



CPED STAFF REPORT

Prepared for the Heritage Preservation Commission

HPC Agenda Item #2
 January 6, 2015
 BZH-28458

HERITAGE PRESERVATION APPLICATION SUMMARY

Property Location: 300 Washington Avenue North
Project Name: The George Henry Hotel
Prepared By: [Lisa Steiner](#), City Planner, (612) 673-3950
Applicant: 300 Washington Ave LLC
Project Contact: Alex Haecker
Ward: 3
Neighborhood: North Loop
Request: To rehabilitate the existing building, convert it into a hotel with retail and restaurant uses, and construct a rooftop addition.

Required Applications:

Certificate of Appropriateness	To allow the rehabilitation of an existing building, conversion into a hotel with associated retail and restaurant uses, and construct a rooftop addition in the Warehouse Historic District.
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HISTORIC PROPERTY INFORMATION

Current Name	Jackson Building
Historic Name	Andrews Building
Historic Address	300-314 Washington Ave N
Original Construction Date	May 1897 – 1 st and 2 nd Story September 1897 – 3 rd and 4 th Story October 1897 – 4 story brick addition (308-310) 1899 – 5 th Story
Original Architect	Earnest Kennedy
Original Builder	Trainor Bros. (3 rd and 4 th Story)
Original Engineer	Unknown
Historic Use	Agricultural Implement Warehouse
Current Use	Vacant
Proposed Use	Hotel

Date Application Deemed Complete	November 6, 2014	Date Extension Letter Sent	November 14, 2014
End of 60-Day Decision Period	January 5, 2015	End of 120-Day Decision Period	March 7, 2015

CLASSIFICATION

Local Historic District	Minneapolis Warehouse Historic District
Period of Significance	1865 - 1930
Criteria of Significance	<i>Criteria 1:</i> The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history. <i>Criteria 4:</i> The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction. <i>Criteria 6:</i> The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.
Date of Local Designation	1978
Date of National Register Listing	1989
Applicable Design Guidelines	Minneapolis Warehouse District Design Guidelines (2010)

SUMMARY

BACKGROUND. The Jackson Building at 300 Washington Avenue North was originally constructed by George H. Andrews in 1897, with a fifth story added in 1899. Permit history suggests that the building was constructed in multiple phases in 1897, as separate permits were issued within a matter of months for the first 2 stories, and then the second 2 stories, and then a 4 story addition to the west.

The agricultural implement warehouse features red brick on the south and east elevations, with a lighter brick on the north and west elevations. A loading dock has been located on the 3rd Avenue North side of the building since at least the early 20th century (see photos in the appendix), but was last modified sometime between 1988 and 2003. The existing steel canopy which overhangs this loading dock was added in 1959. Along Washington Avenue, original exposed steel lintels top the unoriginal storefront windows which were installed in 2001.

The second and third story windows of the building are segmentally arched with a darker brick which also forms quoining at the building’s corners. On the fourth story, the round arched windows feature elaborate brickwork which form a series of gothic arches resting on brick capitals. A series of inset crosses and a cornice of corbelled blind arches and brick molding exist above the fourth story. The fifth story of the building was added in 1899 and features significantly less ornamentation than the rest of the original building.

The rear of the building was originally accessed by a rail spur from the Minneapolis & St. Louis Railroad at the chamfered northwest corner of the building (see Sanborn maps in the appendix). There is a significant grade difference behind the subject building which is the result of an 1890 settlement of a lawsuit which lowered the railroad below grade.

The building was utilized as a showroom and warehouse for a variety of agricultural implement and farm machinery businesses. In the early 20th century, automobile showrooms were also located in the building. Most recently, a technical institute was located in the first and second floors of the building; the upper floors have not been utilized for many years. The building has been commonly referred to as the Jackson Building for at least the last 30 years, likely because of the name of a long-term ownership group.

Relatively few exterior alterations have occurred to the subject building over time. At the time of the National Register designation of the Minneapolis Warehouse Historic District in 1989, the majority of storefront windows along Washington Avenue had been altered from their original design, although their original steel lintels were still exposed. In 2001, these storefront windows were replaced with aluminum windows of similar configuration to the originals based on photographic evidence. In 1993, the original wooden loading dock doors on the 3rd Avenue North façade were replaced with steel security doors; however, the original wood doors remain located inside the building (see photos in appendix). In 2003, one of the first floor windows on the 3rd Avenue North façade was removed and a new aluminum door system was installed with a matching transom above. A few other openings on secondary facades have been infilled and changed over time but these alterations could not be confirmed through permit history or photographic evidence.

In 1978, the North Loop Warehouse Historic District was locally designated for its architectural significance and for significance associated with the wholesale commerce related to the warehousing industry. The subject property, 300 Washington Avenue North, was within the boundaries of this original local historic district. In 1989, the building was designated on the National Register of Historic Places within the Minneapolis Warehouse Historic District. The district was designated for its architectural significance and commercial significance associated with the wholesaling and agricultural implement warehousing industries and their supporting industries with a period of significance identified as 1865 to 1930.

APPLICANT'S PROPOSAL. The applicant is proposing to rehabilitate the Jackson Building and convert the historic warehouse building into a hotel with associated retail and restaurant space on the ground floor. There are six elements of the proposal that CPED is reviewing as part of the Certificate of Appropriateness:

Rehabilitation of Windows

South (Washington Avenue N)

- All windows on 2nd – 5th floors to be rehabilitated: Retain single pane glazing and refurbish wood frames and sashes of windows, add an interior storm window and new framing on the interior. Install new metal sheathing on outside and new weatherproofing.
- All 56 existing operable windows will be made to be inoperable.

East (3rd Avenue N)

- First floor windows: Remove single pane glazing, replace with double-glazed, refurbish wood frames and sashes.
- All windows on 2nd – 5th floors to be rehabilitated: Retain single pane glazing and refurbish wood frames and sashes of windows, add an interior storm window and new framing on the interior. Install new metal sheathing on outside and new weatherproofing.
- For the 5 windows that are entirely missing, a single pane wood replica with interior storm will be built.
- All 10 existing operable windows will be made to be inoperable.

North (Vacated Alley Side)

- An existing wood transom proposed to be rehabilitated above the doorway in Bay 3.

Replacement of Windows

The applicant completed a window survey which is available in the appendix. A point system was utilized based on the condition of the windows. Each window was categorized into either “good” condition with only routine maintenance needed, “fair” condition with some rehabilitation needed, “poor” condition which were generally beyond repair, or “very poor” condition which were beyond repair or missing.

North (Vacated Alley Side)

- Remove 26 existing wood windows on 2nd to 5th floors. 9 are in “very poor” condition, 14 are in “poor” condition, and 3 are in “fair” condition.
- Replace 26 missing windows.
- Remove all or portions of existing infill from five 1st floor alley-side openings; different treatments proposed depending on opening, including replacing with new windows, adding transoms, louvers, flues, metal panel infill.
- Install 52 new double glazed aluminum “replica” windows with simulated divided lights with interstitial spacers on 2nd to 5th floors.

West (Railroad Tracks)

- Remove 20 existing windows from basement to 5th floor. 10 are in “very poor” condition, 5 are in “poor” condition, and 4 are in “fair” condition. One non-historic door which exists in a window opening is proposed to be replaced with a window.
- Replace 17 missing windows.
- Extend opening of basement level window by 4 feet to accommodate mechanical louvers.
- Install 36 new double glazed aluminum “replica” windows with simulated divided lights with interstitial spacers from basement to 5th floor.

Northwest (Chamfered Corner)

- Remove 4 existing windows from 2nd to 5th floors. 3 are in “very poor” condition, 1 is in “poor” condition.
- Install 4 new double-glazed aluminum “replica” windows with simulated divided lights with interstitial spacers.
- Install 1 window with similar configuration to those surrounding in the infilled opening at 1st floor.

Table 1. Windows to be Replaced

	Missing	Very Poor	Poor	Fair	Total
West (Basement – 5 th Floor)	17	10	5	4	36
North (2 nd – 5 th Floors)	26	9	14	3	52
Northwest (1 st – 5 th Floors)	1	3	1	0	5

Entryway Alterations

South (Washington Avenue N)

- Move main entrance one bay to the west – this entrance will be made ADA accessible internally.
- Convert existing entryway to storefront window to match others.
- Install overhanging steel and glass canopy over new entry, installed through mortar joints.

East (3rd Avenue N)

- Remove existing railing from loading dock.
- Install new cable railing system with gate on loading dock.
- Replace existing metal on loading dock canopy with new corrugated metal.
- Replace existing non-historic bottom door assembly on aluminum entry door with new glazed double doors.
- Remove non-historic metal loading doors and replace with a window with infill at bottom 4 feet of the opening.

North (Vacated Alley Side)

- Remove one original wood loading door from Bay 4 to accommodate intake air louvers.
- Alter existing door in Bay 6.

West (Railroad Tracks)

- Remove existing double doors and deck on first floor, replace with window to match others and infill brick surround.

Northwest (Chamfered Corner)

- Demolish portion of wall above overhead door to add new louver above unoriginal lower loading dock door.

Masonry Treatment

- Full repointing face brick.
- Running crack repair – removal and replacement of new brick to match as close as possible.
- Remove tar staining using chemical cleaners.
- Replace or Dutchman repair of missing/damaged stone sills.
- Multi-wythe rebuild brick repair – removal and rebuilding of exterior and interior common walls as needed to correct structural deficiencies – temporary shoring of wall and removal and rebuilding in phases to preserve as much of original façade as possible.
- General cleaning with water and mild detergent, possibly using spray up to 600 psi.
- Remove paint, including non-historic “for lease” sign on west elevation.

Alterations to 4th and 5th Stories of West End of Building and New Parapet

- Remove 4th and 5th floors of Bays 1 and 2 and rebuild to allow floor heights to align with the rest of the building and create a rooftop that is all one level.
- Demolish existing western elevator overrun and stair shaft.

- Raise the roof of these bays by approximately 3 feet.
- Build new 4 foot high metal parapet along west and northwest building edge to match height of existing brick parapet on other elevations of building.

Construction of Rooftop Addition and New Rooftop Mechanical Equipment

- Construct an approximately 6,000 square foot rooftop addition to house hotel amenity space. Addition to be clad in three primary exterior materials: charcoal colored zinc metal panels, quartz colored zinc metal panel, and a vertical wood slat rainscreen. The addition would have varying heights, ranging from 11' 11" to 16' 10".
- Install atrium through core of the building.
- Construct rooftop patio canopy which would extend towards Washington Avenue from the south wall of the addition.
- Install approximately 3,150 square foot roof deck, including an outdoor pool. A 3' 6" high guardrail would also be installed, set back approximately 13 feet from the building edge.
- Install multiple rooftop mechanical units – 2 make up air units, 1 chiller, 1 dry cooler, exhaust fans.

PUBLIC COMMENTS. A few letters were received by the time this report was printed and are attached in the appendix. Any additional correspondence received prior to the public meeting will be forwarded on to the Heritage Preservation Commission for consideration.

ANALYSIS

CERTIFICATE OF APPROPRIATENESS

The Department of Community Planning and Economic Development has analyzed the application to allow the rehabilitation of an existing building, conversion into a hotel with retail and restaurant space, and construction of a rooftop addition 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.*

The Minneapolis Warehouse Historic District meets designation criteria #1, 4, and 6 (listed on page 2 of this report) and the period of significance is identified as 1865–1930. In the designation study, individual resources were evaluated on their ability to convey the significance of the district. The Jackson Building at 300 Washington Avenue North was identified as a contributing resource in the historic district. It was constructed during the period of significance and is an excellent example of the agricultural implement warehouse buildings that were constructed in the area. The Jackson Building is also located in what became known as “Implement Row” as a multitude of agricultural implement warehouses were established along Third Avenue North and First Street North due to easy access to railroads.

With some exceptions addressed in further findings and the recommended conditions of approval, the alterations proposed will be compatible with and continue to support the criteria and period of significance for the historic district.

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

The Minneapolis Warehouse Historic District is historically significant as an early example of commercial growth as the city's warehouse and wholesaling district. The district expanded during the late nineteenth and early twentieth centuries and helped transform Minneapolis into a major distribution and jobbing center. The buildings, structures, and industrial landscape of the Warehouse District reflect the genesis and evolution of these industries as they grew from one or two warehouses in 1865 to approximately 300 by 1920.

The subject building was constructed in 1897, with a 5th story addition in 1899, as an agricultural implement warehouse. Built right at the turn of the century, the building shares many similar design features with the twentieth century warehouses in the area. These buildings were large rectilinear boxes built for warehousing and manufacturing that were designed for an industrial purpose, though the wealth generated by the businesses and industries that built these buildings often afforded the architects who designed these boxy buildings to embellish their buildings with ornate details.

The subject building is emblematic of the significant features of the Warehouse Historic District. Its location near the railroad and the rail spur that runs directly into the chamfered corner of the building reflect the original building's association and dependence upon the railroad. The careful design and embellishment of the rectilinear building, including elaborate brick work and arched windows speaks to the success of the industry at the time. With the recommended conditions of approval, the alterations proposed will be compatible with and support the designation of the Jackson Building within the Minneapolis Warehouse Historic District.

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

With the recommended conditions, the alterations to this building will be compatible with and ensure continued integrity of the Warehouse Historic District. The proposal will not significantly impact location, design, setting, or association of the building. However, the feeling of a warehouse building and its loading functions will be lost if the historic wood doors are removed, as well as an unnecessary loss of character-defining historic materials. Because many existing wood windows will be removed and replaced with aluminum windows, the building materials will be negatively impacted; however due to the number of windows that are missing and the applicant's proposal to rehabilitate the existing windows on the street-facing facades, staff finds that the negative impacts of the material change will be adequately mitigated.

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 Warehouse District Design Guidelines were adopted in 2010. The design guidelines were created to protect the integrity and character of the district and to help steward the district so that it is able to convey its significance for generations to come. The design guidelines promote the maintenance of buildings in the historic district and sensitive alterations to the existing buildings to continue their prolonged use.

The design guidelines for the Minneapolis Warehouse Historic District offer three categories of guidance: *Requirements*, *Advisory*, and *Other Considerations*. Guidelines in the *Requirement* group must be met. They explain what should or should not be done. Guidelines in the *Advisory* group

are advisory and are included to educate the user of the guidelines about what is encouraged or would be generally appropriate. Guidelines in the *Other Considerations* group provide a process to follow if the guidelines in the *Requirement* group cannot be met.

Applicable guidelines are analyzed by section below. A staff comment has been provided which analyzes whether the proposed alterations meet the applicable guidelines.

The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets – Meets applicable guidelines

(Note: Washington Avenue North is identified as a Commercial Street and 3rd Avenue North is identified as a Mixed Street.)

Requirement:

- I.11 Loading docks and canopies dating from the period of significance shall be preserved and retained.
- I.12. On commercial streets, Street Design: The main aspects for consideration when improving a commercial street shall include provisions for amenities that further pedestrian activity and building access.
- I.13. On commercial streets, Building Design: When rehabilitating or constructing a new building the primary building access and entryways shall be located on commercial streets.
- I.16. On mixed streets, Street Design: The main aspects for consideration when improving a mixed street shall include the preservation of historic loading docks and canopies while including provisions for adequate pedestrian space.
- I.17. On mixed streets, Building Design: When rehabilitating or constructing a new building the primary building access and entryways shall be located on mixed streets.

Advisory

- I.19. On mixed and freight streets, the addition of railings or the alterations to the slope of the loading docks is appropriate to create an accessible, pedestrian-friendly environment.
- I.20. On commercial and mixed streets, where possible, add street trees, street amenities, pedestrian lighting and other features that further pedestrian activity and building access.

Staff Comment:

The proposal meets the above applicable guidelines. Although the current loading dock was last modified at some point between 1988 and 2003, photographic evidence shows that a loading dock has existed at its location since at least 1910, if not since the time of the building's original construction. The applicant is not proposing to alter the existing loading dock. The overhanging steel canopy was installed in 1959 and does not date from the period of significance; the applicant is proposing to retain and restore this canopy but replace the existing corrugated metal with new painted corrugated metal.

Third Avenue North is identified in the design guidelines as a “mixed street”. The applicant’s proposal preserves the loading dock and canopy, as recommended. New railings are proposed on the loading dock, which is considered an appropriate alteration. The existing loading dock creates accessibility issues on 3rd Avenue North as it has a significant slope towards the vacated alley and no at-grade sidewalk exists.

Although the installation of an at-grade sidewalk that meets accessibility requirements beside a minimally altered loading dock might have been a preferred solution in terms of increasing the pedestrian-friendliness of this portion of 3rd Avenue North, staff finds that the applicant’s proposal to retain the loading dock in its current configuration still meets the intent of the guidelines. The adjacent Colonial Warehouse building also has an existing loading dock without an at-grade accessible sidewalk. Removing a portion of the Jackson Building’s existing loading dock to install a sidewalk may create a false sense of safety on the block which would then require pedestrians to cross the street mid-block to avoid the adjacent building’s loading dock.

Washington Avenue North is a “commercial street”. The modified entry with the installation of a new canopy will make it clear that this is the primary entrance to the hotel. It would not be recommended to make the loading dock entry on 3rd Avenue North the primary entrance to the building, so this location is appropriate for the primary entrance.

Design and Materials for the Public Realm – Meets applicable guidelines

Requirement

1.24. Loading docks shall be preserved. Their heights or widths shall not be altered.

Staff Comment

The proposal meets the above applicable guidelines for the design and materials of the public realm. The existing loading dock will be preserved and its height and width will not be altered.

General Guidance – Does not meet applicable guidelines

Requirement

- 2.1. Character defining features such as loading docks, water towers, fire escapes and chimneys shall be preserved.
- 2.2. Distinctive architectural features shall be preserved.
- 2.3. Existing buildings in the district are oriented to provide two kinds of access: pedestrian access from the street and sidewalk and freight access from side streets, alleys, or rail spurs. The existing orientation of each building shall be maintained and preserved.
- 2.4. A building’s original pedestrian entrance shall remain and shall be used as the building’s primary entrance.
- 2.5. Building entrances shall not be reoriented so that freight entrances and loading docks are used as primary building entrances.
- 2.6. ADA accessibility shall be made within the interior of the building using the existing primary building entrance.

- 2.8. Regular maintenance and repair is preferred over the replacement of any historic materials or features.
- 2.9. Only replace features that are missing or proven beyond repair with the same kind of materials. Replacement with a substitute material will be considered if the form and design of the substitute material is proven durable and conveys the visual appearance of the original material.
- 2.10. Original or historically significant painted signs (ghost signs) on the sides of building shall be retained.

Staff Comment

The proposal meets some but not all of the applicable general guidance guidelines. The applicant’s proposal includes the preservation of the loading dock and fire escapes. The loading dock will not be utilized as a primary building entrance. The original pedestrian entrances were located along Washington Avenue North; this side of the building will continue to be used as the primary building entrance. ADA accessibility will be made within the interior of the building using that entrance on Washington Avenue.

However, a few distinctive architectural features are proposed to be removed, including some original doors, some original windows, and an elevator overrun and stair shaft on the westernmost portion of the roof. These features and their replacements are analyzed in more detail below in their specific portion of the guidelines.

Partially legible historic ghost signs on the west elevation of the building include “... Harvester Company” and “Van Brunt Seeder and...” Although the applicant has indicated that “the historic painted ‘ghost’ sign on the west side of the building will be maintained,” they have not indicated whether the planned masonry restoration will potentially impact the painted ghost signs on the west side of the building. Therefore, staff recommends a condition of approval which ensures that any cleaning methods or other masonry repair does not harm the ghost signs on this side of the building.

Façade Materials – *Does not meet applicable guidelines*

Requirement

- 2.12. Abrasive cleaning techniques, such as sandblasting, soda blasting, or high-pressure water wash shall not be used under any circumstances.
- 2.13. Facade cleaning methods that are considered to be gentle, non-abrasive methods such as a low pressure (100 psi or less) water wash shall be used.
- 2.16. Mortar joints shall only be repointed where there is evidence of a moisture problem or when a substantial amount of the mortar is missing.
- 2.17. Mortar joints shall be cleared with hand tools. The use of electric saws and hammers to remove mortar can seriously damage the adjacent brick and are inappropriate.
- 2.18. Replacement mortar shall duplicate the original mortar’s composition, color, texture, joint width, and joint profile.

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

Other Considerations

- 2.20. Chemical cleaning will be considered only in consultation with CPED. Consultation includes an agreement on the area to test the treatment, reviewing the results, and developing an agreed upon process to complete the cleaning.

Staff Comment

The proposal does not meet the above applicable guidelines for façade materials. The applicant is proposing to clean all facades with water and a mild detergent and the possible use of spray beginning at 100 psi but up to 600 psi as needed. This does not meet the requirement guidelines for façade materials. Staff recommends a condition that any water wash utilized shall be 100 psi or less.

The applicant has stated that full repointing of the brick surfaces is recommended at all cracked and worn surfaces due to water staining at the interior of the building as well as wear observed at the exterior of the building. Staff recommends that mortar joints only be repointed on the portions of the building where there is evidence of a moisture problem or where a substantial amount of the mortar is missing.

The masonry restoration proposal submitted does not include detail regarding the replacement bricks or mortar, or whether hand or electric tools will be used to clear mortar. The proposal recommends removing paint but does not propose a method for doing so. Staff recommends that a full masonry plan, signed by an engineer, be submitted to CPED for approval prior to the issuance of a building permit, which demonstrates that all the requirement guidelines for façade materials (2.12 through 2.19) are met. Any use of chemical treatments to remove paint or tar staining will require an agreement with CPED to test a small area and then review the results.

Fenestration – Windows – *Does not meet applicable guidelines*

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

Requirement:

- 2.21. Original and historically significant windows shall be retained and repaired.
- 2.22. All decorative trim around the windows shall be retained, including lintels, pediments, moldings or hoods and if replacements are proven necessary, the original profile shall be replicated.
- 2.23. Clear transparent glass shall be used to replace missing panes or in full window replacement unless historical documentations show other treatments. Low emission coatings will be considered if they are not reflective or tinted.
- 2.24. Windows on primary facades shall not be removed or blocked to install air conditioning, mechanical equipment, louvers, or for any other reason.

- 2.25. New or expanded window openings on primary facades are not allowed, unless it is to restore an historical window opening and evidence is provided to support the opening.

Other Considerations:

- 2.26. New window openings on secondary facades will be considered.
- 2.27. Replacement windows will be considered if evidence is provided that significant numbers of the historical or original windows have been previously removed. A survey of the existing windows is required to document their condition and type.
- 2.28. Replacement windows will be considered if evidence is provided that original or historically significant windows cannot be feasibly repaired. A survey of the existing windows is required to document their condition and type.
- 2.29. When considering the replacement of historically significant windows, new windows shall be compatible in material, type, style, operation, sashes, size of lights and number of panes of the existing windows in that location.
- 2.30. True divided lights are required when replacing a divided light window.
- 2.31. Where true divisions are not possible, applied muntins, with an interstitial spacer will be considered. Applied muntins shall be installed on both sides of the glass.
- 2.32. Internal muntins, sandwiched between two layers of glass, alone are not allowed.
- 2.33. Replacement windows shall be finished with a painted enamel finish. Anodized or other unfinished treatments are not allowed.

Staff Comment

The proposal meets the above applicable guidelines if additional information is provided. The applicant states that the approach of rehabilitating all windows on the south and east elevations and replacing all windows on the north and west elevations will prevent a “patchwork” effect on the facades.

The applicant is proposing to retain and repair the existing windows on the primary facades facing Washington Avenue and 3rd Avenue, rehabilitating their wood frames and sashes and installing interior storms with new interior trim. Some windows are missing panes or the windows are missing entirely. However, the applicant has not provided information about the replacement panes or glazing of the missing windows. Staff recommends as a condition of approval that a material sample or specification sheet for this replacement glazing be submitted to CPED for approval.

The applicant is proposing to replace all windows on the north and west elevations with “replica” aluminum double-glazed windows. The applicant has submitted a window survey which indicates that the majority of the existing windows on these elevations to be removed are in either “poor” or “very poor” condition. However, a few windows to be replaced are still in “fair” condition.

These windows will replicate the size of lights and number of panes of the existing windows in that location. They will not be operable, though many of the existing windows are operable.

While the existing windows are divided light windows, staff finds that simulated divided lights are acceptable due to their location on non-primary building walls. Staff finds that the replacement window proposal meets the intent of the guidelines.

The replacement windows are proposed to be “low-e insulated glass” but the applicant has not indicated whether the glass will be clear and transparent. Staff recommends a glass sample or specification sheet be submitted to CPED and that reflective or tinted glass shall not be permitted.

Additionally, one window opening on the basement level of the west elevation is proposed to be extended by four feet to accommodate mechanical louvers. This is a secondary façade and because of the significant grade difference, it would be minimally visible from Washington Avenue. This approach is considered to be appropriate.

Fenestration – Entryways – *Does not meet applicable guidelines*

Requirement:

- 2.34. Original or historically significant entryways and doorway configurations shall be retained.
- 2.35. Original or historic features of the entryway and storefront including trim and other architectural features shall be retained.
- 2.36. When replacement is proven necessary, a door style that is similar in material and design to that used originally shall be used. If historic photos or models are not available, the new replacement door shall be of simple design, with an open transparent glass panel and a transom.
- 2.37. Original loading dock doors, which were typically overhead or sliding, shall be maintained when feasible. Filling the opening with glass or another treatment that preserves the wall opening will be considered.
- 2.38. New openings or entryways on elevations that face public streets are not allowed.
- 2.39. ADA accessibility shall be accommodated within the interior of the building using the existing primary entrance. If this is proven infeasible then alternative entryways will be considered to allow for accessibility. Exterior ramping is not allowed on elevations facing a public street.

Advisory:

- 2.40. If original entryways were altered, the preferred treatment is to restore them to their original condition based on historic photos or other evidence.

Other Considerations:

- 2.41. Replacement doors will be considered if evidence is provided that original doors cannot be feasibly repaired.
- 2.42. Replacement features of the entryway and storefront such as trim that replicate existing features will be considered.

- 2.43. New openings or entryways on elevations that face a public street will be considered if evidence is provided that the new opening or entryway keeps with the original fenestration pattern and no other feasible alternative exists.

Staff Comment

The proposal does not meet the above applicable guidelines for entryways. The original loading dock doors on the 3rd Avenue North façade were sliding wooden doors. An application to replace these original doors with the existing metal doors was filed in 1993 and included a photo of the doors in place (see appendix). This original sliding door is still located on the interior of the building to the right of the opening (see photo in appendix). The applicant's proposal for this loading door opening is to turn it into a window with 4 feet of metal infill below. This does not meet the guidelines for entryways. Staff recommends as a condition of approval that the original loading dock door be maintained in place and preserved in its original opening if feasible, and the transom above be restored as proposed. Because this is likely the original loading dock door, this treatment would also meet the guideline to restore an entryway to its original condition after it has been altered.

On the north elevation, the applicant is proposing to remove one historic wooden loading door to accommodate mechanical louvers. The window survey notes that this door is original and remains in fair condition, requiring only minimal rehabilitation. This proposal does not meet the requirement guidelines and would not retain an original and historically significant loading door. The location of the doors here shows that the alley was utilized for loading purposes historically, either accessed by the street or the railroad, likely before the Colonial Warehouse addition at the west end of the alley was constructed. Staff recommends that these doors be maintained and preserved in place and that any mechanical louvers shall be located in openings where original doors do not remain in place.

The applicant's proposal to move the primary entrance on Washington Avenue one bay to the west, although technically creating a new entryway facing a public street, still meets the intent of the guidelines, as the storefront configuration is the result of non-historic storefront replacement in 2001. The intention of that storefront replacement, as stated in the application materials at that time, was that the windows could easily be changed into doorways and vice versa depending on tenant changes.

Fenestration – Storefronts & Display Areas – Meets applicable guidelines

Requirement:

- 2.44. Original or historically significant storefronts and display areas shall be retained.
- 2.45. The size of original storefronts or display areas shall not be altered.

Advisory:

- 2.49. If an original storefront has been altered, the preferred treatment is to restore them to their original condition based on historic photos or other evidence.

Other Considerations:

- 2.50. When the original design is not available through historic plans or photos for the replacement of a storefront, a contemporary profile will be considered, but existing

original storefronts in the district should be as a reference for materials, scale, size of members and proportion.

Staff Comment

The proposal meets the above applicable guidelines for storefronts. As stated above, the storefront windows along Washington Avenue North are unoriginal to the building as they were installed in 2001. At that time, the storefront windows had been altered over time from their original configuration. The replacement windows restored the original appearance of the storefront based on historic photographic evidence. Proposed alterations to Bays 5 and 6 to turn a window into the primary entrance and a doorway into a storefront window are appropriate as the existing configuration is not historic.

Fenestration – Canopies & Awnings – Meets applicable guidelines

Requirement:

2.55. Existing canopies over loading docks, entrances, or other features shall be retained.

Staff Comment

The proposal meets the above applicable guidelines for canopies. The existing canopy that overhangs the loading dock does not date from the period of significance, but has been located on the building for over 55 years. The applicant is proposing to retain the existing canopy structure and replace the corrugated metal with new painted corrugated metal top and sides, which is considered an appropriate treatment.

Loading Docks – Meets applicable guidelines

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

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

Requirement:

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

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

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

Staff Comment

The proposal meets the above applicable guidelines for loading docks. The applicant is not proposing to modify the existing loading dock's location, height, width, or length. The only change proposed for the loading dock is to replace the existing railing with a new steel cable rail with a gate at the 3rd Avenue edge of the dock. Staff research has indicated that the current configuration of the loading dock does not date from the period of significance; a portion of the loading dock was removed at some point between 1988 and 2003 to allow for a street tree and street light to be installed. It appears that the loading dock was shorter in length historically, but has likely always been the same height as that is the location of the first floor and loading door.

Roofs & Parapets – Does not meet applicable guidelines**Requirement:**

- 2.62. The original building roofline including the cornice, parapet, and other elements shall be retained and not altered.
- 2.63. Rooftop decks and equipment including HVAC, wind or solar power equipment that projects above the roofline shall be set back from the primary building elevation(s) one structural bay. They shall not be visible from the street. More visible locations will be considered if evidence is provided of structural load needs.
- 2.64. The repair of roofs with modern roofing materials, such as rolled rubber or asphalt, is allowed and shall not be visible from the street.

Staff Comment

The proposal does not meet the above applicable guidelines for roofs and parapets. The original building roofline along the east and south elevations will be retained, with the exception of the visual impact of the proposed rooftop addition. However, the original building roofline on the west, northwest, and a portion of the north elevation will be significantly altered. This portion of the building never had a cornice or parapet. By rebuilding the 4th and 5th floors of the two westernmost bays, the roof of these bays will be raised to align with the rest of the building. This requires the demolition of an existing elevation overrun and stair shaft which is likely historic (see recent rooftop photo in the appendix).

The applicant is proposing to build a metal parapet wall in this area to match the height of the brick parapet of the rest of the building. The differentiated material helps to clarify that this did not exist historically. Staff believes that considering the necessity to align the floors to make the entire space on the 4th and 5th floors usable (the floors are currently only about 8 feet high), the retention of the original roofline and historic elevator overrun and stair shaft is outweighed by the need to fully utilize the building.

All mechanical equipment is planned to be set back at least one structural bay from the primary elevations. Staff believes that locating some mechanical equipment on the north edge of the building, although not necessarily set back one structurally bay, would be the least visible location for mechanical equipment. Staff recommends that the applicant consider relocating mechanical equipment to this area of the building to reduce its visibility.

Rooftop Additions – *Does not meet applicable guidelines*

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

Requirement:

- 2.68. A new rooftop addition shall be set back a minimum of one structural bay or 15 feet, whichever is greater, from all sides of the building. This setback does not constitute a standard right, but a baseline, additional setbacks may be required to meet the intent of the guidelines.
- 2.69. The height of the rooftop addition shall be limited to one story and shall not exceed 14 feet in height measured from the structural roof deck of the existing building. The height includes stair and elevator penthouses and rooftop mechanical equipment proposed on top of the addition.
- 2.70. The design of rooftop additions shall be clearly differentiated from the historic building in a way that does not detract from the character of the historic building or the district.

Other Considerations:

- 2.71. Roof top additions to contributing buildings are rarely appropriate. A rooftop addition will be considered if visibility and site line studies indicate that the addition is minimally visible from any public right-of-way.

Staff Comment

The proposal does not meet the above applicable guidelines for rooftop additions. As stated, the intent of the guidelines is to minimize the visibility of rooftop additions. The proposed rooftop addition and deck is proposed to be set back one structural bay from all facades. Only an existing overrun is located within a structural bay of the north elevation. On the west and east sides, the addition is set back approximately 21 feet and 23 feet from the building walls respectively. On the south and north sides, the addition is set back approximately 25 feet and 11 feet from the building edges respectively. On the south side, a canopy extends from the addition to within 13 feet of the building edge. Because the Washington Avenue façade is the primary and dominant façade of this building and it is important that the visibility of the rooftop addition be minimized, staff recommends that as a condition of approval, the proposed guardrail be set back at least 15 feet and that no canopy be permitted. This will ensure that the addition and any other structures of significant height are equally set back from all primary facades (while the west façade is not considered a primary façade, it is a highly visible façade).

The 6,000 square foot proposed addition varies in height, ranging from 11' 11" to 16'10" from the structural roof deck. The location of mechanical equipment also exceeds 14 feet in height in some places. Additionally, the roof of the proposed atrium is also over 16 feet high. The guidelines specify that a rooftop addition shall be limited to one story and shall not exceed 14

feet in height. This is a requirement guideline and is intended to ensure that the visibility of any structure be minimized. Staff recommends a condition of approval that the proposal shall comply with that guideline and no portion of the rooftop addition be more than 14 feet in height as measured from the structural roof deck.

Additionally, staff finds that the design of the rooftop addition detracts from the character of the historic building. The applicant is proposing to utilize three different materials and colors for the different portions of the rooftop addition. Utilizing only one material and one color would be considered to be more subdued and complementary, rather than detracting from the careful composition of the historic building. In order to ensure that the rooftop addition does not detract from the character of the historic building, staff recommends a condition of approval that only one primary building material and one color be utilized on the proposed addition.

The applicant has submitted a mock-up visibility study of the rooftop addition. However, the mock-up was built based on a different roof plan and is therefore not entirely accurate. It does, however, demonstrate the visibility of any structure of the proposed height on the building, and is provided for reference in the appendix.

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 planning to apply for historic tax credits through the State Historic Preservation Office. Plans must be approved by the National Park Service and meet the Secretary of the Interior's Standards for Rehabilitation. Staff finds that the proposal, subject to the recommended conditions, meets the Secretary of Interior's Standards for Rehabilitation. The conditions recommended relate to the preservation of the historic loading dock doors, reducing the height and number of materials of the rooftop addition, and the requirement to submit a detailed masonry restoration plan that meets the design guidelines. The following standards apply to this proposal:

- A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
- The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
- Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
- Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
- Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
- Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials.

Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

- Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
 - 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.
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.*

With the recommended conditions, the proposed alterations would conform to the preservation ordinance and applicable preservation policies, as well as would be consistent with the following policies of the comprehensive plan:

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

- 8.1.1 Protect historic resources from modifications that are not sensitive to their historic significance.
- 8.1.2 Require new construction in historic districts to be compatible with the historic fabric.

Heritage Preservation Policy 8.10: Promote the benefits of preservation as an economic development tool and a method to achieve greater environmental sustainability and city vitality.

- 8.10.5 Prioritize the reuse of the city's historic buildings as a strategy for sustainable development.

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.*

This proposal does not constitute the destruction of 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.*

Evidence presented in the application submitted and the alterations proposed demonstrate that the applicant has made adequate consideration of the description and statement of significance of the nomination of the Warehouse Historic District.

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

The proposal will trigger site plan review because the rooftop addition will increase the gross floor area of the structure by over 1,000 square feet.

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 applicant has adequately considered the Secretary of the Interior's Standards for the Treatment of Historic Properties, though some of the recommended conditions of approval will help to ensure that the proposal meets those standards.

Before approving a Certificate of Appropriateness that involves alterations to a property within an historic district, the Commission shall make findings based upon, but not limited to, the following:

11. *The alteration is compatible with and will ensure continued significance and integrity of all contributing properties in the historic district based on the period of significance for which the district was designated.*

With the recommended conditions of approval, the alterations will be compatible with and ensure continued significance and integrity of all the contributing properties in the historic district based on the period of significance of 1865 – 1930. See findings 1-4 for more detailed analysis.

12. *Granting the certificate of appropriateness will be in keeping with the spirit and intent of the ordinance and will not negatively alter the essential character of the historic district.*

With the recommended conditions of approval, granting the certificate of appropriateness will be in keeping with the spirit and intent of the ordinance and will not negatively alter the essential character of the historic district.

13. *The certificate of appropriateness will not be injurious to the significance and integrity of other resources in the historic district and will not impede the normal and orderly preservation of surrounding resources as allowed by regulations in the preservation ordinance.*

The significance and integrity of other resources in the district will not be negatively impacted by the certificate of appropriateness. These alterations will not impede the normal and orderly preservation of surrounding resources as allowed by regulations in the preservation ordinance.

RECOMMENDATIONS

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 above findings and **approve** the Certificate of Appropriateness to allow the rehabilitation of the existing building located at 300 Washington Avenue North, conversion into a hotel with associated retail and restaurant uses, and the construction of a rooftop addition in the Warehouse Historic District, subject to the following conditions:

1. By ordinance, approvals are valid for a period of two years from the date of the decision unless required permits are obtained and the action approved is substantially begun and proceeds in a continuous basis toward completion. Upon written request and for good cause, the planning director may grant up to a one year extension if the request is made in writing no later than January 6, 2017.
2. By ordinance, all approvals granted in this Certificate of Appropriateness shall remain in effect as long as all of the conditions and guarantees of such approvals are observed. Failure to comply with such conditions and guarantees shall constitute a violation of this Certificate of Appropriateness and may result in termination of the approval.
3. Any cleaning methods, masonry repair, or other alterations shall not harm the ghost signs on the west elevation of the building.
4. A more detailed masonry plan, signed by an engineer, shall be submitted to CPED for approval prior to issuance of a building permit.
5. Facade cleaning methods that are considered to be gentle, non-abrasive methods such as a low pressure (100 psi or less) water wash shall be used.
6. Mortar joints shall only be repointed where there is evidence of a moisture problem or when a substantial amount of the mortar is missing.
7. Mortar joints shall be cleared with hand tools. The use of electric saws and hammers to remove mortar can seriously damage the adjacent brick and are inappropriate.
8. Replacement mortar shall duplicate the original mortar's composition, color, texture, joint width, and joint profile.
9. When patching an area of historic brick wall, the new brick and mortar shall match the original brick and mortar in material, color, profile, dimension, and texture.
10. Any use of chemical treatments to remove paint or tar staining requires an agreement with CPED to test a small area, review the results, and develop an agreed upon process to complete the cleaning.
11. A material sample or specification sheet for replacement glazing for the rehabilitated windows and the glazing of the replacement windows shall be submitted to CPED for approval prior to the issuance of a building permit.

12. Original wooden loading doors on the 3rd Avenue North façade and the north vacated alley façade shall be retained in place and preserved.
13. The guardrail for the rooftop deck shall be set back at least 15 feet from the building edge of the Washington Avenue façade.
14. The proposed rooftop patio canopy is not approved. No canopies or similar structures of significant height shall be constructed between the rooftop addition and the building edge.
15. The height of the rooftop addition shall be limited to one story and shall not exceed 14 feet in height measured from the structural roof deck of the existing building. The height includes stair and elevator penthouses and rooftop mechanical equipment proposed on top of the addition.
16. Only one primary exterior material and one color shall be utilized on the proposed rooftop addition.

ATTACHMENTS

1. Zoning map
2. Preliminary Development Review report
3. Surveys
4. Written description and findings submitted by applicant
5. Implement Row map and Sanborn maps
6. Historic Photos 1910 - 1990
7. 3rd Ave loading dock door photos – 1993 and existing
8. Third Avenue North entryway photo 2014
9. Rooftop photos 2011
10. Window documentary
11. Window survey
12. Plans and elevations
13. Rooftop addition visibility study and photos (based on previous plans)
14. Masonry restoration plan
15. Existing photos
16. Renderings
17. Mechanical, elevator, and window specification sheets
18. Correspondence

NAME OF APPLICANT

WARD



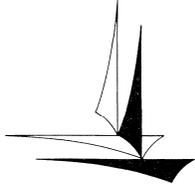
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PROPERTY ADDRESS

300 Washington Avenue North

FILE NUMBER

BZH-28458



Minneapolis Development Review
250 South 4th Street
Room 300
Minneapolis, MN 55415

Preliminary Development Review Report

Development Coordinator Assigned: **MATTHEW JAMES**
(612) 673-2547
matthew.james@minneapolismn.gov

Status *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001266
Applicant:	DIXON DEVELOPMENT 1818 N. HUBBARD T. 2ND FL. MILWAUKEE, WI 53212
Site Address:	300 WASHINGTON AVE N
Date Submitted:	08-DEC-2014
Date Reviewed:	16-DEC-2014

Purpose

The purpose of the Preliminary Development Review (PDR) is to provide Customers with comments about their proposed development. City personnel, who specialize in various disciplines, review site plans to identify issues and provide feedback to the Customers to assist them in developing their final site plans.

