



## Request for City Council Committee Action from the Department of Community Planning and Economic Development—Planning Division

**Date:** 12/13/06

**To:** Council Member Gary Schiff; Chair, Zoning and Planning Committee

**Referral to:** Not applicable

**Subject:** Appeal of the decision of the Minneapolis Heritage Preservation Commission to deny Certificates of Appropriateness for the following components of the Pacific Development Project located within the North Loop Warehouse Local District and the national Minneapolis Warehouse Historic District:

- PD3—Northwestern Building Rehab and Expansion for Hotel: Rehabilitate and add new construction to adaptively reuse the Northwestern Glass Company Building, a contributing building located at 215-223 2nd St. N, as a boutique hotel.
- PD4—28-Story Condo: Demolish the Gehl-Dolphin Building—a non-contributing building located outside of the local district but within the national district at 212-216 2nd Ave. N. and part of 219 2nd St. N.—and construct the 28-Story Condo Building on the site.
- PD6—18-Story Condo: Construct the 18-Story Condo Building at 206-214 ½ Washington Ave. N. and the northwesterly half of 216 2nd Ave. N.
- PD7—Parking Ramp: Construct a parking ramp and vehicle access on parts of Lots 1-5, 7 and 8, Block 34, Town of Minneapolis.

**Recommendation:** Deny the appeals

**Previous Directives:** Not applicable

<p>Prepared by: Michael Orange, CPED—Planning Division (612-673-2347, michael.orange@ci.minneapolis.mn.us)          Approved by: Jack Byers, Planning Supervisor          Presenters in Committee: Jack Byers</p>
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### Reviews

- Permanent Review Committee (PRC): Approval \_\_\_ Date \_\_\_\_\_
- Policy Review Group (PRG): Approval \_\_\_ Date \_\_\_\_\_

### Financial Impact

- No financial impact: No substantive financial impact
- Action requires an appropriation increase to the \_\_\_ Capital Budget or \_\_\_ Operating Budget: Not applicable

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- Action provides increased revenue for appropriation increase: Not applicable
- Action requires use of contingency or reserves: Not applicable
- Action is within the Business Plan: Not applicable
- Action requires a change to the Business Plan: Not applicable
- Other financial impact: Not applicable
- Request provided to the Finance Department when provided to the Committee Coordinator: Not applicable

**Community Impact:**

- **Neighborhood Notification:** Notice to the neighborhood and surrounding property owners is as follows:
  - On June 31, 2006, the City announced the availability of the Environmental Assessment Worksheet (EAW) the City prepared for the project.
  - The Minnesota Environmental Quality Board published an EAW notice of availability in the *EQB Monitor* on July 3, 2006.
  - The City notified the neighborhood groups and the property owners within 350 ft. of the site of the public hearing on the project held by the Minneapolis Heritage Preservation Commission on 11/28/06.
- **Comprehensive Plan:** The EAW included the following information as regards the Project's consistency with the Minneapolis Plan: Comprehensive Plan Policies identify the areas along the Riverfront as well suited for housing and encourages medium to high-density housing development on these sites, providing a location for housing that is near downtown employment and retail.

The Policies also encourage this housing to be developed with certain attributes, including ensuring that new residential development contributes to the sense of neighborhood through appropriate site planning and architectural design; minimizing traffic impacts, maintaining security; providing and maintaining amenities; supporting the retention and development of neighborhood-serving retail; encouraging individual entrances to street-level building tenants; taking care with the design of windows and architectural detailing; preserving, restoring and reusing historic buildings and sites; encouraging the creation of new parks and plazas; and emphasizing good open space design.

- **Zoning Code:** The EAW included the following information as regards the Project's consistency with the Zoning Code: Downtown Minneapolis and the areas adjacent to it are divided into three zoning districts to regulate the type and intensity of development. All of the uses proposed in this project are allowed by the present zoning of the site. The permitted floor area, determined by the Floor Area Ratio (FAR), is the sole regulation of intensity, height and bulk of development in the downtown districts. There are no maximum height or minimum lot area per dwelling unit regulations in these districts.

The permitted bulk (height, mass) of developments in the downtown districts can be increased beyond the base FAR of 4, 8 or 16 by the FAR bonuses for enclosed parking and affordable housing permitted in section 549.110 of the Minneapolis Code, and by Floor Area Ratio Premiums described beginning at section 549.190 of the Code. Table 549-4 provides the value for each premium. Examples of some features that receive incentives are providing outdoor and indoor urban open space, through-block connections, retail uses at the street level, wider sidewalks, rehabilitation of historic structures mixed-use residential development. The complete list of the provisions of

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these bonuses and premiums can be found in the Zoning Ordinance, available through the City's web site.

- The base permitted level of development at a FAR of 4.0 for this 107,682 sf block is 430,728 sf. The development proposes 750,000 sf of floor area, for an overall FAR of the development of 6.96. The additional FAR to increase the intensity of the development beyond the base FAR will be provided by incorporating the design and/or affordable housing features to capture the bonuses and premiums discussed above. The project will be subject to Site Plan Review under Chapter 530 of the Zoning Code.
- **Other:** An extensive public record has been generated for this project. It is available as follows:
  - All documents associated with the Environmental Assessment Worksheet (EAW) are available on the City's web site: (<http://www.ci.minneapolis.mn.us/planning/pacific-block.asp#TopOfPage>) and by request of the Planning Division.
  - All documents associated with the Pacific Development Project application for a Certificate of Appropriateness are available by request of the Planning Division

**Supporting Information:**

- Exhibit 1.** Action of the Minneapolis HPC on 11/28/06
- Exhibit 2.** Appeal by Pacific Flats LLC, received 12/8/06
- Exhibit 3.** Planning Division staff reports to the Minneapolis HPC for the four above-listed HPC projects (PD-3, 4, 6, and 7)
- Exhibit 4.** Attachments Common to All Pacific Development Project Applications
- Exhibit 5.** Information that has been received by Planning staff since the printing of the HPC staff reports on 11/21/06:
  - a Memorandum from Carol Lansing and Walter Rockenstein, received 11/28/06 at the HPC hearing: Alternative findings and proposed action for the Pacific Development Project's rehabilitation of the Northwestern Building as a New Hotel (PD-3)
  - b Memorandum from Carol Lansing and Walter Rockenstein, received 11/28/06 at the HPC hearing: Alternative findings and proposed action for the Pacific Development Project's 28-Story Condo Building (PD-4)
  - c Memorandum from Carol Lansing and Walter Rockenstein, received 11/28/06 at the HPC hearing: Alternative findings and proposed action for the Pacific Development Project's 18-Story Condo Building (PD-6)
  - d Memorandum from Carol Lansing and Walter Rockenstein, received 11/28/06 at the HPC hearing: Alternative findings and proposed action for the Pacific Development Project's new construction of the Parking Ramp (PD-7)
  - e Letter from Janel Russell, received 11/28/06 at the HPC hearing
  - f Email from Thomas Mallon, received 11/28/06
  - g Email from Jodi Davis, received 11/28/06
- Exhibit 6.** Minutes of the 8/8/06 public hearing as regards the subject project before Minneapolis HPC

**Request for City Council Committee Action  
from the Department of Community Planning and Economic Development—Planning Division**

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## **Exhibit 1.**

Action of the Minneapolis HPC on 11/28/06

**Request for City Council Committee Action  
from the Department of Community Planning and Economic Development—Planning Division**

Appeal of the decision of the Minneapolis Heritage Preservation Commission to deny Certificates of Appropriateness for four components of the Pacific Development Project

## **Exhibit 2.**

Appeal by Pacific Flats LLC, received 12/8/06

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## **Exhibit 3.**

Planning Division staff reports to the Minneapolis HPC for the four above-listed HPC projects (PD-3, 4, 6, and 7)

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## **Exhibit 4.**

### Attachments Common to All Pacific Development Project Applications

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## **Exhibit 5.**

Information that has been received by Planning staff since the printing of the HPC staff reports on 11/21/06:

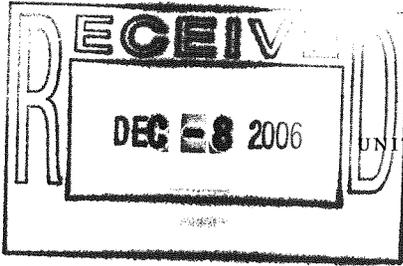
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- c. Memorandum from Carol Lansing and Walter Rockenstein, received 11/28/06 at the HPC hearing: Alternative findings and proposed action for the Pacific Development Project's 18-Story Condo Building (PD-6)
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Appeal of the decision of the Minneapolis Heritage Preservation Commission to deny Certificates of Appropriateness for four components of the Pacific Development Project

## **Exhibit 6.**

Minutes of the 8/8/06 public hearing as regards the subject project before Minneapolis HPC



UNITED STATES | ENGLAND | GERMANY | CHINA

WALTER H. ROCKENSTEIN II  
wrockenstein@faegre.com  
(612) 766-7208

December 8, 2006

Jack Byers, Ph.D., A.I.C.P.  
Planning Supervisor  
Community Planning & Economic  
Development Department  
City of Minneapolis  
210 City Hall  
350 South Fifth Street  
Minneapolis, MN 55415

**HAND DELIVERED**

**Re: The Pacific Development – Four Appeals Of Decisions Of The  
Heritage Preservation Commission**

Dear Mr. Byers:

On behalf of Pacific Flats, LLC, I submit the following four Appeals of Decisions of the Minneapolis Heritage Preservation Commission (the “Commission”):

1. Appeal of the denial of a Certificate of Appropriateness for The Pacific Development for the Rehabilitation of the Northwestern Building as a New Hotel.
2. Appeal of the denial of a Certificate of Appropriateness for The Pacific Development for the 28-Story Condo Building.
3. Appeal of the denial of a Certificate of Appropriateness for The Pacific Development for the 18-Story Condo Building.
4. Appeal of the denial of a Certificate of Appropriateness for The Pacific Development for the Parking Ramp and Vehicle Access.

I have also enclosed a copy of the list of property owners and mailing labels for property located within 350 feet of the affected property and a check in the amount of \$1,288.96 made payable to the Minneapolis Finance Department for the cost of \$300 for each appeal and \$88.96 for postage and public notice publication of the appeal hearing.

Jack Byers, Ph.D., A.I.C.P.  
December 8, 2006  
Page 2

We have been discussing with Planning staff the option of returning one of these applications – the request for a Certificate of Appropriateness for the Rehabilitation of the Northwestern Building as a New Hotel – to the Commission for reconsideration. If reconsideration of this application is granted, we request that the public hearing on the appeals be scheduled after the date at which the Commission reconsiders the New Hotel. If we obtain a favorable decision from the Commission upon reconsideration, we intend to withdraw the appeal relating to the New Hotel.

Please let me know if you have any questions. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Walter H. Rockenstein II". The signature is written in a cursive style with a double underline at the end.

Walter H. Rockenstein II

ROCWH:lansc:fb.us.1702333.01

Enclosures

cc: Fred Deutsch, Pacific Flats, LLC (w/encl.)

**APPEAL OF THE DECISION OF THE  
HERITAGE PRESERVATION COMMISSION  
MINNEAPOLIS, MINNESOTA**

The undersigned hereby Appeals to the City Council the decision of the Heritage Preservation Commission, as authorized in section 599.190 of the Minneapolis Code of Ordinances.

1. Name of Appellant:

Walter H. Rockenstein II, attorney for the Developer, Pacific Flats, LLC

Address:

FAEGRE & BENSON LLP, 2200 Wells Fargo Center, 90 South Seventh Street,

Minneapolis, MN 55402-3901

WRockenstein@faegre.com

Daytime Telephone:

Phone (612) 766-7208 Fax (612) 766-1600

2. Street address of Affected Property:

215 – 223 2<sup>nd</sup> Street N

Legal Description:

Lots 8-10, Block 34, Town of Minneapolis

3. Describe the decision being appealed and the reasons for appealing the decision. Attach additional documentation as needed:

Appeal of the Decision of the Heritage Preservation Commission (the "Commission") to deny a Certificate of Appropriateness for the Pacific Development for the Rehabilitation of the Northwestern Building as a New Hotel. This appeal is based on inaccuracies and inadequacies in the findings adopted by the Commission, including the following:

- o The period of significance of the National Register Minneapolis Warehouse Historic District stated in Finding 1 is incorrect.
- o Finding 8 incorrectly states that the addition of a primary entrance for the hotel on the 3<sup>rd</sup> Avenue side of the building will change or undermine the historic primary entrance of the building. As proposed by the development plan, the historic entrances on 2<sup>nd</sup> Street will be preserved and will continue to be used as commercial entrances to the building, as has been their historic use. It would be detrimental to the integrity of the 2<sup>nd</sup> Street facade to alter it in the manner that would be necessary to make it functional as the primary hotel entrance and to make it ADA accessible. No other reasonable option exists for locating the primary drop-off and entrance for the hotel other than as a part of an addition on the 3<sup>rd</sup> Avenue facade, as proposed by the developer.

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- Findings 9, 16, and 18 incorrectly apply the Local Warehouse District Guidelines for infill construction to evaluate the proposed driveway and passenger drop-off for the hotel and the landscaped open space/seating area that will replace the existing parking lot at the corner of 3<sup>rd</sup> Avenue and 2<sup>nd</sup> Street. These features are not “infill construction” of a new building or an addition to the existing building and are not governed by the Guidelines for infill construction. Rather, these features should be evaluated in accordance with the Secretary of the Interior’s Guidelines for the Treatment of Cultural Landscapes. The proposed design elements for the driveway, pedestrian access, seating area, and landscaped open space are consistent with the Secretary of the Interior’s Guidelines for the Treatment of Cultural Landscapes and will be installed on a parcel that has been a vacant lot for 60 years.
- Finding 13 regarding demolition to create the internal courtyard is erroneous. The statement by the Minnesota Historic Society quoted therein was a comment on the prior proposal to demolish the rear 2/3rds of the Northwestern Building – a proposal that has been abandoned by the developer in favor of preserving the majority of the building.

The findings and the evidence in the record, taken as a whole, do not support the Commission’s decision to deny the requested Certificate of Appropriateness.

4. Attach a list of property owners and mailing labels for property located within 350 feet of the affected property obtained from:

Hennepin County Taxpayer Services Division  
 A-600 Government Center  
 300 South 6<sup>th</sup> Street  
 Minneapolis, MN 55487  
 Telephone: 612-348-5910

The list of property owners and mailing labels have been submitted as an attachment to the cover letter accompanying this appeal.

5. Attach three copies of scaled and dimensioned plans for the project, if different than the original application, including at least one copy that is reduced to 8 ½” x 11” or 11” x 17”. Project plans must include a site plan, floor plan and all exterior elevations.

Potential revisions to the plans for the New Hotel are under consideration and will be submitted in the form required as soon as they are available.

Signature of Applicant:

Walter H. Rockenstein II Date: Dec. 8, 2006

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Daytime Telephone:

Phone (612) 766-7208 Fax (612) 766-1600

2. Street address of Affected Property:

212 – 216 2nd Avenue N. and part of 219 2nd Street N.

Legal Description:

Lots 5, 6 and 7, Block 34, Town of Minneapolis

3. Describe the decision being appealed and the reasons for appealing the decision. Attach additional documentation as needed:

Appeal of the Decision of the Heritage Preservation Commission (the "Commission") to deny a Certificate of Appropriateness for the Pacific Development for the 28-Story Condo Building. This appeal is based on inaccuracies and inadequacies in the findings adopted by the Commission, including the following:

- o The Commission's Findings fail to acknowledge that there is no height limit for new construction on the Gehl-Dolphin lot or on a portion of the block immediately east of the Pacific Block because these locations are not within the North Loop Warehouse Local District. The Findings also do not acknowledge that the City has recently approved condominium towers of 24, 32 and 33 stories adjacent to the boundary of the North Loop Warehouse Local District. In light of these facts, the height of the 28-Story Condo Building will not materially impair the integrity of the North Loop Warehouse Local District.
- o Finding 14 relating to shadow effects is irrelevant to the evaluation of a Certificate of Appropriateness and cannot be a basis for denial because the Guidelines do not mention shadow effects. Many similar high rise residential developments in and

adjacent to historic districts have been approved by the City, notwithstanding the fact that they will cast shadows within a historic district.

- Contrary to the assertion in Finding 15, the base of the 28-Story Condo Building is consistent with the intent of the Guidelines that infill construction “characterize” a masonry loading bearing building and the Guidelines do not discourage contemporary curtain wall construction techniques.
- The Findings fail to acknowledge that the setbacks and incorporation of glass curtain walls on portions of the upper floors of the 28-Story Condo Building are consistent with the Secretary of Interior’s Standards because they appropriately serve to differentiate the upper portion from the existing historic structures on the block and reduce the impression of height and mass at the pedestrian level.
- Findings 18 and 19 regarding the portion of the parking ramp that extends to the 2<sup>nd</sup> Avenue facade at the 3<sup>rd</sup> and 4<sup>th</sup> floors are inconsistent with the Commission’s determination and findings relating to the Certificate of Appropriateness for the Parking Ramp in which the Commission determined that the parking ramp does not “undermine the cohesion of the overall district” and is not “visually incompatible.”
- Contrary to Finding 23, the overall height of the primary building entrance is a special design feature allowed by the Guidelines. Regardless, the primary entrance is not located within the North Loop Warehouse Local District, so its design is not required to comply with the Guidelines and is not subject to approval by the Commission.
- Findings 25 and 26 regarding the historic significance of the alley are unsupported by the record. The alley is not a contributing or character-defining feature of either the local or national district. Nor does it serve to delineate the historic relationship between the historic buildings on the block because it is bounded primarily by surface parking lots.

The findings and the evidence in the record, taken as a whole, do not support the Commission’s decision to deny the requested Certificate of Appropriateness.

4. Attach a list of property owners and mailing labels for property located within 350 feet of the affected property obtained from:

Hennepin County Taxpayer Services Division  
A-600 Government Center  
300 South 6<sup>th</sup> Street  
Minneapolis, MN 55487  
Telephone: 612-348-5910

The list of property owners and mailing labels have been submitted as an attachment to the cover letter accompanying this appeal.

5. Attach three copies of scaled and dimensioned plans for the project, if different than the original application, including at least one copy that is reduced to 8 ½" x 11" or 11" x 17". Project plans must include a site plan, floor plan and all exterior elevations.

There are no revisions at this time.

Signature of Applicant:

Walter H. Rockenstein II Date: Dec. 8, 2006

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Daytime Telephone:

Phone (612) 766-7208

Fax (612) 766-1600

2. Street address of Affected Property:

206-214½ Washington Avenue N., and the northwesterly half of 216 2<sup>nd</sup> Avenue N.

Legal Description:

Lots 3 and 4, Block 34, Town of Minneapolis

3. Describe the decision being appealed and the reasons for appealing the decision. Attach additional documentation as needed:

Appeal of the Decision of the Heritage Preservation Commission (the "Commission") to deny a Certificate of Appropriateness for the Pacific Development for the 18-Story Condo Building. This appeal is based on inaccuracies and inadequacies in the findings adopted by the Commission, including the following:

- The Commission's Findings do not acknowledge that the City has recently approved condominium towers of 24, 32 and 33 stories adjacent to the boundary of the North Loop Warehouse Local District. In light of these facts, the height of the 18-Story Condo Building will not materially impair the integrity of the North Loop Warehouse Local District.
- Finding 7 relating to shadow effects is irrelevant to the evaluation of a Certificate of Appropriateness and cannot be a basis for denial because the Guidelines do not mention shadow effects. Many similar high rise residential developments in and adjacent to historic districts have been approved by the City, notwithstanding the fact that they will cast shadows within a historic district.

- Contrary to the assertion in Finding 8, the base of the 18-Story Condo Building is consistent with the intent of the Guidelines that infill construction “characterize” a masonry loading bearing building and the Guidelines do not discourage contemporary curtain wall construction techniques.
- The Findings fail to acknowledge that the setbacks and incorporation of glass curtain walls on portions of the upper floors of the 18-Story Condo Building are consistent with the Secretary of Interior’s Standards because they appropriately serve to differentiate the upper portion from the existing historic structures on the block and reduce the impression of height and mass at the pedestrian level.

The findings and the evidence in the record, taken as a whole, do not support the Commission’s decision to deny the requested Certificate of Appropriateness.

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2. Street address of Affected Property:

No single assigned address; interior of block bounded by Washington Avenue N., 3rd Avenue N., 2nd Street N., and 2nd Avenue N. (the "Pacific Block").

Legal Description:

Parts of Lots 1-5, 7 and 8, Block 34, Town of Minneapolis

3. Describe the decision being appealed and the reasons for appealing the decision. Attach additional documentation as needed:

Appeal of the Decision of the Heritage Preservation Commission (the "Commission") to deny a Certificate of Appropriateness for the Pacific Development for the Parking Ramp and Vehicle Access. This appeal is based on inaccuracies and inadequacies in the findings adopted by the Commission, including the following:

- o Findings 5 and 8 should be amended to be consistent with the Commission's Findings 6 and 7 in which the Commission rejected staff's proposed statements that the design of the parking ramp would undermine the cohesion of historic buildings in the overall district or be visually incompatible. To the contrary, the design of the parking ramp behind the historic buildings on the block and only abutting the back of two of the buildings at ground level deliberately preserves the impression of a collection of individual buildings on the block.
- o Findings 9 and 10 regarding the historic significance of the alley are unsupported by the record. The alley is not a contributing or character-defining feature of either the local or national district. Nor does it serve to delineate the historic relationship

between the historic buildings on the block because it is bounded primarily by surface parking lots.

- The recommendations of the Secretary of the Interior's Standards call for "designing required new parking so that it is as unobtrusive as possible, i.e., on side streets or at the rear of buildings. 'Shared' parking should also be planned so that several businesses can utilize one parking area as opposed to introducing random, multiple lots." The proposed parking ramp, which is located almost entirely within the interior of the block and which provides shared parking for all the uses on the block, complies with this recommendation.
  
- The Parking Ramp replaces the existing random, surface parking lots that are not representative of the period of significance.

The findings and the evidence in the record, taken as a whole, do not support the Commission's decision to deny the requested Certificate of Appropriateness.

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Legal Description:

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of minutes

- Findings 9, 16, and 18 incorrectly apply the Local Warehouse District Guidelines for infill construction to evaluate the proposed driveway and passenger drop-off for the hotel and the landscaped open space/seating area that will replace the existing parking lot at the corner of 3<sup>rd</sup> Avenue and 2<sup>nd</sup> Street. These features are not “infill construction” of a new building or an addition to the existing building and are not governed by the Guidelines for infill construction. Rather, these features should be evaluated in accordance with the Secretary of the Interior’s Guidelines for the Treatment of Cultural Landscapes. The proposed design elements for the driveway, pedestrian access, seating area, and landscaped open space are consistent with the Secretary of the Interior’s Guidelines for the Treatment of Cultural Landscapes and will be installed on a parcel that has been a vacant lot for 60 years.
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4. Attach a list of property owners and mailing labels for property located within 350 feet of the affected property obtained from:

Hennepin County Taxpayer Services Division  
 A-600 Government Center  
 300 South 6<sup>th</sup> Street  
 Minneapolis, MN 55487  
 Telephone: 612-348-5910

The list of property owners and mailing labels have been submitted as an attachment to the cover letter accompanying this appeal.

5. Attach three copies of scaled and dimensioned plans for the project, if different than the original application, including at least one copy that is reduced to 8 ½” x 11” or 11” x 17”. Project plans must include a site plan, floor plan and all exterior elevations.

Potential revisions to the plans for the New Hotel are under consideration and will be submitted in the form required as soon as they are available.

Signature of Applicant:

Walter H. Rockenstein II Date: Dec. 8, 2006

**APPEAL OF THE DECISION OF THE  
HERITAGE PRESERVATION COMMISSION  
MINNEAPOLIS, MINNESOTA**

The undersigned hereby Appeals to the City Council the decision of the Heritage Preservation Commission, as authorized in section 599.190 of the Minneapolis Code of Ordinances.

1. Name of Appellant:  
Walter H. Rockenstein II, attorney for the Developer, Pacific Flats, LLC

Address:  
FAEGRE & BENSON LLP, 2200 Wells Fargo Center, 90 South Seventh Street,  
Minneapolis, MN 55402-3901  
WRockenstein@faegre.com

Daytime Telephone:  
Phone (612) 766-7208 Fax (612) 766-1600

2. Street address of Affected Property:  
212 – 216 2nd Avenue N. and part of 219 2nd Street N.

Legal Description:  
Lots 5, 6 and 7, Block 34, Town of Minneapolis

3. Describe the decision being appealed and the reasons for appealing the decision. Attach additional documentation as needed:

Appeal of the Decision of the Heritage Preservation Commission (the "Commission") to deny a Certificate of Appropriateness for the Pacific Development for the 28-Story Condo Building. This appeal is based on inaccuracies and inadequacies in the findings adopted by the Commission, including the following:

- o The Commission's Findings fail to acknowledge that there is no height limit for new construction on the Gehl-Dolphin lot or on a portion of the block immediately east of the Pacific Block because these locations are not within the North Loop Warehouse Local District. The Findings also do not acknowledge that the City has recently approved condominium towers of 24, 32 and 33 stories adjacent to the boundary of the North Loop Warehouse Local District. In light of these facts, the height of the 28-Story Condo Building will not materially impair the integrity of the North Loop Warehouse Local District.
- o Finding 14 relating to shadow effects is irrelevant to the evaluation of a Certificate of Appropriateness and cannot be a basis for denial because the Guidelines do not mention shadow effects. Many similar high rise residential developments in and

adjacent to historic districts have been approved by the City, notwithstanding the fact that they will cast shadows within a historic district.

- Contrary to the assertion in Finding 15, the base of the 28-Story Condo Building is consistent with the intent of the Guidelines that infill construction “characterize” a masonry loading bearing building and the Guidelines do not discourage contemporary curtain wall construction techniques.
- The Findings fail to acknowledge that the setbacks and incorporation of glass curtain walls on portions of the upper floors of the 28-Story Condo Building are consistent with the Secretary of Interior’s Standards because they appropriately serve to differentiate the upper portion from the existing historic structures on the block and reduce the impression of height and mass at the pedestrian level.
- Findings 18 and 19 regarding the portion of the parking ramp that extends to the 2<sup>nd</sup> Avenue facade at the 3<sup>rd</sup> and 4<sup>th</sup> floors are inconsistent with the Commission’s determination and findings relating to the Certificate of Appropriateness for the Parking Ramp in which the Commission determined that the parking ramp does not “undermine the cohesion of the overall district” and is not “visually incompatible.”
- Contrary to Finding 23, the overall height of the primary building entrance is a special design feature allowed by the Guidelines. Regardless, the primary entrance is not located within the North Loop Warehouse Local District, so its design is not required to comply with the Guidelines and is not subject to approval by the Commission.
- Findings 25 and 26 regarding the historic significance of the alley are unsupported by the record. The alley is not a contributing or character-defining feature of either the local or national district. Nor does it serve to delineate the historic relationship between the historic buildings on the block because it is bounded primarily by surface parking lots.

The findings and the evidence in the record, taken as a whole, do not support the Commission’s decision to deny the requested Certificate of Appropriateness.

4. Attach a list of property owners and mailing labels for property located within 350 feet of the affected property obtained from:

Hennepin County Taxpayer Services Division  
A-600 Government Center  
300 South 6<sup>th</sup> Street  
Minneapolis, MN 55487  
Telephone: 612-348-5910

The list of property owners and mailing labels have been submitted as an attachment to the cover letter accompanying this appeal.

5. Attach three copies of scaled and dimensioned plans for the project, if different than the original application, including at least one copy that is reduced to 8 ½" x 11" or 11" x 17". Project plans must include a site plan, floor plan and all exterior elevations.

There are no revisions at this time.

Signature of Applicant:

Walter H. Rockenstein II Date: Dec. 8, 2006

**APPEAL OF THE DECISION OF THE  
HERITAGE PRESERVATION COMMISSION  
MINNEAPOLIS, MINNESOTA**

The undersigned hereby Appeals to the City Council the decision of the Heritage Preservation Commission, as authorized in section 599.190 of the Minneapolis Code of Ordinances.

