002 interior*



**WINDOW 003 - Indicated to be replaced**

Type A

Frame and sash show rot at exterior. Frame and lower sash have been heavily modified for A/C unit.

*Note: Windows 001 through 010 are in generally poor condition, presumably due to their proximity to the sidewalk and resulting winter salt treatments and rain splash.*



*Window 003 exterior*



*Window 003 interior*



## WINDOW 004

Type A

Sash stops at left and right jambs are broken.

*Note: Windows 001 through 010 are in generally poor condition, presumably due to their proximity to the sidewalk and resulting winter salt treatments and rain splash.*



*Window 004 exterior*



*Window 004 interior*



**WINDOW 005 - Indicated to be replaced**

Type B

Frame and sash show rot at exterior. Lower sash has been heavily modified for ventilation equipment.

*Note: Windows 001 through 010 are in generally poor condition, presumably due to their proximity to the sidewalk and resulting winter salt treatments and rain splash.*



Window 005 exterior



Window 005 interior



**WINDOW 006 - Indicated to be replaced**

Type B

Frame and sash show rot at exterior. Wood louvers have been added at exterior of lower sash. Sash stops at right and left jambs are missing.

*Note: Windows 001 through 010 are in generally poor condition, presumably due to their proximity to the sidewalk and resulting winter salt treatments and rain splash.*



Window 006 exterior



Window 006 interior



**WINDOW 007 - Indicated to be replaced**

Type B

Frame and sash show rot at exterior. Wood louvers have been added at exterior of lower sash.

*Note: Windows 001 through 010 are in generally poor condition, presumably due to their proximity to the sidewalk and resulting winter salt treatments and rain splash.*



*Window 007 exterior*



*Window 007 interior*



**WINDOW 008 - Indicated to be replaced**

Type B

Frame and sash show rot at exterior. Upper sash has been modified for pipe penetrations.

*Note: Windows 001 through 010 are in generally poor condition, presumably due to their proximity to the sidewalk and resulting winter salt treatments and rain splash.*



*Window 008 exterior*



*Window 008 interior*



**WINDOW 009 - Indicated to be replaced**

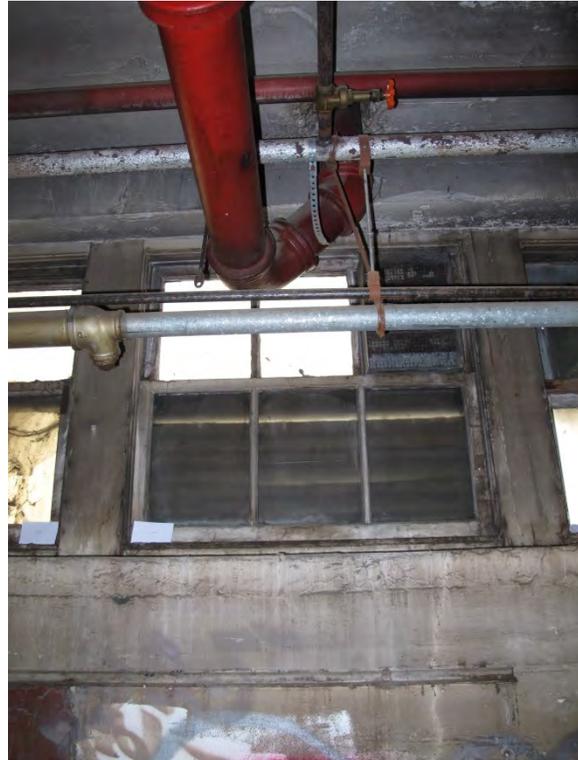
Type B

Frame and sash show rot at exterior. Wood louvers have been added at exterior of lower sash. Upper sash modified for mechanical penetrations.

*Note: Windows 001 through 010 are in generally poor condition, presumably due to their proximity to the sidewalk and resulting winter salt treatments and rain splash.*



Window 009 exterior



Window 009 interior



**WINDOW 010 - Indicated to be replaced**

Type B

Frame and sash show rot at exterior. Upper sash has been removed for mechanical penetrations. Sash stops at right and left jambs missing.