The City of Minneapolis encourages the use of green building techniques. For additional information please check out our green building web page at: http://www.ci.minneapolis.mn.us/mdr/GreenBuildingOptions_home.asp.

DISCLAIMER: *The information in this review is based solely on the preliminary site plan submitted. The comments contained in this report are preliminary ONLY and are subject to modification.*

Project Scope

6TH FLOOR AMENITY SPACE & ROOFTOP TERRACE ADDITION TO A 5-STORY REMODELED HISTORIC BUILDING CONVERTED INTO A BOUTIQUE HOTE.

Review Findings (by Discipline)

Zoning - Planning

- Mechanical equipment is required to be screened-- see section 535.70 of the zoning code.
- Based on a cursory review, the following land use applications are required:
- At a minimum, administrative site plan review.
- Other applications may be identified upon further review.

*Approved: You may continue to the next phase of developing your project.
*Resubmission Required: You cannot move forward or obtain permits until your plans have been resubmitted and approved.

□ Historical Preservation Committee

- Certificate of Appropriateness required for rehabilitation and approximately 6,000 square foot rooftop addition to contributing building in the Warehouse Historic District. Application has been submitted and is currently under review.
- The following comments are based only on sheets submitted for PDR.
- Take off all references to a "new" loading dock. Plan sheets must be consistent with one another.
- Original loading dock doors (typically overhead or sliding wood doors) shall be maintained when feasible. (Guideline 2.37) The removal of one of the north elevation wooden loading doors for mechanical louvers is not a preferred treatment. The replacement of the existing metal doors on the 3rd Ave loading dock with a window is not a preferred treatment -- the original sliding loading dock door is still located in the building just inside the opening. It is preferred to see this wood door restored into its original opening rather than replaced with a window as proposed.
- The following comments are based on these design guidelines for the Warehouse Historic District that relate to the rooftop addition. In cases where a rooftop addition is allowed the guidelines are intended to minimize visibility of the addition from the public street by limiting its footprint, scale, height and mass.
- 2.63- Rooftop decks and equipment including HVAC, wind or solar power equipment that projects above the roofline shall be set back from the primary building elevation(s) one structural bay. They shall not be visible from the street. More visible locations will be considered if evidence is provided of structural load needs.
- 2.68- A new rooftop addition shall be set back a minimum of one structural bay or 15 feet, whichever is greater, from all sides of the building. This setback does not constitute a standard right, but a baseline, additional setbacks may be required to meet the intent of the guidelines.
- 2.69- The height of the rooftop addition shall be limited to one story and shall not exceed 14 feet in height measured from the structural roof deck of the existing building. The height includes stair and elevator penthouses and rooftop mechanical equipment proposed on top of the addition.
- 2.70- The design of rooftop additions shall be clearly differentiated from the historic building in a way that does not detract from the character of the historic building or the district.
- Portions of the addition are more than 14 feet in height measured from the structural roof deck of the existing building. This does not meet the Requirement design guideline for rooftop additions in the Warehouse Historic District. There isn't a clear reason why this guideline cannot be met. Consider other options, perhaps different elevator options, that would allow the addition to meet this specific height guideline.
- The multiple materials proposed for the rooftop addition detract from the character of the historic building. It is recommended that the number of materials utilized on the rooftop addition be reduced.
- The proposed canopy increases the visibility of the addition on the primary façade as it is planned to be only approximately 12 feet from the Washington Avenue building edge. This does not meet the building addition setback guidelines. Consider less visible locations for a canopy or its elimination entirely.
- Is there potential to relocate some of the mechanical equipment to the plan north edge of the building, since there is already an existing condition of the elevator overrun built to the building edge and this location would be least visible from any public right of way?
- Other issues may be identified upon further review.

□ Parks - Forestry

- Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance. The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance:
 - <http://library.municode.com/index.aspx?clientId=11490>
- As adopted, the fee in lieu of dedication for new residential units is \$1,500 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is \$200 per development employee (as defined in ordinance). Any dedication fee (if required) must be paid at the time of building permit issuance.
- There will be no Park Dedication Fee charged for this project.

❑ Right of Way

- The plan as submitted meets the requirements of the Public Works Right-Of-Way Division.

❑ Street Design

- All curb & gutter in the Public right-of-way shall be designed and constructed to City standards, curb & gutter to be City standard B624 Curb and Gutter. Please refer to the following: http://www.minneapolismn.gov/publicworks/plates/public-works_road. Add the appropriate details from the ROAD-1000 Series - Curbs and Gutters (ROAD-1003, and ROAD-1010) to the plans.

❑ Sidewalk

- ADA compliant pedestrian ramps are required at each crosswalk at the intersection of Washington Ave. N. and 3rd Ave. N. Construct two (2) ADA compliant pedestrian ramps at this location. Include the appropriate details and standard plates in the site plan, refer Mn/DOT Standard Plan 5-297.250 Pedestrian Curb Ramp Details at: <http://standardplans.dot.state.mn.us/stdplan.aspx>

❑ Traffic and Parking

- The nature of the proposed development is such that traffic impacts will be an issue; please contact Allan Klugman at (612) 673-2743 to discuss the requirements of a Travel Demand Management Plan (TDMP).
- All references and shading to the Valet Zone along Washington Ave. shall be removed from the site plans; establishment of the Valet Zone is completed through a different process, please contact Shane Morton at (612) 673-5517 for further information.

❑ Water

- The plan as submitted meets the requirements of the Public Works Water Maintenance & Distribution Division.

❑ Sewer Design

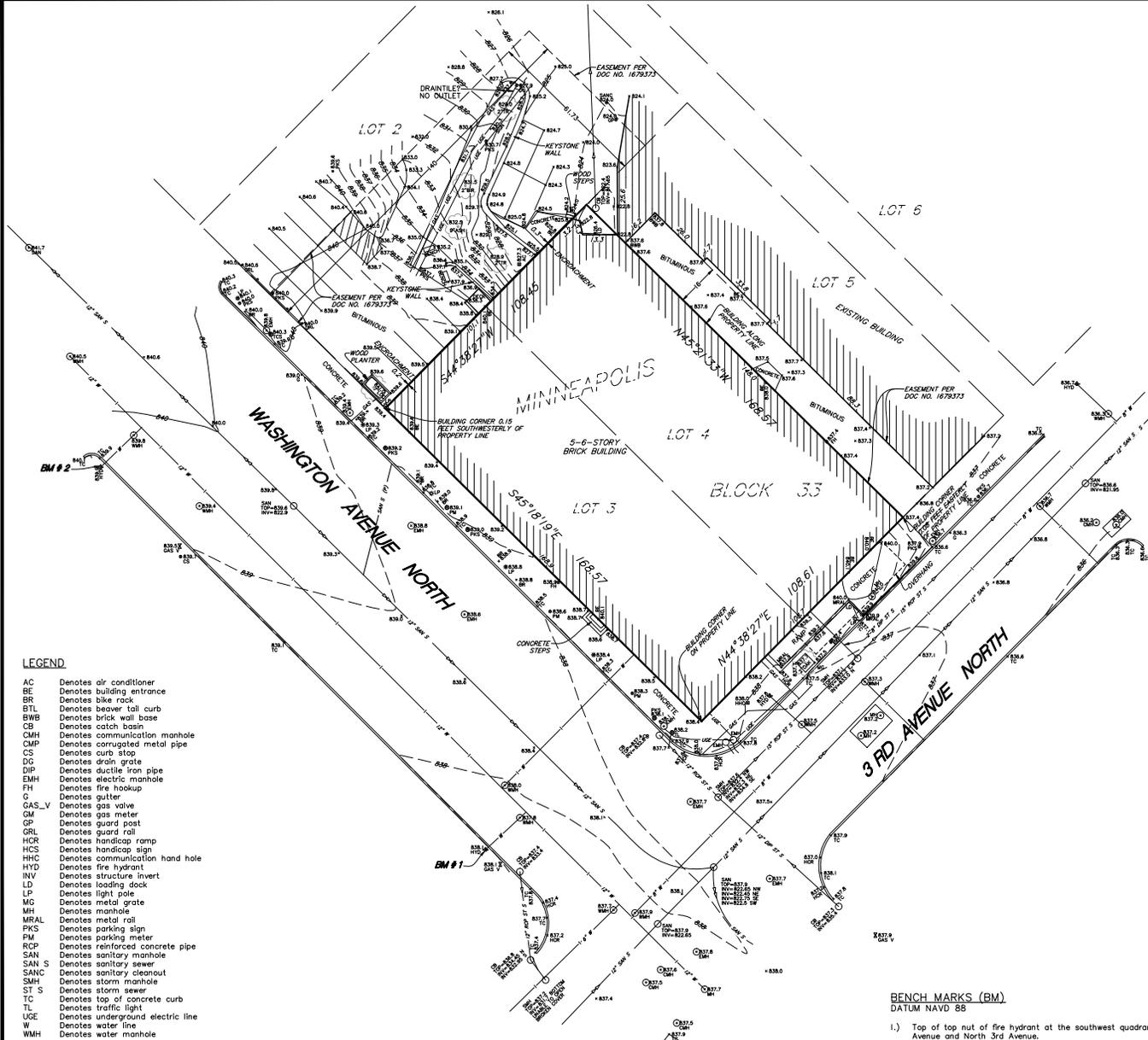
- Utility Connections: The proposed sanitary sewer service connection to the City main should be core-drilled and a saddle tee fitting installed, per City of Minneapolis Standard Supplemental Specifications. Please also indicate the pipe material of the existing City main and the elevations for where the connection will be made and the invert of the main at the location. The connection should be made in the middle third of the pipe.
- Non Stormwater Discharges: Detail all mechanical and non-stormwater discharges. Non-stormwater discharges are not permitted unless approved by the City of Minneapolis. Non-stormwater discharges not declared and approved will not be permitted. If there currently are none and nothing is proposed declare this status on the plans.
- For comments or questions on Public Works Surface Water & Sewers Division related requirements please contact Jeremy Strehlo, (Professional Engineer) at (612) 673-3973, or jeremy.strehlo@minneapolismn.gov.

❑ Construction Code Services

- The following is a building code analysis for the purposes of the Preliminary Development Review. This is not a complete building review but a review of exterior building elements conformance with the building code.
- Section 502.1, Basement Definition
- A basement is considered a story if the finished floor above the basement is more than 12 feet above the finished ground level at any point. The building elevations indicate that the lowest level of this building is exposed and may be considered a story.
- The number of stories proposed is non-compliant with Type III-A (5 with sprinkler increase) and Type IV (5 with sprinkler increase). In either case, if the basement is considered a story, any alternate would request approval to add two additional floors. Type IV HT might be a stronger proposal.

- An assembly use above the 4th floor is non-compliant with proposed construction types and an alternate/modification proposal will be required.
- Verify the legal use of the alley for exit purposes for this property. Provide a copy of the easement language. The alley cannot be blocked at any time. We suggest that curb cuts would need to be removed and/or vehicle barriers installed.
- Encroachment permits are required for canopies extending into public right-of-ways.
- New exterior openings, including louvers, are prohibited on the north and west walls.
- Concealed spaces under raised roof decks are not permitted in heavy timber construction.

END OF REPORT



- LEGEND**
- AC Denotes air conditioner
 - BE Denotes building entrance
 - BR Denotes bike rack
 - BTL Denotes beaver tail curb
 - BWB Denotes brick wall base
 - CB Denotes catch basin
 - CMH Denotes communication manhole
 - CMP Denotes corrugated metal pipe
 - CS Denotes curb stop
 - DG Denotes drain grate
 - DIP Denotes ductile iron pipe
 - EMH Denotes electric manhole
 - FH Denotes fire hookup
 - G Denotes gutter
 - GAS_V Denotes gas valve
 - GM Denotes gas meter
 - GP Denotes guard post
 - GRL Denotes guard rail
 - HCR Denotes handicap ramp
 - HCS Denotes handicap sign
 - HHC Denotes communication hand hole
 - HYD Denotes fire hydrant
 - INV Denotes structure invert
 - LD Denotes loading dock
 - LP Denotes light pole
 - MG Denotes metal gate
 - MH Denotes manhole
 - MIRAL Denotes metal rail
 - PKS Denotes parking sign
 - PM Denotes parking meter
 - RCP Denotes reinforced concrete pipe
 - SAN Denotes sanitary manhole
 - SAN S Denotes sanitary sewer
 - SAN C Denotes sanitary cleanout
 - SMH Denotes storm manhole
 - ST S Denotes storm sewer
 - TC Denotes top of concrete curb
 - TL Denotes traffic light
 - USE Denotes underground electric line
 - W Denotes water line
 - WMH Denotes water manhole

- BENCH MARKS (BM)**
DATUM NAVD 88
- 1.) Top of top nut of fire hydrant at the southwest quadrant of North Washington Avenue and North 3rd Avenue.
Elevation = 841.96 feet
 - 2.) Top of top nut of fire hydrant south side of North Washington Avenue at first entrance northwest of intersection with 3rd Avenue North.
Elevation = 843.78 feet

DESCRIPTION OF PROPERTY SURVEYED
(Per Certificate of Title No. 1390340)
Lots 3 and 4, Block 33, Town of Minneapolis, according to the recorded plat thereof, Hennepin County, Minnesota.

PLAT RECORDING INFORMATION
The plat of TOWN OF MINNEAPOLIS was filed of record on August 4, 1855.

GENERAL NOTE
1.) Survey coordinate basis: Hennepin County Coordinates

TITLE COMMITMENT
This survey was prepared without the benefit of current title work. Easements, appurtenances, and encumbrances may exist in addition to those shown hereon. This survey is subject to revision upon receipt of a current title insurance commitment or attorney's title opinion.

UTILITY NOTES

- 1.) Utility information from plans and markings was combined with observed evidence of utilities to develop a view of the underground utilities shown hereon. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, excavation may be necessary.
- 2.) Other underground utilities of which we are unaware may exist. Verify all utilities critical to construction or design.
- 3.) Some underground utility locations are shown as marked onsite by those utility companies whose locators responded to our Gopher State One Call, ticket number 142451377.
- 4.) Contact GOPHER STATE ONE CALL at 651-454-0002 (800-252-1166) for precise onsite location of utilities prior to any excavation.

I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

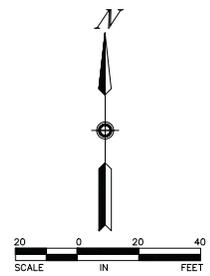
Dated this 23rd day of September, 2014.
SUNDE LAND SURVEYING, LLC.
By: Leonard F. Carlson, P.L.S. Minn. Lic. No. 44890

Add sewer services to building.	CWJ	9/24/2014
Revision	By	Date
	CWJ	

Drawing Title:
BOUNDARY, LOCATION, TOPOGRAPHIC and UTILITY SURVEY FOR: FE EQUUS DEVELOPMENT, LLC 300 WASHINGTON AVE. N

SUNDE LAND SURVEYING
www.sunde.com
Main Office: 3001 East Bloomington Freeway (296) Suite 118
Bloomington, Minnesota 55420-3435
952-881-2455 (Fax: 952-888-9538)
West Office: Mandan, North Dakota 701-663-5562

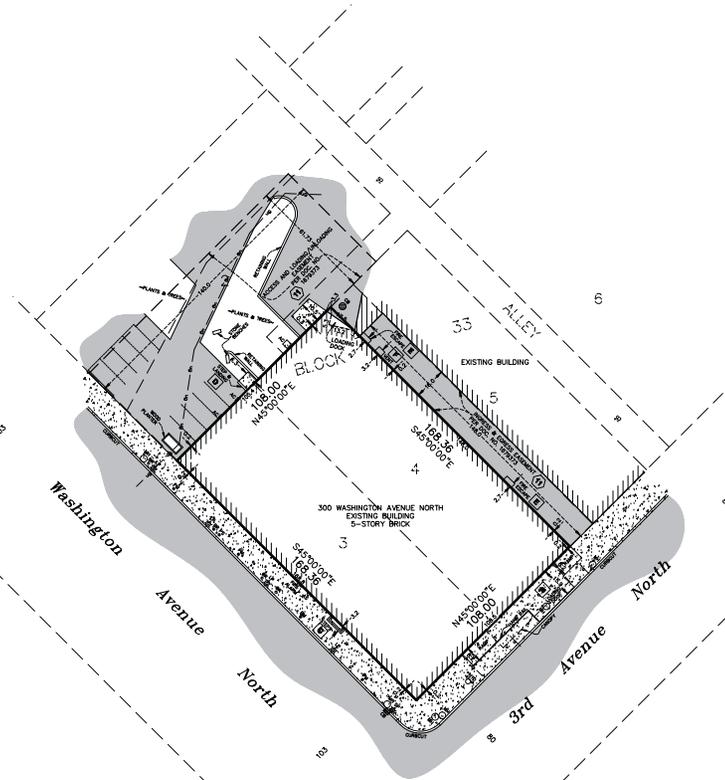
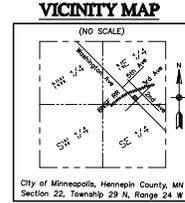
Project: 2014-149 Blk/Prj: 826/22 Date: 09/23/2014
Township: 23 Range: 24 Section: 22
File: 2014149001.dwg Sheet: 1 of 1



ALTA/ACSM LAND TITLE SURVEY

LOTS 3 & 4, BLOCK 33,
TOWN OF MINNEAPOLIS
HENNEPIN COUNTY, MINNESOTA

MINWEST BANK METRO



LEGAL DESCRIPTION:
(Per Schedule A of Title Commitment File No. 01040-2634, with an effective date of July 11, 2013 at 8:00 A.M., prepared by Stewart Title Guaranty Company)
Lots 3 and 4, Block 33, Town of Minneapolis, Hennepin County, Minnesota.
Property type is: Torrens Certificate No. 1366472

- GENERAL NOTES:**
- The field work for this survey was completed on July 17, 2013.
 - Bearings shown hereon are based on the plot of TOWN OF MINNEAPOLIS.
 - Surveyed property address - 300 Washington Avenue N, Minneapolis, Minnesota.
 - Per FEMA Flood Insurance Rate Map Number 270500307E, Community No. 270720307E with an effective date of September 2, 2004, This property lies within Zone X - Area determined to be outside the 0.2% annual chance floodplain.
 - Surveyed property contains ±0.417 acres.
 - No zoning classification was provided by the insurer. The property is zoned B4N - Downtown Neighborhood District as shown on the City of Minneapolis Zoning Map. The following Dimensional Requirements are from the City of Minneapolis Ordinance:
Maximum Height - 140 feet or 10 stories, whichever is less.
 - Existing building on the property, dimensioned as shown.
 - Above ground utilities have been field located as shown. All underground locations shown hereon are APPROXIMATE. Prior to any excavations or digging, contact Gopher State One Call for an on-site location (651-454-0002).
 - There was no evidence of current earth moving work, building construction or building additions as of the date of the field work.
 - There was no evidence of site use as a solid waste dump, pump or sanitary landfill.
 - There are 7 parking stalls on the land contained in the access and loading/unloading easement described in Document No. 1679373, as shown hereon.
 - Per Schedule B, Section II of the above listed Title Commitment:
6. Minerals of whatsoever kind, subsurface and surface substances, including but not limited to coal, lignite, oil, gas, uranium, clay, rock, sand and gravel in, on, under and that may be produced from the Land, together with all rights, privileges, and immunities relating thereto, whether or not appearing in the Public Records or listed in Schedule B, The Company makes no representation as to the present ownership of any such interests. There may be leases, grants, exceptions or reservations of interests that are not filed. Not open to show hereon.
 - Terms and conditions of assessments for ingress and egress as contained in "Specification for Easements dated 8/28/1984, filed 10/21/1985, as Document No. 1679373, as shown hereon.

- 13) List of Encroachments:**
- A** Building lies over boundary line on all 4 sides of the property (see detail).
 - B** Loading dock and ramps along the southeast side of the property.
 - C** Steps along the southwest side of the property.
 - D** Landing and steps along the northwest side of the property.
 - E** Fire escapes along the northeast side of the property.
 - F** Vent along the northeast side of the property.

CERTIFICATION:
To: Minwest Bank Metro, a Minnesota corporation; and Stewart Title Guaranty Company.
This is to certify that this map or plot and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 7(a), 7(b), 7(c), 8, 9, 11(a), 12, 14, 15, and 16 of Table A thereof. The field work was completed on July 17, 2013.
Date of Plot or Map: August 19, 2013

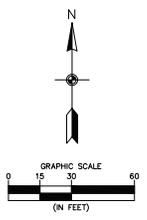
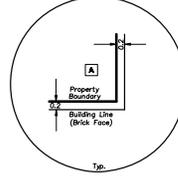
Signed: Carlson McCain, Inc.

By: Kurt M. Klisch, L.S.
Minnesota License No. 23968

LEGEND

- - Denotes Found Iron Monument, as noted
- - Denotes Found Cast Iron Monument
- - Denotes Set Iron Monument marked with LS 23968
- - Denotes Parking Meter
- - Denotes Parking Pay Station
- - Denotes Automatic Sprinkler
- - Denotes Bike Rack
- - Denotes Fire Hydrant
- - Denotes Gas Valve
- - Denotes Catch Basin
- - Denotes Sanitary or Storm Manhole
- - Denotes Semaphore
- - Denotes Light Pole
- - Denotes Miscellaneous Sign
- - Denotes Underground Gas Line
- - Denotes Concrete Surface
- - Denotes Bituminous Surface

DETAIL



Carlson McCain
environmental - construction - surveying
248 Apollo Dr, Suite 100, Lino Lakes, MN 55014
Phone: 763-489-7900 Fax: 763-489-7999

ALTA/ACSM LAND TITLE SURVEY
MINWEST - JACKSON BUILDING
300 Washington Avenue North
Minneapolis, Minnesota

MINWEST BANK METRO
14820 Highway 7
Minnetonka, MN 55345

REVISIONS	
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**JACKSON BUILDING
300 WASHINGTON AVENUE NORTH
MINNEAPOLIS, MN**

**Requested Additional Information and Clarification
Minneapolis Heritage Preservation Commission
December 1, 2014**

Introduction

Fe Equus and Aparium proposes to undertake a substantial rehabilitation of the building into a hotel with 126 rooms, restaurant and bar on the first floor with main entry lobby, and associated hotel amenities such as conference and meeting rooms. The Jackson Building, originally known as the Andrews Building, was erected in 1897 by pioneer businessman and real estate developer George H. Andrews as a speculative commercial building. The fifth floor was added in 1899. The architect for both the original building and the addition was J. Ernest Kennedy, a prolific architect from Minneapolis who practiced throughout the Midwest. The building served as showroom and warehouse for agricultural equipment; one of a group of agricultural implement warehouses that came to be known as "Implement Row."

The most notable alteration since the early 20th century has been the removal of the original, smaller loading dock on the 3rd Avenue side that was replaced with a larger one with a steel overhead canopy in the 1950's and the full scale replacement of all the first floor windows on the Washington Avenue side with modern storefront windows which was approved by the HPC in 2001.

The project proposes to restore all of the wood windows on the primary elevations (south and east facades) with the exception of the above mentioned storefront windows. The windows on the secondary elevations (north and west facades) are proposed to be fully replaced with replica windows to match the historic configurations and frame sizes. The building will have the main entry to the hotel on the south façade with the rest of the first floor utilized as a restaurant, bar, meeting room and other public functions. Floors 2 – 5 will be hotel rooms while the proposed addition of the 6th floor will accommodate hotel amenities such as a rooftop bar, exterior pool and sauna. No parking is required or proposed as the development team and hotel operator will valet park all guests. (Note: The building is set on a northeast-southwest access. To simplify this narrative, project south is the Washington Ave side, north is the alley side, east is the 3rd Avenue side and west is the train track side.)

Federal and state historic tax credits will be sought to make the project financially feasible. As a result, the project will meet the Secretary of the Interior's Standards of Rehabilitation. The developer, architect and historic consultant have met with SHPO numerous times as the team prepares to submit a Part 2/Phase 1 of the federal tax credit application and Part A of the Minnesota tax credit application in mid-December 2014. The proposed design herein reflects those discussions and recommended modifications and scope as a result.

Summary of Project

Developer:	Fe Equus and Aparium
Architect:	ESG
Historic Consultant:	AWH Architects
Designation Status:	Contributing property in the Minneapolis Warehouse District
Building Size:	115,862 gross square feet
Site:	Exterior building line is the property line, loading dock and sidewalks are outside of property
Historic District:	Minneapolis Warehouse District-local and National Register designations

Scope of Work

The intent of the rehabilitation is to meet the required findings for the issuance of a Certificate of Appropriateness (per Minneapolis ordinance 599.350). The property must meet the Secretary of the Interior's Standard to obtain federal and state tax credits, which are essential for the financial viability of the project.

Exterior

All facades

- Clean existing masonry with gentlest means possible and repoint where necessary

North (rear - alley side) façade (secondary elevation)

- All masonry is to be restored.
- All windows on this façade to be replaced with metal replica windows and or mechanical louvers consistent with historic design in the existing masonry openings.
- The existing metal fire escapes are to be restored and fixed in place.

West (train track side) façade (secondary elevation)

- All masonry is to be restored.
- All windows on this façade to be replaced with metal replica windows and or mechanical louvers consistent with historic design in the existing masonry openings.

East (3rd Avenue side) façade (primary elevation)

- All masonry is to be restored.
- All wood windows on this façade to be restored.
- Existing loading dock is to remain with new railings and gates installed.
- Existing steel canopy structure to be restored and painted with new siding and roofing.
- New entry doors to be installed at the loading dock in the existing masonry openings.

South (front - Washington Avenue side) façade (primary elevation)

- All masonry is to be restored.
- New main entry is to be moved one bay toward the west near the center of the building.
- A new modern steel and glass canopy is to be installed at the new main entry.

Roof

- West side of building to be raised to match primary building roof height and allow for proper height clearance at the fifth floor west side with new associated parapet.
- A new sixth floor addition is proposed and is set back one structural bay as per the Minneapolis Historic Warehouse District Guidelines with the exception of a portion of the north side that matches the existing elevator overrun setback.

Interior

- Although the building's interior is not specifically designated, through meetings with SHPO and in keeping with the design teams overall intent, in addition to the aforementioned exterior efforts to restore the building the project also proposes to retain and restore most of the interior's feel and character. Specifically, in most public locations the wood post and beams will be left exposed and unencumbered. The primary original masonry shaft along the north wall will be retained and re-utilized as a shaft. The interior of the masonry bearing walls will be cleaned, repaired and repointed as required per the applicable Preservation Briefs, but will be largely left exposed, especially in public areas and the hotel rooms.



Certificate of Appropriateness Findings (Jackson Building)

Introduction and Overview:

The proposed alterations, which includes exterior restoration of windows, doors, masonry, a new main entry canopy and a 6th floor addition to the Jackson Building is compatible with and will ensure continued significance and integrity of all contributing properties in the Minneapolis Warehouse Historic District based on the period of significance for which the district was designated. Although mostly in keeping yet just outside of the Nineteenth Century Warehouse area of the district known as Implement Row, the Jackson Building remains remarkably intact and without major alterations.

The Jackson Building was originally constructed to serve as a showroom and warehouse for agricultural implements and farm machinery. Automobiles were added to the showroom in the 1920s, and the building largely remains intact, except for the present day loading dock on 3rd Avenue North and its associated steel canopy that dates from the mid-20th century. Storefront windows also were added to the first floor façade on Washington Avenue, which was approved by the HPC in the early 21st century. The remainder of the exterior, however, which includes masonry, windows and doors openings remain intact (and likely original) although in need of major repair. In recent times, a local technical institute occupied the first floor and second floor. Although the interior of the building is not designated on the National Register of Historic Places, the technical institute altered the original “showroom” effect of the large first floor windows on Washington Avenue by filling up walls and rooms on the first floor and second floor. The project proposes to bring back that effect, and restore the building to its original integrity. The project proposes to largely restore all of the wood windows on the primary facades of 3rd Avenue North and Washington Avenue. A fixed internal storm window at each restored wood window is proposed to improve the energy and sound performance of the window assembly. On the secondary facades (west side and alley side), where many of the windows are missing, the project proposes to replace them with fixed insulated replica metal windows. This approach – restored on the primary facades and full replacement on the secondary facades – will prevent a “patchwork” effect of the facades, and will allow each façade to read clear. The new first floor storefront windows on Washington Avenue are proposed to be painted a darker color to match the rest of the restored or replica windows on the upper floors. The main entry is proposed to be moved one bay to the west to the center of the building. It is unclear where the main entry was originally built, but it was likely at the center of this façade. Over this new main entry, the project proposes to install a simply detailed modern steel and glass canopy to cover the entry way and serve as a beacon to the entry of the hotel.

As part of the overall masonry restoration plan, the original Gothic and Classical Revival detailing in dark red brick on the upper floors will be maintained. This detailing includes corner quoining, elaborate window surrounds on the fourth floor, and a dentiled cornice with corbelled blind arches and brick molding. No new masonry openings are proposed, and all of the exterior

brickwork, stone sills, mortar wash sills and related exterior masonry are proposed to be fully restored. In some instances, stone sills, bricks and other exterior elements will need to be replaced with pieces that match the existing.

The project proposes to add a 6th floor to the building; somewhat in keeping with the original building and its history. More specifically, four additions and alterations were done within the few years of the building being built. The addition this time will include a set back of one or more structural bays as per the district guidelines. Due to head room issues with the west side five-story addition (added in 1899), the project proposes to remove the 5th floor roof framing and decking and align with the primary building. This will result in a new parapet along the west side and a portion of the north façade (both secondary facades), and is proposed to be setback and sheathed in a dark metal skin to clearly distinguish itself from the original. In keeping with this approach, the 6th floor also will be sheathed in a dark metal exterior skin, thereby clearly distinguishing itself from the original historic building.

The mid-20th century loading dock on 3rd Avenue is proposed to remain, but with new railings installed. Maintaining loading docks is a central tenant in the Minneapolis Warehouse District Heritage Street Plan.

Specific Certificate of Appropriateness Findings Justification

1). The team contends that the proposed combined effort of a careful exterior restoration, sensible interior rehabilitation, new entry canopy and the 6th floor addition is in keeping and compatible with and will continue to support the criteria and period of significance for which the Jackson Building is designated. The exterior restoration and the new main entry canopy will not adversely affect the collective impression of the building and its relationship to the district at large. Although the proposed use as a hotel is not industrial in nature, a key feature of the proposed project is to open up the first floor and its visibility and relationship to the public passerby, thereby restoring the original showroom connection between inside and outside. The 6th floor addition and new replica windows will be compatible with the original features in their own right. The new main entry canopy will be true to itself and not be in conflict with the existing façade. The proposed replica windows will effectively match the original while the 6th floor and new parapet will be distinct but not disjointed from the original structure. All distinctive features such as the detailed masonry work will be preserved. In keeping with the overall industrial landscape character of the district, no new trees or plantings are proposed.

2). As a contributing structure to the Minneapolis Warehouse Historic District, the proposed alteration is compatible with and supports the exterior designation of the building. Specifically, the proposed restoration work will restore the exterior of the building with masonry work, including masonry cleaning and pointing as per the applicable Secretary of Interior Standards Preservation Briefs; as well as restore windows and new replica windows to match. The historic painted "ghost" sign on the west side of the building will be maintained while the large modern painted sign will be removed.

3) Although the building remains largely intact, it is in need of major repair as there are large cracks in the exterior masonry on all sides and major settling of the west side, five-story addition. The project proposes to address all of these deferred maintenance items, thereby ensuring the continued integrity of the building in the future. In addition, structural stabilization

is planned for some of the external and internal load-bearing walls as settling has occurred over the lifespan of the building. This overall approach will further retain the integrity and stability of the building.

4). The proposed alterations, specifically the new main entry canopy and 6th floor addition will not materially impair the significance of the historic district. It also meets the Minneapolis Warehouse Historic District Guidelines, with the noted exception of the 6th floor addition, which exceeds the 14-foot height restriction in two locations. The first is the new elevator shaft which provides access to the 6th floor. This is due to code required overruns within the shaft and existing construction restrictions. The second is the needed mechanical roof top units to serve the building and all of its functions which, due to the required curb and size of the equipment, also slightly exceeds the height restriction.

5). The project is pursuing historic tax credits through the Minnesota State Historic Preservation Office and the National Park Service, and as such will be consistent with and adhere to all recommendations contained in the Secretary of the Interior's Standards for the Treatment of Historic Properties. The team has met with MN SHPO numerous times in preparation for a formal Part II HTC Submission by mid-December 2014. Although the building's interior is not specifically designated, per the meetings with SHPO and in keeping with the design teams overall intent, in addition to the aforementioned exterior efforts to restore the building, the project also proposes to retain and restore most of the interior's feel and character. Specifically, in most public locations, the wood post and beams will be left exposed and unencumbered. The primary original masonry shaft along the north wall will be retained and re-utilized as a shaft. The interior of the masonry bearing walls will be cleaned, repaired and repointed as required per the applicable Preservation Briefs, but will be largely left exposed, especially in public areas and the hotel rooms.

6). The applicant contends that through the above-mentioned alterations, restoration and rehabilitation efforts the proposed project conforms to all applicable regulations, including the Minneapolis Preservation Ordinance. It also is consistent with the applicable policies of the comprehensive plan and Warehouse District Heritage Street Plan. Although not specifically addressed in the Heritage Street Plan, the project meets the spirit and overall intent. The principle entry is maintained on the primary façade of Washington Avenue. The loading dock will be maintained as is. Although the Heritage Street Plan calls for street trees, the project does not propose to install any trees on any side of the building. Lastly, there aren't any historic pavers or fabric for the sidewalks surrounding the building, and as such, nothing is proposed. However, it is likely that some of the contemporary sidewalks will need repair.

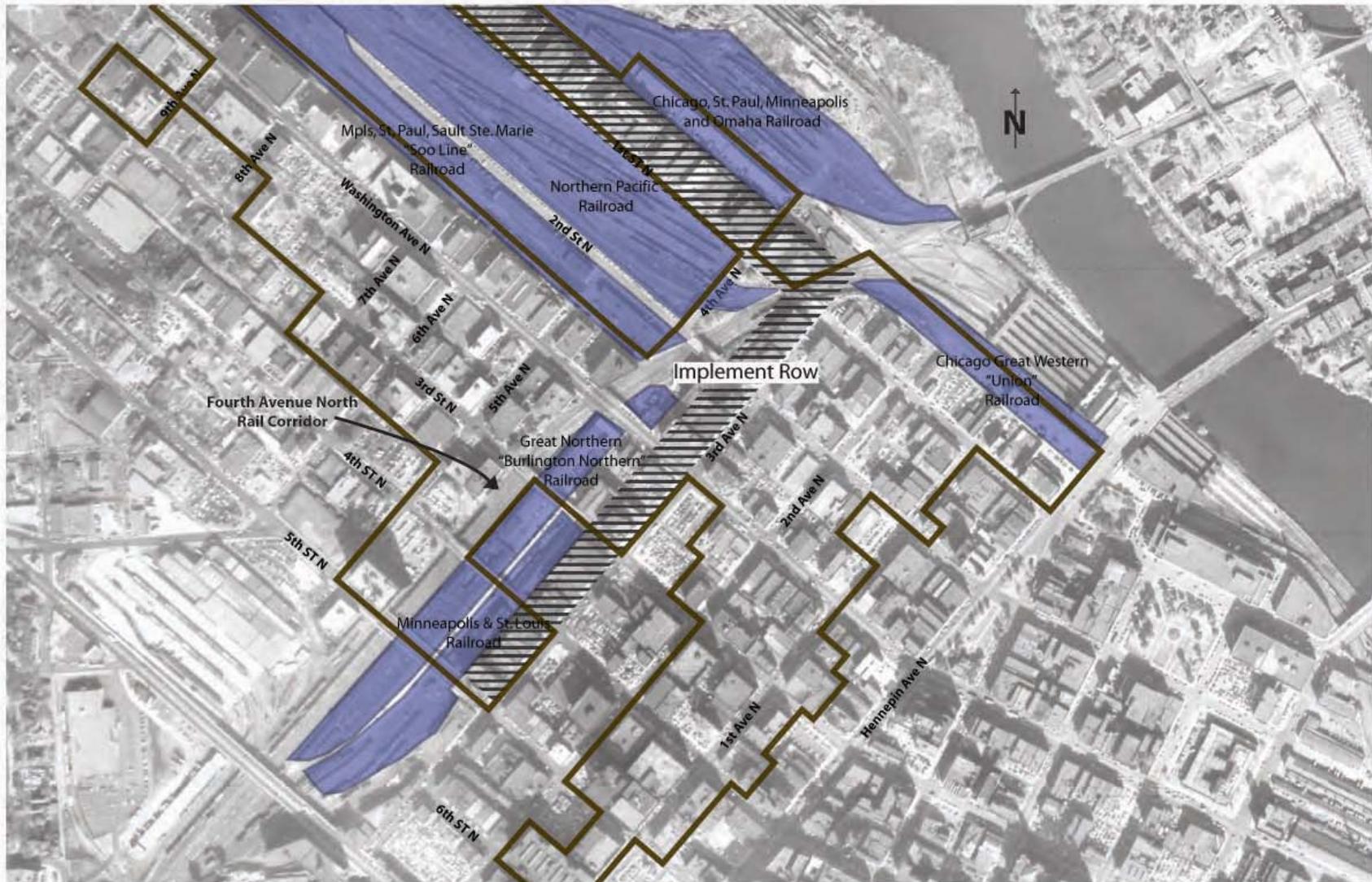
7). The project team contends that the proposed alterations, additions, modifications and restoration plans to the Jackson Building in this application is compatible with and will ensure continued historical significance and historical integrity of all contributing properties in the Minneapolis Warehouse District based on the period of significance for which the district was designated as stated above. Specifically, the stabilization and full restoration of the exterior masonry along with the restored wood windows and the primary facades and the replica windows on the secondary facades will return the building more akin to its original stature. The new alterations and features, including the 6th floor addition and new main entry canopy, are

proposed to be constructed in a compatible yet distinct design that will not adversely affect the original fabric of the historic building.

8). The project team contends that the proposed alterations as described here within are in keeping with the spirit and intent of the Minneapolis Heritage Preservation Ordinance as the project proposes a full restoration of the exterior with a 6th floor addition and new main entry canopy – all in-keeping with the ordinance. The essential character of the district will be maintained, and will not be adversely affected by granting this Certificate of Appropriateness.

9). Likewise, granting the Certificate of Appropriateness will not be injurious to the significance and integrity of other resources in the historic district, and will not impede the normal and orderly preservation of surrounding resources as allowed by regulations in the preservation ordinance. We believe that the proposed alterations and modifications will both restore the building and re-position it to full contemporary utilization.