1. Name of Appellant:

Walter H. Rockenstein II, attorney for the Developer, Pacific Flats, LLC

Address:

FAEGRE & BENSON LLP, 2200 Wells Fargo Center, 90 South Seventh Street,

Minneapolis, MN 55402-3901

WRockenstein@faegre.com

Daytime Telephone:

Phone (612) 766-7208

Fax (612) 766-1600

2. Street address of Affected Property:

206-214½ Washington Avenue N., and the northwesterly half of 216 2<sup>nd</sup> Avenue N.

Legal Description:

Lots 3 and 4, Block 34, Town of Minneapolis

3. Describe the decision being appealed and the reasons for appealing the decision. Attach additional documentation as needed:

Appeal of the Decision of the Heritage Preservation Commission (the "Commission") to deny a Certificate of Appropriateness for the Pacific Development for the 18-Story Condo Building. This appeal is based on inaccuracies and inadequacies in the findings adopted by the Commission, including the following:

- The Commission's Findings do not acknowledge that the City has recently approved condominium towers of 24, 32 and 33 stories adjacent to the boundary of the North Loop Warehouse Local District. In light of these facts, the height of the 18-Story Condo Building will not materially impair the integrity of the North Loop Warehouse Local District.
- Finding 7 relating to shadow effects is irrelevant to the evaluation of a Certificate of Appropriateness and cannot be a basis for denial because the Guidelines do not mention shadow effects. Many similar high rise residential developments in and adjacent to historic districts have been approved by the City, notwithstanding the fact that they will cast shadows within a historic district.

- Contrary to the assertion in Finding 8, the base of the 18-Story Condo Building is consistent with the intent of the Guidelines that infill construction “characterize” a masonry loading bearing building and the Guidelines do not discourage contemporary curtain wall construction techniques.
- The Findings fail to acknowledge that the setbacks and incorporation of glass curtain walls on portions of the upper floors of the 18-Story Condo Building are consistent with the Secretary of Interior’s Standards because they appropriately serve to differentiate the upper portion from the existing historic structures on the block and reduce the impression of height and mass at the pedestrian level.

The findings and the evidence in the record, taken as a whole, do not support the Commission’s decision to deny the requested Certificate of Appropriateness.

4. Attach a list of property owners and mailing labels for property located within 350 feet of the affected property obtained from:

Hennepin County Taxpayer Services Division  
A-600 Government Center  
300 South 6<sup>th</sup> Street  
Minneapolis, MN 55487  
Telephone: 612-348-5910

The list of property owners and mailing labels have been submitted as an attachment to the cover letter accompanying this appeal.

5. Attach three copies of scaled and dimensioned plans for the project, if different than the original application, including at least one copy that is reduced to 8 ½” x 11” or 11” x 17”. Project plans must include a site plan, floor plan and all exterior elevations.

There are no revisions at this time.

Signature of Applicant:

ReSattar H. Rockenstein II

Date: Dec. 8, 2006

**APPEAL OF THE DECISION OF THE  
HERITAGE PRESERVATION COMMISSION  
MINNEAPOLIS, MINNESOTA**

The undersigned hereby Appeals to the City Council the decision of the Heritage Preservation Commission, as authorized in section 599.190 of the Minneapolis Code of Ordinances.

1. Name of Appellant:

Walter H. Rockenstein II, attorney for the Developer, Pacific Flats, LLC

Address:

FAEGRE & BENSON LLP, 2200 Wells Fargo Center, 90 South Seventh Street,

Minneapolis, MN 55402-3901

WRockenstein@faegre.com

Daytime Telephone:

Phone (612) 766-7208

Fax (612) 766-1600

2. Street address of Affected Property:

No single assigned address; interior of block bounded by Washington Avenue N., 3rd Avenue N., 2nd Street N., and 2nd Avenue N. (the "Pacific Block").

Legal Description:

Parts of Lots 1-5, 7 and 8, Block 34, Town of Minneapolis

3. Describe the decision being appealed and the reasons for appealing the decision. Attach additional documentation as needed:

Appeal of the Decision of the Heritage Preservation Commission (the "Commission") to deny a Certificate of Appropriateness for the Pacific Development for the Parking Ramp and Vehicle Access. This appeal is based on inaccuracies and inadequacies in the findings adopted by the Commission, including the following:

- o Findings 5 and 8 should be amended to be consistent with the Commission's Findings 6 and 7 in which the Commission rejected staff's proposed statements that the design of the parking ramp would undermine the cohesion of historic buildings in the overall district or be visually incompatible. To the contrary, the design of the parking ramp behind the historic buildings on the block and only abutting the back of two of the buildings at ground level deliberately preserves the impression of a collection of individual buildings on the block.
- o Findings 9 and 10 regarding the historic significance of the alley are unsupported by the record. The alley is not a contributing or character-defining feature of either the local or national district. Nor does it serve to delineate the historic relationship

between the historic buildings on the block because it is bounded primarily by surface parking lots.

- o The recommendations of the Secretary of the Interior's Standards call for "designing required new parking so that it is as unobtrusive as possible, i.e., on side streets or at the rear of buildings. 'Shared' parking should also be planned so that several businesses can utilize one parking area as opposed to introducing random, multiple lots." The proposed parking ramp, which is located almost entirely within the interior of the block and which provides shared parking for all the uses on the block, complies with this recommendation.
- o The Parking Ramp replaces the existing random, surface parking lots that are not representative of the period of significance.

The findings and the evidence in the record, taken as a whole, do not support the Commission's decision to deny the requested Certificate of Appropriateness.

4. Attach a list of property owners and mailing labels for property located within 350 feet of the affected property obtained from:

Hennepin County Taxpayer Services Division  
A-600 Government Center  
300 South 6<sup>th</sup> Street  
Minneapolis, MN 55487  
Telephone: 612-348-5910

The list of property owners and mailing labels have been submitted as an attachment to the cover letter accompanying this appeal.

5. Attach three copies of scaled and dimensioned plans for the project, if different than the original application, including at least one copy that is reduced to 8 ½" x 11" or 11" x 17". Project plans must include a site plan, floor plan and all exterior elevations.

There are no revisions at this time.

Signature of Applicant:

Walter H. Rockenstein II

Date: Dec. 8, 2006

**Request for City Council Committee Action  
from the Department of Community Planning and Economic Development—Planning Division**

Appeal of the decision of the Minneapolis Heritage Preservation Commission to deny Certificates of Appropriateness for four components of the Pacific Development Project

**Exhibit 3.**

Planning Division staff reports to the Minneapolis HPC for the four above-listed HPC projects (PD-3, 4, 6, and 7)

**CITY OF MINNEAPOLIS  
CPED PLANNING DIVISION  
HERITAGE PRESERVATION COMMISSION STAFF REPORT  
Pacific Development Project**

**Attachments Common to all Pacific Development Applications**

- Attachment A.** General Description of the Pacific Development. Includes the following:
- Exhibit 1: Map of North Loop Warehouse Local District
  - Exhibit 2: Map of Minneapolis Warehouse National Register District
  - Exhibit 3: Schematic of Bridge Blocks
  - Exhibit 4: Existing Conditions
  - Exhibit 5: Nearby Building Heights
  - Exhibit 6: Project Perspectives
- Attachment B.** HPC application identification map
- Attachment C.** Buildings and addresses in area
- Attachment D.** Window dimensions and materials list
- Attachment E.** Pacific Development Project plans
- Attachment F.** Property owner sheets on the historic buildings and Sanborn maps of the site, 1912 and 1951
- Attachment G.** Photos of the area
- Attachment H.** Photos of affected elevations
- Attachment I.** Shadow analysis
- Attachment J.** EAW comment letter from the Minnesota Historical Society
- Attachment K.** Letters from the North Loop Neighborhood Association

**CITY OF MINNEAPOLIS  
CPED PLANNING DIVISION  
HERITAGE PRESERVATION COMMISSION STAFF REPORT  
Pacific Development Project**

## **Attachments Common to all Pacific Development Applications**

**Attachment A. General Description of the Pacific Development. Includes the following:**

- **Exhibit 1: Map of North Loop Warehouse Local District**
- **Exhibit 2: Map of Minneapolis Warehouse National Register District**
- **Exhibit 3: Schematic of Bridge Blocks**
- **Exhibit 4: Existing Conditions**
- **Exhibit 5: Nearby Building Heights**
- **Exhibit 6: Project Perspectives**

# Application for Certificate of Appropriateness

## Attachment A: General Description of The Pacific Development

### 1. Introduction

The Pacific Development (or “**Project**”) is a mixed-use redevelopment of the entire block bounded by Washington Avenue N., 3<sup>rd</sup> Avenue N., 2<sup>nd</sup> Street N., and 2<sup>nd</sup> Avenue N. (the “**Pacific Block**” or “**Project Site**”), in the heart of Minneapolis. The Pacific Block, except for one lot (the “**Gehl-Dolphin Lot**”), is located within the North Loop Warehouse Area, a City of Minneapolis (“**City**”) locally-designated historic district (“**North Loop Warehouse Local District**”). (See Exhibit 1 – Map of North Loop Warehouse Local District.) Any addition to or construction, demolition, or other material alteration of structures within the North Loop Warehouse Local District requires approval of a Certificate of Appropriateness by the Minneapolis Heritage Preservation Commission (the “**HPC**”). Addition, construction, demolition, or other material alteration that occurs on the Gehl-Dolphin Lot does not require approval of a Certificate of Appropriateness by the HPC because the HPC’s authority extends only to properties and districts designated as local landmarks by the City.

The entire Project Site is located within the Minneapolis Warehouse Historic District, which has been listed in the National Register of Historic Places (“**Minneapolis Warehouse National Register District**”). However the National Register designation does not impose Section 106 or other permitting regulations on this Project because it involves no federal funds or federal licensing. (See Exhibit 2 – Map of Minneapolis Warehouse National Register District.)

Pacific Flats, LLC (the “**Developer**”) intends to redevelop the Pacific Block to provide a mix of commercial, hotel, office, and residential spaces that will create a vital destination place for area residents and visitors. The Pacific Development will provide expanded housing opportunities, supply much-needed service retail space to support the growing density of the North Loop neighborhood, and create pedestrian-oriented streetscapes and other public amenities.

The Project will preserve the four contributing historic buildings on the Pacific Block by (a) completing the interior renovation of the upper floors of the Pacific Flats Building, (b) completely rehabilitating the deteriorating Lowry-Morrison Building, (c) rehabilitating and adding new construction to adaptively reuse the Northwestern Glass Company Building as a boutique hotel, and (d) preserving the Monte Carlo Club as a restaurant by integrating it into the Project. All this work will be consistent with the HPC’s Guidelines for the North Loop Warehouse Local District (“**North Loop District Guidelines**”) and the Secretary of Interior’s Standards for Rehabilitation (“**Secretary’s Standards**”). The Project will also replace noncontributing buildings and surface parking lots with new construction that is designed to be compatible with, but not imitate, the historic fabric.

The Project will encompass approximately 595,153 square feet (“SF”) of developed floor space, with an additional area of approximately 258,435 SF of structured parking. The Project will include approximately 327 condominium units, a ten-story,<sup>1</sup> 133-room hotel (“**New Hotel**”), and space devoted to neighborhood retail and destination office tenants. The retail and office uses are expected to include a health and fitness club, at least two restaurants, including the Monte Carlo Club, and a medical clinic. The residential component comprises two residential condominium towers – an 18-story building on Washington Avenue N. (“**18-Story Condo Building**”)<sup>2</sup> and a 28-story building whose major axis parallels 2<sup>nd</sup> Street N. with an eight-story wing along 2<sup>nd</sup> Avenue N. (“**28-Story Condo Building**”).<sup>3</sup> Both buildings will have retail uses at the street level. (See Attachment E: Project Plans.)

A parking ramp located in the interior of the Pacific Block will provide off-street parking for approximately 734 vehicles (“**Parking Ramp**”). The Parking Ramp will comprise eight parking levels – three parking levels below grade; an access, parking, and service level at grade; and four structured parking levels above grade (including a mezzanine level). A roof terrace will cover the eighth parking level. There will also be a roof terrace over the at grade parking behind the Monte Carlo Club between the New Hotel and the Pacific Flats Building. (See Attachment E: Project Plans.)

It is anticipated that the Project will be built in three phases.

- Phase 1: Rehabilitation of the Northwestern Building into the New Hotel, interior build-out of the upper two floors of the Pacific Flats Building, construction of the pocket park between the Monte Carlo Club and Pacific Flats Building, and construction of the parking and retail bases of the 18-Story Condo Building and of the 28-Story Condo Building.
- Phase 2: Construction of the residential portion of the 18-Story Condo Building (floors six through 18).
- Phase 3: Rehabilitation of the Lowry-Morrison Building, construction of the residential portion of the 28-Story Condo Building (floors five through 28), and construction of the second pocket park behind the Lowry-Morrison Building.

The Pacific Block is located within a pivotal, three-block commercial “bridge” between the North Loop neighborhood and the Downtown Central Business District. This unique area extends from the Pacific Block to the Jaguar dealership block at Hennepin Avenue and

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<sup>1</sup> Under the Minneapolis Zoning Code, the ten-story New Hotel is considered an 11-story building because the first story, which is 21 feet, 10 inches high to match the second floor level in the historic Northwestern Building, exceeds 14 feet in height, which is the Zoning Code definition of a story, and is counted as two stories.

<sup>2</sup> Under the Minneapolis Zoning Code, the 18-Story Condo Building is considered a 20-story building because the first two stories, which are 16 feet and 14 feet, 7 inches high respectively to match the second and third floor levels in the adjoining historic Pacific Flats and Lowery-Morrison Buildings, both exceed 14 feet in height, which is the Zoning Code definition of a story, and are counted as two stories each.

<sup>3</sup> Under the Minneapolis Zoning Code, the 28-Story Condo Building is considered a 29-story building because the first story, which is 21 feet, 10 inches high to match the second floor level in the adjoining historic Northwestern Building, exceeds 14 feet in height, which is the Zoning Code definition of a story, and is counted as two stories.

Washington Avenue (“**Jaguar Block**”) and connects Interstate 394 to Hennepin and Washington Avenues. (See Exhibit 3 – Schematic of Bridge Blocks.) The City recently approved development of the Jaguar Block with a 290 unit, 33-story, residential condominium building and 80,000 SF of grocery retail space. Together with the retail and housing proposed for the Jaguar Block, The Pacific Development will create a commercial focus along Washington Avenue N. establishing a high density, neighborhood residential and service node, making Washington Avenue a major boulevard for the City.

The density proposed for The Pacific Development, based on the B4C-1 District zoning requirements, is considerably less than the allowable floor area ratio for the Project Site. This density is consistent with the City’s policies for redevelopment along Washington Avenue and will make the completion, rehabilitation, and reuse of the historic buildings on the Pacific Block both feasible and sustainable. The Pacific Development will showcase its historic structures and make them inviting and accessible to tenants and the public.

## **2. Overview of Warehouse District History and Local Historic Designation**

In the mid-nineteenth century, the federal government began granting land to private owners in the area west of the Mississippi River that was to become Minneapolis. A suspension bridge, the first bridge to cross the Mississippi, carried Hennepin Avenue between Minneapolis and the community of Saint Anthony, which had been established on the east bank in 1848. Just south of the bridge at the intersection of Hennepin and Nicollet Avenues, two of Minneapolis’s main north-south streets, was Bridge Square, the town’s early commercial center. Washington Avenue, which defined the south end of Bridge Square, became an important artery for the fledgling community. A few blocks northwest of Bridge Square, between 3rd and 5th Avenues N., Washington Avenue N. crossed the tracks of the Saint Paul and Pacific Railway, which completed another important bridge in 1867 – the first to link Minneapolis by railroad to the east. The presence of the railroad encouraged the growth of an industrial district in this area. This was further stimulated when Washington Avenue gained one of the first routes of the horsecar system, which was launched in 1875.

Although property owners were required to obtain building permits from the City as of 1873, a building code was not established until 1884. The code forced the replacement of wood-frame structures with more permanent buildings of brick and stone, a physical manifestation of the community’s transition from frontier outpost to urban center. The legacy of this change remains visible in the buildings that characterize the two historic districts.

By the early twentieth century, though, the heart of Downtown Minneapolis had moved away from the Mississippi River. Deterioration around Bridge Square prompted calls for the area’s redevelopment, resulting in the construction of Gateway Park. The park did not succeed in stopping the downward slide, and by mid-century, City planners were proposing a major urban renewal area covering 68 acres, extending along the riverfront as far as 3<sup>rd</sup> Avenue N. While redevelopment efforts appeared as far west as 1<sup>st</sup> Avenue N., the further reaches of the warehouse district survived, for the most part, to be rediscovered by

preservationists and urban pioneers in the 1970s. Within a few decades, most of the underutilized or vacant warehouses had been adapted for offices, housing, restaurants, or other uses.

The area is historically significant as the area of early commercial growth during the development of the City that established Minneapolis as the trade center for the upper Midwest and includes some of the oldest extant buildings in Minneapolis. The City established the North Loop Warehouse Local District in 1978, and the North Loop District Guidelines were adopted. The larger Minneapolis Warehouse National District was established in 1989. No guidelines or regulations have been adopted for the Minneapolis Warehouse National District. Redevelopment is therefore informed by the Secretary's Standards.

### 3. Existing Conditions

The Pacific Block comprises 107,682 SF and contains six buildings totaling approximately 86,000 SF of gross floor space (“GFS”). These are:

- Pacific Flats building, 218-228 Washington Avenue N. (“**Pacific Flats Building**”);
- Monte Carlo Club restaurant, 217 3<sup>rd</sup> Avenue N. (“**Monte Carlo Club**”);
- Northwestern Glass Company building, 215-223 2<sup>nd</sup> Street N., which was originally constructed as two buildings (“**Northwestern Building**”);
- Gehl Company/Dolphin building, 212 2<sup>nd</sup> Avenue N. (“**Gehl-Dolphin Building**”);
- Lowry & Morrison Building, 200-204 Washington Avenue N. (“**Lowry-Morrison Building**”); and
- Auto Repair Garage/Carriage House, 206 Washington Avenue N. (“**Auto Repair Garage**”).

About 47% of the Pacific Block is vacant land (not including the alley), and almost all of that is used for surface parking. The contributing structures occupy about 39% of the Block. (See Exhibit 4 – Existing Conditions.)

The Lowry-Morrison Building is boarded and unused except for one retail tenant on the first floor. The Pacific Flats Building has been partially renovated, is occupied by retail on the first floor, and is unoccupied on the second and third floors. The Monte Carlo Club is a restaurant. The Northwestern Building includes both retail and office uses. The Gehl-Dolphin Building is used for a temporary staffing business. The Auto Repair Garage houses a temporary service on the second floor and is vacant on the first floor. The Pacific Block, except for the lot occupied by the Gehl-Dolphin Building, is within the North Loop Warehouse Local District, and the Pacific Flats Building, Monte Carlo Club, Northwestern Building, and Lowry-Morrison Building are considered “contributing” to the District.

#### 4. Design Overview

The design approach to the Pacific Block emanated from a larger contextual view of the area, noted earlier, that sees the Block as part of a three-block commercial “bridge” between two significant development patterns – the North Loop neighborhood and the Downtown Central Business District.

On the one hand, the Downtown zoning districts do not restrict the height of structures. So to the southeast and southwest, there is the towering skyline of the Downtown Central Business District. Numerous planned and existing housing towers near the Pacific Block relate to the Downtown massing, including: the Eclipse (24 and 32 stories) and the Jaguar Block (33 stories), both one block east on Hennepin; the Churchill (33 stories), the Carlyle (39 stories), and other residential towers aligned along First Street N., two or three blocks to the northeast of the Pacific Block, that are in or adjacent to the St. Anthony Falls Historic District; and the condominium towers (19 to 25 stories) planned for the area between the Pacific Block and the new Minnesota Twins ballpark, currently referred to as the North Loop Village, that will be built three blocks to the south of the Pacific Block. (See Exhibit 5 – Nearby Building Heights.)

In contrast, the North Loop District Guidelines propose building heights of two to ten stories in the North Loop Warehouse Local District. And to the northwest and northeast of the Pacific Block are the historic warehouse buildings and mid-rise housing developments (one to nine stories) of the North Loop neighborhood and the St. Anthony Falls Historic District. (See Exhibit 5 – Nearby Building Heights.)

This creates a transitional zone between the higher density Downtown and the lower density of the North Loop neighborhood that extends along the north side of Washington Avenue N. between Interstate 394 and Hennepin Avenue. The Pacific Development reflects and relates to both of these contexts. It retains and preserves its historic warehouse buildings and places its residential towers on portions of the Project Site closest to existing and planned residential towers. (See Exhibit 5 – Nearby Building Heights.)

The design of The Pacific Development buildings and spaces conform to the following design objectives, which were distilled from the North Loop District Guidelines, the City’s comprehensive plan for the area (Downtown 2010), the City’s Zoning Code, design principles promoted by the Warehouse District North Loop Neighborhood Association, and feedback from many meetings with neighborhood residents during the pre-design and design phases of the Project.

- Create a collection of different buildings and designs, new and historic, assembled together over time, rather than a single, mega-block design.
- Preserve the historic buildings and facades on the Pacific Block without harming the contributing fabric of the Block.
- Position infill buildings to maintain the historic street walls and current open space.

- Carry the street wall upward for two to six stories and then set back the upper floors of infill buildings.
- Position infill buildings to let light penetrate the interior of the Pacific Block and to allow views through the Block.
- Place parking in the center of the Pacific Block screened from the street frontages.
- Provide commercial uses on all street frontages.
- Design retail spaces with multiple entries to accommodate both service and destination retail uses.
- Enhance the sidewalks to encourage pedestrian use.
- Provide publicly-accessible plazas and green spaces at street level and on the roof of the Parking Ramp.
- Produce a financially viable development.

While working within this collective base of principles creates a unified relationship for the buildings on the Pacific Block as a whole, the Developer has also sought to establish and preserve the unique character of the individual buildings and features. In particular, new buildings need to be recognizably of their own time and place, built with today's technologies, and sensitive to the historic buildings but without mimicking them. This allows the authentic character of the historic buildings to be featured and celebrated, not diluted by look-alike infill construction. (See Exhibit 6 – Project Perspectives.)

The four historic buildings are preserved around the perimeter of the Pacific Block with parking provided at the center of the Block. For the New Hotel, 12 structural bays in the middle of the east side of the Northwestern Building will be removed to provide loading space and an interior atrium space. The rest of the Northwestern Building will be rehabilitated and integrated with new construction to create the New Hotel. The noncontributing Auto Repair Garage on Washington Avenue N. will be demolished, and the gap in the street wall between the Lowry-Morrison Building and the Pacific Flats Building will be filled with the four-story base of the 18-Story Condo Building. The upper floors of the 18-Story Condo Building will be set back 36 feet, 6 inches (fifth floor) and 29 feet (sixth through 18<sup>th</sup> floor) from the street wall facade of the Building. Similarly, the 28-Story Condo Building will be built up to the sidewalk along 2<sup>nd</sup> Avenue N. and 2<sup>nd</sup> Street N. for the first four to six floors and then step back for the upper floors of the tower and eight-story wing. (See Attachment E: Project Plans.)

The first four to five levels, the street wall facade, of the new buildings conform to the dominant context of masonry construction, but utilize some contrasting materials to reveal a more sophisticated play on contextual rhythms, patterns, and scales. Above the street wall facade levels, the design and materials of the set back portions of the new buildings are more contrasting and transparent to relate to the skyline. The setback design and the use of lighter and more transparent materials for the tall portions of the new buildings prevent them from looming over or dominating the street level experience of the Pacific Block. (See Attachment E: Project Plans and Exhibit 6 – Project Perspectives.) The new buildings are

positioned around the Project Site to maintain open space and relief between them and to allow daylight to penetrate deeply within the Pacific Block as well as to the surrounding blocks. This also allows views through the Pacific Block from each building and allows each to take full advantage of its frontage on the elevated roof terraces.

The Pacific Development includes landscape and green spaces at the street level and on its roofs. Two pocket parks are planned. The first is on 3<sup>rd</sup> Avenue N. between the Monte Carlo Club and the Pacific Building. The second is on 2<sup>nd</sup> Avenue N. behind the Lowry-Morrison Building. The parks are connected under the back of the 18-Story Condo Building to form a through-block pedestrian promenade. (See Attachment E: Project Plans.)

The long vacant lot at the corner of 2nd Street N. and 3rd Avenue N., which has been used as a surface parking lot, will be transformed into a landscaped exterior open space. This will be a public space, privately owned and managed by the New Hotel for the Hotel entrance, restaurant dining, and public seating. (See Attachment E: Project Plans.)

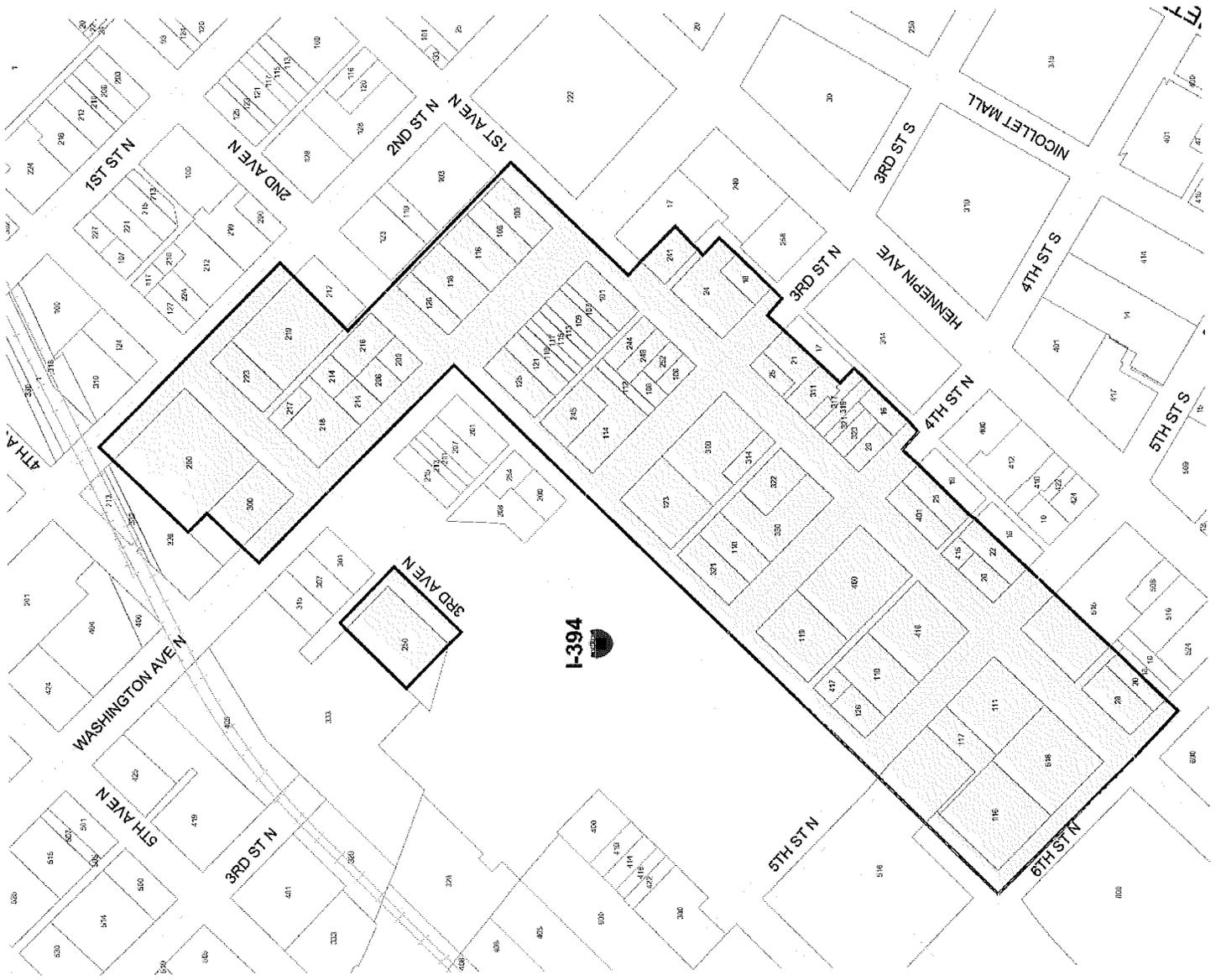
Project plans show multiple roof terraces with landscaping. The New Hotel will have two terraces – the interior atrium and a roof terrace at the fifth level, which will cover the roof of the Northwestern Building and will be accessible from the New Hotel's fifth floor. The 18-Story Condo Building will have a roof terrace at the fifth level facing Washington Avenue, which will be accessible from the health club on the fifth floor. The 28-Story Condo Building will have a roof terrace on the top of the eight-story wing, which will be accessible from the Building. The Parking Ramp will have two roof terraces – one at the second level behind the Monte Carlo Club, which will be partially accessible from adjoining guest rooms on the New Hotel's second floor, and one at the fifth level, which connects to the fifth floors of the 18-Story and 28-Story Condo Buildings. Fifty percent of the Parking Ramp's fifth level roof terrace will be a public space accessible from the commercial elevators in the 18-Story Condo Building, privately owned and managed for public and private use. (See Attachment E: Project Plans.)

