Revised 1/8/07

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

Date: 1/08/07

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

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: Michael Orange

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

- 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

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

- **New information submitted by Applicant:** Since the HPC hearing on 11/28/06, the Applicant has submitted additional information related to the applications. It is attached and included in Exhibits 7, 8, and 9. Three pieces of new information were provided:

  - Letter from Applicant to CPED-Planning staff dated December 11, 2006 requesting reconsideration by the Heritage Preservation Commission of Application PD3—Northwestern Building Rehab and Expansion for Hotel by the Heritage Preservation Commission: The letter includes new drawings of the Northwestern Building and they have been reviewed by staff. The following summary and conclusions are offered to the Zoning and Planning Committee:
    (a) The drawings propose relocating the driveway/porte-cochere/vehicle entry to *within* the historic Northwestern Building. Because this change would substantially alter the street-facing north façade of the building, and because it would include substantial demolition of the building within, this change would further undermine the integrity of the building beyond the proposal that was originally before the HPC.
    (b) The drawings also offer additional information on the east, west, and south facades of the building. The new information on the east, west, and south facades does not indicate how such changes would indicate the need for reconsideration of the existing application.
    (c) The drawings indicate that the piers on level 5 of the proposed building would be clad in brick as opposed to being covered in glass as was originally proposed to the HPC. While this change speaks to the comments of one or two commissioners during the discussion of Application PD-3, this revision alone would not warrant reconsideration of the application by the HPC. Similarly staff would not recommend approval of the project (based on this change) without more detailed information about the entirety of the proposed design for the hotel site.

    Therefore the staff recommendation to deny the appeals remains unchanged with regard to the additional information submitted by the Applicant on December 11, 2006.

- Letter from Applicant to Chair Schiff dated December 20, 2006 requesting postponement of the Appeal hearing until January 18, 2007 (See Exhibit 8).

- Letter from Applicant to CPED-Planning staff dated January 2, 2007 with additional submittals pertaining to the project. The letter includes three submissions which have been reviewed by staff (See Exhibit 9). The following summary and conclusions are offered to the Zoning and Planning Committee:
  (a) The *Land Use Study of Block 34, Town of Minneapolis, Bounded by Second and Third Avenues North, North Second Street, and Washington Avenue North* prepared by Hess Roise and Company and dated December 2006: The report was requested by the HPC as a condition for approval of Application PD-2: Rehabilitation of the Lowry Morrison Building. The report will be reviewed by staff in relation to the approval of related item (PD-2). This report was not required in relation to any of the applications currently under appeal.
  (b) *Alley Assessment North Loop Warehouse Historic District Minneapolis Minnesota* prepared by Hess Roise and Company and dated January 2007: The document proposes a record of the location of alleys within the historic district. The HPC denied applications for construction that would obliterate this alley because the alley is part of the total environment of the district. The designation of the district calls for preservation of the entire environment, not just the buildings proper. The report submitted has been reviewed by staff. It adds interesting information to the record, in particular, it would seem to confirm that the alley currently on the block in question (Block 34) was platted with an alley in 1855 as part of the original platting of the City of Minneapolis and that the existing alley has remained in place since that time (over 150 years). Staff believes that the information in this report re-affirms the importance of retaining the historic alley in this block (subject of Appeals in Applications PD-4 and PD-7) as a critical component of the original and overall fabric of the district.
  (c) *Washington Corridor Plan* prepared by BKV and dated January 2, 2007. The map indicates the location of the project along Washington Avenue.

  The staff recommendation to deny the appeals remains unchanged with regard to the additional information submitted by the Applicant on January 2, 2007.

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

Exhibit 7. Letter from Applicant to staff dated December 11, 2006 requesting reconsideration of Application 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.

Exhibit 8. Letter from Applicant to Chair Schiff dated December 20, 2006 requesting postponement of the Appeal hearing until January 18, 2007.

Exhibit 9. Additional information from Applicant to CPED-Planning staff dated January 2, 2007.

Minneapolis Heritage Preservation Commission Actions

Regular Meeting
Tuesday, November 28, 2006
4:30 p.m.

Room 317, City Hall
350 South Fifth Street
Minneapolis, MN 55415-1385

Call to Order

Roll Call: Chair Koski, Commissioners Anderson, Dunn, Grover, Lee, Messenger and Ollendorf. Excused absences Commissioners Larsen. Unexcused absences Commissioner Herman.

Permit Public Hearing

Items for Public Hearing

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 the Monte Carlo Club Pocket Park (northern portion of the Pacific Flats building parcel) at 218-228 Washington Ave. N.; for a Certificate of Appropriateness for New Construction. This item was continued from the Heritage Preservation Commission public hearing on November 14, 2006. (Staff: Michael Orange)

   Charlene Roise, Consultant for the applicant. The project is located in two historic districts and across the street from another historic district. Seemed like a complex project she did not want to be involved with. She was not crazy about the idea of putting some taller buildings into a historic district and knew that was against the guidelines. The northeast corner of the block that has the Gehl-Dolphin building is not in the local district. Buildings of any height can be built on it. It is a large enough parcel for a tall structure. The developers brought her on as a critic. She is not an advocate for the project. She wanted to do an independent analysis of what they were doing. Section C in the packets is her authorship. It is evident in the things she wrote, for example the Lowry Morrison block, she stated that they should do a window survey; do not just yank the windows. The Section C's that are in the packets are not her first draft. The first drafts were very critical of the issues and as a result the developers went back to the drafting board and did significant modifications to the design at great expense to the project. They were proposing the Northwestern building to initially tear off the back 2/3's of that. They have come back with a smaller atrium. And an atrium like that can meet the Secretary of Interior standards. She was also concerned about the development and the relationship with the Monte Carlo. It looked like an entry pavilion for the garage. They worked hard to refine the design. The challenge is that if there is a possibility of a very tall building on one corner, because it is not in a historic district. The alternative is to spread that density around the block. Is that a better solution? She feels that it is. There are consequences to doing that. Negatively is that the project and some of the heights are not in conformance with the Warehouse District design guidelines. The increased density will the feeling of that part of the Warehouse District. That is already happening. There has been massive new construction up river from the sight with residential. It is remarkable how much change there has been in 10 years. There is also new development proposed towards downtown from that so this is a transition point. She thinks this is an opportunity to create some interesting 21st century design in a historic district. The preservation movement is old enough now to give us perspective on the earlier preservation projects that have been done. Sort of a preservation look, it is not always the best look. She thinks there can be more creativity in the 21st century as the preservation movement matures. Another positive of the project is the way they handle parking. The parking fits in the hole of a donut it is in the middle of the block. There is

not the sense of a giant parking garage. It is tucked within. The relationship with the Monte Carlo is comfortable with the parking. It will enhance the viability and vitality of the district. Right now the district lacks some of the amenities that one would want in a real neighborhood. Two of the positives that could come out of this project are the completion of the renovation of the Pacific Block where the Dunn Brothers coffee is, the top two floors are vacant and not finished out. The Lowry Morrison block is in trouble structurally. There are issues that need to be taken care of. The whole front of the building is peeling off. It is a very expensive rehab and a small building. By tying it into a larger development it can subsidize the rehab. That is what she sees as the best way of saving the building. Issues in regards to the staff reports are that there are issues in overlapping and conflicting guidelines for the historic district. The Secretary of Interiors standards for the treatment of historic properties that were initially issued in 1976 and revised in 1992 and codified in 1995, for rehabilitating historic buildings came out in 1992 and 1995. After that are guidelines for the treatment of historic landscapes. Landscapes are a Johnny come lately to the preservation field. There are some landscape issues in the Warehouse district. There are the HPC guidelines based on the Secretary of Interior standards, they were created before the guidelines were updated in 1992, before the landscape guidelines were developed. Guidelines are not regulations. On the national website it states "that even the standards are neither technical nor prescriptive but are intended to promote responsible preservation practices that help protect the nations' irreplaceable cultural resources." Where she sees the different guidelines and standards coming to a conflict is the concept of the pedestal and the tower. The base bottom 4 or 5 stories, the new construction that relates to the new construction on that level relates to it in scale, materials and articulation of fenestration. The towers are stepped back so that they are not on the same plane as the street facades. The staff reports take issue with that. Even in the district guidelines under building massing, item 6. Roofs it states that "penthouses and stair towers will be set back one structural bay from the street façade. That has been the HPC precedent in developing upper stories in buildings like that. The BKV office that is across the street from this block is an example of where the top story is set back. The Secretary of Interiors guidelines state "designing a rooftop addition when required for the new use should be set back from the wall plane and be as inconspicuous as possible when viewed from the street." That is why she likes the concept of the base and pushing the towers back. Another conflicting guideline is the Monte Carlo parking lot, which has been vacant for about 70 years. The Warehouse District design guidelines contain no direction for landscape issues and the infill construction and additional guidelines where drafted for buildings. They do not work very well for landscape features. The Secretary of Interiors landscape guidelines do have a rehabilitation category like the standards for buildings. Rehabilitation 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 design for the parking lot, she thinks, does that. It has been an open space for a long time and adapts it to a new use as this area is undergoing a lot of change and she thinks is a use that is very much in conformity with the historic districts character. The issue of curtain wall vs. masonry load bearing. The Warehouse District guidelines state "The intent of these guidelines is for infill construction which characterize a masonry load bearing building and not contemporary curtain wall structure. It is not stating that it has to be a masonry wall but to characterize a masonry wall. She does not think that a masonry wall can be built above a certain height anymore because of code issues. There is honesty in design issue. She thinks it is okay to use masonry to make an addition be visually compatible. She thinks it is appropriate to have a visual cue to what the real structure is underneath. The use of masonry gives you that tactical scale. In the proposal for the hotel, the tower over the Northwestern Building, there is a glass wall at the base of the tower. It forms a strong break between the historic property and the new construction. It makes a clear demarcation between the old and the new. The period of significance for the National Register district is 1865 to 1930. Not 1850 to 1949. That situation makes for an interesting issue at the west wall of the Northwestern Building, where the new entry to the hotel will be. It was partially covered during the period of significance. The building that was formally on that site was a fire station burned in 1938. During the period of significance there was something up against that wall. The new west wall does create a change in the building orientation but she feels it is appropriate with an adaptive reuse. It would be hard without visually impacting the 2nd Street side of the Northwestern building to make it ADA accessible. There is also an issue with traffic going in and out of a hotel and how much disruption that would cause on the street and the sidewalk. It would be disruptive for cars and pedestrians and bicyclist's if there was a hotel off that. The

2nd Street entries will retain use. They will not be shut off and will have people going in and out of them. The design of the west wall does not imitate 2nd Street and that is appropriate. It is a secondary façade and not creating a false sense of history. The standards all state that the new construction should be visually distinguished. It takes its inspiration from the concrete grid. The brick is infill. Using the grid is an appropriate design cue from the old building. The angle of the wall is an appropriate 21st century design statement. It goes with the vocabulary of the historic district and plays with it a bit. It's linear and just a little bit off the grid. The staff report talks about retaining the alley and she pointed out that it is not identified as a feature in either the local or national register nomination. She states that it is not character defining. It would not become ineligible for being on the National Register; it is not that core of a feature in the Warehouse District. Not all blocks have alleys in the Warehouse District and the section that has integrity is being retained. The staff report was pointing out that the alleys give a definition to building edges and in this case there is a section being retained that goes by the Monte Carlo and by the back of the Northwestern and today it goes into parking lots. It is not adjacent to any historic buildings. The section with the best integrity is being retained.

Commissioner Anderson stated that she hears from preservationist's that want no trees or no green in a Warehouse District. Ms. Roise stated that there is some ambiguity between the Secretary of Interior Standards and the HPC guidelines. She asked for a description.

Charlene Roise explained that the HPC guidelines do not refer to it at all. So we were thrown to the Secretary of Interior standards for the treatment of cultural landscapes. She thinks that the objection the preservationists in the field have is that the Warehouse districts have gotten all gussied up, they have been formally planted, and trees march down the street like little soldiers and does not make the Warehouse district feel like a Warehouse district. Trees that would have been in the Warehouse district would have been little scrappy trees that popped irregularly out of pavement where ever they had the chance. You could do a planting plan that would incorporate some irregularity and diversity of species instead of a mono culture.

ACTION
MOTION by Commissioner Anderson to **adopt** staff findings and **approve** a Certificate of Appropriateness for New Construction of a pocket park. **SECOND** by Commissioner Koski. **MOTION approved** with no abstentions.

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 the Lowry-Morrison Building at 200-204 Washington Ave. N.; for a Certificate of Appropriateness for Rehabilitation. This item was continued from the Heritage Preservation Commission public hearing on November 14, 2006. (Staff: Michael Orange)

ACTION
MOTION by Commissioner Ollendorf to **adopt** staff findings and **approve** Certificate of Appropriateness for Rehabilitation adding condition number 7 Complete a land use history for the block going back in time as far as possible (1850). **SECOND** by Commissioner Messenger. **MOTION approved** with no abstentions.

3. 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 the Northwestern Building (Northwestern Glass Company) at 215-223 2nd St. N.; for a Certificate of Appropriateness for New Construction, Rehabilitation, and Demolition. This item was continued from the Heritage Preservation Commission public hearing on November 14, 2006. (Staff: Michael Orange)

Commissioner Grover asked what it is that appears to be protruding above the cornice line of the 10th story.

Michael Orange stated that it is part of the elevator penthouse.

Eric Amel, 907 Washington Ave. Representing HGA & the BKV Group. They are not demolishing the Northwest building but are introducing an atrium space into the center 12 bays of the easterly side of the building. The original intent was to take away about 2/3's of the building in order to make a big pool of parking interior to the block. A big cohesive chunk of parking will be more efficient and get more cars in less space if we can bundle it all together and not read on the street. Listening to Charlene Roise's pleas, this was not a good idea. They did the right thing and are intending to keep the building intact. The urban people space that they propose to have on the corner of 2nd Street and 3rd Avenue, they are reading an existing space and emboldening it to make a great urban space in this neighborhood. There are people that are already using this space as the heart of this neighborhood. If you are coming down 2nd Street and coming over the railroad trench and passing by the colonial house you enter into a contained space already with that corner lot empty. This has been an open parking lot for over 65 years. It is already holding its own as an urban space despite the fact that it is a parking lot and despite the fact that this is a fairly homely assemblage of moves on the side lot of the building. They did propose a 10 story building on the corner lot which confronts the corner with as much mass as is allowed by the guidelines. They met with the North Loop neighborhood a lot. The neighborhood sensed there was already a scale challenge when it gets to 10 levels on that corner. As a response to that they began to think about the open corner. Henry Kallen, our hotel client came to town, and immediately sensed the energy of the corner and wanted to have his hotel there. That focused us, the designers, on the pursuit of this as an urban open space in the neighborhood. His feeling is that the pitfall of the guidelines as they stand, that it is a guideline focused on mass. And contrary to that architecture consists of two elements, mass and space. And we are mass challenged when we think about the architectural environment. The notion to impress mass on the district, it either helps define a strong street wall or tries to address some level of blight within the district. As it stands the street faces of the Pacific Block are about 40% contributing buildings when you count the edge of the street. 30% of the edge is in good shape the Lowry Morrison we are endeavoring to bring back on line. The leaves approximately 70% of open space, or non-contributing buildings around the perimeter of the block. The Pacific development is hoping to make 75% of street face in terms that the guidelines proposed. That leaves about 25% open with the little pocket parks and the corner relative to the hotel. There is a net gain in that 100% is contributing to the sense of place that is this North Loop neighborhood. Finding #4 with the notion that the 5th through 10th floor addition on the top is inconsistent with the guidelines because it is not a masonry loading building, but curtain wall is a misstatement. The feel that the guideline states that infill construction should characterize a masonry loading building; the design for the hotel has a skin that is meant to be masonry wall punched openings in a rhythmic bay opening pattern. They have a cornice and arch openings on the top most floor. The contention would be that it is well enough as a curtain wall which is definitely standard practice in the construction industry today and not traditional load bearing construction. Finding #6 the assessment of a wide range of design treatments. It is a complex design. The wide range of treatments is in relationship to the wide range of existing expressions on the building. They feel that is in keeping with the intention of doing rehabilitation and new construction in this neighborhood. The primary façade is being brought up to certain standards and has a certain façade essence. On the south side has narrow slots because of huge beams that bridged over loading docks. On the west side that is the nature of the exposed concrete frame on the side lot of the building. There is a bit of nebulousness in that it is inside the block. It is a new piece of construction that overwrites the side of the building. They are trying to create a consistent but distinct expression on the lofted upper part. An assortment of design treatments is consistent with the guidelines and is an attempt to enhance the neighborhood and not to detract from it. Finding #7 regarding building integrity, as a design professionals, engineers, and architects they would not dare do a design they could not build. Their investigations to date include looking at systems stated in their applications that there is a series of 10 columns that puncture through the existing concrete decks and root in the ground and then they loft above the whole structure, a plat form, on which they continue to build the platform for the additional floors on the building. The fifth floor level is an expression of that. The first plate level is for the sixth level, the first guest room above the roof of the existing Northwestern. Finding #8 regarding set backs, the contention is that they are creating a new primary entrance on the building. They are creating 3 entrances to this building. There are the two existing entries on the north side and in replacing the two diminutive entries on the west that are already in place they are doing one

more expression, there are 3 entries for 3 tenants. On the north side there will be retail space and a hotel space that will gain access through those entries. On the west there will be the more robust entry for the hotel. This addresses accessibility issues that are in place that are on the north side and adds an accessible route for the other two tenants. They feel that the notion of setting back the entry into the wall is a way of being gentle to the Monte Carlo building. Instead of bringing in a big wall or building face to the edge of the building they are able to put it in like a gemstone. The port cochere is an element that is found many times within the district as part of the nature of the neighborhood of loading and unloading goods and services. It is a good way to express entry on that side of the building. Finding #10 regarding the angled wall gives them a hinge where they just touch it at the north side and expand moving to the south directing spatial view into the space up to the Monte Carlo. The attempt to incorporate green space undermines the fabric of the district, the open space is the right thing to do and that it builds the neighborhood. Finding #17 the raised sidewalk, the suggestion that it poorly mimics original features is judgmental. They are trying to refer to the vocabulary that is in the district of loading docks and having a ramped surface that results in a raised deck directly across the street. They are innovating that as a larger plaza space.

Commissioner Grover asked why the existing west wall was being removed.

Eric Amel responded that as the new screen peels away they create balcony space for the hotel rooms.

Commissioner Grover stated that there is nothing structurally wrong with that wall. He also asked where the HVAC will be placed.

Eric Amel guesses that there is a component HVAC in the basement would probably zone up through the existing Northwestern and that the lofted component would be handled with the roof penthouse.

Commissioner Grover asked if there would be any individual room air conditioning.

Eric Amel responded no.

Commissioner Grover asked the masonry elevation of the 6th through 10th floors, the columns going up appear to vary width as they go up, on the west elevation it appears that some windows are narrower than other that go up. Is that intended?

Eric Amel stated that at this time the intention is to have uniform windows. At the time the studies where done there was some variation and he does not think that they need it.

Carol Lansing, attorney at Fagre and Benson. They are handing out proposed findings with alterations that they think is appropriate in recognition of the testimony. The infill construction guidelines are not applicable to the open space.

Michael Nekich, 111 4th Ave N #707. Rock Island Lofts. Member of the Association Board. Supports staff recommendations on the hotel. They have concerns about the traffic on 3rd Ave.

Henry Kallan, HK Hotels. All HK Hotels where developed and built around protected and historical neighborhoods. This neighborhood feels comfortable. The building will be special and unique for the district. We have to respect the fact that we need progress. The quality of life is something that will set this area apart from everything else we have seen so far in Minneapolis. The character of this district needs to be preserved but the quality of life needs to live in the present. The product they are trying to create is something that is needed here. They met with some of the shop owners in the area and he thinks they are very excited about their plans and will add to their businesses and create jobs and would generate taxes. The open space is critical to be the main entrance to the hotel.

Bob Schmets, President of the Rock Island Lofts association 111 4th Ave. N, They have heard a number of times suggesting that the height limitation is at 10 stories in this district. Other developers in the district have been abiding by the height level. Is this block outside?

Commissioner Koski stated that it is confusing there are two historical districts; St. Anthony Falls Historical District and the Warehouse District; there are different sets of guidelines for both districts.

Bob Schmets, Stated he would like Mr. Kallan come to Minneapolis and introduce his concepts to the city. The Chambers hotel is a wonderful complex that is a low profile and it has a terrific renovation. Our neighborhood would love to have something like that in the area.

The public hearing was then closed and commissioner comments were taken.

Commissioner Koski stated he has a mixed opinion on a number of aspects of this project. He does not agree that all the staff findings are as thorough and well consider as they are. The issues about a masonry load bearing building, new construction techniques do not allow for a load bearing masonry construction. The intent is masonry material and appearance. The new construction complies with those guidelines as much as the other projects the HPC has allowed for modern and contemporary expressions. He is not concerned about whether or not there is a curtain wall or the particular construction method there.

Commissioner Grover he agrees with most of what Commissioner Koski stated but has a problem with the floating masonry mass. He does not see it as contemporary or traditional, it is trying to do both. It is bordering on what could be a detriment to the historic district because it is taking the articulation of a masonry structure and placing it on PLT and very light frame work and he sees that in contrast to what is seen in the district. There should be a distinction between contemporary and historic construction. It is a different dialog of a structure. The first bay of glass diminishes the idea of characterizing.