IMPLEMENT ROW MAP - Warehouse District Design Guidelines



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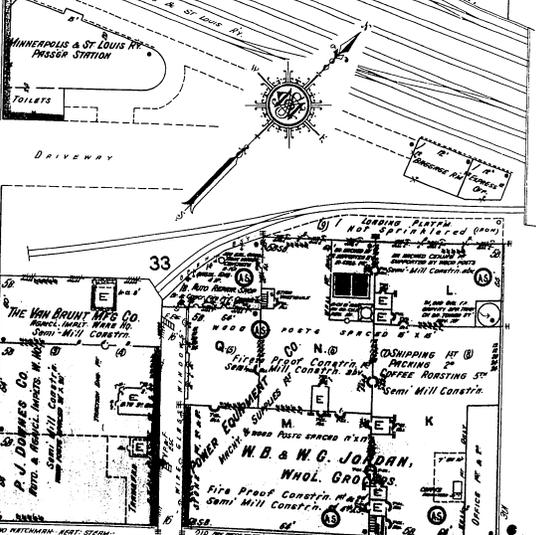
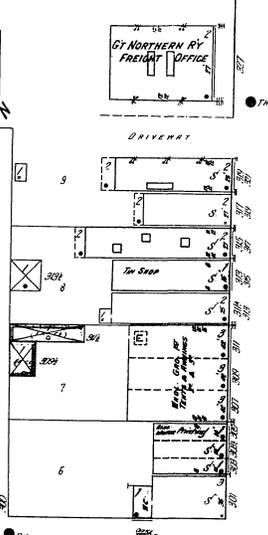
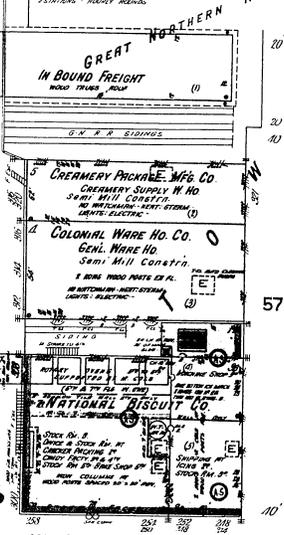
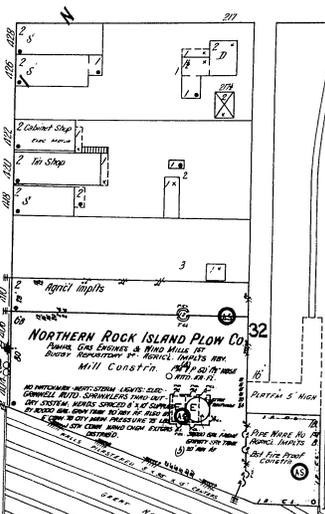
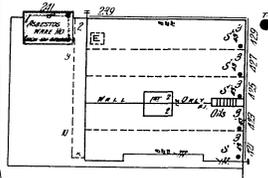
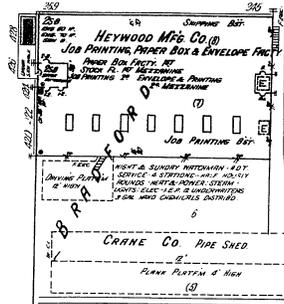
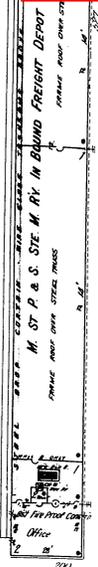
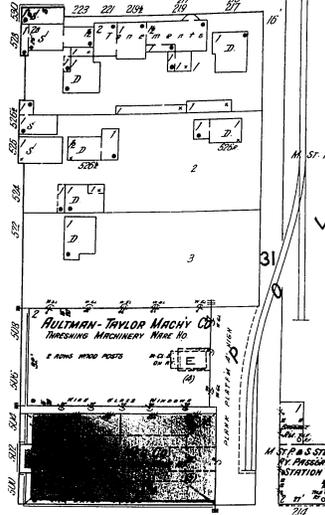
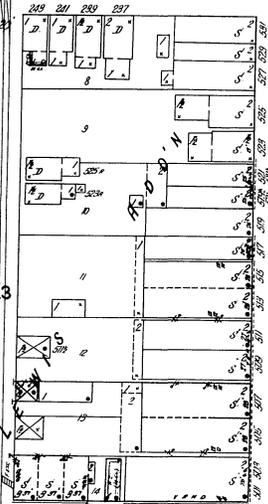
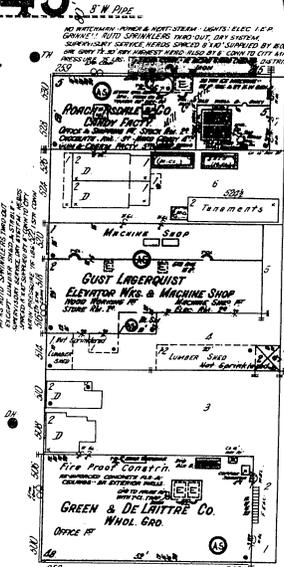
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AV. N. N

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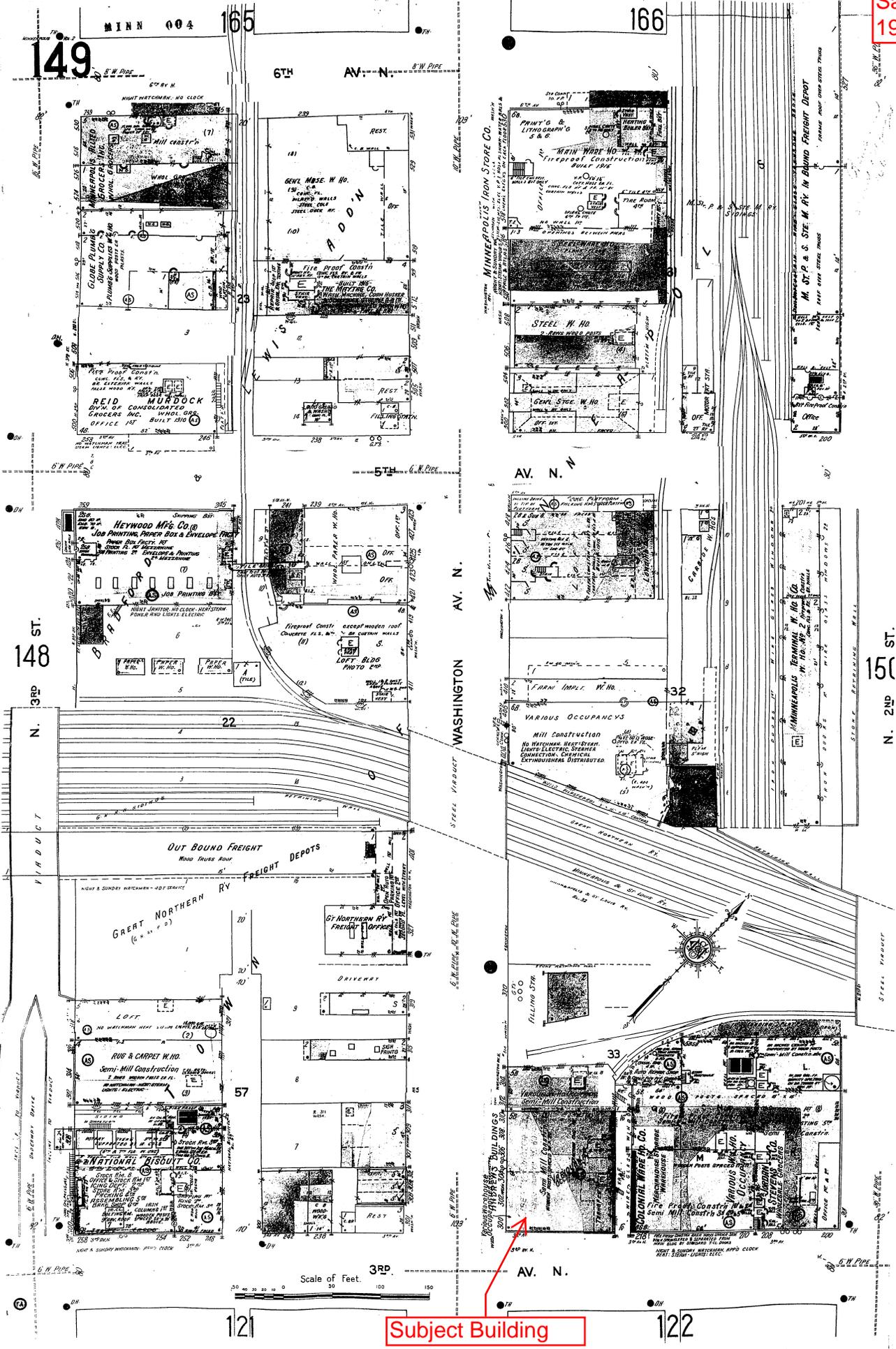
Scale of Feet.

Subject building

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122

Scale of Feet.



Subject Building

MINN 004

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149

6TH AV. N.

WASHINGTON ST.

AV. N.

150

148

N. 3RD ST.

22

OUT BOUND FREIGHT

GREAT NORTHERN RY

GT NORTHERN RY FREIGHT OFFICE

RUG & CARPET W.H.O.

57

NATIONAL DISCOUNT CO.

3RD

AV. N.

121

122

Scale of Feet



1910: Courtesy Brent Havekost

The P. J. Downes Co., Minneapolis, Minn.



Heart of Minneapolis, 1912 - Third Avenue North, Looking South from Second Street



P. J. DOWNES CO.

Jeffery

MOTOR CAR
&
TRUCK



Washington Avenue Storefront 1920
Courtesy MNHS



1974: Courtesy MNHS



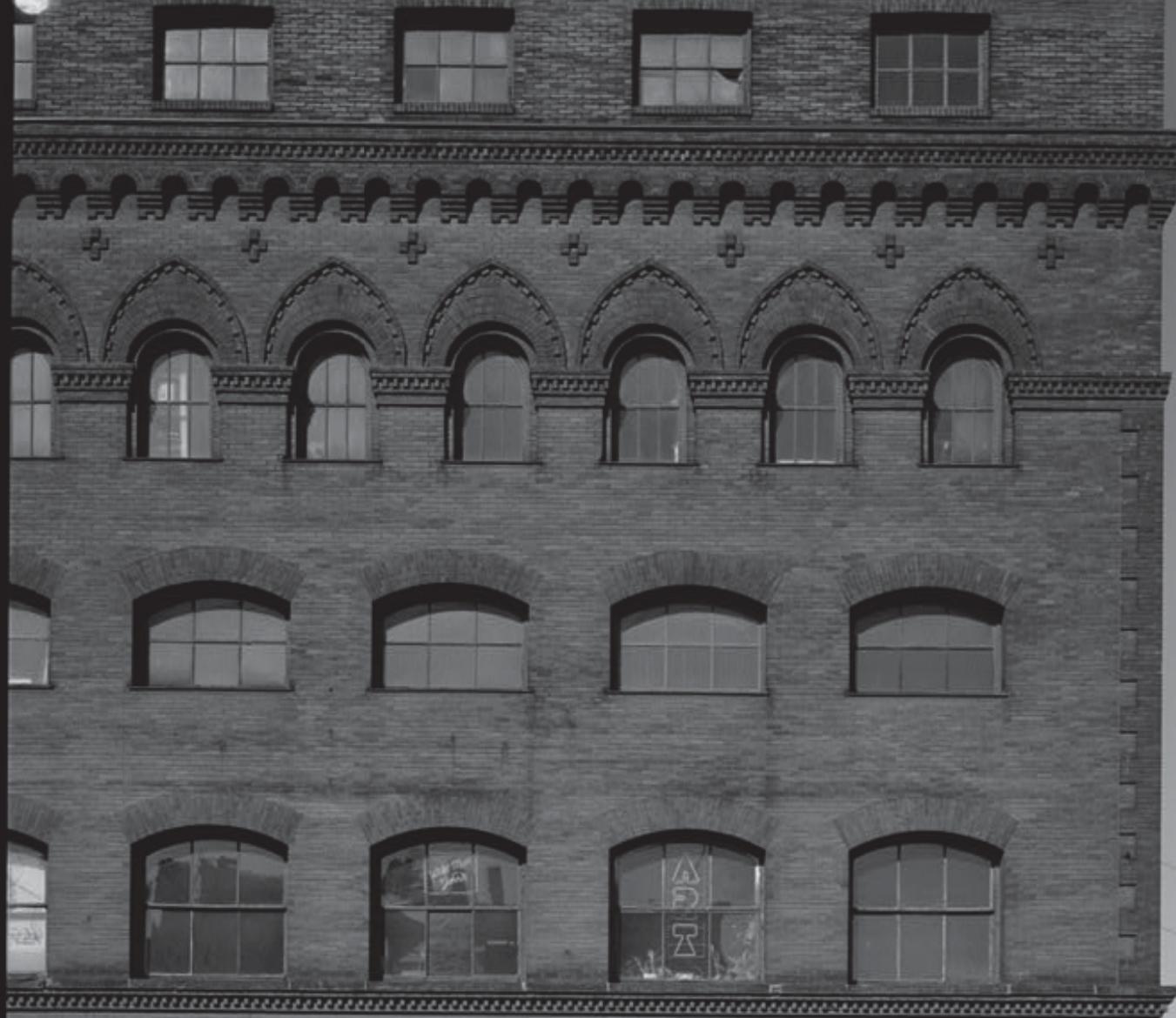
1974: Courtesy MNHS



1985: Courtesy HABS

HABS W. MN-110-C-2

LOWE
HAER
S 136



1985: HABS



HABS 1990

HABS NO. MN-110-12



1988 - Photo down 3rd Avenue North

1993 - Original
Loading Dock Door
in Place on 3rd
Avenue



ORIGINAL 3RD AVE LOADING DOCK DOOR
CURRENTLY LOCATED JUST INSIDE OPENING
CPED PHOTO, AUGUST 2014



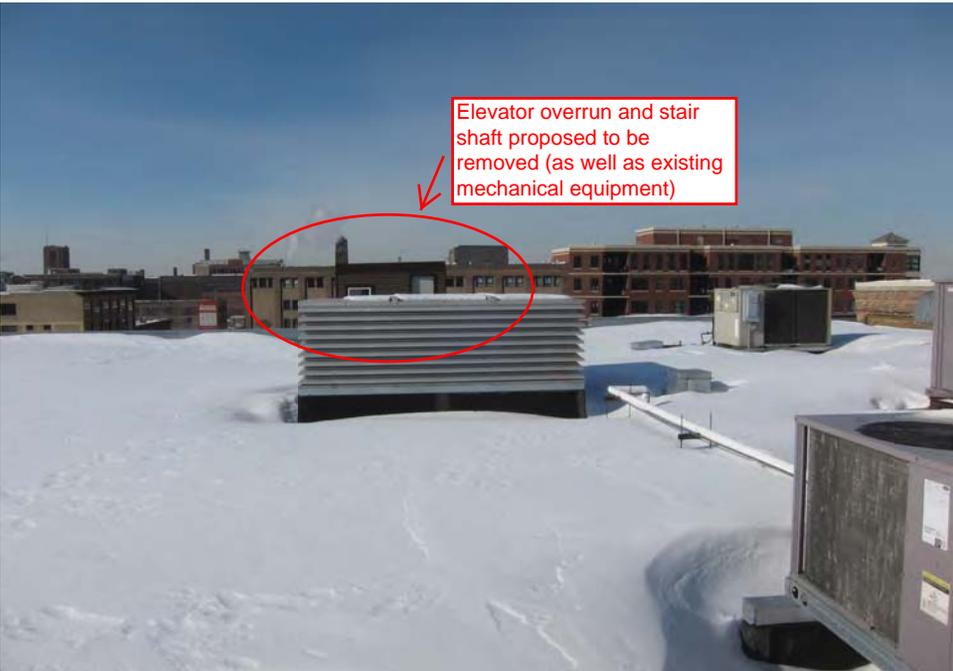


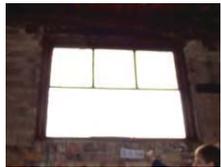
Window turned into doorway in 2003

Metal doors installed in 1993

Original wooden loading dock door visible through window

Views from rooftop - CPED photos 2011





S.5.1A



S.5.1B



S.5.2A



S.5.2B



S.5.3A



S.5.3B



S.5.4A



S.5.4B



S.4.1A



S.4.1B



S.4.1C



S.4.2A



S.4.2B



S.4.2C



S.4.3A



S.4.3B



S.4.3C



S.4.4A



S.4.4B



S.4.4C



S.3.1A



S.3.1B



S.3.2A



S.3.2B



S.3.3A



S.3.3B



S.3.4A



S.3.4B



S.2.1A



S.2.1B



S.2.2A



S.2.2B



S.2.3A



S.2.3B



S.2.4A



S.2.4B



S.1.1



S.1.2



S.1.3



S.1.4



S.5.5A



S.5.5B



S.5.6A



S.5.6B



S.5.7A



S.5.7B



S.5.8A



S.5.8B



S.4.5A



S.4.5B



S.4.5C



S.4.6A



S.4.6B



S.4.6C



S.4.7A



S.4.7B



S.4.7C



S.4.8A



S.4.8B



S.4.8C



S.3.5A



S.3.5B

SIM. TO S.3.7A

S.3.6A

SIM. TO S.3.7A

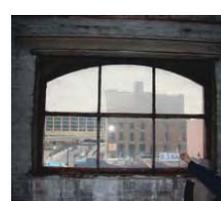
S.3.6B



S.3.7A



S.3.7B



S.3.8A



S.3.8B



S.2.5A



S.2.5B



S.2.6A



S.2.6B



S.2.7A



S.2.7B



S.2.8A



S.2.8B



S.1.5



S.1.6



S.1.7



S.1.8



E.5.2



E.5.3



E.5.4



E.5.5



E.5.6



E.5.7



E.5.8



E.4.2A



E.4.2B



E.4.3A



E.4.3B



E.4.4A



E.4.4B



E.4.5A



E.4.5B



E.4.6A



E.4.6B



E.4.7A



E.4.7B



E.4.8A



E.4.8B



E.3.2



E.3.3



E.3.4



E.3.5



E.3.6



E.3.7



E.3.8



E.2.2



E.2.3



E.2.4



E.2.5



E.2.6



E.2.7



E.2.8



E.1.1



E.1.2



E.1.3



E.1.4



E.1.5



E.1.6A



E.1.6B



E.1.7



E.1.8

EAST ELEVATION

JACKSON BUILDING WINDOW STUDY



W.5.2



W.5.3



W.5.4



W.5.5



W.5.6



W.5.7



W.5.8



W.4.2



W.4.3



W.4.4



W.4.5



W.4.6



W.4.7



W.4.8



W.3.2



W.3.3



W.3.4



W.3.5



W.3.6



W.3.7



W.3.8



W.2.2



W.2.3



W.2.4



W.2.5



W.2.6



W.2.7



W.2.8



W.0.2



W.0.3



W.0.4

WEST ELEVATION

JACKSON BUILDING WINDOW STUDY



N.5.1



N.5.2A



N.5.2B



N.5.3A



N.5.3B



N.5.4A



N.5.4B



N.4.1



N.4.2A



N.4.2B



N.4.3A



N.4.3B



N.4.4A



N.4.4B



N.3.1



N.3.2A



N.3.2B



N.3.3A



N.3.3B



N.3.4A



N.3.4B



N.2.1



N.2.2A



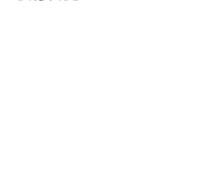
N.2.2B



N.2.3A



N.2.3B



N.2.4A



N.2.4B



N.1.1



N.1.2



N.1.3



N.1.4



N.0.1A



N.0.1B



N.0.2A



N.0.2B



N.0.3A

NORTH ELEVATION: PART I

JACKSON BUILDING WINDOW STUDY

NOT VISIBLE FROM INTERIOR

N.5.5A



N.5.5B



N.5.6A



N.5.6B



N.5.7



N.5.8

NOT VISIBLE FROM INTERIOR

N.4.5A



N.4.5B



N.4.6A



N.4.6B



S.4.7



N.4.8

NOT VISIBLE FROM INTERIOR

N.3.5A

NOT VISIBLE FROM INTERIOR

N.3.5B



N.3.6A



N.3.6B



N.3.7



N.3.8

N.2.5A

N.2.5B

N.2.6A

N.2.6B

N.2.7

N.2.8



N.1.5



N.1.6



N.1.7



N.0.7A



N.0.7B

NORTH ELEVATION: PART 2

JACKSON BUILDING WINDOW STUDY



NW.5.1



NW.4.1



NW.3.1

NW.2.1



NW.1.1



NW.0.1

NORTH WEST ELEVATION

JACKSON BUILDING WINDOW STUDY

Jackson Building

WINDOW SURVEY

KEY: Overall rating for condition of original windows:

- 1 to 3 Good condition. Routine maintenance only.
- 4 to 7 Fair condition. Some rehabilitation needed.
- 8 to 9 Poor condition. Generally beyond repair.
- 10 to 12 Very poor condition. Beyond repair or missing.
- 0 Non historic window.



Opening Number	Existing Wood Window	Replacement wood window	No window present misc. infill	Miscellaneous - see notes	No hardware that allows window to open	Width	Height	Condition of existing windows. Points are totaled to the right						Overall Score	Window Operable	Window Inoperable	Rehabilitate window	Replace window	Notes	
								Could not gain interior access. Eval. from exterior	New glass & glazing, and paint at sash and frame needed (1 Max)	Minor muntin bar repair needed (1 Max)	Major Muntin repair or Pivot hardware missing or damaged (2 Max)	Wood sash rotten or needs rebuilding (4 Max)	Wood frame rotten or needs rebuilding (4 MAX)							Sash missing (6 Max)
E.1.1	1				1				1	1	0	3	2	0	7		x	1		
E.1.2	1				1				1	1	0	3	2	0	7		x	1		
E.1.3	1				1				1	1	0	3	2	0	7		x	1		
E.1.4	1				1				1	1	0	3	2	0	7		x	1		
E.1.5	1				1				1	1	0	3	2	0	7		x	1		
E.1.6A	1			1					1	1	0	3	2	0	7	x		1		hung window painted shut
E.1.6B	1			1					1	1	0	3	2	0	7	x		1		hung window painted shut
E.1.7		1							1	1	0	1	1	0	4		x	1		
E.1.8	1								1	1	0	1	4	0	7		x	1		
E.1.9	1				1				1	1	0	3	2	0	7	x		1		
E.2.2	1					46	75		1	1	1	2	4	0	9	x			1	
E.2.3	1				1	46	75		1	1	1	3	3	0	9	x			1	
E.2.4	1				1	46	75		1	1	1	2	4	0	9	x			1	
E.2.5			1			46	75		0	0	0	0	4	6	10	x			1	
E.2.6	1				1				x	1	1	2	4	4	0	12	x		1	boarded up
E.2.7	1				1				x	1	1	2	4	4	0	12	x		1	boarded up
E.2.8	1				1				x	1	1	2	4	4	0	12	x		1	boarded up
E.3.2	1				1	48	59		1	1	0	2	2	0	6		x	1		
E.3.3	1				1	48	59		1	1	0	2	3	0	7		x	1		
E.3.4	1				1	48	59		1	0	0	4	3	0	8		x		1	fractured sash
E.3.5	1				1	48	59		1	1	0	2	2	0	6		x	1		
E.3.6	1				1	48	59		1	1	2	4	4	0	12		x		1	
E.3.7	1				1	48	59		1	1	0	2	2	0	6		x	1		
E.3.8	1				1	48	59		1	1	0	3	3	0	8		x		1	
E.4.2A		1			1	30	69		1	0	0	0	3	0	4		x	1		
E.4.2B		1			1	30	69		1	0	0	0	3	0	4		x	1		
E.4.3A		1			1	30	69		1	0	0	0	3	0	4		x	1		
E.4.3B		1			1	30	69		1	0	0	0	3	0	4		x	1		
E.4.4A		1			1	30	70		1	0	0	0	3	0	4		x	1		
E.4.4B		1			1	30	70		1	0	0	0	3	0	4		x	1		

Opening Number	Existing Wood Window	Replacement wood window	No window present misc. infill	Miscellaneous - see notes	No hardware that allows window to open	Width	Height	Condition of existing windows. Points are totaled to the right						Overall Score	Window Operable	Window Inoperable	Rehabilitate window	Replace window	Notes	
								Could not gain interior access. Eval. from exterior	New glass & glazing, and paint at sash and frame needed (1 Max)	Minor muntin bar repair needed (1 Max)	Major Muntin repair or Pivot hardware missing or damaged (2 Max)	Wood sash rotten or needs rebuilding (4 Max)	Wood frame rotten or needs rebuilding (4 MAX)							Sash missing (6 Max)
E.4.5A		1			1	30	70			1	1	0	4	3	0	9		x	1	
E.4.5B		1			1	30	69			1	0	0	0	3	0	4		x	1	
E.4.6A		1			1	30	69			1	0	0	2	3	0	6		x	1	
E.4.6B		1			1	30	69			1	0	0	0	3	0	4		x	1	
E.4.7A		1			1	30	69			1	0	0	0	2	0	3		x	1	
E.4.7B		1			1	30	69			1	0	0	0	2	0	3		x	1	
E.4.8A		1			1	30	69			1	0	0	0	3	0	4		x	1	
E.4.8B		1			1	30	69			1	0	0	0	2	0	3		x	1	
E.5.2			1			48	52			0	0	0	0	4	6	10		x		1
E.5.3	1				1	48	48			1	0	2	4	4	0	11		x		1
E.5.4			1			48	50			0	0	0	0	4	6	10		x		1
E.5.5	1				1	48	50			1	1	2	4	4	0	12		x		1
E.5.6			1			48	50			0	0	0	0	4	6	10		x		1
E.5.7			1			48	50			0	0	0	0	4	6	10		x		1
E.5.8	1				1	48	50			1	1	2	4	4	0	12		x		1
N.0.1A			1	1						x	0	0	0	0	0	0		x		brick infill, no new window
N.0.1B			1	1						x	0	0	0	0	0	0		x		wood infill, replace w/ brick, no new window
N.0.2A			1	1						x	0	0	0	0	0	0		x		brick infill
N.0.2B			1	1						x	0	0	0	0	0	0		x		brick infill
N.0.3A			1	1						x	0	0	0	0	0	0		x		brick infill
N.0.7A			1	1						x	0	0	0	0	0	0		x		brick infill
N.0.7B			1	1						x	0	0	0	0	0	0		x		brick infill
N.1.1			1							0	0	0	0	4	6	10				mech. louver and wood infill
N.1.2	1			1						1	1	2	0	4	1	9				part of original frame & misc. infill
N.1.3	1		1							1	1	2	0	4	1	9				
N.1.4			1							0	0	0	0	4	6	10				non original door
N.1.5	1									0	0	0	4	3	0	7				original door
N.1.6			1							0	0	0	0	4	6	10				
N.1.7			1							0	0	0	0	4	6	10				
N.2.1			1			57	86			0	0	0	0	4	6	10		x		1
N.2.2A			1			57	84			0	0	0	0	4	6	10		x		1
N.2.2B			1			57	85			0	0	0	0	4	6	10		x		1
N.2.3A			1			57	85			0	0	0	0	4	6	10		x		1
N.2.3B			1							0	0	0	0	4	6	10			x	1
N.2.4A			1							0	0	0	0	4	6	10			x	1
N.2.4B			1							0	0	0	0	4	6	10			x	1
N.2.5A			1							0	0	0	0	4	6	10			x	1

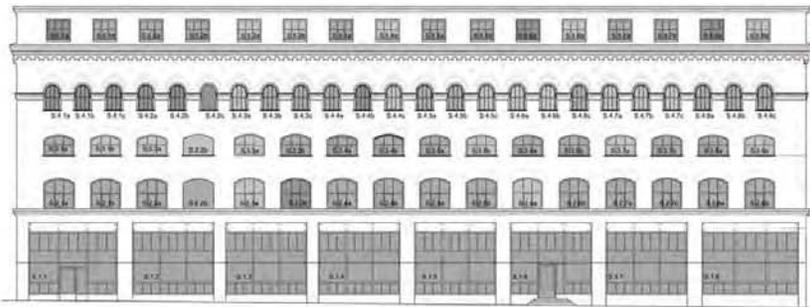
Opening Number	Existing Wood Window	Replacement wood window	No window present misc. infill	Miscellaneous - see notes	No hardware that allows window to open	Width	Height	Condition of existing windows. Points are totaled to the right						Overall Score	Window Operable	Window Inoperable	Rehabilitate window	Replace window	Notes	
								Could not gain interior access. Eval. from exterior	New glass & glazing, and paint at sash and frame needed (1 Max)	Minor muntin bar repair needed (1 Max)	Major Muntin repair or Pivot hardware missing or damaged (2 Max)	Wood sash rotten or needs rebuilding (4 Max)	Wood frame rotten or needs rebuilding (4 MAX)							Sash missing (6 Max)
N.2.5B			1						0	0	0	0	4	6	10		x		1	
N.2.6A			1						0	0	0	0	4	6	10		x		1	
N.2.6B			1						0	0	0	0	4	6	10		x		1	
N.2.7			1						0	0	0	0	0	6	6		x		1	mech infill
N.2.8			1						0	0	0	0	4	6	10	x			1	
N.3.1			1			51	72		0	0	0	0	4	6	10		x		1	
N.3.2A	1				1	51	72		1	1	0	3	2	0	7		x		1	
N.3.2B		1			1	51	72		1	1	0	1	3	0	6		x		1	replacement window present but removed
N.3.3A	1					51	72		1	1	0	2	2	0	6		x		1	
N.3.3B	1				1	51	72		1	1	0	3	3	0	8		x		1	
N.3.4A	1				1	51	70		1	1	0	4	4	0	10		x		1	
N.3.4B	1				1	52	69		1	1	0	3	4	0	9		x		1	
N.3.5A			1			-	-		x	1	1	0	4	4	10		x		1	not visible: behind mech. shaft
N.3.5B			1			-	-		x	1	1	0	4	4	10		x		1	not visible: behind mech. shaft
N.3.6A	1				1	49	70		1	1	0	3	2	0	7		x		1	
N.3.6B	1				1	48	70		1	1	0	4	4	0	10		x		1	
N.3.7	1					51	70		1	1	0	4	3	0	9		x		1	
N.3.8	1					51	71		1	1	0	3	3	0	8	x			1	
N.4.1			1			48	59		0	0	0	0	4	6	10		x		1	
N.4.2A	1				1	51	59		1	1	0	3	4	0	9		x		1	
N.4.2B	1				1	48	59		1	1	0	3	4	0	9		x		1	
N.4.3A		1			1	51	59		1	0	0	1	4	0	6	x			1	
N.4.3B	1				1	51	59		1	1	0	3	4	0	9		x		1	
N.4.4A	1				1	51	59		1	1	0	3	4	0	9		x		1	
N.4.4B	1				1	52	58		1	1	0	4	4	0	10		x		1	
N.4.5A	1				1	-	-		x	1	1	0	4	4	10		x		1	not visible: behind mech. shaft
N.4.5B	1				1	51	58		1	1	0	4	4	0	10		x		1	
N.4.6A	1				1	51	58		1	1	0	4	3	0	9		x		1	
N.4.6B	1				1	50	59		1	1	0	4	3	0	9		x		1	
N.4.7			1			51	60		0	0	0	0	4	6	10		x		1	
N.4.8	1					50	60		1	1	0	3	4	0	9	x			1	
N.5.1		1			1	61	52		1	1	0	0	4	0	6		x		1	
N.5.2A	1				1	61	52		1	1	0	3	3	0	8		x		1	
N.5.2B	1				1	61	52		1	1	0	4	3	0	9		x		1	
N.5.3A	1				1	61	52		1	1	0	4	4	0	10	x			1	
N.5.3B	1				1	61	54		0	0	0	0	4	6	10		x		1	
N.5.4A	1				1	49	52		1	1	0	4	4	0	10		x		1	

Opening Number	Existing Wood Window	Replacement wood window	No window present misc. infill	Miscellaneous - see notes	No hardware that allows window to open	Width	Height	Condition of existing windows. Points are totaled to the right							Overall Score	Window Operable	Window Inoperable	Rehabilitate window	Replace window	Notes	
								Could not gain interior access. Eval. from exterior	New glass & glazing, and paint at sash and frame needed (1 Max)	Minor muntin bar repair needed (1 Max)	Major Muntin repair or Pivot hardware missing or damaged (2 Max)	Wood sash rotten or needs rebuilding (4 Max)	Wood frame rotten or needs rebuilding (4 MAX)	Sash missing (6 Max)							
N.5.4B			1			50	51							6	10		x		1		
N.5.5A						48	52	x	0	0	0	0	4	4	6	10		x		1	not visible: behind mech. Shaft
N.5.5B			1			49	52		0	0	0	0	4	6	10		x		1		
N.5.6A			1			48	52		0	0	0	0	4	6	10		x		1		
N.5.6B			1			-	-		0	0	0	0	4	6	10		x		1		
N.5.7	1		1			51	58		1	1	0	4	4	0	10		x		1		
N.5.8	1					50	59		1	1	0	4	3	0	9	x			1		
NW.0.1				1					0	0	0	0	0	0	0	0					non original overhead door
NW.1.1			1						0	0	0	0	4	6	10		x		1		
NW.2.1	1				1				1	1	0	4	4	0	10		x		1		
NW.3.1	1				1	48	70		1	1	0	4	4	0	10		x		1		
NW.4.1	1				1	50	60		1	1	0	3	4	0	9		x		1		
NW.5.1	1				1	51	59		1	1	0	4	4	0	10		x		1		
S.1.1		1			1				0	0	0	1	1	0	2		x	1			
S.1.2		1			1				0	0	0	1	1	0	2		x	1			
S.1.3		1			1				0	0	0	1	1	0	2		x	1			
S.1.4		1			1				0	0	0	1	1	0	2		x	1			
S.1.5		1			1				0	0	0	1	1	0	2		x	1			
S.1.6		1			1				0	0	0	1	1	0	2		x	1			
S.1.7		1			1				0	0	0	1	1	0	2		x	1			
S.1.8		1			1				0	0	0	1	1	0	2		x	1			
S.2.1A	1					79	77		1	1	1	2	3	0	8	x			1	non-historic improvised casement light	
S.2.1B	1					77	77		1	1	1	2	3	0	8	x			1	non-historic improvised casement light	
S.2.2A	1					78	77		1	1	2	2	2	0	8	x			1		
S.2.2B	1			1		79	77		1	1	2	2	2	0	8	x			1	boarded up	
S.2.3A	1				1	78	79		1	0	2	1	2	0	6	x		1			
S.2.3B	1				1	78	78		1	1	2	3	3	0	10	x			1		
S.2.4A	1					78	78		1	1	2	3	2	0	9	x			1	non-historic improvised casement light	
S.2.4B	1					78	79		1	1	2	2	2	0	8	x			1	non-historic improvised casement light	
S.2.5A	1					78	78		1	1	1	3	2	0	8	x			1	non-historic improvised casement light	
S.2.5B	1					79	79		1	1	1	3	2	0	8	x			1	non-historic improvised casement light	
S.2.6A	1					76	79		1	1	1	2	2	0	7	x		1		hung	
S.2.6B	1					76	79		1	1	1	3	2	0	8	x			1	hung	
S.2.7A	1					76	79		1	1	2	3	2	0	9	x			1		
S.2.7B	1					76	79		1	1	1	3	2	0	8	x			1		
S.2.8A	1				1	76	79		1	1	1	3	3	0	9	x			1	hung	
S.2.8B	1					76	79		1	1	0	3	3	0	8	x			1	hung	

Opening Number	Existing Wood Window	Replacement wood window	No window present misc. infill	Miscellaneous - see notes	No hardware that allows window to open	Width	Height	Condition of existing windows. Points are totaled to the right							Overall Score	Window Operable	Window Inoperable	Rehabilitate window	Replace window	Notes
								Could not gain interior access. Eval. from exterior	New glass & glazing, and paint at sash and frame needed (1 Max)	Minor muntin bar repair needed (1 Max)	Major Muntin repair or Pivot hardware missing or damaged (2 Max)	Wood sash rotten or needs rebuilding (4 Max)	Wood frame rotten or needs rebuilding (4 MAX)	Sash missing (6 Max)						
S.3.1A	1				1	78	53		1	1	1	3	2	0	8	x			1	
S.3.1B	1				1	78	52		1	1	1	2	2	0	7	x		1		
S.3.2A	1				1	78	53		1	1	0	2	2	0	6	x		1		
S.3.2B	1			1	1	78	53		1	1	1	2	2	0	7	x		1		window exists inside but removed from opening
S.3.3A		1			1	78	55		1	1	2	1	2	0	7	x		1		unevenly cut muntin bars
S.3.3B	1				1	78	55		1	1	1	3	2	0	8	x			1	
S.3.4A	1				1	78	55		1	1	1	3	2	0	8	x			1	
S.3.4B	1				1	78	55		1	1	1	3	3	0	9	x			1	
S.3.5A	1				1	78	55		1	1	1	2	3	0	8	x			1	
S.3.5B	1					78	55		1	1	0	3	2	0	7	x		1		
S.3.6A	1					78	55		1	1	1	3	2	0	8	x			1	
S.3.6B	1					78	55		1	1	1	3	2	0	8	x			1	
S.3.7A	1					78	55		1	1	0	3	2	0	7	x		1		
S.3.7B	1				1	78	55		1	1	1	3	3	0	9	x			1	
S.3.8A	1				1	78	55		1	1	1	3	3	0	9	x			1	
S.3.8B		1			1	78	54		1	0	0	0	3	0	4	x		1		
S.4.1A	1				1	38	67		1	1	0	4	4	0	10	x			1	exterior step in brick to 70" S.4.1a- S.4.3c
S.4.1B	1				1	38	67		1	1	0	4	4	0	10	x			1	
S.4.1C	1				1	38	67		1	1	0	4	4	0	10	x			1	
S.4.2A	1				1	39	67		1	1	0	4	4	0	10	x			1	
S.4.2B	1				1	38	67		1	1	0	4	4	0	10	x			1	
S.4.2C			1			38	67		0	0	0	0	4	6	10	x			1	
S.4.3A		1			1	38	70		1	0	0	2	2	0	5	x		1		
S.4.3B	1				1	38	70		1	1	0	3	3	0	8	x			1	
S.4.3C	1				1	39	70		1	1	0	4	3	0	9	x			1	
S.4.4A	1				1	38	70.5/70		1	1	0	3	3	0	8	x			1	
S.4.4B	1				1	38	70		1	1	1	4	3	0	10	x			1	
S.4.4C		1			1	38	70		1	0	0	2	1	0	4	x		1		
S.4.5A	1					38	70		1	1	0	3	4	0	9	x			1	
S.4.5B	1					38	70		1	1	0	4	3	0	9	x			1	
S.4.5C	1					38	70		1	1	0	3	2	0	7	x		1		
S.4.6A	1					38	70		1	1	0	3	2	0	7	x		1		
S.4.6B	1				1	38	70		1	1	1	2	2	0	7	x		1		removed pivot hardware
S.4.6C	1				1	38	70		1	1	1	3	2	0	8	x			1	
S.4.7A		1			1	38	70		1	0	0	1	3	0	5	x		1		
S.4.7B	1				1	38	70		1	1	0	3	2	0	7	x		1		
S.4.7C	1				1	38	70		1	1	0	3	2	0	7	x		1		

Opening Number	Existing Wood Window	Replacement wood window	No window present misc. infill	Miscellaneous - see notes	No hardware that allows window to open	Width	Height	Condition of existing windows. Points are totaled to the right						Overall Score	Window Operable	Window Inoperable	Rehabilitate window	Replace window	Notes	
								Could not gain interior access. Eval. from exterior	New glass & glazing, and paint at sash and frame needed (1 Max)	Minor muntin bar repair needed (1 Max)	Major Muntin repair or Pivot hardware missing or damaged (2 Max)	Wood sash rotten or needs rebuilding (4 Max)	Wood frame rotten or needs rebuilding (4 MAX)							Sash missing (6 Max)
S.4.8A	1				1	38	70		1	1	0	3	4	0	9	x			1	
S.4.8B	1				1	38	70		1	1	0	3	3	0	8	x			1	
S.4.8C	1				1	38	70		1	1	0	3	3	0	8	x			1	
S.5.1A		1			1	61	53		1	1	0	4	4	0	10		x		1	
S.5.1B	1				1	61	53		1	1	0	3	4	0	9		x		1	
S.5.2A		1			1	61	53		1	1	0	3	3	0	8		x		1	
S.5.2B	1				1	61	53		1	1	0	3	3	0	8		x		1	
S.5.3A	1				1	60	53		1	1	0	3	2	0	7		x		1	
S.5.3B	1				1	61	53		1	1	0	3	2	0	7		x		1	
S.5.4A	1				1	61	53		1	1	0	3	3	0	8		x		1	
S.5.4B	1				1	61	53		1	1	0	3	2	0	7		x		1	
S.5.5A	1				1	61	53		1	1	0	4	3	0	9		x		1	
S.5.5B	1				1	61	53		1	1	0	4	3	0	9		x		1	
S.5.6A	1				1	61	53		1	1	1	4	3	0	10		x		1	Major muntin bar repair required
S.5.6B	1				1	61	53		1	1	0	3	2	0	7		x		1	
S.5.7A	1				1	61	53		1	1	0	4	3	0	9		x		1	
S.5.7B	1				1	61	53		1	1	0	4	3	0	9		x		1	
S.5.8A		1			1	61	53		0	0	0	0	4	6	10		x		1	
S.5.8B		1			1	61	53		1	1	0	2	2	0	6		x		1	
W.0.2			1	1					0	0	0	0	0	0	0					non original door with cmu. infill
W.0.3			1	1					0	0	0	0	0	0	0					new mech. louver infill
W.0.4			1	1					0	0	0	0	2	6	8					original frame
W.1.2	1								1	0	0	2	3	0	6	x		1		hung window. Original?
W.1.3	1								1	0	0	2	3	0	6	x		1		hung window. Original?
W.1.4		1			1				1	1	0	2	3	0	7	x		1		
W.1.5	1								0	0	0	0	0	0	0					steel door
W.1.6	1								1	1	0	4	3	0	9	x			1	
W.1.7	1								1	1	0	4	3	0	9	x			1	
W.1.8	1			1					1	1	0	3	3	0	8	x			1	infill present on lower portion
W.2.2									x	1	1	0	2	2	0	6				
W.2.3									x	0	0	0	2	4	6	12				boarded up
W.2.4									x	1	1	0	2	2	0	6				
W.2.5									x	1	1	0	2	2	0	6				
W.2.6									x	1	1	0	2	2	0	6				
W.2.7									x	1	1	0	2	2	0	6				
W.2.8									x	1	1	0	2	2	0	6				
W.3.2			1			36	82		0	0	0	0	4	6	10		x		1	