*Note: Windows 001 through 010 are in generally poor condition, presumably due to their proximity to the sidewalk and resulting winter salt treatments and rain splash.*



*Window 010 exterior*



*Window 010 interior*



**WINDOW 105 - Indicated to be replaced**

Type C

Frame and upper sash have been modified for ventilation equipment. Muntins at lower sash have been modified.



*Window 105 interior*

**WINDOW 112**

Type C

Interior stool is missing. Sash stop at left jamb is loose.



*Window 112 interior*

**WINDOWS 119 though 124**

Windows have been removed and openings have been infilled with CMU masonry.

*[No photo.]*



**TRANSOM 125 - Indicated to be replaced**

Type D

This transom window was presumed missing, but further investigation has revealed that it was concealed between layers of cardboard and plastic at the interior and exterior. The transom appears to be in relatively good condition, and will be retained.

**WINDOW 126**

Type C

Lower 2' of sash stop at left jamb is damaged but intact.

*[No photo.]*



*Window 125 interior*



275 East Fourth Street, Suite 800, St. Paul, MN 55101  
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### **TRANSOM 127**

Type E

Original door/transom has been replaced with coiling overhead door.



*Overhead coiling door*

### **WINDOWS 128 and 129**

Type C

Limiting blocks at upper sash have been added.

*[No photo.]*



## WINDOW 130

Type C

Bottom rail of lower sash is severely rotten and detached.



*Window 130 exterior*



*Window 130 interior*



## WINDOW 131

Type C

Bottom rail of lower sash is severely rotten and reinforced with steel gussets.



*Window 131 exterior*



*Window 131 interior*



**WINDOW 132**

Type C

Portion of sash stop at left jamb has been replaced and is mismatched.



*Window 132 exterior*



*Window 132 interior*



### TRANSOM 133

Type F

Original door/transom has been replaced with segmental overhead door.



*Existing segmental overhead door*

### TRANSOM AT DOOR 107H

Type JN

Original door/transom has been removed.



### WINDOWS 134 through 136

Type C

Limiting blocks at upper sash have been added.

*[No photo.]*



### WINDOWS 137 through 156

Type A

Windows have been removed and openings have been infilled with CMU masonry.



*Opening at Window 142, 143, 144  
(Windows 137 - 156 similar)*

### WINDOW 202

Type A

Sash stop at right jamb is missing. Bottom rail of lower sash is missing.



*Window 202 interior*



### WINDOW 203

Type A

Sash stops at both jambs missing. Bottom rail of lower sash is rotten through.



*Window 203 interior*

### WINDOW 204

Type A

Bottom rail of lower sash is rotten through. Lower 12" of sash stops at both jambs are rotten.



*Window 204 interior*



**WINDOW 205**

Type A

Bottom rail of upper sash rotten through.  
Lower 12" of sash stops at both jambs are rotten.

**WINDOW 208**

Type A

Parting stops at lower sash is missing.

*[No photo.]*



*Window 205 interior*



**WINDOW 210**

Type A

Interior stool is missing. Sash stops at both  
jamb are missing.



*Window 210 interior*

**WINDOW 213**

Type A

Sash stop at right jamb is missing.



*Window 213 interior*



**WINDOW 214**

Type A

Bottom rail of lower sash and interior stool  
show rot.

*[No photo.]*

**WINDOW 219**

Type A

Interior stool and sash stops at both jambs  
are missing.



*Window 219 interior*



### WINDOW 220

Type A

Sash stops at both jambs have been replaced and are mismatched.



*Window 220 interior*

### WINDOW 221

Type A

Interior stool and sash stops at both jambs are missing. Bottom rail of lower sash is rotten through. Lower right corner of lower sash is reinforced with a steel gusset.



*Window 221 interior*



**WINDOW 222**

Type A

Interior stool and sash stops at both jambs missing.



*Window 222 interior*

**WINDOW 223**

Type A

Interior stool and sash stops at both jambs missing.



*Window 223 interior*



**WINDOW 224**

Type A

Interior stool and sash stops at both jambs missing.



*Window 224 interior*

**WINDOW 227**

Type A

Upper 12" of sash stop at right jamb broken.

*[No photo.]*



### TRANSOM 234

Type G

Per the original construction documents, a typical gang of three hung windows was originally present in this location. The masonry opening has been modified and the windows have been replaced with a solid door to accommodate a trolley crane.