Commissioner Koski Asked primarily because of the glass inner floor? Commissioner Grover, yes. We did discuss the Humboldt loft building across from the Guthrie because there were a number of commissioners concerned about the first floor being entirely glass. The was a compromise on the set back and metal ribbons that came down and touched the ground and the glass was brought out flush with the face of the brick. It was a subtlety that is successful and difficult to judge based on the limited information before us. We do not have as much information.

Commissioner Grover stated does not think it would be a point of this application. It does need to be developed more, how this floating structure is not floating anymore. That might be a condition that we modify. Needs to be a stronger connection between the masonry mass of the 6th through the 10th floors and through the 5th floor rather than the plane of glass.

Commissioner Koski stated that finding #6, the overall integrity of the district. The primary thrust of Mr. Orange's comment was that there is a lot going on. A widely varied assortment of architectural design treatments. Programmatically this is a challenging use for a pair of buildings that are historic, introducing a new use, with the demands and the market place for hospitality venues as this, there are certain accommodations that have to be made. An approach that has a various assortment of solutions that are appropriate. The question is that if these changes are made could the applicant go before the Park Service and seek historic designation with addition on the top and the wall peeling on the side and with part of the historic material removed, would it pass that test?

Commissioner Grover stated that he sees this as how much of this project is becoming a demolition of this building vs. a saving of it. They are taking off all of the exterior surfaces of this building. They are taking everything off except for the front façade and the structure. It is not a rehabbing of this building. There is a grey area because the guidelines are written as guidelines and not prescriptive. He sees this as façades-ism keeping just the street façade. So much would be removed that the Secretary of Interior and the Park Services would not treat this as a historic building any longer. If we get to a percentage, how much of this building are they keeping? 80 % of the structure and of the facades 20% counting all four of the facades.

Commissioner Koski stated the issue of the open court on the side, he can appreciate that the drive-in is going to be required and a new entrance that is ADA accessible will satisfy the requirements of a modern day hotel. It does not preclude the applicant from building walls

out to the corner and anchoring the corner which is a defining feature of the historic district itself. Buildings are built out to corners. There had been a historic structure on this site in 1938 there was a fire house there. The period of significance is not until 1930. There was always a building on that site, at least during the period of significance. So historically incorrect to state that there was no building on that site. On the other hand if somebody builds a park and 10 years later wants to build a building on that site it could happen. It is a reversible treatment of the parcel.

Commissioner Grover stated that the argument could be made that according to the sanborn maps that corner had never been built on. Building out to the corner was not necessarily historic in this district. He also stated that the firehouse was built out to the corner.

Commissioner Koski regarding the angled west façade. If you use a trabeated structure and brick masonry, the fact that it is angled is one of the things that differentiate it historically from other buildings. The angle is slight enough that it is not that jarring. Item #11 the curtain wall construction, he does not see curtain wall on this building except for ribbon window on the 6th floor.

Commissioner Anderson stated that it does bring to mind a loading dock. It seems appropriate for this district.

Commissioner Grover stated he cannot accept this application because so much of the integrity of this building is being removed. He does not necessarily believe the need to take down the wall. It is moving from a demolition more than rehabilitation.

Commissioner Lee would like to see if we could rewrite some of the findings.

Commissioner Koski stated that without the benefit of staff looking over the application materials it would take time to come up with all of the conditions.

Jack Boarman stated that the new wall is an addition and extending the hotel rooms out, not replacing it with a screen wall. They are adding a 12 foot addition down to a 4 foot addition that are extended hotel rooms. That allows them to build a new entry. They are leaving the south and east wall alone and not refacing with brick they are putting in new windows in the existing wall. They will consider extending the masonry down where there is glass at that 5th floor so that it will connect to the podium of the existing Northwestern building.

Commissioner Grover responded that he does not see that in the drawings. Looking at the plans he only sees columns there. There is a brick skin on that side of the building that looks like it will be removed except for the first bay.

Jack Boarman pointed out the line of the existing building.

Commissioner Grover questioned what happens to the skin of building that exists.

Jack Boarman explained that the structural frame remains in place and the slab condition is extended on the original frame as a part of the addition. They are taking out the infill of brick for the expansion and extending the floor and ceiling slabs.

Commissioner Grover stated that you are taking the exterior wall.

Jack Boarman stated for the west façade, the addition combines the existing space with the new space to create the expanded area.

ACTION

MOTION by Commissioner Koski **adopt** staff findings with changes:

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.

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 2nd 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 faced (along North 2nd Street) should be in accordance with the Secretary of Interior Standards.

~~5.~~ New construction: The Secretary of the Interior 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. It is not "a masonry loading bearing building" 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.~~

~~7. Building integrity: There is considerable risk that the changes proposed to the building in this application would harm the physical 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.

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."

~~10.~~ Building height, massing, 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 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.~~

~~11. Curtain wall construction: The District Guidelines specifically discourage curtain wall 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. 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: 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.~~

13. Demolition to create 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."

~~14. Windows: The new fifth floor will have floor-to-ceiling windows on all four sides, which is prohibited by the Guidelines. 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 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 as 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.

~~16.~~ Green space/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.~~

~~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.~~ However, the plaza represents a reversible form of construct and that a 2 story or greater building could be constructed in the future.

and **deny** a Certificate of Appropriateness for New Construction, Rehabilitation, and Demolition. **SECOND** by Commissioner Anderson. **MOTION denied** with no abstentions.

4. 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 building on the site of the Gehl-Dolphin Building at 212-216 2nd Ave. N. and part of 219 2nd St. N.; for a Certificate of Appropriateness for New Construction and Sign/Awning. This item was continued from the Heritage Preservation Commission public hearing on November 14, 2006. (Staff: Michael Orange)

Bill Baxley, partner with BKV Group. Discovering this site and their approach to it in terms of part of the site being in conformance for a 10 story overlay district and a portion of the site being outboard of that and its ability to be developed beyond the 10 story limit posed a problem for them. They went through numerous design solutions. If they were to take those open spaces and build them to the 10 story limit they were not satisfied with the resolution of that. The fact that one portion of the site could go taller, the question is if there is a condition that would be more tenable in terms of a very tall tower a 10 story or a collection of smaller buildings on the base which participated the design solution proposed today. The intent is to recognize this unique position of this site in terms of conflicted issues of height and no height in proximity to each other and pose the question, unlimited is probably not the way to go, what is something that could talk about the uniqueness in a way that dialogs within the block respecting the issues of preservation, satisfying the desires for enough development to get money into preservation and provide an economic engine. The proposition postulated several different towers. Specifically to the 28 story building it has moved and shaped itself a number of times. The height that has been approved for the Eclipse project and 2021 a block away and recognizing that it took place; how do we deal with this issue on this site? The neighborhood has had some serious concerns. They have moved the buildings on the site to preserve as much open space and views, windows on and between the buildings are contemporary in structure. And positioned buildings on the site to allow for a dialog that is consistent and representative of the unique position of the site as opposed to capping the entire area and allowing an unlimited tower on the corner. It is important to understand that the site allows for a tremendous amount of density. The city has postulated that through the zoning ordinance that it can be from 700,000 to a million square feet within their guidelines and this proposal is much less than that.

Peter Belfiore, 9 N. 4th Ave. Opposes the Pacific Flats project. It violates both local and national historic guidelines. It would architecturally and scenically corrupt historic and beautiful sections of Minneapolis. It would be unjust to previous developers who have respected the historical character of the neighborhood. It would create a precedent for allowing further grotesque outsized massive structures in the neighborhood. Traffic and pollution. It would discourage architectural projects of creativity and dignity that manage both to respect the historic neighborhoods and add something new and lovely to them. The North Loop and Warehouse District neighborhood is unique and charming area that he wants to

preserve. He leaves it to the architectural historians to describe the renaissance revival of the mid-19th to early 20th centuries. He loves the architecture; it is not just the past. The historic and noble character of this neighborhood was the reason he decided to move to the district. Brunch at Moose and Sadie's would be grim in the shadow of behemoth boutiques and condo towers across the street. On the EAW; the project would involve the demolition of all or part of the protected buildings on the block. The projects alternative #1 the developers preferred alternative and alternative #2 would each grossly violate the historic preservation guidelines of the City of Minneapolis and the National Preservation guidelines. Alternative #1 would plant the 28 story condo building on a diminutive parcel allegedly exempt from the City of Minneapolis, though not from National historic guidelines and an18 story condo on another part of the block. Alternative #2 would plant a 40 story condo building on the parcel and a 10 story condo building on another portion of the block. The image that comes to mind is of Godzilla doing a pirouette. Both alternatives would place buildings grossly out of scale with the surrounding architecture. Dwarfing the surrounding buildings. The 28 and 40 story buildings are not only spatially but also physically connected to the project as the EAW notes concerning the 40 story building "as with the 28 story condo building the common 4 story base would connect the condominium structure to the rest of the development." Such contiguity further confirms the absurdity of claiming the protection of an allegedly exempt parcel for either the 28 story or 40 story condo building. The EAW states that the projects purpose will increase the opportunity for diversity living in downtown Minneapolis. A more accurate statement would be that the projects purpose is to make money by creating more spaces for the well heeled to settle permanently or a few days in a boutique hotel. Diversity of living is not enhanced by upscale furnishings or clothing any more than our historic districts are preserved, respected and protected by destroying them. They ask that the Pacific Flats be rejected.

Rick Lappin, Lappin Lighting N 2nd Street & N 3rd Ave. Urges the commissioners to thoughtfully consider accept and approve the application. The character of an area is not solely generated by the character of the buildings. It is generated by the character of the people, vibrancy and rejuvenation that comes to a district. The north warehouse district was a teeming vital early area in the beginning. One of the older districts in town. His showroom is in a building from 1908. He as witnessed all sorts of lofts and condominiums go up in the surrounding. They have attracted some people to the district. He sees nothing in the proposal that detracts from the character of the district. The commission is being asked to speak to the future of the district, not to the façade of a building. The concern should be in restoring the vitality and excitement of an urban area where there is a genuine opportunity to create a sense of community. If the HPC has concerns design wise, an expectation as a resident, stakeholder or business person the HPC, developer and architect should be able to discuss those situations. His experience of being in the area for 18 years is that it is attracting a great group of people that are interested in the community. The North Warehouse district is still defining itself even after 18 years, even after the city has planted some trees. It has become a focal point of attention. He sees every logical, thoughtful reason to proceed ahead with this project.

Steve York, 9 N. 4th Ave. He supports the recommendations of the staff for three main reasons, too tall, bad precedent and inconsistent with the historic character of the neighborhood. If the developers paid too much for the property the citizens should not have to pay the price to destroy the character of the neighborhood.

Bruce Rubin, 115 N. 1st St. He is puzzled by the concept that some of the historic buildings in this block need this development in order to be saved. His business does not deliver a great deal of wealth. He began a rehabilitation on his building about 7 years ago. There was a sense of duty that they had for this building in the neighborhood to bring it back. In 2002 it won a preservation award. He does not see this as respecting the neighborhood and asks that the HPC denies this application.

Frank Gazzetta 111 4th Ave N. President of Macy's. There has been a fractured approach to downtown development and he works with the Downtown Council and other people to stop the fracture and get some more consolidation of retail and activities. He sees the Warehouse District as one historic piece left of downtown that needs to be brought back to life. Cannot allow the argument of density to creep into it and change what is happening there. Every city needs some historic touch point that people can relate to. The passion that is being heard is

for a historic district. Passionate about downtown. Not opposed to tall buildings. He would like to see this be brought to life. Loves the concept of the hotel and thinks it needs to fit in.

Evguenia Melekh, 210 N. 2nd St. Very excited to see any efforts to bring the neighborhood back to life. She will walk home alone by empty parking lots and by Sex World and it is not pretty. She applauds the efforts and likes the hotel design. However, the front of her building, built in 1896, would open straight into the 28 story glass tower wall. She would like to see something there other than parking lots; she would rather not see the same thing she sees working downtown across from the IDS tower. This reminds her of that. She works downtown and chose to live in the North Loop neighborhood so she would not have to look at a glass wall.

Shantanu Reddy 315 W. River Parkway. It is important for communities to have a tone. You would not take a 28 story building and plop it in the middle of Lincoln Park. These tall buildings can be beautiful and can have a place in a community. Alone and individually they make sense, but when you cluster them together it becomes a sterile environment. It is important for the commission to look at the community and place of these buildings and the local and national guidelines that are in place. Make sure the buildings are put in the right place and look at a nice place like the Warehouse District and say this community has tone.

Bob Schmitz, 111 4th Ave N. Represents 63 units at Rock Island and has a petition that has been distributed in the community reflecting 160 signatures. In 1974 there was a group called Criteria, the group was archeologists, architects, sociologists, biologists, etc. CDC was working on the river front planning at the time and had no concept of something like this. He moved here specifically because it is a historic area. They do not see a high density massive development that will change the character and historic nature of this district. This is happening all over the United States. He showed newspapers showing developments. It is important to have stewardship for the future generations.

Michael Nekich, 111 4th Ave N. This area is zoned B4-C1 that calls for a floor ratio of 4. On the other side of Washington it is a floor area of 8. This tells you that the city foresaw roughly twice as much height on the other side of Washington than on this side. It is incorrect to state that you could build something as tall as you wanted too even on the piece that is outside of the historic district because of the floor area restrictions. The entire Warehouse District covers about 7 square blocks. There is no good reason to diminish that further and if development is allowed to proceed we will end up with what is not historic preservation but a painful reminder of what was lost.

Walter Rockenstein handed out a set of suggested alternate set of findings. The one parcel that is outside the district has no limit on height and enough FAR to build a building of the size that is proposed in the EAW, not subject to any historic guidelines. There are no guidelines with respect to height in the national district. They are not talking about speculation about nearby buildings of height. He showed buildings that are approved by the city already on a map immediately abutting to the historic district. He cannot find any place in the guidelines that discuss shadow effects. Building shape and size, there is no question that the upper part of the building chooses to use glass curtain wall as opposed to characterizing masonry. Look at the Secretary of Interiors standard which calls for that sort of attention to new construction to make it different to make it an architecturally sensitive 21st century statement of new construction. That is the attempt of the upper floors of the 28 story tower to make something that does not replicate the historic district but works with it and has good design. The reason for the difference in floor heights is two-fold, one to get people in at the floor level and to match the heights of the Northwestern building. They are willing to look at other design solutions in place of the parking ramp louvers. They do not feel that parking at the 3rd and 4th levels of a 4 story podium takes away the cohesion of the district. What happens is the centralizing of parking and making sure that it is invisible from the street is exactly what is called for on the Secretary of Interiors guidelines. There have been questions on whether it is confusing that two facades of the building have a combination of brick and glass and one façade has only glass. It is a design solution that they are willing to discuss with the staff. They think what they have proposed for the window issue on the sections that are not within the podium is something that makes clear what is historic and what is new. The significance of the alley; the alleys are not a character defining portion of this district. They

are not mentioned in either of the applications for the district and a portion of the alley is not even in the district. The only portion that relates to the comments from staff about defining the space between buildings is the one portion that they keep, between the Monte Carlo Club and the Northwestern building.

Jack Boarman stated that the whole idea of what is in the historic district has been important to him. The issue of putting buildings on the registry meant that they had to be in the historic districts. There are 3 districts here.

Council Member Lisa Goodman provided hard copy of the 64 contacts she has received. Of the 64 letters 54 were against the project, 6 were in favor, the remainder were asking questions of the project. This is an enormous number of individual contacts to get in writing.

ACTION
MOTION by Commissioner Messenger to **adopt** staff findings and **deny** a Certificate of Appropriateness for New Construction and Sign/Awning. Based on the height of the building and the vacation of the alley. **SECOND** by Commissioner Ollendorf. **MOTION denied** with no abstentions.

Commissioner Koski stated that the biggest issue he has is with the height, the guidelines clearly state that buildings should be 2 to 10 stories. There has been no compelling evidence tonight to convince him that the HPC should relax that standard that there is no public benefit or hardship proved.

5. 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 the Auto Repair Garage at 206 Washington Ave. N.; for a Certificate of Appropriateness for Demolition. This item was continued from the Heritage Preservation Commission public hearing on November 14, 2006. (Staff: Michael Orange)

ACTION
MOTION by Commissioner Anderson to **adopt** staff findings and **approve** a Certificate of Appropriateness for Demolition. Amending condition #1 The Auto Repair Garage abuts the historic Lowry-Morrison Building, which will be rehabilitated as part of the project. Measures will be taken to protect the Lowry Morrision Building during the demolition. **SECOND** by Commissioner Dunn. **MOTION approved** with no abstentions.

6. 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 ½ Washington Ave. N. and the northwesterly half of 216 2nd Ave. N.; for a Certificate of Appropriateness for New Construction and Sign/Awning. This item was continued from the Heritage Preservation Commission public hearing on November 14, 2006. (Staff: Michael Orange)

Michael Nekich 111 4th Ave N. For purposes of the record on this application asks that the HPC adopt the comments that were made with respect to the 28 story building.

Walter Rockenstein stated that again they have an alternate set of findings. He stated that they cannot do rehabilitation and restoration on this block unless there is some degree of density on the rest of the block. You are not going to prevent height from coming in on this block. Across the street there is ½ of the block that is not in the district. They have worked with the neighborhood to come up with a reasonable approach to the question of height.

ACTION
MOTION by Commissioner Anderson to **adopt** staff findings and **deny** a Certificate of Appropriateness for New Construction and Sign/Awning **SECOND** by Commissioner Dunn. **MOTION denied** with no abstentions.

Commissioner Koski stated that the argument that density is required to afford the restoration of historic resources on the property with the application before the HPC there are not numbers being presented. It is a high bar that has to be met.

7. 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 parking ramp and vehicle access at parts of Lots 1-5, 7 and 8, Block 34, Town of Minneapolis; for a Certificate of Appropriateness for New Construction. This item was continued from the Heritage Preservation Commission public hearing on November 14, 2006. (Staff: Michael Orange)

Bill Baxley, BKV Group. Clarification on the delineation of where the one story parking ramp is versus the 4 story parking ramp. On the edge of the pocket park by the Monte Carlo Club is a single story ramp so the ability to see the ramp above the Monte Carlo does not exist until well into the block.

Carol Lansing, Faegre Benson. Three key points have been raised with respect to the parking ramp; one is that it would be building over the alley. There is no evidence in the record to support that the alley is part of the historic significance. It is not mentioned in either the National or Local historic districts as a historic resource in the EAW. In terms of this block of buildings to not define the alley, the alley does not define the footprints of buildings. There are no interesting views through caverns of historic buildings. The second point is the visibility of the parking ramp, there is a Secretary of Interior guideline that states parking ramps should be built on the interior of lots or along side streets and should be as unobtrusive as possible. This parking ramp is only limitedly visible from the public streets. It also provides the shared parking also called for in the Secretary of Interior standards. The parking ramp was intentionally designed to not impair the sense of the historic buildings as a collection of buildings. It only touches the back of the Monte Carlo at one story and it touches the non-historic portion of the Monte Carlo. It does not touch the Pacific Flats building or the Lowry Morrison. It touches the Northwestern building at one story along the rear and abuts its shared wall on the east side. It does not undermine the sense of the collection of buildings. This whole block was designed to preserve that sense with some open areas in the pocket parks and views through the block.

Jack Boarman wanted the sentiment of the commission, if the alley is orientated in the current condition, and look at a different fenestration system to screen the parking by doing etched or frosted glass in a masonry frame to reflect the fabric of the overall façade. Are those amendments to our design? He would like thoughts on that as the commission deliberates.

Commissioner Koski stated that he believes the alley is significant in that it helps shape the size and massing of buildings. As streets and property lines and easements always do control the urban form. If there is a way that it could be mitigated and he thinks there are design solutions that allow some mitigation for the alley as long as the easement was contained in a certain way that the buildings reflected the historic right of way. Even some visual site lines through the site might help. But what is before them does not include any of that. He does applaud the design team for concealing the parking to a great degree.

Commissioner Grover stated that the alleys do provide some of the urban form that is critical in this district. Some of the critical viewscapes actually look towards the west. That viewscape as tried to stay in this proposal. Vacating the alley reduces that. He does not want to set precedence. There are some options that could be played with.

ACTION

MOTION by Commissioner Koski to adopt staff findings with changes;

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.

6. Parking ramp: The proposed parking ramp is "somewhat" consistent with the 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.~~

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. With this in mind, intrusion of the parking structure into the street façade along Second Avenue North would undermine the cohesion of the overall district as recognized in the NRHP Nomination.

9. Proposed construction within the alley: The project as proposed would necessitate the vacation of the mid-block, east-west alley in this block. This alley dates to the periods of significance for the historic 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.

and **deny** a Certificate of Appropriateness for New Construction. **SECOND** by Commissioner Grover. **MOTION denied** with no abstentions.

Old Business

New Business

Adjournment at 9:24 p.m.