Opening Number	Existing Wood Window	Replacement wood window	No window present misc. infill	Miscellaneous - see notes	No hardware that allows window to open	Width	Height	Condition of existing windows. Points are totaled to the right							Overall Score	Window Operable	Window Inoperable	Rehabilitate window	Replace window	Notes
								Could not gain interior access. Eval. from exterior	New glass & glazing, and paint at sash and frame needed (1 Max)	Minor muntin bar repair needed (1 Max)	Major Muntin repair or Pivot hardware missing or damaged (2 Max)	Wood sash rotten or needs rebuilding (4 Max)	Wood frame rotten or needs rebuilding (4 MAX)	Sash missing (6 Max)						
W.3.3	1				1	36	82		1	1	2	4	4	0	12		x		1	
W.3.4	1			1	1	36	82		1	1	2	4	4	0	12		x		1	less than half of original frame exists
W.3.5	1		1		1	36	82		1	1	0	4	4	0	10		x		1	window removed and exists in interior
W.3.6	1				1	36	82		1	1	0	4	4	0	10		x		1	
W.3.7			1			36	82		0	0	0	0	4	6	10		x		1	
W.3.8	1				1	36	82		1	1	2	4	4	0	12		x		1	window removed and exists in interior
W.4.2	1				1	36	58		1	1	0	4	4	0	10		x		1	
W.4.3	1				1	37	58		1	1	0	3	2	0	7		x		1	
W.4.4	1				1	37	58		1	1	0	3	3	0	8		x		1	
W.4.5			1			37	58		0	0	0	0	4	6	10		x		1	
W.4.6	1				1	36	58		1	1	0	4	4	0	10		x		1	
W.4.7	1				1	36	58		1	1	0	2	3	0	7		x		1	
W.4.8			1		1	36	58		0	0	0	0	4	6	10		x		1	
W.5.2			1		1	-	-		0	0	0	0	4	6	10		x		1	
W.5.3	1				1	37	58		1	1	0	4	4	0	10		x		1	
W.5.4	1				1	37	58		1	1	0	4	4	0	10		x		1	
W.5.5			1			37	58		0	0	0	0	4	6	10		x		1	
W.5.6	1				1	36	58		1	1	0	4	3	0	9		x		1	
W.5.7	1				1	36	58		1	1	0	4	4	0	10		x		1	
W.5.8			1			36	58		0	0	0	0	4	6	10		x		1	
Total # of windows:												235			56	153				

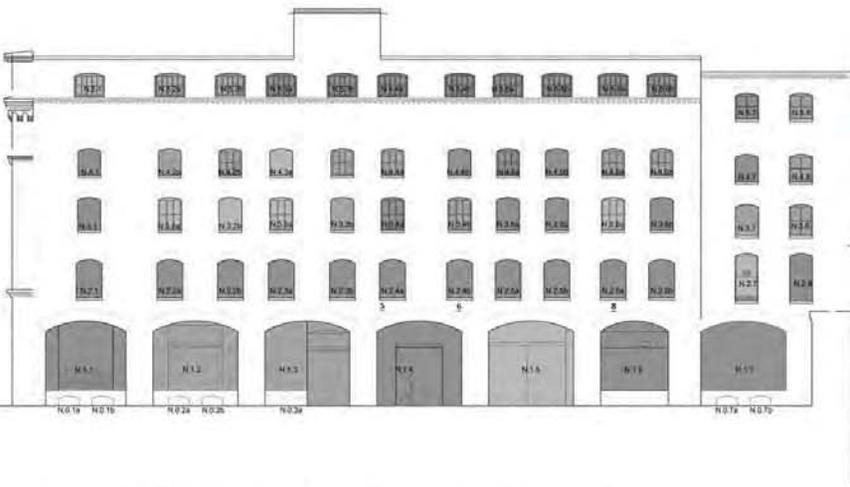


EXISTING SOUTH ELEVATION AND WINDOW SURVEY

-  NEW 1-3/4" X 4" STORERONT FRAMING SYSTEM W/ 1/4" CLEAR LOW E INSULATED GLASS FRAME TO BE DARK GREY
-  HISTORIC FIXED SIMULATED HUNG (OFFSET) STEEL WINDOW REPLICA W/ SIMULATED DIVIDED LIGHT AND SPACER BAR W/ 1/4" CLEAR LOW E INSULATED GLASS FRAME TO BE DARK GREY
-  FIXED FORMED METAL DRAINABLE LOUVERS LOUVERS TO BE DARK GREY
-  NO WORK PROPOSED EXISTING WINDOW, INFILL OR DOOR TO REMAIN
-  REHABILITATED AND/OR REBUILT EXISTING WOOD WINDOW REPAIR/REPLACE WOOD FRAMES AND SASH, PRIME AND PAINT. ALL WINDOWS FIXED SHUT W/ INTERIOR REMOVABLE GLASS PANEL
-  NEW METAL INSULATED DOOR WITH FULL VISION INSULATED 1/4" CLEAR GLASS METAL TO BE PAINTED DARK GREY
-  FOLDING WALL METAL FRAMED DOOR SYSTEMS W/ FULL VISION INSULATED CLEAR GLASS



PROPOSED SOUTH ELEVATION AND WINDOW KEY

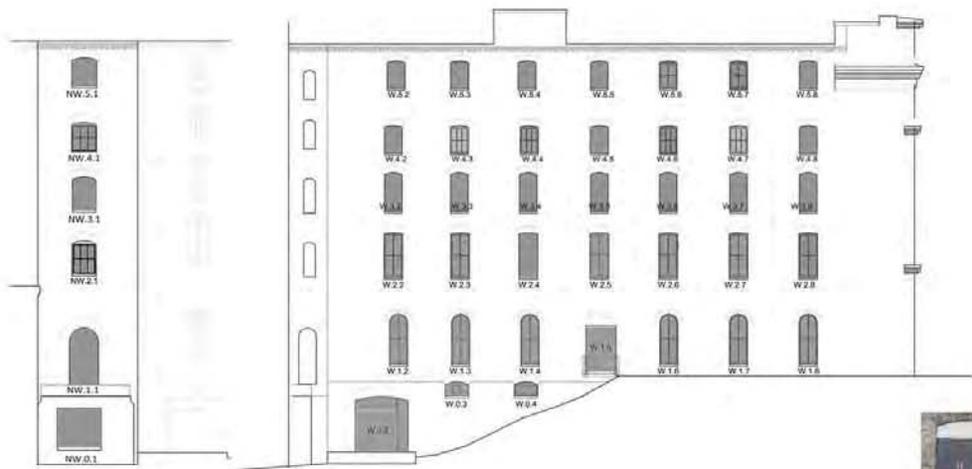


EXISTING NORTH ELEVATION AND WINDOW SURVEY

-  NEW 1-3/4" X 4" STORERONT FRAMING SYSTEM W/ 1/4" CLEAR LOW E INSULATED GLASS FRAME TO BE DARK GREY
-  HISTORIC FIXED SIMULATED HUNG (OFFSET) STEEL WINDOW REPLICA W/ SIMULATED DIVIDED LIGHT AND SPACER BAR W/ 1/4" CLEAR LOW E INSULATED GLASS FRAME TO BE DARK GREY
-  FIXED FORMED METAL DRAINABLE LOUVERS OR METAL PANEL INFILL ALL COMPONENTS TO BE DARK GREY
-  NO WORK PROPOSED EXISTING WINDOW, INFILL OR DOOR TO REMAIN
-  REHABILITATED AND/OR REBUILT EXISTING WOOD WINDOW REPAIR/REPLACE WOOD FRAMES AND SASH, PRIME AND PAINT. ALL WINDOWS FIXED SHUT W/ INTERIOR REMOVABLE GLASS PANEL
-  NEW METAL INSULATED DOOR WITH FULL VISION INSULATED 1/4" CLEAR GLASS METAL TO BE PAINTED DARK GREY



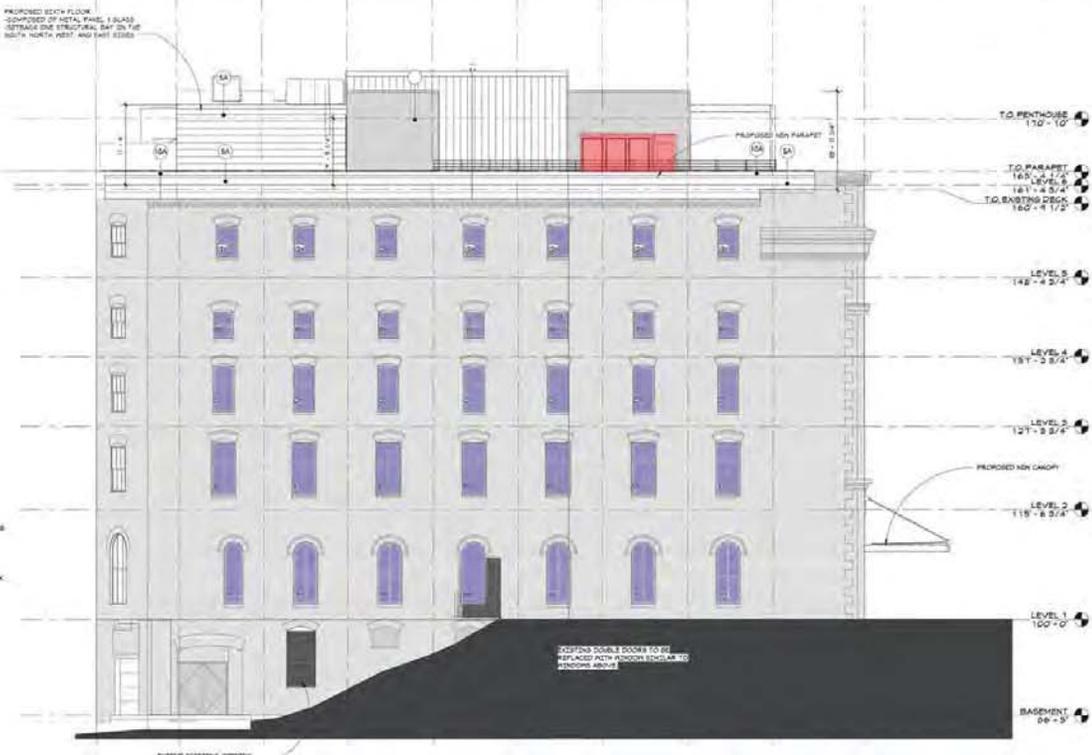
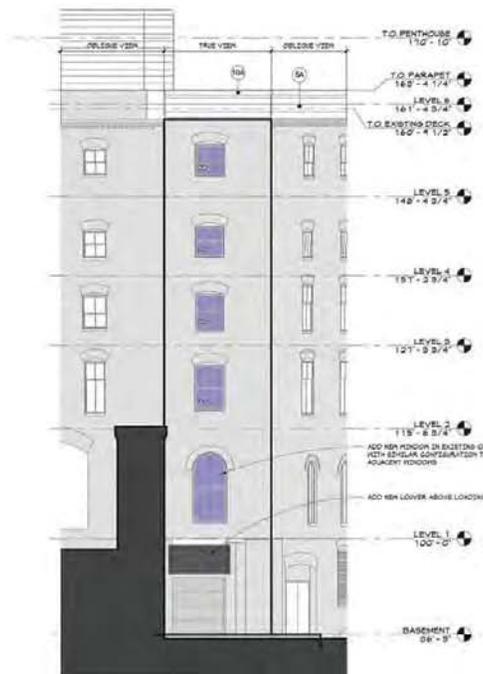
PROPOSED NORTH ELEVATION AND WINDOW KEY



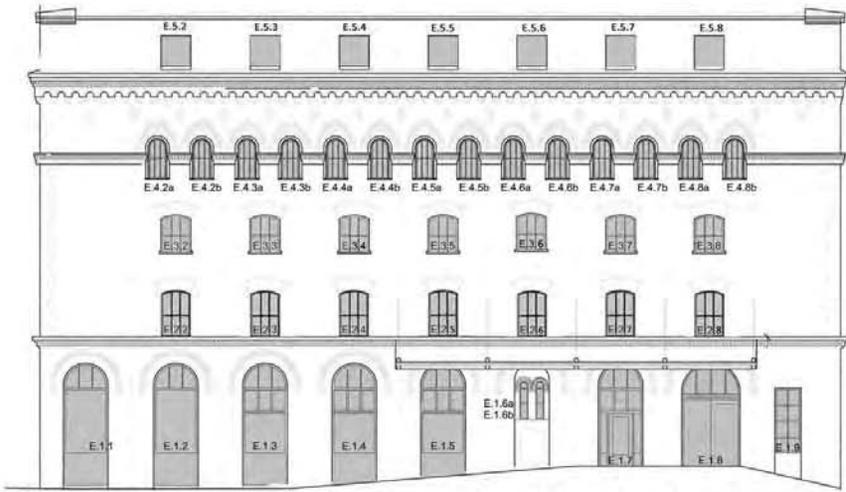
PROPOSED SOUTH FLOOR
 -COMPOSED OF METAL PANEL, 1 GLASS
 -INSTALLS ONE STRUCTURAL BAR ON THE
 NORTH, NORTH WEST AND EAST SIDES

EXISTING WEST ELEVATION AND WINDOW SURVEY

- NEW 1-3/4" X 4" STORERONT FRAMING SYSTEM W/
1/4" CLEAR LOW E INSULATED GLASS
FRAME TO BE DARK GREY
- HISTORIC FIXED SIMULATED HUNG (OFFSET) STEEL
WINDOW REPLICA W/ SIMULATED DIVIDED LIGHT AND
SPACER BAR W/ 1/4" CLEAR LOW E INSULATED GLASS
FRAME TO BE DARK GREY
- FIXED FORMED METAL DRAINABLE LOUVERS
LOUVERS TO BE DARK GREY
- NO WORK PROPOSED
EXISTING WINDOW, INFILL OR DOOR TO REMAIN



PROPOSED WEST ELEVATION AND WINDOW KEY



EXISTING EAST ELEVATION AND WINDOW SURVEY



-  NEW 1-3/4" X 4" STORERONT FRAMING SYSTEM W/ 1/4" CLEAR LOW E INSULATED GLASS FRAME TO BE DARK GREY
-  HISTORIC FIXED SIMULATED HUNG (OFFSET) STEEL WINDOW REPLICA W/ SIMULATED DIVIDED LIGHT AND SPACER BAR W/ 1/4" CLEAR LOW E INSULATED GLASS FRAME TO BE DARK GREY
-  FIXED FORMED METAL DRAINABLE LOUVERS LOUVERS TO BE DARK GREY
-  NO WORK PROPOSED EXISTING WINDOW, INFILL OR DOOR TO REMAIN
-  REHABILITATED AND/OR REBUILT EXISTING WOOD WINDOW REPAIR/REPLACE WOOD FRAMES AND SASH, PRIME AND PAINT. ALL WINDOWS FIXED SHUT W/ INTERIOR REMOVABLE GLASS PANEL
-  NEW METAL INSULATED DOOR WITH FULL VISION INSULATED 1/4" CLEAR GLASS METAL TO BE PAINTED DARK GREY



PROPOSED EAST ELEVATION AND WINDOW KEY

THE JACKSON BUILDING



elness swenson graham architects
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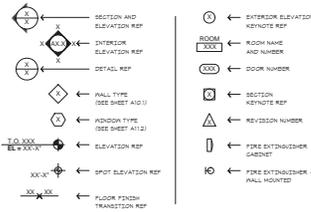
Type or Printed Name

Date



300 N Washington Ave Minneapolis MN 55401

SYMBOLS LEGEND



SHEET INDEX

SHEET NUMBER	SHEET NAME	HPC RESUBMITTAL 12/01/14
CDL	ALTA SURVEY	
CDL1	TOPOGRAPHIC SURVEY	
CDL2	TOPOGRAPHIC SURVEY	
ARCHITECTURAL		
A0.1	ARCHITECTURAL SITE PLAN	
A1.0	LOWER LEVEL DEMOLITION PLAN	
A1.1	FIRST LEVEL DEMOLITION PLAN	
A1.2	SECOND LEVEL DEMOLITION PLAN	
A1.3	THIRD LEVEL DEMOLITION PLAN	
A1.4	FOURTH LEVEL DEMOLITION PLAN	
A1.5	FIFTH LEVEL DEMOLITION PLAN	
A1.6	SIXTH LEVEL DEMOLITION PLAN	
A1.7	ROOF LEVEL DEMOLITION PLAN	
A1.8	EXTERIOR ELEVATIONS - DEMOLITION	
A1.9	EXTERIOR ELEVATIONS - DEMOLITION	
A1.10	LOWER LEVEL REMODEL PLAN	
A1.11	FIRST LEVEL REMODEL PLAN	
A1.12	SECOND LEVEL REMODEL PLAN	
A1.13	THIRD LEVEL REMODEL PLAN	
A1.14	FOURTH LEVEL REMODEL PLAN	
A1.15	FIFTH LEVEL REMODEL PLAN	
A1.16	SIXTH LEVEL REMODEL PLAN	
A1.17	ROOF LEVEL REMODEL PLAN	
A1.18	EXTERIOR ELEVATIONS	
A1.19	EXTERIOR ELEVATIONS - COLOR	
A1.20	EXTERIOR ELEVATIONS - COLOR	
A1.21	EXTERIOR ELEVATIONS - COLOR	
A1.22	EXTERIOR ELEVATIONS - COLOR	
A1.23	ENLARGED ELEVATIONS	
A1.24	ENLARGED ELEVATIONS - COLOR	
A1.25	ENLARGED ELEVATIONS	
A1.26	BUILDING SECTIONS	
A1.27	STOREFRONT TYPES AND EXISTING WINDOW SCHEDULE	
A1.28	EXISTING WINDOW LEGEND	
A1.29	WINDOW AND STOREFRONT TYPES AND DETAILS	
A1.30	WINDOW AND STOREFRONT TYPES AND DETAILS	
A1.31	WINDOW AND STOREFRONT TYPES AND DETAILS	
A1.32	WINDOW AND STOREFRONT TYPES AND DETAILS	
A1.33	WINDOW AND STOREFRONT TYPES AND DETAILS	

SQUARE FOOTAGES

BUILDING OVERALL AREAS	
wtwt	AREA
BASEMENT	
Area	18,218 SF
1	18,218 SF
LEVEL 1	
Area	18,269 SF
1	18,269 SF
LEVEL 2	
Area	18,273 SF
1	18,273 SF
LEVEL 3	
Area	18,269 SF
1	18,269 SF
LEVEL 4	
Area	18,269 SF
1	18,269 SF
LEVEL 5	
Area	18,269 SF
1	18,269 SF
LEVEL 6	
Area	6,294 SF
1	6,294 SF
TOTAL	
	115,862 SF

PROJECT LOCATION



Vicinity



Site Location

PROJECT TEAM

Owner/Developer: Fe Equus & Aparium

Architect: Elness Swenson Graham Architects Inc.
500 Washington Ave. South, Suite 1080
Minneapolis, MN 55415
Ph: 612-339-5508
Fx: 612-339-5382

Landscape: Damon Farber

Contractor: Frana Companies

Civil: Sunde Engineering

Structural Engineer: Ericksen Road & Associates

Mechanical, Electrical, Plumbing Engineers: Steen Engineering

HPC RESUBMITTAL 12/01/2014

ORIGINAL ISSUE:

REVISIONS

No. Description Date

214319

PROJECT NO.

ESG ESC

DATE BY

KEY PLAN

THE JACKSON BUILDING

TITLE SHEET

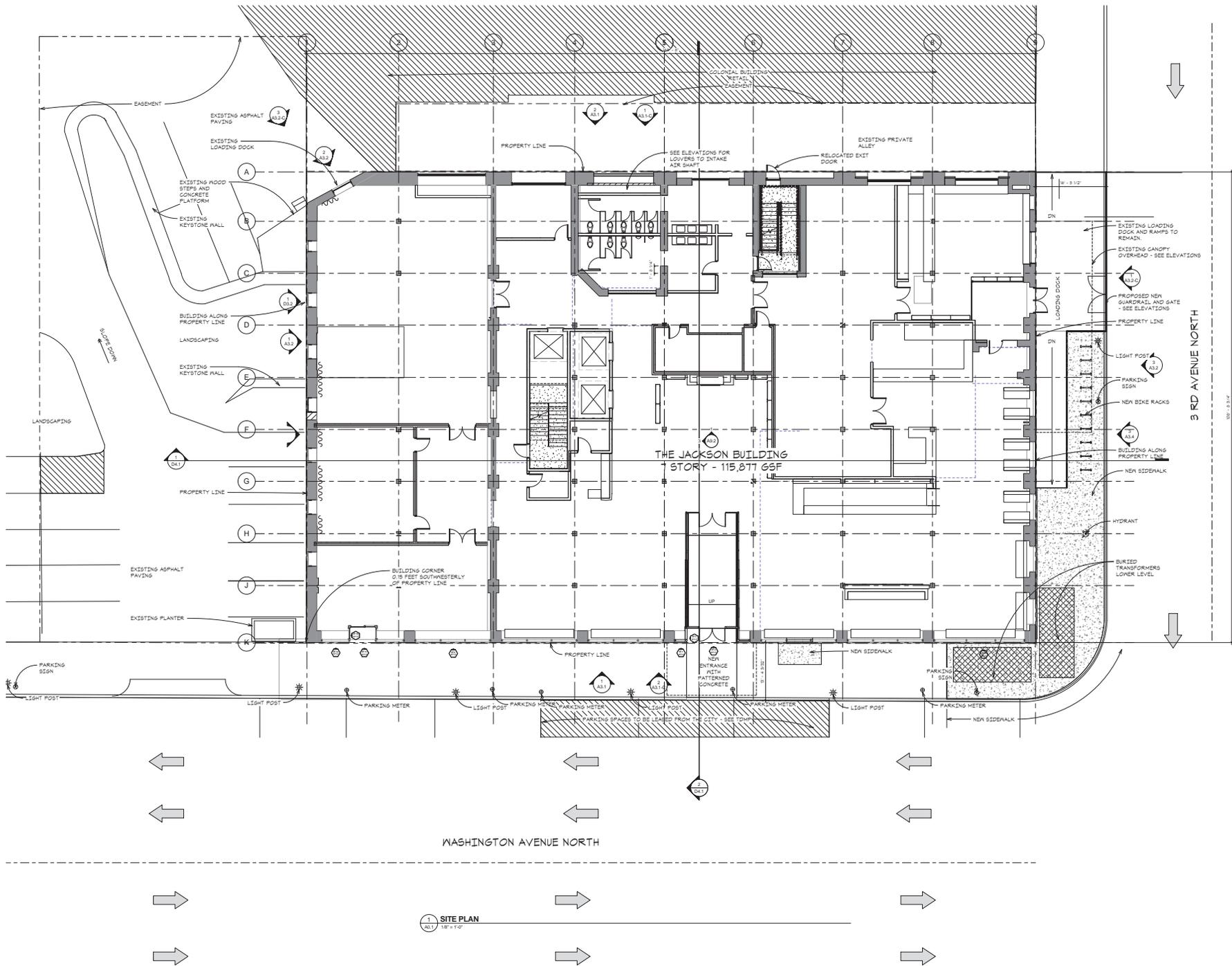
T1.1



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DATE: _____
TYPE OF PROJECT: _____
PROJECT: _____



1 SITE PLAN
1/8" = 1'-0"

HPC RESUBMITTAL
12/01/2014

NO.	DESCRIPTION	DATE

214319
PROJECT NUMBER
ESC ESC
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KEY PLAN



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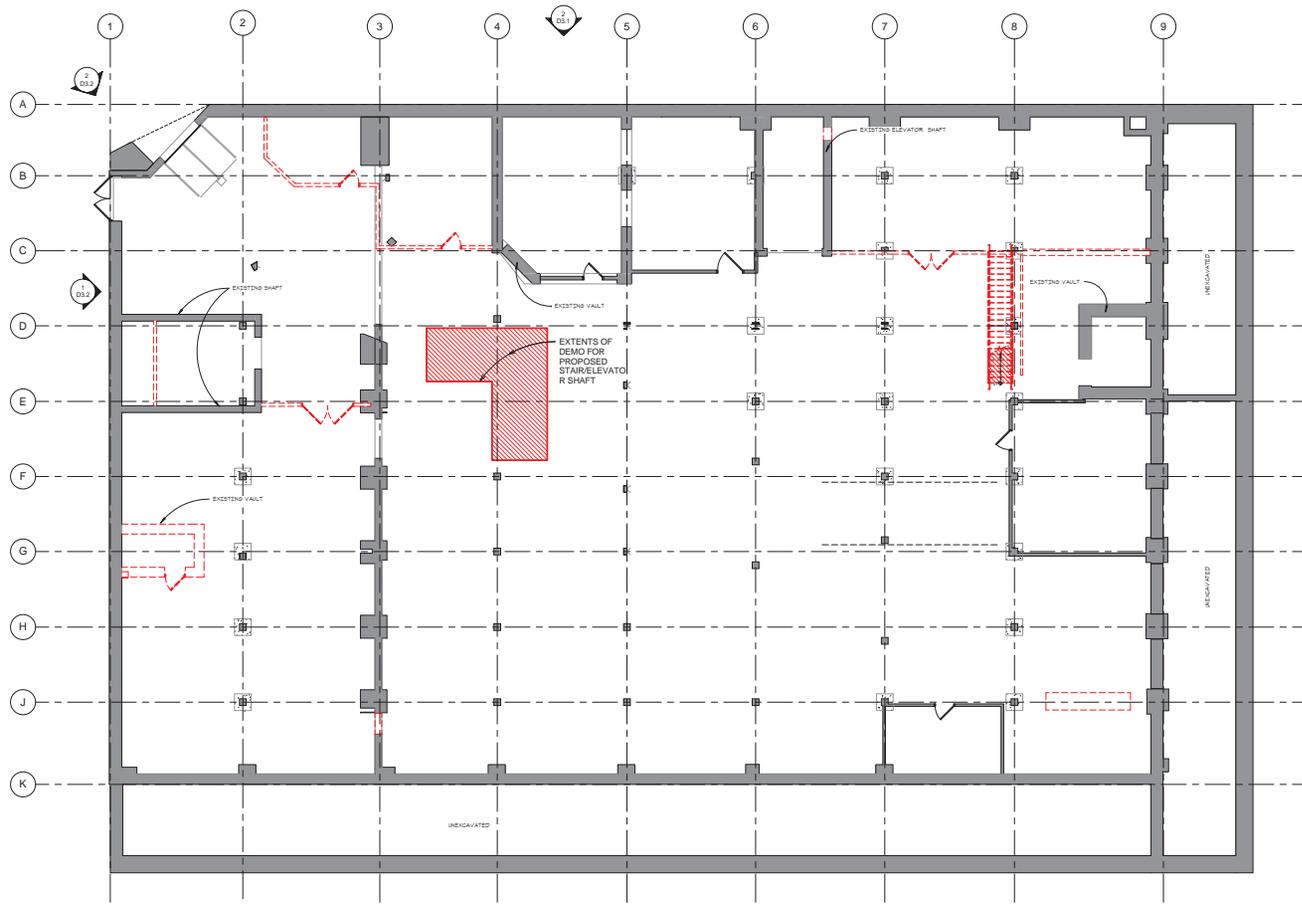
ARCHITECTURAL SITE PLAN
A0.1



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1 BASEMENT DEMOLITION PLAN
DATE 12/01/2014
1/8" = 1'-0"

HPC RESUBMITTAL
12/01/2014

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LOWER LEVEL DEMOLITION
PLAN

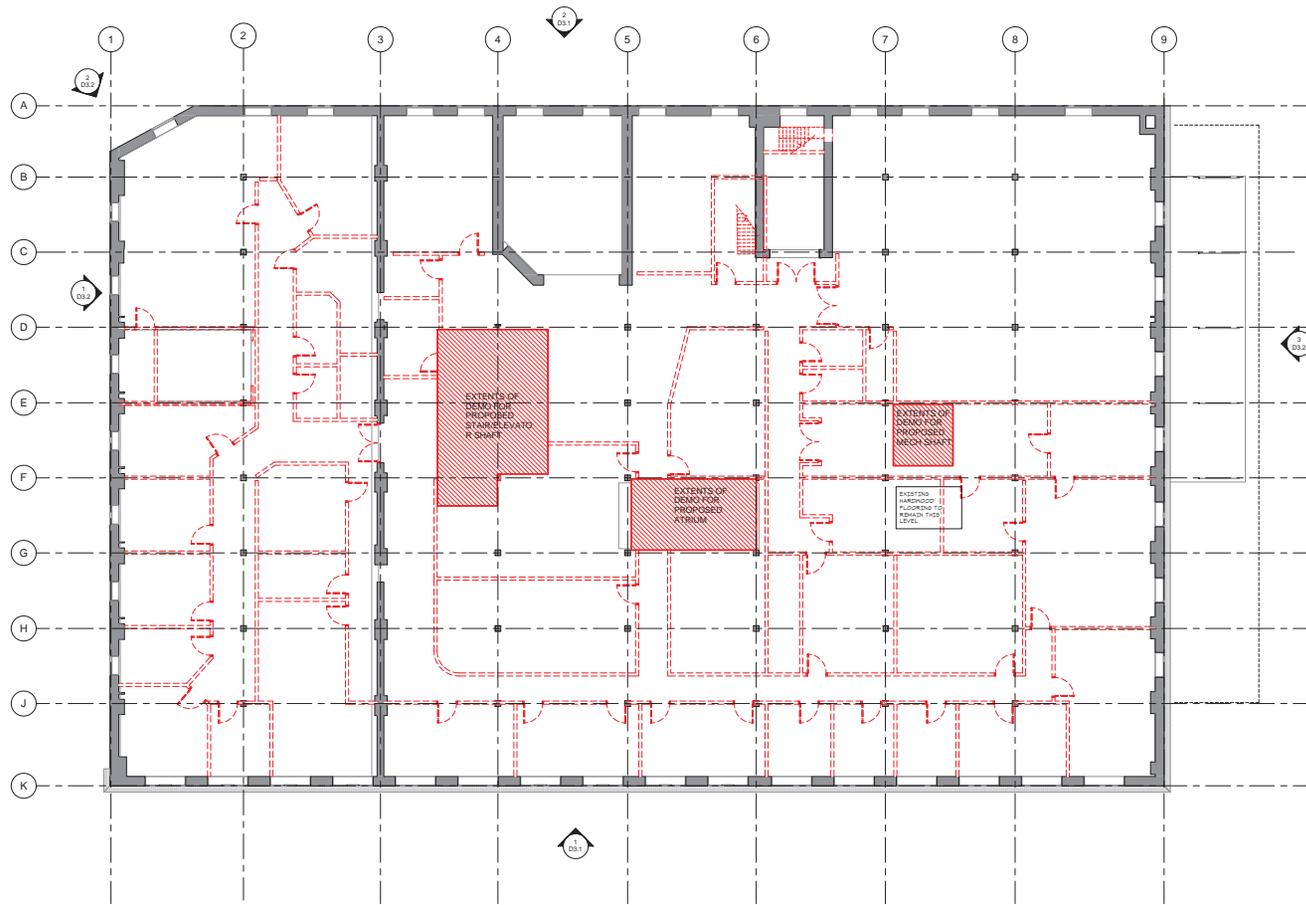
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1 SECOND LEVEL DEMOLITION PLAN
D1.2 1/8" = 1'-0"

HPC RESUBMITTAL
12/01/2014

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REVISIONS
No. Description Date

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SECOND LEVEL DEMOLITION
PLAN

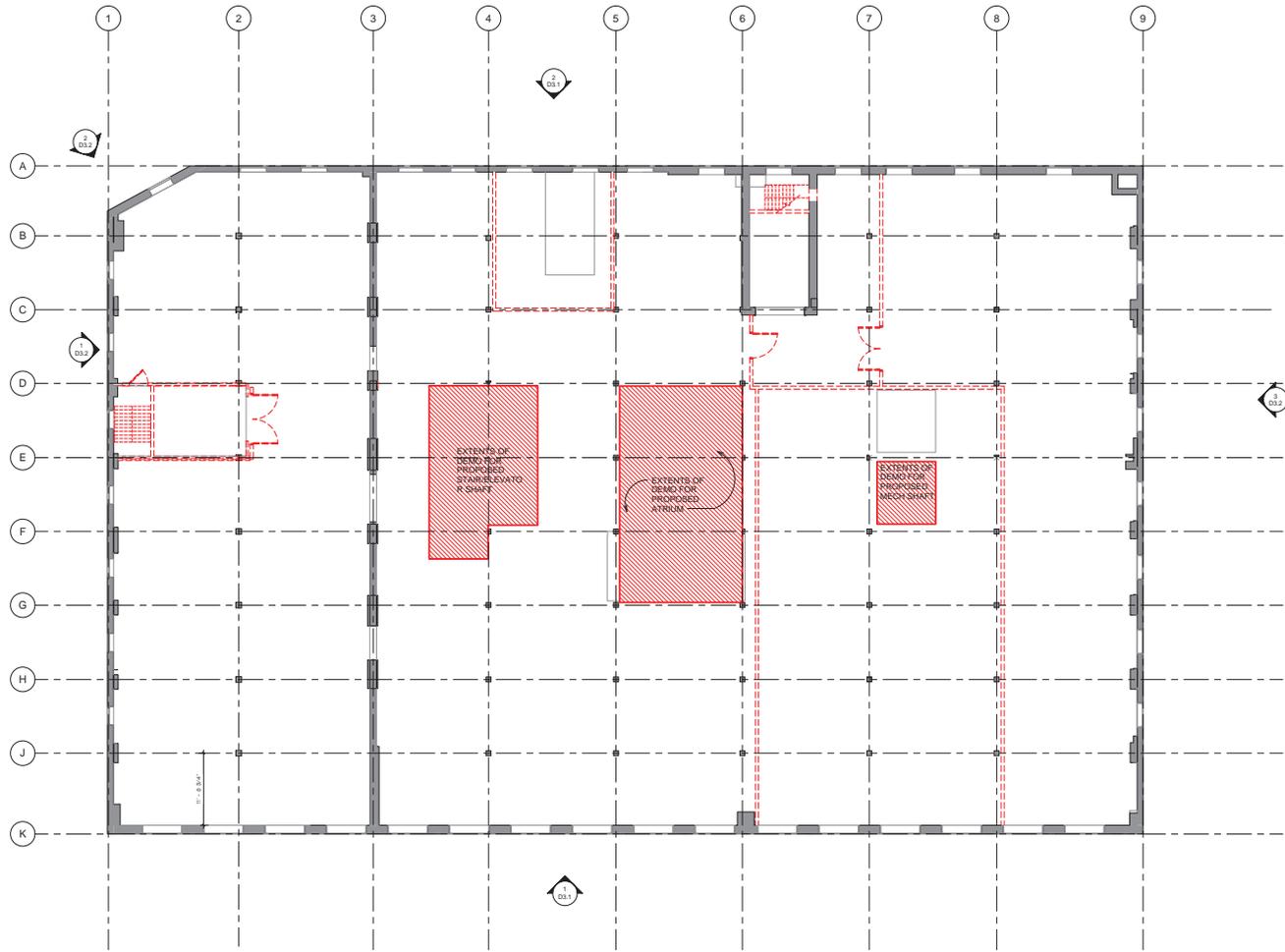
D1.2



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1 THIRD LEVEL DEMOLITION PLAN
D1.3
1/8" = 1'-0"

HPC RESUBMITTAL
12/01/2014

ORIGINAL ISSUE: 09/26/14

REVISIONS

No.	Description	Date

214319

PROJECT NUMBER

ESG

ESG

DATE PREPARED

KEY PLAN



THE JACKSON BUILDING

THIRD LEVEL DEMOLITION PLAN

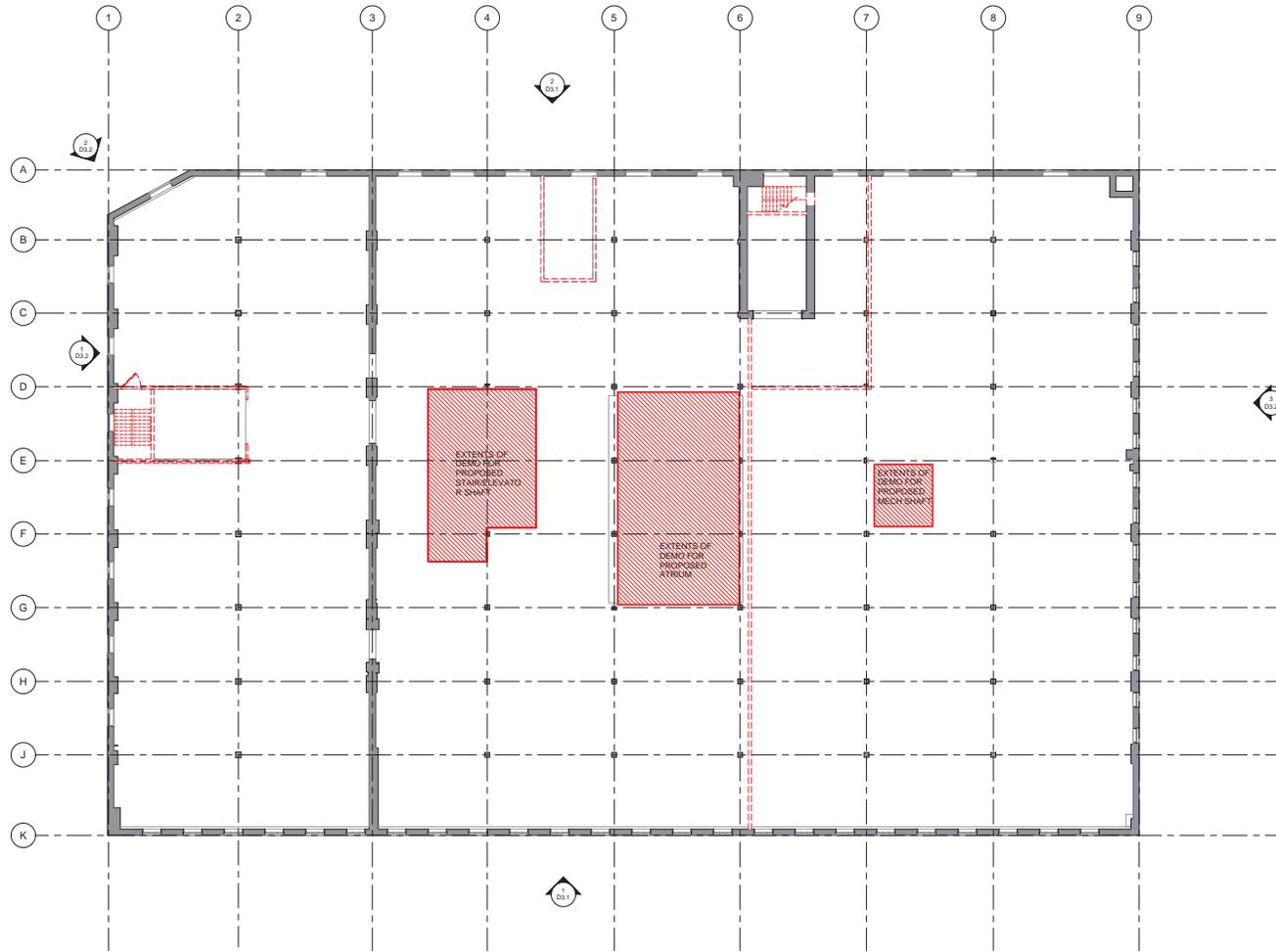
D1.3



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1 FOURTH LEVEL DEMOLITION PLAN
D1.1 1/8" = 1'-0"

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ORIGINAL ISSUE: 09/26/14

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ESG CHECKED BY

KEY PLAN



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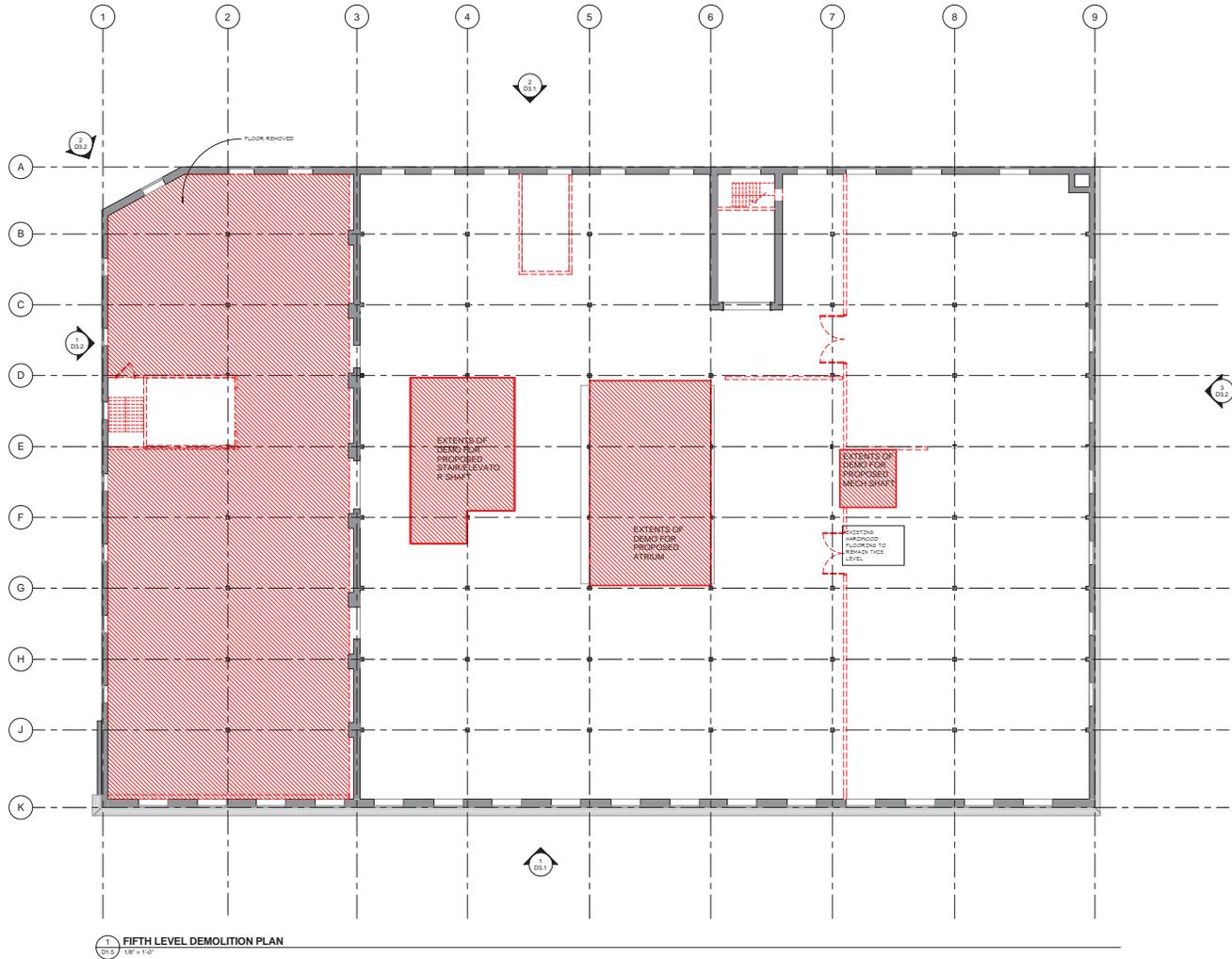
FOURTH LEVEL DEMOLITION
PLAN