Vehicle access to the Pacific Block will occur at three points. First, a one-lane, entry-only access into the Parking Ramp will be placed on 3<sup>rd</sup> Avenue N. just north of the Monte Carlo Club (west side of the Block) primarily to serve that restaurant, the New Hotel, and service vehicles. A single lane will curve off from the main drive to provide a drop-off and valet driveway in front of the New Hotel. This lane will exit back onto 3<sup>rd</sup> Avenue N. Second, a two-lane, full entry and exit access will occur on 2nd Street N. (north side of the Block) along the east side of the Northwestern Building. Third, the other two-lane, full entry and exit access will be placed on 2nd Avenue N. (east side of the Block) just north of pocket park that adjoins the back of the Lowry-Morrison Building. (See Attachment E: Project Plans.)

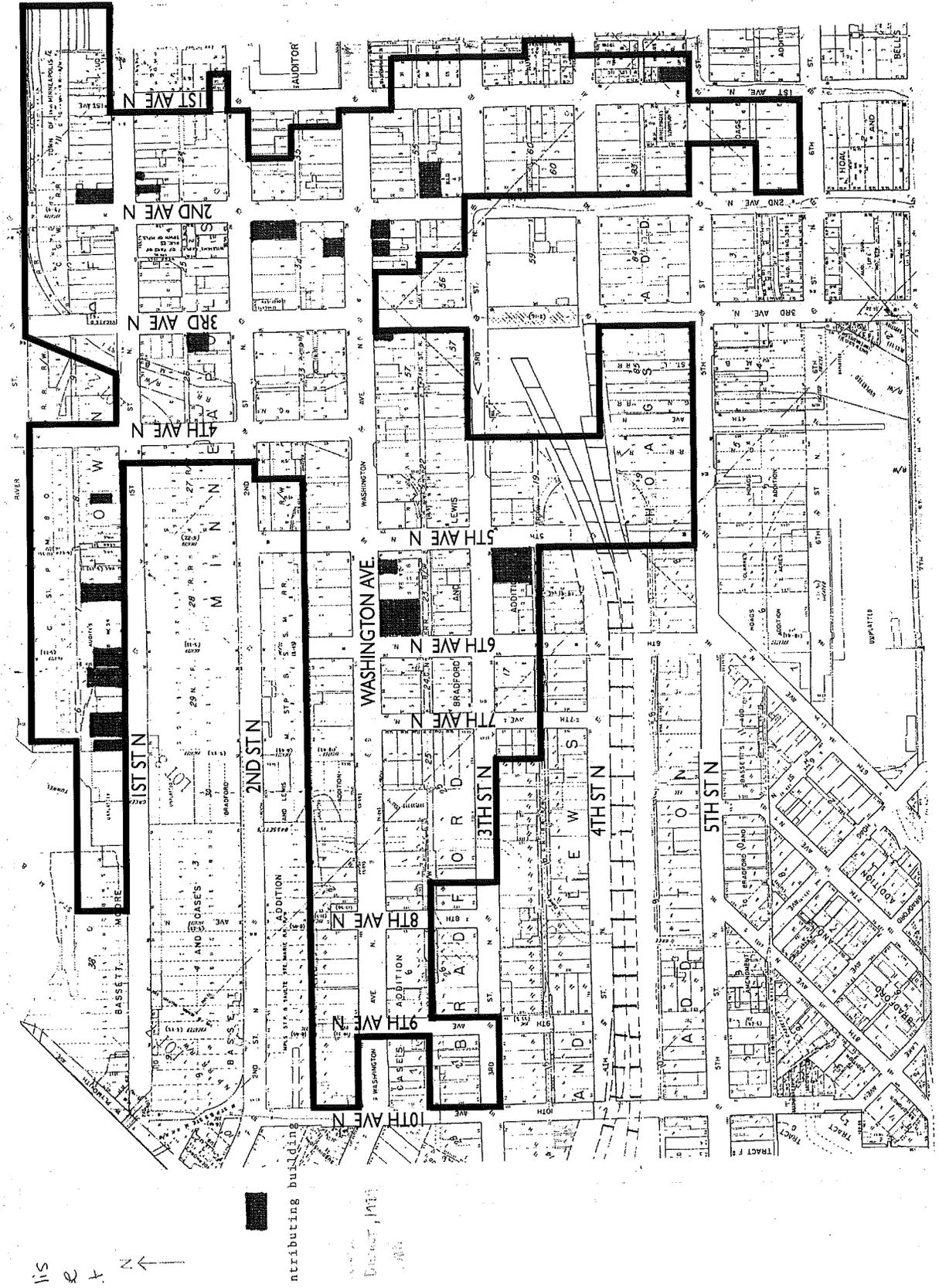
Pedestrian access will be from sidewalks on all four sides of the Pacific Block and from a through-block promenade that parallels Washington Avenue N. behind the Pacific Flats Building, the 18-Story Condo Building, and the Lowry-Morrison Building. (See Attachment E: Project Plans.)

# Attachment A

## Exhibit I: Map of North Loop Warehouse Local District



# Attachment A Exhibit 2: Map of Minneapolis Warehouse National Register District

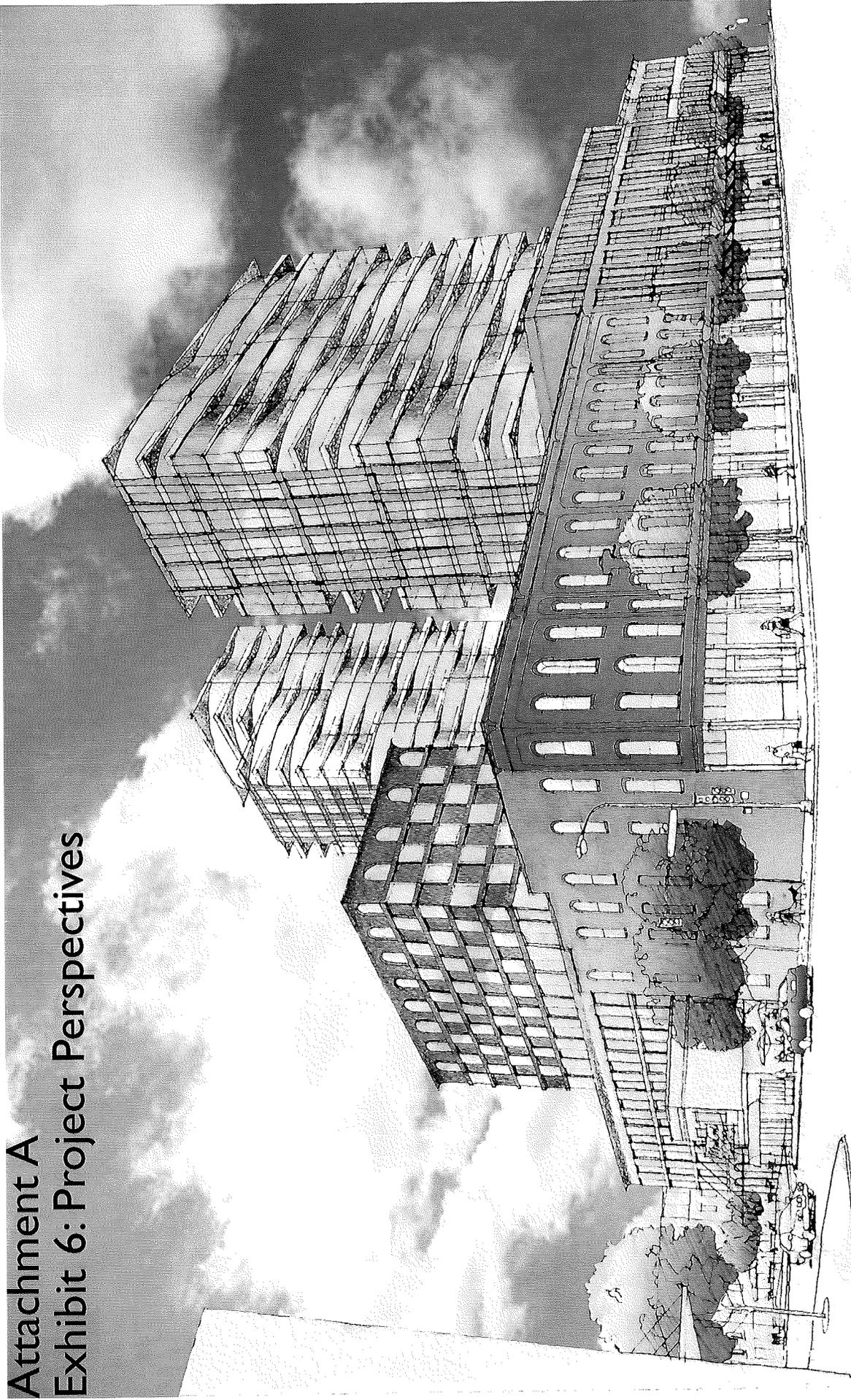


# Attachment A Exhibit 3: Schematic of Bridge Blocks



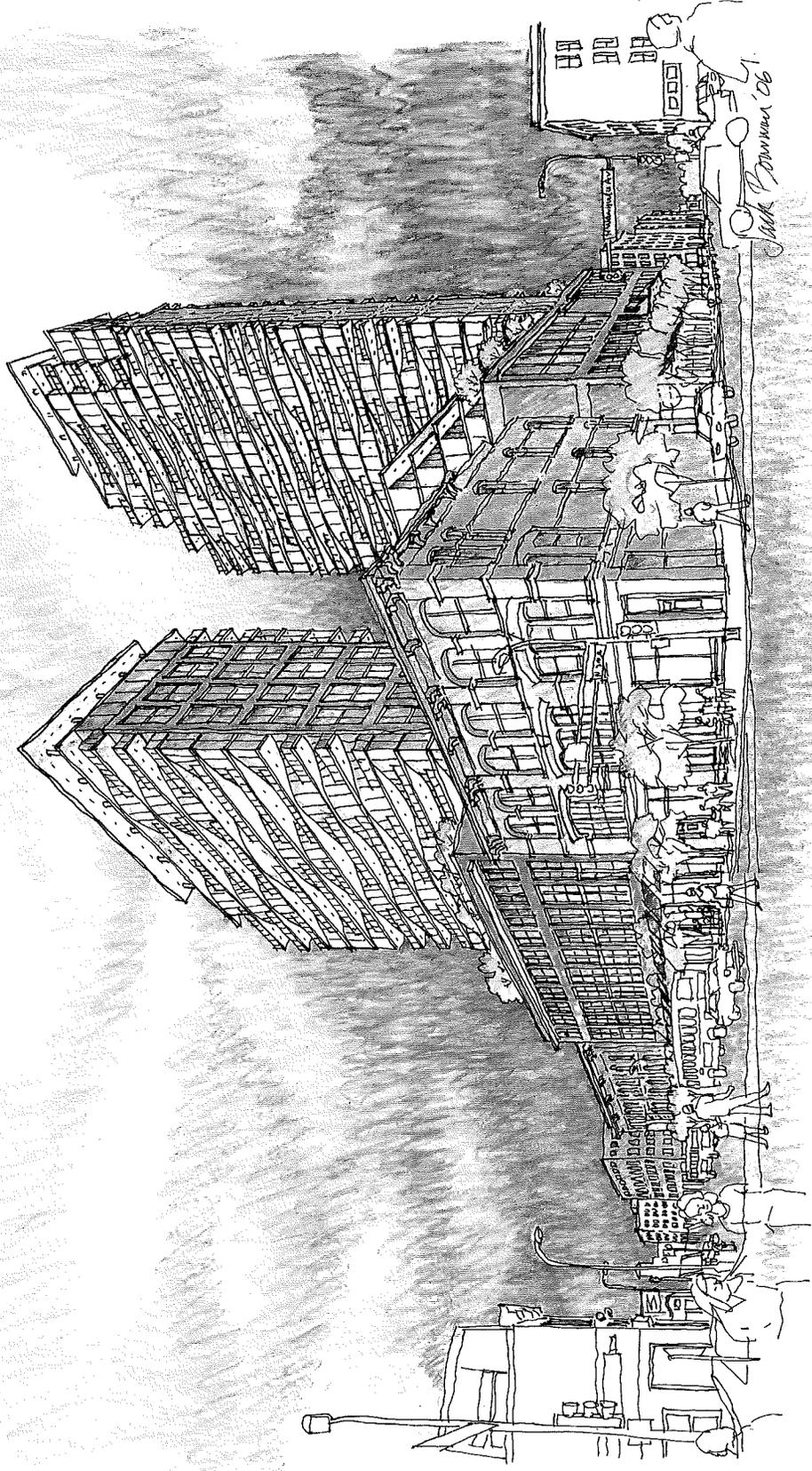


Attachment A  
Exhibit 6: Project Perspectives



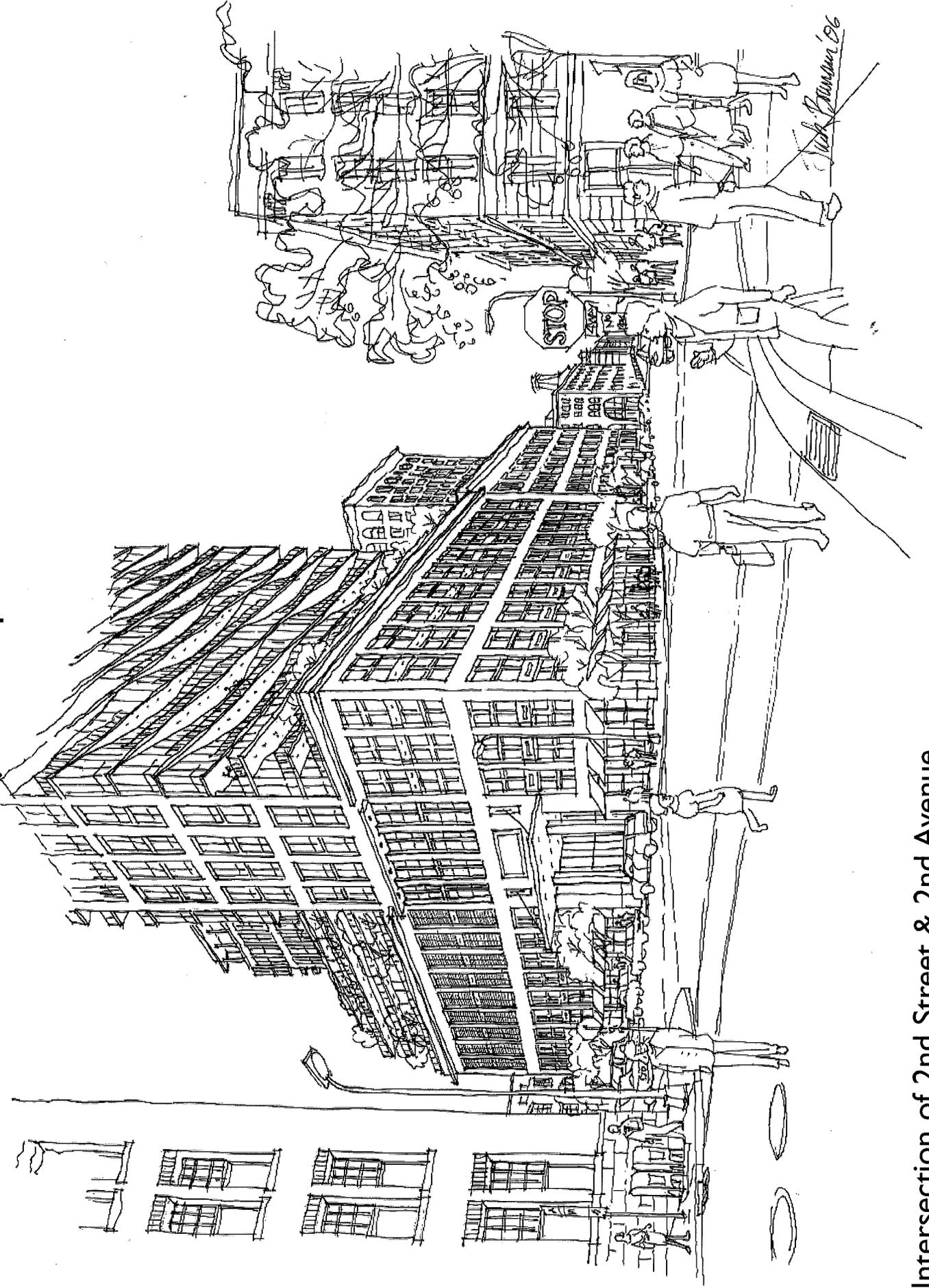
Intersection of Washington Ave. & 3rd Avenue

Attachment A  
Exhibit 6: Project Perspectives



Intersection of Washington Ave. & 2nd Avenue

Attachment A Exhibit 6: Project Perspectives



Intersection of 2nd Street & 2nd Avenue

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CPED PLANNING DIVISION  
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Pacific Development Project**

**Attachment B. HPC application identification map**

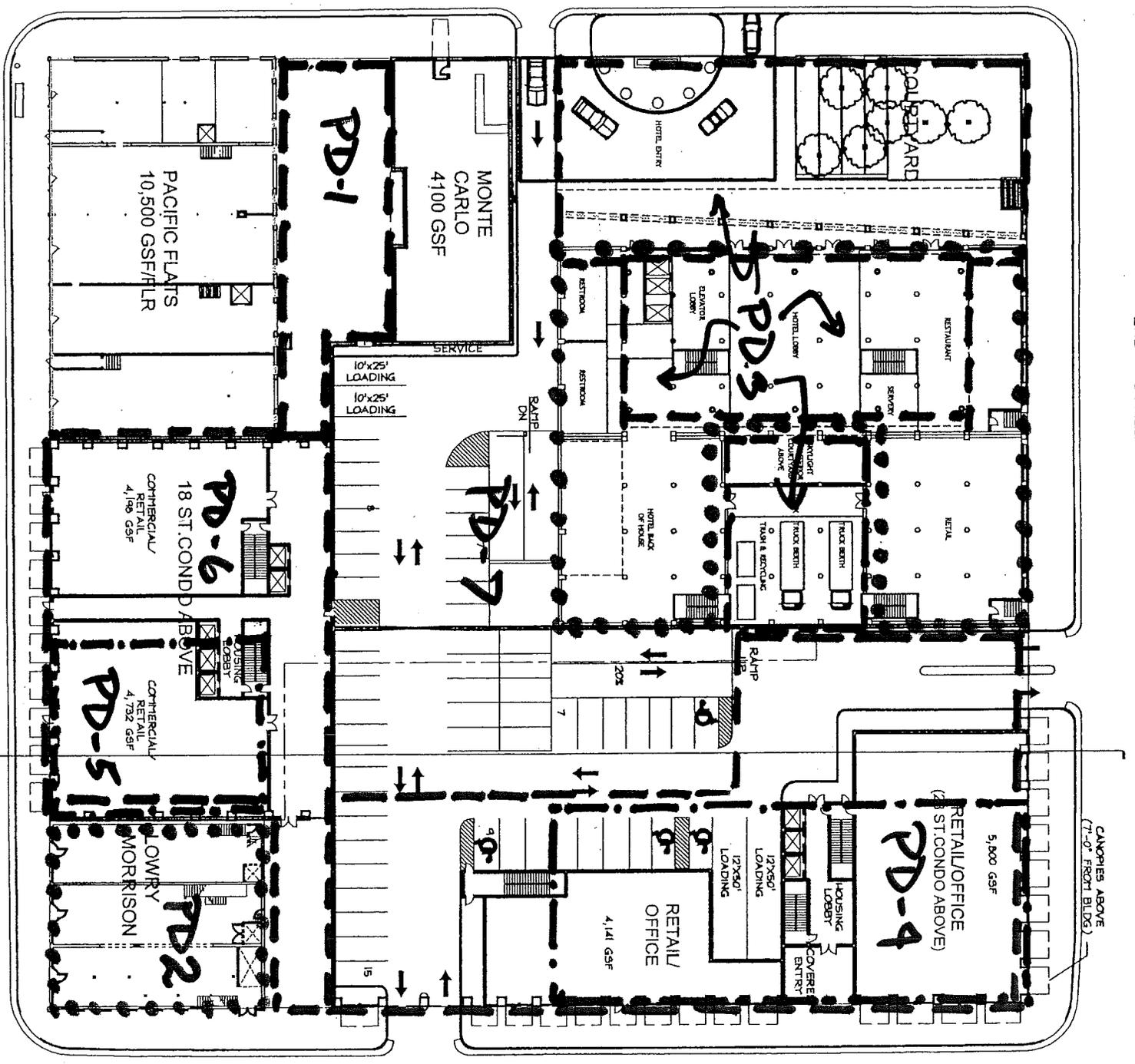
- Demolition
- Rehabilitation
- New construction

- PD1—Lowry-Morrison Rehab.
- PD2—Monte Carlo Pocket Park
- PD3—Northwestern Building Rehab and Expansion for Hotel
- PD4—28-Story Condo
- PD5—Auto Repair Garage Demo
- PD6—18-Story Condo
- PD7—Parking Ramp

COMMERCIAL  
/ RETAIL /  
OFFICE /  
RESTAURANT

3RD AVENUE NORTH

2ND STREET NORTH

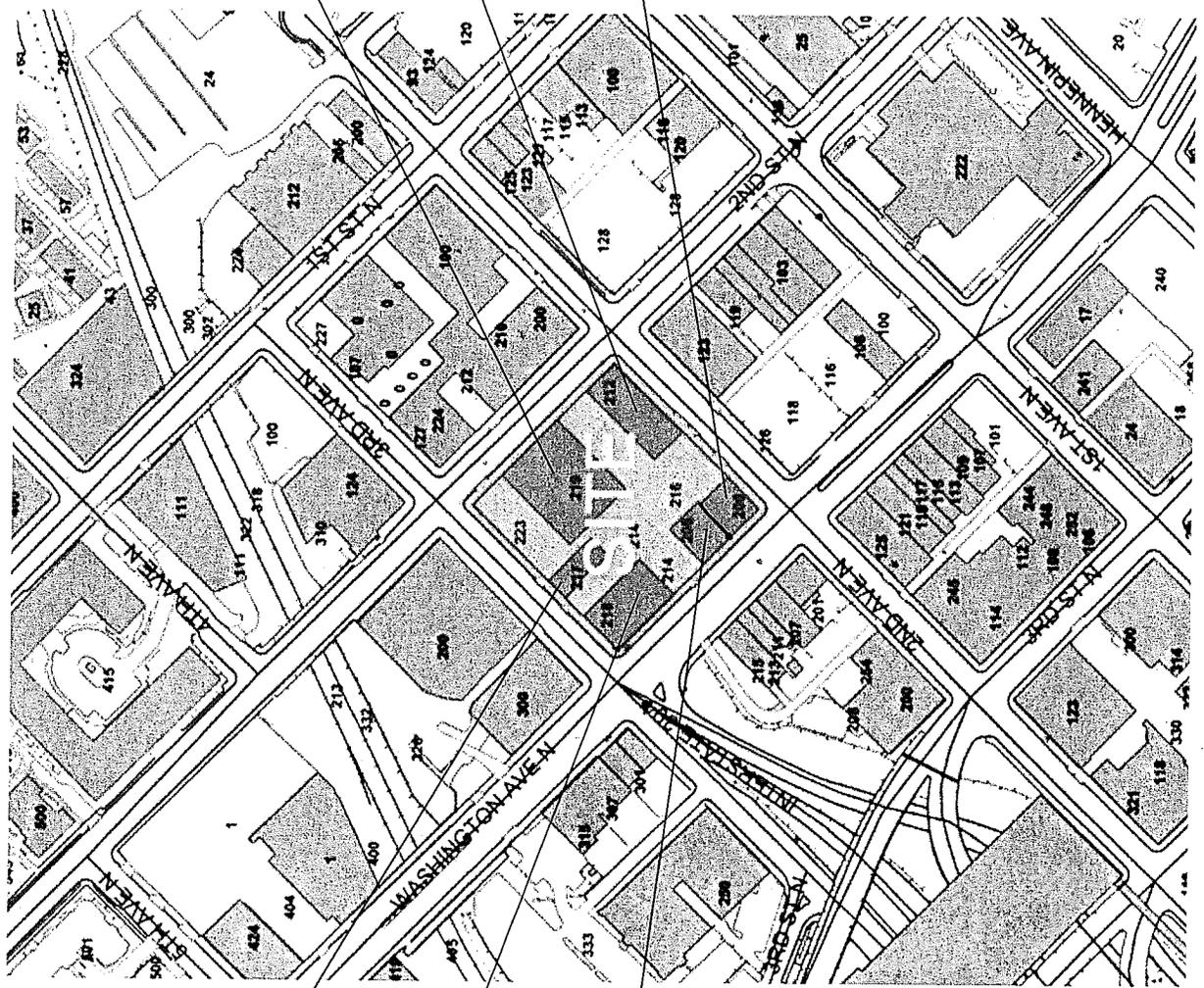


2ND AVENUE NORTH

**CITY OF MINNEAPOLIS  
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HERITAGE PRESERVATION COMMISSION STAFF REPORT  
Pacific Development Project**

**Attachment C. Buildings and addresses in area**

# Project Site and Vicinity



Monte Carlo Club  
217 3rd Avenue N.