PD-3
11/28/06

CITY OF MINNEAPOLIS
CPED PLANNING DIVISION
HERITAGE PRESERVATION COMMISSION STAFF REPORT

FILE NAME: Component of the Pacific Development Project—rehabilitation of the Northwestern Building as a new hotel at 215-223 2nd St. N. (New Hotel).
DATE OF APPLICATION: Determined to be complete on 10/11/06.
APPLICANT: Walter H. Rockenstein II, attorney for the Developer, Pacific Flats, LLC; Faegre and Benson LLP, 2200 Wells Fargo Center, 90 S. 7th St., Mpls., MN 55402-3901; voice: 612-766-7208, fax: 612-766-1600, email: wrockenstein@faegre.com
DATE OF HEARING: 11/14/06, continued to the 11/28/06 hearing
HPC SITE/DISTRICT: Local district: North Loop Warehouse Local District (established, 9/19/78); National Register of Historic Places District: Minneapolis Warehouse Historic District (established in 1989)
CATEGORY:

- **North Loop Local Warehouse District:**
  1. Linkage of building, structures, lands and space, a majority of which continue to exist in there original location and are distinguished by architectural quality and aesthetic appeal.
  2. Arouses a sense of time (history) and space (attractive special quality)
  3a. Contains a concentration of structures of superior workmanship.
  3b. Contains a number of structures which display the distinguishing characteristics of an architectural type reflective of a style and method of construction.
  5. Has a sense of visual cohesion expressed through a harmony of related details, architectural or otherwise, based upon elements of quality (aesthetic) as:
     a. Continuity of architectural factors (style, proportion, color, size, scale and materials);
     b. Concentration or clustering of structures.
- **National Register of Historic Places Registration Form:** Categories are Event and Architecture/Engineering. Areas of Significance are Architecture, Commerce, and Transportation. Historic Functions are Commerce/Trade, Industry/Processing/Extraction, Manufacturing Facility, Specialty Store, and Warehouse. 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.

PERIOD OF SIGNIFICANCE: National Register District: 1850-1874, 1875-1899, 1900-1924, 1925-1949. Northwestern Building was built in 1912 and 1923
CLASSIFICATION: Certificate of Appropriateness for New Construction, Rehabilitation, and Demolition
STAFF INVESTIGATION AND REPORT: J. Michael Orange (voice: 612-673-2347; facsimile: 673-2728; TDD: 673-2157; e-mail: michael.orange@ci.minneapoli.mn.us)
PRINT DATE: 11/21/06

Attention: If you want help translating this information, call - **Hmong** - Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu 612-673-2800; **Spanish** - Atención. Si desea recibir asistencia gratuita para traducir esta información, llama 612-673-2700; **Somali** - Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac 612-673-3500

1.0 PROJECT DESCRIPTION

1.1 Summary of the entire Pacific Development Project: The following is a summary of the description of the entire Pacific Development Project (PD Project) and its three phases. The applicant submitted seven separate applications to the Minneapolis Heritage Preservation Commission (HPC) listed below. As a part of the staff reports for all seven of these applications is a separately printed collection of attachments that apply to all or most of the Project components. A glance at the list of attachments at the end of this report will aid in locating the appropriate attachment.

There are four contributing historic buildings on the Pacific Block, one of which has already been rehabilitated—the Pacific Flats Building. The developer proposes to rehabilitate two other historic buildings on the block—the Monte Carlo building and the Lowry-Morrison Building. Major modifications and reconstruction are proposed to the fourth historic building on the block—the Northwestern Building. The developer also proposes to demolish noncontributing buildings and replace those sites with new constriction. In addition, new construction is also proposed for the existing surface parking lots on the block.

The Project will encompass approximately 595,000 square feet of developed floor space, with an additional area of approximately 258,000 sq. ft. of structured parking. The Project will include approximately 327 condominium units; a ten-story, 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 existing Monte Carlo Club, and a medical clinic. The proposed residential component comprises two residential condominium towers—the 18-Story Condo Building on Washington Avenue North, and the 28-Story Condo Building whose major axis parallels 2nd Street N. with an eight-story wing along 2nd Avenue North. Both buildings will have retail uses at the street level.

A structured parking ramp is proposed to be located in the interior of the Pacific Block in the location of an existing alley and existing surface parking lots. 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 portion of the structured parking behind the Monte Carlo Club between the New Hotel and the Pacific Flats Building.

The following describes the components of the PD Project and identifies the applicable HPC applications (identified as PD 1 through 7):

- **PD1—Monte Carlo Pocket Park:** Construct the Monte Carlo Club Pocket Park on the vacant northern portion of the Pacific Flats building parcel at 218-228 Washington Ave. N.
- **PD2—Lowry-Morrison Rehab:** Rehabilitate the deteriorating Lowry-Morrison Building, a contributing building at 200-204 Washington Ave. N.
- **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.
- **PD5—Auto Repair Garage Demo:** Demolish the Carriage House Building/Auto Repair Garage, a non-contributing building at 206-208 Washington Ave. N.
- **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. The project includes the demolition of the Auto Repair Garage (the subject of a separate application, PD5), a non-contributing building at 206-208 Washington 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.

The applicant proposes to build the Project in three phases:

Phase 1:

- Construction of the pocket park between the Monte Carlo Club and Pacific Flats Building
- Rehabilitation of the Northwestern Building into the New Hotel
- Construction of the parking and retail bases of the 18-Story Condo Building and of the 28-Story Condo Building
- Interior build-out of the upper two floors of the Pacific Flats Building (not part of this HPC application)

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)
- Construction of the second pocket park behind the Lowry-Morrison Building

1.2 Summary of the Northwestern Building rehabilitation project (PD #3): The following is based on the applicant's submission and it focuses on the rehabilitation of the Northwestern Building for a new use as the New Hotel. The Hotel includes the redesign of the west elevation, which is now a secondary facade, and the construction of six additional stories above the western half of the Northwestern Building (Attachment H includes photos of the building and Attachment G includes photos of other historic buildings in the area). The Hotel will have 133 guest rooms and a host of other guest amenities including lobby, lounges, restaurant, spa and pool facilities, special events space, meeting rooms, an interior courtyard, and green roof terrace space.

Under the Minneapolis Zoning Code, 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. On the other hand, the 10th level is a penthouse lounge space that comprises approximately 18% of the available floor space, which is less than the Zoning Code's definition of a floor. However, this 10th level appears as a full story due to the roof cornice that encircles the entire perimeter of the building at the height of 136 ft.

The hotel will have its primary entrance on 3rd Avenue N. between the Monte Carlo Club and 2nd Street N. via a landscaped, exterior open space that will replace the existing valet parking lot on the corner. This public space will be privately owned and managed by the hotel for the hotel entrance, restaurant dining, and public seating. City building records indicate that Minneapolis Fire Station #3 on this site was torn down in 1938. Attachment 3 includes the 1912 Sanborn Fire Insurance map that shows the location of the fire station and small buildings at 215 and 217 3rd Ave. N. The 1951 Sanborn map shows these parcels to be vacant as they are today.

Public access to the Northwestern Building will be preserved at the two existing arched entrances on 2nd Street N. The westerly entry will access the hotel's restaurant and the easterly entry will access a leaseable, first-level retail space. Vehicular service access for all components of the hotel operation will be from the interior-block Parking Ramp, which will provide loading areas with direct access to "back of house" functions.

The New Hotel will consist of four components that are detailed in the following sections of this report: 1) the rehabilitated Northwestern Building, 2) a new adjacent four-story building envelop and entry on the 3rd Avenue N. side of the Northwestern Building, 3) a new six-story upper volume built over the preserved Northwestern Building, and 4) the developed exterior landscape space along 3rd Avenue N.

2.0 CONTEXT

The following primary sources of information were consulted for this report:

- National Register of Historic Places (NRHP) Nomination Form and Registration Form (1989).

- "Warehouse Area Preservation Study," Minneapolis Planning Department, January 1978
- "Minneapolis Warehouse Preservation Action Plan," City of Minneapolis, September 1998.
- Warehouse Historic District Design Guidelines.
- Secretary of the Interior's Standards for Rehabilitation.
- Environmental Assessment Worksheet for the Pacific Block Development Project, approved by the City of Minneapolis, 9/1/06

2.1 Minneapolis Warehouse National Register District: The Minneapolis Warehouse Historic District, covering 150 buildings, was added to the National Register of Historic Places (NRHP) in 1989 (see Exhibit 2 in Attachment A). The NRHP Nomination Form states the following:

"The District is characterized by its historic 6-8 story warehouses which once formed a thriving and prosperous commercial neighborhood adjacent to the central business district of Minneapolis. Consisting of some 62 structures, covering about 7 square blocks the District is notable for its cohesiveness of architectural styles well as for the extent to which the structures have remained unaltered. Most of the warehouses in the District were built in the Chicago Commercial Style. The exterior facades reflect the structural support system within and the ornamentation is usually minimal. The warehouses are rectangular, built up to the property line, and built of brick and stone. . . ."

"The district is historically significant for its association with the burgeoning railroad transportation network, which in the late nineteenth century, connected Minneapolis with the upper Midwest and the rest of the country. During this period, the area north of Minneapolis' central business district was established as an area of concentrated warehouse activity for the wholesale storage and shipment related to milling and manufacturing. In addition, the district is architecturally significant for its concentration of commercial warehouse buildings designed by the city's most prominent architects in styles ranging from late nineteenth century Romanesque to the Chicago Commercial Style of the early twentieth century."

"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."

The NRHP Registration Form (1989) adds the following information:

"The oldest buildings constructed in the warehouse district were small commercial structures, typically three stories tall. Many were built with

storefronts on the first floor and hotels or manufacturing space above. As the area developed into the city's warehouse and wholesale district in the late 1880s, the size of the buildings dramatically increased and was normally 5- to 7 stories with mill or semi-mill construction. After the turn of the century, massive utilitarian structures were built employing reinforced concrete and structural steel. The Warehouse District has retained its original sense of time and place with four steel bridges still in place, many streets paved with bricks ort cobblestones, and with trains passing through daily on original track beds around which the area first developed. Architecturally the buildings include every major architectural style popular during the period of significance including Italianate, Queen Ann and Richardsonian Romanesque to the Classical Revivals and early 20th century Commercial Styles."

The periods of significance for the District are as follows: 1850-1874, 1875-1899, 1900-1924, and 1925-1949. Washington Avenue North, from First Avenue North to Ninth Avenue North., is the spine of this 30-block district. This National Register district includes the so-called Pacific Block except for two parcels in the block immediately south that are the access to Interstate 394.

The following chart lists the buildings in the block and their status as regards the National Register District and the North Loop Warehouse Local District (refer to section 2.2).

Building	Address	Built	Minneapolis Warehouse Historic District	North Loop Warehouse Local District
The Pacific Building	218-228 Washington Ave. N.	1865-1866	Contributing	Contributing
The Gluek Brewing Company Building, now known as the Monte Carlo	217 3rd Ave. N.	1910	Contributing	Contributing
Northwestern Glass Company Building	219 2nd St. N.	1912	Contributing	Contributing
	215 2nd St. N.	1918 & 1923	Contributing	Contributing
The Lowry Morrison Building	200 Washington	1879	Contributing	Contributing
Carriage House Building, also known as the Auto Repair Garage	206-208 Washington Ave. N.	1875	Noncontributing	Noncontributing
The Gehl-Dolphin Building	212 2nd Avenue N.	1951	Noncontributing	Not in District

2.2 **North Loop Warehouse Local District:** In 1978, the City established a local preservation district, the North Loop Warehouse Local District under the guidelines of the Minneapolis Heritage Preservation Commission (HPC). (See map, Exhibit 1 in Attachment A.) The Pacific Block is included in the local district except for the site of the Gehl-Dolphin Building and the lot at 212 2nd Avenue North. are excluded from the boundaries. The "Warehouse Area Preservation Study" of 1978 described the individually significant buildings and included the following comment on the importance of the local

district (p. 4). The language parallels that of the NRHP Nomination text cited above: "An area to be considered for heritage preservation must have more than individually significant buildings. It should have, among other things, connecting tissue to unite and tie the individual buildings together. This Warehouse Area has such connections in abundance. It has contributing buildings that, combined with individually significant buildings create a streetscape of buildings that have a common history in terms of age and original use and that have a common physical appearance in terms of material, 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."

2.3 **Minneapolis Warehouse Preservation Action Plan (adopted by the City Council, 2000):** The following excerpt from the plan applies to the project (pp. 1, 10-11):

"A Vision for the Minneapolis Warehouse Historic District: The Minneapolis Warehouse Historic District is one of our nation's premiere historic warehousing districts. Developed between 1865-1930, the warehouse district contains a diverse and handsome selection of late 19th- and early 20th-century commercial style buildings that reflect significant warehousing, jobbing and commercial activities that made Minneapolis a regional trade center. A large part of the warehouse district's appeal is its unique historic environment. The district's renaissance as an arts, cultural and entertainment community in the 1970s continues to draw tenants, residents and visitors to the area. Creating an appropriate balance between old and new structures is encouraged and critical for the economic vitality of the district. The buildings of substantial character create a district that is one of Minneapolis' competitive advantages. Whenever an historic building is demolished or altered or a new structure is inappropriately designed, the district becomes a lesser place. With care and guidance, the continued development and preservation of the warehouse district as a recreation, entertainment and creative community will enrich the lives of residents and visitors to Minneapolis into the next millennium.

"Physical Environment: Enhance the historic character of the Warehouse District, guide new development and support the unique public realm in the plan area. The historic and cultural resources in the Warehouse District are one of Minneapolis' greatest assets. The uniqueness that other cities are searching for and trying to create, and that even the core of downtown Minneapolis is trying to enhance, is already in place in the Warehouse District.

"The goal, then, is to ensure the future preservation of this resource by establishing guidelines for sensitive and compatible alterations to the historic resources in the district, guiding new development in the district that is compatible with the historic character of the district, and enhancing streetscapes that foster pedestrian movement, encourage sidewalk cafes, create a safer atmosphere, and benefit continued reinvestment in the area."

When the plan was adopted, the following criteria were established for all new development projects in the plan area:

- Encourage high quality design, architectural diversity, and the use of high quality materials that reinforces the historic character and integrity of the Warehouse Historic District and St. Anthony Falls Historic District.
- Maximize pedestrian activity through interactive building design, and enhanced streetscape and parking lot design.
- Provide opportunities for a variety of neighborhood services.
- Encourage a high quality urban environment that clearly establishes the public realm and incorporates gathering spaces.
- Accommodate and provide access to alternative modes of transportation, such as transit stops and bicycle paths.
- Discourage the demolition of historic resources for new construction or surface parking and encourage adaptive reuse.
- Emphasizes consistency with the policies of the City's Comprehensive Plan, including the Downtown 2010 component.
- Initiate the Development Objectives Process to be coordinated by the Planning Department and the Minneapolis Community Development Agency for all developments requesting public assistance or subsidy, including the sales of public land at market rate."

2.4 **The Environmental Assessment Worksheet:** On June 31, 2006, the City published and distributed a Mandatory Environmental Assessment Worksheet (EAW) for the Pacific Block Development Project according to the Environmental Review Rules of the Minnesota Environmental Quality Board (EQB) under Rule 4410.4300 Subpart 19 Residential Development (it exceeds the 375-unit threshold) and Subpart 31, Historical Places (it includes the demolition of structures within the National Register of Historic Places District). On September 1, 2006, the City concluded that the EAW was adequate and that no Environmental Impact Statement was required. All documents associated with the EAW, including 66 pages of comment letters, are available on the City's web site: (http://www.ci.minneapolis.mn.us/planning/pacific-block.asp)

2.5 **Archeological and historic resources analysis in the EAW:** State rules for preparing an EAW require the applicant to provide the City the data needed for the EAW. As such, Pacific Flats LLC hired the Hess, Roise and Company to prepare the required response to EAW Question 25 that addressed historic resources. The following excerpts from the EAW summarize the findings and conclusions as regards effects on contributing resources:

> *Minneapolis Warehouse Historic District (National Register):* The Minneapolis Warehouse Historic District, covering 150 buildings, was designated in 1989. Washington Avenue North, from 1st to 9th Avenues N., is the spine of this 30-

block district. This National Register district includes the Pacific Block, as well the adjacent blocks, with the exception of the I-394 access at the southwest corner of Washington and 3rd Avenues North. and the far (1st Avenue North.) side of the block between 2nd Street N. and Washington Avenue North, which contains a printing company and parking lots.

On the Pacific Block, the Carriage House Buildings at 208 Washington Avenue North and the Gehl-Dolphin building at 212 2nd Avenue North are considered noncontributing; the rest of the buildings on the block contribute to the district. See Attachments N: Map of Minneapolis Warehouse Historic District (National Register), B: Project Site, and P: Photos of Present Development of the Pacific Flats Block.

North Loop Warehouse Area (Local District: The City has established a local district, the North Loop Warehouse Area (Local District) in the area under the guidelines of the Minneapolis Heritage Preservation Commission (HPC). The north end of this district is irregular in shape, including most of the buildings southwest of 2nd Street North between the railroad corridor, 2nd Avenue North, and Washington Avenue N. However, on the Pacific Block, the Gehl-Dolphin Building and lot at 212 2nd Avenue North are excluded from the boundaries. The district also includes the southwest half of the block fronting on Washington that is edged by 1st and 2nd Avenues North and 2nd Street North. The district jumps across 3rd Avenue to pick up the Moline, Milburn and Stoddard Company Building (a.k.a. Appliance Parts Building/Traffic Zone) at 250 3rd Avenue North. The rest of the district is mostly contained between 2nd Avenue North, 6th Street North, and 1st Avenue North, including the buildings fronting on the southeast side of 1st Avenue North. The modern building at the southeast corner of 1st Ave North and Washington Avenues is outside the boundaries of the local district. See Attachments O: Map of North Loop Warehouse Area (Local District), B: Project Site, and P: Photos of Present Development of the Pacific Flats Block.

The proposed renovation of the Lowry-Morrison Building, the demolition of back portion of the Northwestern Building, and the construction of new structures in the North Loop Warehouse Area (Local District) will initiate a Heritage Preservation Commission (HPC) review for appropriateness of the proposed renovation, demolition, and new construction. The HPC has adopted district specific guidelines to assist them and proposers in determining the appropriateness of elements of the proposed renovation, demolition, and new construction. The guidelines for the North Loop Warehouse Area (Local District) touch on topics such as masonry repair, storefronts, window replacement, roofing, dropped interior ceilings, removal of historical fabric, health and safety code requirements, building entrances, accent banding, and treatment of side or rear walls. . . .

The HPC guidelines for the adjacent St. Anthony Falls Historic District limits the height of new buildings to fit within the range of heights for existing buildings, typically 4 to 6 stories high. At this stage in the planning and design process, design details for the 28-Story Condo Building Alternative and the 40-Story Condo Building Alternative project are not known.

(a) 28-Story Condo Building Alternative and Guidelines: Both condominium 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. All rehabilitation and infill construction will require approvals by the HPC.

(b) 40 Story Condo Building Alternative And Guidelines: In this 40-story Condo Building Alternative, the 40-Story part of the Condo Building will be constructed entirely on the lot on where the Gehl-Dolphin Building is located. That lot is not within the North Loop Warehouse Area (Local District) though it is within the national district. All rehabilitation and infill construction will require approvals by the HPC. After a report by CPED-Planning staff and hearing from the public, the HPC will determine the appropriateness of the design of all the elements of either alternative in the North Loop Warehouse Area (Local District). The decision of the HPC can be appealed to the City Council.

2.6 Comments on the EAW from the Minnesota Historical Society: 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."

3.0 PROPOSED CHANGES

The following is a summary of the information submitted by the applicant, which is available in Attachment 1:

3.1 Changes to the existing Northwestern Building:

3.1.1 2nd Street N. façade (north): 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.

3.1.2 3rd Avenue N. façade (west): Several changes are proposed for the west façade:

- **Removal of existing brick and windows:** Existing windows and brick is proposed to be removed down to the raw structural concrete frame on all four floors with one exception. The original construction infill brick of the first bay of all four floors on the northwest corner of the building nearest to 2nd Street N. is proposed to remain and be cleaned using the gentlest means possible to remove subsequent layers of brown paint.

- **New structural frame:** A new structural frame are proposed to be positioned to the west in front of the original side of the building.. The large frame-like nature of this new building envelope is proposed to be set back approximately 50 feet from 3rd Ave. N. The new frame and building envelope will relate directly to the height and floor alignment of the Northwestern Building and it will create a thin edge element along 2nd Street N. that will turn the corner and form the new building face along 3rd Avenue N. There will be a slight separation between old and new construction. The new frame and building envelope will angle and widen from about 2 to 10 feet over the 162-foot length of the Northwestern Building.

  According to the applicant, "The massing design of the new building face coupled with the site setback is intended to invoke an architectural dialogue between the hotel and the existing Colonial Warehouse Building directly across 3rd Avenue N. and to embolden a new urban space in between (Attachment G includes pictures of the Colonial Warehouse). The 220-foot long, five-story, yellow brick Colonial Warehouse, with its nine, super-arched bays will be matched with a non-identical yet responsive foil in the hotel facade. The proposed 162-foot long hotel will be divided into nine smaller bays. Each bay will be approximately 50% brick and 50% window aperture to advance an architecture of solid masonry with punched openings consistent with the traditional language of the North Loop neighborhood. At the street level, the openings will be arched with the spring line at 12 feet above typical grade."

- **First floor changes on existing building and on the new frame structure:** There will be no glass in the first floor arches of the new angled wall so that access will be clear to the five first floor entrances to the hotel. The first floor façade of the hotel will be flush with the existing wall (the upper three floors extend to the west out to the new angled wall) and it will be floor-to-ceiling glass with 5 double-door entrances. Thus, the open arches on the first floor will create an arcade.