D1.4



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1 FIFTH LEVEL DEMOLITION PLAN
D1.5 1/8" = 1'-0"

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No.	Description	Date

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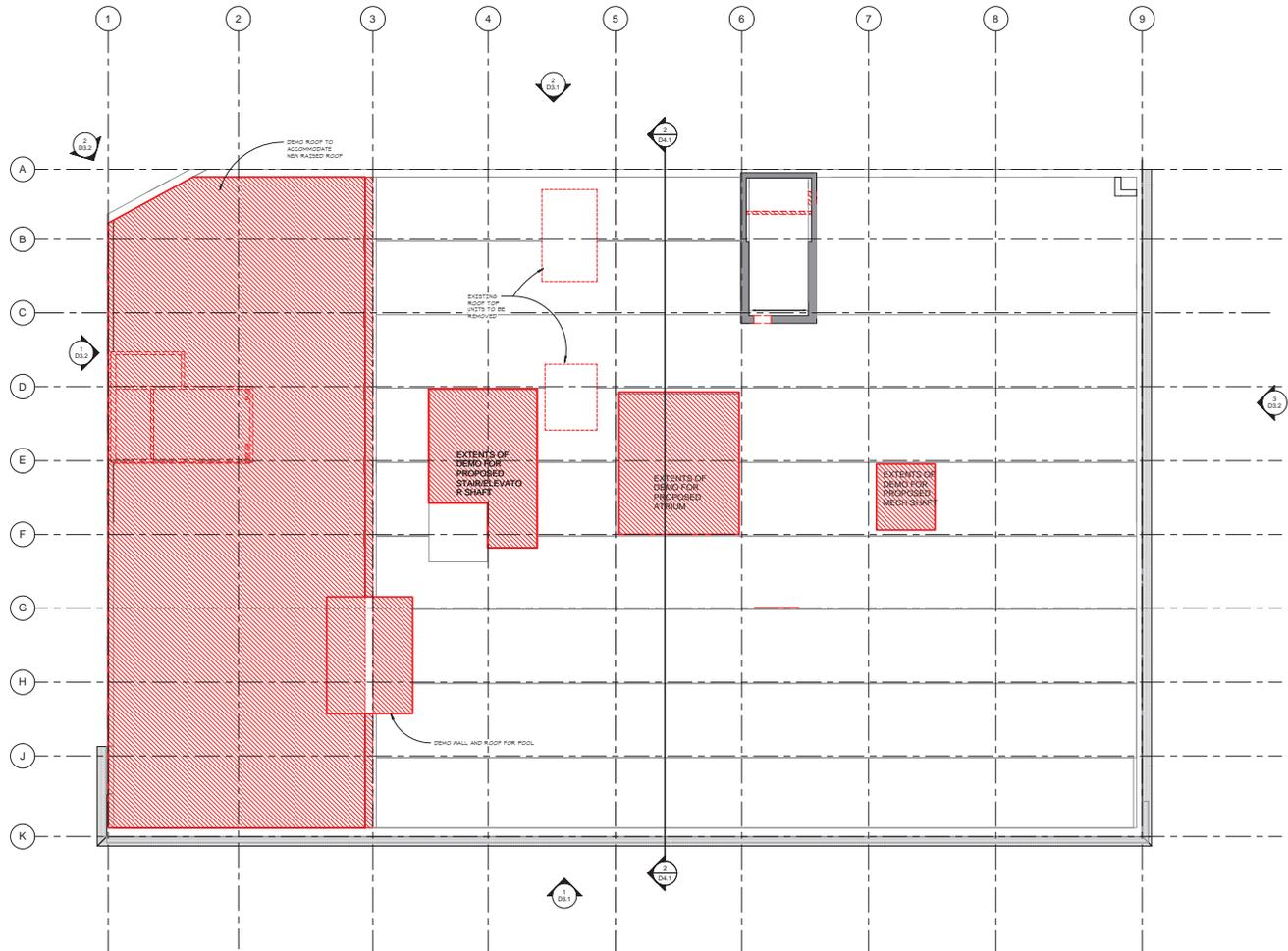
FIFTH LEVEL DEMOLITION
PLAN

D1.5



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1 SIXTH LEVEL DEMOLITION PLAN
D1.6 1/8" = 1'-0"

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SIXTH LEVEL DEMOLITION PLAN

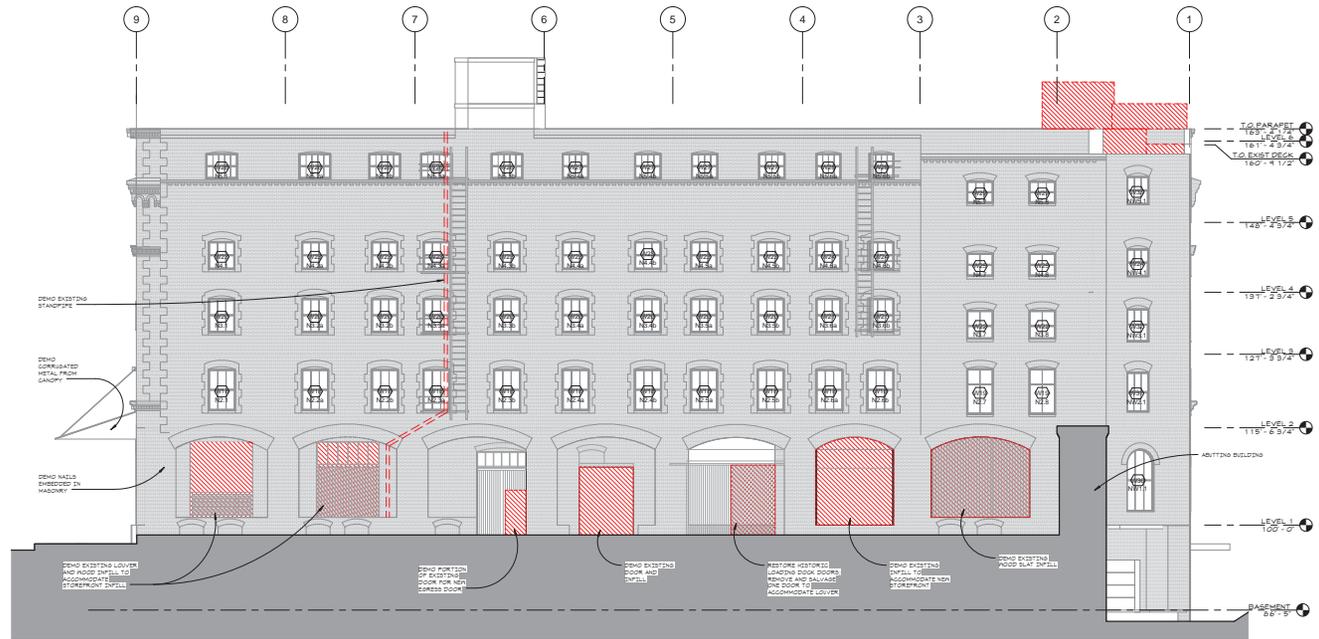
D1.6



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2 NORTH ELEVATION - DEMOLITION
D3.1 1/8" = 1'-0"



1 SOUTH ELEVATION - DEMOLITION
D3.1 1/8" = 1'-0"

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KEY PLAN

THE JACKSON BUILDING

EXTERIOR ELEVATIONS - DEMOLITION

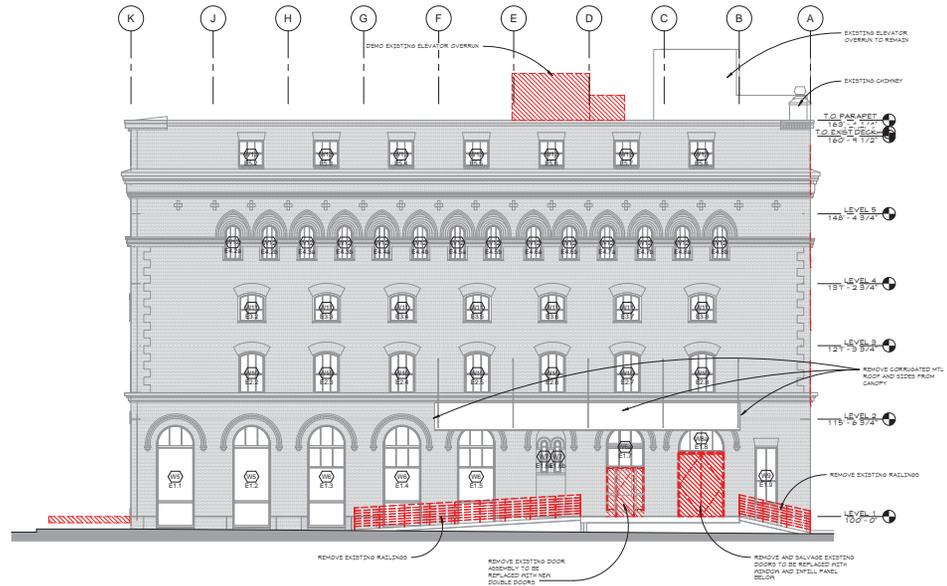
D3.1



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3 EAST ELEVATION - DEMOLITION
1/8" = 1'-0"



2 NORTHWEST ELEVATION - DEMOLITION
1/8" = 1'-0"



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

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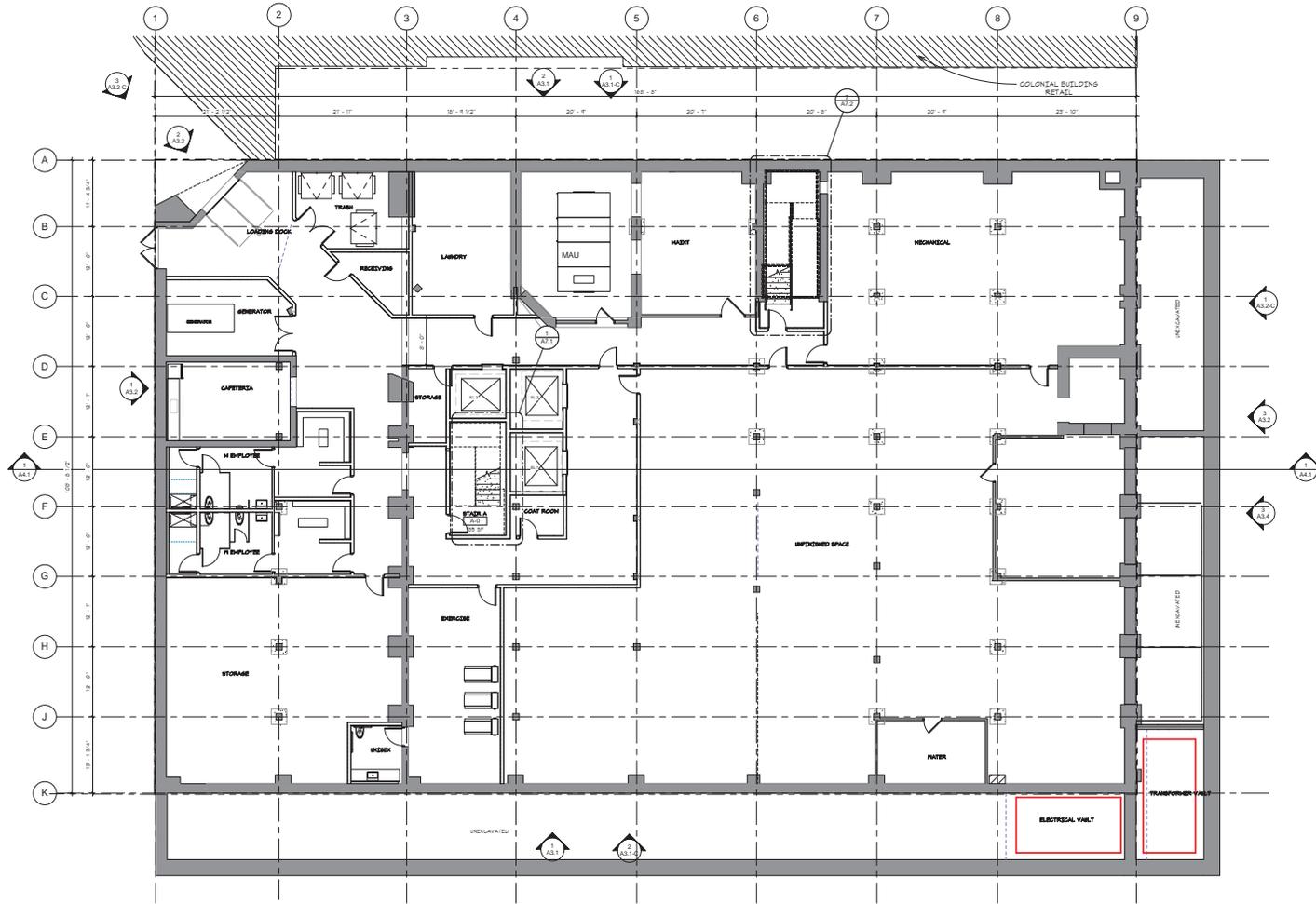
EXTERIOR ELEVATIONS - DEMOLITION
D3.2



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1 LOWER LEVEL REMODEL PLAN
A1.0 1/8" = 1'-0"

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KEY PLAN



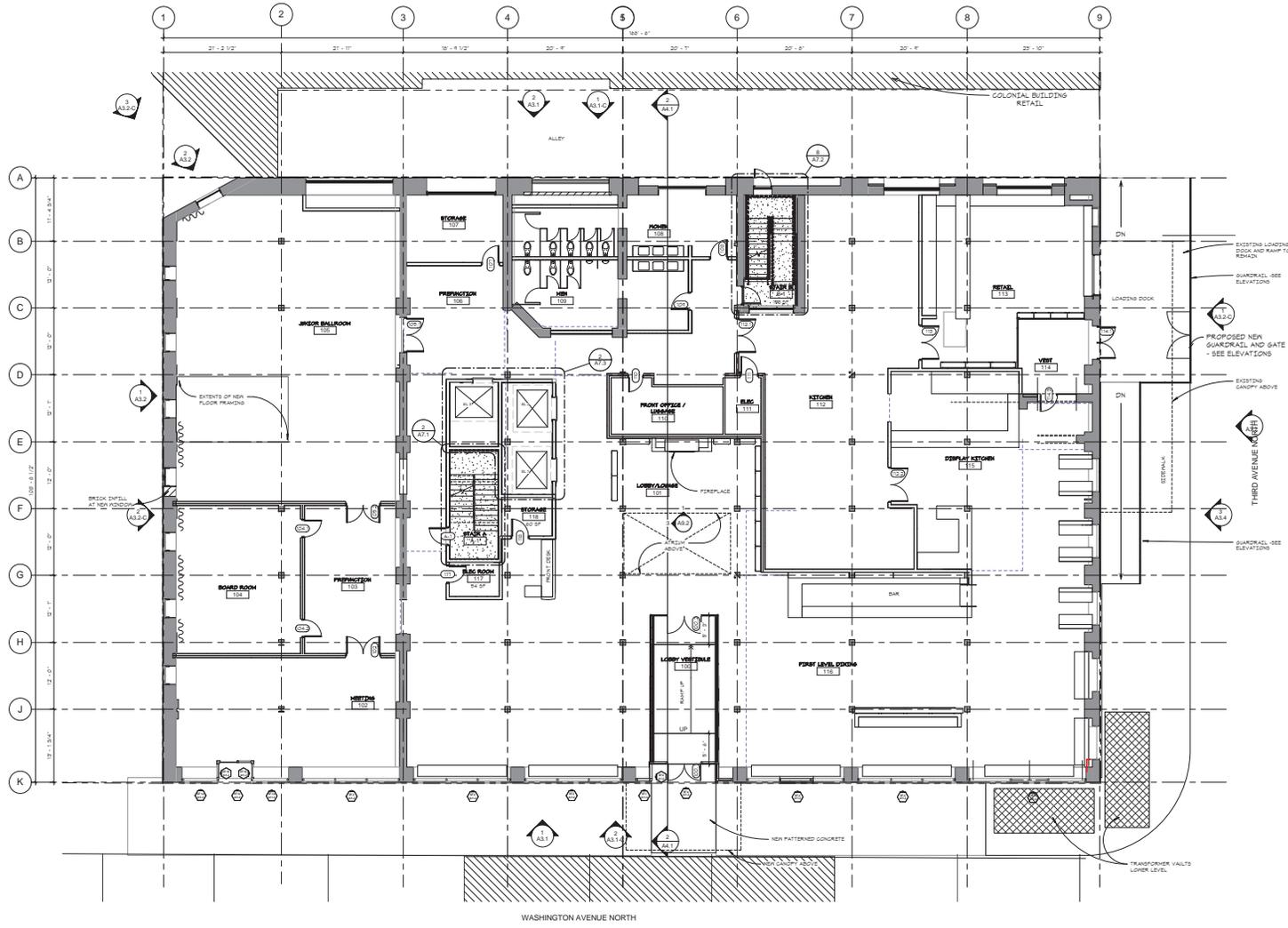
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LOWER LEVEL REMODEL PLAN
A1.0



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Date: _____



A1.1 FIRST LEVEL REMODEL PLAN
1/8" = 1'-0"

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FIRST LEVEL REMODEL PLAN

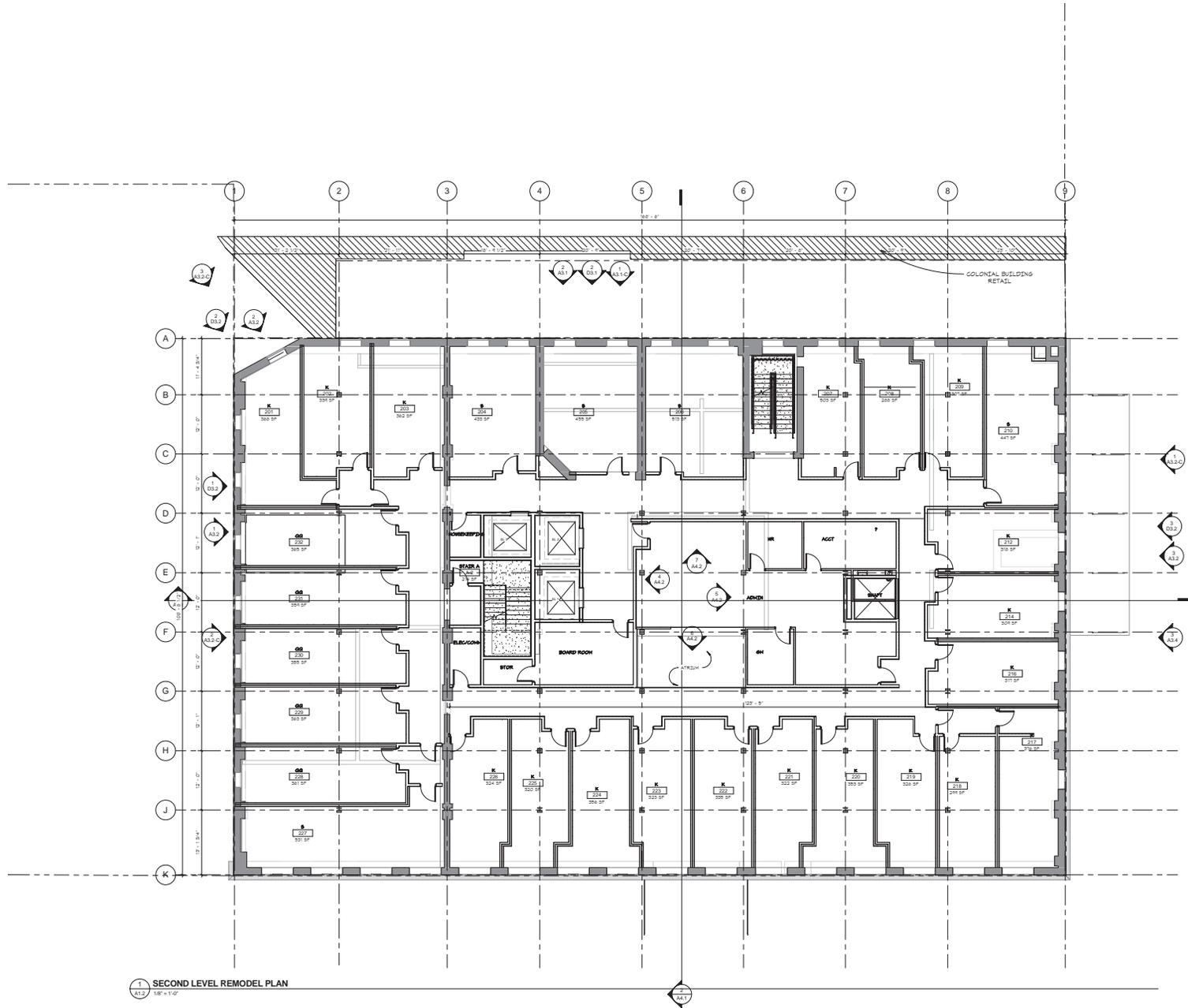
A1.1



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1 SECOND LEVEL REMODEL PLAN
1/8" = 1'-0"

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SECOND LEVEL REMODEL
PLAN

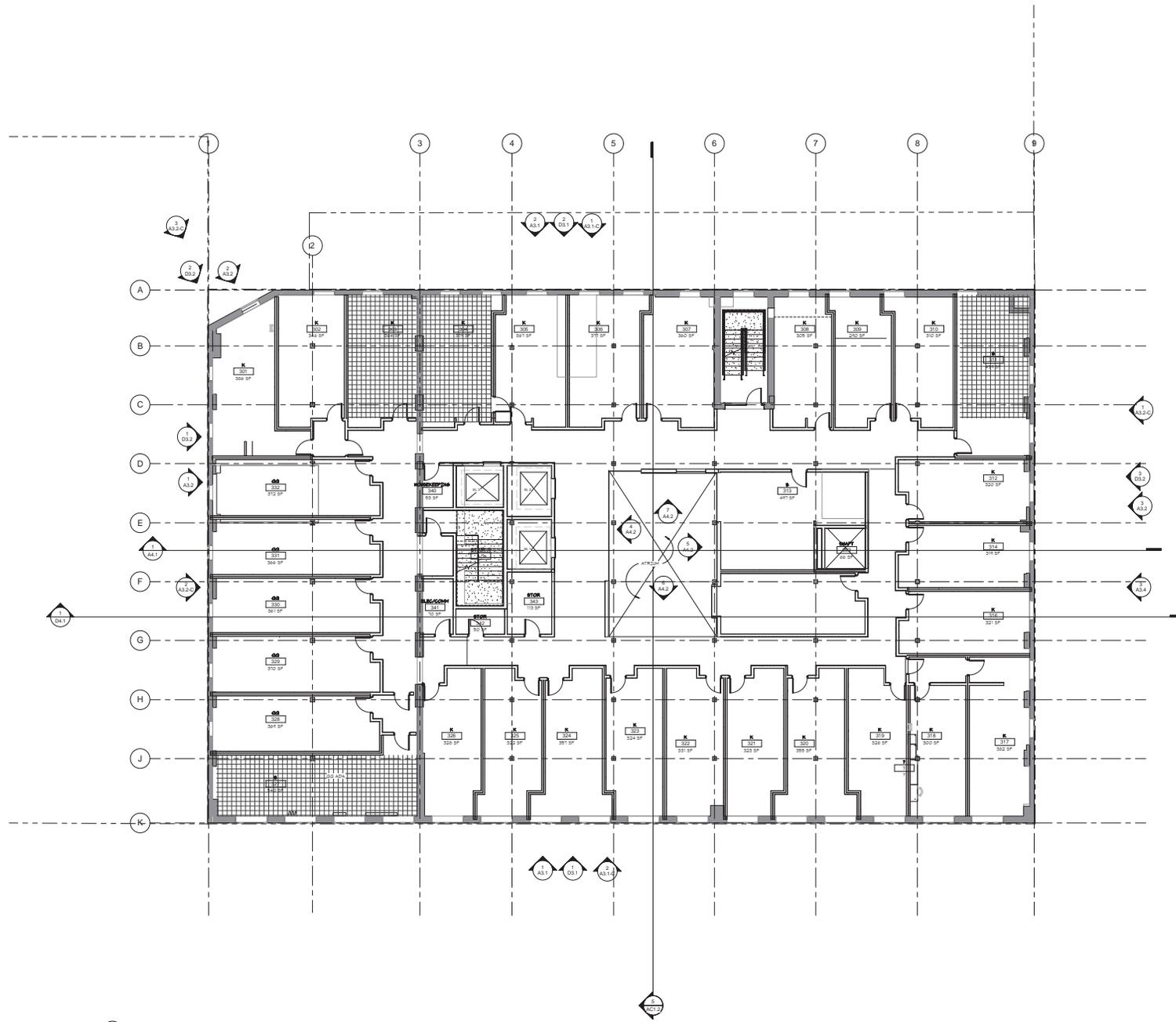
A1.2



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1 THIRD LEVEL REMODEL PLAN
A1.3 1/8" = 1'-0"

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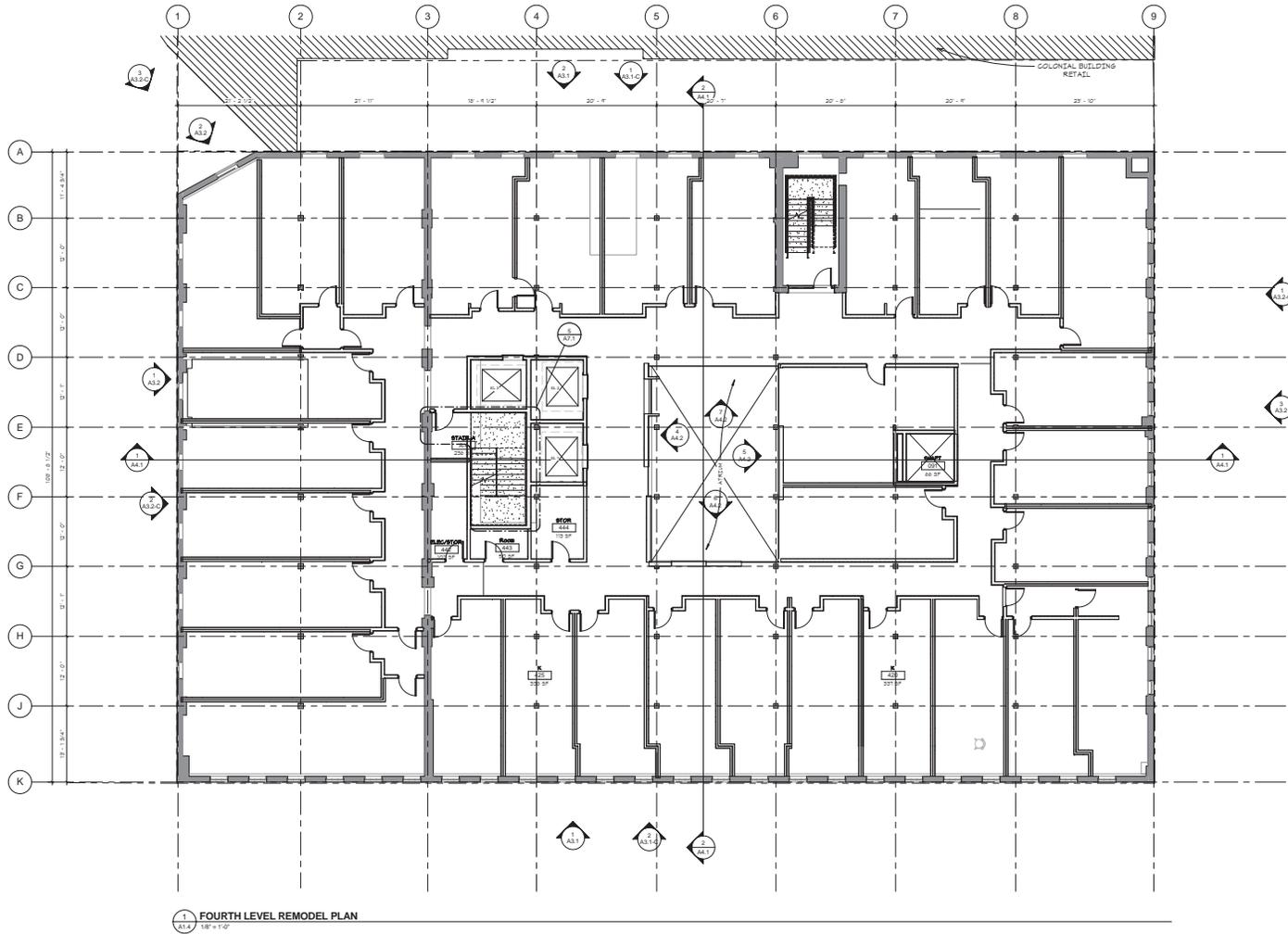
THIRD LEVEL REMODEL PLAN
A1.3



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ARCHITECT ENGINEER

KEY PLAN



THE JACKSON BUILDING

FOURTH LEVEL REMODEL
PLAN

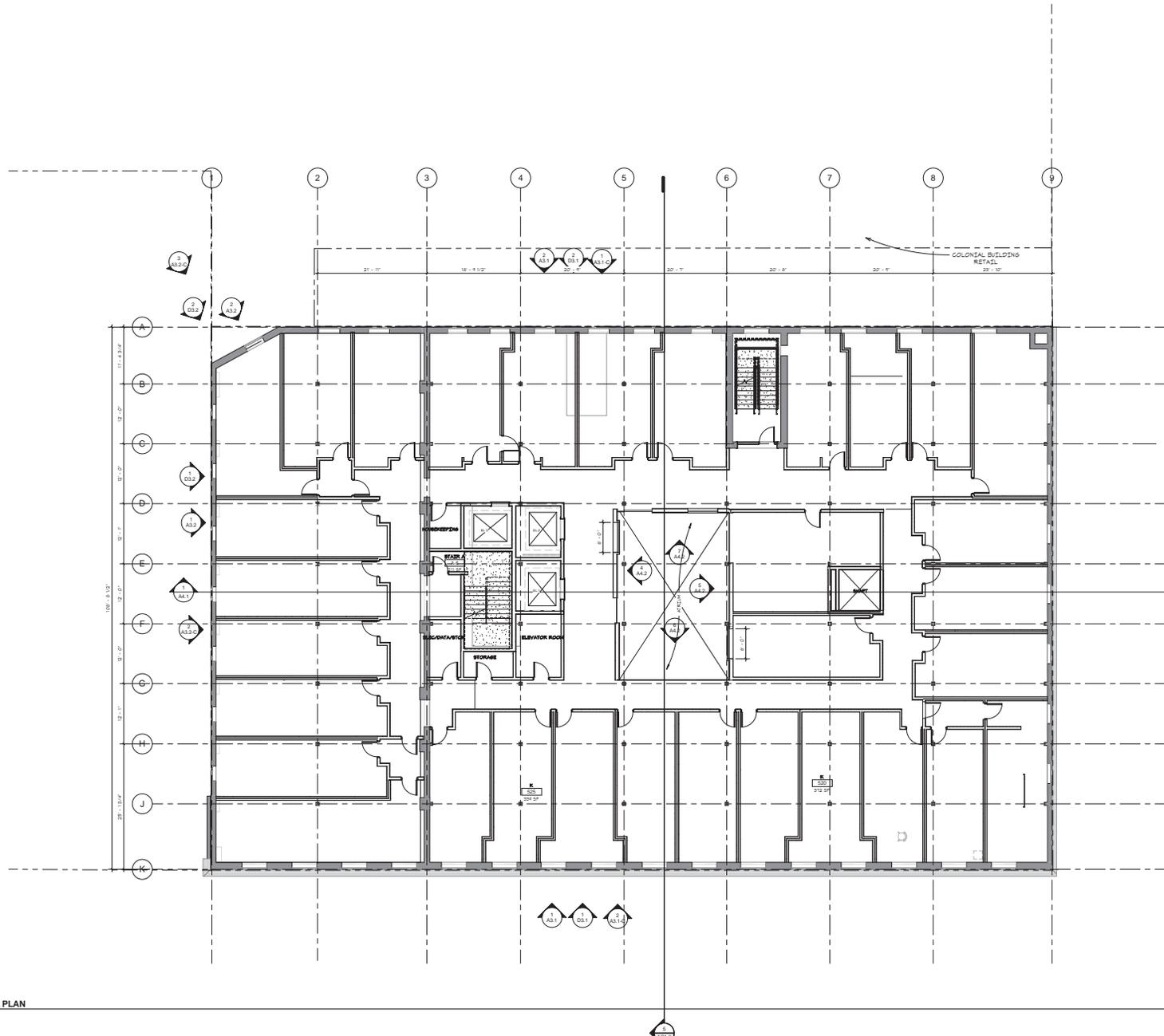
A1.4



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THE JACKSON BUILDING

FIFTH LEVEL REMODEL PLAN

A1.5

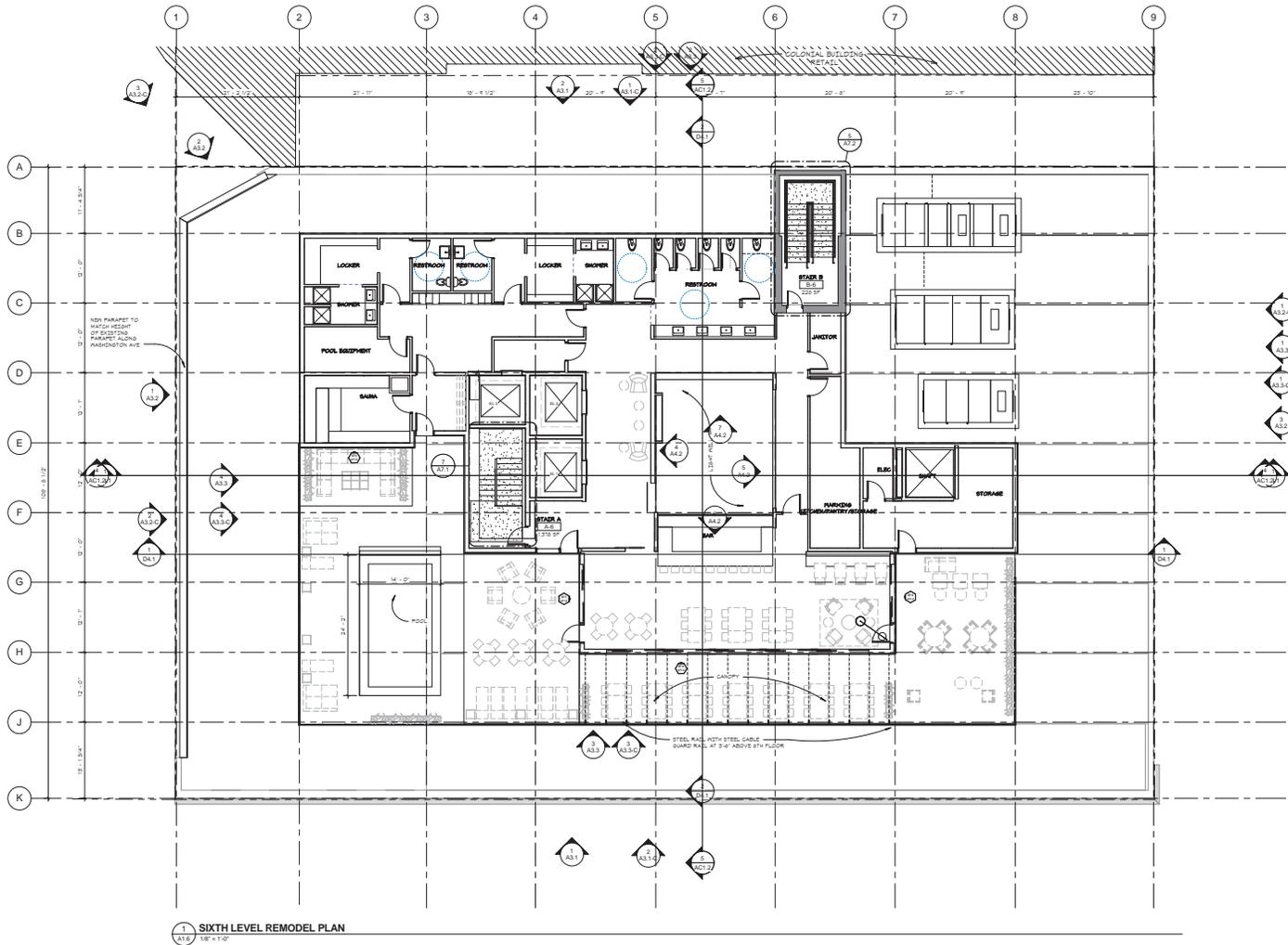
1 LEVEL FIVE REMODEL PLAN
A1.5 1/8" = 1'-0"



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1 SIXTH LEVEL REMODEL PLAN
A1.6 1/8" = 1'-0"

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SIXTH LEVEL REMODEL PLAN

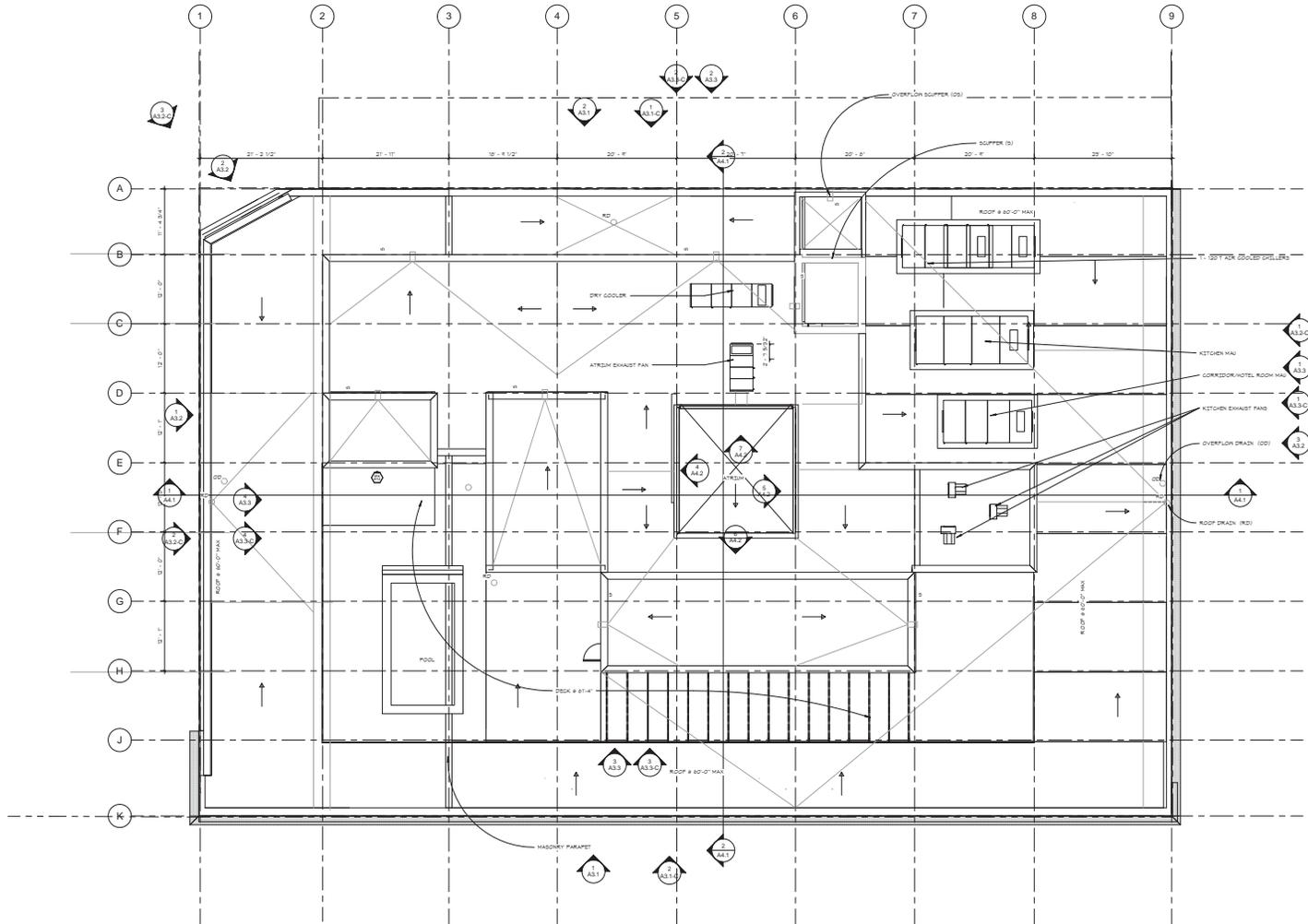
A1.6



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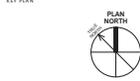
1 ROOF PLAN
A1.7 1B-11C

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ROOF LEVEL REMODEL PLAN
A1.7

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ALL WINDOWS AND STOREFRONTS ON EAST AND SOUTH FACADES TO BE RESTORED AND FRAMES PAINTED, U.N.O. NEW INTERIOR STORM WINDOWS TO BE ADDED.
ALL WINDOWS AND STOREFRONTS ON NORTH AND WEST FACADES TO BE REPLACED WITH FIXED ALUMINUM WINDOWS TO MATCH EXISTING WINDOW CONFIGURATIONS.