Pacific Flats Building  
218 Washington Avenue N

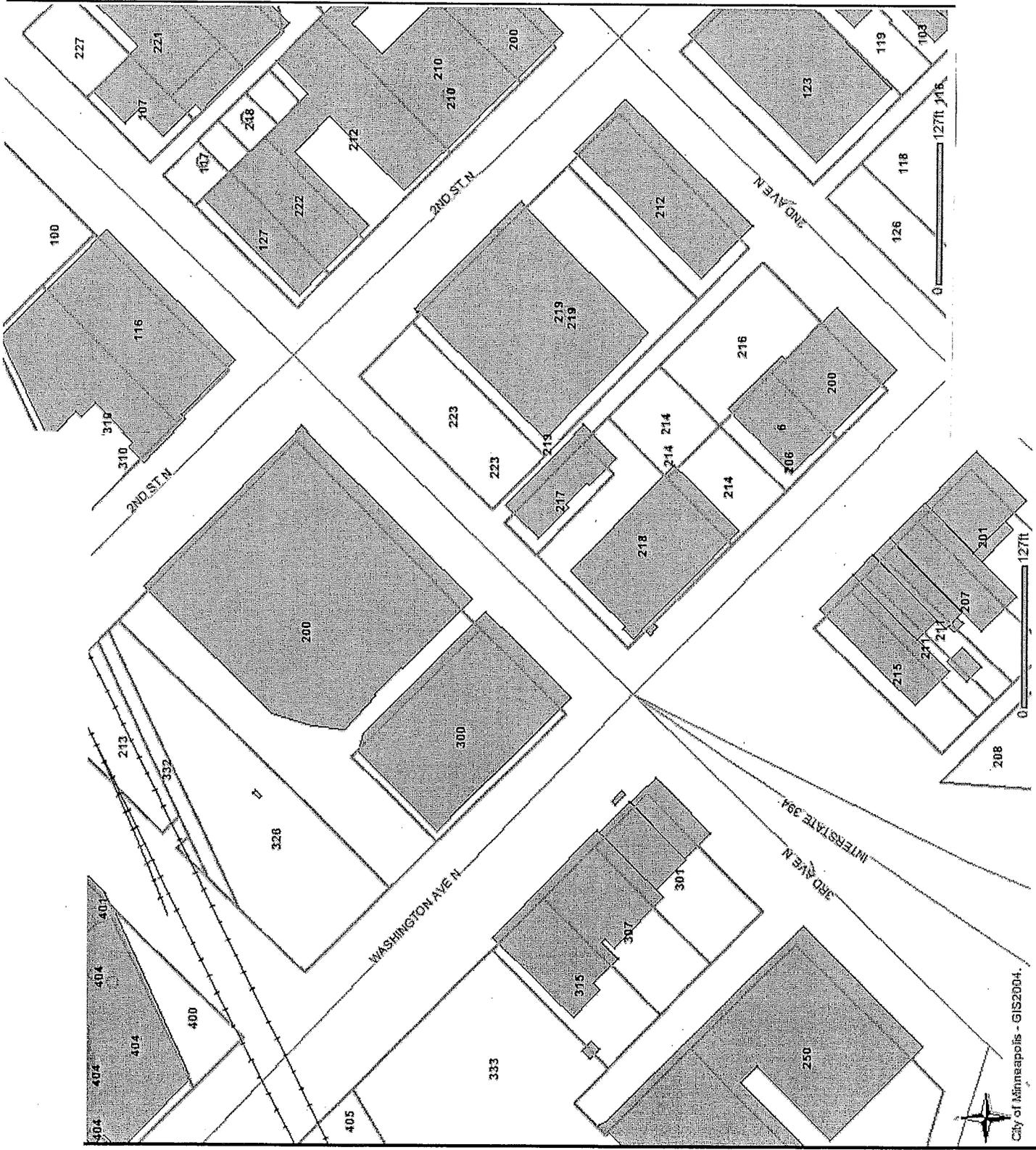
Carriage House  
206 Washington Avenue N

Northwestern Building  
219 N. 2nd Street

Gehl-Dolphin Building  
212 N. 2nd Street

Lowry-Morrison Building  
200 Washington Avenue N

- Leg**
- Railroads
  - City Limit
  - Street On
  - Light Rail
  - Light Rail
  - Streets
  - Parcels
  - Buildings
  - Water
  - Parks



**CITY OF MINNEAPOLIS  
CPED PLANNING DIVISION  
HERITAGE PRESERVATION COMMISSION STAFF REPORT  
Pacific Development Project**

**Attachment D. Window dimensions and materials list**

Pacific Development Project: Window and Grill Dimensions								
Side		Individual Windows			Full Window Openings			
		Width	Height	Ratio of height to width	Width	Height	# of windows	Ratio of height to width
<b>18-Story Condo:</b>								
<b>4-Story base:</b>								
East & West (floor 1 typical)	Type 1				10.0	11.5	4	4.6
South & North (floor 1 typical)	Type 1				10.0	11.5	4	4.6
South & North (floors 2-4 typical)	Type 2	2.6	9.3	3.6	9.3	9.3	3	3.0
East & West (floors 2-4 typical)	Type 2				9.3	9.3	3	3.0
Approximate average of the ratios				3.6				3.8
<b>Floors 5-18:</b>								
South & North (floors 5-18 typical)	Type 3	4.0	9.0	2.3				
East & West (floor 5-18 typical)	Type 3 (w/in brick)	3.0	9.0	3.0	9.2	9.0	3	2.9
East & West (floor 5-18 typical)	Type 3 (outside brick)	3.8	9.0	2.4				
Approximate average of the ratios				2.6				2.9
<b>28-Story Condo:</b>								
<b>4-Story base:</b>								
South & North (floor 1 typical)	Type 1				9.8	9.0	4	3.7
South & North (floors 2-4 typical)	Type 2	2.6	7.5	2.9	9.8	9.0	3	2.8
South (parking ramp floors 3-4 typical)	Type 4 (Black "Solar-Line Grille")	2.6	7.5	2.9	9.8	10.0	3	3.1
East & West (floor 1 typical)	Type 1				10.0	9.0	4	3.6
East & West (floors 2-4 typical)	Type 2	2.6	7.5	2.9	10.0	9.0	3	2.7
East & West (parking ramp floors 3-4 typical)	Type 4 (Black "Solar-Line Grille")	2.6	8.5	3.3	10.0	10.0	3	3.0
Approximate average of the ratios				3.0				3.1
<b>Floors 5-28:</b>								
South & North (floors 5-28 typical)	Type 3	4.0	9.0	2.3				
East & West (floors 5-28 typical)	Type 3 (w/in brick)	3.0	9.0	3.0	9.2	9.0	3	2.9
East & West (floors 5-28 typical)	Type 3 (outside brick)	3.8	9.0	2.4				
Approximate average of the ratios				2.6				2.9
<b>New Hotel:</b>								
<b>Rehab of Northwestern Building:</b>								
North façade (floor 1)					14.0	14.0	3.0	3.0
North façade (floors 2-4)					14.0	8.5	3.0	1.8
West façade (floor 1, arched)					13.0	11.0	4.0	3.4
West façade (floors 2-4)					12.5	12.0	3.0	2.9
Approximate average of the ratios								2.8
<b>New construction on top of Northwestern Building:*</b>								
Floors 6-9 on all sides		5.5	10.0	1.8				
Floor 10, all sides		5.5	10.9	2.0				
<b>Lowry-Morrison Building (south façade):</b>								
Floor 1					18.0	8.0	3.0	1.3
Floor 2					18.0	10.0	3.0	1.7
Floor 3					7.0	10.0	1.0	1.4
Approximate average of the ratios								1.5
<b>Pacific Flats (south façade):</b>								
Floor 1					8.0	13.5	2.0	3.4
					6.5	13.5	3.0	6.2
Floors 2-3					3.0	8.0	1.0	2.7
Approximate average of the ratios								4.1
* Fifth floor is not listed because it is a glass curtain wall on all four sides.								

**Pacific Development Project: Average Height-to-Width  
Ratio of Total Window Openings**

Building	Windows per Total Window Opening/Average Height-to-Width Ratio*		
	First Floor	Floors 2-4	Upper floors
Northwestern (north facade)	3/3.0	3/1.8	
Hotel (new west facade)	4/3.4	3/2.9	
Hotel (new construction)**			1/1.9
Lowry-Morrison	3/1.3	2/1.6	
Pacific Flats	2.5/4.8	1/2.7	
18-Story Condo	4/4.6	3/3.0	3/2.9
28-Story Condo	4/3.7	3/2.9	3/2.9
*HPC Guideline for height-to width ratio is 3.0			
** Does not include floor 5, which is a glass curtain wall on all 4 sides			

**Pacific Development Project: Materials**

Item	Color	Texture and Finish	Color Name	Mortar	Use	Manufacturer
Brick, Type 1	Yellow	Smooth and dull	Butternut Velour		Rehab of the Lowry-Morrison Building	Sioux City Brick
Brick, Type 2	Reddish-brown	Smooth and dull	Cabernet	Same color	18-Story and 28-Story Condo Buildings	Robinson Brick Company
Brick, Type 3	Light yellow	Rough and dull	Modular Glasgow Blend 8X A	Dark buff	Floors 1-4 of the New Hotel Building	Beiden Brick Company
Brick, Type 4	Grayish-brown	Smooth and lightly glazed	Mountain Shadow Smooth	Portland and lime	Floors 5-10 of the New Hotel Building	Sioux City Brick
Stone	Reddish-tan	Polished	Minnesota Travernelle	White	18-Story and 28-Story Condo Buildings	Vetter Stone

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HERITAGE PRESERVATION COMMISSION STAFF REPORT  
Pacific Development Project**

**Attachment E. Pacific Development Project plans**

**BKV**  
GROUP

Architecture  
Interior Design  
Engineering

**Boatman**  
**Kroos**  
**Vogel**  
Group  
Inc.

222 North Second Street  
Minneapolis, MN 55401  
Telephone: 612.339.3752  
Facsimile: 612.339.6212  
www.bkvgroup.com

CONSULTANTS

PROJECT TITLE

**THE PACIFIC  
DEVELOPMENT**

Minneapolis, MN

KEY PLAN  
SHEET TITLE

**PARKING PLAN  
LOWER  
LEVEL 2**

CERTIFICATION

**PRELIMINARY**  
DRAWING IS FOR INFORMATION ONLY  
**NOT FOR CONSTRUCTION**

SHEET NUMBER

DATE

ISSUE

REVISIONS

NO.

DATE

BY

DATE

BY

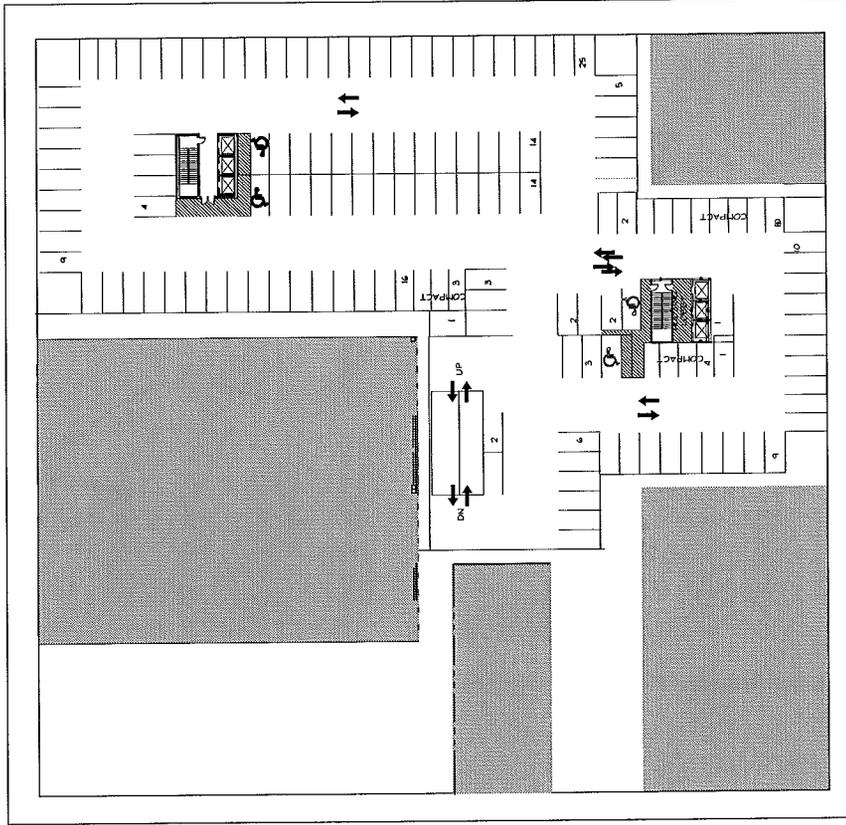
COMMISSION NO.

SHEET NUMBER

**A098**

HPC SUBMITTAL

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1 PARKING PLAN LOWER LEVEL 2  
SCALE: 1" = 20'-0"



**ATTACHMENT E: PROJECT PLANS**



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Engineering

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CONSULTANTS

PROJECT TITLE

**THE PACIFIC  
DEVELOPMENT**

Minneapolis, MN

LET PLAN  
SHEET TITLE

**PARKING PLAN  
LOWER  
LEVEL 1**

CERTIFICATION

**PRELIMINARY**  
DESIGN  
**NOT FOR  
CONSTRUCTION**

JOB NUMBER

DATE

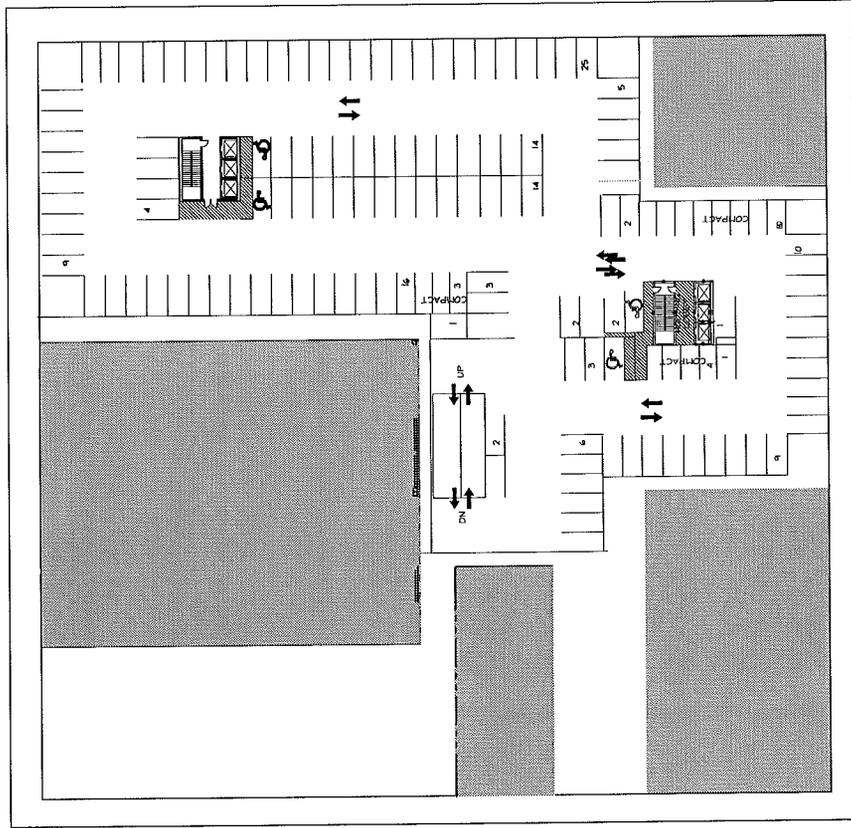
REVISIONS

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DATE

**A100**

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1. PARKING PLAN LOWER LEVEL 1  
A100















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CONSULTANTS

PROJECT TITLE

**THE PACIFIC  
DEVELOPMENT**

**Minneapolis, MN**

1/3 PLAN  
SHEET TITLE

**SIXTH  
FLOOR PLAN**

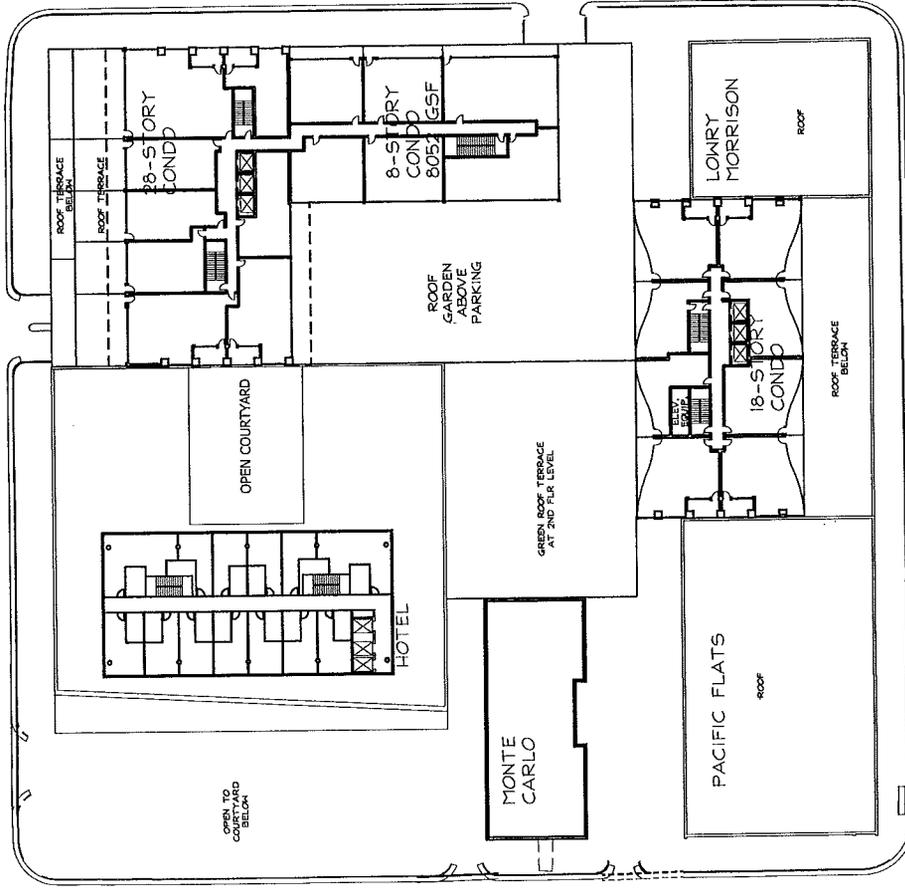
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FOR  
CONSTRUCTION**

SHEET REVISION

NO.	DESCRIPTION	DATE
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2	ISSUE FOR CONSTRUCTION	07/20/06
3	ISSUE FOR CONSTRUCTION	07/20/06
4	ISSUE FOR CONSTRUCTION	07/20/06
5	ISSUE FOR CONSTRUCTION	07/20/06
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8	ISSUE FOR CONSTRUCTION	07/20/06
9	ISSUE FOR CONSTRUCTION	07/20/06
10	ISSUE FOR CONSTRUCTION	07/20/06

**A106**

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**SIXTH FLOOR PLAN**

0 10 20 30  
SCALE: 1" = 20'-0"

TRUE NORTH  
PROJECT NORTH

## ATTACHMENT E: PROJECT PLANS

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Engineering

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PROJECT TITLE

**THE PACIFIC  
DEVELOPMENT**

**Minneapolis, MN**

REV PLAN  
SHEET TITLE

**SEVENTH  
FLOOR PLAN**

CERTIFICATION  
**PRELIMINARY**  
**NOT FOR CONSTRUCTION**

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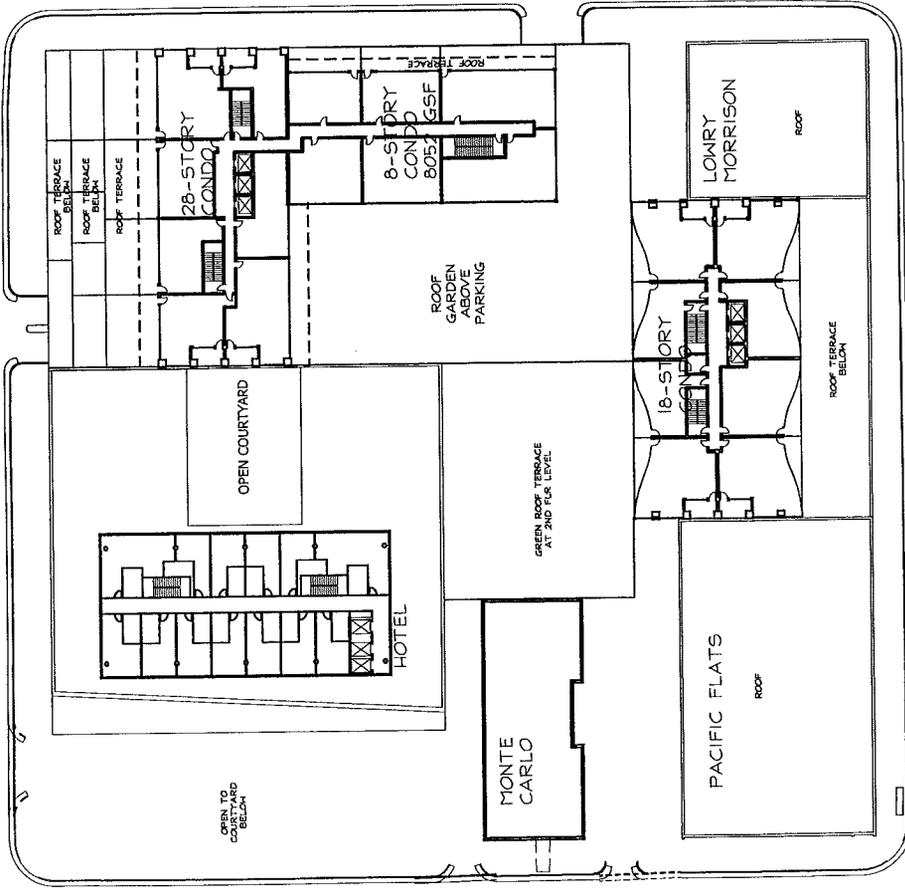
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DATE

**A107**

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107 SEVENTH FLOOR PLAN



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CONSULTANTS

PROJECT TITLE

**THE PACIFIC  
DEVELOPMENT**

Minneapolis, MN

1/3 PLAN  
SHEET TITLE

**NINTH  
FLOOR PLAN**

CERTIFICATION  
**PRELIMINARY**  
NOT FOR CONSTRUCTION

1/3 SET ROOMS

4.1.1.02

License Number

REVISIONS

NO. DATE

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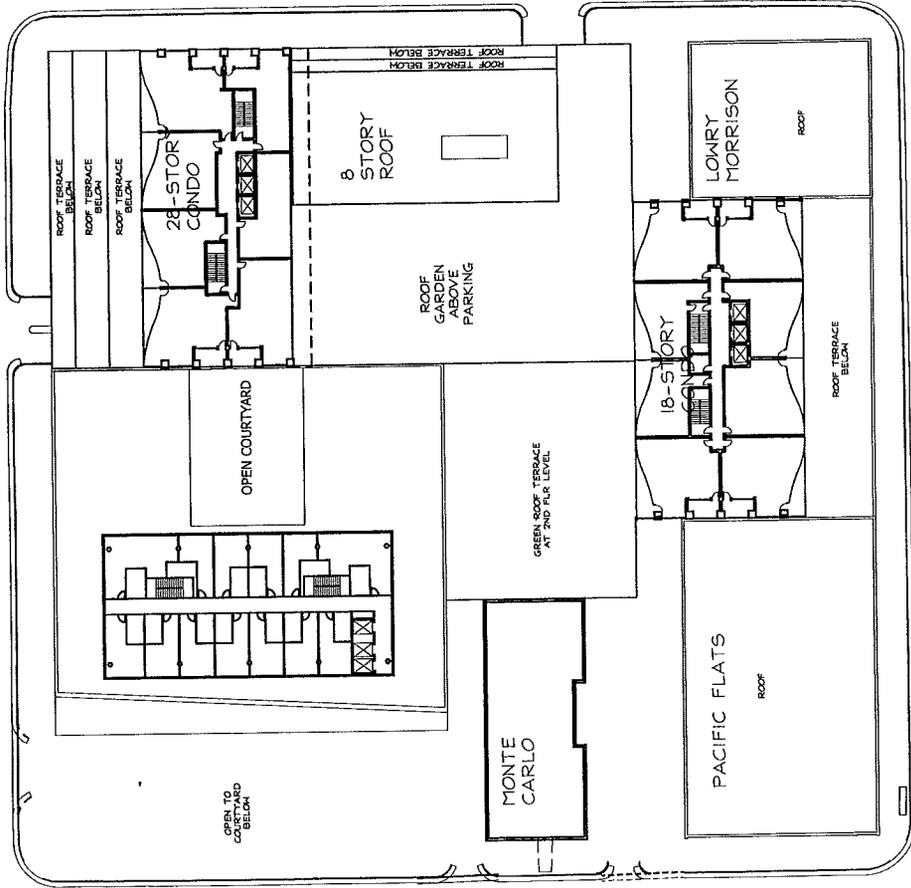
BY

DATE

**A109**

RFC SUBMITTAL

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1/3 NINTH FLOOR PLAN



0 10 20 40  
SCALE: 1" = 20'-0"



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**Kroos**

**Vogel**

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CONSULTANTS

PROJECT TITLE

**THE PACIFIC DEVELOPMENT**

Minneapolis, MN

KEY PLAN  
SHEET TITLE

**11TH - 17TH FLOOR PLANS**

CERTIFICATION  
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NOT FOR CONSTRUCTION

PROJECT NUMBER

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License Number

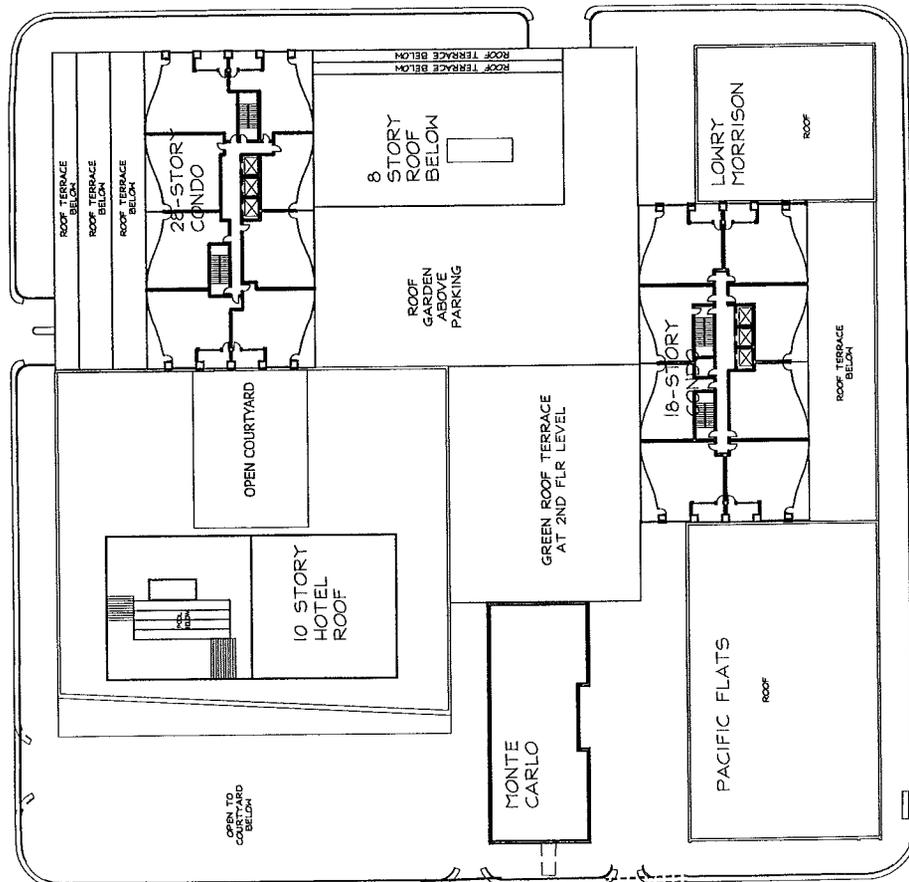
REVISIONS

INS. DATE

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11TH - 17TH FLOOR PLANS



**ATTACHMENT E: PROJECT PLANS**









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CONSULTANTS

PROJECT TITLE

**THE PACIFIC  
DEVELOPMENT**

Minneapolis, MN

KEY PLAN  
SHEET TITLE

**27TH  
FLOOR PLAN**

CERTIFICATION  
**PRELIMINARY  
NOT FOR  
CONSTRUCTION**

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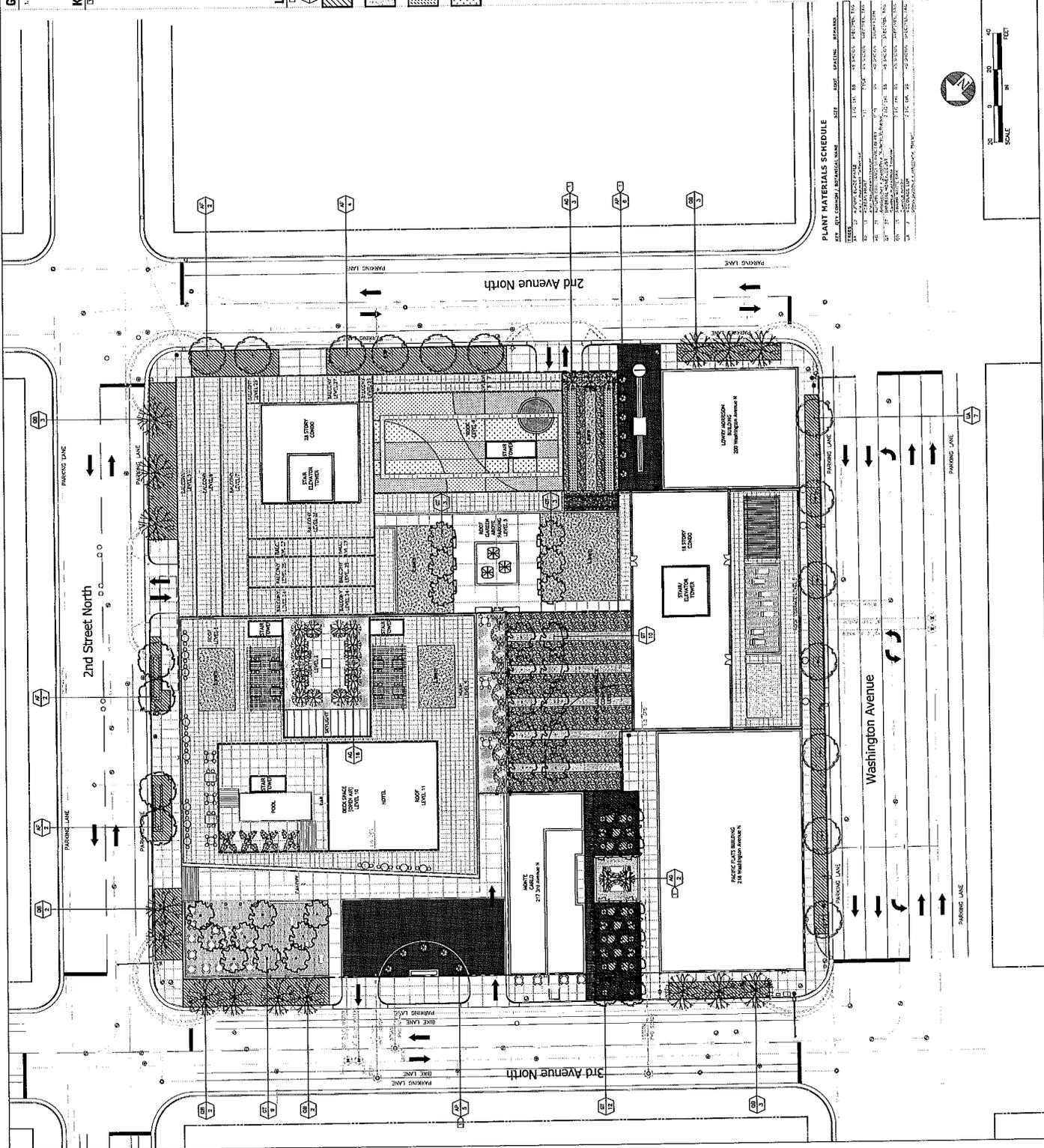


**GENERAL NOTES:**  
1. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN FEET AND INCHES.

**KEYNOTES:**  
1. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN FEET AND INCHES.

**LEGEND:**

	CONCRETE
	REFER TO PLANT MATERIALS SCHEDULE
	STRUCTURAL PAVING STONE
	LAWN
	MULCH
	STONE ROOF - OUTSIDE ROOM ROOFING



**PLANT MATERIALS SCHEDULE**

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2	10	PLANTING	12" x 12" x 12"	12"	12"	PLANTING
3	10	PLANTING	12" x 12" x 12"	12"	12"	PLANTING
4	10	PLANTING	12" x 12" x 12"	12"	12"	PLANTING
5	10	PLANTING	12" x 12" x 12"	12"	12"	PLANTING
6	10	PLANTING	12" x 12" x 12"	12"	12"	PLANTING
7	10	PLANTING	12" x 12" x 12"	12"	12"	PLANTING
8	10	PLANTING	12" x 12" x 12"	12"	12"	PLANTING
9	10	PLANTING	12" x 12" x 12"	12"	12"	PLANTING
10	10	PLANTING	12" x 12" x 12"	12"	12"	PLANTING

# BKV GROUP

Architecture  
Interior Design  
Engineering

Boarmann  
Kraos  
Vogel  
Group  
Inc.