- **Floors 2-4:** As stated above, the first structural bay of the new frame nearest to 2nd Street N. on all four floors will be open to reveal the existing Northwestern Building side behind it. The floors of the eight bays to the south on floors 2-4 will extend to the new frame wall to provide additional space and small balconies (3-5 ft.; balcony railings not shown on plans) at each guest room to continue the rhythm of the open frame. The following table describes the effects on floor space. Were the rooms to be built within the existing building, the 24 rooms on the west side would average 438 sq. ft. each (approximately 27 X 16 on average). The proposed frame wall will increase the average room size by 69 sq. ft., a 16% expansion.

3.1.3 **South side:** Existing building elements – windows and brick, etc. – will be removed down to the raw structural concrete frame. The concrete structure will be cleaned using the gentlest means possible to remove paint. New operable metal window units will infill the structural frame.

3.1.4 **Proposed demolition:** The proposed reuse of the Northwestern Building intends to incorporate a narrower floor plate width than exists in the building. According to the applicant, an optimal hotel guestroom layout will be accomplished by creating an interior atrium in the middle of the Building. Twelve bays from the east half of the building will be removed while leaving the east exterior wall frame and brick infill exposed to the new atrium. (The Northwestern Building floor plate comprises 72 structural bays.) This configuration will create a depth for a U-shaped, double-loaded, corridor hotel layout with natural light penetration into the building on three sides, both at the building's interior and its exterior.

The applicant points out that the City has acknowledged the difficulty of redeveloping large floor plates in certain historic warehouse buildings. The Minneapolis Warehouse Preservation Action Plan (p. 21-22) specifically mentions the Northwestern Building when discussing how structures with extra large floor plates are difficult to adapt for office or residential use.

Hotel guest rooms in the Northwestern Building portion of the hotel will be characterized by high ceilings, exposed bell columns, and combined operable and large, fixed picture windows in keeping with the current fenestration pattern. The hotel lobby and restaurant at the street level will also feature the tall ceilings and historic, structural concrete bell columns in its design, but do not propose to use the current fenestration in most cases.

3.1.5 **Integration with new construction:** Architectural integration with additional new hotel construction will require several interventions inside the Northwestern Building. First, ten new structural concrete columns will be introduced to support six floor plates stacked above the west half of the Northwestern Building. The

new concrete columns will penetrate the existing concrete floor plates and will be differentiated from existing columns as simple smooth rounds with no cap expression. Second, several new or revised vertical cores will be required for stairways, elevator shafts, and mechanical and electrical chases.

4.1.6 Exterior materials: The following chart lists the materials and how they are used in the various components of the PD Project. As shown, Brick Type 3 and 4 will be used on the new hotel facades.

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	Belden 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

Also, a large metal entry canopy will be over the hotel entrances on the west side.

3.1.6 Windows and doors: All door and window glazing will be clear, non-tinted, non-reflective glass. Window operation may either be sliding or casement style; the selection is yet to be determined. Frames will be as minimal in thickness as possible to heighten elegance and increase the light available to the interior spaces beyond. Frames will be either black anodized or black powder-coated in finish. Since window design and details and designs are not yet finalized and submitted, it is not possible to determine if the windows on this proposed project will meet applicable guidelines and standards.

Attachment D lists the window sizes and height-to-width ratios for the primary facades in the PD Project. The following table summarizes these ratios:

	Windows per Total Window Opening/Average Height-to-Width Ratio*		
Building	**First Floor**	**Floors 2-4**	**Upper floors**
Northwestern (north facade)	3/3.0	3/1.8	
Hotel (new west façade)	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			

The rehabilitation of the existing building to be the four-story base of the hotel will result in four distinct façade treatments:

- **North façade:** As stated above in Section 4.1.1, the existing replacement windows will be maintained. Brick repair and repointing will be executed as necessary. The height-to-width ratio of the 3-paned window openings on the first floor is 3.0, the same ratio called for in the Guidelines for the historic district. The ratio for floors 2-4 is 1.8 for these three-paned, Chicago Style windows.
- **West façade:** The proposed, new angled wall of this façade will be built with brick to match the texture and feel of the Colonial Warehouse across the street. The brick will be a yellow-hued, rough-faced, unglazed, Modular Glasgow Blend by Belden Brick or equal. Mortar will be matched to the brick color and joint width may be minimized or struck flush. The first floor façade of the hotel will be flush with the existing wall and it will be floor-to-ceiling glass with 5 double-door entrances. Windows at the guest room levels (floors 2-4) will run full length from floor to ceiling and will be set back from the front of the new angled frame wall by 3 to 5 ft. in the balcony area. The height-to-width ratio of the 4-paned arched window openings on the first floor will be 3.4, and for floors 2-4 it will be 2.9 for the three-paned Chicago Style windows.
- **South façade:** Existing building elements – windows and brick, etc. – will be removed down to the raw structural concrete frame. The concrete structure will be cleaned using the gentlest means possible to remove paint and new operable metal window units will infill the structural frame. Windows at the guest room levels (floors 2-4) will run full length from floor to ceiling.
- **East courtyard facades:** Like the west façade, the three walls that form the courtyard will be built with a yellow-hued, rough-faced, unglazed, Modular Glasgow Blend by Belden Brick or equal. Mortar will be matched to the brick color and joint width may be minimized or struck flush. Windows at the guest room levels (floors 2-4) will run full length from floor to ceiling.

3.1.8 **Roof:** The roof of the four-story base will be flat and incorporate a parapet at guardrail height to allow rooftop occupancy. The parapet edge will be simple capped brick..

3.2 **Design of upper six-stories:** The upper six stories and the penthouse level of the hotel will be set back approximately 12 feet from the 3rd Avenue N. frontage of the four-story base and 42 feet from the curb on 3rd Ave. N. Its 64-foot by 128-foot floor plate will sit

on ten concrete columns that extend through the structure of the west half of the Northwestern Building. According to the applicant, this gives the upper floors the impression of being a special building element poised on top of a plinth that is more contextually part of the neighborhood fabric – a difference that allows the upper floors to be handled with more architectural abstraction. To push this difference, a definite change will be made in material color, texture, and window pattern, moving from the context-matching color and coarser texture of the base toward a more obscure expression closer to the sky.

The first upper floor level (the fifth floor of the hotel) will be programmed as hotel common spaces: a special events space and a "club room" lounge. These spaces will access green roof terraces on top of the Northwestern Building. The next four levels will be hotel guest rooms. The tenth (top) level will be a rooftop lounge and pool space. Although some of the tenth level spaces will be open air, a continuous building cornice line will be maintained above this level. The rhythm of window apertures at this level will continue similar to levels below although several arched openings adjacent to the pool area will be open frames without glass.

Exterior materials: The six upper levels of the hotel will be built with a brownish, smooth-faced, flash fired brick that is common to the North Loop neighborhood alternated with clear glass windows (refer to the table in Section 4.1.5). Mortar will be matched to the brick color and joint width may be minimized – both techniques to increase the sense of monolithic wall frequently observed in historic buildings in this neighborhood. The arched openings at the topmost level will be actual brick-arched using centering false works. As the elevations indicate, the brick-faced piers and windows for floors 6-10 vary in width and placement to create an irregular vertical pattern on all four facades.

Windows and doors: The entire fifth level of common spaces will feature operable floor-to-ceiling glass panels allowing at least 50% of the wall to open to the exterior. The same rhythm of structural bays will be preserved, but the high concentration of glass is intended to address the open, more public program at this level, make greater connection to outdoor terrace space, and visually separate the upper floors from the more solid building base. Windows at the four guest room levels above will run full length from floor to ceiling. Window operation may either be sliding or casement style. Window and door frames will project beyond the brick face so as to cast a shadow line upon the solid brick surface in an inverse relationship to the traditional window aperture typology of the neighborhood. The height-to-width ratio for these windows on all four facades will be 1.9, which is considerably less than the 3.0 ratio called for in the Guidelines.

Windows and doorways at the topmost level will again be arched similar to those at the street level below in the existing building. Frames will be as thin as possible to heighten elegance and increase light available to the interior spaces beyond. Frames will be either

black anodized or black powder-coated in finish. All door and window glazing will be clear, non-tinted, non-reflective glass.

Roof: The roof of the six upper floors will appear flat. However, it will extend over only that part of the sixth floor that holds a rooftop lounge and supporting spaces available to the public. Immediately adjacent will be an open-air pool and deck space enclosed by the full height parapet wall. The parapet wall will be punctuated with arched openings that preserve the architectural rhythm of the top level. The parapet edge will be simple corbelled brick similar to several historic buildings in the neighborhood.

3.3 **Design of Exterior Public Space:** The hotel will have its primary entrance on 3rd Avenue N. between the Monte Carlo Club and 2nd Street N. via a landscaped exterior open space that will replace the existing valet parking lot on the corner. As noted above, this will be a public space, privately owned and managed by the hotel for the New Hotel entrance, restaurant dining, and public seating. Attachment 1 includes more detail regarding this space.

4.0 GUIDELINE CITATIONS

4.1 Chapter 599, Heritage Preservation Regulations, Article VI: Certificate of Appropriateness

599.310. Purpose. Certificates of appropriateness are established to protect landmarks, historic districts and nominated properties under interim protection by providing the commission with authority to review and approve or deny all proposed alterations to a landmark, property in an historic district or nominated property under interim protection.

599.350. Required findings for certificate of appropriateness. (a) *In general.* Before approving a certificate of appropriateness, the commission shall make findings that the alteration will not materially impair the integrity of the landmark, historic district or nominated property under interim protection and is consistent with the applicable design guidelines adopted by the commission, or if design guidelines have not been adopted, is consistent with the recommendations contained in The Secretary of the Interior's Standards for Rehabilitation, except as otherwise provided in this section.

(b) *Destruction of any property.* Before approving a certificate of appropriateness that involves the destruction, in whole or in part, of any landmark property in an historic district or nominated property under interim protection, the commission shall make findings that the destruction is necessary to correct an unsafe or dangerous condition on the property, or that there are no reasonable alternatives to the destruction. In determining whether reasonable alternatives exist, the commission shall consider, but not be limited to, the significance of the property, the integrity of the property and the economic value or usefulness of the existing structure, including its current use, costs of renovation and

feasible alternative uses. The commission may delay a final decision for a reasonable period of time to allow parties interested in preserving the property a reasonable opportunity to act to protect it.

599.360. Certificate of appropriateness conditions and guarantees. (b) *Mitigation plan.* The commission may require a mitigation plan as a condition of any approval for demolition or relocation of a landmark, property in an historic district or nominated property under interim protection. Such plan may include the documentation of the property by measured drawings, photographic recording, historical research or other means appropriate to the significance of the property. Such plan also may include the salvage and preservation of specified building materials, architectural details, ornaments, fixtures and similar items for use in restoration elsewhere.

(c) *Additional conditions and guarantees.* The commission may impose such conditions on any certificate of appropriateness and require such guarantees as it deems reasonable and necessary to protect the public interest and to ensure compliance with the standards and purposes of this chapter.

4.2 Warehouse Historic District Design Guidelines: The guidelines and the staff analysis are included in the Analysis section of this report in Section 6.0.

4.2.1 Warehouse Historic District Design Guidelines for Rehabilitation:

1. Masonry repair:
   - A. No exterior sandblasting is permitted.
   - B. Chemical cleaning is not permitted on glazed brick, glazed terra cotta, limestone, marble or other masonry material susceptible to damage from chemical exposure.
   - C. Repointing of masonry joints shall be done with a mortar composition and color to match original mortar, joints shall be tooled to match original profile.
2. Storefronts:
   - A. Wherever existing storefronts remain, critical details shall be retained, e.g., cast iron columns, wood molding, trim, terra cotta ornament.
   - B. Modifications to entries shall be permitted as required for the adaptive reuse of the buildings. Modifications shall be constructed with materials to match original storefronts.
   - C. Handicap accessibility shall be done within the building where ramping with guard rails is required on street facades. Appropriate modifications to the facade will be permitted for on-grade access.
   - D. New storefronts will be permitted where original storefronts have been removed. New storefronts shall replicate original where

historical photos exist or be designed in the spirit of the original buildings with characteristics as follows:

- Clear glass
- Transoms over storefront
- Recessed entry doors
- Raised panels below storefronts
- Use of historic columns compatible with the buildings and era
- Storefronts shall be divided into bays corresponding with the window bay pattern above. Bays may be divided with brick, cast iron, terra cotta panels or other historically compatible materials.

3. Window replacement:
   A. Windows which have unique architectural or historically significant details which cannot be duplicated must be retained.
   B. Window replacement other than item A shall be permitted if original windows are badly deteriorated or provide inadequate thermal performance. (Use of interior storm windows shall be encouraged.)
   C. Replacement windows may be wood or aluminum. Window paning shall be provided to replicate existing wood moldings.
   D. Replacement windows must have a true offset, single- or double-hung operation. (They need not be operable.)
   E. Replacement windows will have a paint finish. (Anodized windows will not be permitted.)
   F. Replacement windows shall have clear glass unless historical documentation suggests otherwise.
4. Roofing.
   A. Modern roofing materials will be permitted on flat roofs.
   B. Original copings on street facings shall be retained or replaced. Metal coping with a paint finish will be permitted as replacement for brick copings on common walls.
   C. Roof top additions which project above parapet walls such as deck, skylights, penthouses, and mechanical equipment shall be set back from the primary building or street facades at least one structural bay.
5. Dropped interior ceilings.
   A. Interior dropped ceilings shall be held away 5'0" from exterior window when they drop below the existing window head.
6. Removal of historical fabric.
   A. Selective removal of original building materials is allowed when deterioration has occurred or for remodeling as part of an adaptive reuse. HPC approval is required to remove any historic building materials.

7. Health and safety code requirements.
   A. Exterior alterations required by health and safety codes also require HPC review. When necessary, the HPC can argue for exceptions to the building code when life safety issues are not involved.

4.2.2 Warehouse Historic District Design Guidelines for Infill Construction:

1. Decision intent.
   A. The intent of these guidelines is for infill construction which characterize a masonry loading bearing building and not a contemporary curtain wall structure. The existing warehouse buildings followed early commercial ideas for tall buildings which emulate the classic column with a defined base, shaft, and capital. Creative design concepts are not discouraged.
2. Building massing (General footprinting and shape).
   A. Building outline.
      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.
      c. Buildings which do not require a footprint as large as the site may utilize courtyards or atrium on the interior of the lot.
   B. Building shape.
      a. The building shall be rectangular in shape and volume. Step backs at the upper floors on street facades will not be allowed.
   C. Building height.
      a. Minimum height: 2 stories.
      b. Maximum height: 10 stories.
      c. A story shall be defined as follows:
         (1) First story: 14-18'0" floor to floor.
         (2) 2-10 story: 10-12'0" floor to floor.
         Deviation in story height will not allow additional stories.
3. Street facade.
   A. Building material.
      a. Primary facing material shall be dark brown or red unglazed brick.
      b. Corner buildings shall have dark brown or red unglazed brick on both facades.
      c. The brick shall be modular in size (3 courses per 8").
   B. Criteria for storefront option.

a. The first story storefront shall be divided into bays by masonry piers which correspond with window openings above.
b. Storefront design shall be complimentary to existing buildings.

C. Windows.
a. Windows shall be a series of rectilinear openings separated by masonry piers. Window openings shall not exceed a single structural bay in width. These may be single or pairs of windows separated by masonry piers.
b. Continuous horizontal or vertical bands of windows will not be permitted.
c. Window height shall be three times its width as applied to a single window unit.
d. Window frames shall have a paint finish.
e. Window glass shall be clear.
f. Windows shall be true single- or double-hung. (Operable windows are not required.)
g. Windows will be set back from the brick face a minimum of one brick width.

D. Building entrances.
a. Building entrances shall be incorporated into storefronts or may be a special design feature such as Butler Square.

F. Accent banding.
a. The brick facade shall be articulated by horizontal accent bands of brick detail, stone, terra cotta pre-cast, cast iron, exposed steel, pressed metal, or other suitable materials.

4. Side or rear walls.
A. Building materials: Light common brick shall be the primary facing materials. (Simple unembellished designs will be encouraged.)
a. Window openings
(1) Window openings shall be of a punched nature.
(2) Window design shall be the same as 2-C.
(3) Windows within interior court and not visible from the street have no restrictions.
b. Interior court yards not viewed from the street will not have design restrictions.

5. Elevators.
A. Exterior glass enclosed elevators or other high tech design elements will not be permitted.

6. Roofs.
A. The roof shall be flat with parapet walls.

B. Roof top mechanical equipment shall be set back from front exterior walls a minimum of one structural bay.
C. Penthouses and stair towers will be set back one structural bay from a street facade.

4.3 U.S. Department of the Interior, National Park Service, National Register Criteria: National Register criteria define, for the nation as a whole, the scope and nature of historic and archeological properties that are to be considered eligible for listing in the National Register of Historic Places.

Criteria for Evaluation: The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

a. That are associated with events that have made a significant contribution to the broad patterns of our history: or
b. That are associated with the lives of persons significant in our past: or
c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
d. That have yielded, or may be likely to yield, information important in prehistory or history.

Criteria Considerations: Ordinary cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

a. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
b. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
c. A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
d. A cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
e. A reconstructed building, when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or

g. A property achieving significance within the past 50 years if it is of exceptional importance.

4.4 National Park Service, Secretary of the Interior Standards for Rehabilitation: The following are selected standards that are applicable to the Project. The next section examines Project consistency with these Standards.

4.4.1 Masonry: Brick, stone, terra cotta, concrete, adobe, stucco, and mortar:

Recommended:

- Identifying, retaining, and preserving masonry features that are important in defining the overall historic character of the building such as walls, brackets, railings, cornices, window architraves, door pediments, steps, and columns; and joint and unit size, tooling and bonding patterns, coatings, and color.

Not Recommended:

- Removing or radically changing masonry features which are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Design for Missing Historic Features

- Introducing a new masonry feature that is incompatible in size, scale, material, and color.

4.4.2 Windows:

Recommended:

- Identifying, retaining, and preserving windows and their functional and decorative features that are important in defining the overall historic character of the building. Such features can include frames, sash, muntins, glazing, sills, heads, hoodmolds, paneled or decorated jambs and moldings, and interior and exterior shutters and blinds.

Design for Missing Historic Features

- Designing and installing new windows when the historic windows (frame, sash and glazing) are completely missing. The replacement windows may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the window openings and the historic character of the building.

Alterations/Additions for the New Use

- Designing and installing additional windows on rear on other non-character-defining elevations if required by the new use. New windows openings may also be cut into exposed party walls. Such design should be compatible with the overall design of the building, but not duplicate the fenestration pattern and detailing of a character-defining elevation.

Not Recommended:

- Removing or radically changing windows which are important in defining the overall historic character of the building so that, as a result, the character is diminished.
- Changing the historic appearance of windows through the use of inappropriate designs, materials, finishes, or colors which radically change the sash, depth of reveal, and muntin configuration; the reflectivity and color of the glazing; or the appearance of the frame.

Design for Missing Historic Features

- Introducing a new design that is incompatible with the historic character of the building.

Alterations/Additions for the New Use

- Installing new windows, including frames, sash, and muntin configuration that are incompatible with the building's historic appearance or obscure, damage, or destroy character-defining features.

4.4.3 **New Additions to Historic Buildings:** Because such expansion has the capability to radically change the historic appearance, an exterior addition should be considered only after it has been determined that the new use cannot be successfully met by altering non-character-defining interior spaces. If the new use cannot be met in this way, then an attached exterior addition is usually an acceptable alternative. New additions should be designed and constructed so that the character-defining features of the historic building are not radically changed, obscured, damaged, or destroyed in the process of rehabilitation. New design should always be clearly differentiated so that the addition does not appear to be part of the historic resource.

Recommended:

- Constructing a new addition so that there is the least possible loss of historic materials and so that character-defining features are not obscured, damaged, or destroyed.
- 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.
- Designing new additions in a manner that makes clear what is historic and what is new.

- Considering the attached exterior addition both in terms of the new use and the appearance of other buildings in the historic district or neighborhood, design for the new work may be contemporary or may reference design motifs from the historic building. In either case, it should always be clearly differentiated from the historic building and be compatible in terms of mass, materials, relationship of solids to voids, and color.
- Designing additional stories, when required for the new use, that are set back from the wall plane and are as inconspicuous as possible when viewed from the street.

Not Recommended:

- Expanding the size of the historic building by constructing a new addition when the new use could be met by altering non-character-defining interior spaces.
- Attaching a new addition so that the character-defining features of the historic building are obscured, damaged, or destroyed.
- Designing a new addition so that its size and scale in relation to the historic building are out of proportion, thus diminishing the historic character.
- 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.
- Imitating a historic style or period of architecture in new additions, especially for contemporary uses such as drive-in banks or garages.
- Designing and constructing new additions that result in the diminution or loss of the historic character of the resource, including its design, materials, workmanship, location, or setting.
- Using the same wall plane, roof line, cornice height, materials, siding lap or window type to make additions appear to be a part of the historic building.
- Designing new additions such as multistory greenhouse additions that obscure, damage, or destroy character-defining features of the historic building.
- Constructing additional stories so that the historic appearance of the building is radically changed.

4.4.4 Building Site

Recommended:

- Identifying, retaining, and preserving buildings and their features as well as features of the site that are important in defining its overall historic character. Site features can include driveways, walkways, lighting, fencing, signs, benches, fountains, wells, terraces, canal systems, plants

and trees, berms, and drainage or irrigation ditches; and archeological features that are important in defining the history of the site.

- Retaining the historic relationship between buildings, landscape features, and open space.