*Window 234 interior*

### WINDOW 240

Type A

Bottom rail of lower sash is rotten and has been reinforced with steel gussets.



*Window 240 interior*



**WINDOW 245**

Type A

Bottom sash is rotten and warped.



*Window 245 interior*

**WINDOW 246**

Type A

Sash stops at both jambs have been modified for A/C unit.



*Window 246 interior*



**WINDOW 248**

Type A

Interior stool is warped.



*Window 248 interior*

**WINDOW 249**

Type A

Interior stool is splintered.



*Window 249 interior*



275 East Fourth Street, Suite 800, St. Paul, MN 55101  
p 651.225.8623 f 651.225.8720  
www.cermakrhoades.com

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### WINDOW 253

Type A

Window has been removed and opening has been infilled with CMU masonry.

*[No photo.]*

### WINDOW 254

Type A

Bottom rail of lower sash is missing.



*Window 254 interior*



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## WINDOW 255

Type A

Most of upper sash is missing.



*Window 255 interior*



## WINDOWS 256 through 258

### Type A

Windows have been removed and openings have been infilled with CMU masonry with small awning windows.



*Window 256 interior*



*Window 258 interior*

END OF SURVEY



September 2013 image courtesy of Google

E2



1920s image courtesy of Hennepin County Library



North elevation facing south.



West elevation facing east.



East elevation, facing south. Neighboring underground parking lot of A-Mill development under construction.



South elevation, facing north.



Southeast corner to be stabilized and restored.



Three existing steel braces to remain for southeast corner stabilization.



North elevation: west garage door to be removed.



North elevation: east garage door to be removed.



North elevation: door above east garage door to be removed. Braces to



North elevation: window above door to be replaced and window east of door to be refurbished.



South elevation:  
repoint south limestone  
foundation. Insert  
five new windows in  
foundation.



South elevation: metal  
siding to be removed  
and replaced with  
glass and aluminum  
curtainwall. Replace  
roof and place  
mechanical equipment  
on roof.



North elevation: window above door to be replaced and window east of door to be refurbished.



North elevation: window east of west garage door to be refurbished.



North elevation: second story east windows to be refurbished.



North elevation: second story windows to be refurbished.



West elevation:  
basement story, fourth  
bay from south to be  
replaced.



West elevation: central  
window on first story,  
second bay from south  
to be replaced. Two  
other windows to be  
refurbished.



West elevation:  
concrete infill on first  
story, first bay from  
north to be removed  
and replaced with new  
windows.



West elevation: create  
new window opening  
with new windows at  
basement story, first  
bay from north.



East elevation: second story windows to be refurbished.



East elevation: concrete infills on first story to be removed and replaced with new windows.



Interior facing north.



Interior facing northwest.



Interior facing south.



Interior facing west.



West window interior detail.



Ramp from west garage door to be filled.



Electrical items to be de-energized and remain in place.



Overhead crane to remain.



Existing fin tube radiators to be removed and replaced with new fin tubes.