222 North Second Street  
Minneapolis, MN 55401  
Telephone: 612.339.3752  
Facsimile: 612.339.6212  
www.bkvgroup.com

CONSULTANTS

PROJECT TITLE

## THE PACIFIC DEVELOPMENT

Minneapolis, MN

### EXTERIOR ELEVATIONS

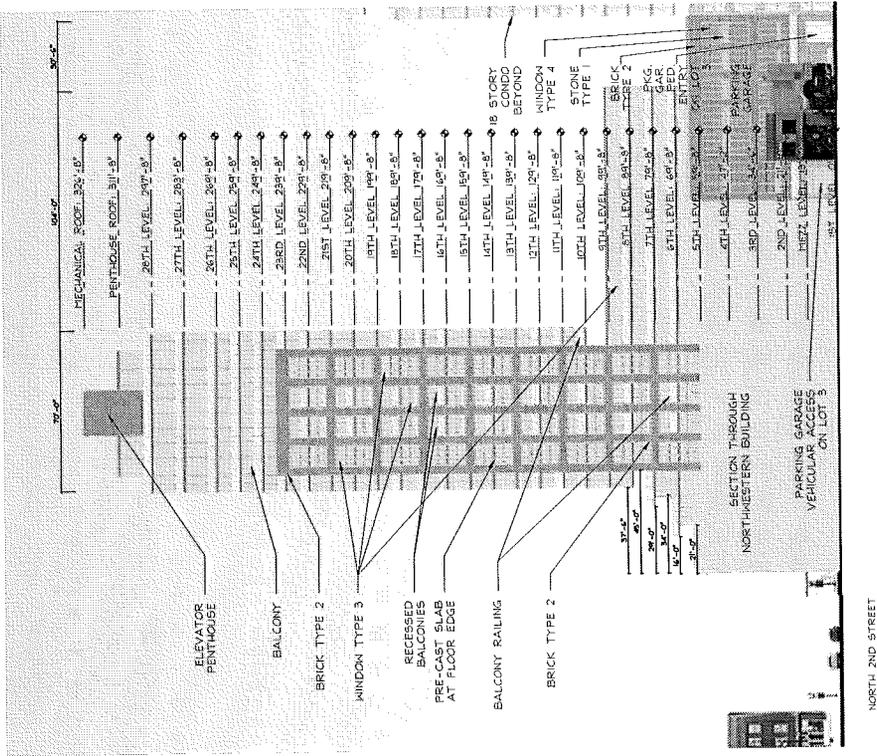
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SHEET TITLE

CERTIFICATION  
**PRELIMINARY**  
NOT FOR CONSTRUCTION

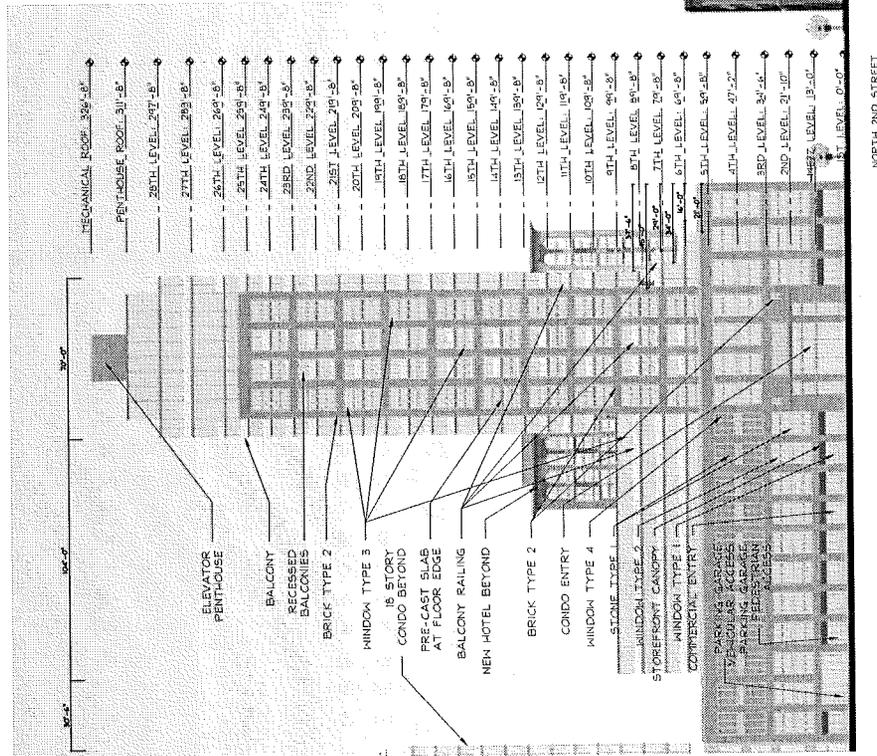
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HPC SUBMITTAL  
© 2009, BKV Group



28 STORY CONDO - WEST ELEVATION  
SCALE: 1"=20'-0"



28 STORY CONDO - EAST ELEVATION  
SCALE: 1"=20'-0"















# BKV

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www.bkvgroup.com

CONSULTANTS

PROJECT TITLE

**THE PACIFIC  
DEVELOPMENT**

Minneapolis, MN

KEY PLAN  
SHEET TITLE

**SITE  
SECTION**

CERTIFICATION  
**PRELIMINARY**  
NOT FOR CONSTRUCTION

DATE

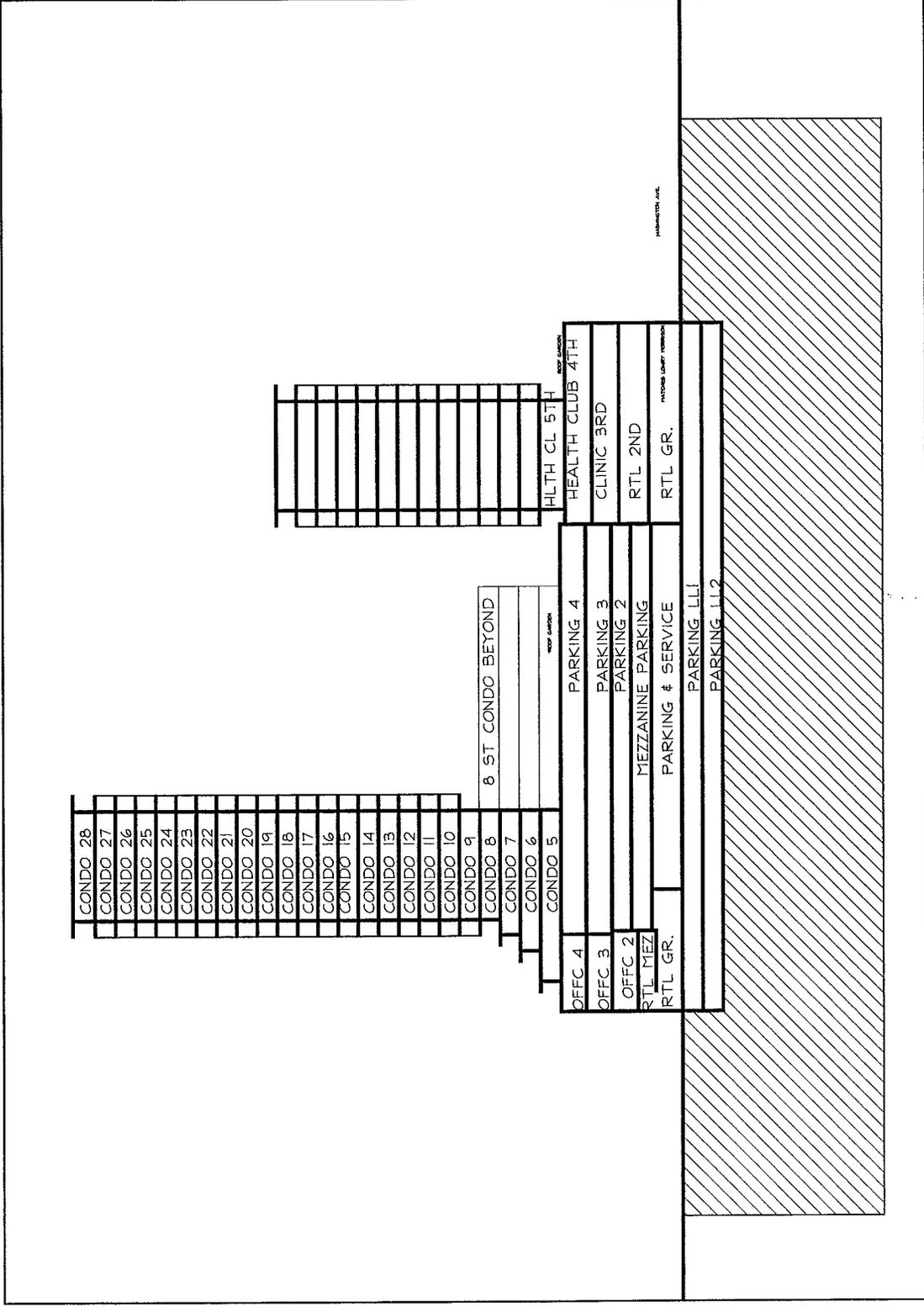
REVISIONS

NO. DATE

**A400**

HPC SUBMITTAL

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1.1 SITE SECTION

SCALE: 1" = 20'-0"

## ATTACHMENT E: PROJECT PLANS









**CITY OF MINNEAPOLIS  
CPED PLANNING DIVISION  
HERITAGE PRESERVATION COMMISSION STAFF REPORT  
Pacific Development Project**

**Attachment F. Property owner sheets on the historic buildings and Sanborn maps of the site, 1912 and 1951**

**Property and Owner Information**

<b>Historic Name</b> The Pacific Block	<b>Common Name</b>
<b>Address</b> 218 2 <sup>nd</sup> Street North	<b>Date Built</b> c.1865
<b>Parcel ID</b> 2202924140082	<b>Architect</b> Unknown
<b>Owner</b> Pacific Flats LLC	<b>Contractor</b> Unknown

**Significance and Nomination Information**

<b>Level of significance</b> <b>Date</b> Contributing building to the National Register and Local Warehouse District	
<b>Period of Significance</b> <u>1865-1930</u>	

**Description**

**Architectural:**

The Pacific Block is the oldest building in the warehouse district and is the finest example of commercial Italianate architecture from this era. The facade of this hotel/store building is divided into five panels which run the full height of the building with the original storefront still intact. The tall windows on the upper floors of this three-story brick building are arranged in groups of three within each panel and are capped by heavy segmentally arched window hoods. The ornamental cornice is decorated with brackets and panels.

HERITAGE PRESERVATION COMMISSION  
 890 Pillsbury Building  
 Minneapolis, Minnesota 55402  
 348 - 2597

**1. NAME**  
 Common: 218 - 228 Washington Avenue, North  
 and/or Historic: The Pacific Block

**2. LOCATION**  
 Street and Number: 218 - 228 Washington Avenue, North  
 City or Town: Minneapolis  
 State: Minnesota Code 22 County: Hennepin Code

**3. CLASSIFICATION**

Category (Check One)	Ownership		Status	Accessible to the Public
District <input type="checkbox"/>	Public <input type="checkbox"/>	Public Acquisition	Occupied <input checked="" type="checkbox"/>	Yes:
Building <input checked="" type="checkbox"/>	Private <input checked="" type="checkbox"/>	In Process <input type="checkbox"/>	Unoccupied <input type="checkbox"/>	Restricted <input checked="" type="checkbox"/>
Structure <input type="checkbox"/>	Bath <input type="checkbox"/>	Being Considered <input type="checkbox"/>	Preservation Work in Progress <input type="checkbox"/>	Unrestricted <input type="checkbox"/>
				No: <input type="checkbox"/>

Present Use:

**4. OWNER of PROPERTY**  
 Owner's Name:  
 Street and Number:  
 City or Town: State: Code

**5. LOCATION of LEGAL DESCRIPTION**  
 Hennepin County Courthouse - Register of Titles 04-10360-1665  
 3rd Avenue & 3rd Street Lots 1 & 2, Block 34,  
 Minneapolis, Minnesota Town of Minneapolis 22

Approximate Acreage of Nominated Property:

**6. REPRESENTATION in EXISTING SURVEYS**  
 Title of Survey: Significant Architecture in the History of Minneapolis  
 Date of Survey: Federal  State  County  Local   
 Depository for Survey Records: Minneapolis Planning & Development  
 Street and Number: 301-M City Hall  
 City or Town: Minneapolis State: Minnesota Code

7. DESCRIPTION			
CONDITION	(Check One) Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input checked="" type="checkbox"/> Ruins <input type="checkbox"/> Unexposed <input type="checkbox"/>		
INTEGRITY	<table border="1"> <tr> <td>(Check One) Altered <input type="checkbox"/> Unaltered <input checked="" type="checkbox"/></td> <td>(Check One) Moved <input type="checkbox"/> Original Site <input type="checkbox"/></td> </tr> </table>	(Check One) Altered <input type="checkbox"/> Unaltered <input checked="" type="checkbox"/>	(Check One) Moved <input type="checkbox"/> Original Site <input type="checkbox"/>
(Check One) Altered <input type="checkbox"/> Unaltered <input checked="" type="checkbox"/>	(Check One) Moved <input type="checkbox"/> Original Site <input type="checkbox"/>		

**Describe the present and original (If Known) physical appearance**

The Pacific Block, 218 - 228 Washington Avenue, North, is a three-story brick store front built of a facade architecture. The structure is patterned by a series of panels which run the height of the building. It is decorated with simplified brick pilasters, drip molds and overhanging cornice. The panels are framed by brick pilasters and a similar raised brick area beneath the cornice.

The panels originally ran the full height of the structure, but the addition of signs on the first floor and other modifications to the first floor doors and windows broke up the panel's unity. In the second floor the six large panels and two smaller ones are clearly articulated. The large panel consists of a rounded window flanked on either side by a smaller segmental window. The small panels located between the first and second panels and the fifth and sixth panels contain a narrow segmental window. The small panels relate to a first floor doorway which leads to the apartments above.

The third story is similar to the second with the segmental windows replaced by similar sized round windows. The window plinth on both stories is of white stone with stone bracket supports on the third floor. Drip molds prominently crown the windows, forming with the pilasters and cornice the structure's decoration. Above the third story the brick pilasters join a raised band of bricks with a cavetto or concave molding. The overhanging cornice is wooden with simple detailing and brackets.

Unfortunately, in recent years the second and third story windows have been boarded up and upper floors are unused or used for storage.

## 6. SIGNIFICANCE

SPECIFIC DATES: Before 1872

EVALUATION Designer unknown

Applicable "Guidelines for Heritage Preservation"  
Explain how this candidate qualified under these guidelines.

### Significance

The Pacific Block exemplifies a facade type of architecture popular in the years after the Civil War through the 1870's. To most people it represents "small town", since this type of architecture prevailed in the commercial centers of many rural midwestern communities. In Minneapolis this vernacular building style with its masonry and wood bearing walls predates the stylistic and engineering possibilities of iron and steel skeletal construction.

This structure type was used extensively for commercial fronts and for larger buildings such as the Crown Roller Mill on First Street at Fifth Avenue, South. The Pacific Block, while not the remaining example of this style, is one of the few remaining in Minneapolis that is as symmetrically ordered, well arranged and not drastically altered on the exterior.

The Pacific Block is a structure worthy of consideration under guideline Gp-3. It displays "the distinguishing characteristics of an architectural type inherently valuable for a study of a style or method of construction." It exemplifies facade architecture and the masonry method of construction. It is uncommonly delicate and sensitive handled for a building of this type.

### Secondary Consideration (Future Usability)

The setting of the Pacific Block adequately meets the site qualities mentioned in Gs-1. It is in an appropriate site for a commercial building of its age and the surrounding structures are of a similar height, material and mass. It is a highly visible structure and is accessible. It is presently not hazardous to the health and safety to the community, although the third floor needs to be cleaned up to minimize any possible hazard.

As the structure's qualities do merit consideration for heritage preservation designation, a discussion of the economic and physical soundness of the structure is in order as provided in Gs-2.

The present tenant dates the building's construction at 1865 or 1866, and the deeds indicate that a structure definitely existed before 1872. Its structural frame is of masonry and wood bearing walls, with interior and exterior steel beam and columns added later. The building is in very poor condition. The exterior brick walls need tuck pointing and replacement of loose brick and mortar. The exposed wood framing in the basement is in poor condition. The third floor needs cleaning and the windows on the upper floors are boarded. The skylights over the stairway have been covered.

The structure is presently occupied on the first floor by various stores and the second floor is used for storage. The third floor is unoccupied. Undoubtedly the structure can continue for some years with the same sort of usage, but to refurbish the Pacific Block would require a considerable expenditure and a use that could afford that sort of investment. The structure's size would allow for a variety of uses such as small offices, etc., but there is a limited amount of

parking on the property, requiring either a use with a small parking requirement or a nearby parking lot.

9. MAJOR BIBLIOGRAPHICAL REFERENCES (documents, publications, newspapers, reports)

Minneapolis City Directories: 1873 - 1937.

Hennepin County Deeds and Mortgages.

Significant Architecture in the History of Minneapolis - Donald Torbert, 1969.

American Building - Carl W. Condit, p. 64-71

Department of Inspections, Report for Heritage Preservation Commission on the Pacific Block.

10. MAP and PHOTOGRAPH REFERENCES

A copy of the plat map showing historic property, and a black and white photograph, 5 x 7" or 8 x 10", glossy, must be included in the record.

MAP REFERENCE

Source:

Scale:

Date:

REQUIREMENTS

To be included on all maps:

1. Property boundaries where required.
2. North arrow.
3. Significant structures.
4. Major streets or roads

PHOTO REFERENCE

Date of Photo:

IDENTIFICATION

Describe view, direction, etc.

### Property and Owner Information

<b>Historic Name</b> Lowry & Morrison Block	<b>Common Name</b> Lowry & Morrison Block Historic
<b>Address</b> 200 Washington Avenue North	<b>Date Built</b> 1879
<b>Parcel ID</b> 2202924410042	<b>Architect</b> Unknown
<b>Owner</b> John V Rimarcik	<b>Contractor</b> Unknown

### Significance and Nomination Information

<b>Level of significance</b> <b>Date</b> Contributing building to the National Register and Local Warehouse District	
<b>Period of Significance</b> <u>1865-1930</u>	

### Description

#### **Architectural:**

The Lowry and Morrison Block is a three-story brick building designed in the commercial Italianate Style. The principal facade is divided into three distinct storefronts which retain original features such as cast iron columns and a secondary cornice. The three bay second story contains groups of three tall windows set within recessed panels and capped by segmental arches with keystones. Paired windows with segmental arches are arranged on the third floor. The building retains its original bracketed cornice.

### Property and Owner Information

<b>Historic Name</b> Northwestern Glass Company	<b>Common Name</b> 219 2nd Street North
<b>Address</b> 219 2 <sup>nd</sup> Street North	<b>Date Built</b> 1912
<b>Parcel ID</b> 2202924140119	<b>Architect</b> Bertrand & Chamberlain
<b>Owner</b> 219 LLC	<b>Contractor</b>

### Significance and Nomination Information

<b>Level of significance</b> <b>Date</b> Contributing building to the National Register Warehouse District	
<b>Period of Significance</b> <u>1865-1930</u>	

### Description

#### **Architectural:**

This building is identical to its neighboring twin at 215 2nd Street North and was built six years earlier. The only difference in construction is the use of integral brick detailing on this building. The building is a four bay Commercial Style brick building with Chicago windows. A segmental arch is placed over the entry which is also decorated with Craftsman details. The building is completed with a sheet metal cornice with a tile coping. This warehouse retains its original design integrity.

**Property and Owner Information**

<b>Historic Name</b> Northwestern Glass Company	<b>Common Name</b> 219 2 <sup>nd</sup> Street North
<b>Address</b> 215 2 <sup>nd</sup> Street North (Past) 219 2 <sup>nd</sup> Street North (Current)	<b>Date Built</b> 1918 and 1923
<b>Parcel ID</b> 2202924140119	<b>Architect</b> Bertrand & Chamberlain
<b>Owner</b> 219 LLC	<b>Contractor</b> Pike & Cook

**Significance and Nomination Information**

<p><b>Level of significance</b> <b>Date</b> Contributing building to the National Register and Local Warehouse District</p>	
<p><b>Period of Significance</b> <u>1865-1930</u></p>	

**Description**

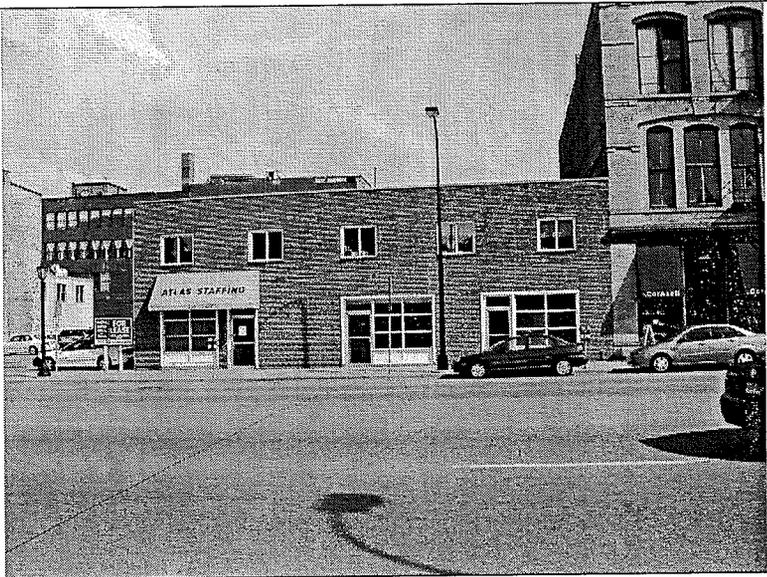
**Architectural:**

The Northwestern Glass Company is identical to its neighboring twin at 219 2<sup>nd</sup> Street North and was built six years later. The warehouse is a four bay Commercial Style brick building with Chicago windows. A segmental arch is placed over the entry which is also decorated with Craftsman details. The building is completed with a sheet metal cornice with a tile coping. This warehouse retains its original design integrity.

**Property and Owner Information**

<b>Historic Name</b> Auto Repair Garage	<b>Common Name</b>
<b>Address</b> 206 Washington Avenue	<b>Date Built</b> 1875
<b>Parcel ID</b> 2202924410041	<b>Architect</b> Earl Rosengren
<b>Owner</b> Pacific Flats LLC	<b>Contractor</b> Unknown

**Significance and Nomination Information**

<p><b>Level of significance</b> <b>Date</b> Noncontributing building within the National Register and Local Warehouse District</p>	
<p><b>Period of Significance</b> <u>1865-1930</u></p>	

**Description**

**Architectural:**

The appearance of this former garage which includes new windows and door openings and new brick main facade results from a 1961 remodeling. The two-story building is noncontributing.