ALL OPENINGS - FRAME COLOR - CHARCOAL GRAY



1 NORTH ELEVATION - COLOR
1/8" = 1'-0"



2 SOUTH ELEVATION - COLOR
1/8" = 1'-0"

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12/01/2014

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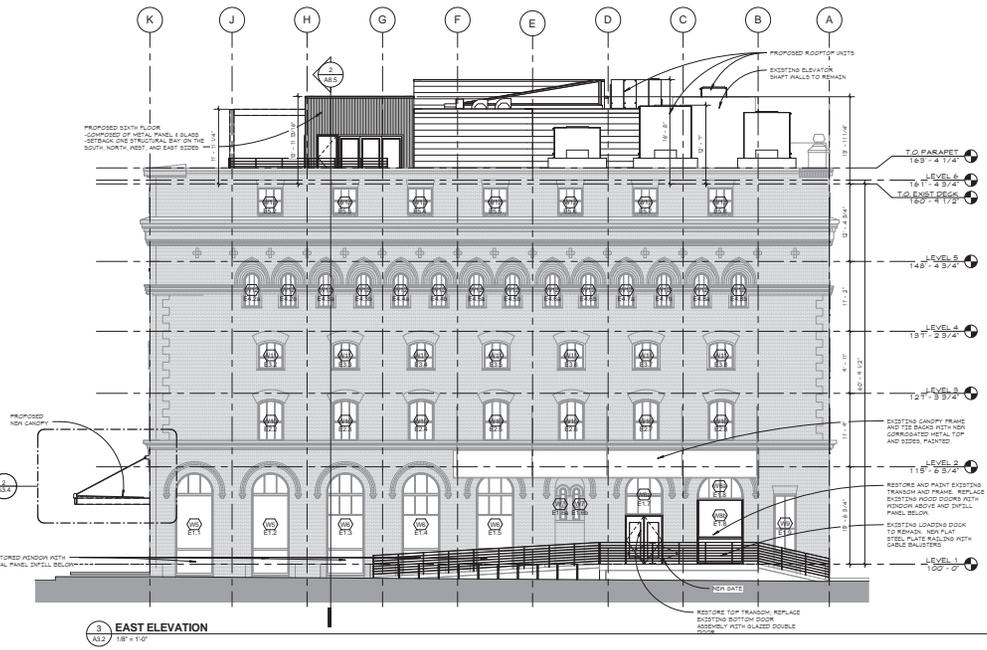
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KEY PLAN

THE JACKSON BUILDING

EXTERIOR ELEVATIONS - COLOR

A3.1-C



3 EAST ELEVATION
18' x 110'

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ALL WINDOWS AND STOREFRONTS ON NORTH AND WEST FACADES TO BE REPLACED WITH FIXED ALUMINUM WINDOWS TO MATCH EXISTING WINDOW CONFIGURATIONS.
SEE MASONRY REPORT FOR EXTENT OF MASONRY RESTORATION AND REPLACEMENT.

EXTERIOR MATERIAL KEYNOTES

8A	METAL PANEL ZINC COLOR #1
8B	VERTICAL WOOD SLAT RANGERSHED 1
10A	METAL CORNICE & CAP FLASHING ZINC COLOR
12A	METAL RAILING SYSTEM WITH STEEL CABLES
18	MECHANICAL SYSTEM
19	METAL TRUSS

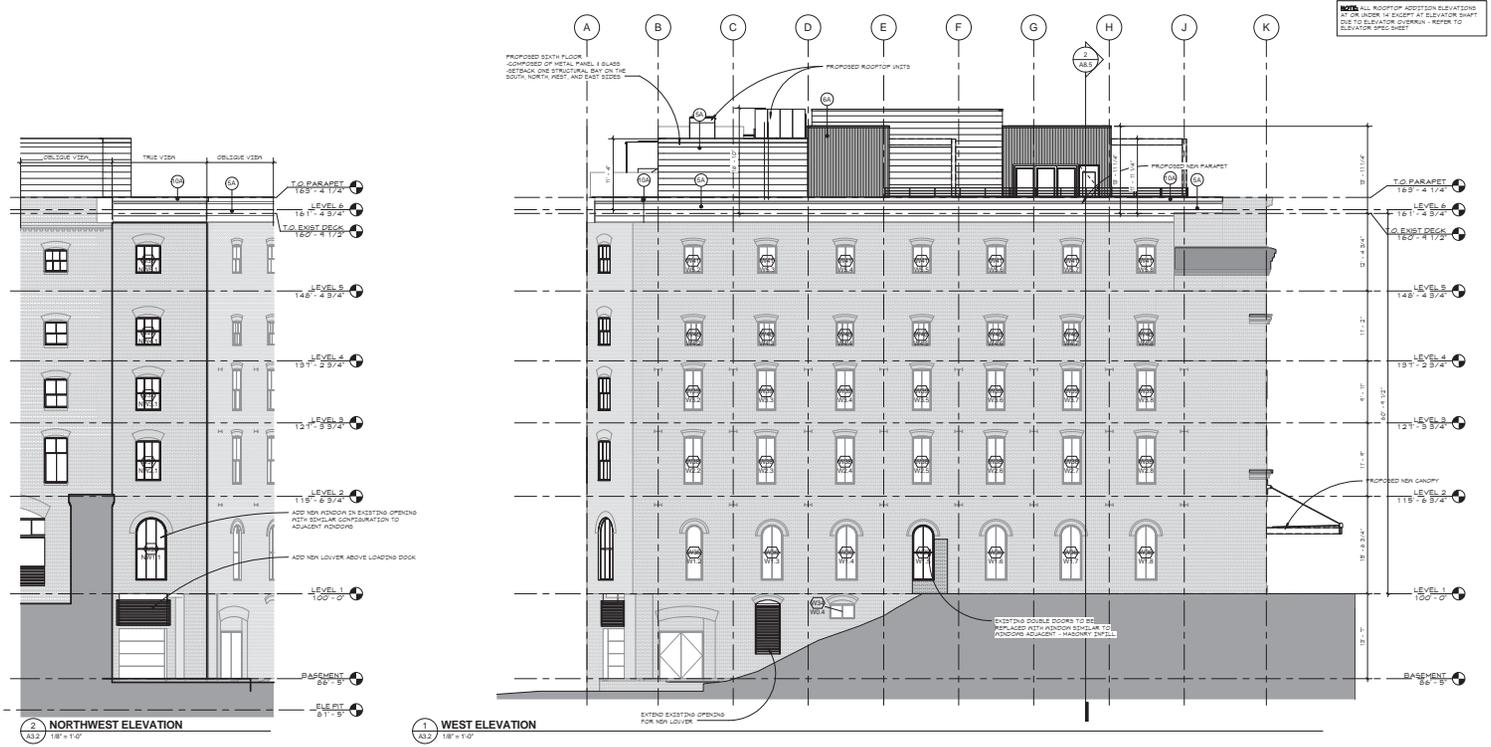
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1 WEST ELEVATION
18' x 110'

2 NORTHWEST ELEVATION
18' x 110'

NOTE: ALL ROOFTOP ADDITION ELEVATIONS AT OR UNDER 14 EXCEPT AT ELEVATOR SHAFT ONE TO ELEVATOR SHAFT TWO - REFER TO ELEVATOR SPEC SHEET

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ORIGINAL ISSUE: 08.25.14

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THE JACKSON BUILDING

EXTERIOR ELEVATIONS
A3.2



1 EAST ELEVATION - COLOR
1/8" = 1'-0"

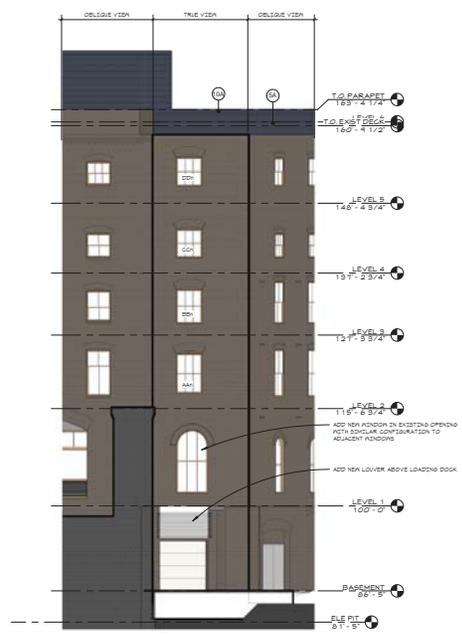
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3 NORTHWEST ELEVATION - COLOR
1/8" = 1'-0"



2 WEST ELEVATION - COLOR
1/8" = 1'-0"

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EXTERIOR ELEVATIONS
-COLOR
A3.2-C



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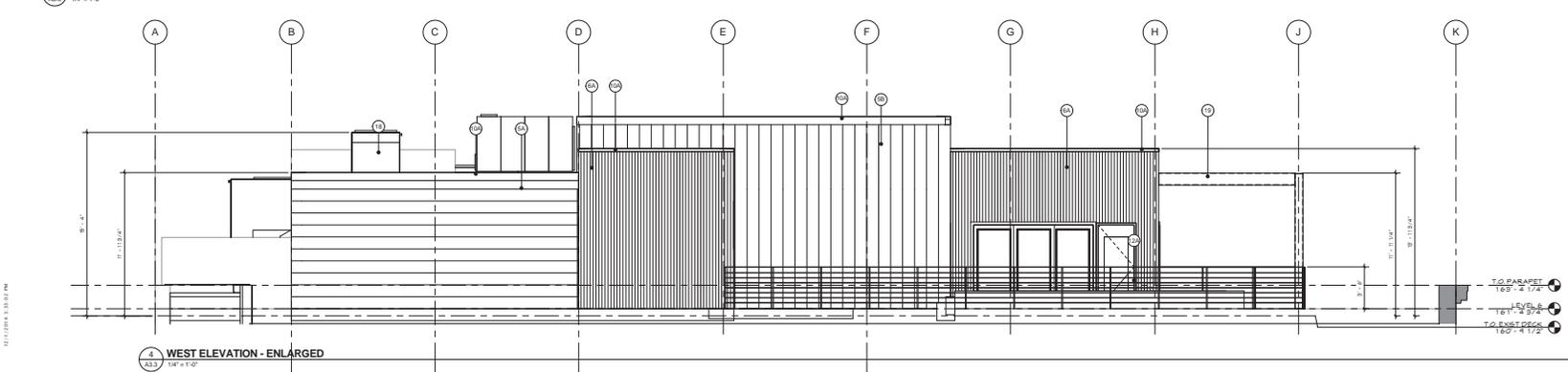
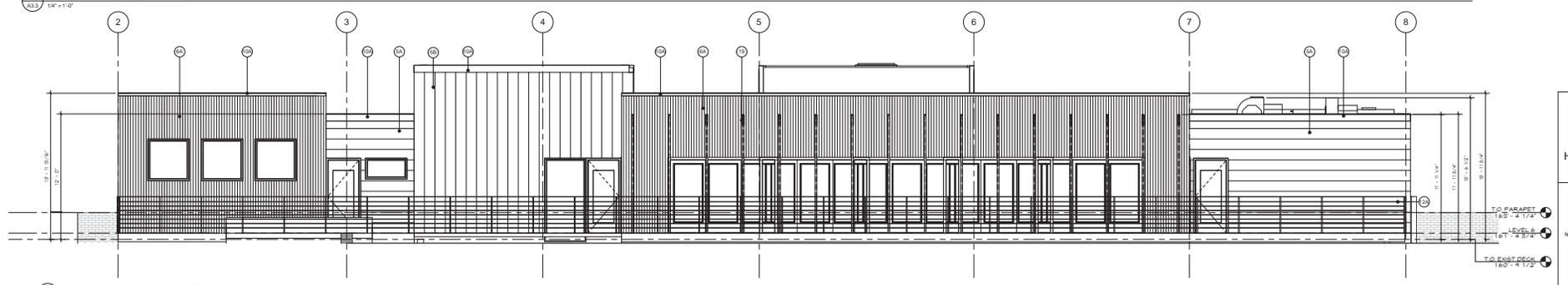
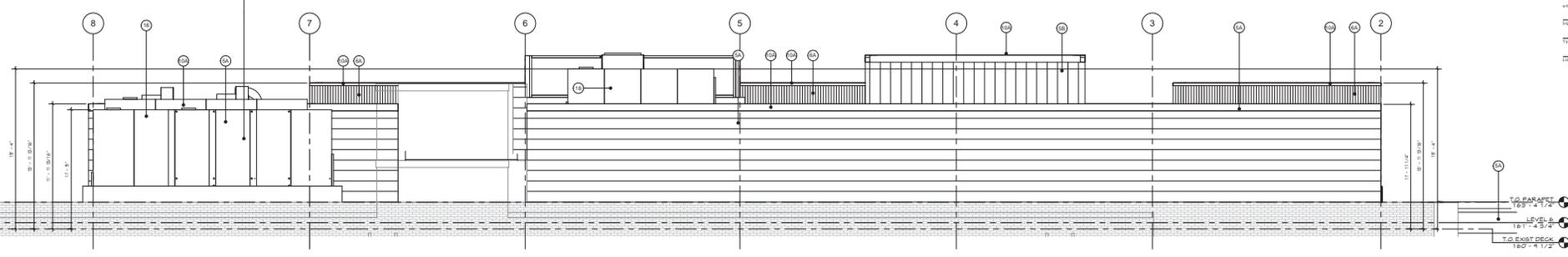
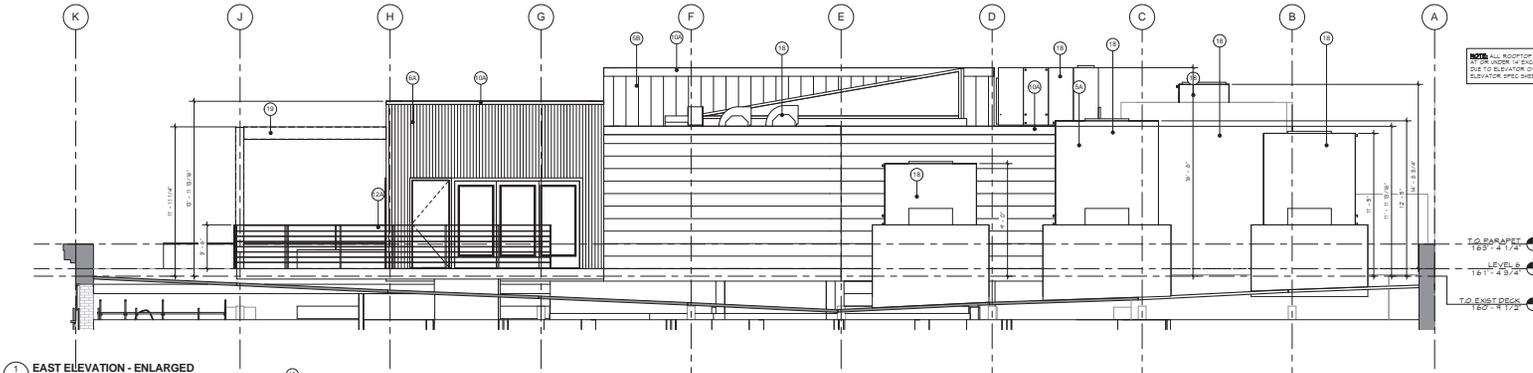
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NOTE: ALL ROOFTOP ADDITION ELEVATIONS SHALL BE SHOWN IN EIGHTH AT ELEVATOR SHAFTS TO ELEVATOR OVERHAUL - REFER TO ELEVATOR SPEC SHEET

EXTERIOR MATERIAL KEYNOTES

5A	METAL PANEL ZINC COLOR #1
5B	METAL PANEL ZINC COLOR #2
5A	VERTICAL WOOD SLAT BANSBERGEN 1
10A	METAL CORNICE & CAP FLASHING ZINC COLOR
12A	METAL RAILING SYSTEM WITH STEEL CABLES
18	MECHANICAL EQUIPMENT
19	METAL TRELLIS



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ENLARGED ELEVATIONS
A3.3



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5A METAL PANEL ZINC COLOR #1 CHARCOAL/ANTHRACITE



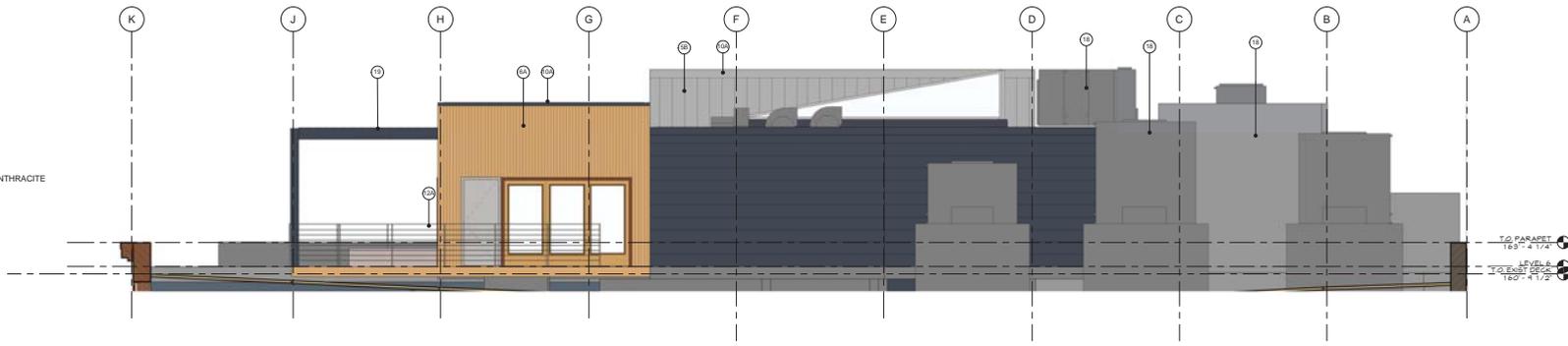
5B METAL PANEL ZINC COLOR #2 QUARTZ



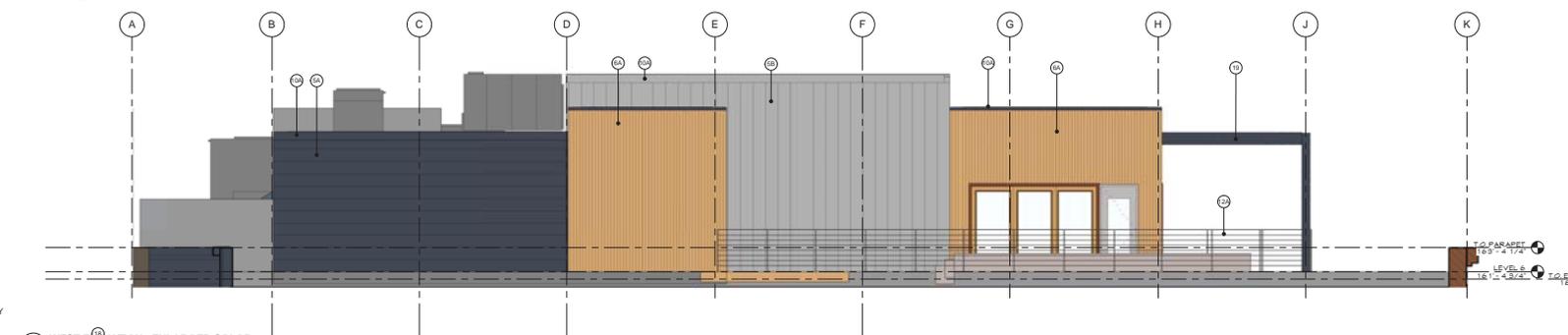
6A VERTICAL WOOD SLAT RAINSCREEN



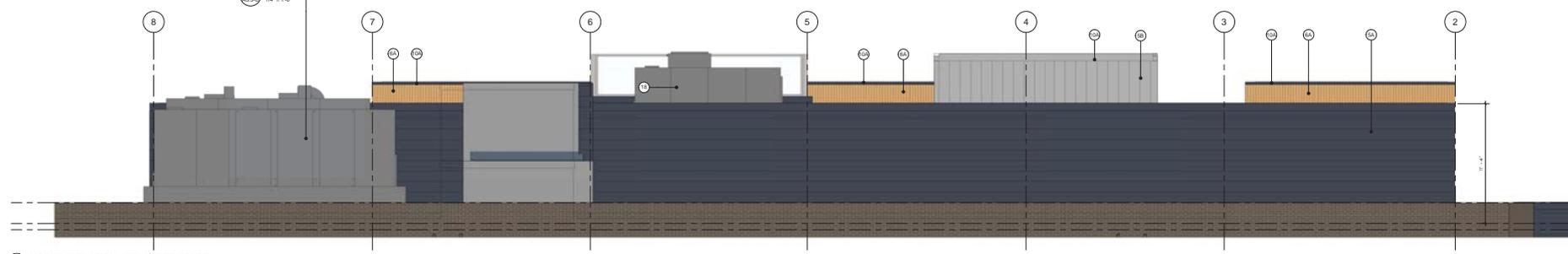
ALL OPENINGS - FRAME COLOR - CHARCOAL GRAY



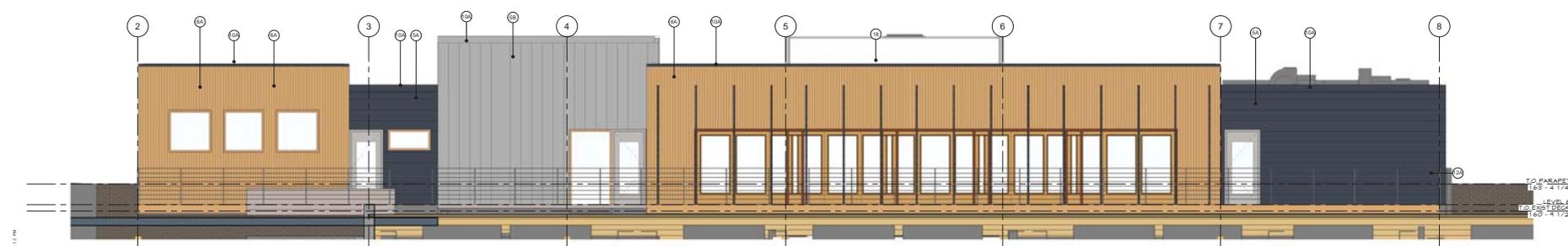
1 EAST ELEVATION - ENLARGED COLOR
1/8" = 1'-0"



4 WEST ELEVATION - ENLARGED COLOR
1/8" = 1'-0"



2 NORTH ELEVATION - ENLARGED COLOR
1/8" = 1'-0"



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

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1	TO PARAPET 169'-4 1/4"	
2	LEVEL 6 TO EXIST DECK 169'-4 1/2"	

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KEY PLAN

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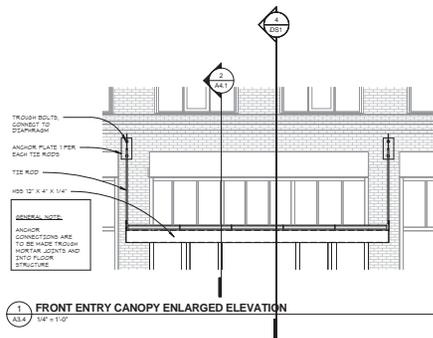
EXTERIOR ELEVATIONS
-COLOR
A3.3-C



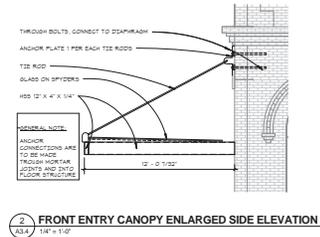
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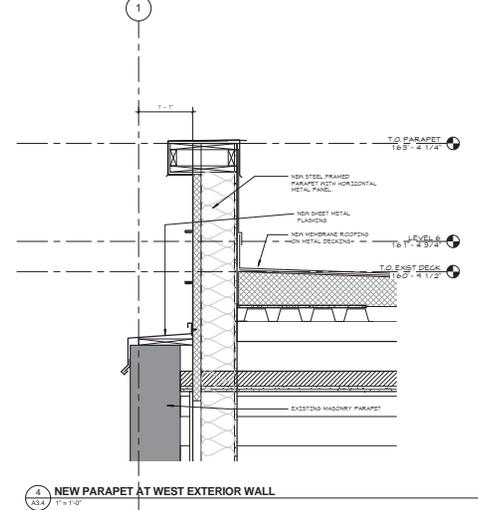
1 FRONT ENTRY CANOPY ENLARGED ELEVATION
A3.4 1/8" = 1'-0"



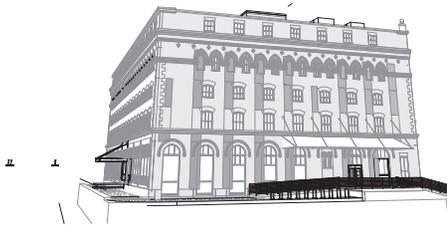
2 FRONT ENTRY CANOPY ENLARGED SIDE ELEVATION
A3.4 1/8" = 1'-0"



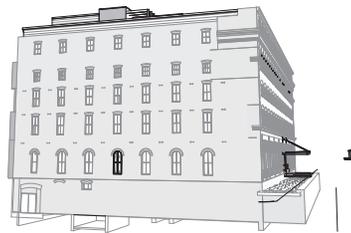
3 LOADING DOCK - ENLARGED EAST ELEVATION
A3.4 1/8" = 1'-0"



4 NEW PARAPET AT WEST EXTERIOR WALL
A3.4 1" = 1'-0"



7 STREET VIEW AT WASHINGTON AVE LOOKING WEST
A3.4



8 STREET VIEW AT WASHINGTON AVE LOOKING EAST
A3.4



9 STREET VIEW AT 3RD AVENUE LOOKING SOUTH
A3.4

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Author _____ Checker _____

DESIGNED BY _____ CHECKED BY _____

KEY PLAN

THE JACKSON BUILDING

ENLARGED 6th FL ELEVATIONS

A3.4



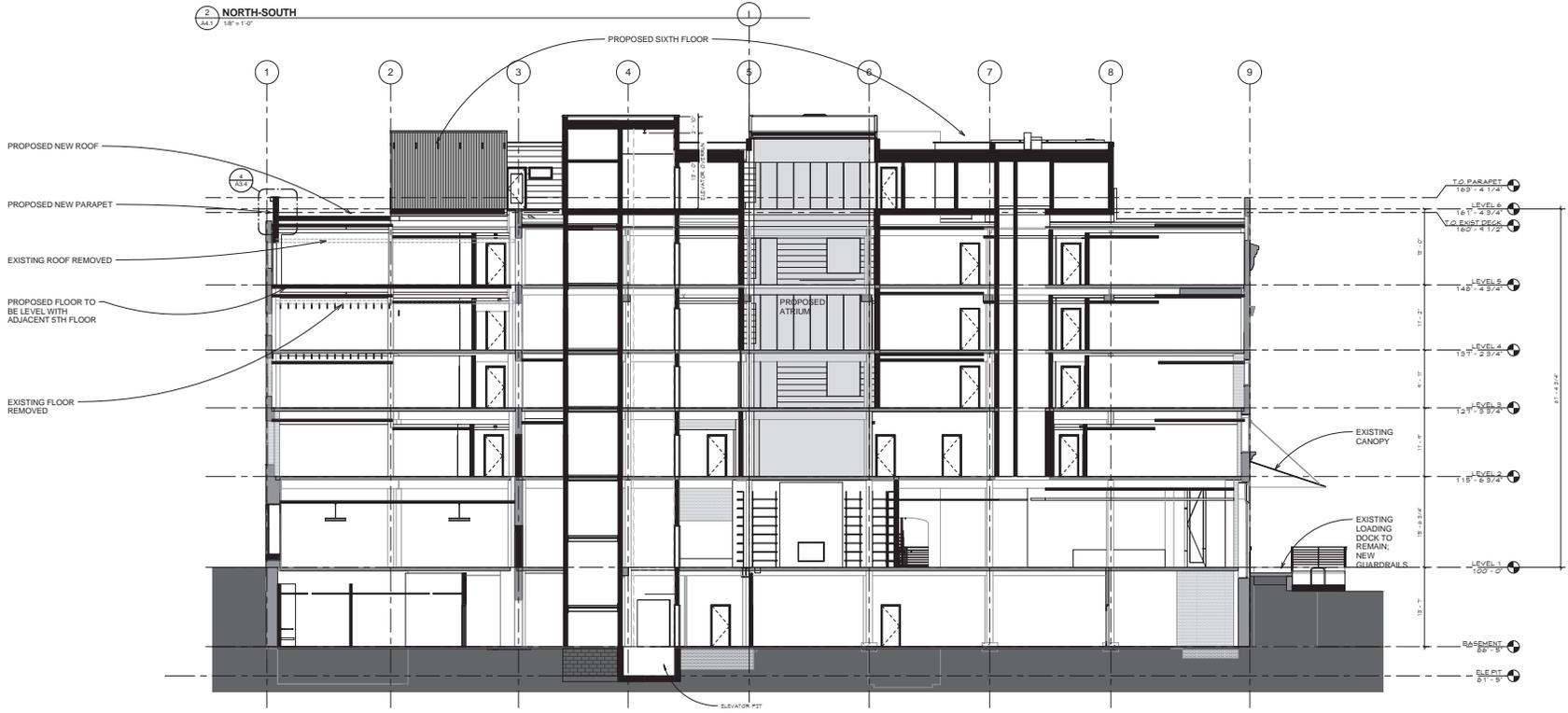
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500 WASHINGTON AVENUE SOUTH
MINNEAPOLIS, MINNESOTA 55415
P: 612.339.5508
F: 612.339.5822
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Signature _____
Type or Printed Name _____
Date _____



2 NORTH-SOUTH
1/4" = 1'-0"



1 EAST-WEST SECTION
1/4" = 1'-0"

HPC RESUBMITTAL
12/01/2014

ORIGINAL ISSUE

REVISIONS

No.	Description	Date

214319
PROJECT NUMBER

ESG
DRAWN BY

ESG
CHECKED BY

KEY PLAN

THE JACKSON BUILDING

BUILDING SECTIONS
A4.1



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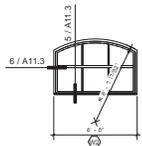
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Type or Printed Name _____
Project No. _____ Date _____

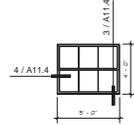
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WOOD FRAME

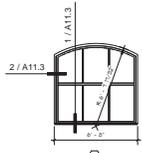
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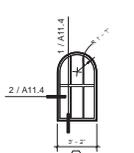
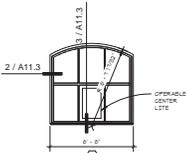
LEVEL 3



LEVEL 5

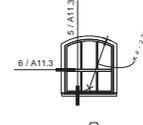


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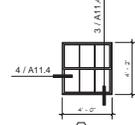


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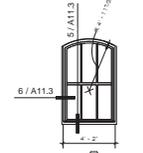
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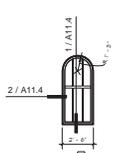
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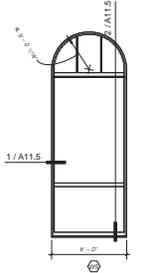
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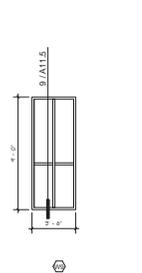
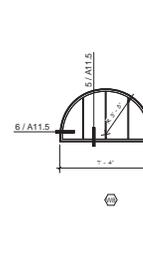
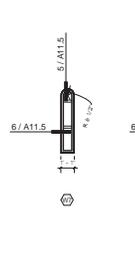
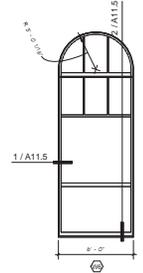
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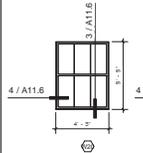
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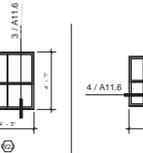
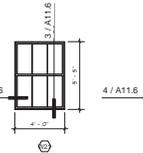
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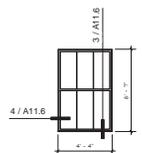
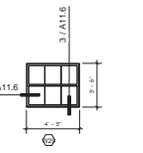
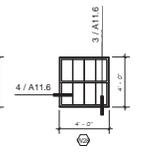
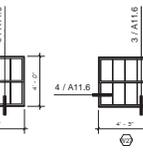
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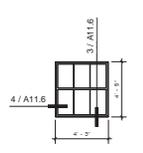
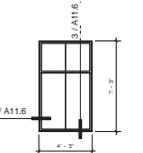
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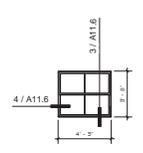
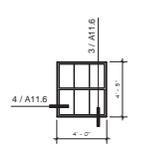
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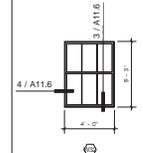
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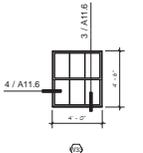
LEVEL 4



NORTHWEST



LEVEL 3



LEVEL 5

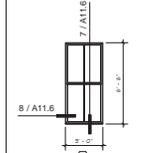


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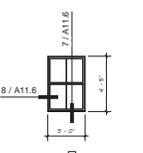


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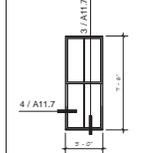
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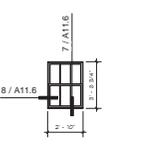
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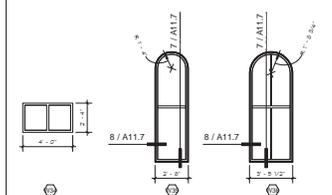
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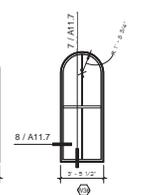
LEVEL 2



LEVEL 4



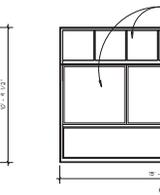
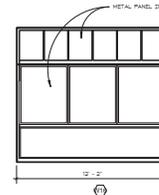
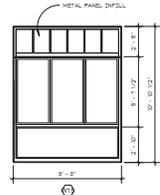
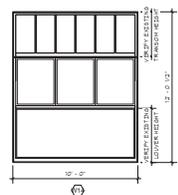
LEVEL 2



LEVEL 2

ALUMINUM FRAME

LEVEL 1



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

HPC RESUBMITTAL
12/01/2014

ORIGINAL ISSUE: 11/25/14

REVISIONS

No.	Description	Date

214319
PROJECT NUMBER

Author _____ Checker _____

DESIGNED BY _____ CHECKED BY _____

KEY PLAN

THE JACKSON BUILDING

EXISTING WINDOW LEGEND

A11.2b



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Architect

Typed or Printed Name

Date

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12/01/2014

ORIGINAL ISSUE: 08.29.14

REVISIONS

No.	Description	Date

214319

PROJECT NUMBER

ESG ESG

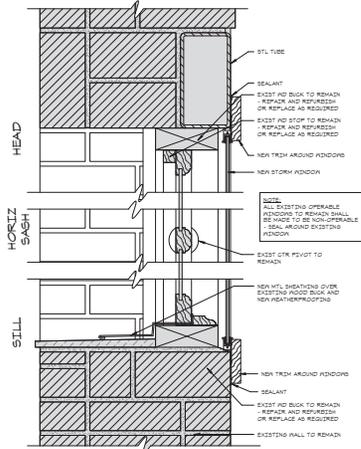
DATE PREPARED CHECKED BY

KEY PLAN

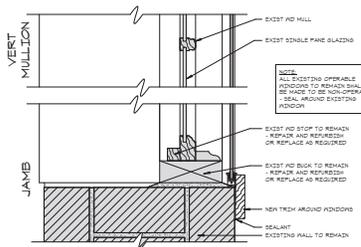
THE JACKSON BUILDING

WINDOW AND STOREFRONT
TYPES AND DETAILS

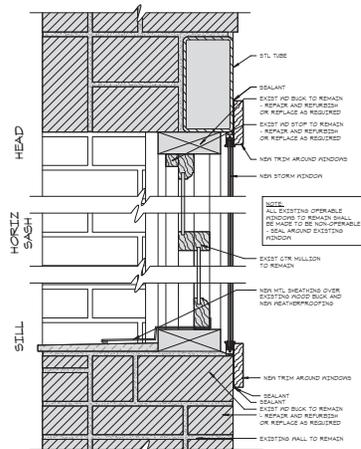
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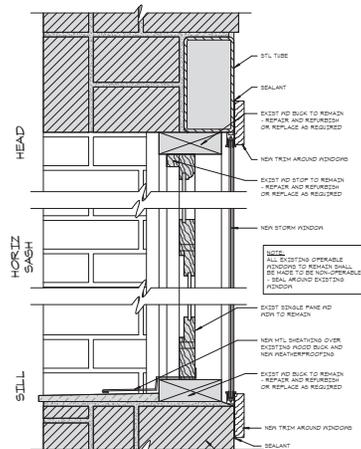
1 HEAD & SILL - WDW TYPE W2, W10, W11
3'-1 1/2"



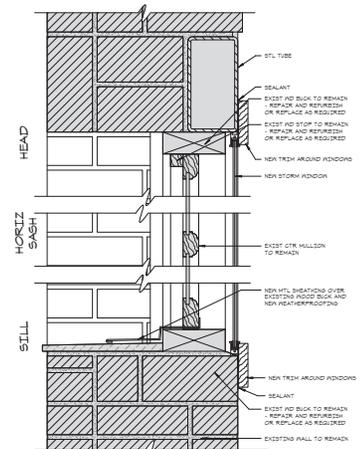
2 JAMB & MULLION - WDW TYPES W2, W10, W11
3'-1 1/2"



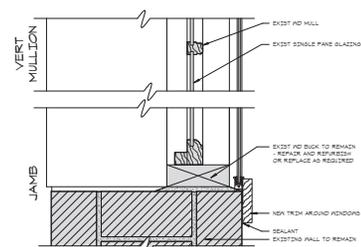
3 HEAD & SILL - WDW TYPE W1 - DOUBLE HUNG
3'-1 1/2"



4 HEAD & SILL - WDW TYPE W1 - CENTER LIGHT OPERABLE
3'-1 1/2"



5 HEAD & SILL - WDW TYPE W1 - FIXED (TYP)
3'-1 1/2"



6 JAMB & MULLION, WDW W1 (TYP)
3'-1 1/2"



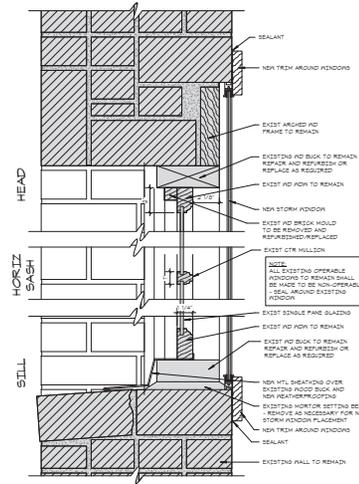
elias swenson graham architects
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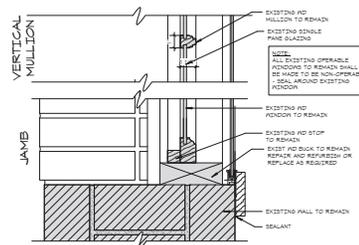
DATE: _____

TYPE OR PRINTED NAME: _____

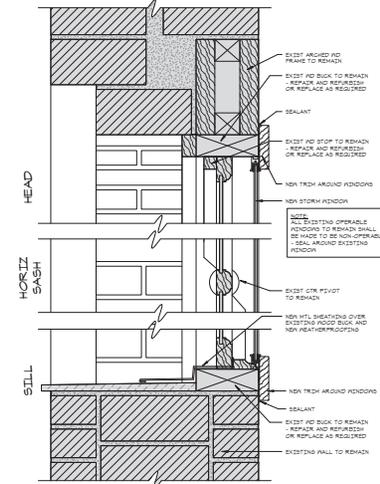
EXETER, MINN.: _____



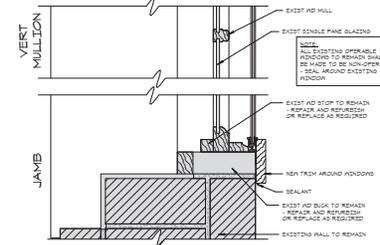
3
A11.4
HEAD & SILL - WDW TYPES W4, W13
3" x 1'-0"