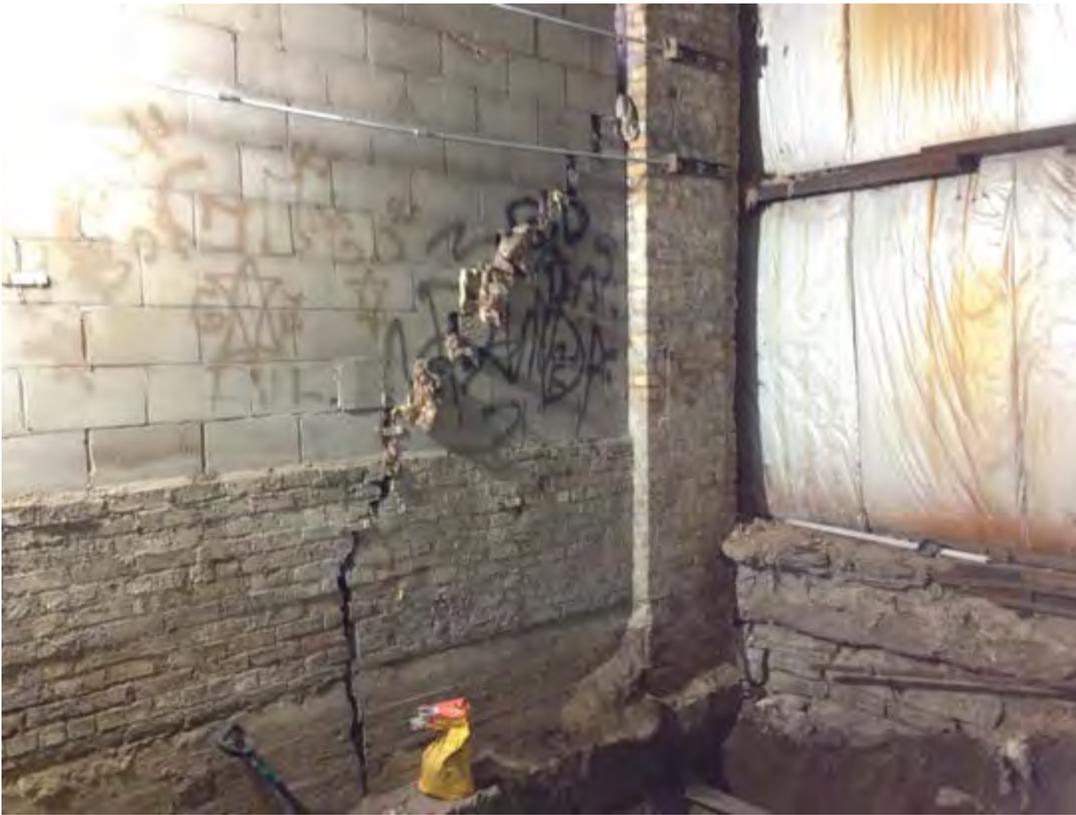
Existing radiators to be removed.



First floor bathroom to be demolished.



First floor bathroom to be demolished.



Interior view of southeast corner that will be stabilized and repaired.



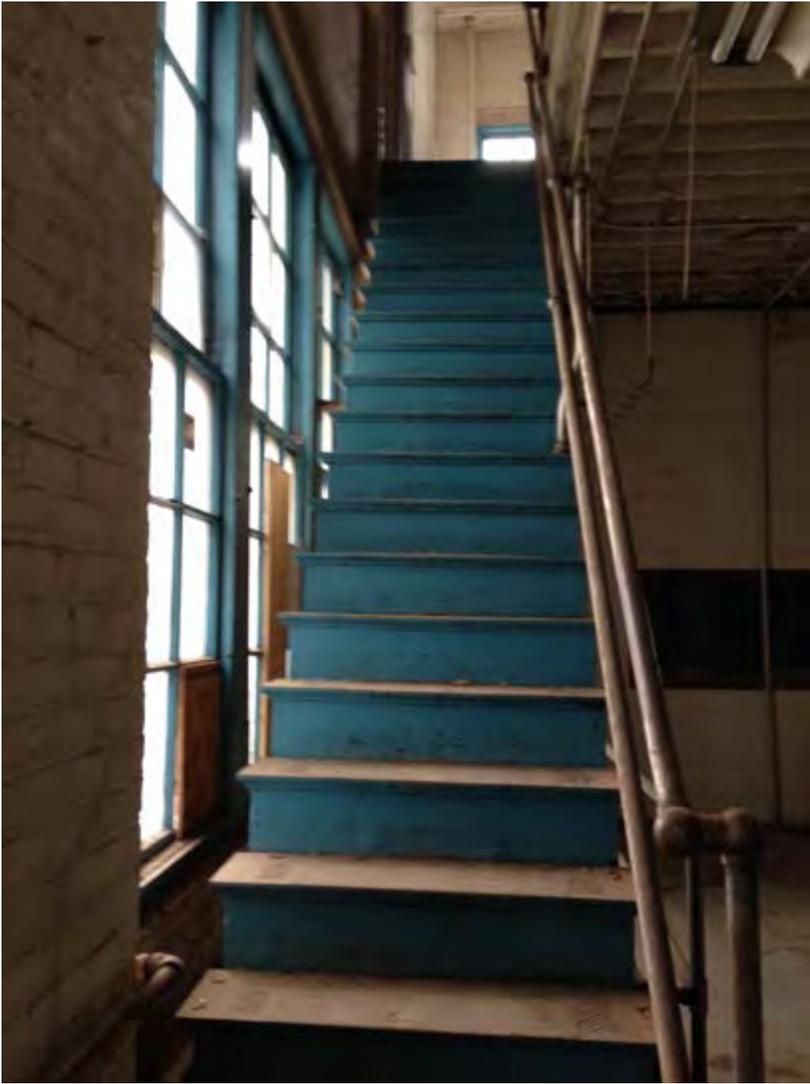
South wall to be removed and replaced with glass and aluminum curtainwall.