Alterations/Additions for the New Use

- Designing new onsite parking, loading docks, or ramps when required by the new use so that they are as unobtrusive as possible and assure the preservation of character-defining features of the site.

Not Recommended:

- 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.

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.

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 2nd 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 faced (along North 2nd Street) should be in accordance with the Secretary of Interior Standards.

5. **New construction:** The Secretary of the Interior 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. It is not "a masonry loading bearing building" 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.

7. **Building integrity:** There is considerable risk that the changes proposed to the building in this application would harm the physical 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.

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."

10. **Building height, massing, 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 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.

11. **Curtain wall construction:** The District Guidelines specifically discourage curtain wall 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. 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:** 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.

13. **Demolition to create 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."

14. Windows: The new fifth floor will have floor-to-ceiling windows on all four sides, which is prohibited by the Guidelines. 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

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 as 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.

16. **Green space/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.

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.

6.0 STAFF RECOMMENDATION:

The Community Planning and Economic Development Department—Planning Division recommends that the Minneapolis Heritage Preservation Commission **adopt** the above findings and **deny** the Certificate of Appropriateness for New Construction, Rehabilitation, and Demolition for the rehabilitation as a new hotel of the Northwestern Building, which is a component of the Pacific Development Project to be located at 215-223 2nd St. N

CITY OF MINNEAPOLIS
CPED PLANNING DIVISION
HERITAGE PRESERVATION COMMISSION STAFF REPORT
Certificate of Appropriateness for a Component of the Pacific Development Project:
Rehabilitation of the Northwestern Building as a new hotel at 215-223 2nd St. N.

Attachments Common to all Pacific Development Applications (Printed separately)

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

Attachments Specific to Subject Application and Included Herein:

1. Applicant's application for the Certificate of Appropriateness: Description of subject project
2. Applicant's application for the Certificate of Appropriateness: Description of subject project consistency with HPC Guidelines and the Secretary of the Interior's Standards
3. Excerpts from an email (10/16/06) from Charlene Roise and photo

PD 3

ATTACHMENT 1

Application for Certificate of Appropriateness

Description of Rehabilitation of Northwestern Building as a New Hotel

1. New Building and Expected Uses

The Northwestern Building will be rehabilitated as a hotel ("**New Hotel**"). The new use will require redesign of the west elevation, which is now a secondary facade, and the construction of six additional stories above the west half of the Northwestern Building. (See Attachment E: Project Plans.) The parking lot at the corner of 2nd Street N. and 3rd Avenue N. will be incorporated in the New Hotel.

2. Northwestern Building History and Description

a. 219-223 Portion of Northwestern Building (1912)
The 66-foot by 162-foot, four-story, four-bay warehouse at 219-223 2nd Street N. was constructed for the Northwestern Glass Company in 1912. It was designed by the Minneapolis firm of Bertrand & Chamberlin (George E. Bertrand and Arthur B. Chamberlin) and built by James Leck & Company in the Chicago Commercial Style. It is composed of reinforced concrete and twelve-inch brick curtain walls. The principle facade appears to be completely unaltered except for replacement windows in the original openings. All windows are wrapped by a string/belt course brick except the ornamental window above the main entrance that has a soldier course. All these windows are underlined by a continuous stone sill. Chicago style windows decorate the second, third, and fourth stories while picture and hood windows are present on the main floor. The walkup entrance is through a simple round contrasting brick arch accented by a stone hood with brick brackets. A stone cornice crowns the facade.

b. 215-219 Portion of Northwestern Building (1923)
The 66.3-foot by 162.8-foot, four-story, four-bay warehouse at 215-219 2nd Street N. was constructed for the Northwestern Glass Company in 1923 as an addition to its warehouse at 219-223 2nd Street N. It was designed by the Minneapolis firm of Bertrand & Chamberlin (George E. Bertrand and Arthur B. Chamberlin) and built by Farnam Construction Company in the Chicago Commercial Style. It is composed of reinforced concrete and twelve-inch brick curtain walls. The principle facade appears to be completely unaltered except for replacement windows in original openings. All windows are wrapped by a string/belt course brick except the ornamental window above the main entrance that has a soldier course. All these widows are underlined by a continuous stone sill. Chicago style windows decorate the second, third, and fourth stories while picture and hood windows are on the main floor. The walkup entrance is through a simple round brick arch accented by a stone hood with brick brackets. A stone cornice crowns the facade.

c. Comments on the Entire Building

Fenestration on the easterly and southerly sides of the Northwestern Building has encountered substantial alteration. Sanborn Insurance Atlases show from 1924-1951 that each easterly facade floor had three evenly spaced steel-shuttered windows, and that one was present on the 2nd Avenue N. side of the southerly facade.

Fenestration on the westerly and northerly sides of the Building has encountered substantial alteration as well. Sanborn Insurance Atlases show from 1924-1951 that each westerly facade floor had two steel-shuttered windows in the middle, and two existed on the northerly elevation.

None of the original windows, steel shutters, or openings appears to remain. Large swathes of the brick curtain walls, the rear facade, and the east and west facades were removed and filled with modern window units. The recessed loading dock facility at the rear of the Building has been enclosed.

3. New Hotel Overall Design

The New Hotel will have 133 guest rooms and a host of other guest amenities including lobby, lounges, restaurant, spa and pool facilities, special events space, meeting rooms, an interior courtyard, and green roof terrace space. To describe the New Hotel's character, it is important to understand the philosophy of the hotelier partner, HK Hotels: to provide a high level of service to users and to vest the New Hotel with a unique personality and neighborhood charm. HK Hotels shuns the predictable chain-hotel character in favor of an intimate environment that is a hotel in the classic sense: to be a community center of hospitality. Guests are intended to feel as if they have been welcomed into a large, gracious home in the middle of the city.

The New Hotel will have its primary entrance on 3rd Avenue N. between the Monte Carlo Club and 2nd Street N. via a landscaped, exterior open space that will replace the existing valet parking lot on the corner. This public space will be privately owned and managed by the New Hotel for the Hotel entrance, restaurant dining, and public seating. The space will support new urban uses – not parking – while maintaining the pre-existing open, unbuilt area and exposure of the Monte Carlo Club that has been a Project Site condition for 60-plus years.[1] (See Attachment E: Project Plans.)

Public access to the Northwestern Building will be preserved at the two existing arched entrances on 2nd Street N. The westerly entry will access the New Hotel's restaurant and the easterly entry will access a leaseable, first-level retail space. Vehicular service access for all components of the New Hotel operation will be from The Pacific Development's proposed interior-block Parking Ramp, which will provide loading areas with direct access to "back of house" functions.

[1] City building records indicate that a fire station on this site was torn down in 1938.

The New Hotel will consist of four components described more fully in the paragraphs that follow: the rehabilitated Northwestern Building, a new adjacent four-story building envelop and entry on the 3rd Avenue N. side of the Northwestern Building, a new six-story upper volume built over the preserved Northwestern Building, and the developed exterior landscape space along 3rd Avenue N. (See Attachment E: Project Plans.)

4. Design of Northwestern Building Rehabilitation

2nd Street N. Facade

The exterior building face along 2nd Street N. will be rehabilitated in accordance with the North Loop District Guidelines and the Secretary's Standards. 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.

b. 3rd Avenue N. Side Elevation

Existing windows and brick will be removed down to the raw structural concrete frame with the exception of the first structural bay nearest to 2nd Street N. The original construction infill brick of this first bay will remain and be cleaned using the gentlest means possible to remove subsequent layers of brown paint. A new structural frame will be positioned to the west in front of the original side of the Building. This frame will address some New Hotel functional requirements: additional depth for double occupancy-type guest rooms, guest room balconies and an entry arcade at the ground level that addresses the existing discrepancy in first floor elevation. The first bay of the new frame will be open to reveal the existing building side behind it. (See Attachment E: Project Plans.)

c. South Alley Elevation

Existing building elements – windows and brick, etc. – will be removed down to the raw structural concrete frame. The concrete structure will be cleaned using the gentlest means possible to remove paint. New operable metal window units and brickwork will infill the structural frame. (See Attachment E: Project Plans.)

d. Floor Plate Modifications for Functional Hotel Plan

The proposed reuse of the Northwestern Building as a New Hotel requires a narrower floor plate width than exists in the Building. An optimal hotel guestroom layout reusing the Northwestern Building will be accomplished by creating an interior atrium in the middle of the Building. Twelve bays from the east half of the Building will be removed while leaving the east exterior wall frame and brick infill exposed to the new atrium. (The Northwestern Building floor plate comprises 72 structural bays.) This configuration will create a suitable depth for a U-shaped, double-loaded corridor hotel

layout with natural light penetration into the building on three sides, both at the Building's interior and its exterior. (See Attachment E: Project Plans.)

The City has acknowledged the difficulty of redeveloping large floor plates in certain historic warehouse buildings. The *Minneapolis Warehouse Preservation Action Plan* (September 1998) specifically mentions the Northwestern Building when discussing how structures with extra large floor plates are difficult to adapt for office or residential use. Given the difficulty of adaptive reuse, creating the interior atrium space is appropriate. Atriums have been allowed in other projects following the Secretary Standards.

Hotel guest rooms in the Northwestern Building portion of the New Hotel will be characterized by high ceilings, exposed bell columns, and combined operable and large, fixed picture windows in keeping with the current fenestration pattern. The Hotel lobby and restaurant at the street level will also feature the tall ceilings and historic, structural concrete bell columns in its design.

e. Integration with New Hotel Construction

Architectural integration with additional New Hotel construction will require several interventions inside the Northwestern Building. First, ten new structural concrete columns will be introduced to support six floor plates stacked above the west half of the Northwestern Building. The new concrete columns will penetrate the existing concrete floor plates and will be differentiated from existing columns as simple smooth rounds with no cap expression. Second, several new or revised vertical cores will be required for stairways, elevator shafts, and mechanical and electrical chases.

5. Design of Four-Story Building Envelop and Entry

a. Site and Building Massing

A new four-story structural frame and building envelop will be erected just west of the Northwestern Building side elevation that flanks 3rd Avenue N. This frame will address several New Hotel functional requirements: additional depth for double occupancy-type guest rooms, guest room balconies, and an entry arcade at the ground level that handles the existing discrepancy in first floor elevation. (See Attachment E: Project Plans.)

The large frame-like nature of this new building envelop is intended to evoke the side lot architectural vocabulary of the neighborhood while creating a new face for the Hotel. By design, the building does not front 3rd Avenue N. directly but will be set back approximately 50 feet. This is an opportunity to treat the face not as a street facade but to explore the equally powerful vocabulary of the off-street sides of a building, an approach that is appropriate given the facade's initial role as a party wall and, after 1938, a secondary facade.

The new frame and building envelop will relate directly to the height and floor alignment of the Northwestern Building. The new frame will create a thin edge element along 2nd Street N. that will turn the corner and form the new building face along 3rd Avenue N. There will be a slight separation between old and new construction. The new frame and building envelop will widen by about eight feet over the 162-foot length of the Northwestern Building thereby forming the required additional depth described above. This slight skew in plan is intended to add to the spatial dynamic of the exterior public space described below. (See Attachment E: Project Plans.)

The first structural bay of the new frame nearest to 2nd Street N. will be open to reveal the existing Northwestern Building side behind it. The Building's original fabric infill brick of this first bay will remain and be cleaned using the gentlest means possible to remove subsequent layers of brown paint. The following eight bays will provide small balconies at each guest room to continue the rhythm of the open frame. Behind the frame, the existing Northwestern Building windows and brick will be removed down to the raw structural concrete frame to accommodate floor plate expansion.

The massing design of the new building face coupled with the site setback is intended to invoke an architectural dialogue between the New Hotel and the existing Colonial Warehouse Building directly across 3rd Avenue N. and to embolden a new urban space in between. The 220-foot long, five-story, yellow brick Colonial Warehouse, with its nine, super-arched bays will be matched with a non-identical yet responsive foil in the New Hotel facade. The proposed 162-foot long New Hotel will be divided into nine smaller bays. Each bay will be approximately 50% brick and 50% window aperture to advance an architecture of solid masonry with punched openings consistent with the traditional language of the North Loop neighborhood. At the street level, the openings will be arched with the springline at 12 feet above typical grade. While these arches provide a tall first-story expression for the New Hotel, they will be diminutive and human-scaled in comparison to the heroic, two-story arches of the Colonial Warehouse. (See Attachment E: Project Plans.)

b. Exterior Materials

The four-story base of the New Hotel will be built with brick to match the texture and feel of the Colonial Warehouse across the street. The brick will be a yellow-hued Modular Glasgow Blend by Belden Brick or equal. (See Attachment F: Binder of Material Specifications and Attachment G: Box of Material Samples.) This particular selection is characterized by its irregular, semi-eroded, yet crisp face, quizzically like hand-packed sedimentary stone. Mortar will be matched to the brick color and joint width may be minimized or struck flush – techniques to increase the sense of monolithic wall frequently observed in historic buildings in this neighborhood. Arched openings at the street level will be actual brick-arched using centering false works. (See Attachment E: Project Plans.)

c. Windows and Doors

Storefront windows and doorways at the street level will be arched. Windows at the guest room levels will run full length from floor to ceiling. Window operation may either be sliding or casement style; the selection is yet to be determined. Frames will be as minimal in thickness as possible to heighten elegance and increase the light available to the interior spaces beyond. Frames will be either black anodized or black powder-coated in finish. All door and window glazing will be clear, non-tinted, non-reflective glass. Final window and door designs will comply with the Secretary's Standards. (See Exhibit F: Binder of Material Specifications.)

d. Roof

The roof of the four-story base will be flat and incorporate a parapet at guardrail height to allow rooftop occupancy. The parapet edge will be very simple capped brick to invoke the vocabulary of the no-nonsense side elevations of buildings in the area.

6. Design of Upper Six-Stories

The upper six stories of the New Hotel will be set back approximately 12 feet from the 3rd Avenue N. frontage of the four-story base. Its 64-foot by 128-foot floor plate will sit on ten concrete columns that extend through the structure of the west half of the Northwestern Building. This gives the upper floors the impression of being a special building element poised on top of a plinth that is more contextually part of the neighborhood fabric – a difference that allows the upper floors to be handled with more architectural abstraction. To push this difference, a definite change will be made in material color, texture, and window pattern, moving from the context-matching color and coarser texture of the base toward a more obscure expression closer to the sky. (See Attachment E: Project Plans.)

The first upper floor level (the fifth floor of the New Hotel) will be programmed as Hotel common spaces: a special events space and a "club room" lounge. These spaces will access green roof terraces on top of the Northwestern Building. The next four levels will be Hotel guest rooms. The tenth (top) level will be a rooftop lounge and pool space. Although some of the tenth level spaces will be open air, a continuous building cornice line will be maintained above this level. The rhythm of window apertures at this level will continue similar to levels below although several arched openings adjacent to the pool area will be open frames without glass. (See Attachment E: Project Plans.)

a. Exterior Materials

The six upper levels of the New Hotel will be built with a brownish, smooth-faced, flash fired brick that is common to the North Loop neighborhood alternated with clear glass windows. The selected brick is Mountain Shadow Smooth by Sioux City Brick or equal. (See Exhibits F: Binder of Material Specifications and Exhibit G: Box of Material Samples.) Mortar will be matched to the brick color and joint width may be minimized – both techniques to increase the sense of monolithic wall frequently

observed in historic buildings in this neighborhood. The arched openings at the topmost level will be actual brick-arched using centering false works.

b. Windows and Doors

The entire fifth level of common spaces will feature operable floor-to-ceiling glass panels allowing at least 50% of the wall to open to the exterior. The same rhythm of structural bays will be preserved, but the high concentration of glass is intended to address the open, more public program at this level, make greater connection to outdoor terrace space, and visually separate the upper floors from the more solid building base.

Windows at the four guest room levels above will run full length from floor to ceiling and obey a subtle rhythmic logic within the building's established structural bay. (See Attachment E: Project Plans.)

Window operation may either be sliding or casement style. Window and door frames will project beyond the brick face so as to cast a shadow line upon the solid brick surface in an inverse relationship to the traditional window aperture typology of the neighborhood.

Windows and doorways at the topmost level will again be arched similar to those at the street level below. Frames will be as thin as possible to heighten elegance and increase light available to the interior spaces beyond. Frames will be either black anodized or black powder-coated in finish. All door and window glazing will be clear, non-tinted, non-reflective glass.

c. Roof

The roof of the six upper floors will appear flat. However, it will extend over only that part of the sixth floor that holds a rooftop lounge and supporting spaces available to the public. Immediately adjacent will be an open-air pool and deck space enclosed by the full height parapet wall. The parapet wall will be punctuated with arched openings that preserve the architectural rhythm of the top level. (See Attachment E: Project Plans.) The parapet edge will be simple corbelled brick similar to several historic buildings in the neighborhood.

7. Design of Exterior Public Space

The New Hotel will have its primary entrance on 3rd Avenue N. between the Monte Carlo Club and 2nd Street N. via a landscaped exterior open space that will replace the existing valet parking lot on the corner. As noted above, 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.)

The conceptual basis for the exterior space design relates to the loading dock typology found throughout the North Loop neighborhood. For example, the former loading dock across the street at the Colonial Warehouse Building functions well as open space for successful shops, cafes, and outdoor seating. Raised dock platforms and ramps, overhead canopies with diagonal building tie-backs, sliding doors, and overhead doors can be found at the fronts, sides, and backs of buildings throughout the North Loop area. To this day, some North Loop streets are framed by wide, curbless expanses from dock to dock, often paved with brick (once even treated wood blocks), that have been the work yards for the exchange of goods and services for generations.

Approximately 40% of the open space will be used for the daily activity of moving people and their goods in and out of the New Hotel. This area can be as spare as possible with the appearance of unfixed, movable landscape elements like a water trough and large "barrels" of flowers. The ground surface will be brick pavers. Curbing will be used as little as possible in favor of slight adjustments to the height of pavers or the placement of object barriers to define space and pathways. (See Attachment E: Project Plans.)

The other approximately 60% of the space will be the raised, dock-like feature to be used partially as outdoor cafe seating. (See Attachment E: New Project Plans.) The perimeter of this raised area, at the sidewalk edge, will be a continuous bench – also for public use – as a reinterpretation of the loading dock edge. The raised area will gradually terrace toward the finished floor height of the New Hotel's restaurant. These large, stepped areas are intended for loose chairs and benches. A light canopy of urban trees, such as Honey locust, will spring illicitly and somewhat randomly from the "cracks in the pavement." This dock area and its vegetation will provide a balancing foil in the space between the New Hotel and the Colonial Warehouse as a counterpart to the Monte Carlo Club within this newly defined urban space.

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Application for Certificate of Appropriateness

Rehabilitation of Northwestern Building as a New Hotel
HPC Guidelines and the Secretary of the Interior's Standards

Prepared by Charlene Roise, Hess, Roise and Company, September 7, 2006

INTRODUCTION

Rehabilitation work on the Northwestern Building will be discussed under the HPC Rehabilitation Guidelines; the remainder of the project will be discussed under the HPC Guidelines for Infill Construction. The design of the new construction is intended to balance traditional materials and modern design, taking cues from the surrounding historic district and reinterpreting them using a twenty-first-century vocabulary. This approach avoids direct imitation, which creates a false sense of history.

HPC REHABILITATION GUIDELINES

Masonry repair

Proposed repair and repointing will conform to HPC guidelines and the Secretary of the Interior's Standards.

Storefronts

No changes are proposed.

Window replacement

The existing replacement windows will be retained on the Second Street facade.

Roofing

The building has a flat roof. New construction on the roof is discussed in the "Infill" section below.

Dropped interior ceilings

Interior ceilings will not be dropped.

Removal of historic fabric

An interior atrium will be created, set several bays back from the Second Street facade. Some sections of the floor slabs will be removed to insert the structure needed to support the new stories and for mechanical chases. The new structure that is inserted will be

differentiated from the old—an interesting opportunity to compare old and new construction techniques. On the west side, most of the brick will be removed in association with the construction of a new exterior wall. Brick and infill will also be removed on the south wall; the concrete framework will be retained and new metal window units and brick walls will be installed.

Health and safety codes

No issues are identified at this time.

HPC GUIDELINES FOR INFILL CONSTRUCTION

Building Massing (General Footprinting and Shape)

Building Outline: The new construction has two main components: the tower above the building and the angled west facade, which overlays the building's original side wall and will become the hotel's main entry. Between the facade and Third Avenue is a driveway to the main entrance, a dining area, and public seating. This area has been vacant since 1938, when a late nineteenth-century fire station and stable were demolished. The "loading dock" plaza on the corner of Third Avenue and Second Street helps to connect the west facade to the street, as does the modern-day interpretation of historic elements in the landscaping—a "water trough" rather than a more traditional fountain for a water feature, flowers in barrels rather than ornate urns, and tree plantings that seem more like volunteers than rigid allées.

Building Shape: Although the guidelines require that buildings be "rectangular in shape and volume" and prohibit setbacks on upper floors, the podium and setback tower arrangement is better suited to the overall design of the Pacific project. The slightly angled Third Avenue facade creates an interesting tension with the historic district, with a transition between old and new provided by the northernmost bay.

Building Height: At ten stories, the building height is within the guidelines for new construction in the historic district. For specific floor heights, the guidelines require a floor-to-floor height 10' to 12' on upper stories. On most of the tower's floors, the floor-to-floor height is 10'. The penthouse level is 14'.