4
A11.4
JAMB & MULLION - WDW TYPES W4, W13
3" x 1'-0"



1
A11.4
HEAD & SILL - WDW TYPES W3, W12
3" x 1'-0"



2
A11.4
JAMB & MULLION - WDW TYPES W3, W12
3" x 1'-0"

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12/01/2014

ORIGINAL ISSUE:		
REVISIONS		
No.	Description	Date

214319
PROJECT NUMBER
ESG ESG
DRAWN BY CHECKED BY
KEY PLAN

THE JACKSON BUILDING

WINDOW AND STOREFRONT
TYPES AND DETAILS
A11.4

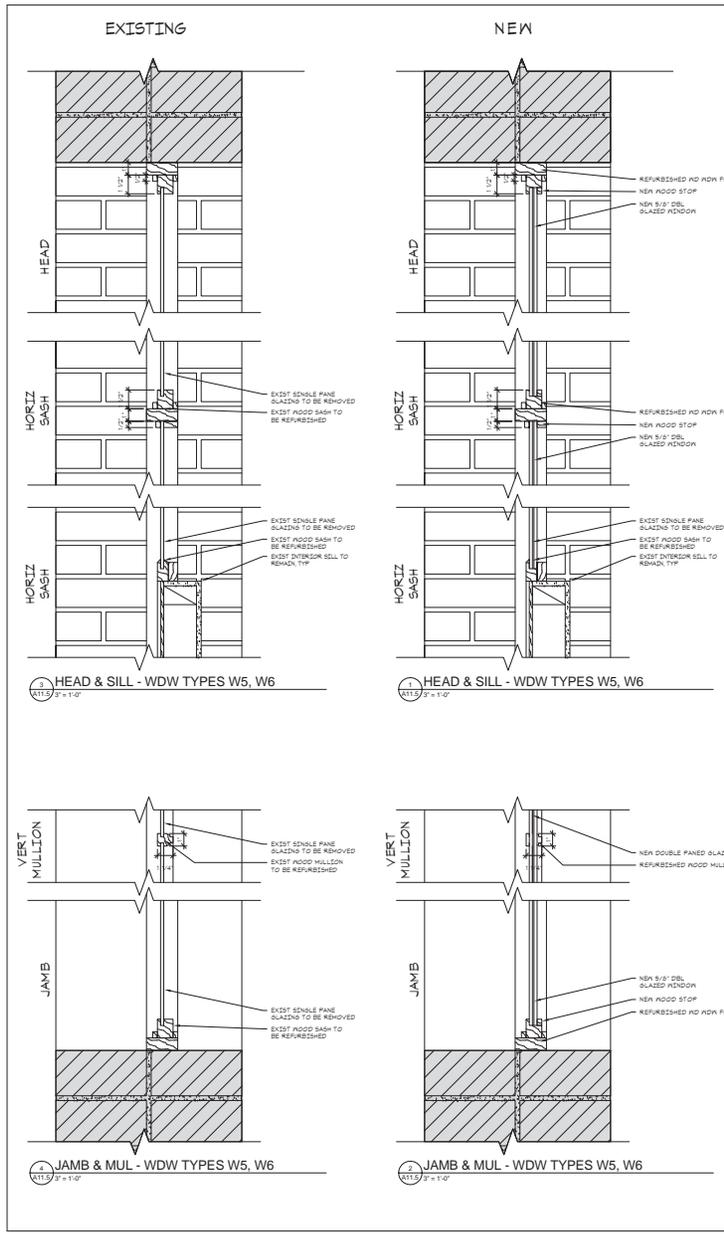
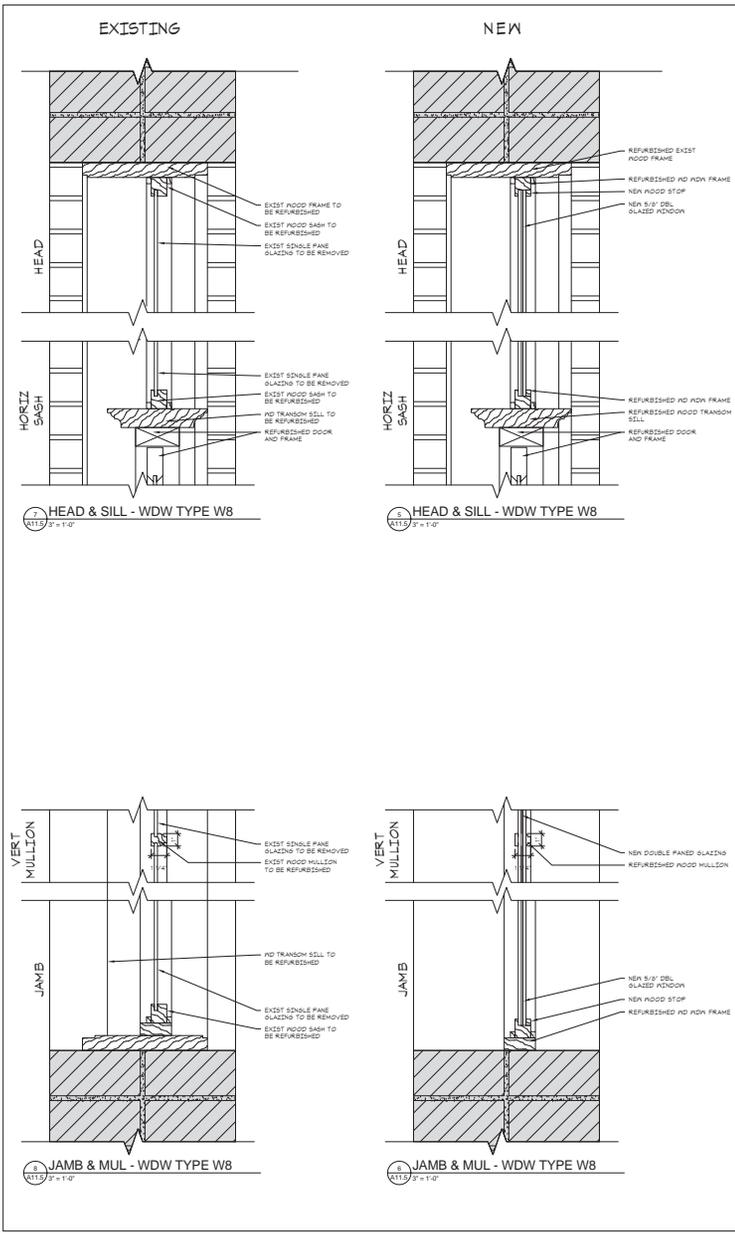
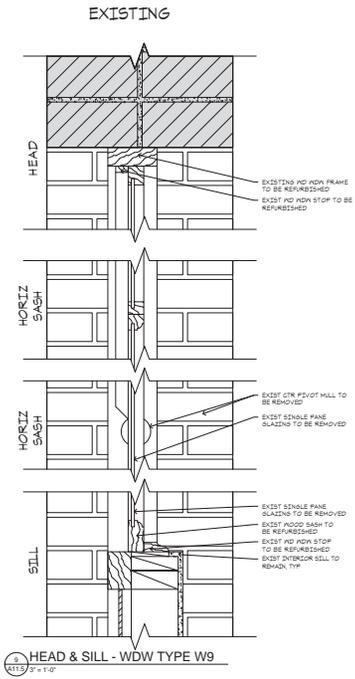


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F. 6 1 2 . 3 3 9 . 5 3 8 2
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12/01/2014

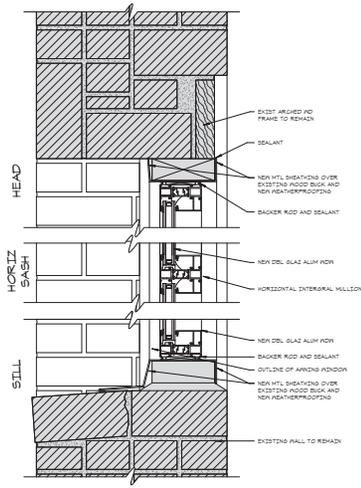
ORIGINAL ISSUE: 08.29.14

REVISIONS		
No.	Description	Date

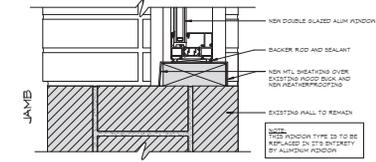
214319
PROJECT NUMBER
ESG ESC
DRAWN BY CHECKED BY
KEY PLAN

THE JACKSON BUILDING

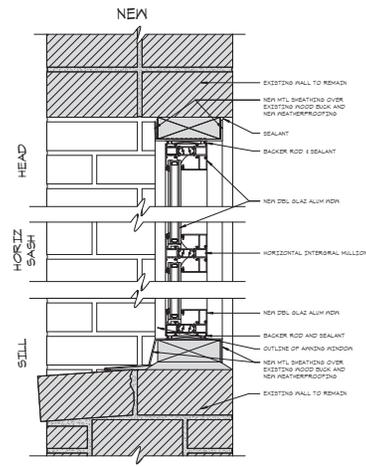
WINDOW AND STOREFRONT
TYPES AND DETAILS
A11.5



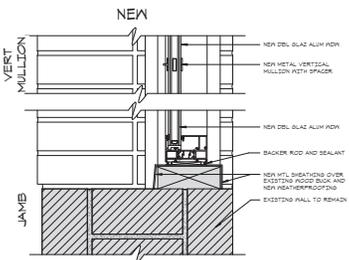
7 HEAD & SILL - WDW TYPES W39-W41
3/8" = 1'-0"



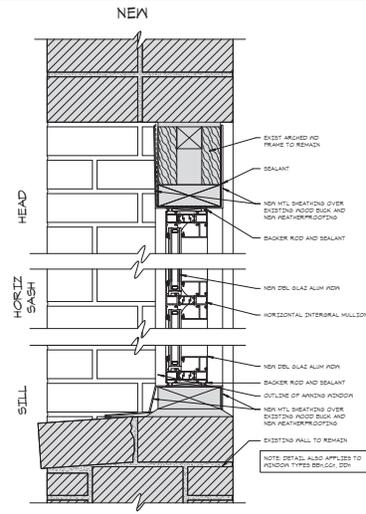
8 JAMB - WDW TYPES W39-W41
3/8" = 1'-0"



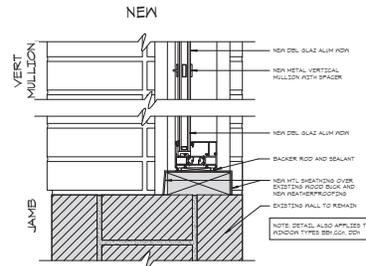
5 HEAD & SILL - WDW TYPE W31
3/8" = 1'-0"



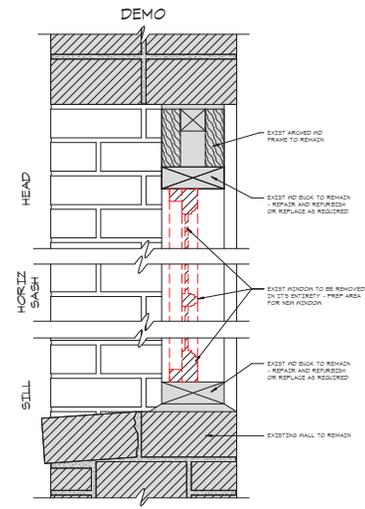
6 JAMB & MULLION - WDW TYPE W31
3/8" = 1'-0"



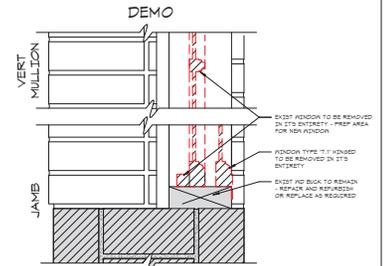
3 HEAD & SILL - WDW TYPE W18-W30, W32, W33
3/8" = 1'-0"



4 JAMB & MULLION, WDW TYPE W18-W29, W32, W33
3/8" = 1'-0"



1 HEAD & SILL - WDW TYPE W19-W31, W33
3/8" = 1'-0"



2 JAMB & MULLION - WDW TYPE W19-W29
3/8" = 1'-0"





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DATE: _____

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12/01/2014

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REVISIONS

No.	Description	Date

214319

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ESG ESG

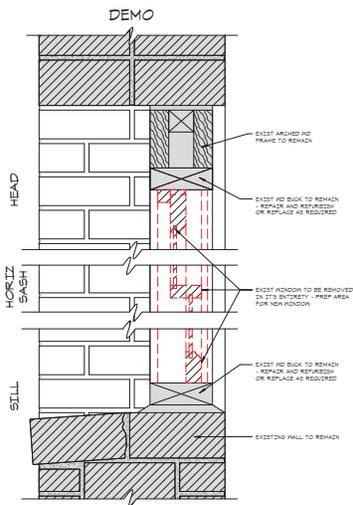
DESIGNED BY CHECKED BY

KEY PLAN

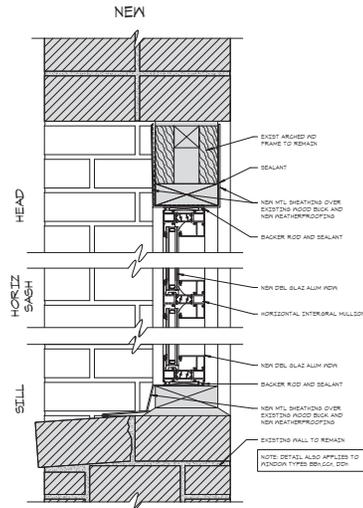
THE JACKSON BUILDING

WINDOW AND STOREFRONT
TYPES AND DETAILS

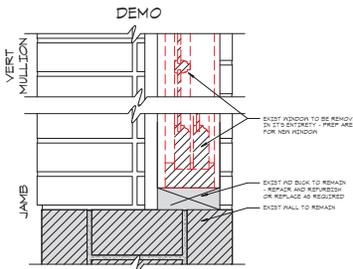
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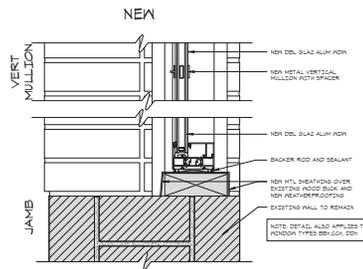
1 HEAD & SILL - DEMO - WDW TYPE W38
A11.7 3'-1 1/2"



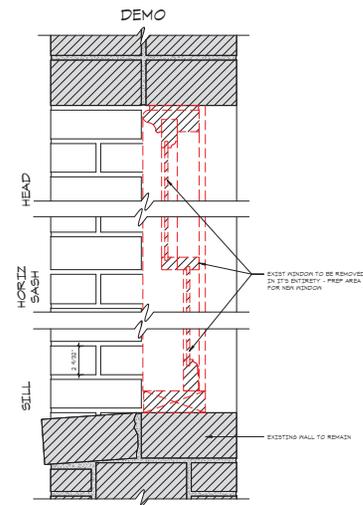
3 HEAD & SILL - NEW - WDW TYPE W38
A11.7 3'-1 1/2"



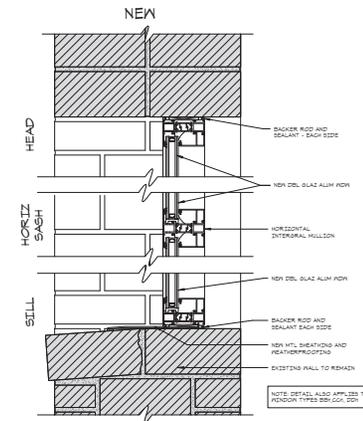
2 JAMB & MULLION - DEMO - WDW TYPE W38
A11.7 3'-1 1/2"



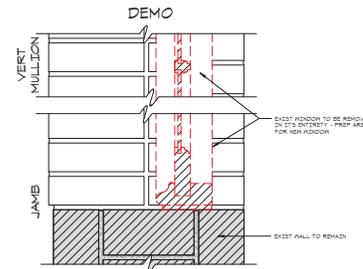
4 JAMB & MULLION - NEW - WDW TYPE W38
A11.7 3'-1 1/2"



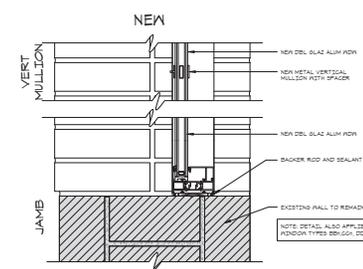
5 HEAD & SILL - DEMO - WDW TYPES W35, W36
A11.7 3'-1 1/2"



7 HEAD & SILL - NEW - WDW TYPES W35, W36
A11.7 3'-1 1/2"



6 JAMB & MULLION - DEMO - WDW TYPES W35, W36
A11.7 3'-1 1/2"



8 JAMB & MULLION - NEW - WDW TYPES W35, W36
A11.7 3'-1 1/2"

30 OCTOBER 2014

JACKSON BUILDING
CERTIFICATE OF APPROPRIATENESS APPLICATION
PROPOSED SIXTH FLOOR VISIBILITY STUDY

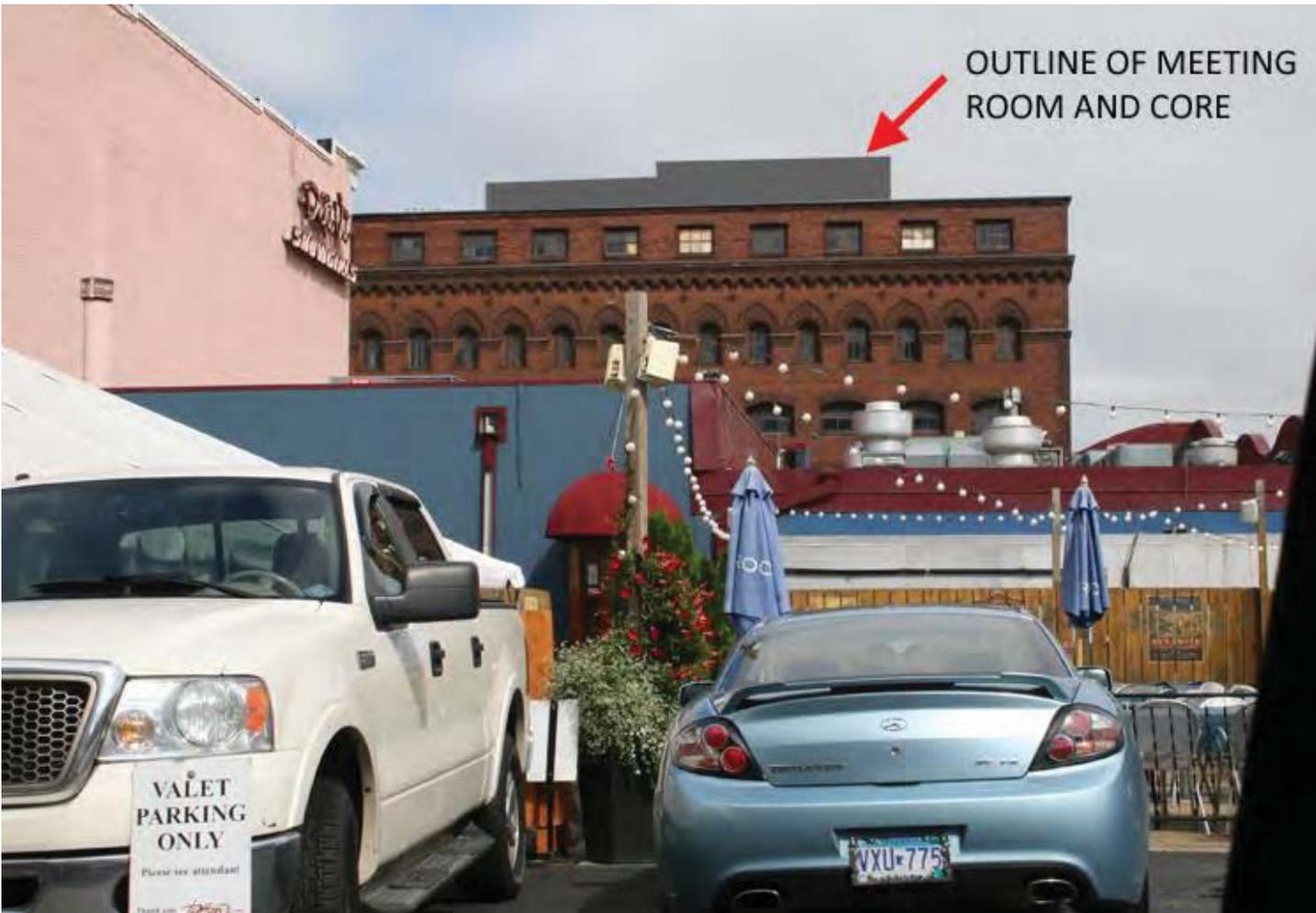


SOUTHEAST VIEW FROM 3RD AVE NORTH AND WASHINGTON AVENUE NORTH



OUTLINE OF MEETING ROOM
AND SERVICE AREA

SOUTH VIEW ALONG 3RD AVENUE NORTH LOOKING NORTHWEST



VIEW OF SOUTH ELEVATION



VIEW FROM 2ND STREET NORTH LOOKING AT 3RD AVENUE NORTH ELEVATION



VIEW OF NORTHWEST CORNER FROM 2ND STREET NORTH BRIDGE OVER RAIL CORRIDOR



OUTLINE OF NEW PARAPET

OUTLINE OF BAR AREA

VIEW OF WEST ELEVATION FROM WASHINGTON AVENUE NORTH LOOKING EAST

OUTLINE OF NEW PARAPET



VIEW OF WEST ELEVATION

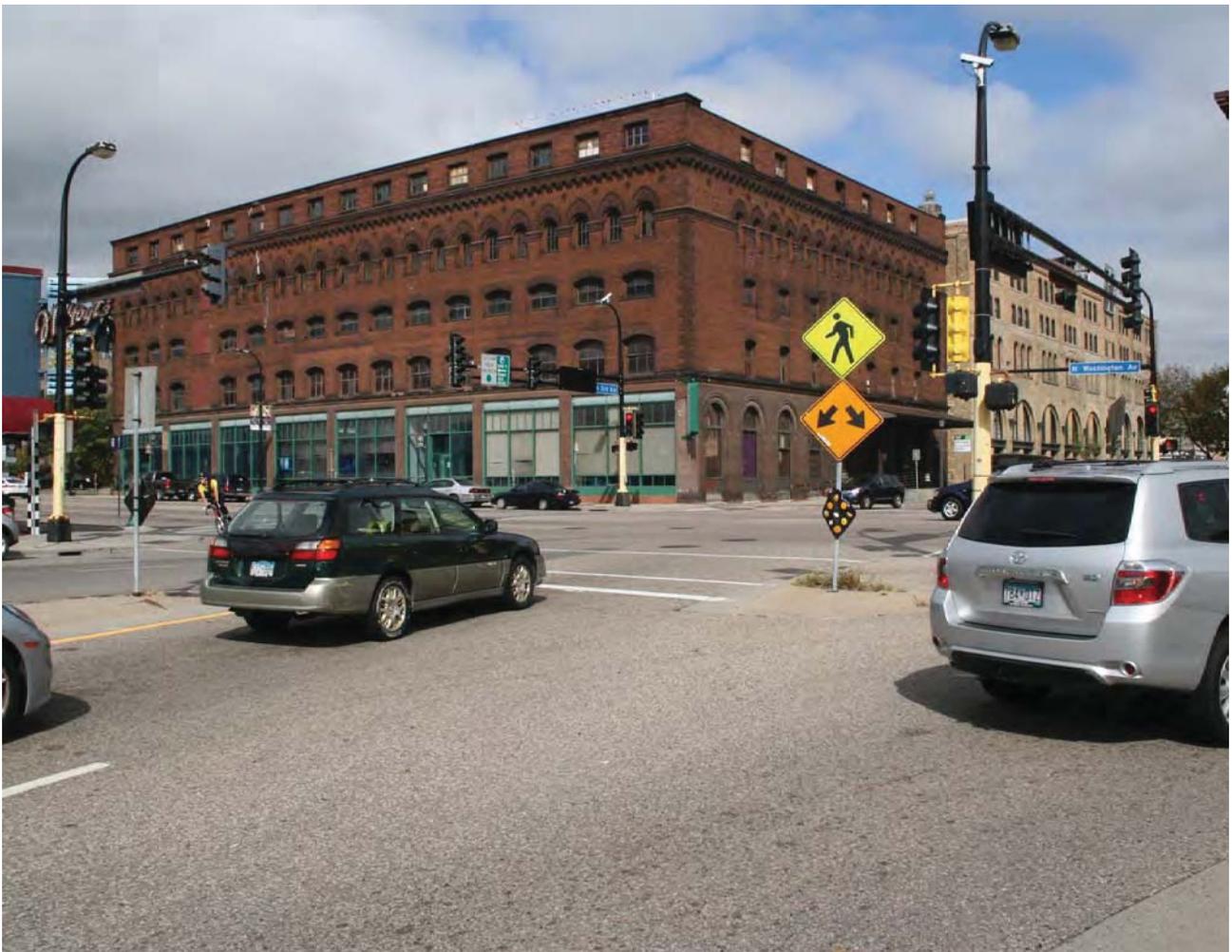




















7701 East River Road Fridley, MN 55432 763-502-1400 FAX 763-502-1300 www.americanmasonry.net

December 1, 2014

Alex Haecker
AWH Architects
5325 Colfax Avenue South
Minneapolis, MN 55419

Re: Jackson Building Exterior Review Drawings

Dear Alex,

Thank you for contacting American Masonry Restoration Corporation in regard to the exterior repairs at the Jackson Building in Minneapolis. After reviewing the buildings exterior with you we have marked a set of building conditions on the existing drawings noting the conditions observed. A description of these repairs has been listed on the following page for further clarification of the work recommended at this time. Please note review and approval by the engineer of record will be needed along with exploratory work to verify our observations.

Additional brick and mortar testing is recommended prior to proceeding to the sample process. Brick removal at samples locations is recommended for both the brick matching process and exploratory for the existing cracks at the exterior walls.

We would also like to meet on site with you, the engineer and owner to further review the scope of work and to begin the process of developing design documents for the project. We appreciate the opportunity to meet with you at your earliest convenience.

Sincerely,

American Masonry Restoration


Dustin R. Sly

**Exterior Building
Maintenance & Repair**

Tuckpointing

Caulking

Brick/Stone Repair

Thru Wall Flashing

Exterior Painting

Chemical Cleaning



7701 East River Road Fridley, MN 55432 763-502-1400 FAX 763-502-1300 www.americanmasonry.net

Exterior Masonry Repair Scope Jackson Building:

1. Running Crack Repair: This work item includes the removal and replacement of new brick to match the existing as closely as possible. New brick may require custom replication for the size and color. Multiple Wythe's of brick including full Wythe replacement may be necessary at some of these locations. See drawings for estimated areas of rebuilding.
2. Missing/Damaged Stone Sills: The repairs include the replacement of sections and the use of Dutchman patches as necessary to replicate the existing damaged piece of sill. A similar material in color and composition should be used for this repair. Samples will require approval prior to replication.
3. Tar Staining: Cleaning including the use of chemical cleaners will be needed to remove the tar at the front face of the building. Some shadow or staining will likely be left in place at the face of the brick.
4. Paint: The existing areas highlighted will be cleaned to remove as much paint as possible using methods acceptable by sample installation and HPC approval.
5. Multi Wythe Brick Repair: This includes the removal and rebuilding of the exterior and interior common walls as needed to correct the structural deficiencies that are present at the exterior of the building. This includes the temporary shoring of the wall as needed and the removals and rebuilding in phases as needed to preserve as much of the original façade as possible. The engineer and Architect will need to provide ongoing recommendations as this work is completed.
6. General Cleaning: This includes cleaning with water and a mild detergent and the possible use of low-pressure spray (less than 600 PSI starting at 100 PSI to increase as needed for results).
7. Repointing of Brick: This includes the removal of the existing mortar at all cracked and worn surfaces at the exterior of the building. Full repointing of the brick surfaces is recommended at this time due to the water staining at the interior of the building along with the wear observed at the exterior of the building.

American Masonry Restoration
Dustin R. Sly

Exterior Building Maintenance & Repair

Tuckpointing

Caulking

Brick/Stone Repair

Thru Wall Flashing

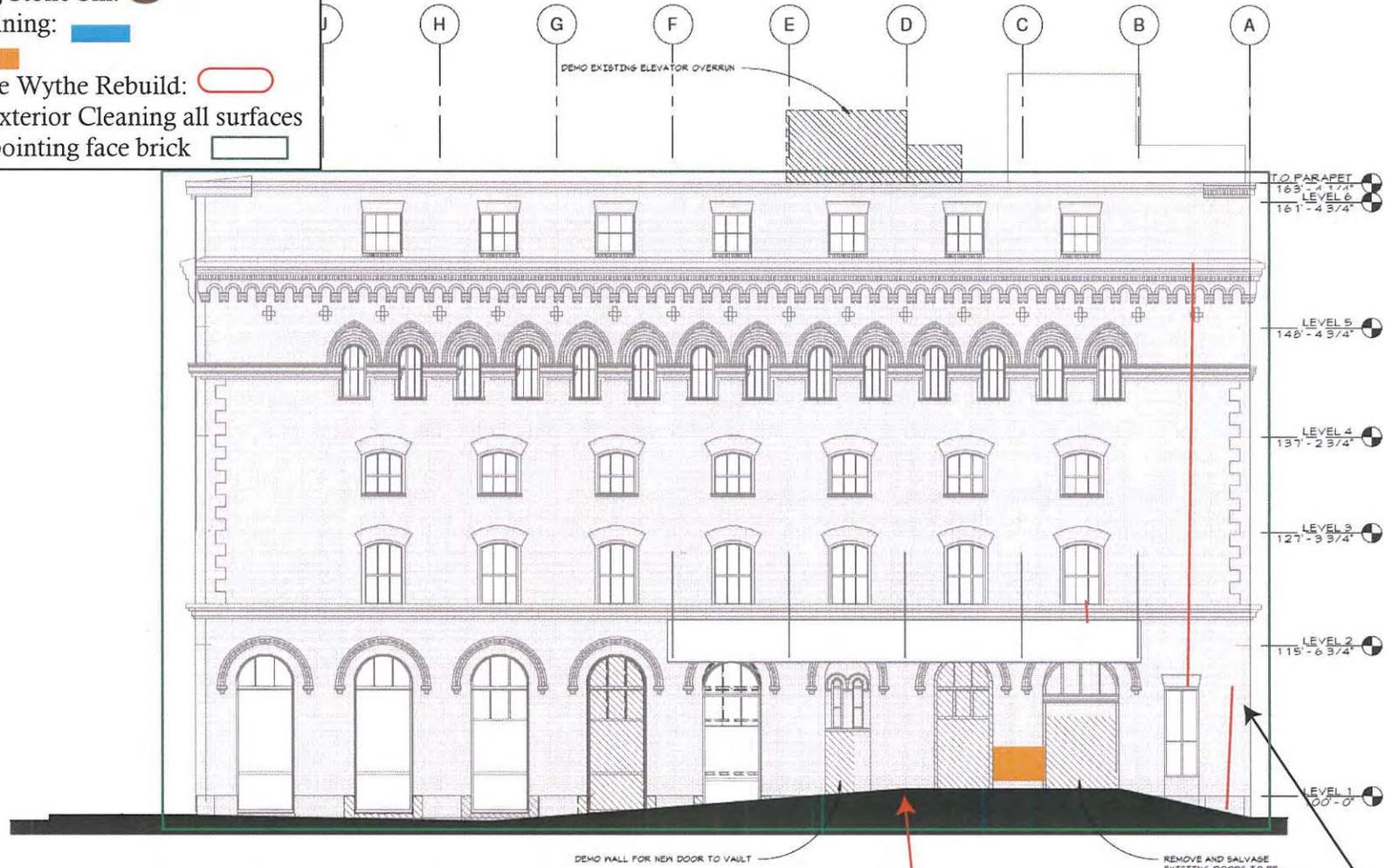
Exterior Painting

Chemical Cleaning

Exterior Repairs

Key

- 1. Running Crack: —
- 2. Missing Stone Sill:
- 3. Tar Staining:
- 4. Paint:
- 5. Multiple Wythe Rebuild:
- 6. Light Exterior Cleaning all surfaces
- 7. Full repointing face brick

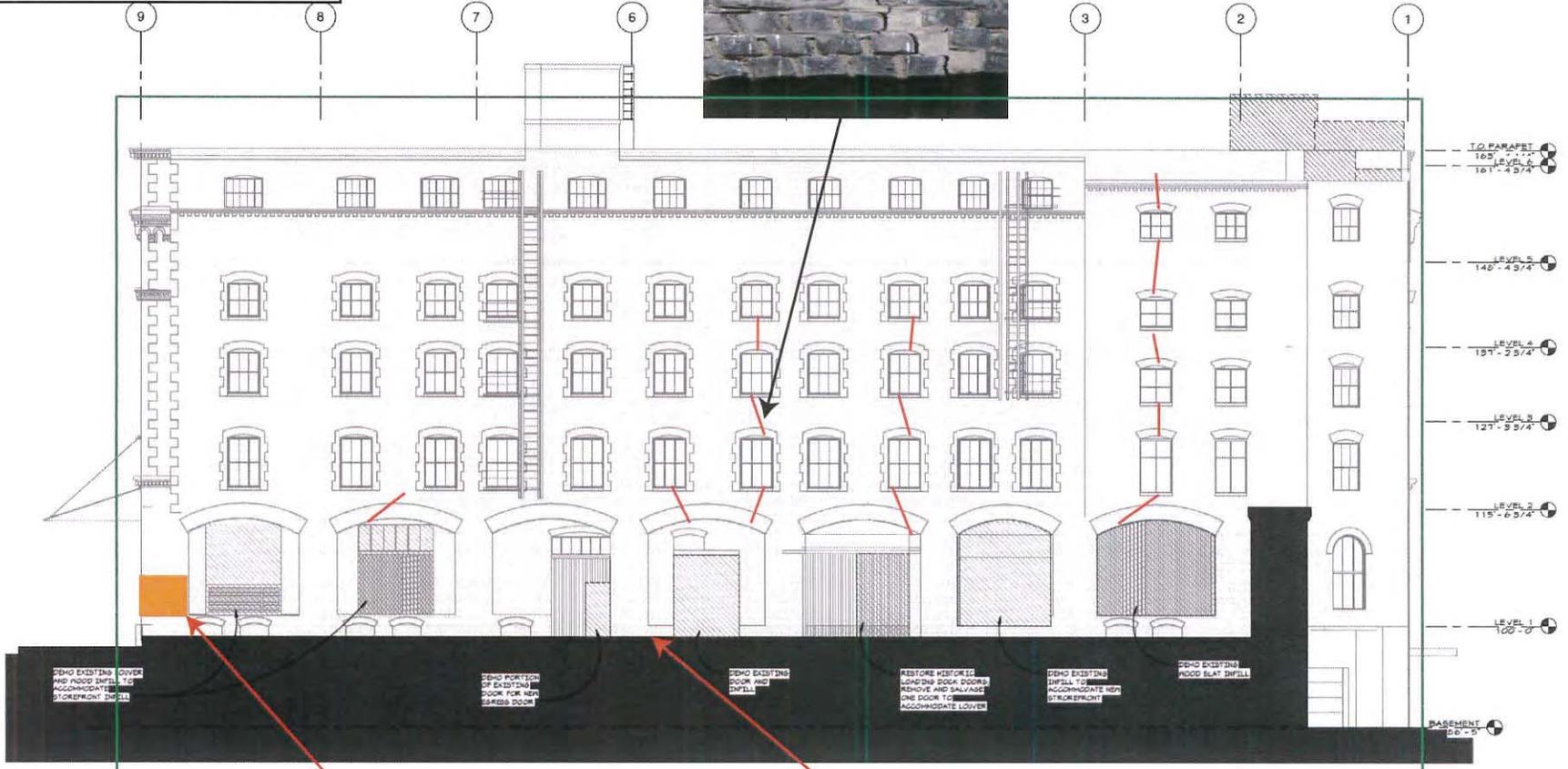


3 EAST ELEVATION - DEMOLITION
D3.2 1/8" = 1'-0"

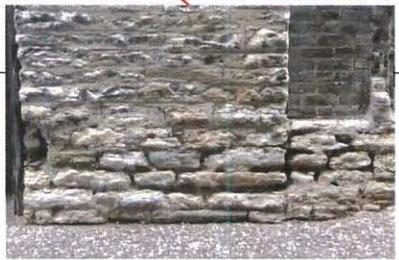


Exterior Repairs

- Key
- 1. Running Crack: 
 - 2. Missing Stone Sill: 
 - 3. Tar Staining: 
 - 4. Paint: 
 - 5. Multiple Wythe Rebuild: 
 - 6. Light Exterior Cleaning all surfaces 
 - 7. Full repointing face brick 



2 NORTH ELEVATION - DEMOLITION
 03.1 1/8" = 1'-0"



Exterior Repairs

- Key
- 1. Running Crack: —
 - 2. Missing Stone Sill: ●
 - 3. Tar Staining: ■
 - 4. Paint: ■
 - 5. Multiple Wythe Rebuild:
 - 6. Light Exterior Cleaning all surfaces
 - 7. Full repointing face brick

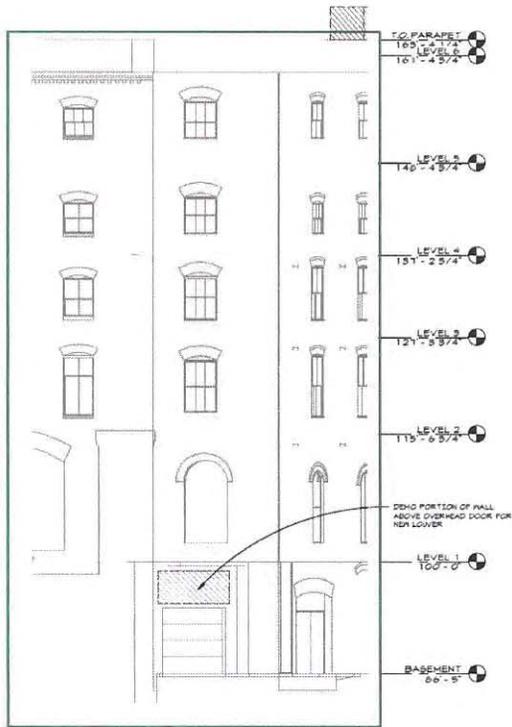


1 SOUTH ELEVATION - DEMOLITION
D0.1 1/8" = 1'-0"

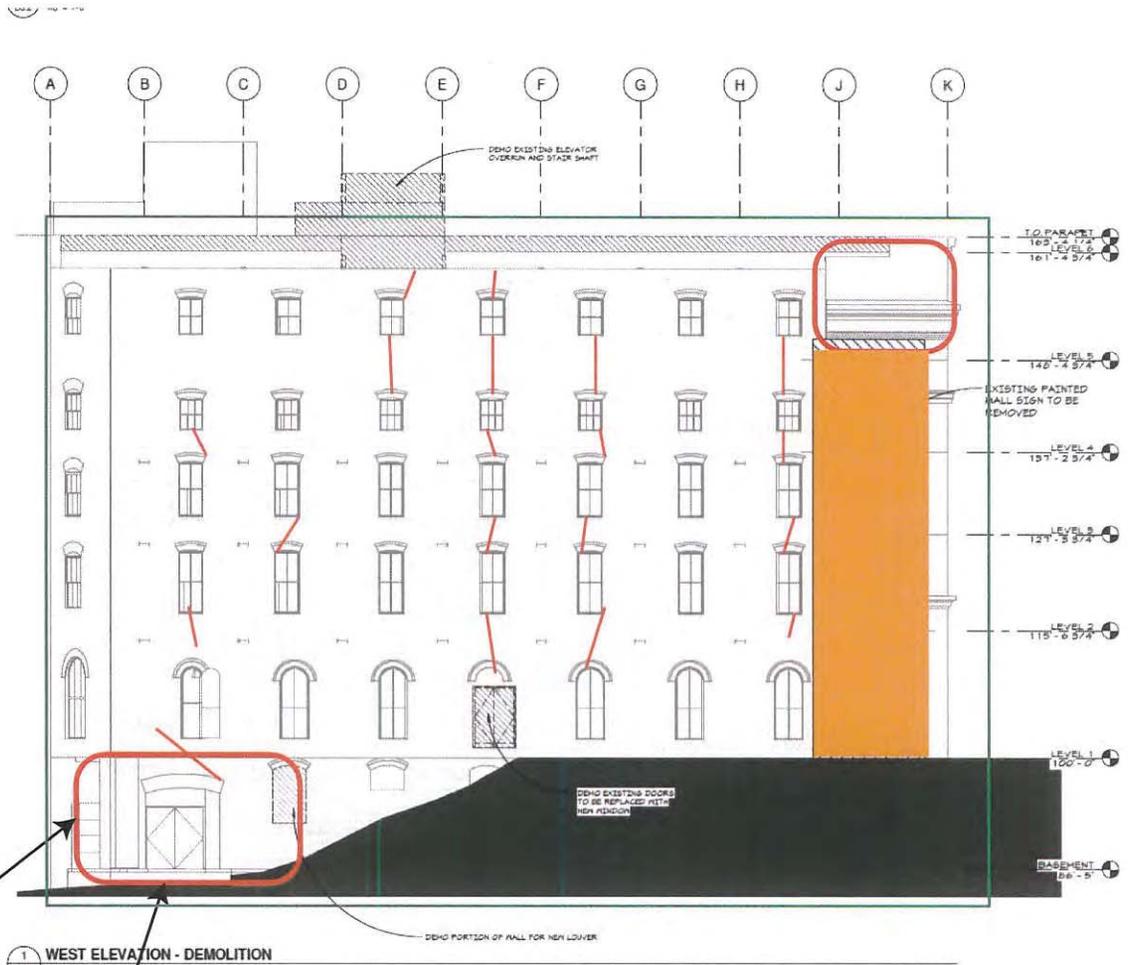


Exterior Repairs

- Key**
- 1. Running Crack: 
 - 2. Missing Stone Sill: 
 - 3. Tar Staining: 
 - 4. Paint: 
 - 5. Multiple Wythe Rebuild: 
 - 6. Light Exterior Cleaning all surfaces
 - 7. Full repointing face brick 



2 ANGLD ELEVATION - DEMOLITION
03.2 18' - 1'0"



1 WEST ELEVATION - DEMOLITION
03.2 18' - 1'0"



Engineer to specify work to be completed at all areas of concern including lower loading dock area.