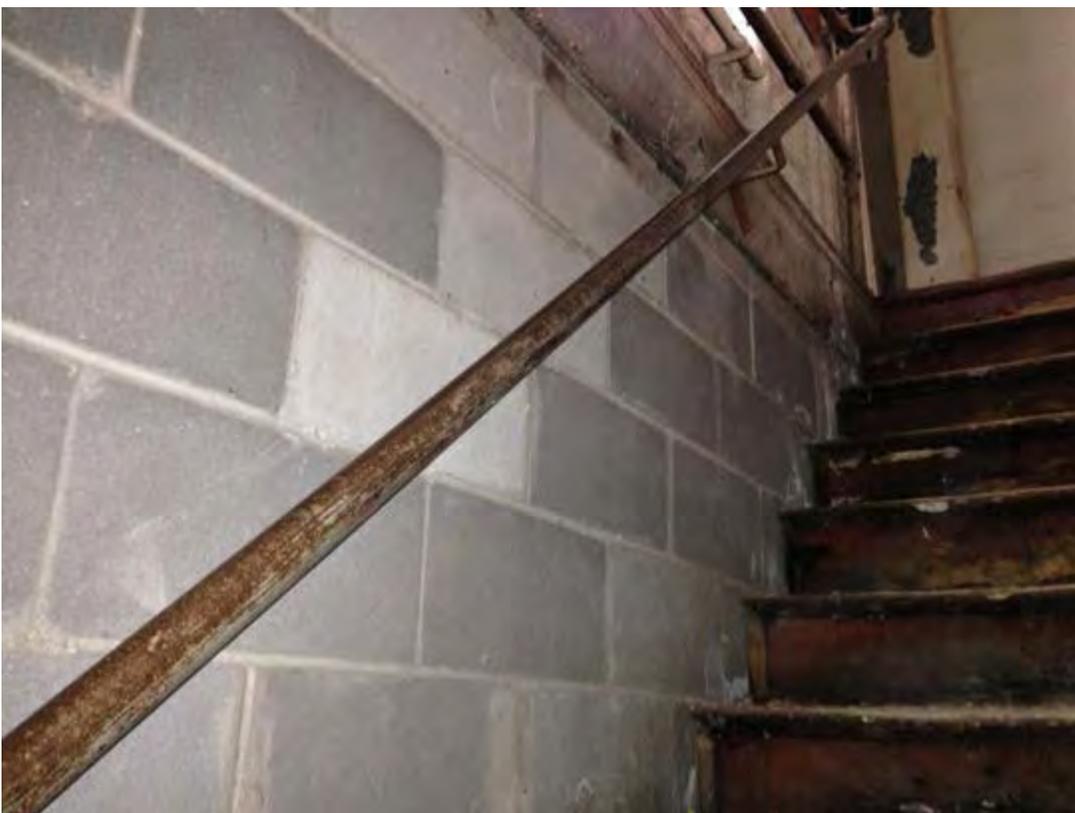
West staircase leading to second story to remain.



West staircase leading to basement to be removed and blocked off with concrete cap.