Street Facade

Building Material-Podium: The HPC guidelines state that primary facades "shall be dark brown or red unglazed brick." There are a number of historic buildings in the warehouse district, however, that feature lighter shades of brick, including the Colonial Warehouse directly across the street from the hotel. The blonde color of the brick proposed for the west facade should be acceptable. The use of matching

mortar and minimal joints could work, but a test panel should be constructed on-site and reviewed and approved by HPC staff.

Building Material-Tower: The elevation indicates that the walls will be of a smooth, brown brick. Dark masonry walls are visually weighty, possibly putting them in competition with the historic buildings in the vicinity, especially when juxtaposed against the lighter podium. A new building in a historic district should represent high-quality design from the era of its construction, but the design should defer to the original, contributing buildings in the district that establish the district's historic character.

Criteria for Storefront Option: The large arched openings along the first floor of the Third Avenue facade are a creative use of historic motifs in the area. The same is true of the canopy, which is modeled after historic loading dock canopies.

Windows-Podium: The large, floor-to-ceiling windows alternating with brick piers echo the underlying structure of the Northwestern Building. Minimizing the window frames further highlights this pattern. More detailed drawings at a later stage of the design process will give a better sense of whether the black color of the frames is appropriate.

Windows-Tower: A band of windows at the base of the tower announces a break between the podium, which is related to the historic district, and the new scale and treatment above. The fenestration pattern on the floors above is inspired by historic buildings in the area.

Building Entrances: Details of the entrances are not available at this point of the design process.

Accent Banding: There is no accent banding.

Side or Rear Walls

The tower's articulation is identical on all facades.

Elevators

Elevator shafts are not exposed on the exterior.

Roofs

The roof of the tower is ringed by a projecting cornice and appears to be flat, like historic buildings in the warehouse district. The roof covers only part of the top floor, however, with an outdoor swimming pool and patio occupying the remainder.

CONCLUSIONS

In finding a way to retain a majority of the historic Northwestern Building, the developer is making a noteworthy (and expensive) commitment to the preservation of the historic district that helps to mitigate the inevitable impacts to the district of new construction. The treatment of the west facade communicates the challenges and opportunities of integrating old and new design in a creative way. The tower's design has a similar potential; details developed later in the design process will be important in ensuring that it achieves this potential.

The entries on the Northwestern Building will continue to function as entries to the building, although they will no longer be the primary entrances. The building's primary entrance will be on what was historically a secondary facade, which was originally abutted, in part, by an adjacent building. The shift in orientation is an acknowledgement of the building's new use, which has access requirements that could not be easily accommodated by the historic entries. Improvements to the long vacant lot west of the building will create an amenity for the historic district.

ATTACHMENT 3

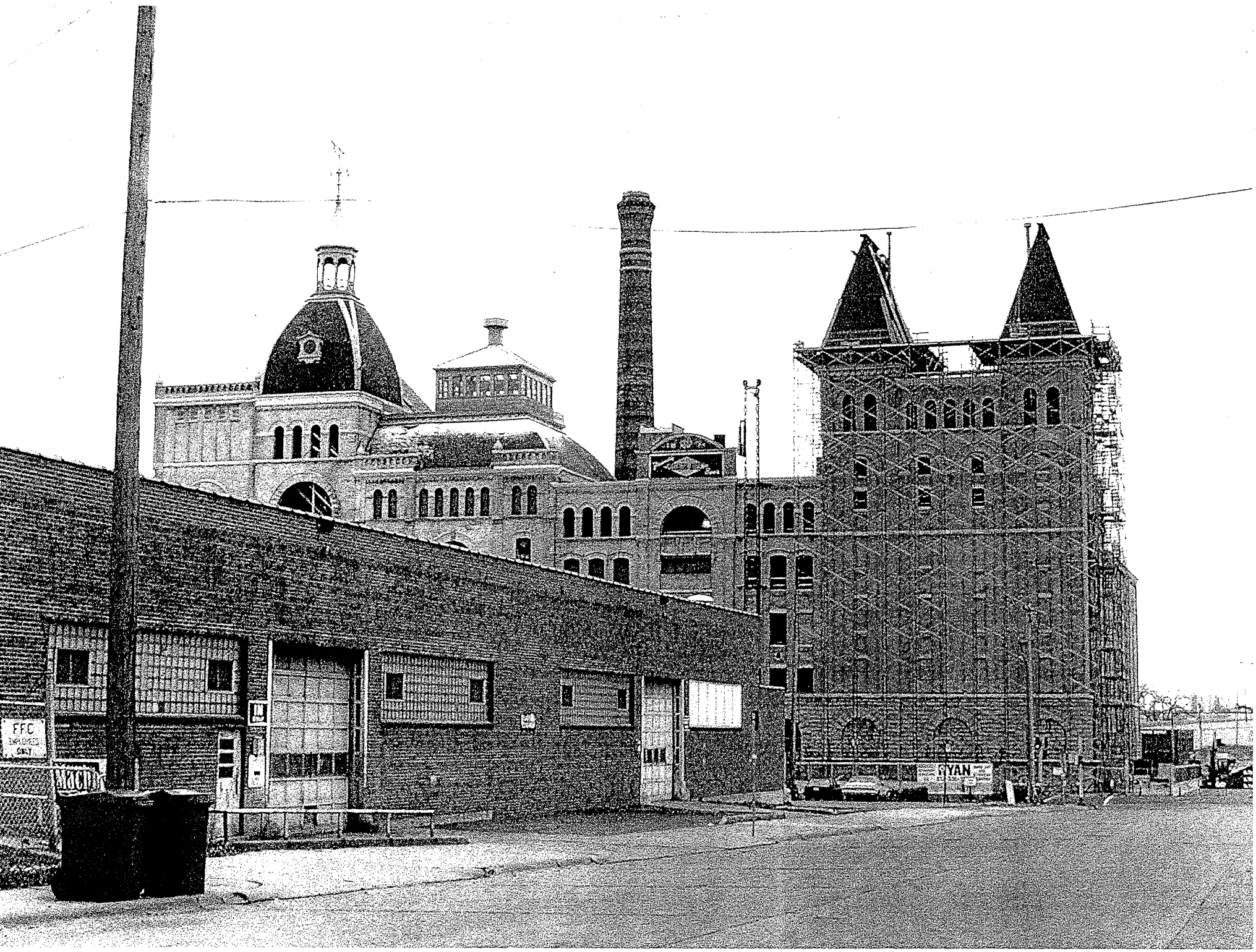
Excerpts from an email (10/16/06) from Charlene Roise of Hess, Roise and Company, to Michael Orange:

- The Northwestern Building's Third Avenue facade is secondary, and has changed over time. If a building has to be altered to accommodate a new use, it is preferable to change secondary facades. On the Grain Belt Brewhouse, for example, even though the Thirteenth Street facade is pretty fancy, the developer was allowed to open up arches and make them into windows, even though the arches had not been open historically; new windows were cut into that wall as well. In fact, new window openings were allowed on the Marshall (primary) facade in locations where they were "architecturally defined" (they are being cut into the area with scaffolding in the attached photo). Without these alterations, the reuse would not have been feasible. On the Northwest Building's Third Avenue facade, 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 form, will remain.

- It would be inappropriate to model the new design for the Third Avenue facade after the Second Street facade. Although the Third Avenue side will become a "front," it was not that historically. The design of the Third Avenue facade should be distinguishable as a product of the period in which it obtained this new role; namely, the twenty-first century.

- While it would be preferable to have the Second Street facade remain the primary access to the building, this is not possible with the proposed reuse (and it would be problematic with any reuse I can envision). The front entries have stairs and are not accessible; modifying them to become accessible would have a big impact on the appearance of that facade. In addition, the traffic associated with a hotel could not be accommodated on Second Street without dedicating a good part of the street to that use. Moving the entry to Third Avenue avoids both problems.

- [As regards the justification for the angled wall], . . . although the angle might have been inspired by the angled walls along the railroad corridor, the building is not along the railroad corridor, and there is no precedent for an angled wall at the site. Here is where a person has to make a judgment call on how much latitude should be allowed for new design. The Standards, of course, make it clear that a property should be a physical record of its time, place, and use. The project is a rehabilitation, which allows the greatest latitude of the four treatment standards. The new use justifies and demands a certain amount of new design. . . . In retaining the underlying grid of the concrete frame and keeping the first bay transparent, the wall refers to the historic structure and sort of grows out from it as the angle extends to the southwest. In its cockiness, it does draw attention to itself. But I guess I'm ready for a little playfulness in new design after seeing the incredibly uninspired design that has come from the more conservative interpretation of the Standards.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PD # 4
11-28-06

CITY OF MINNEAPOLIS
CPED PLANNING DIVISION
HERITAGE PRESERVATION COMMISSION STAFF REPORT

FILE NAME: Component of the Pacific Development Project—a new 28-story, 210-unit, condominium building (28-Story Condo Building) at 212-216 2nd Ave. N. and part of 219 2nd St. N.
DATE OF APPLICATION: Determined to be complete on 10/11/06.
APPLICANT: Walter H. Rockenstein II, attorney for the Developer, Pacific Flats, LLC; Faegre and Benson LLP, 2200 Wells Fargo Center, 90 S. 7th St., Mpls., MN 55402-3901; voice: 612-766-7208, fax: 612-766-1600, email: wrockenstein@faegre.com
DATE OF HEARING: 11/14/06, continued to the 11/28/06 hearing
HPC SITE/DISTRICT: Local district: North Loop Warehouse Local District (established, 9/19/78); National Register of Historic Places District: Minneapolis Warehouse Historic District (established in 1989)
CATEGORY:

- **North Loop Local Warehouse District (a portion of the building will be within the District):**
  1. Linkage of building, structures, lands and space, a majority of which continue to exist in there original location and are distinguished by architectural quality and aesthetic appeal.
  2. Arouses a sense of time (history) and space (attractive special quality)
  3a. Contains a concentration of structures of superior workmanship.
  3b. Contains a number of structures which display the distinguishing characteristics of an architectural type reflective of a style and method of construction.
  5. Has a sense of visual cohesion expressed through a harmony of related details, architectural or otherwise, based upon elements of quality (aesthetic) as:
     a. Continuity of architectural factors (style, proportion, color, size, scale and materials);
     b. Concentration or clustering of structures.
- **National Register of Historic Places Registration Form:** Categories are Event and Architecture/Engineering. Areas of Significance are Architecture, Commerce, and Transportation. Historic Functions are Commerce/Trade, Industry/Processing/Extraction, Manufacturing Facility, Specialty Store, and Warehouse. 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.

PERIOD OF SIGNIFICANCE: National Register District: 1850-1874, 1875-1899, 1900-1924, 1925-1949.
CLASSIFICATION: Certificate of Appropriateness for New Construction, Sign and Awning (demolition of the Gehl-Dolphin Building at 212-216 2nd Ave. N. is subject of separate application)
STAFF INVESTIGATION AND REPORT: J. Michael Orange (voice: 612-673-2347; facsimile: 673-2728; TDD: 673-2157; e-mail: michael.orange@ci.minneapoli.mn.us)
PRINT DATE: 11/21/06

1.0 PROJECT DESCRIPTION

1.1 Summary of the entire Pacific Development Project: The following is a summary of the description of the entire Pacific Development Project (PD Project) and its three

phases. The applicant submitted seven separate applications to the Minneapolis Heritage Preservation Commission (HPC) listed below. As a part of the staff reports for all seven of these applications is a separately printed collection of attachments that apply to all or most of the Project components. A glance at the list of attachments at the end of this report will aid in locating the appropriate attachment.

There are four contributing historic buildings on the Pacific Block, one of which has already been rehabilitated—the Pacific Flats Building. The developer proposes to rehabilitate two other historic buildings on the block—the Monte Carlo building and the Lowry-Morrison Building. Major modifications and reconstruction are proposed to the fourth historic building on the block—the Northwestern Building. The developer also proposes to demolish noncontributing buildings and replace those sites with new constriction. In addition, new construction is also proposed for the existing surface parking lots on the block.

The Project will encompass approximately 595,000 square feet of developed floor space, with an additional area of approximately 258,000 sq. ft. of structured parking. The Project will include approximately 327 condominium units; a ten-story, 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 existing Monte Carlo Club, and a medical clinic. The proposed residential component comprises two residential condominium towers—the 18-Story Condo Building on Washington Avenue North, and the 28-Story Condo Building whose major axis parallels 2nd Street N. with an eight-story wing along 2nd Avenue North. Both buildings will have retail uses at the street level.

A structured parking ramp is proposed to be located in the interior of the Pacific Block in the location of an existing alley and existing surface parking lots. 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 portion of the structured parking behind the Monte Carlo Club between the New Hotel and the Pacific Flats Building.

The following describes the components of the PD Project and identifies the applicable HPC applications (identified as PD 1 through 7):

- **PD1—Monte Carlo Pocket Park:** Construct the Monte Carlo Club Pocket Park on the vacant northern portion of the Pacific Flats building parcel at 218-228 Washington Ave. N.
- **PD2—Lowry-Morrison Rehab:** Rehabilitate the deteriorating Lowry-Morrison Building, a contributing building at 200-204 Washington Ave. N.

- **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.
- **PD5—Auto Repair Garage Demo:** Demolish the Carriage House Building/Auto Repair Garage, a non-contributing building at 206-208 Washington Ave. N.
- **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. The project includes the demolition of the Auto Repair Garage (the subject of a separate application, PD5), a non-contributing building at 206-208 Washington 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.

The applicant proposes to build the Project in three phases:

Phase 1:

- Construction of the pocket park between the Monte Carlo Club and Pacific Flats Building
- Rehabilitation of the Northwestern Building into the New Hotel
- Construction of the parking and retail bases of the 18-Story Condo Building and of the 28-Story Condo Building
- Interior build-out of the upper two floors of the Pacific Flats Building (not part of this HPC application)

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)
- Construction of the second pocket park behind the Lowry-Morrison Building

1.2 Description of the project:

The applicant is proposing to construct a new, 28-story, 210-unit, mixed-use condominium building on the site of the Gehl-Dolphin Building at the corner of 2nd Street N. and 2nd Avenue N. and on the adjacent parking lots to the northwest and south. The building will have two sections: the 28-story tower that will be oriented parallel to 2nd Street N., and an eight-story wing that will lie parallel to 2nd Avenue N. The 28-Story Condo Building will connect to the rest of the PD Project at the three below-grade levels, the at-grade level, and the four above-grade levels of the Parking Ramp. It will also connect to the roof terrace over the Parking Ramp.

Under the Minneapolis Zoning Code, the first story as portrayed in the elevations is counted as two stories because it includes a mezzanine floor and is 21 feet, 10 inches high to match the second floor level in the historic Northwestern Building. This exceeds 14 feet in height, which is the Zoning Code definition of a story. The height of the penthouse roof is nearly 312 ft. high. For simplicity, the building is referred to as having 28 stories except in the discussion regarding height effects.

2.0 CONTEXT

The following primary sources of information were consulted for this report:

- National Register of Historic Places (NRHP) Nomination Form and Registration Form (1989).
- "Warehouse Area Preservation Study," Minneapolis Planning Department, January 1978
- "Minneapolis Warehouse Preservation Action Plan," City of Minneapolis, September 1998.
- Warehouse Historic District Design Guidelines.
- Secretary of the Interior's Standards for Rehabilitation.
- Environmental Assessment Worksheet for the Pacific Block Development Project, approved by the City of Minneapolis, 9/1/06

2.1 Minneapolis Warehouse National Register District: The Minneapolis Warehouse Historic District, covering 150 buildings, was added to the National Register of Historic Places (NRHP) in 1989 (see Exhibit 2 in Attachment A). The NRHP Nomination Form states the following:

"The District is characterized by its historic 6-8 story warehouses which once formed a thriving and prosperous commercial neighborhood adjacent to the central business district of Minneapolis. Consisting of some 62 structures, covering about 7 square blocks the District is notable for its cohesiveness of architectural styles well as for the extent to which the structures have remained unaltered. Most of the warehouses in the District were built in the Chicago Commercial Style. The exterior facades reflect the structural support system

within and the ornamentation is usually minimal. The warehouses are rectangular, built up to the property line, and built of brick and stone. . . ."

"The district is historically significant for its association with the burgeoning railroad transportation network, which in the late nineteenth century, connected Minneapolis with the upper Midwest and the rest of the country. During this period, the area north of Minneapolis' central business district was established as an area of concentrated warehouse activity for the wholesale storage and shipment related to milling and manufacturing. In addition, the district is architecturally significant for its concentration of commercial warehouse buildings designed by the city's most prominent architects in styles ranging from late nineteenth century Romanesque to the Chicago Commercial Style of the early twentieth century."

"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."

The NRHP Registration Form (1989) adds the following information:

"The oldest buildings constructed in the warehouse district were small commercial structures, typically three stories tall. Many were built with storefronts on the first floor and hotels or manufacturing space above. As the area developed into the city's warehouse and wholesale district in the late 1880s, the size of the buildings dramatically increased and was normally 5- to 7 stories with mill or semi-mill construction. After the turn of the century, massive utilitarian structures were built employing reinforced concrete and structural steel. The Warehouse District has retained its original sense of time and place with four steel bridges still in place, many streets paved with bricks ort cobblestones, and with trains passing through daily on original track beds around which the area first developed. Architecturally the buildings include every major architectural style popular during the period of significance including Italianate, Queen Ann and Richardsonian Romanesque to the Classical Revivals and early 20th century Commercial Styles."

The periods of significance for the District are as follows: 1850-1874, 1875-1899, 1900-1924, and 1925-1949. Washington Avenue North, from First Avenue North to Ninth Avenue North., is the spine of this 30-block district. This National Register district includes the so-called Pacific Block except for two parcels in the block immediately south that are the access to Interstate 394.

The following chart lists the buildings in the block and their status as regards the National Register District and the North Loop Warehouse Local District (refer to section 2.2).

Building	Address	Built	Minneapolis Warehouse Historic District	North Loop Warehouse Local District
The Pacific Building	218-228 Washington Ave. N.	1865-1866	Contributing	Contributing
The Gluek Brewing Company Building, now known as the Monte Carlo	217 3rd Ave. N.	1910	Contributing	Contributing
Northwestern Glass Company Building	219 2nd St. N.	1912	Contributing	Contributing
	215 2nd St. N.	1918 & 1923	Contributing	Contributing
The Lowry Morrison Building	200 Washington	1879	Contributing	Contributing
Carriage House Building, also known as the Auto Repair Garage	206-208 Washington Ave. N.	1875	Noncontributing	Noncontributing
The Gehl-Dolphin Building	212 2nd Avenue N.	1951	Noncontributing	Not in District

2.2 **North Loop Warehouse Local District:** In 1978, the City established a local preservation district, the North Loop Warehouse Local District under the guidelines of the Minneapolis Heritage Preservation Commission (HPC). (See map, Exhibit 1 in Attachment A.) The Pacific Block is included in the local district except for the site of the Gehl-Dolphin Building and the lot at 212 2nd Avenue North. are excluded from the boundaries. The "Warehouse Area Preservation Study" of 1978 described the individually significant buildings and included the following comment on the importance of the local district (p. 4). The language parallels that of the NRHP Nomination text cited above: "An area to be considered for heritage preservation must have more than individually significant buildings. It should have, among other things, connecting tissue to unite and tie the individual buildings together. This Warehouse Area has such connections in abundance. It has contributing buildings that, combined with individually significant buildings create a streetscape of buildings that have a common history in terms of age and original use and that have a common physical appearance in terms of material, 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."

2.3 **Minneapolis Warehouse Preservation Action Plan (adopted by the City Council, 2000):** The following excerpt from the plan applies to the project (pp. 1, 10-11):

"A Vision for the Minneapolis Warehouse Historic District: The Minneapolis Warehouse Historic District is one of our nation's premiere historic warehousing districts. Developed between 1865-1930, the warehouse district contains a diverse and handsome selection of late 19th- and early 20th-century commercial style buildings that reflect significant warehousing, jobbing and commercial activities that made Minneapolis a regional trade center. A large part of the warehouse

district's appeal is its unique historic environment. The district's renaissance as an arts, cultural and entertainment community in the 1970s continues to draw tenants, residents and visitors to the area. Creating an appropriate balance between old and new structures is encouraged and critical for the economic vitality of the district. The buildings of substantial character create a district that is one of Minneapolis' competitive advantages. Whenever an historic building is demolished or altered or a new structure is inappropriately designed, the district becomes a lesser place. With care and guidance, the continued development and preservation of the warehouse district as a recreation, entertainment and creative community will enrich the lives of residents and visitors to Minneapolis into the next millennium.

"Physical Environment: Enhance the historic character of the Warehouse District, guide new development and support the unique public realm in the plan area. The historic and cultural resources in the Warehouse District are one of Minneapolis' greatest assets. The uniqueness that other cities are searching for and trying to create, and that even the core of downtown Minneapolis is trying to enhance, is already in place in the Warehouse District.

"The goal, then, is to ensure the future preservation of this resource by establishing guidelines for sensitive and compatible alterations to the historic resources in the district, guiding new development in the district that is compatible with the historic character of the district, and enhancing streetscapes that foster pedestrian movement, encourage sidewalk cafes, create a safer atmosphere, and benefit continued reinvestment in the area."