**JACKSON BUILDING - MINNEAPOLIS HPC CERTIFICATE OF APPROPRIATENESS APPLICATION
EXISTING PHOTO SURVEY**



VIEW FROM 3RD AVE N & WASHINGTON AVE NORTH



VIEW OF WASHINGTON AVE NORTH FAÇADE



VIEW OF 3 EASTERN MOST BAYS OF THE SOUTH FAÇADE (WASHINGTON AVE N)



VIEW OF THE 5 WESTERN MOST BAYS OF THE SOUTH FAÇADE (WASHINGTON AVE N)



VIEW OF EASTERN FAÇADE (3RD AVE N)



DETAIL OF NE CORNER (3RD AVE N)



DETAIL OF EXISTING LOADING DOCK (3RD AVE N)



VIEW OF EXISTING LOADING DOCK AND STEEL CANOPY (3RD AVE N SIDE)



VIEW LOOKING SOUTH AT EXG LOADING DOCK AND STEEL CANOPY (3RD AVE N SIDE)



VIEW OF NORTH FAÇADE @ ALLEY



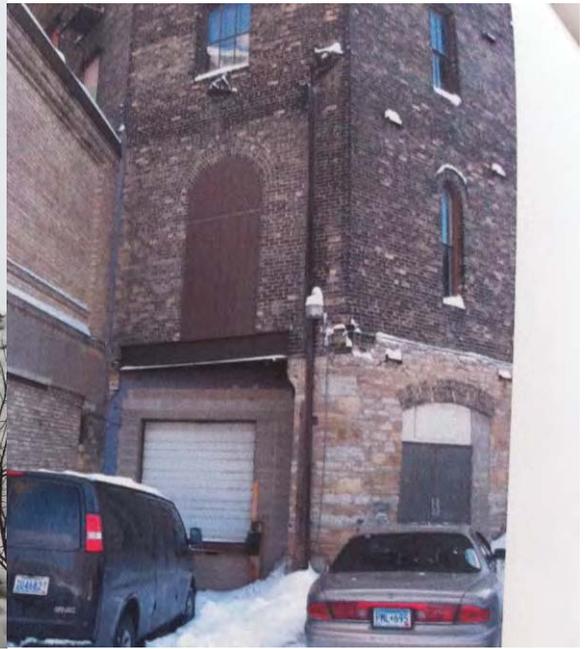
VIEW OF 3RD AVE N SIDE AND ALLEY



VIEW OF WEST FAÇADE



CLOSE UP VIEW OF WEST FAÇADE



VIEW OF NW CHAMFERED CORNER CONDITION

Updated Renderings



STREET VIEW AT 3 RD AVENUE LOOKING SOUTH



STREET VIEW AT WASHINGTON AVE LOOKING EAST



STREET VIEW AT WASHINGTON AVE LOOKING WEST



1FL Bar / Cafe and Restaurant 1



1FL Lobby Desk / Reception



1 FL Bar / Cafe and Restaurant 2



MHS HTC Application 12/15/2014		
ORIGINAL ISSUE: 12/15/14		
REVISIONS		
No.	Description	Date
214319 PROJECT NUMBER		
Author	Checker	
THE JACKSON BUILDING		
3D VIEWS		
A0.3		

CERTIFIED DIMENSION PRINT

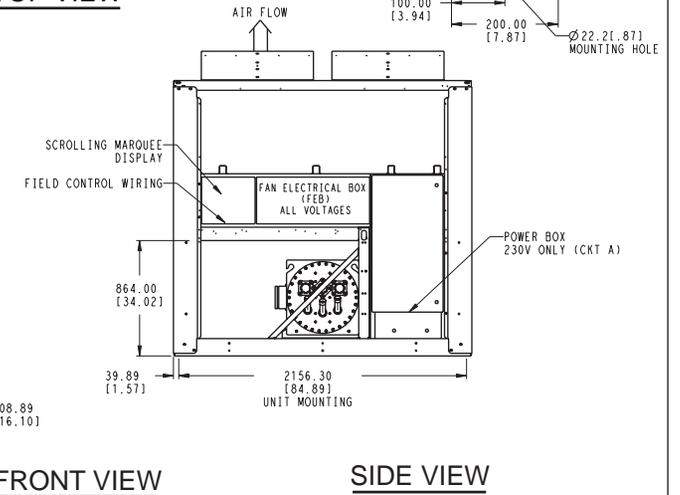
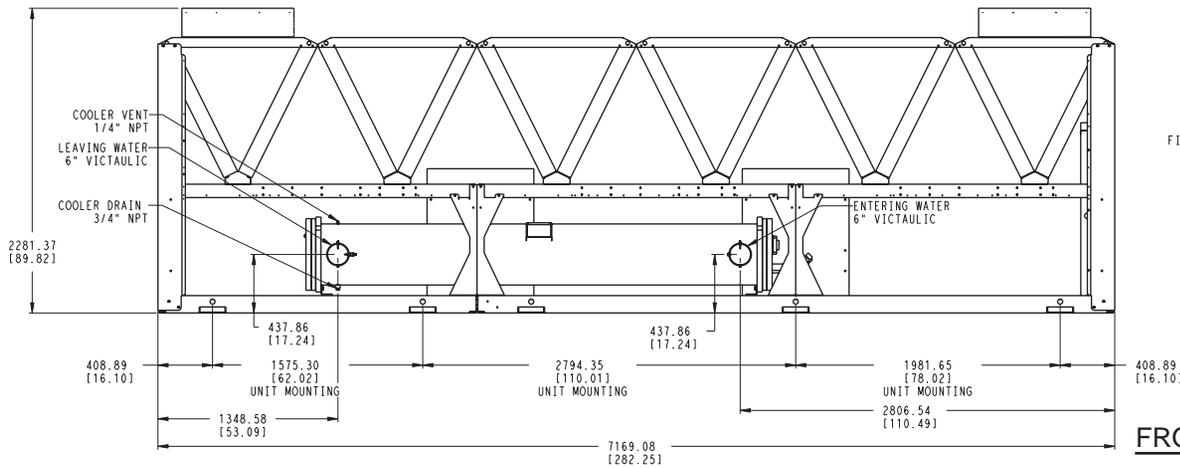
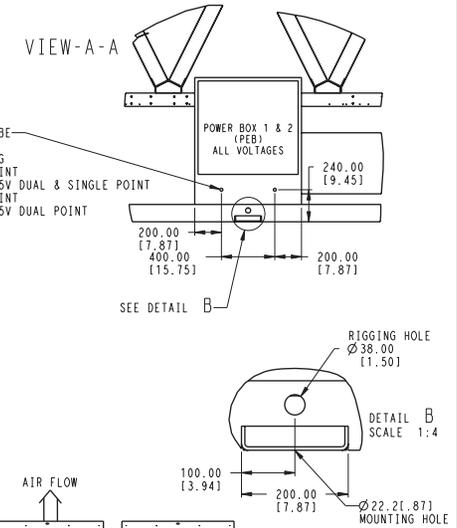
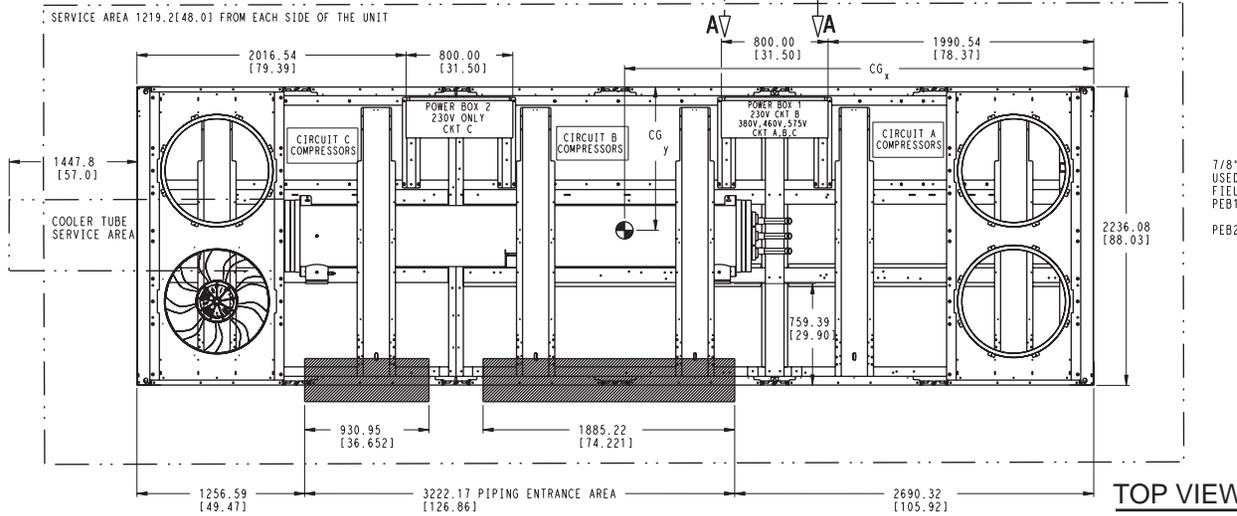
- NOTES: 1. UNIT MUST HAVE CLEARANCES AS FOLLOWS:
 TOP- DO NOT RESTRICT
 SIDES AND END- 6" FROM SOLID SURFACE
 2. TEMPERATURE RELIEF DEVICES LOCATED ON SUCTION LINE, LIQUID LINE AND FILTER DRIER OF EACH CIRCUIT AND HAVE 1/4" FLARE CONNECTION.
 SERVICE AREA 1219.2(48.0) FROM EACH SIDE OF THE UNIT



P. O. BOX 4808
 SYRACUSE, NY
 13221

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	WEIGHT		CENTER OF GRAVITY	
	CU/AL lb/kg	CU/CU lb/kg	CG _x MM [INCH]	CG _y MM [INCH]
30RB-210	13019 5905	14466 6562	3528 (138.90)	917 (36.10)
30RB-225	13352 6056	14799 6713	3588 (141.26)	906 (35.67)

DATE	SUPERCEDES	30RB-210,225 AIR COOLED CHILLER	00DCN50000900A	REV
03/02/05	11/18/04			B

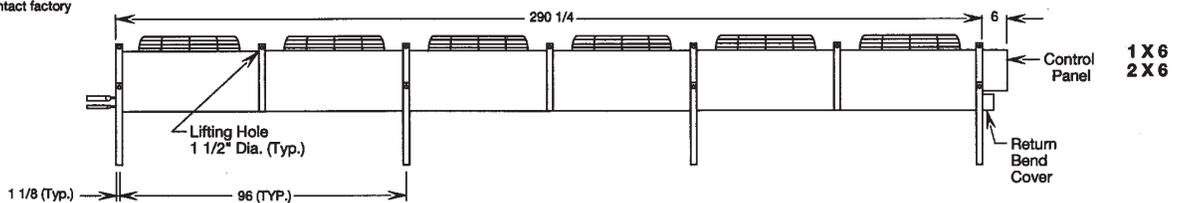
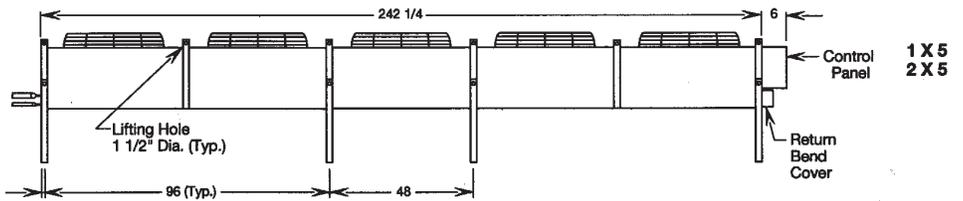
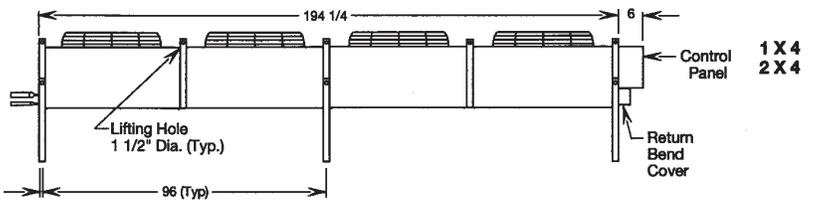
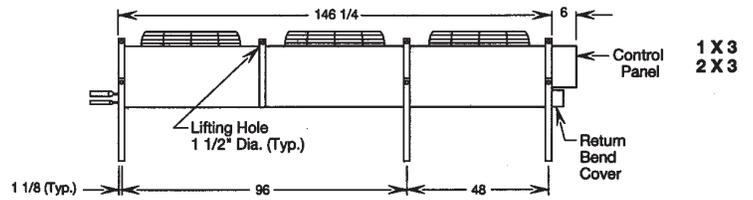
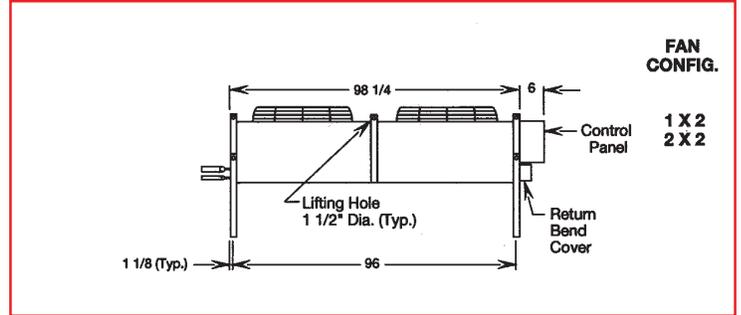
210 T Air Cooled Chiller

Fan Configuration

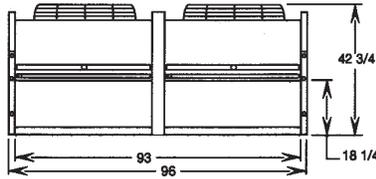
FSS/FSL Single Fan-Width		FDS/FDL Double Fan-Width	
Unit Size	Fan Config	Unit Size	Fan Config
101A	1 x 1	401B	2 x 2
102A			
103A			
104A			
201A	1 x 2	601B	2 x 3
202A			
203A			
204A			
205A	1 x 2	801B	2 x 4
206A			
207A			
208A			
209A	1 x 3	1001B	2 x 5
210A			
211A			
301A	1 x 4	1201B	2 x 6
302A			
303A			
401A			
402A	1 x 5	1002B	2 x 5
403A			
404A			
501A			
502A	1 x 6	1003B	2 x 5
503A			
601A			
602A	1 x 6	1202B	2 x 6
603A			

FS/FD

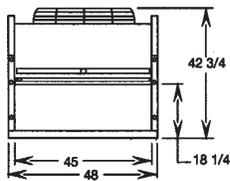
DIMENSIONAL DATA



END VIEW—Double Fan-Width Models



END VIEW—Single Fan-Width Models

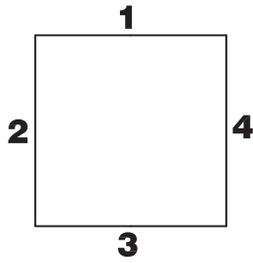


NOTES

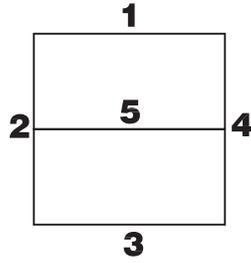
Mounting legs are retracted for shipping purposes and must be lowered into position for unit installation.

Control panel can be mounted at opposite end if required.

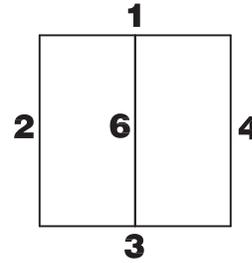
Units are available for horizontal air discharge—contact factory for details.



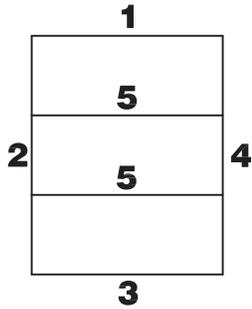
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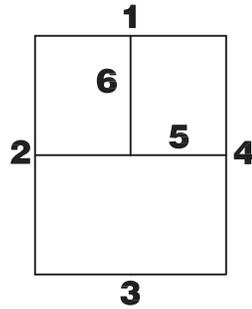
X42



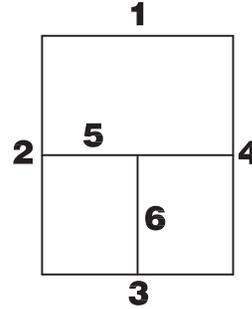
X45



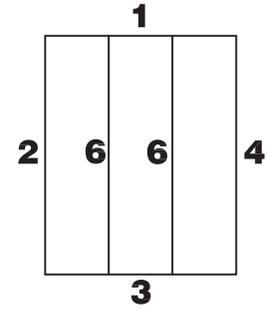
X43



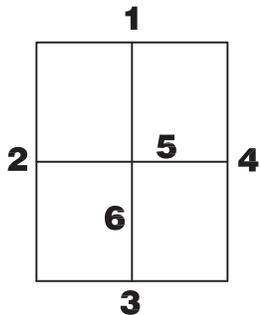
X94



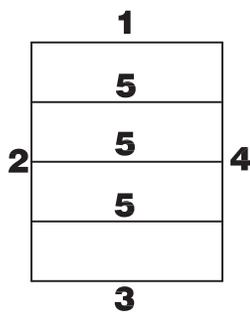
X95



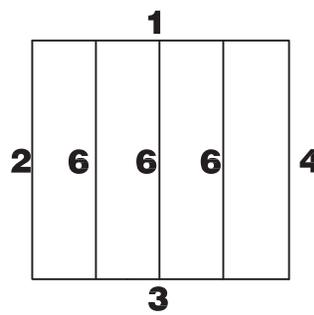
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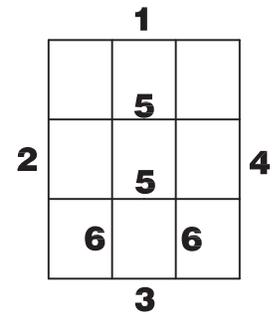
X49



X48



X47



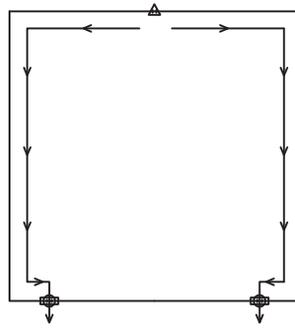
X33

△ = 1/8" DIA EQUAL PRESSURE HOLE
 (CENTER LINE OF TOP HORIZONTAL)

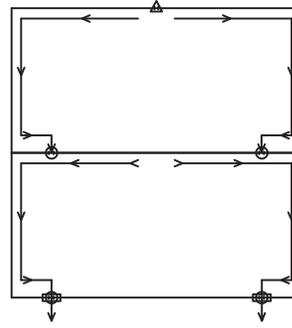
○ = 1/4" DIA WEEP HOLE
 (APPROX 3" FROM EDGE)

□ = FACE MOUNTED WEEP
 (APPROX 3" FROM EDGE)

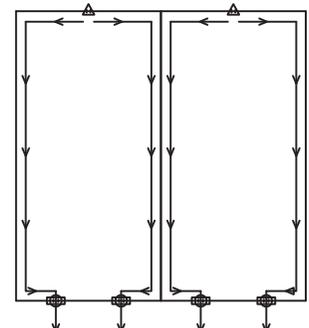
⊖ = WEEP OPTIONS; HOLE TO
 WEEP INTO SUBSILL, OR FACE
 MOUNTED WEEP IF NO SUBSILL
 (APPROX 3" FROM EDGE)



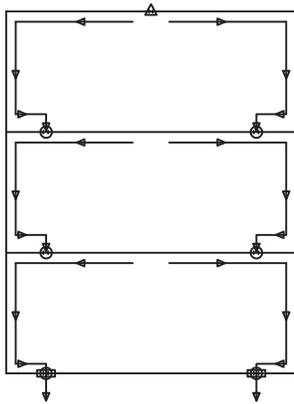
X41



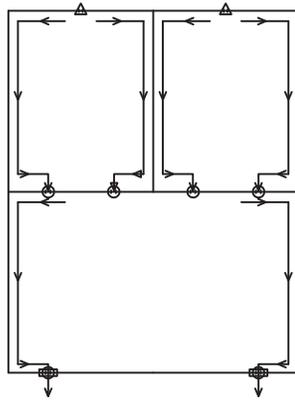
X42



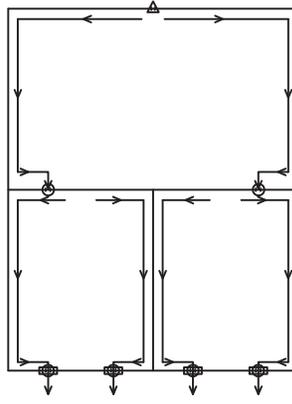
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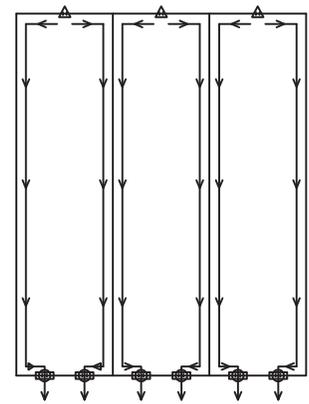
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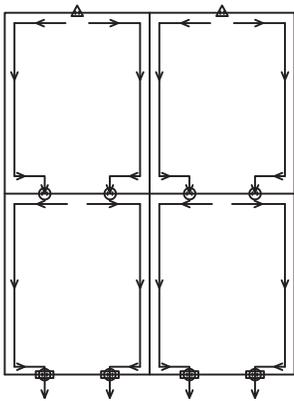
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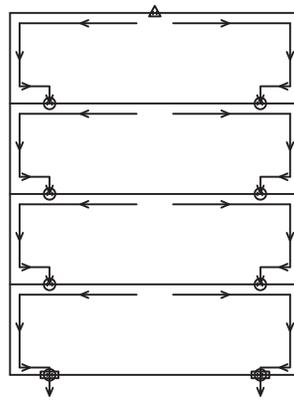
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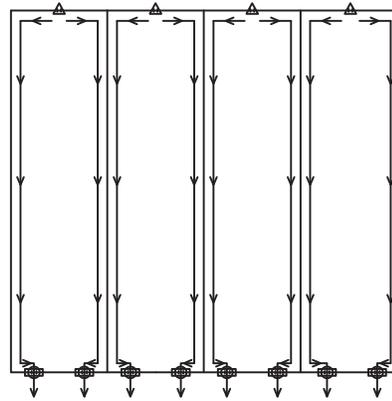
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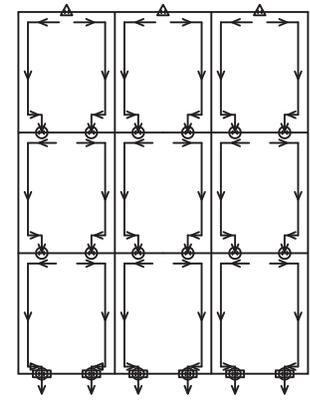
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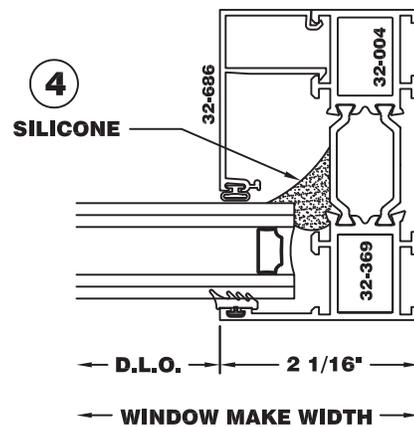
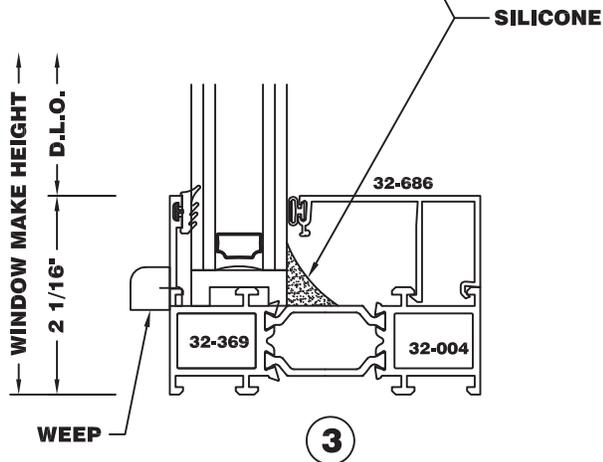
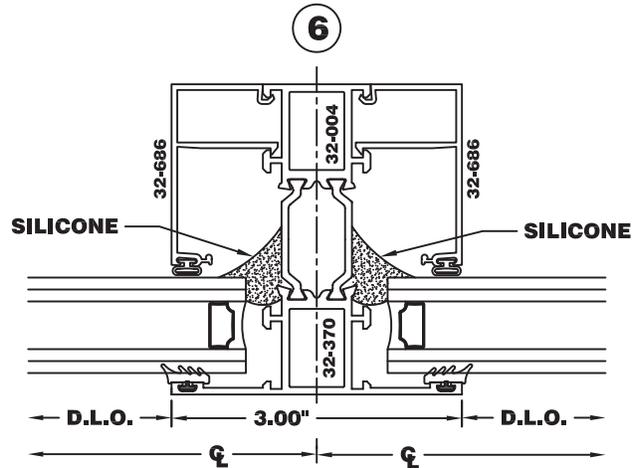
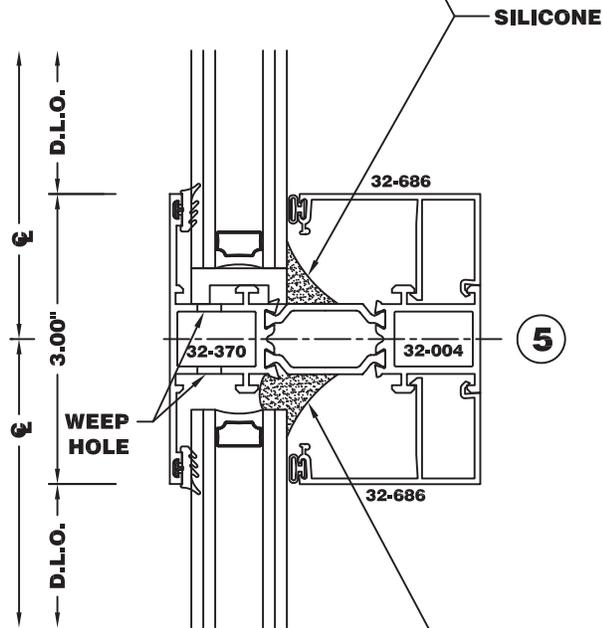
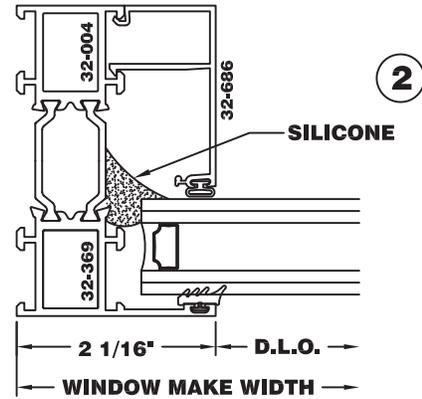
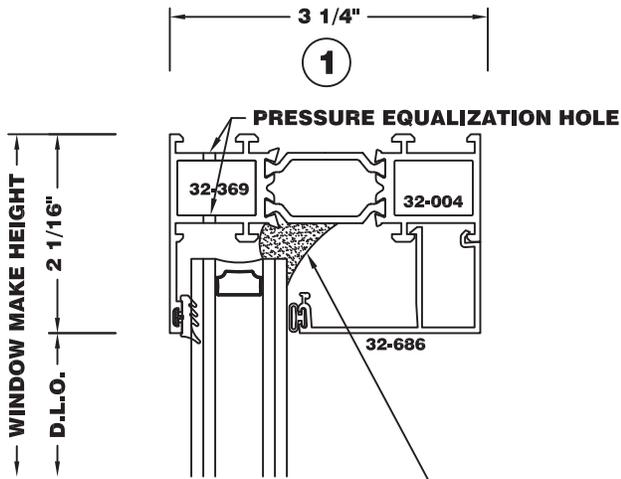
X48



X47



X33



KONE EcoSpace Planning Guide

Max Travel⁽¹⁰⁾

150 ft. (45.7 m)

Max Landings⁽¹⁰⁾

15

Speed^(10,11)

150, 200, 350 fpm
(.75, 1.0, 1.78 m/s)

Car Height **F**

8, 9 or 10 ft.
(2438, 2743 or 3048 mm)

Entrance Height **G**

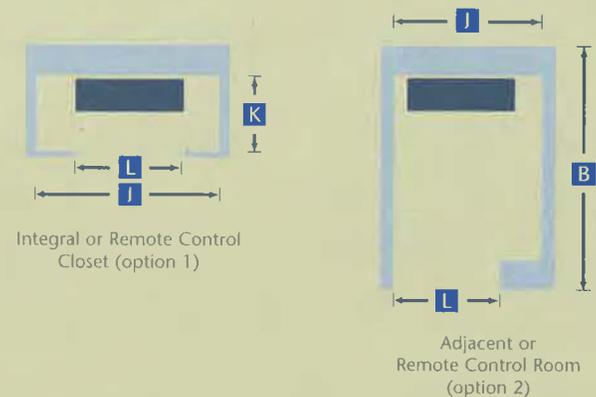
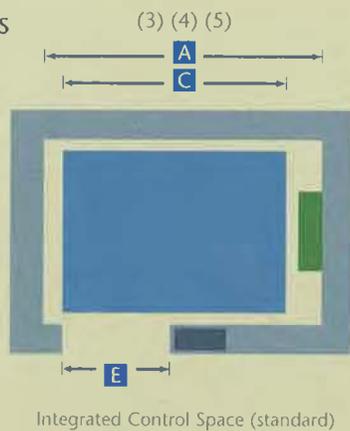
7, 8 or 9 ft.
(2134, 2438 or 2743 mm)

		A	A SEISMIC	B	C	D	E		
		CAPACITY LBS. (kg)	OPENING TYPE	HOISTWAY WIDTH (mm)	HOISTWAY WIDTH (mm)	HOISTWAY DEPTH (mm)	INTERIOR WIDTH (mm)	INTERIOR DEPTH (mm)	DOOR WIDTH (mm)
Front Opening	PASSENGER	2000 (907)	SSP	7'-4" (2235)	7'-8" (2337)	5'-9" (1753)	5'-8" (1727)	4'-3" (1295)	3'-0" (914)
		2500 (1134)	SSP-CO	8'-4" (2540)	8'-8" (2642)	5'-9" (1753)	6'-8" (2032)	4'-3" (1295)	3'-6" (1067)
		3000 (1361)	SSP-CO	8'-6" (2591)	8'-8" (2642)	6'-3" (1905)	6'-8" (2032)	5'-0" (1524)	3'-6" (1067)
		3500 (1588)	SSP-CO	8'-6" (2591)	8'-8" (2642)	6'-11" (2108)	6'-8" (2032)	5'-6 ³ / ₁₆ " (1681)	3'-6" (1067)
		4000 (1814)	CO	9'-4" (2845)	9'-4" (2845)	6'-11" (2108)	7'-5 ¹ / ₁₆ " (2281)	5'-6 ³ / ₁₆ " (1681)	4'-0" (1219)
Front & Reverse Opening	SERVICE	4000 (1814)	2SP	7'-4" (2235)	7'-4" (2235)	9'-2" (2794)	5'-6 ³ / ₁₆ " (1681)	7'-7 ¹ / ₁₆ " (2323)	4'-0" (1219)
		4500 (2041)	2SP	7'-4" (2235)	7'-4" (2235)	9'-8" (2946)	5'-6 ³ / ₁₆ " (1681)	8'-1 ¹ / ₁₆ " (2473)	4'-0" (1219)
		5000 (2268)	2SP	7'-4" (2235)	7'-4" (2235)	10'-2 ¹ / ₁₆ " (3105)	5'-6 ³ / ₁₆ " (1681)	8'-9 ³ / ₁₆ " (2672)	4'-0" (1219)
Front & Reverse Opening	PASSENGER	2000 (907)	SSP	7'-4" (2235)	7'-8" (2337)	6'-3 ¹ / ₄ " (1911)	5'-8" (1727)	4'-3" (1295)	3'-0" (914)
		2500 (1134)	SSP-CO	8'-4" (2540)	8'-8" (2642)	6'-3 ¹ / ₄ " (1911)	6'-8" (2032)	4'-3" (1295)	3'-6" (1067)
		3000 (1361)	SSP-CO	8'-6" (2591)	8'-8" (2642)	6'-11" (2108)	6'-8" (2032)	5'-0" (1524)	3'-6" (1067)
		3500 (1588)	SSP-CO	8'-6" (2591)	8'-8" (2642)	7'-5 ¹ / ₄ " (2267)	6'-8" (2032)	5'-6 ³ / ₁₆ " (1681)	3'-6" (1067)
		4000 (1814)	CO	9'-4" (2845)	9'-4" (2845)	7'-5 ¹ / ₄ " (2267)	7'-5 ¹ / ₁₆ " (2281)	5'-6 ³ / ₁₆ " (1681)	4'-0" (1219)
Front & Reverse Opening	SERVICE	4000 (1814)	2SP	7'-4" (2235)	7'-4" (2235)	10'-1 ¹ / ₂ " (3086)	5'-6 ³ / ₁₆ " (1681)	7'-7 ¹ / ₁₆ " (2323)	4'-0" (1219)
		4500 (2041)	2SP	7'-4" (2235)	7'-4" (2235)	10'-7 ¹ / ₂ " (3238)	5'-6 ³ / ₁₆ " (1681)	8'-1 ¹ / ₁₆ " (2473)	4'-0" (1219)
		5000 (2268)	2SP	7'-4" (2235)	7'-4" (2235)	11'-3 ¹ / ₄ " (3435)	5'-6 ³ / ₁₆ " (1681)	8'-9 ³ / ₁₆ " (2672)	4'-0" (1219)

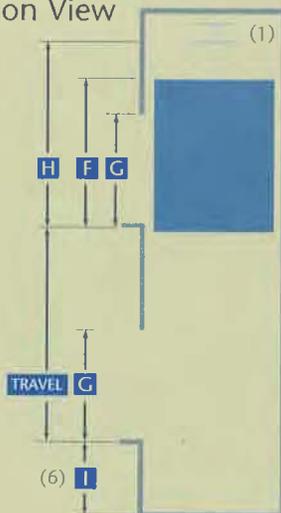
CONTROL SPACE		J	K	L
CAPACITY LBS. (kg)	CONTROLLER SPACE	WIDTH (mm)	DEPTH (mm)	DOOR WIDTH (mm)
2000 to 5000 (907 to 2268)	integral or remote closet	4'-0" (1219)	1'-8" (508)	3'-6" (1067)
2000 to 5000 (907 to 2268)	adjacent room	5'-0" (1524)	dimension (B)	3'-0" (914)

CLEAR OVERHEAD H AND PIT DEPTH I						
CAPACITY LBS. (kg)	150 FPM (.75 m/s)		200 FPM (1.00 m/s)		350 FPM (1.78 m/s)	
	Pit Depth (mm)	Clear Overhead (mm)	Pit Depth (mm)	Clear Overhead (mm)	Pit Depth (mm)	Clear Overhead (mm)
2000 to 3500 (907 to 1588)	5'-0" (1524)	13'-0" (3962)	5'-0" (1524)	13'-1" (3988)	5'-6" (1676)	13'-4" (4064)
4000 to 5000 (1814 to 2268)	5'-0" (1524)	13'-0" (3962)	-	-	-	-

Plan Views



Section View



Notes

- (1) A hoist beam (by KONE) is required for installation (by others). Dimension **H** reflects clear under hoist beam.
- (2) If an EBD (Emergency Battery Device) is required please contact your KONE Sales Professional for further detail regarding dimensions **J** and **L**.
- (3) The published hoistway **A** dimensions represent the minimum clear inside requirements. Construction efficiencies can be realized by increasing these dimensions by up to 2" (51 mm).
- (4) For pit depths less than 5'-0" (1524 mm) please contact a KONE Sales Professional.
- (5) If occupied space exists below the hoistway, consult your KONE Sales Professional.

(6) All dimensions are based on an 8'-0" (2438 mm) cab with a 7'-0" (2134 mm) door. Alternate car and door heights are available, but will affect dimension **H**.

(7) Contact your local KONE Sales Representative regarding local code variations when utilizing the integrated, integral and remote closet options.

(8) 150 fpm (.75 m/s) only available up to 85 ft. (25 m) of travel and 10 landings. 200 fpm (1.00 m/s) available up to 100 ft. (30.5 m) of travel and 12 landings.

(9) 150 fpm (.75 m/s) is maximum speed available for capacities greater than 3500 lbs. (1588 kg).

Visit www.kone.us for the latest job-specific details, CAD drawings, specifications, electrical data, reaction loads and building access requirements.



Ward 3
Council Member Jacob Frey
350 S. 5th St., Room 307
Minneapolis, MN 55415
(612) 673-2203

September 29, 2014 (sent via email - jacob.frey@minneapolismn.gov)

Jackson Building – PROPOSED ALTERATIONS

Dear Councilman Frey:

In accordance with the Heritage Preservation Commission Certificate of Appropriateness Application requirements we are hereby providing notice of the proposed alterations to the Jackson Building, 300 Washington Ave North, Minneapolis MN 55401.

We are proposing to a hotel with (insert project blurb here from Dixon Development). We understand that a Certificate of Appropriateness is required for such alterations and are presently in the process of submitting to the Minneapolis Heritage Preservation Commission. Also, please note that we are also pursuing historic tax credits for the project.

The applicant for the work will be:

(insert Owner/Developer info here)

Regards,

A handwritten signature in black ink, appearing to read 'AH', with a long, sweeping horizontal line extending to the right.

Alex Haecker, AIA

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Subject: RE: Form Submission - North Loop Contact Form
From: "Diane Merrifield" <damerrifield@comcast.net>
Date: Thu, Sep 18, 2014 3:21 pm
To: <alex@awhllc.net>
Cc: "'DJ Heinle'" <dj.heinle@tkda.com>, "'David Frank'" <david0frank@gmail.com>

Hi Alex –

So exciting to have the Jackson Bldg. project on the drawing board! What a great addition to the neighborhood!

The NLNA Planning + Zoning Committee is really where you need to first present your project. Unfortunately you just missed this month's meeting, with the next to be held on Wednesday, October 22 (Heritage Landing Community Room | 415 North 1st Street | 6:00-7:30 pm).

I suggest you contact DJ Heinle (copied here) to get on their agenda.

Best regards,
Diane Merrifield
North Loop Neighborhood Association

From: Squarespace [mailto:no-reply@squarespace.com]
Sent: Thursday, September 18, 2014 1:49 PM
To: damerrifield@comcast.net
Subject: Form Submission - North Loop Contact Form

Name: Alex Haecker

Email Address: alex@awhllc.net

Message: Maybe its too late for next Wednesday's NL mtg, but I am working with Tim Dixon on the Jackson Building redevelopment and we'd like to present our project. We hope to submit for a HPC CofA early October along with Part II for SHPO/NPS.

Please advise.

Thanks,

Alex Haecker
612-558-5383

(Sent via [North Loop Neighborhood](#))

December 28 2014

Lisa Steiner City Planner
Re: Hotel Proposal 300 Washington North

Dear Ms. Steiner

As a property owner and resident of the neighborhood I write to fully support the Hotel Development.

That property needs some oxygen and hopefully some windows to make it a viable commercial effort.

Please call me directly for any further support.

John Rimarcik

Steiner, Lisa

From: Bruce Alvino <bruce_alvino@yahoo.com>
Sent: Monday, December 29, 2014 9:12 AM
To: Steiner, Lisa
Subject: RE: 300 Washington Ave N

Lisa, I live at 404 Washington Ave N and after reading information on the proposed hotel I have to say I don't have an issue with the hotel except the part about constructing a one-story rooftop addition. The building is part of the Warehouse Historic District and adding a rooftop addition will change the overall look of the area with one building being taller than the ones around it. I believe if you want to rehabilitate an historic building, the building's outside basic dimensions should stay the same as originally built.

Thank you
Bruce Alvino