**Property and Owner Information**

<b>Historic Name</b> Gluck Brewing Company	<b>Common Name</b> Monte Carlo Club
<b>Address</b> 217 3 <sup>RD</sup> Avenue North	<b>Date Built</b> 1910
<b>Parcel ID</b> 2202924140083	<b>Architect</b> Boehme & Cordella
<b>Owner</b> John V Rimarcik	<b>Contractor</b>

**Significance and Nomination Information**

<b>Level of significance</b> <b>Date</b> Contributing building to the National Register and Local Warehouse District	
<b>Period of Significance</b> <u>1865-1930</u>	

**Picture**

**Description**

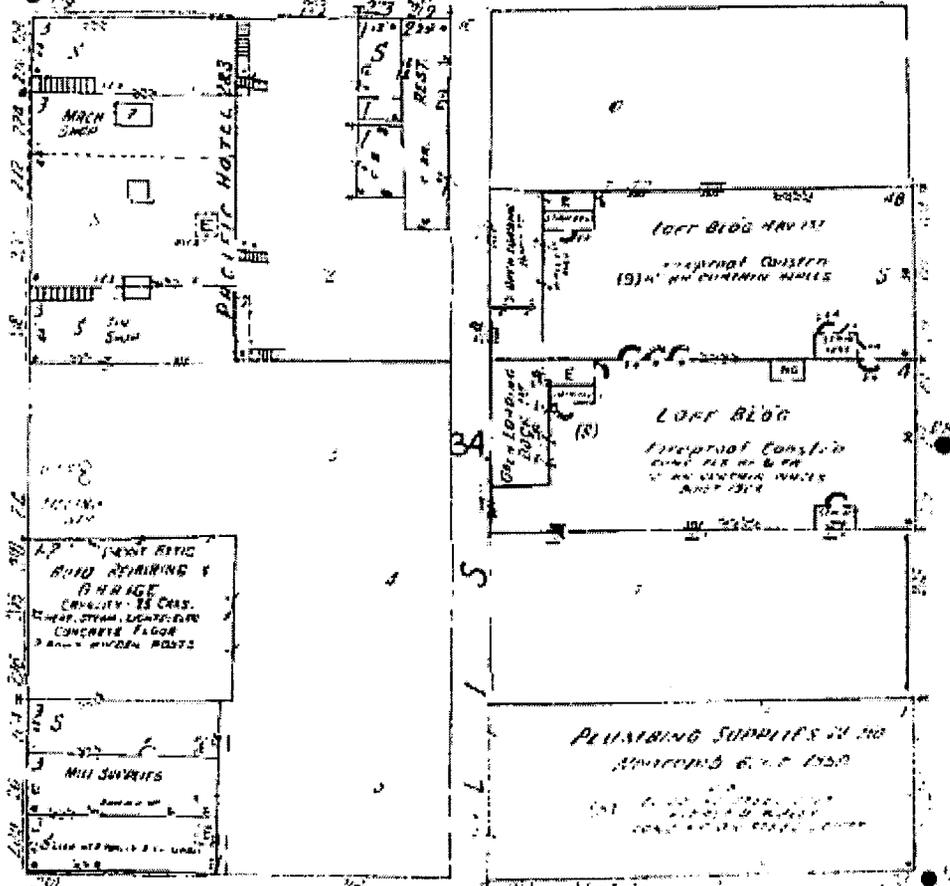
**Architectural:**

The Gluck Brewing Company is a simple two-story brick building with a secondary cornice over the first floor and flat segmental arches with keystones over the second story windows. The original storefront has been altered and the cornice removed.

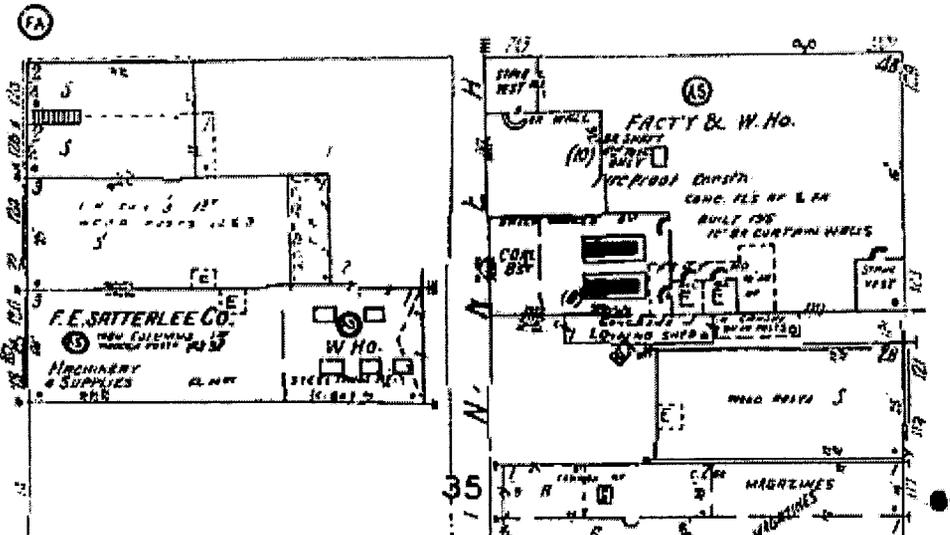


149

3RD AV. N.



2ND AV. N.



NGTON AV. N.

AND ST.

Sanborn 1951

**CITY OF MINNEAPOLIS  
CPED PLANNING DIVISION  
HERITAGE PRESERVATION COMMISSION STAFF REPORT  
Pacific Development Project**

**Attachment G.      Photos of the area**

**CITY OF MINNEAPOLIS  
CPED PLANNING DIVISION  
HERITAGE PRESERVATION COMMISSION STAFF REPORT  
Pacific Development Project**

**Attachment H.      Photos of affected elevations**

Attachment H  
Photos of Affected Elevations



Monte Carlo Club: North Elevation (partial)

# Attachment H

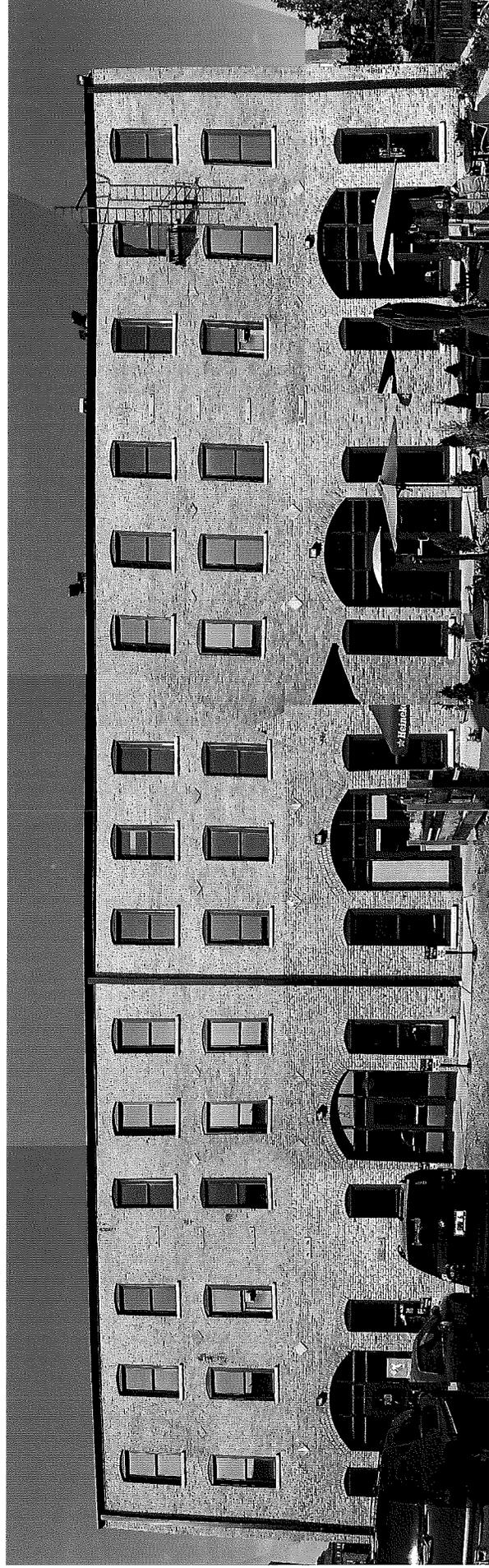
## Photos of Affected Elevations



Monte Carlo Club: East Elevation

# Attachment H

## Photos of Affected Elevations



Pacific Flats Building: North Elevation

# Attachment H

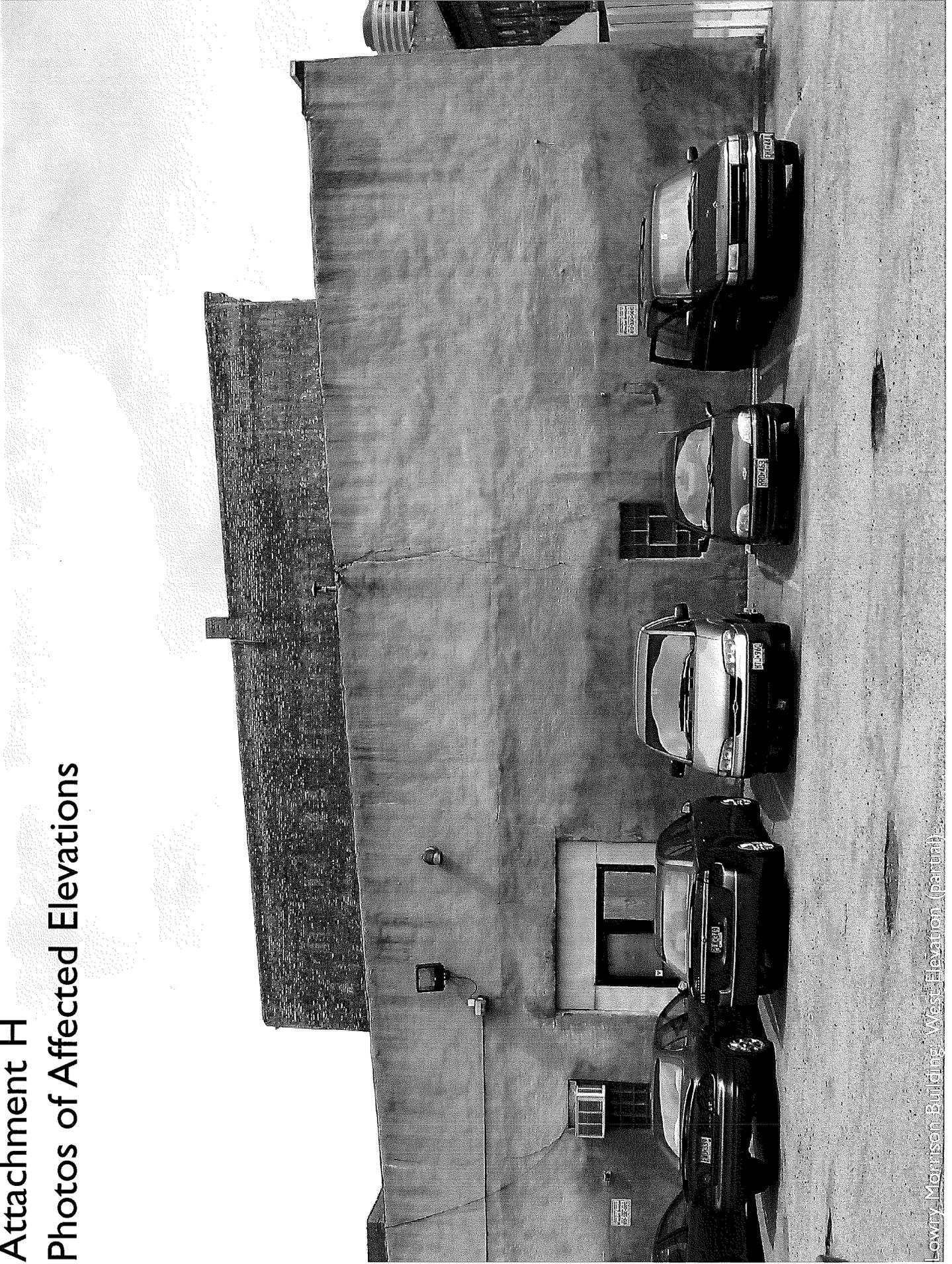
## Photos of Affected Elevations



Pacific Flats Building: East Elevation

# Attachment H

## Photos of Affected Elevations



Lowry Morrison Building, West Elevation (partial)

**CITY OF MINNEAPOLIS  
CPED PLANNING DIVISION  
HERITAGE PRESERVATION COMMISSION STAFF REPORT  
Pacific Development Project**

**Attachment I.**

**Shadow analysis**

**CITY OF MINNEAPOLIS  
CPED PLANNING DIVISION  
HERITAGE PRESERVATION COMMISSION STAFF REPORT  
Pacific Development Project**

**Attachment J. EAW comment letter from the Minnesota Historical Society**



MINNESOTA HISTORICAL SOCIETY

State Historic Preservation Office

July 26, 2006

Ms. Rebecca Farrar  
Senior Planner  
City of Minneapolis  
210 City Hall  
350 South 5<sup>th</sup> Street  
Minneapolis, MN 55415

Re: EAW – Pacific Block Development  
Minneapolis, Hennepin County  
SHPO Number: 2006-2403

Dear Ms. Farrar:

Thank you for providing this office with a copy of the Environmental Assessment Worksheet for the above-referenced project. It has been reviewed pursuant to responsibilities given to the Minnesota Historical Society by the Minnesota Historic Sites Act and the Minnesota Field Archaeology Act and through the process outlined in Minnesota Rules 4410.1600.

We have the following comments on this proposed project:

1. As the EAW indicates, both alternatives significantly exceed the heights appropriate for both the national and local historic district. Buildings of this height should not be built in this area.
2. Rehabilitation of historic buildings in the block should be done in conformance with the Secretary of the Interior's Standards for Rehabilitation. In this respect, the demolition of the rear portion of the Northwestern Building would not meet the Standards.
3. We recommend that a land use history of the block be prepared as a basis for an assessment of the need for a historic archaeological survey of the site.

Contact us at 651-296-5462 with questions or concerns.

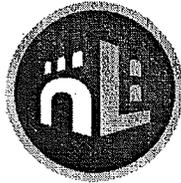
Sincerely,

Britta L. Bloomberg  
Deputy State Historic Preservation Officer

cc: Greg Mathis, Minneapolis HPC

**CITY OF MINNEAPOLIS  
CPED PLANNING DIVISION  
HERITAGE PRESERVATION COMMISSION STAFF REPORT  
Pacific Development Project**

**Attachment K. Letter from the North Loop Neighborhood Association**



**NORTH  
LOOP**  
NEIGHBORHOOD

November 1, 2006

Mr Jason W. Wittenberg  
Planning Supervisor  
City of Minneapolis  
250 4th St S, Suite 300  
Minneapolis, MN 55415-1316

**RE: Pacific Flats Project**

Dear Jason:

We are writing on behalf of the North Loop Planning and Zoning Committee (NLPZ) to provide additional information regarding the process we undertook to review the Pacific Flats Project. Our work resulted in a favorable vote and we have provided the city with specific comments regarding the project.

On January 18, 2006 the Pacific Flats Development Team (Development Team) represented by BKV architects attended a public North Loop Planning and Zoning Committee to present basic program ideas for a new development located on what is currently known as "the Monte Carlo Block." We determined at this time that due to the size and complexity of the project, the NLPZ would create a working group to meet with the Development Team on a biweekly basis. The purpose of these meetings was to help inform and shape the project from the initial concept phase to where it is today. The process that followed involved four months of meetings with the working group interspersed by public meetings with the neighborhood at large.

The NLPZ Committee is comprised of a diverse group of individuals. Of our fourteen members, we represent over 10 different professions and 9 different buildings; while we all call North Loop home, many of us also work in the neighborhood. This diversity is essential to a balanced and logical process of reviewing projects.

Mr Jason W. Wittenberg  
November 1, 2006  
Page 2

The process consisted of five working group meetings along with three public Planning and Zoning meetings. Each of these public meetings were noticed by placing fliers in the lobbies or individual doors of all the residential buildings in the neighborhood and in the case of the last two, noticed in the Downtown Journal. In addition to these meetings, the Development Team held an open house at the Acme Comedy club where people could come and view the project and ask questions as well as provide input. At the meeting, each resident was asked by NLPZ to complete an informal survey, which showed a clear majority of those in attendance favored the project.

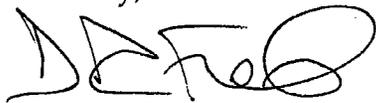
Members of the committee heard from many residents regarding this project. We have heard about various design elements including: character, density, program, green space and height which are all intertwined to some degree. We have heard many comments both verbally and written that in number represent both sides rather equally. To this end, we have concluded that the neighborhood is not united in support or opposition to this project.

Members of the committee feel that the process was inclusive if not exhaustive. We regret that we could not ascertain a clearer consensus from the neighborhood, but after 5 months and countless hours of our time and the time of the development team we feel we have done our due diligence and fairly represented our neighborhood based on comments we each individually received.

At our final public meeting May 24, 2006, the committee took two votes. The first vote resulted in unanimous approval of a letter to the City outlining specific comments about the project. The second vote was 8-2 in favor of recommendation of the project. The Neighborhood Association Board adopted the Committee's position as its own on June 28, 2006.

Thank you for taking the time to review this project. If you have any questions regarding our review process, please feel free to contact either one of us.

Sincerely,



David R. Frank  
North Loop Neighborhood Association Chair



Chuck Peterson  
North Loop Planning and Zoning Committee Chair



**NORTH  
LOOP**  
NEIGHBORHOOD

July 11, 2006

Mr Jason W. Wittenberg  
Planning Supervisor  
City of Minneapolis  
250 4th St S, Suite 300  
Minneapolis, MN 55415-1316

**RE: Pacific Flats Project**

Dear Jason:

After numerous meetings over the last four months, the North Loop Neighborhood Association's Planning and Zoning Committee formally considered the proposed Pacific Flats development on May 24, 2006, and the Neighborhood Association Board adopted the Committee's position as its own on May 31, 2006.

The current version of the proposed development shows 2 condominium towers of 28 and 18 stories on Second Avenue North and Washington Avenue North, respectively, and a 10-story hotel at the corner of Third Avenue North and Second Street North with an open courtyard at the corner that is partly for public use. It retains the following features as originally proposed: an interior parking garage; rooftop greenspace; preservation of all historic facades; the loss of the rear 90 feet of the Northwestern Building; and streetscape on all 4 sides, including crosswalk bump outs and boulevard landscaping on Washington Avenue, subject to the cooperation of the proper agencies.

The committee would like to make the following points:

1. We publicly commend the development team for their willingness to work closely with the neighborhood Planning and Zoning Committee.
2. Creating a task force that met bi-weekly for several months, accompanied by regular updates to the full committee, was important for dialog on this complicated topic.

3. Through this process, the development team accommodated many of the requests and suggestions of committee members.

The committee endorses the following elements of the plan and believes that they are beneficial and desirable to the neighborhood:

4. Every block has street trees and landscaping.
5. The development is mixed use with commercial amenities that we appreciate.
6. The developer has tried to improve the livability of the block by bringing interesting detail and green space to the street, by incorporating pocket parks into the design, and by bringing ground floor retail to all four sides of the development.
7. The parking garage is hidden from view.
8. The project has a green roof, which lessens the heat island effect and mitigates stormwater runoff.
9. The developer responded to neighborhood concerns about shadowing on Third Avenue North, and we find the hotel setback suitable for retaining the feel of Third Avenue.
10. The bump outs are a desirable feature of the project.
11. The developer's intentions to work with the city to create a boulevard planter on Washington Avenue are good.
12. We applaud the strategy for contextual design. Specifically, we like that the first few floors will be sympathetic to the historic buildings by using similar materials and ideas of rhythm and proportion. We also like that the upper floors will be lighter by using more modern materials such as glass, steel, and some masonry. Finally, we like the use of multiple textures and colors to avoid a monolithic-looking building. This strategy achieves the desire to fit into an historical context without mimicking it. We ask that the project not be all masonry or heavy materials as we feel that it would result in an imposing and dull design. The current strategy of blending "old" with "new" materials should enhance neighborhood fabric while respecting its context.

The committee has the following concerns about the plan:

13. We are concerned about traffic and would like to see the city and developer engage in and share the results from a full study of traffic impact.
14. We need assurances that the phasing of the project does not leave certain elements, such as landscaping, streetscaping, and restoration, to the final phase. Such elements should be completed as each related phase of the project is completed.
15. Tower height still remains a concern to some members of the committee. Even if additional towers are scheduled for nearby blocks to the east and south, we would prefer that the towers for this block be lower, serving as a transition from the towers near downtown to the lower-rise buildings currently in the area.
16. The committee is disappointed that there is no longer residential rental space or affordable housing included in the project.

The committee would like to note that we have not evaluated the project based on its compliance with any of the four overlapping and conflicting historic designations. We have also not evaluated its adherence to current zoning requirements or proposed zoning changes. We trust the Heritage Preservation Committee and the Planning Commission to perform those reviews.

Therefore, the committee has taken the following position on the proposed Pacific Flats Development, based on the project's desirability to the neighborhood:

**The North Loop Neighborhood Association Planning and Zoning Committee finds that this neighborhood strongly supports additional growth and development, especially development that adds retail and commercial space. The unique location of the site between an established historic neighborhood and one of parking lots and adult businesses warrants a unique strategy. We find that the proposed development offers many attractive amenities that we are seeking. At the same time, a number of residents and committee members have concerns about the height of some of the proposed buildings and how these buildings could change the historic character of the neighborhood. Despite these conflicts, the Planning & Zoning Committee voted 8-2 (with 2 abstentions and 2 absences) to recommend approval of the Pacific Flats development to the North Loop Neighborhood Association.**

Mr Jason W. Wittenberg  
July 11, 2006  
Page 4

As noted above, the North Loop Neighborhood Association Board adopted the Committee's position as its own on May 31, 2006. Jason, please let me know if I can answer any questions.

Sincerely,

David R. Frank  
North Loop Neighborhood Association Chair

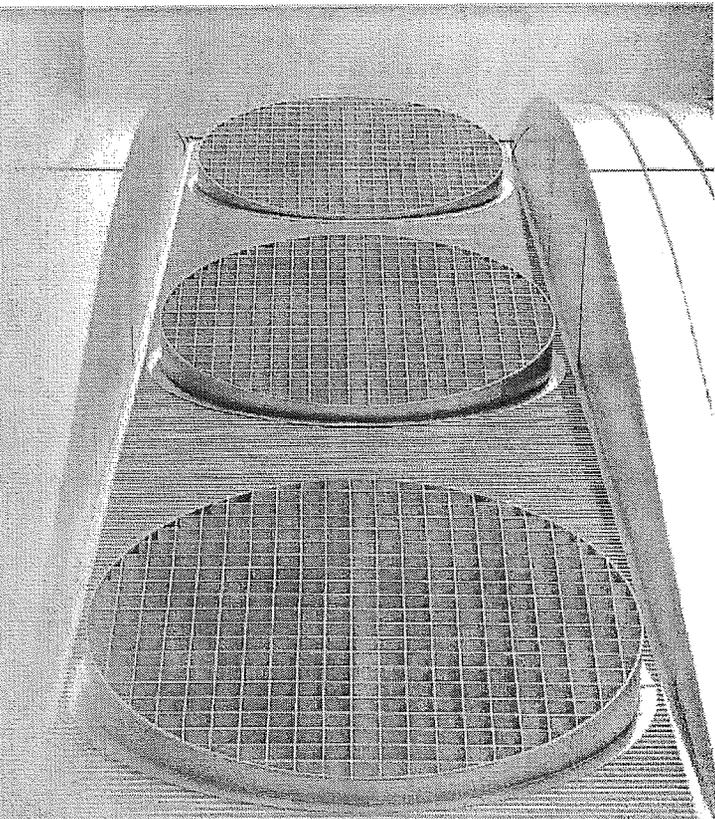
cc: Mike Madden  
Steve Minn

Airolite® Architectural Grilles and Screens are custom designed to your specification to function as architectural accents or entire facades, sight or solar screens, and security barriers. They are fabricated from extruded aluminum, assembled entirely by welding and finished-after-assembly to ensure the highest product quality and durability available. All materials are available in Airolite's broad array of enamel, fluoropolymer, clear and color anodize coatings in standard and custom colors. The following pages display our most popular designs. Please contact us for more information on models available and our custom capabilities.

### Grille Specification System

Grille Type	Vertical Bar Spacing	Horizontal Bar Spacing	Horizontal Bar Angle	Grill Depth	Aluminum Thickness
Linear Bar Grille	2" to 12" (51mm to 305mm)	2" to 12" (51mm to 305mm)	N/A	2" to 6" (51mm to 152mm)	0.125" to 0.250" (3mm to 6mm)
Angular Bar Grille	2" to 12" (51mm to 305mm)	2" to 12" (51mm to 305mm)	0° to 45°	2" to 6" (51mm to 152mm)	0.125" to 0.250" (3mm to 6mm)
Solar-Line Grille	2" to 12" (51mm to 305mm)	2" to 12" (51mm to 305mm)	0° to 45°	2" to 6" (51mm to 152mm)	0.125" to 0.250" (3mm to 6mm)
Continue-Line Grille	2" to 12" (51mm to 305mm)	2" to 12" (51mm to 305mm)	0° to 45°	2" to 6" (51mm to 152mm)	0.125" to 0.250" (3mm to 6mm)
Matrix Grille	2" to 12" (51mm to 305mm)	2" to 12" (51mm to 305mm)	0° to 45°	2" to 6" (51mm to 152mm)	0.125" to 0.250" (3mm to 6mm)
Prism Grille	2" to 12" (51mm to 305mm)	2" to 12" (51mm to 305mm)	N/A	2" or 4" (51mm or 102mm)	0.125" to 0.250" (3mm to 6mm)
Sansome Grille	N/A	N/A	N/A	3/8" to 6" (9.5mm to 152mm)	0.125" to 1.00" (3mm to 25mm)
Airfoil Grille	N/A	2" to 12" (51mm to 305mm)	0° to 45°	2" to 6" (51mm to 152mm)	0.081" to 0.125" (2.1mm to 3mm)
Mia Grille	2" to 12" (51mm to 305mm)	2" to 12" (51mm to 305mm)	45°	2" (51mm)	0.073" (1.85mm)
Gemini Grille	2" to 12" (51mm to 305mm)	2" to 12" (51mm to 305mm)	45°	3" (76mm)	0.125" (3mm)

Recommended Specification: Furnish and install (Specify Grille Type) as designed and manufactured by The Airolite Company, LLC, Marietta, Ohio USA. Select and identify grille features from Grille Specification table. All perimeter and intermittent intermediate intersections shall be joined with one fillet weld minimum 1" (25.4mm) long x 0.125" (3.18mm) throat produced with the Pulsed Metal Arc Welding process (GMAW/MIG). Manufacturer shall submit calculations prepared by a professional engineer specializing in the application of welding technology demonstrating that each weld will withstand minimum 526 pounds force in shear. Grilles and screens shall be finished with a (Specify Coating) in a color selected from the manufacturer's standard color chart.



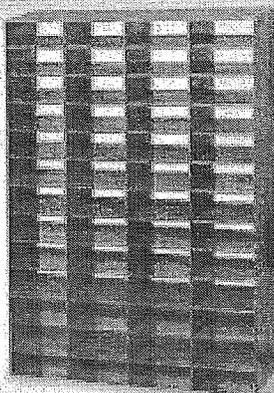
The Jewish Children's Museum, Brooklyn, NY  
Gwathmey Siegel & Associates Architects, LLC  
Circular Bar Grilles & Custom Hood Transitions to Horizontal Sightproof Louvers

### Linear Bar Grille

Specify vertical and horizontal bar spacing and thickness to achieve security, sight screening and decorative appeal.



SECTION VIEW

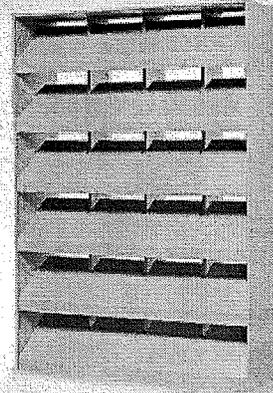


### Solar-Line Grille

Rear-justified vertical member permits continuous horizontal bar appearance and the vertical feature offers sight screening and sun control.



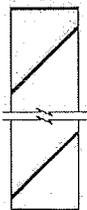
SECTION VIEW



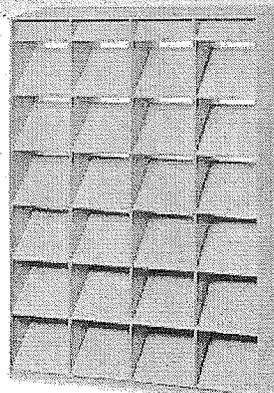
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### Angular Bar Grille

Horizontal members rotated from 0 to maximum 60 degrees provide visual and solar screening.