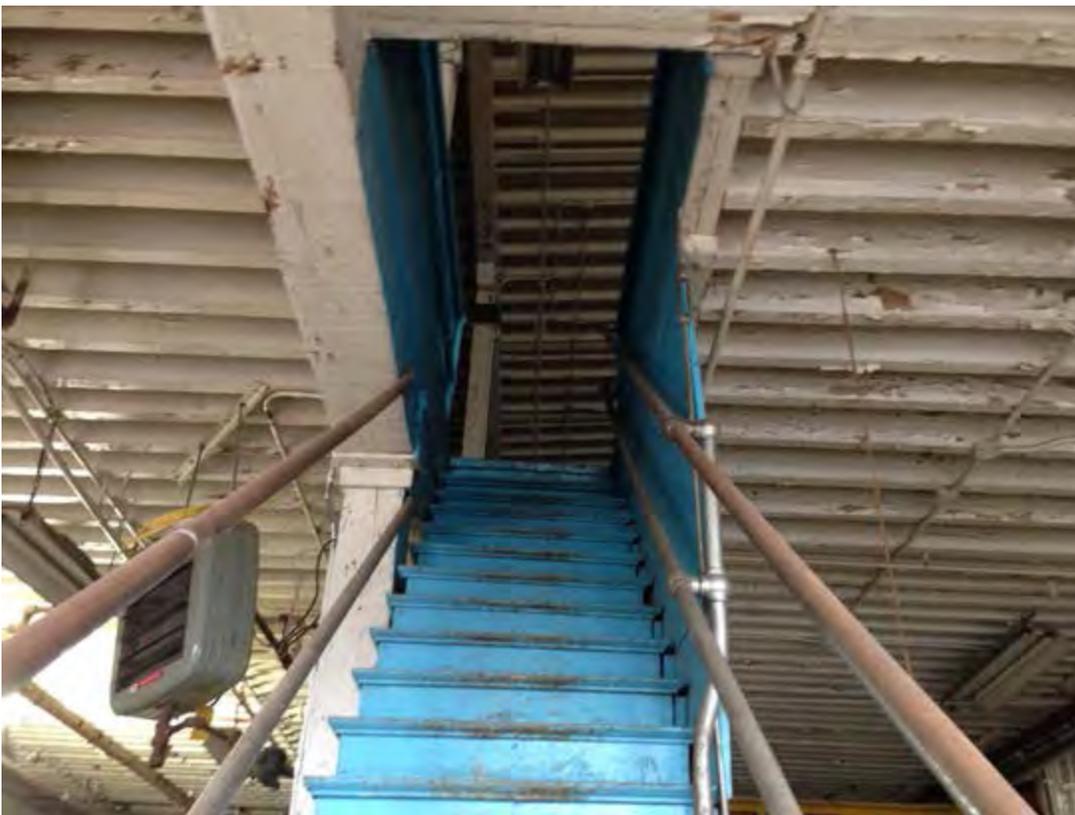
West staircase leading to second story to remain.



West staircase leading to basement to be removed and blocked off with concrete cap.



Central staircase leading to second story to remain but filled in at second story.



Central staircase leading to second story to remain but filled in at second story.



Guardrail and railings of central staircase on second story mezzanine will be filled and closed for use.



Opening and railings of central staircase on second story mezzanine will be filled and closed for use.



View of second story mezzanine and west wall.



View looking from second story mezzanine facing southwest.



Second story bathroom and locker room to be demolished.



Second story bathroom and locker room to be demolished.



Second story employee lounge room to be demolished.



Second story employee lounge room to be demolished.



West stair going down to first floor to remain.



Support beam at north end of building to remain but notched out to provide head room.



Support beam at south end of building to remain but notched out to provide head room. New bridge to be constructed to connect mezzanine from the east side



Crane to be de-energized and remain in place.



Overhead tracks on second story mezzanine to remain in place.



Overhead tracks and crane on second story mezzanine to remain in place.



View of basement looking south.



Water tank to be removed.



Basement washroom to be demolished.



Basement washroom to be demolished.



Sprinkler valve to remain in place.



West entrance to basement to be replaced.



Foundation of forge to be demolished.



Foundation of forge to be demolished.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**CONDITIONS SHEET**  
**Historic Preservation Certification Application**

Property name: Pillsbury A Mill Machine Shop

30367

Property address: 300 2<sup>nd</sup> Street South, Minneapolis

The rehabilitation of this property as described in the Historic Preservation Certification Application DATED September 10, 2012 will meet the Secretary of the Interior's Standards for Rehabilitation provided that the following condition(s) is/are met:

- 1). Cladding on the South Elevation must be compatible in material and design to the historic building and the historic district. The existing cladding may be retained, or, if replaced, it must be a masonry wall (brick or stucco). Plans must be revised and approved by SHPO and NPS prior to construction.
- 2). The foundation on the South wall must be retained intact, as it is the only portion of the former wall remaining. Plans for new window openings in this portion of the wall must be removed from the scope of work.
- 3). Proposed HVAC rooftop equipment is too visible, and should be reduced in overall height. The screens must be removed from the scope of work or shortened significantly. Plans must be revised and approved by SHPO and NPS prior to installation.
- 4). Cleaning of masonry should be accomplished using the gentlest means possible and shall not damage the surface of the masonry. Repointing should be done on an as-needed basis only, and must match the color, texture, strength, joint width and profile of the existing masonry. Bricks must not be damaged during the removal process. Replacement units must match the historic in all aspects. Masonry units should only be replaced because of deterioration that limits assembly to maintain weather-tight conditions.
- 5). Proposed "bridge" at south side of mezzanine: Floor area should be reduced or modified to more clearly reflect that this area did not have a mezzanine historically, but allowed the crane to move all the way across the space. .

The National Park Service has determined that this project will meet the Secretary of the Interior Standards for Rehabilitation if the condition(s) listed in the box above are met.

7/24/2014

Date

  
National Park Service Signature

Karen\_brandt@nps.gov  
Telephone Number

March 10, 2014

Chair Laura Faucher  
Members of the Heritage Preservation Commission  
Public Service Center  
250 S. 4th St., Room 300  
Minneapolis, MN 55415



**Re: Request for HPC to Grant Machine Shop Requests Subject to Balcony Design Issues**

Dear Chair Faucher:

The Marcy-Holmes Neighborhood Association supports the Schafer Richardson proposal to redevelop the Machine Shop for commercial uses, including granting a historic parking variance. While MHNA supports the construction of two balconies on the secondary building wall visible from Third Avenue SE, MHNA is seriously concerned about the design of the balconies, where it departs from the St. Anthony Falls Historic District Design Guidelines:

- **Size:** The balconies are larger than recommended
- **Proximity to the Street:** The distance from the edge of the balconies and the primary facade is smaller than recommended (less than fifteen feet)
- **Materials:** The materials are not transparent, as recommended by the design guidelines

While we generally support balconies being installed, we would like to see the balconies' design be revised to be more consistent with the St. Anthony Falls Historic District's new design guidelines.

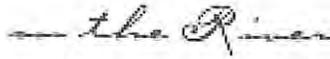
Thank you for your consideration. We are grateful to the applicant for bringing forward a proposal to redevelop the Machine Shop, and greatly appreciate the applicant working closely with neighbors, the city and the MHNA to address parking concerns.

Sincerely,

*Cordelia Pierson*

Cordelia Pierson, President  
Land Use Committee Chair

cc: Council Member Jacob Frey  
Maureen Michalski, Schafer Richardson  
Nancy Hernke, Phoenix on the River Homeowners Association



222 2<sup>nd</sup> Street SE | Minneapolis, MN 55414  
612-455-2210 | phoenix@fsresidential.com

June 23, 2014

Ms. Laura Faucher, Chair  
Historic Preservation Commission  
*via email to*  
John Smoley, Ph.D.  
[john.smoley@minneapolismn.gov](mailto:john.smoley@minneapolismn.gov)  
City Planner  
Development Services Division  
City of Minneapolis – Community Planning and Economic Development  
250 S. Fourth Street – Room 300  
Minneapolis, MN 55414

Re: Schafer-Richardson Application for the A-Mill Machine Shop

Dear Ms. Faucher:

As the Homeowners Association that represents the 79 residences in Phoenix on the River, we wish to support the current application by Schafer-Richardson for the restoration and development of the A-Mill Machine Shop, which is across the street from our property.

We have appreciated Schafer-Richardson's collaboration with us in reviewing various draft plans. We are pleased that earlier plans for balconies on the south side of the building have been revised to no balconies and have reviewed the impact of the mechanical equipment that will be placed on the roof. In our view, screening that equipment would be of little value to us as homeowners, as the units on the east side of the building that overlook the roof will be able to see the equipment in any case.

Sincerely,

Nancy Hernke, President  
Phoenix on the River Homeowner Association

cc: Jacob Frey, 3<sup>rd</sup> Ward Councilmember  
Amanda Janzen, Schafer-Richardson