When the plan was adopted, the following criteria were established for all new development projects in the plan area:

- Encourage high quality design, architectural diversity, and the use of high quality materials that reinforces the historic character and integrity of the Warehouse Historic District and St. Anthony Falls Historic District.
- Maximize pedestrian activity through interactive building design, and enhanced streetscape and parking lot design.
- Provide opportunities for a variety of neighborhood services.
- Encourage a high quality urban environment that clearly establishes the public realm and incorporates gathering spaces.
- Accommodate and provide access to alternative modes of transportation, such as transit stops and bicycle paths.
- Discourage the demolition of historic resources for new construction or surface parking and encourage adaptive reuse.
- Emphasizes consistency with the policies of the City's Comprehensive Plan, including the Downtown 2010 component.
- Initiate the Development Objectives Process to be coordinated by the Planning Department and the Minneapolis Community Development

Agency for all developments requesting public assistance or subsidy, including the sales of public land at market rate."

2.4 **The Environmental Assessment Worksheet:** On June 31, 2006, the City published and distributed a Mandatory Environmental Assessment Worksheet (EAW) for the Pacific Block Development Project according to the Environmental Review Rules of the Minnesota Environmental Quality Board (EQB) under Rule 4410.4300 Subpart 19 Residential Development (it exceeds the 375-unit threshold) and Subpart 31, Historical Places (it includes the demolition of structures within the National Register of Historic Places District). On September 1, 2006, the City concluded that the EAW was adequate and that no Environmental Impact Statement was required. All documents associated with the EAW, including 66 pages of comment letters, are available on the City's web site: (http://www.ci.minneapolis.mn.us/planning/pacific-block.asp)

2.5 **Archeological and historic resources analysis in the EAW:** State rules for preparing an EAW require the applicant to provide the City the data needed for the EAW. As such, Pacific Flats LLC hired the Hess, Roise and Company to prepare the required response to EAW Question 25 that addressed historic resources. The following excerpts from the EAW summarize the findings and conclusions as regards effects on contributing resources:

Minneapolis Warehouse Historic District (National Register): The Minneapolis Warehouse Historic District, covering 150 buildings, was designated in 1989. Washington Avenue North, from 1st to 9th Avenues N., is the spine of this 30-block district. This National Register district includes the Pacific Block, as well the adjacent blocks, with the exception of the I-394 access at the southwest corner of Washington and 3rd Avenues North. and the far (1st Avenue North.) side of the block between 2nd Street N. and Washington Avenue North, which contains a printing company and parking lots.

On the Pacific Block, the Carriage House Buildings at 208 Washington Avenue North and the Gehl-Dolphin building at 212 2nd Avenue North are considered noncontributing; the rest of the buildings on the block contribute to the district. See Attachments N: Map of Minneapolis Warehouse Historic District (National Register), B: Project Site, and P: Photos of Present Development of the Pacific Flats Block.

North Loop Warehouse Area (Local District: The City has established a local district, the North Loop Warehouse Area (Local District) in the area under the guidelines of the Minneapolis Heritage Preservation Commission (HPC). The north end of this district is irregular in shape, including most of the buildings southwest of 2nd Street North between the railroad corridor, 2nd Avenue North, and Washington Avenue N. However, on the Pacific Block, the Gehl-Dolphin

Building and lot at 212 2nd Avenue North are excluded from the boundaries. The district also includes the southwest half of the block fronting on Washington that is edged by 1st and 2nd Avenues North and 2nd Street North. The district jumps across 3rd Avenue to pick up the Moline, Milburn and Stoddard Company Building (a.k.a. Appliance Parts Building/Traffic Zone) at 250 3rd Avenue North. The rest of the district is mostly contained between 2nd Avenue North, 6th Street North, and 1st Avenue North, including the buildings fronting on the southeast side of 1st Avenue North. The modern building at the southeast corner of 1st Ave North and Washington Avenues is outside the boundaries of the local district. See Attachments O: Map of North Loop Warehouse Area (Local District), B: Project Site, and P: Photos of Present Development of the Pacific Flats Block.

The proposed renovation of the Lowry-Morrison Building, the demolition of back portion of the Northwestern Building, and the construction of new structures in the North Loop Warehouse Area (Local District) will initiate a Heritage Preservation Commission (HPC) review for appropriateness of the proposed renovation, demolition, and new construction. The HPC has adopted district specific guidelines to assist them and proposers in determining the appropriateness of elements of the proposed renovation, demolition, and new construction. The guidelines for the North Loop Warehouse Area (Local District) touch on topics such as masonry repair, storefronts, window replacement, roofing, dropped interior ceilings, removal of historical fabric, health and safety code requirements, building entrances, accent banding, and treatment of side or rear walls. . . .

The HPC guidelines for the adjacent St. Anthony Falls Historic District limits the height of new buildings to fit within the range of heights for existing buildings, typically 4 to 6 stories high. At this stage in the planning and design process, design details for the 28-Story Condo Building Alternative and the 40-Story Condo Building Alternative project are not known.

(a) 28-Story Condo Building Alternative and Guidelines: Both condominium 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. All rehabilitation and infill construction will require approvals by the HPC.

(b) 40 Story Condo Building Alternative And Guidelines: In this 40-story Condo Building Alternative, the 40-Story part of the Condo Building will be constructed entirely on the lot on where the Gehl-Dolphin Building is located. That lot is not within the North Loop Warehouse Area (Local District) though it is within the national district. All rehabilitation and infill construction will require approvals by the HPC. After a report by CPED-Planning staff and hearing from the public, the HPC will determine the appropriateness of the design of all the elements of either

alternative in the North Loop Warehouse Area (Local District). The decision of the HPC can be appealed to the City Council.

2.6 Height analysis in the EAW: The following table and paragraph from the EAW describe the project heights and provides a comparison to other buildings in the area. The 28-story condo alternative is the subject of the HPC application. Exhibit 5 in Attachment A shows building heights in the area.

Table 7-3: Project Building Heights

Building	Existing Height		Proposed Height	
	Stories	Feet	Stories	Feet
Pacific Flats Building	3	48'-7"	3	48'-7"
Monte Carlo Club	2	34'	2	34'
New Hotel				
Central structure			10	121'
South wing			4	65'
Interior courtyard			1	21'
Northwestern Building	4	60'-6"	5	78'
Lowry-Morrison Building	3	50'-11"	3	50'-11"
Parking Ramp			5	61'
28-Story Condo Bldg. Alt.				
28-Story Condo Bldg.			28	305'
18-StoryCondo Bldg.			18	205'
40-Story Condo Bldg. Alt.				
40-Story Condo Bldg.			40	425'
10-Story Condo Bldg.			10	120'

The 3, 4 and 5 story heights, none higher than 5 stories, of the existing buildings surrounding the project site are typical of the district between Washington Ave. and the River. . . . Many of these buildings have been renovated for residential and commercial use with little if any changes to the original building envelope. New, infill, construction, with the exception of the 10 story office portion along Hennepin Avenue of the Federal Reserve Bank (which is 3 stories at 1st Avenue), is typically 4 to 8 stories. East of Hennepin in the former Gateway Urban Renewal District, cleared of most original structures in the 1950's and 1960's, taller new office and residential construction has occurred between Washington and the River. Residential buildings include the buildings at Hennepin and 1st St of 16 stories, and the building along 1st Street N. is 27 stories. Also in the Gateway District is the 33 story Churchill Apartments on Marquette, and the under construction 39 story Carlyle on 3rd Ave. South of Washington on the west side of Hennepin Ave. the City has approved the 24 and 32 story Eclipse residential towers. The City is reviewing the "Two Twenty Two", located at 222 Hennepin Ave., the site of the current Jaguar dealership, a proposed project with 290 dwelling units in a 35 story tower. Neither the Eclipse nor the Two Twenty Two project sites are within a historic district.

As regards visual impacts, the EAW stated, "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."

2.7 **Comments on the EAW from the Minnesota Historical Society:** The Minnesota Historic Society comment letter on the EAW referenced the height limits in both the national and local districts, however, there is only a limit in the local district—two-to-ten stories. The letter concluded as follows:

"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 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, 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 archeological survey of the site."

2.8 **Alley vacation:** The 28-Story Condo Project will necessitate the vacation of the mid-block, east-west alley. As a substitute, the 18-Story Condo Project includes an interior public pedestrian way which will link the Monte Carlo Pocket Park on the west side of the block to the pocket park on the east between the 28-Story Condo Project and the Lowry-Morrison Building. If the City approves the PD Project, a reasonable condition of approval would be to require that this pedestrian pathway be open to the public during reasonable hours, such as those for the Skyway System. To compare the two methods of east-west, through-block pedestrian movements, people may feel unsafe at times within a dark imposing alley and safer within a well-lit, interior private space with security cameras and probably more people. On the other hand, if the property owner desires at some future date to close off public access to this pathway, the public cannot always depend upon future decision-makers to enforce or preserve the above-proposed condition.

The HPC considered the vacation of the historic street alignment of Grove St. on Nicollet Island for the DeLaSalle Athletic Field Project.[1] The HPC concluded that Nicollet Island's original street plan (1865) is an important component of its historic spatial character, and the streets contribute 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

[1] On 8/8/06, the HPC denied the Certificate of Appropriateness for New Construction for the project and the City Council/Mayor approved the appeal of that decision by DeLaSalle High School on 9/22/06.

15, 1995). As stated in the staff report for that project, street layout, alignment, width, and paving and elements such as lights and sidewalks contribute to qualities of feeling and association within an historic district. The HPC concluded that Grove Street was a contributing property to the historic district and that, "Closure of a portion of Grove Street will constitute an adverse visual effect on the District."

Attachment G includes pictures of the subject alley and of other nearby alleys within the historic district. 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. Elimination of alleys has a clear impact on building height, bulk and scale, and ultimately the form and character of the city. Together, alleys and streets establish the functional grid. Like streets, alleys provide 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. Most European cities rich with history—such as Turin, Prague, Rome, and Vienna, including the hill-towns in Italy, France and Greece—have long recognized the value of alleys as byways of public life. Alleys provide private access to buildings, secondary storefront space, and great opportunities to expose the back-of-house uses that are often hidden from public view.

3.0 PROPOSED CHANGES

The following is a summary of the information submitted by the applicant, which is available in Attachment 1:

According to the applicant, the 210-unit, 28-Story Condo Building comprises two distinct elements: First, the four story base will relate to the historic buildings on the Pacific Block by placing the street wall facade flush with the sidewalk, by carefully designing the facade's bays and windows, and by using masonry and stone materials. Second, the upper floors will contrast with and highlight the base by stepping back from the base's street wall facade, by emphasizing the linear floors, and by using glass walls and balconies.

Along 2nd Street N., the first, mezzanine, and second through the fourth floors will house retail uses facing the adjacent sidewalk. Along 2nd Avenue N., the first, mezzanine, and second through the fourth floors will house retail uses facing the adjacent sidewalk. Above that will be two levels of parking screened from the street and four levels of condominium units topped by a green roof terrace.

3.1 Building setbacks:

- Floor 5 is setback approximately 21' from 2nd St. N.

- Floor 6 is setback approximately 34' from 2nd St. N.; its balcony is setback ~16' from 2nd St. N
- Floor 7 is setback approximately 45' from 2nd St. N.; its balcony is setback ~29' from 2nd St. N
- The tower portion of the building is setback approximately 37'-6" from 2nd St N.
- The condo is 70' wide; the 8-story portion of the condo is 104' wide.
- Floor 5 and 6 of the 8-story portion of the condo is setback approximately 5' from 2nd Ave. N; their balconies align with the property line.
- Floor 7 of the 8-story portion of the condo is setback approximately 10' from 2nd Ave. N; its balcony aligns with the property line.
- Floor 8 of the 8-story portion of the condo is setback approximately 15' from 2nd Ave. N; its balcony aligns with the property line.
- Floor 24 is setback approximately 16' from the tower edge.
- Floor 25 is setback approximately 42' from the tower edge; its balcony is setback ~26' from the tower edge.
- Floor 26 is setback approximately 42' from the tower edge; its balcony is setback ~32' from the tower edge.
- Floor 27 is setback approximately 42' from the tower edge.
- The tower portion of the building abuts 2nd Ave. N and is approximately 132'-6" long.

3.2 **Building Heights:** The building design is rectangular in shape and volume. The height of the first floor will be 21 feet 10 inches and includes an intermediate mezzanine floor. This height matches the first floor height of the contributing Northwestern Building facade, which is immediately adjacent. The height of the next three floors ranges from approximately 12 feet to 13 feet to align with the floor heights of the adjacent, historic Northwestern Building. Floors 5 through 25 will be ten feet in height, and floors 26 through 28 will be 14 feet in height.

3.3 **Design of Four-Story Base on Both Streets:** The four-story base, the street wall facade, of the 28-Story Condo Building will be built out to the sidewalk frontage on both 2nd Avenue N. and 2nd Street N. The first story along both streets will be divided into bays separated by masonry piers that align with the window openings for the second through fourth floors. Awnings will run throughout the entire length of these facades at approximately 13 feet above grade. Individual store entrances will be incorporated into their respective storefronts at grade (not shown on plans). The line of awnings will be broken only at the entrance to the condominium, which has a prominent vestibule that rises to the full height of the first story. This vestibule will extend approximately 20 feet behind the street wall facade to the security entrance, providing a semi-public, covered space.

One two-lane entrance to and exit from the Parking Ramp will be located on 2nd Street N. at the west end of the Building and another two-lane entry to and exit from the Parking Ramp will be located on 2nd Avenue N. at the south end of the eight-story wing. No

garage doors will cover these accesses to and from the Parking Ramp, allowing for a more visible and open first floor parking plan that will be easily accessible to retail patrons.

The four-story retail base will be constructed to abut the side wall of the Northwestern Building, which is consistent with the historic windowless construction of that building. Windows that were added to the Northwestern Building during previous remodeling projects will be removed to restore the east facade to its original form as an unfenestrated party wall.

- **Exterior Materials:** The four-story retail base along both street fronts will be built with modular reddish-brown brick that is comparable to the existing pallet of the warehouse buildings in the area. It is anticipated that the brick will be Cabernet by Robinson Brick Company. A natural stone base will be installed for the first four feet of the building. Stone will also be used for architectural detailing, window sills, and lintels and to frame the windows of the retail base. The following lists the materials and how they are used in the various components of the PD Project:

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	Belden 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

- **Windows, doors, and parking level grilles:** The retail base will have punched windows with a rectilinear form and vertical orientation. Windows will be separated by masonry piers and will be double hung. The frames and mullions will have a black powder coat finish and all door and window glazing will be clear, non-tinted, non-reflective glass. Attachment D lists the ratios for the numerous windows involved in the PD Project.

	Windows per Total Window Opening/Average Height-to-Width Ratio*		
Building	**First Floor**	**Floors 2-4**	**Upper floors**
Northwestern (north facade)	3/3.0	3/1.8	
Hotel (new west façade)	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			

The above chart summarizes Attachment D and compares the average of the height-to-width ratios for the total window openings for the proposed and contributing buildings. The number ahead of the slash is the average number of windows per opening. The ratios range from 2.9 to 3.7 for the 28-Story Condo Building, which is comparable to the 3.0 ratio called for in the HPC Guidelines for the historic district (refer to Section 5.2). The adjacent Lowry-Morrison Building has smaller average ratios at 1.3 for the first floor 1.6 for the upper two floors; however, these low ratios are largely due to the wide masonry piers within the full opening and between the individual windows. The average ratios for the adjacent Northwestern Building are 3.0 for the first floor and 1.8 for the upper three floors; well within the range of those for the base of the 28-Story Condo Building. The window openings in the 4-story base of the new building have 3 and 4 windows per opening. This is compatible with the multiple windows in the openings for the two adjacent contributing buildings.

The facade of the parking levels on the third and fourth floors facing 2nd Avenue N. will continue the same pattern of openings as the windows on the rest of the retail base; however, instead of glass, the openings will be screened with grilles. The grilles will have a black finish and will be arranged so as to provide adequate ventilation and daylight into the garage while screening views of the interior space from the street. The grillwork will follow a horizontal banding pattern (refer to picture in Attachment D).

- **Roofs:** The roof of the four-story masonry base will be flat and incorporate a

parapet, relating to historic buildings in the area. Green roof terraces along 2nd Street N. will be accessible to condominium residents. The green roof terraces above the Parking Ramp will also be accessible to residents of the Building.

3.4 **Design of Upper Floors:** Twenty-four floors of residential units will be positioned above the four-story retail base.

- **Exterior Materials:** The condominium tower facades facing 2nd Avenue N. and 3rd Avenue N. will be built with a brick framework with punched openings. The brick will be the same as that used in the four-story retail base. Conversely, the facades facing Washington Avenue N. and 2nd Street N. will have a system of undulating glass and rectilinear concrete floor plates that create recessed balconies or terraces on each floor. The facades of the eight-story wing facing 2nd Avenue N. and the New Hotel will also have the system of undulating glass and rectilinear concrete floor plates.

- **Windows & Doors:** The undulating glass will be set back from the slab edge. This distance will vary from zero to seven feet throughout the length of each facade. This interstitial space will create covered balconies with panoramic views to the Downtown skyline and riverfront. The floor-to-ceiling window system will allow generous amounts of daylight to pour into the residential units. The height-to-width ratio for the individual windows will be 2.6 on average. Glazing will be clear, non-tinted, non-reflective glass. A clear anodized finish will be used for the aluminum balconies and railings of the residential floors.

- **Roofs:** The roof for the 28-story tower will be flat and trimmed with metal coping to present a slim profile. The rooftop elevator penthouse will be set back from the perimeter of the Building beyond street sightlines. The roof of the eight-story wing will be a green roof terrace with the stair penthouse set back from the wing's perimeter, beyond street sightlines. The roof edge of the wing will have a metal coping.

4.0 GUIDELINE CITATIONS

4.1 Chapter 599, Heritage Preservation Regulations, Article VI: Certificate of Appropriateness

599.310. Purpose. Certificates of appropriateness are established to protect landmarks, historic districts and nominated properties under interim protection by providing the commission with authority to review and approve or deny all proposed alterations to a landmark, property in an historic district or nominated property under interim protection.

599.350. Required findings for certificate of appropriateness. (a) *In general.* Before approving a certificate of appropriateness, the commission shall make findings that the alteration will not materially impair the integrity of the landmark, historic district or nominated property under interim protection and is consistent with the applicable design guidelines adopted by the commission, or if design guidelines have not been adopted, is consistent with the recommendations contained in The Secretary of the Interior's Standards for Rehabilitation, except as otherwise provided in this section.

599.360. Certificate of appropriateness conditions and guarantees. (a) *In general.* Following commission approval of an application, the applicant shall receive a signed certificate of appropriateness and approved plans stamped by the planning director. The applicant shall produce such certificate of appropriateness and plans to the inspections department before a building permit or demolition permit may be issued. The signed certificate of appropriateness and stamped plans shall be available for inspection on the construction site together with any inspections department permit.

(b) *Mitigation plan.* The commission may require a mitigation plan as a condition of any approval for demolition or relocation of a landmark, property in an historic district or nominated property under interim protection. Such plan may include the documentation of the property by measured drawings, photographic recording, historical research or other means appropriate to the significance of the property. Such plan also may include the salvage and preservation of specified building materials, architectural details, ornaments, fixtures and similar items for use in restoration elsewhere.

(c) *Additional conditions and guarantees.* The commission may impose such conditions on any certificate of appropriateness and require such guarantees as it deems reasonable and necessary to protect the public interest and to ensure compliance with the standards and purposes of this chapter.

4.2 Warehouse Historic District Design Guidelines for Infill Construction:

1. Decision intent.
   - A. The intent of these guidelines is for infill construction which characterizes a masonry loading bearing building and not a contemporary curtain wall structure. The existing warehouse buildings followed early commercial ideas for tall buildings which emulate the classic column with a defined base, shaft, and capital. Creative design concepts are not discouraged.
2. Building massing (General foot printing and shape).
   - A. Building outline.
     - 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.

c. Buildings which do not require a footprint as large as the site may utilize courtyards or atrium on the interior of the lot.

B. Building shape.
   a. The building shall be rectangular in shape and volume. Step backs at the upper floors on street facades will not be allowed.

C. Building height.
   a. Minimum height: 2 stories.
   b. Maximum height: 10 stories.
   c. A story shall be defined as follows:
      (1) First story: 14-18'0" floor to floor.
      (2) 2-10 story: 10-12'0" floor to floor.
      Deviation in story height will not allow additional stories.

3. Street facade.

A. Building material.
   a. Primary facing material shall be dark brown or red unglazed brick.
   b. Corner buildings shall have dark brown or red unglazed brick on both facades.
   c. The brick shall be modular in size (3 courses per 8").

B. Criteria for storefront option.
   a. The first story storefront shall be divided into bays by masonry piers which correspond with window openings above.
   b. Storefront design shall be complimentary to existing buildings.

C. Windows.
   a. Windows shall be a series of rectilinear openings separated by masonry piers. Window openings shall not exceed a single structural bay in width. These may be single or pairs of windows separated by masonry piers.
   b. Continuous horizontal or vertical bands of windows will not be permitted.
   c. Window height shall be three times its width as applied to a single window unit.
   d. Window frames shall have a paint finish.
   e. Window glass shall be clear.
   f. Windows shall be true single- or double-hung. (Operable windows are not required.)
   g. Windows will be set back from the brick face a minimum of one brick width.

D. Building entrances.
   a. Building entrances shall be incorporated into storefronts or may be a special design feature such as Butler Square.