SECTION VIEW

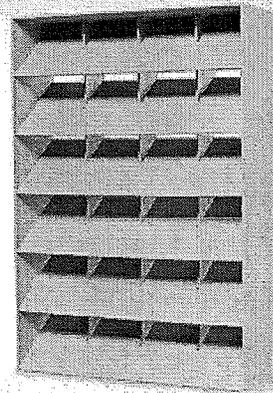


### Continue-Line Grille

The rear-justified vertical bar presents a continuous, uninterrupted horizontal bar appearance.



SECTION VIEW



**Request for City Council Committee Action  
from the Department of Community Planning and Economic Development—Planning Division**

Appeal of the decision of the Minneapolis Heritage Preservation Commission to deny Certificates of Appropriateness for four components of the Pacific Development Project

## **Exhibit 5.**

Information that has been received by Planning staff since the printing of the HPC staff reports on 11/21/06:

- a. Memorandum from Carol Lansing and Walter Rockenstein, received 11/28/06 at the HPC hearing: Alternative findings and proposed action for the Pacific Development Project's rehabilitation of the Northwestern Building as a New Hotel (PD-3)
- b. Memorandum from Carol Lansing and Walter Rockenstein, received 11/28/06 at the HPC hearing: Alternative findings and proposed action for the Pacific Development Project's 28-Story Condo Building (PD-4)
- c. Memorandum from Carol Lansing and Walter Rockenstein, received 11/28/06 at the HPC hearing: Alternative findings and proposed action for the Pacific Development Project's 18-Story Condo Building (PD-6)
- d. Memorandum from Carol Lansing and Walter Rockenstein, received 11/28/06 at the HPC hearing: Alternative findings and proposed action for the Pacific Development Project's new construction of the Parking Ramp (PD-7)
- e. Letter from Janel Russell, received 11/28/06 at the HPC hearing
- f. Email from Thomas Mallon, received 11/28/06
- g. Email from Jodi Davis, received 11/28/06

PD-3  
43

11/28/06  
Rec'd  
at 6:46  
HPC



## M E M O R A N D U M

**TO:** Minneapolis Heritage Preservation Commission

**FROM:** Carol Lansing  
Walter Rockenstein

**DATE:** November 28, 2006

**SUBJECT:** **ALTERNATIVE FINDINGS AND PROPOSED ACTION FOR THE PACIFIC DEVELOPMENT PROJECT'S REHABILITATION OF THE NORTHWESTERN BUILDING AS A NEW HOTEL**

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Please find attached a set of Alternate Findings and a Proposed Action for the Certificate of Appropriateness for The Pacific Development Project's Rehabilitation of the Northwestern Building as a New Hotel at 215-223 2<sup>nd</sup> Street N. The text of the proposed Alternate Findings is based on the CPED staff report and show additions by double-underlining and deletions by strike-throughs. The text of the Proposed Action is all new and is not marked in any way.

Thank you for the opportunity to present this material for your consideration.

C.L., W.H.R.II

## ALTERNATE FINDINGS

### 5.0 FINDINGS

- 1. Historic designation:** The Pacific Development Project (PD Project), including the subject application, is located within the North Loop Warehouse Local District (established in 1978) and the Minneapolis Warehouse Historic District (National Register of Historic Places District established in 1989). The area is historically significant as the area of early commercial growth during the development of the City that established Minneapolis as the trade center for the Upper Midwest. In recognition of this heritage, and to preserve this resource that focuses on some of the oldest standing buildings in the City, the area has been designated both locally and nationally as a historic district. The periods of significance for the National Register District are as follows: 1850-1874, 1875-1899, 1900-1924, and 1925-1949 is 1865 - 1930.
- 2. The Pacific Development Project application:** The Pacific Flats LLC has filed seven Certificate of Appropriateness applications for the various components of the PD Project. The subject application is for New Construction, Rehabilitation, and Demolition for the rehabilitation of the Northwestern Building, located at 215-223 2<sup>nd</sup> St. N., as a new hotel.
- 3. Historical and archeological significance:** The National Register nomination concludes that the Northwestern Building (Northwestern Glass Company) is a contributing structure to the District. The Planning Division prepared the historical and archeological assessments contained in the Environmental Assessment Worksheet (EAW) for the project, which states that the building is a contributing building to both the national and to the local district and that no significant prehistoric or historic artifacts survive on this totally built site.
- 4. Rehabilitation commitment:** The applicant has committed to rehabilitate the exterior building face along 2nd Street N. in accordance with the Warehouse Historic District Design Guidelines and the Secretary of the Interior's Standards for Rehabilitation. The existing replacement windows will be maintained. Inappropriate additions to the facade such as highway-type lighting fixtures, small banners, and a fabric canopy at the east entry will be removed and original materials will be patched. Brick repair and repointing will be executed as necessary. All repair work to the north ~~faeed~~ face (along North 2<sup>nd</sup> Street) should be in accordance with the Secretary of Interior's Standards.
- 5. New construction:** The Secretary of the Interior's Standards for Rehabilitation (Standards) call for new construction to "make clear what is historic and what is new," and recommends against "duplicating the exact form, material, style, and detailing of the historic building in the new addition so that the new work appears to be part of the historic building." New construction, floors 5-10 above the existing building, will be consistent with the general design intent of the Standards because it

will be discernable as new construction that is set back from the existing historic building and it will not create a false sense of history. However, ~~the new construction, floors 5-10 above the existing building is inconsistent with the intent of the Guidelines because it will “characterize. It is not “a masonry loading bearing building and not” but rather “a contemporary curtain wall structure” which the Guidelines discourage.~~

- 6. Maintaining overall integrity of District:** ~~The application has not clearly indicated how incorporation of major new construction on this site as part of the existing historic structure will be accomplished in such a way as to maintain the overall integrity of the structure itself. Despite the very general recommendations of the Secretary of the Interior Standards on design compatibility, the widely varied assortment of architectural design treatments proposed for changes to this specific building will undermine its place as part of the collection of buildings within both the local and national districts, thereby weakening the overall character of both the local and national districts. Because the new construction is consistent with the Secretary of the Interior’s Standards, it will not materially impair the integrity of the structure or the local and national districts.~~
- 7. Building integrity:** ~~There is considerable risk~~In order to ensure that the changes proposed to the building in this application would will not harm the physical structural integrity of the building, the applicant should be required to submit reports prepared by a structural engineer to CPED Planning staff regarding the structural impacts and measures to be taken to protect the structural integrity of the building to such an extent that it would call into question the building’s ongoing maintenance and its lasting place as part of this particular historic district.
- 8. Building setback, orientation, and entrances:** ~~The existing primary façade (north) has two existing entrances, both of which will remain but to access the restaurant and retail on North 2nd Street. The proposed project for this portion of the block is inconsistent with the Guidelines because it will create a new primary building entrance which is setback from the street, in this case, Third Avenue North. In reference to new additions, the Standards recommend, “Locating the attached exterior addition at the rear or on an inconspicuous side of a historic building; and limiting its size and scale in relationship to the historic building.” Creating a new primary entrance for the hotel on Third Avenue North will change the historic entrance is inconsistent with this Standard and will create competing and confusing primary facades. Re-orienting the building entrance to the west façade undermines the existing primary building entrance on the north façade. While it would be preferable to have the 2<sup>nd</sup> Street facade continue to serve as the primary access to the building, this is not possible with the proposed reuse. The front entries have stairs that are not accessible; modifying them to become accessible would have a negative impact on the appearance of that facade. In addition, the traffic associated with a hotel could not be accommodated on 2<sup>nd</sup> Street without dedicating a good part of the street and sidewalk to that use, inconveniencing pedestrians and bicyclists as well as drivers. Moving the entry to the 3<sup>rd</sup> Avenue facade avoids these problems. If a~~

building has to be altered to accommodate a new use, it is preferable to change secondary facades.

It would be inappropriate to model the new design for the 3<sup>rd</sup> Avenue facade after the 2<sup>nd</sup> Street facade. Although the 3<sup>rd</sup> Avenue side will become a ‘front,’ it was not that historically. The design of the 3<sup>rd</sup> Avenue facade should be distinguishable as a product of the period in which it obtained this new role; namely, the 21<sup>st</sup> century. The concrete grid is structural; the brick is infill. The infill area is where the change has happened in the past, and where it is proposed to happen for the new hotel. The concrete grid, which reflects the essence of the building’s structure, will remain, and the grid inspires the new design.

**9. Porte-cochere and driveway:** The incorporation of a porte-cochere and driveway for vehicles on the northwest corner of the block is incompatible with the Design Guidelines for infill construction and the Secretary’s Standards because it introduces a new architectural form into an otherwise consistent architectural vocabulary that does not and never has included this sort of use or feature. The Guidelines state, “2. Building massing. a. New construction shall be built out to the property line on street frontage. b. Corner lots: The building shall be built out to both property lines on street frontage.” The Standards recommend against, “Removing or radically changing buildings and their features or site features which are important in defining the overall historic character of the building site so that, as a result, the character is diminished.” The driveway is part of the improvements to the vacant lot at the corner of 3<sup>rd</sup> Avenue and 2<sup>nd</sup> Street, which is discussed in Item 16 below.

**10. Building height, massing, setback and shape:** The 10-story hotel complies with the height guideline. With the exception of the new façade proposed for the west side of the building that angles from 4 ft. to 12 ft. from the front of the existing façade, the new construction stays within the footprint of the existing building and the building remains essentially rectangular in shape and volume, consistent with the Guidelines. The project is inconsistent with this requirement in that the new façade proposed for the west side of the building is set on an angle. In addition, the 6-floor hotel addition, while rectangular, sets back from the west façade by 8 to 14 ft. and from the north façade by 24 ft. The setback of the additional stories is consistent with the recommendation of the Secretary of Interior’s Standards for additions to historic buildings.

**11. Curtain wall construction:** The intent of the District Guidelines is for infill construction to “characterize a masonry load bearing building and not specifically discourage contemporary curtain wall structure construction.” The architectural rhythm of the new curtain wall construction is compatible with the existing building and other historic buildings in the District in terms of size, scale, materials, color, windows, and doors and characterizes a masonry load bearing building. However, the applicant has not made a clear case for why the west façade of the Northwestern Building should become its primary façade (as opposed to the existing primary façade, which is the north side of the building).

**12. Angled west façade:** As discussed in Item 8 above, Rehabilitating the existing west facade to be similar to the north façade would be inconsistent with the Standards because it was not the front of the building historically and it could create a false sense of history. Further, the design of the addition to the 3<sup>rd</sup> Avenue facade should be distinguishable from the historic fabric of the building. The slightly angled 3<sup>rd</sup> Avenue facade creates an interesting tension with the historic district, with a transition between old and new provided by the northernmost bay.

**13. Demolition to create atrium/internal courtyard:** The Minnesota Historic Society comment letter on the EAW included the following comment (Attachment J): “Rehabilitation of historic buildings in the block should be done in conformance with the Secretary of the Interior’s Standards for Rehabilitation. In this respect, demolition of the rear portion of the Northwestern Building would not meet the Standards.” The previous design submitted for purposes of the EAW called for demolition of the back 2/3rds of the building. The Minnesota Historic Society commented negatively on that proposed demolition. The demolition required by the current design has been significantly reduced to allow for creation of a small, internal atrium that will not be visible from the street. Similar atriums have been found to be consistent with the Secretary of the Interior’s Standards.

**14. Windows:** The new fifth floor will have floor-to-ceiling windows on all four sides, which is prohibited by the Guidelines serves to clearly distinguish the break between the historic pedestal base and the new construction of the upper stories. The new windows on floors 6-10 have a height-to-width ratio that is less than 3 and they are not proportional to either (a) the existing windows to be retained or (b) to the new windows proposed for the existing building. The window dimensions and fenestration pattern of the upper floors are inspired by historic buildings in the area but differ from the Northwestern Building to avoid imitation of the historic fabric. The proposed new fifth floor will have floor-to-ceiling windows on all four sides, which is prohibited by the Guidelines.

**15. Roofs:** The adaptation of the roof of the Northwestern Building to allow for landscaping and patios has not yet been submitted. The application materials do not indicate how this structural load would be supported in such a way as to maintain the integrity of the existing building. Likewise, the application materials do not indicate how the drainage and stormwater management on this roof will be revised in order to ensure the continued maintenance and integrity of the historic building. In order to ensure that the changes proposed to the building in this application will not harm the structural integrity of the building, the developer should be required to submit reports prepared by a structural engineer to staff regarding the structural impacts and stormwater management and measures to be taken to protect the structural integrity of the building

**16. Green space/seating area** Conversion of vacant lot into driveway, green space and seating area: The proposed green space/seating area on the northwestern

corner of the block is not compatible with the Warehouse District Design Guidelines for infill construction. The attempt to incorporate green space into the Warehouse District is laudable. However, the location for this green space undermines the historic fabric of the district because it does not allow for new building walls that are built out to both property lines on the street frontage. The lot at the corner of 2<sup>nd</sup> Street and 3<sup>rd</sup> Avenue has been vacant since 1938 when the former fire station on this site burned and was demolished. Since the Warehouse Historic District Design Guidelines do not address landscapes, the proposed rehabilitation of the site should be evaluated under the Secretary of the Interior's Guidelines for the Treatment of Cultural Landscapes. For the rehabilitation treatment, these guidelines indicate that alterations and new construction: should not destroy historic materials, features, and spatial relationships; should be differentiated from the old; should be compatible with the historic property and environment; and should be reversible. The proposed rehabilitation of the parking lot retains the open space that has characterized this corner for almost seventy years. The new design elements are compatible in materials, size, scale, proportion, and massing to the site and the surrounding historic district.

- 17. Green space/seating area scale:** ~~If the proposed new structure for the green space/seating area is considered one half story or less, it does not meet the Guideline's the minimum height of new structures, which is two stories. If the proposed structure is considered a raised sidewalk (similar to the historic sidewalks and loading docks in the district), it is too wide and poorly mimics the original feature in size, scale, and relationship to primary building elevations.~~

### **PROPOSED ACTION**

The Heritage Preservation Commission adopts the Findings and approves the Certificate of Appropriateness for Rehabilitation of the Northwestern Building as a New Hotel, which is a component of the Pacific Development Project, located at 215-223 2<sup>nd</sup> Street N., subject to the following conditions:

1. The applicant will provide reports prepared by a structural engineer to CPED Planning staff regarding the structural impacts of changes to be made to the building and stormwater management and measures to be taken to protect the structural integrity of the building.
2. Final site plan, lighting plan, landscaping plan, signage plan, cut-sheets for proposed benches and other street furnishings, and material samples must be submitted to CPED Planning staff for final review and approval by the Heritage Preservation Commission.



PD-4  
#4  
Rec'd  
11/28/06  
8:27 pm

## M E M O R A N D U M

**TO:** Minneapolis Heritage Preservation Commission  
**FROM:** Carol Lansing  
Walter Rockenstein  
**DATE:** November 28, 2006  
**SUBJECT:** **ALTERNATIVE FINDINGS AND PROPOSED ACTION FOR THE PACIFIC DEVELOPMENT PROJECT'S 28-STORY CONDO BUILDING**

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Please find attached a set of Alternate Findings and a Proposed Action for the Certificate of Appropriateness for The Pacific Development Project's 28-Story Condo Building at 212-216 2<sup>nd</sup> Ave. N. and part of 219 2<sup>nd</sup> Ave. N. The text of the proposed Alternate Findings is based on the CPED staff report and show additions by double-underlining and deletions by strike-throughs. The text of the Proposed Action is all new and is not marked in any way.

Thank you for the opportunity to present this material for your consideration.

C.L., W.H.R.II

## ALTERNATE FINDINGS

### 7.0 FINDINGS

1. **The Pacific Development Project application:** The Pacific Flats LLC is applying for a Certificate of Appropriateness for New Construction, Signs and Awnings for a new 28-story,<sup>1</sup> 250-unit, mixed-use condominium building (28-Story Condo Building) to be constructed on the site of the Gehl-Dolphin Building at 212-216 2<sup>nd</sup> Ave. N. and part of 219 2<sup>nd</sup> St. N. The Gehl-Dolphin Building will be demolished.
2. **Historic designation:** The Pacific Development Project (PD Project), including the subject application, is located partially within the North Loop Warehouse Local District (established in 1978) and completely within the Minneapolis Warehouse Historic District (National Register of Historic Places District established in 1989).
3. **Contributing properties:** The following describes the contributing and noncontributing properties:
  - The Carriage House Buildings (AKA Auto Repair Garage) at 208 Washington Avenue North and the Gehl-Dolphin building at 212 2nd Avenue North are noncontributing structures to the national Minneapolis Warehouse Historic District.
  - The Gehl-Dolphin building at 212 2nd Avenue North is not within the North Loop Warehouse Local District.
  - The rest of the buildings on the block contribute to both the national and local districts: The Monte Carlo Building at 217 3<sup>rd</sup> Ave. N., the Northwestern Building (Northwestern Glass Company) at 215-223 2<sup>nd</sup> St. N., the Pacific Flats Building at 218 Washington Ave. N., and the Lowry-Morrison Building at 200-204 Washington Ave. N.
4. **North end of building and historic districts:** The north end of the proposed building base and tower is located on the site of the Gehl-Dolphin building at 212 Second Avenue North and on an abutting parcel to its west. The Gehl-Dolphin building is a noncontributing structure that is located fully within the national register Minneapolis Warehouse Historic District, but completely outside the North Loop Warehouse Local District. The abutting parcel is vacant and is located fully within both the national register Minneapolis Warehouse Historic District and the North Loop Warehouse Local District.
5. ~~The north end of the proposed building base and tower is located on the site of the Gehl-Dolphin building at 212 Second Avenue North. The Gehl-Dolphin is not within the North Loop Warehouse Local District.~~
65. **South end of building and historic districts:** The south end of the proposed building is on a parcel that is fully within both the national register Minneapolis Warehouse Historic District and the North Loop Warehouse Local District.

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<sup>1</sup> Refer to Footnote 1.

~~7.~~ The south end of the proposed building is within the locally designated North Loop Warehouse Local District.

~~86.~~ **Proposed parking structure and historic districts:** The proposed parking structure is physically integrated with the proposed building base and tower. (The application for the proposed structured parking is under separate application, #7, even though the construction is integrated within the building proposed under this application, #4). The proposed parking structure is fully within the national register Minneapolis Warehouse Historic District but straddles property that is both within and outside the North Loop Warehouse Local District.

~~9.~~ The proposed parking structure is physically integrated with the proposed building base and tower. (The application for the proposed structured parking is under separate application, #7, even the construction is integrated within the building proposed under this application, #4). The proposed parking structure straddles property that is both within and outside of the locally designated North Loop Warehouse Local District.

~~107.~~ **Removal of Gehl-Dolphin Building:** Consistent with the Standards, the Project includes the removal of a non-significant building (the non-contributing Gehl-Dolphin Building), which detracts from the historic character of the National Register District.

~~118.~~ **Outcome of EAW process:** The analysis in the EAW for the PD Project concluded the following: “Both condo buildings in the 28-Story Condo Building Alternative will be constructed partly or wholly within the North Loop Warehouse Historic District. The proposed design is not within conformance of the adopted Warehouse Historic District Guidelines. . . . The height of the proposed towers in both alternatives is out of character with the surrounding local and national historic districts and will have a negative visual impact.”

~~129.~~ **Minnesota Historical Society letter:** The Minnesota Historical Society comment letter on the EAW concluded as follows: “As the EAW indicates, both alternatives significantly exceed the heights appropriate for both the national and local district. Buildings of this height should not be built in this area.”

~~10.~~ **No height limitation of Gehl-Dolphin parcel:** The Minneapolis Zoning Code imposes no height limitation on the Gehl-Dolphin parcel. This parcel is also outside the North Loop Warehouse Local District and not subject to the height guideline of that District. Nor does the national register Minneapolis Warehouse Historic District include any height regulation.

~~1311.~~ **Building height:** The PD Project block is located towards the center of the National Register District, towards the north end of the local District, and ~~two or more~~ several blocks from the tall buildings in the central core of downtown. Existing buildings surrounding the project site and between Washington Ave. and the River

are at 3-5-story heights; none higher than 5 stories. New infill construction is typically 4 to 8 stories in the District, with the exception of the 10-story office portion along Hennepin Avenue of the Federal Reserve Bank (which is 3 stories at 1st Avenue). The height of the 28-Story Condo Building is out of character with the surrounding local and national historic districts and will have a negative visual impact. The City recently approved a 35-story residential tower on the Jaguar dealership block, one block west of the proposed 28-Story Condo Building in the northwest quadrant of the intersection of Washington Ave and Hennepin Ave. This block is immediately across 1<sup>st</sup> Ave. N. and 2<sup>nd</sup> St. N. from the national register Minneapolis Warehouse Historic District. The City also has approved the Eclipse Project with residential towers of 24 and 32 stories on the easterly side of the block in the southwest quadrant of the intersection of Washington Ave. and Hennepin Ave. Both towers immediately abut the national register Minneapolis Warehouse Historic District and the North Loop Warehouse Local District, which both encompass the westerly portion of that block. Given the potential for unlimited height on the Gehl-Dolphin Block and the nearby presence of similar height buildings adjacent to the two historic districts, the height of the 28-Story Condo Building will not materially impair the integrity of the North Loop Warehouse Local District.

14. **Shadow effects:** At 29 actual floors (counting the mezzanine level between the first and second levels), the project has 19 floors in excess of the District's 10-story height limit and about 25 stories above the average 4-story height of other nearby buildings in the District. Furthermore, since the shadow study indicates that the building will create shadows that will be about six times as long (with conceivably six times the adverse effect) as the average 4-story building within the District and approximately three times longer than if the project complied with the District's 10-story height limit, these shadows are excessive and they will have an adverse effect on the District.

[The North Loop Warehouse Local District Guidelines do not mention shadow effects.]

1512. **Building outline and shape:** The Project base portion of the 28-Story Condo Building is inconsistent consistent with the intent of the Guidelines for Infill Construction that call for "infill construction which characterizes a masonry load bearing building and not because it includes "a contemporary curtain wall structure," which the Guidelines discourage instead of "a masonry load bearing building." Also inconsistent with the Guidelines, setbacks occur above the fourth floor on both the 2nd St. and 2nd Ave. sides of the building. The upper portion of the building uses both contemporary curtain wall structure with glass on the north and south facades, contemporary curtain wall construction with a mixture of glass and masonry to characterize masonry load bearing walls on the east and west facades, and setbacks from the five-story base on the Washington Ave. N. to differentiate the upper portion from the existing historic structures, as called for in the Secretary of Interior's Standards.

4613. **Building base:** The base portion of the 28-Story Condo Building matches the massing, height, fenestration, and scale of the abutting historic Northwestern Building without so perfectly matching it in color and other details as to evoke a false sense of history. Replacement of the non-contributing, two-story Gehl-Dolphin Building with this 4-story base portion of the project will reinforce the street wall along 2<sup>nd</sup> St. N. which has 2-5-story buildings, and along 2<sup>nd</sup> Ave. N., which has a four-story building across the street.

4714. **Floor-to-floor height:** The first full floor of the building will be almost 22 ft. high with a mezzanine level between the first and second floors which exceeds the 18-ft. maximum in the Guidelines. Instead of matching the raised first floor of the Northwestern Building, the new construction has at-grade entrances. Floors 3, 4, and 5 of the building base exceed Guidelines stipulation that the second floor above of new structures should not exceed a 12-ft. maximum in height. These floor heights allow the lower portion of the building to match the floor heights and cornice line of the Northwestern Building while placing retail store fronts at ground level to maximize activity on the street.

4815. **Parking ramp and street facades:** The proposed parking ramp will be physically integrated with new construction of the proposed condominium tower base. The ground floor plan of ~~for~~ this structure appropriately indicates that the parking ramp would be lined on the street side by active uses. However, the floor plans for several upper floors on the base buildings indicate that the parking structure would stretch out to the perimeter of the block (on floors three and four) on the east side of the block along Second Avenue North. With this in mind, the parking structure would undermine the cohesion of the overall district as recognized in the NRHP Nomination. [Use language from Parking Ramp Proposed Findings here.]

4916. **Parking ramp louvers:** The elevations for the Second Avenue North side of the new tower are illustrative rather than detailed, but they indicate that the east facade of the new construction along Second Avenue North would include large metal vent louvers. With this in mind, intrusion of the parking structure into the street facade along Second Avenue North would undermine the cohesion of the overall district as recognized in the NRHP Nomination. It is also inconsistent with the Standard that discourages new construction that is visually incompatible and that “destroys historic relationships within the district or neighborhood.” The louvers are an appropriate design solution for the screening of the parking levels, however, there may be other, more appropriate options. The applicant should consult with CPED Planning staff regarding the most appropriate screening method.

2017. **Delineation of historic and modern design references:** The Secretary of Interior’s Standards call for new construction to “make clear what is historic and what is new,” and recommends against “duplicating the exact form, material, style, and detailing of the historic building in the new addition so that the new work

appears to be part of the historic building.” The glass curtain walls and the setbacks on the upper floors will help the viewer realize that this is a modern building component. However, the same combination of brick and stone that dominates the four-story base portion of the building carries up the east (2<sup>nd</sup> Ave.) and west (internal to the site) facades to the 25<sup>th</sup> and 23<sup>rd</sup> floors respectively. Above these floors, the façade changes to all glass (including recessed balconies) with exposed concrete floors. On the north and south facades above the five-story base, the facades are all undulating glass that creates recessed balconies. Although some of these treatments distinguish parts of the building as new construction, the overall combination of facades may lend itself to a sense of confusion as to whether and which pieces of the building might be existing construction from that has been rehabilitated and what is new construction. ~~This approach does not fully meet the intent of the Secretary of Interior Standards and is not in compliance with the Warehouse Historic District Design Guidelines.~~ The use of brick and glass on the east and west facades is an appropriate design solution for upper floors of the 28-Story Condo Building, however, there may be other, more appropriate options. The applicant should consult with CPED Planning staff regarding the most appropriate materials for the east and west facades.

~~2118.~~ **Windows:** A combination of brick and stone dominates the four-story base portion of the building carries up the east (2<sup>nd</sup> Ave.) and west (internal to the site) facades to the 25<sup>th</sup> and 23<sup>rd</sup> floors respectively. This complies with the Guidelines. Above these floors, the façade changes to all glass (including recessed balconies) with exposed concrete floors. On the north and south facades above the five-story base, the facades are all undulating glass that creates recessed balconies. ~~Although this distinguishes the building as new construction, it is not in compliance with the Warehouse Historic District Design Guidelines. Inconsistent with the Guidelines,~~ the floors above the base include continuous horizontal bands of windows above the base portion of the structure. These floors also include undulating windows that create recessed balconies. This complies with the Secretary of Interior’s Standards that call for new construction to “make clear what is historic and what is new.”

~~2219.~~ **Building entrance and storefronts:** The building entrances are incorporated into the storefronts and this is consistent with the Guidelines. The design for storefronts on the building base is generally consistent with the Guidelines. The orientation and location of the primary building entrance is consistent with the Guidelines.

~~2320.~~ **Primary building entrance:** ~~The overall height of the primary building entrance is inconsistent with~~ extends to the full height of the first floor rather than aligning with the lower retail store fronts on either side. This is a “special design feature” allowed by the Guidelines.

~~2421.~~ **Signs and awnings:** The design for storefronts on the building base is generally consistent with the Guidelines. The project design has not yet reached a level of detail where dimensions and materials are specified for signs and awnings.

**2522. Proposed construction within the alley/significance of the alley:** The project as proposed would necessitate the vacation of the mid-block, east-west alley in this block. ~~This~~ Although this alley dates to the periods of significance for the historic district, neither the local nor the national designation studies describe alleys in the district generally, or the alley on this block specifically, as contributing or character-defining features of the national register Minneapolis Warehouse Historic District or the North Loop Warehouse Local District. There is not a uniform grid pattern of alleys throughout the districts. The alley on this block is bounded primarily by parking lots, so it does not serve to delineate the historic relationship between the historic buildings on the block. A portion of the alley abutting the Gehl-Dolphin lot is not in the local district. Building the required parking in the interior of the block and pulling its mass away from the historic buildings not only provides shared parking for the uses on the block as set for the in the Secretary of the Interior's Standards, but preserves the setting of the historic buildings. The preservation of the Monte Carlo Club Pocket Park, creation of a pocket park behind the Lowry-Morrison Building, and continued use of the portion of the alley that runs next to the Monte Carlo Club and behind the Northwestern Building as an entry to the Parking Ramp will expose the "back-of-house" features and provide access to secondary storefront space of these historic buildings. Construction of the Parking Ramp and a portion of the 28-Story Condo Building within the alley will not materially impair the integrity of the North Loop Warehouse Local District, and it helps define the historic fabric of the district by limiting and delineating building footprints, and by contributing to the overall feeling and character of the district. According to NRHP Bulletin 15, a district "possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development . . . a district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources" (NRHP Bulletin 15, 1995). Because the vacation of the alley will have a visual effect on the district, the vacation is inconsistent with the Standards that recommend, "Retaining, and preserving buildings, and streetscape, and landscape features which are important in defining the overall historic character of the district or neighborhood," and "Retaining the historic relationship between buildings, and streetscape and landscape features." The Standards recommend against, "destroying the historic relationship between buildings, features and open space." The construction of this building and the associated parking ramp—which are proposed to be physically integrated—will have a negative effect on the overall historic character of the district.

**26. Functional significance of the alley:** The project as proposed would necessitate the vacation of the mid-block, east-west alley in this block. Design alternatives should be considered for how off-street, structured parking could be redesigned to avoid the need to vacate the alley. Historically, alleys and streets in the Warehouse District area established the functional grid of the area. Like streets, alleys provided important pragmatic and aesthetic functions, ranging from service corridors (for services like gas, electric, water, sewer, and communication lines); to alternative transportation routes (truck loading/unloading, trash collection, and serve as a secondary vehicular circulation system); to visual relief from imposing street walls.

~~Alleys provided private access to buildings, secondary storefront space, and great opportunities to expose the back-of-house uses that are often hidden from public view. Like the subject block, the blocks in the area that have retained their historic buildings have also retained their historic alleys. These alleys date to the periods of significance for the historic district and they help define the historic fabric of the district by limiting and delineating building footprints. By bisecting the block, alleys create smaller building sites and in turn smaller building footprints. As noted in the NRHP Nomination, the Warehouse Preservation District is more than a collection of individual buildings, it is a total environment and the streets, sidewalks, loading docks, and alleys are an important component of the District's historic fabric. Elimination of the alley in this block would have a negative impact on building height, bulk and scale, and ultimately the form and character of the both the local and national districts.~~

- ~~27. **Reasonable alternatives:** Building height could be reduced to comply with the 10-story limit in the Guidelines. The Project could be redesigned to avoid the need to vacate the alley.~~

## **PROPOSED ACTION**

The Heritage Preservation Commission adopts the Alternate Findings and approves the Certificate of Appropriateness for New Construction, Sign and Awning for the 28-Story Condo Building, which is a component of the Pacific Development Project, to be constructed on 212-216 2<sup>nd</sup> Ave. N. and part of 219 2<sup>nd</sup> St. N., subject to the following conditions:

1. The applicant meet with CPED Planning staff to develop alternate designs for the east and west facades of the upper portion of the building and bring the alternate designs back to the Heritage Preservation Commission for final review and approval.
2. The applicant meet with CPED Planning staff to develop alternate designs for the parking ramp louvers bring the alternate designs back to the Heritage Preservation Commission for final review and approval.
3. Final site plan, lighting plan, landscaping plan, signage plan, cut-sheets for proposed benches and other street furnishings, and material samples must be submitted to CPED Planning staff for final review and approval by the Heritage Preservation Commission.



PD-6 #6  
rec'd.  
11-28-06  
at 8:03

## M E M O R A N D U M

**TO:** Minneapolis Heritage Preservation Commission

**FROM:** Carol Lansing  
Walter Rockenstein

**DATE:** November 28, 2006

**SUBJECT:** **ALTERNATIVE FINDINGS AND PROPOSED ACTION FOR THE PACIFIC DEVELOPMENT PROJECT'S 18-STORY CONDO BUILDING**

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Please find attached a set of Alternate Findings and a Proposed Action for the Certificate of Appropriateness for The Pacific Development Project's 18-Story Condo Building at 206-214½ Washington Ave. N. and the northwesterly half of 216 2<sup>nd</sup> Ave S. The text of the proposed Alternate Findings is based on the CPED staff report and show additions by double-underlining and deletions by strike-throughs. The text of the Proposed Action is all new and is not marked in any way.

Thank you for the opportunity to present this material for your consideration.

C.L., W.H.R.II

## ALTERNATE FINDINGS

### 7.0 FINDINGS

1. **Historic designation:** The Pacific Development Project (PD Project), including the subject application, is located partially within the North Loop Warehouse Local District (established in 1978) and completely within the Minneapolis Warehouse Historic District (National Register of Historic Places District established in 1989). The 18-Story-Condo Building is located fully within both historic districts.
2. **The Pacific Development Project application:** The Pacific Flats LLC is applying for a Certificate of Appropriateness for New Construction, Signs and Awnings for a new 18-story,<sup>1</sup> 117-unit, mixed-use, condominium building to be constructed at 206-214 ½ Washington Ave. N. and northwesterly half of 216 2<sup>nd</sup> Ave. N. The project includes the demolition of the Auto Repair Garage (the subject of a separate application, PD6), a non-contributing building at 206-208 Washington Ave. N.
3. **Contributing properties:** The following describes the contributing and noncontributing properties:
  - The Carriage House Buildings (AKA Auto Repair Garage) at 208 Washington Avenue North and the Gehl-Dolphin building at 212 2nd Avenue North are noncontributing structures to the national Minneapolis Warehouse Historic District.
  - The Gehl-Dolphin building at 212 2nd Avenue North is not within the North Loop Warehouse Local District.
  - The rest of the buildings on the block contribute to both the national and local districts: The Monte Carlo Building at 217 3<sup>rd</sup> Ave. N, the Northwestern Building (Northwestern Glass Company) at 215-223 2<sup>nd</sup> St. N., the Pacific Flats Building at 218 Washington Ave. N., and the Lowry-Morrison Building at 200-204 Washington Ave. N.
4. **Outcome of EAW process:** The analysis in the EAW for the PD Project concluded the following: “Both condo buildings in the 28-Story Condo Building Alternative will be constructed partly or wholly within the North Loop Warehouse Historic District. The proposed design is not within conformance of the adopted Warehouse Historic District Guidelines. . . . The height of the proposed towers in both alternatives is out of character with the surrounding local and national historic districts and will have a negative visual impact.”
5. **Minnesota Historical Society letter:** The Minnesota Historical Society comment letter on the EAW concluded as follows: “As the EAW indicates, both alternatives

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<sup>1</sup> Under the Minneapolis Zoning Code, the 18-Story Condo Building is considered a 20-story building because the first two stories, which are 16 feet and 14 feet, 7 inches high respectively to match the second and third floor levels in the adjoining historic Lowry-Morrison Building, both exceed 14 feet in height, which is the Zoning Code definition of a story, and are counted as two stories each.

significantly exceed the heights appropriate for both the national and local district. Buildings of this height should not be built in this area.”

6. **Building height:** The PD Project block is located towards the center of the National Register District, towards the north end of the local District, and ~~two or more~~ several blocks from the tall buildings in the central core of downtown. Existing buildings surrounding the project site and between Washington Ave. and the River are at 3-5-story heights; none higher than 5 stories. New infill construction is typically 4 to 8 stories in the District, with the exception of the 10-story office portion along Hennepin Avenue of the Federal Reserve Bank (which is 3 stories at 1st Avenue). ~~The height of the 18-Story Condo Building is out of character with the surrounding local and national historic districts and will have a negative visual impact. The City recently approved a 35-story residential tower on the Jaguar dealership block, one block west of the proposed 18-Story Condo Building in the northwest quadrant of the intersection of Washington Ave and Hennepin Ave. This block is immediately across 1<sup>st</sup> Ave. N. and 2<sup>nd</sup> St. N. from the national register Minneapolis Warehouse Historic District. The City also has approved the Eclipse Project with residential towers of 24 and 32 stories on the easterly side of the block in the southwest quadrant of the intersection of Washington Ave. and Hennepin Ave., one and a half blocks from the 18-Story Condo Building. Both towers immediately abut the national register Minneapolis Warehouse Historic District and the North Loop Warehouse Local District, which include the westerly portion of that block. Given the potential for unlimited height on the Gehl-Dolphin Block and the nearby presence of similar height buildings adjacent to the two historic districts, the height of the 18-Story Condo Building will not materially impair the integrity of the North Loop Warehouse Local District.~~
7. **Shadow effects:** ~~At 18 floors, the project has 8 floors in excess of the District’s 10-story height limit and about 13 stories above the average 4-story height of other nearby buildings in the District. Furthermore, since the shadow study indicates that the 18-story building will create shadows that will be more than 3 times longer (with conceivably three times the adverse effect) than the average 4-story building within the District and approximately 40% longer than if the project complied with the District’s 10-story height limit, these shadows are excessive and they will also have an adverse effect on the District. [The North Loop Warehouse Local District Guidelines do not mention shadow effects.]~~
8. **Building outline, shape, and base:** ~~The four-story base portion of the 18-Story Condo Building has proportions that are close to the massing, height, floor levels, fenestration, and scale of the abutting, three-story, historic Lowry-Morrison and Pacific Flats buildings without so perfectly matching them in color and other details as to evoke a false sense of history. The design for the tower is inconsistent with the intent of the Guidelines because it includes “a contemporary curtain wall structure” which the Guidelines discourage instead of “a masonry load-bearing building.” Also inconsistent with the Guidelines, setbacks occur above the fourth floor on both the Washington Avenue North side of the building. uses contemporary curtain wall~~

structure with glass on the north and south facades, contemporary curtain wall structure with a mix of glass and masonry to characterize masonry load bearing walls on the east and west facades, and setbacks from the four-story base on Washington Ave. N. to differentiate the upper portion from the existing historic structures, as called for in the Secretary of Interior's Standards.

98. **Delineation of historic and modern design references:** The Secretary of Interior's Standards call for new construction to "make clear what is historic and what is new," and recommends against "duplicating the exact form, material, style, and detailing of the historic building in the new addition so that the new work appears to be part of the historic building." The glass curtain walls and the setbacks on the upper floors will help the viewer realize that this is a modern building component. However, the same combination of brick and stone that dominates the four-story base portion of the building carries up the east (2<sup>nd</sup> Ave.) and west (internal to the site) facades. Above these floors, the façade changes to all glass (including recessed balconies) with exposed concrete floors. On the north and south facades above the four-story base, the facades are all undulating glass that creates recessed balconies. Although some of these treatments distinguish parts of the building as new construction, the overall combination of facades may lend itself to a sense of confusion as to whether and which pieces of the building might be existing construction from that has been rehabilitated and what is new construction. ~~This approach does not fully meet the intent of the Secretary of Interior Standards and is not in compliance with the Warehouse Historic District Design Guidelines. The use of brick and glass on the east and west facades is an appropriate design solution for upper floors of the 18-Story Condo Building, however, there may be other, more appropriate options. The applicant should consult with CPED Planning staff regarding the most appropriate materials for the east and west facades.~~

109. **Windows:** A combination of brick and stone dominates the four-story base portion of the building and carries up the east (2<sup>nd</sup> Ave.) and west (internal to the site) facades to the 25<sup>th</sup> and 23<sup>rd</sup> floors respectively south facade. This complies with the Guidelines. Above these floors, the façade changes to all glass (including recessed balconies) with exposed concrete floors. On the north and south facades above the ~~five~~four-story base, the facades are all undulating glass that creates recessed balconies. Although this distinguishes the building as new construction, it is not in compliance with the Warehouse Historic District Design Guidelines. Inconsistent with the Guidelines, the floors above the base include continuous horizontal bands of windows above the base portion of the structure. These floors also include undulating windows that create recessed balconies. This complies with the Secretary of Interior's Standards that call for new construction to "make clear what is historic and what is new."

110. **Building entrance and storefronts:** The building entrances are incorporated into the storefronts and this is consistent with the Guidelines. The design for storefronts on the building base is generally consistent with the Guidelines. The

orientation and location of the primary building entrance is consistent with the Guidelines.

~~12.11.~~ **Signs and awnings:** The design for storefronts on the building base is generally consistent with the Guidelines. The project design has not yet reached a level of detail where dimensions and materials are specified for signs and awnings.

~~13.~~ **Reasonable alternatives:** Building height could be reduced to comply with the 10-story limit in the Guidelines.

## PROPOSED ACTION

The Heritage Preservation Commission adopts the Alternate Findings and approves the Certificate of Appropriateness for New Construction, Sign and Awning for the 18-Story Condo Building, which is a component of The Pacific Development Project, to be constructed on 206-214½ Washington Ave. N. and the northwesterly half of 216 2<sup>nd</sup> Ave. S., subject to the following conditions:

1. The applicant meet with CPED Planning staff to develop alternate designs for the east and west facades of the upper portion of the building and bring the alternate designs back to the Heritage Preservation Commission for final review and approval.
2. Final site plan, lighting plan, landscaping plan, signage plan, cut-sheets for proposed benches and other street furnishings, and material samples must be submitted to CPED Planning staff for final review and approval by the Heritage Preservation Commission.

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PD-7 #7  
11-28-06  
9:12



## M E M O R A N D U M

**TO:** Minneapolis Heritage Preservation Commission

**FROM:** Carol Lansing  
Walter Rockenstein

**DATE:** November 28, 2006

**SUBJECT:** **ALTERNATIVE FINDINGS AND PROPOSED ACTION FOR THE PACIFIC DEVELOPMENT PROJECT'S NEW CONSTRUCTION OF THE PARKING RAMP**

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Please find attached a set of Alternate Findings and a Proposed Action for the Certificate of Appropriateness for The Pacific Development Project's New Construction for the Parking Ramp on parts of Lots 1-5, 7 and 8, Block 34, Town of Minneapolis. The text of the proposed Alternate Findings is based on the CPED staff report and show additions by double-underlining and deletions by strike-throughs.

Thank you for the opportunity to present this material for your consideration.

C.L., W.H.R.II

## ALTERNATE FINDINGS

### 6.0 FINDINGS

- 1. Historic designation:** The Pacific Development Project (PD Project), including the subject application, is located within the North Loop Warehouse Local District (established in 1978) and the Minneapolis Warehouse Historic District (National Register of Historic Places District established in 1989).
- 2. The Pacific Development Project application:** The Pacific Flats LLC is applying for a Certificate of Appropriateness for New Construction for a new parking ramp (Parking Ramp) for approximately 734 vehicles and vehicle access on parts of Lots 1-5, 7 and 8, Block 34, Town of Minneapolis.
- 3. National District:** The proposed parking structure is physically integrated with the proposed building base and tower for the 28 story condominium project. (The application for the proposed building base and tower is under separate application, #4, even though the construction is integrated within the parking structure proposal in this application, #7). The proposed building and parking structure are fully within the national register Minneapolis Warehouse Historic District.
- 4. Local District:** The proposed parking structure is physically integrated with the proposed building base and tower for the 28 story condominium project. (The application for the proposed building base and tower is under separate application, #4, even though the construction is integrated within the parking structure proposal in this application, #7). The proposed parking structure stretches across property that is both within and outside of the locally-designated North Loop Warehouse Local District. The north end of the proposed building and parking ramp is outside of the locally-designated North Loop Warehouse Local District. The south end of the proposed building and parking ramp is within the locally-designated North Loop Warehouse Local District.
- 5. Construction integration and impact:** The NRHP Nomination Form states that, “the district has more than individually significant buildings. It has contributing buildings that, combined with the individually significant structures, create a landscape of buildings having a common history of age and original use and a common physical appearance of materials, design, siting and mass. These various factors combine to form a cohesive district of similar buildings, many of which are of superior design and appearance.” While the provision of off-street structured parking is not prohibited, the particular design scheme proposed for the parking ramp will undermine the collection of buildings within both the local and national districts, thereby weakening the overall character of both the local and national districts. The proposed Parking Ramp, which is at the ground level with a green roof above behind the Monte Carlo Club, Northwestern Building, and Pacific Flats Building, deliberately does not abut the Pacific Flats or Lowry-Morrison Buildings.

This maintains light, air, and access to historic facades and preserves the sense of a collection of individual buildings on the block.

6. **Parking ramp:** The recommendations of the Secretary of the Interior's Standards call for "designing required new parking so that it is as unobtrusive as possible, i.e., on side streets or at the rear of buildings. 'Shared' parking should also be planned so that several businesses' can utilize one parking area as opposed to introducing random, multiple lots." The proposed parking ramp, which is almost entirely located within the interior of the block and which provides shared parking for all the uses on the block is ~~inconsistent~~ consistent with this recommendation. The Parking Ramp replaces the existing random, surface parking lots that are not representative of the period of significance. ~~Secretary's Standard that recommends new parking be as unobtrusive as possible. It is also inconsistent with the Standard that discourages new construction that is visually incompatible and that "destroys historic relationships within the district or neighborhood."~~
  
7. **Parking ramp and street facades:** The proposed parking ramp will be physically integrated with new construction of the proposed condominium tower bases. The ground floor plan of ~~for~~ this structure appropriately indicates that the parking ramp would be lined on the street side by active uses. However, the floor plans for several upper floors on the base buildings indicate that the parking structure would stretch out to the perimeter of the block (on floors three and four) on the east side of the block along Second Avenue North. ~~With this in mind, the parking structure would undermine the cohesion of the overall district as recognized in the NRHP Nomination.~~ The portion of the parking ramp that extends to the 2<sup>nd</sup> Ave. N. facade is primarily outside the Local District, will be constructed on land that is currently either vacant or occupied by the non-contributing Gehl-Dolphin Building, and is separated from the historic Lowry-Morrison Building by a proposed pocket park. The construction of screened, structured parking above the street level in this manner and location will not impair the integrity of the North Loop Warehouse Local District.
  
8. **Parking ramp louvers:** The elevations for the Second Avenue North side of the new tower are illustrative rather than detailed, but they indicate that the east facade of the new construction along Second Avenue North would include large metal vent louvers to screen the parking structure on the 3<sup>rd</sup> and 4<sup>th</sup> floors of similar size and proportion as the windows on the lower floors. ~~With this in mind, intrusion of the parking structure into the street facade along Second Avenue North would undermine the cohesion of the overall district as recognized in the NRHP Nomination.~~ The louvers are an appropriate design solution for the screening of the parking levels, however, there may be other, more appropriate options. The applicant should consult with CPED Planning staff regarding the most appropriate screening method.
  
9. **Proposed construction within the alley/significance of the alley:** The project as proposed would necessitate the vacation of the mid-block, east-west alley in this

block. Although this alley dates to the periods of significance for the historic district, neither the local nor the national designation studies describe alleys in the district generally, or the alley on this block specifically, as contributing or character-defining features of the district. There is not a uniform grid pattern of alleys throughout the district. The alley on this block is bounded primarily by parking lots, so it does not serve to delineate the historic relationship between the historic buildings on the block. A portion of the alley abutting the Gehl-Dolphin lot is not in the local district. Building the required parking in the interior of the block and pulling its mass away from the historic buildings not only provides shared parking for the uses on the block as set for the in the Secretary of the Interior's Standards, but preserves the setting of the historic buildings. The preservation of the Monte Carlo Club Pocket Park, creation of a pocket park behind the Lowry-Morrison Building, and continued use of the portion of the alley that runs next to the Monte Carlo Club and behind the Northwestern Building as an entry to the Parking Ramp will expose the "back-of-house" features and provide access to secondary storefront space of these historic buildings. Construction of the Parking Ramp and a portion of the 28-Story Condo Building within the alley will not materially impair the integrity of the district, and it helps define the historic fabric of the district by limiting and delineating building footprints, and by contributing to the overall feeling and character of the district. The Secretary of Interior Standards recommend "Retaining, and preserving buildings, and streetscape, and landscape features which are important in defining the overall historic character of the district or neighborhood," and "Retaining the historic relationship between buildings, and streetscape and landscape features." The Standards recommend against, "destroying the historic relationship between buildings, features and open space." The construction of this building and the associated parking ramp—which are proposed to be physically integrated—will have a negative effect on the overall historic character of the district.

**10. Significance of the alley:** ~~Design alternatives should be considered for how off-street, structured parking could be redesigned to avoid the need to vacate the alley. Historically, alleys and streets in the Warehouse District area established the functional grid of the area. Like streets, alleys provided important pragmatic and aesthetic functions, ranging from service corridors (for services like gas, electric, water, sewer, and communication lines); to alternative transportation routes (truck loading/unloading, trash collection, and serve as a secondary vehicular circulation system); to visual relief from imposing street walls. Alleys provided private access to buildings, secondary storefront space, and great opportunities to expose the back-of-house uses that are often hidden from public view. Like the subject block, the blocks in the area that have retained their historic buildings have also retained their historic alleys. These alleys date to the periods of significance for the historic district and they help define the historic fabric of the district by limiting and delineating building footprints. By bisecting the block, alleys create smaller building sites and in turn smaller building footprints. As noted in the NRHP Nomination, the Warehouse Preservation District is more than a collection of individual buildings, it is a total environment and the streets, sidewalks, loading~~

docks, and alleys are an important component of the District's historic fabric. Elimination of the alley in this block would have a negative impact on building height, bulk and scale, and ultimately the form and character of the both the local and national districts.

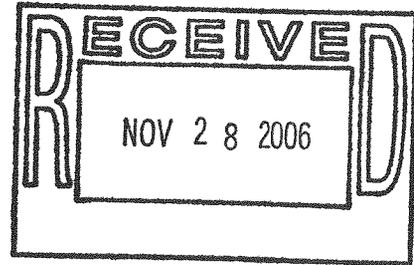
## **PROPOSED ACTION**

The Heritage Preservation Commission adopts the Findings and approves the Certificate of Appropriateness for New Construction for the Parking Ramp, which is a component of the Pacific Development Project, located on parts of Lots 1-5, 7 and 8, Block 34, Town of Minneapolis, subject to the following conditions:

1. The applicant shall consult with CPED Planning staff regarding the materials for screening of the parking ramp openings and bring the final selection back to the Heritage Preservation Commission for final review and approval.
2. Final site plan, lighting plan, landscaping plan, signage plan, cut-sheets for proposed benches and other street furnishings, and material samples must be submitted to CPED Planning staff for final review and approval by the Heritage Preservation Commission.

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JANEL RUSSELL



November 27, 2006

To the Minneapolis HERITAGE PRESERVATION COMMISSION  
From Janel Russell

- Owner at Rock Island unit 606 and
- Owner at Renaissance On The River unit 33 4<sup>th</sup> avenue north #104

Since I am unable to attend the meeting regarding the Pacific Flats development plan, I am writing this letter with the hope that someone will read it for me.

My desire to purchase both of my homes in the North Loop area stemmed from the unique style of the neighborhood; specifically warehouse low-rise buildings that are historically unique to Minneapolis. If I had a desire to own property located in the shadows of tall buildings I would have purchased downtown. I do not say this with sarcasm; I view downtown life as another style of living that many people desire. I am not one of those persons.

I believe that it is important that any new development stay true to the history and style of our neighborhood. I am not opposed to the additional retail businesses or a boutique hotel. In fact, I look forward to such neighborhood growth - it is needed. However, any developer should be held to the same restrictions that others have had to adhere to. The design must match the current buildings in height, density and style or our neighborhood will be forever changed and we will lose what makes our North Loop distinctive.

The density and darkness that comes from this development as it is currently being presented is wrong for the North Loop. Please protect the history and uniqueness of our neighborhood by sending the developer back to create a plan that is truly suited to the character of our neighborhood.

Thank you.

A handwritten signature in cursive script that reads "Janel Russell".

Janel Russell

JANEL RUSSELL DESIGNS, INC.

## Campbell, Rosemarie A

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**From:** Thomas Mallon [thomas64@mac.com]  
**Sent:** Tuesday, November 28, 2006 12:38 PM  
**To:** Orange, Michael  
**Subject:** HPC hearing on Pacific Flats proposal

My husband and I have been residents in the North Loop since 2001. We bought our home primarily because of the location near the Mississippi and amenities such as the Guthrie theater and with the assumption that the city would encourage developers to continue improving the area around us while preserving the existing historic structures.

In the five years we have been here we have seen many new buildings that mimic the older warehouse buildings, but decaying buildings and empty lots still dominate and we do feel that this development will bring an energy that is lacking in this area and will also help create more of a buffer between the neighborhood and the strip clubs and bars that surround us. The fact that we have a developer willing to build a high quality hotel just a few yards from Sex World and Deja Vu and also restore the building currently housing Corazon seems like a giant step forward for the area. I don't want to have a "self-consciously quaint" warehouse district where replicas of warehouses outnumber the real things. This developer seems to be trying to come up with solutions that may not be ideal but, given that the value of the land is over \$20 million, may be the only way that development can take place on this piece of property.

A recent New York Times article on the issue of fitting tall buildings into older neighborhoods suggested that it is possible to do so successfully by creating a hierarchy of building scales where the larger sculptural towers are anchored by the smaller blocky buildings. This building proposal seems to do just that.

We are unable to get to the meeting by the 4.30. start time but wish to register our support for the Pacific flats proposal and to ask the Commission to do the same. We would appreciate it if you would forward this e-mail to all the commissioners.

Thank you,

Sandra and Tom Mallon  
49 North 4th Ave.,  
Minneapolis,  
MN 55401  
612-339-3728

11/28/06  
read  
at  
8:25pm  
Jpd

Reminder: AOL will never ask you to send us your password or credit card number in an email. This message has been scanned for known viruses.

**From:** Jodi@JodiDavis.com  
**To:** schmitzmay@aol.com  
**Subject:** FW: Opposed to Pacific Flats Development  
**Date:** Tue, 28 Nov 2006 8:34 AM

I can't attend the meeting tonight and wanted to be sure my voice is heard. I have sent the email below to Lisa Goodman and to several other neighbors. I know most are not attending and thought if possible you would do your best to let others know we residents at Renaissance on the River object to the development for all the reasons listed below. Thanks for your support.



**Jodi Davis**  
**Coaching & Consulting**  
**612.845.6896**  
**[www.JodiDavis.com](http://www.JodiDavis.com)**

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**From:** Jodi Davis [mailto:Jodi@JodiDavis.com]  
**Sent:** Friday, November 24, 2006 9:22 AM  
**To:** 'Lisa.Goodman@ci.minneapolis.mn.us'  
**Subject:** Opposed to Pacific Flats Development  
**Importance:** High

I am a resident of Renaissance on the River (49-103 North Fourth Avenue, Minneapolis 55401) and am unable to attend the public hearing with the HPC to review the applications from Pacific Flats development on November 28, 2006 at 5:00 p.m. in Room 317 of City Hall.

I am absolutely opposed the nature of this development because I believe the proposed design and extreme height of the two buildings (hotel & condos) will grossly affect the historic preservation and skyline atmosphere of our neighborhood.

Specifically, I want to voice my opinion against the following:

1. Pacific Development (PD) Project; Local district: North Loop Warehouse Local District; National Register of Historic Places District: Minneapolis Warehouse Historic District; by Walter H. Rockenstein II, attorney for the developer, Pacific Flats, LLC for an 18-story condo building at 206-214 1/2 Washington Ave. N. and the northwesterly half of 216 2<sup>nd</sup> Ave. N.; for a Certificate of Appropriateness for New Construction and Sign/Awning. (Staff: Michael Orange)
2. Pacific Development (PD) Project; Local district: North Loop Warehouse Local District; National Register of Historic Places District: Minneapolis Warehouse Historic District; by Walter H. Rockenstein II, attorney for the developer, Pacific Flats, LLC for a 28-story condo

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**Request for City Council Committee Action  
from the Department of Community Planning and Economic Development—Planning Division**

Appeal of the decision of the Minneapolis Heritage Preservation Commission to deny Certificates of Appropriateness for four components of the Pacific Development Project

**Exhibit 6.**

Minutes of the 8/8/06 public hearing as regards the subject project before Minneapolis HPC