F. Accent banding.
   a. The brick facade shall be articulated by horizontal accent bands of brick detail, stone, terra cotta pre-cast, cast iron, exposed steel, pressed metal, or other suitable materials.

4. Side or rear walls.
   A. Building materials: Light common brick shall be the primary facing materials. (Simple unembellished designs will be encouraged.)
      a. Window openings
         (1) Window openings shall be of a punched nature.
         (2) Window design shall be the same as 2-C.
         (3) Windows within interior court and not visible from the street have no restrictions.
      b. Interior court yards not viewed from the street will not have design restrictions.
5. Elevators.
   A. Exterior glass enclosed elevators or other high tech design elements will not be permitted.
6. Roofs.
   A. The roof shall be flat with parapet walls.
   B. Roof top mechanical equipment shall be set back from front exterior walls a minimum of one structural bay.
   C. Penthouses and stair towers will be set back one structural bay from a street facade.

4.3 Minneapolis Heritage Preservation Commission Design Guidelines for On-Premise Signs and Awnings (adopted June 17, 2003): The Design Guidelines for On-Premise Signs and Awnings were established to allow for effective signage that is appropriate to the character of the City's historic districts and landmarks, and to preserve the integrity of historic structures. A Certificate of Appropriateness is required for sign or awning proposals that do not conform to the design guidelines.

Design Guidelines for On-Premise Signs and Awnings:

1. In General:
   a. Sign message: All signs, except window signs, real estate signs, project information signs, auxiliary signs, temporary signs and portable signs, are limited to the name and address of the establishment.
   b. Historic signs: Maintenance or restoration of existing historic signs is encouraged and should not be counted in number of allowable signs.
   c. Number of signs: Each principal building entrance that faces a public street, or each ground floor principal use, whichever is less, is allowed two signs. A corner lot with a principal entrance on each street is allowed two signs per street frontage. The two signs may be a combination of one wall sign, one projecting sign, one ground sign, one banner, and awning signage. However, a property may not have both a projecting sign and a ground sign. Only one of the signs should be illuminated, except that banners and awning signs should never be illuminated. Awning signs are limited to ground floor awnings and are subject to the specific guidelines

for awnings and awning signs. Parking lot signs are subject to the specific guidelines for signs accessory to parking lots.

d. Location of building signs: Wherever possible, signs should be placed in traditional sign locations including the storefront sign band area. Signs should not obscure or damage architectural features including windows, doors, pilasters, columns and historic signs. Building signs should be located only on the primary façade of the building adjacent to the street and should be no higher than fourteen (14) feet, except as otherwise provided in the specific guidelines for wall signs.

e. Color: Sign colors and materials should be compatible with the colors of the building and its surroundings. Day-glo, light reflecting or fluorescent colors or materials are not allowed.

f. Installation: Sign installation should have a minimal impact on the building and to the extent practical allow the building to be returned to its original condition if the sign is removed. Existing signboards and sign frames should be reused to limit drilling new holes into masonry. Wall signs should be attached to the building through the mortar joints. Projecting signs should be attached to a permanent mounting plate. Awnings should be attached to window or door frames and should never damage masonry.

g. Illumination: Signs may be illuminated externally, internally, or by neon. Plastic face covers should not be placed on illuminated signs. All illuminated building signs should connect to a permanent mounting plate located near the entrance. Electrical conduit should be installed through the permanent mounting plate. Not more than one brick should be damaged by the installation of the permanent mounting plate. Electrical conduit and any lighting fixture should be attached to the sign and not the building wall.

2. Sign Types Allowed:

a. Wall signs.
b. Projecting signs.
c. Banners.
d. Ground signs.
e. Awning signs.
f. Window signs.
g. Marquee signs, on theaters only.
h. Project information signs.
i. Real estate signs.
j. Temporary signs.
k. Auxiliary signs.
l. Portable signs.

3. Sign Types Not Allowed:

a. Off-premise advertising signs and billboards.
b. Roof signs, unless present during the period of significance.
c. Backlighted signs, backlighted awnings and backlighted awning signs.
d. Balloon signs.
e. Individual letters or elements applied to the surface of a building.
f. Pole signs, unless present during period of significance, or a project information sign, real estate sign, auxiliary sign or sign accessory to a parking lot.
g. Canopy signs and service area canopy signs.
h. Signs placed on or painted on a motor vehicle or trailer and parked with the primary purpose of providing signage.
i. Signs placed or maintained on natural features.
j. Audible signs.
k. Signs with moving or swinging parts or elements.
l. Any sign relating to sexually oriented uses and prohibited by the regulations governing such uses in Chapter 549, Downtown Districts.
m. Searchlights and strobe lights.
n. Signs attached to skyway bridges and intended to be read from the public right-of-way.
o. Animated signs.
p. Flashing signs.
q. Changeable copy signs, except on a theater marquee or ground sign.

4. Guidelines for Specific Types of Signs:
   a. Wall Signs:
      i. Location. Wall signs should be located between the first and second floor and should not be higher than fourteen (14) feet, except where the historic sign band is higher. Wall signs should not conceal architectural features or obstruct openings.
      ii. Size. Wall signs should be no more than two (2) feet high and thirty-two (32) square feet in area and should not extend outward from the building more than eight (8) inches.
      iii. Materials. Wall signs may be constructed of wood, metal, painted fiberglass or painted plastic.
      iv. Installation. Wall signs should be attached to the building through the mortar joints. If illuminated, a wall sign should be placed adjacent to or over a permanent mounting plate for electrification. Electrical conduit and lighting fixtures should be attached to the top of the wall sign, and should not be attached to the building. Wall signs should not be painted directly on the surface of the building, except as part of the maintenance or restoration of an existing historic sign.
   b. Projecting Signs:
      i. Location. Projecting signs should be located near a building entrance and should not be higher than fourteen (14) feet.

Projecting signs should not conceal architectural features or obstruct openings, and should not be suspended from the soffit.

ii. Size. Projecting signs should be no more than twelve (12) square feet in area and should not project more than four (4) feet from the building. The thickness of a projecting sign should not exceed eight (8) inches.

iii. Materials. Projecting signs may be constructed of wood, metal, painted fiberglass or painted plastic.

iv. Installation. Projecting signs should always use a single permanent mounting plate.

c. Ground Signs:

i. Location. Ground signs should not obscure the significant architectural detail of adjacent buildings.

ii. Size. Ground signs should be no more than thirty-two (32) square feet in area and should not be higher than eight (8) feet.

iii. Materials. Ground signs should be constructed of materials similar to those found on the existing building or compatible with the existing building. Acceptable materials include brick, stone, stucco, metal or wood.

d. Banners:

i. Location. A banner should follow the location guidelines for a wall sign or a projecting sign.

ii. Size. A banner should follow the size guidelines for a wall sign or a projecting sign.

ii. Materials. A banner should be constructed of coated or uncoated fabric.

iv. Installation. A banner should follow the installation guidelines for a wall sign or a projecting sign.

v. Illumination. A banner should not be illuminated.

e. Awnings and Awning Signs:

i. Location. Awnings should fit within the window or door opening.

ii. Number of awnings. The number of awnings may not exceed the number of window or door openings.

iii. Number of awning signs. Awning signs are limited to ground floor awnings. There should be no more than one sign per awning. Awning signs should be no more than six (6) square feet in area. Where there are multiple awning signs on a building, all signs should be located in the same or similar position on the awnings.

iv. Materials. Awnings should be constructed of coated or uncoated cloth fabric.

v. Installation. Awning hardware should be attached to the window or door frame and should never damage masonry. Awnings should not be attached to or cover any part of the building wall.

vi. Illumination. Awnings and awning signs should not be illuminated.

vii. Awning shape. Awnings should project downward and outward from the openings in straight lines unless they are reflecting the curved shape of the opening. The projection of an awning should be less than its height. An awning drop or skirt should not exceed twelve (12) inches.

f. Window signs: The number, size and location of window signs are not regulated by the HPC. A window sign may not include a backlighted sign, flashing sign, or any other sign type not allowed.

g. Project information signs:
   i. Location. If attached to a building, a project information sign should be a window sign.
   ii. Size. Freestanding project information signs should be no more than thirty-two (32) square feet in area and eight (8) feet in height.
   iii. Number. One project information sign is allowed per street frontage and will not be counted toward the number of signs allowed.
   iv. Illumination. Project information signs should not be illuminated.

. Real estate signs:
   i. Location. If attached to a building, a real estate sign should be a window sign.
   ii. Size. Freestanding real estate signs should be no more than thirty-two (32) square feet in area and eight (8) feet in height.
   iii. Number. One real estate sign is allowed per street frontage and will not be counted toward the number of signs allowed.
   iv. Illumination. Real estate signs should not be illuminated.

i. Temporary signs: Temporary signs are limited to window signs and portable signs.

j. Auxiliary signs:
   i. Location. If attached to a building other than a parking attendant building, an auxiliary sign should be a window sign.
   ii. Size. Freestanding auxiliary signs should be no more than four (4) square feet in area and four (4) feet in height.
   iii. Number. One freestanding auxiliary sign is allowed per street frontage or per parking lot street entrance and will not be counted toward the number of signs allowed.
   iv. Illumination. Auxiliary signs should not be illuminated.

k. Signs accessory to parking lots.
   i. Location. If attached to a building other than a parking attendant building, a parking lot sign should be a window sign.
   ii. Size. Freestanding accessory parking lot signs should be no more than eight (8) square feet in area and six (6) feet in height. Commercial parking lot signs should be no more than fifteen (15) square feet in area and twelve (12) feet in height.

iii. Number. One freestanding parking lot sign is allowed per street entrance.

iv. Illumination. Parking lot signs should not be illuminated.

l. Portable signs: The number, size and location of portable signs are not regulated by the HPC. A portable sign may not include a backlighted sign, flashing sign, or any other sign type not allowed.

m. Signs for multiple tenant buildings: An application for approval of a master sign plan for a multiple tenant building may be submitted to the HPC for review and approval. Following approval by the HPC, staff will issue a Certificate of No Change for signs that are consistent with the approved plan.

4.4 U.S. Department of the Interior, National Park Service, National Register Criteria: National Register criteria define, for the nation as a whole, the scope and nature of historic and archeological properties that are to be considered eligible for listing in the National Register of Historic Places.

Criteria for Evaluation: The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

a. That are associated with events that have made a significant contribution to the broad patterns of our history: or

b. That are associated with the lives of persons significant in our past: or

c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d. That have yielded, or may be likely to yield, information important in prehistory or history.

Criteria Considerations: Ordinary cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

a. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

b. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

c. A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
d. A cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
e. A reconstructed building, when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
g. A property achieving significance within the past 50 years if it is of exceptional importance.

4.5 **National Park Service, Secretary of the Interior Standards:** The Standards address rehabilitation of and additions to buildings that are listed or eligible for listing on the National Register and to new buildings located within historic districts. The following are selected Standards applicable to this 28-Story Condo Project:

District/Neighborhood
Recommended:

- Identifying, retaining, and preserving buildings, and streetscape, and landscape features which are important in defining the overall historic character of the district or neighborhood. Such features can include streets, alleys, paving, walkways, street lights, signs, benches, parks and gardens, and trees.
- Retaining the historic relationship between buildings, and streetscape and landscape features such as a town square comprised of row houses and stores surrounding a communal park or open space.
- Removing non-significant buildings, additions, or streetscape and landscape features which detract from the historic character of the district or the neighborhood.

Not Recommended:

- Removing or radically changing those features of the district or neighborhood which are important in defining the overall historic character so that, as a result, the character is diminished.
- Destroying streetscape and landscape features by widening existing streets, changing paving material, or introducing inappropriately located new streets or parking lots.
- Removing or relocating historic buildings, or features of the streetscape and landscape, thus destroying the historic relationship between buildings, features and open space.
- Introducing a new building, streetscape or landscape feature that is out of scale or otherwise inappropriate to the setting's historic character, e.g., replacing picket fencing with chain link fencing.

- Introducing new construction into historic districts that is visually incompatible or that destroys historic relationships within the district or neighborhood.

6.0 FURTHER INFORMATION:

Building height, shadows, and wind: Attachment I includes the shadow study for the PD Project. Consistent with typical shadow analyses, the study projected shadows for four times of day (10 a.m., noon, 2 p.m., and 4 p.m.) on four days—the summer and winter solstices (the longest and shortest days of the year) and for the two equinoxes (equal day and night)—with the following results (directional references are by the compass):

- **Summer solstice (June 21):** Shadows will stay on the site during the four study times except the upper stories of the 28-Story Condo Building (above approximately the 24th floor) will cast limited shadows (due to the setbacks at the uppermost stories) to the east on to the Whitney Square building at 200-212 2nd St. N. after 2 p.m. These shadows will fall on public streets, sidewalks, and alleys. They have the potential to temporarily shade evening outdoor dining after 4 p.m. on properties east of the site. The building will cast much longer shadows to the southwest and southeast respectively for approximately half of the 16-hours of available daylight during the periods before about 8 a.m. and after 4 p.m.

  The shadow of the 10-story New Hotel Building (136 ft. high, 176 ft. lower than the 28-Story Condo Building) offers a surrogate of the likely shadow were the subject condo building to comply with the 10-story height limit in the District. The shadow of a theoretical 10-story condo building on the site of the 28-Story Condo Building would not leave the site except in the early morning before 10 a.m. and in late afternoon after 4 p.m. Shadows could temporarily shade outdoor dining after approximately 6 p.m. on properties east of the site.

- **Equinoxes (March 21 and September 21):** Between sunrise and 10 a.m., the upper stories of the 28-Story Condo Building (above approximately the 24th floor) will cast shadows on to the buildings at 300 and 200 3rd Ave. N. Between noon and 2 p.m., the shadow will cover approximately half of the Whitney Square building at 200-212 2nd St. N. , and by 4 p.m., it will reach a block to the east almost to 1st. St. N. For approximately half of 12-hours of available daylight during the periods before about 10 a.m. and after 4 p.m., the building will cast longer shadows to the southwest and southeast respectively. These shadows will fall on public streets, sidewalks, and alleys and they have the potential to temporarily shade evening outdoor dining after 4 p.m. on properties east of the site.

  The shadow of a theoretical 10-story condo building on the site of the 28-Story Condo Building would cast only a small shadow off site except in the early morning before 10 a.m. and after 2 p.m. This shadow will be approximately a third as long as for the proposed building and it will have the potential to temporarily shade evening sidewalk dining after 4 p.m. for the Whitney Square building at 210 2nd St. N.

- **Winter solstice (December 21):** On the shortest day of the year when we experience approximately 8 hours of daylight and the sun never climbs higher than 22 degrees above the horizon, all multistory buildings cast long shadows all day. Even between noon and 2 p.m., the 28-Story Condo Building will cast shadows that reach almost two blocks north to the railroad trench between 3rd and 5th Avenues N. These shadows will fall on public streets, sidewalks, and alleys.

  The shadow of a theoretical 10-story condo building on the site of the 28-Story Condo Building would remain on site only during the noon-to-2 p.m. period. During the other six hours of daylight, the length of the shadow would be about a third as long as that of the proposed building.

Buildings approximately 20 stories or taller can have a funneling and magnifying effect on wind that is transmitted down to create problems at the street level. Building setbacks at lower stories and canopies are effective methods to mitigate this condition by fracturing downward directed winds. On the 2nd St. N. side of the 28-story tower, there are three setbacks beginning with a substantial 15-ft. setback at floor 5. On the 2nd Ave. N. side of the tower, there are no setbacks for 24 floors, with the exceptions of a small (26 X 7) setback at the 5th floor which is eliminated at the 25th floor and setbacks on the top two floors. Although this is the narrow side of the building, this unbroken height will likely create and accelerate downward directed winds. A large horizontal canopy 23 ft. above grade extends 11 ft. out from the building and the entire width of the tower component. Large storefront canopies also extend from each of the window bays on the east façade (approximately 9 feet wide by 7 feet deep). These setbacks on the 2nd St. N. side and the canopies on the 2nd Ave. side should provide adequate mitigation for potential pedestrian-level winds.

The EAW states that 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" and with the comment from the Minnesota Historical Society, "Buildings of this height should not be built in this area." Furthermore, since the shadow study indicates that this 28-story 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 also have an adverse effect on the District.

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,[2] 250-unit, mixed-use condominium building (28-Story Condo Building) to be constructed on the site of the Gehl-Dolphin Building at 212-216 2nd Ave. N. and part of 219 2nd St. N. The Gehl-Dolphin Building will be demolished.

[2] Refer to Footnote 1.

2. **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).

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 3rd Ave. N, the Northwestern Building (Northwestern Glass Company) at 215-223 2nd St. N., the Pacific Flats Building at 218 Washington Ave. N., and the Lowry-Morrison Building at 200-204 Washington Ave. N.

4. 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 building is a noncontributing structure that is located fully within the national register Minneapolis Warehouse Historic 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.

6. The south end of the proposed building is on a parcel that is within the national register Minneapolis Warehouse Historic District.

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

8. 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 is fully within the national register Minneapolis Warehouse Historic 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.

10. 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.

11. **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."

12. **Minnesota Historical Society letter:** The Minnesota Historic 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."

13. **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 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.

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.

15. **Building outline and shape:** The Project is inconsistent with the intent of the Guidelines because it includes "a contemporary curtain wall structure" which the Guidelines discourage instead of "a masonry loading 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.

16. **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 2nd St. N. which has 2-5-story buildings, and along 2nd Ave. N., which has a four-story building across the street.

17. **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 a12-ft. maximum in height.

18. **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.

19. **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 façade 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."

20. **Delineation of historic and modern design references:** The Secretary of Interior 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 (2nd Ave.) and west (internal to the site) facades to the 25th and 23rd 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.

21. **Windows:** A combination of brick and stone dominates the four-story base portion of the building carries up the east (2nd Ave.) and west (internal to the site) facades to the 25th and 23rd 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 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.

22. **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.

23. The overall height of the primary building entrance is inconsistent with the Guidelines.

24. **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.

25. **Proposed construction within the alley:** The project as proposed would necessitate the vacation of the mid-block, east-west alley in this block. This alley dates to the periods of significance for the historic 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.

G. STAFF RECOMMENDATION:

The Community Planning and Economic Development Department—Planning Division recommends that the Minneapolis Heritage Preservation Commission **adopt** the above findings and **deny** 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 the site of the Gehl-Dolphin Building at 212-216 2nd Ave. N. and part of 219 2nd St. N.

Attachments Common to all Pacific Development Applications (Printed separately)

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. Letter from the North Loop Neighborhood Association

Attachments Specific to Subject Application and Included Herein:

1. Applicant's application for the Certificate of Appropriateness: Description of subject project
2. Applicant's application for the Certificate of Appropriateness: Description of subject project consistency with HPC Guidelines

PD 5

ATTACHMENT 1

Application for Certificate of Appropriateness

Description of Auto Repair Garage Demolition

1. Building Demolition and Expected Use

The Carriage House Building located at 206-208 Washington Avenue North is also known as the Auto Repair Garage, due to its prior use for that purpose ("**Auto Repair Garage**"). It is a noncontributing structure in the North Loop Warehouse Local District. (See Attachment F: Photos of Affected Elevations.) The Auto Repair Garage will be demolished to allow for new infill construction of the 18-Story Condo Building between the Pacific Flats Building and Lowry-Morrison Building.[1]

2. Building History and Description

This brick, two-story building was constructed circa 1879 and was first known to be occupied by William H. Jones & Company (agricultural implements) from 1880 to1885. It served as an automotive garage from 1911 to 1960. The principle facade has three storefront windows with offset adjoining entrances. The upper story has five, equally spaced, sliding windows. The rear and side elevations are concrete stucco. The red brick facade was added in 1961.

Substantial fires in 1913 and 1955 destroyed most of the original material and were followed by major repairs that eviscerated any remaining historic features of the structure. The Auto Repair Garage is now a mid-20th century brick and stucco structure. It is neither architecturally nor historically significant.

The Auto Repair Garage is currently vacant except for one tenant in the upper story.

3. Description of Demolition

The entire Auto Repair Garage will be demolished and removed. The structure abuts the historic Lowry-Morrison Building, which will be rehabilitated as part of The Pacific Development. Measures will be taken to protect the Lowry Morrison Building during the demolition. (See Attachment E: Existing Conditions and Site Demolition Plan.)

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[1] The request for approval of the construction of the 18-Story Condo Building is addressed in a separate Application For A Certificate Of Appropriateness.

4. Reasons for Demolition

The Developer intends to demolish the Auto Repair Garage because it is functionally outdated and renovation is economically infeasible.

The building is too small for present day adaptive uses and is chopped up internally into a number of small spaces due to the compact post and beam construction. These small spaces do not function efficiently as office or retail space. Nor would the structure work for auto repair given the significant changes in the requirements for this use.

The infrastructure, including mechanical and roofing is at the end of useful economic life, being estimated at 40+ years old. The cost of renovation exceeds the cost of new construction of similar concurrent uses for commercial or office use.

The existing structure has a low economic value for this location, as evidenced by its assessed building value of less than $200,000 and its partially leased status. It cannot be renovated or feasibly incorporated into The Pacific Development.

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PD# 6
11-28-06

CITY OF MINNEAPOLIS
CPED PLANNING DIVISION
HERITAGE PRESERVATION COMMISSION STAFF REPORT

FILE NAME: Component of the Pacific Development Project—a new 18-story, 117-unit, mixed-use, condominium building (18-Story Condo Building) to be constructed at 206-214 ½ Washington Ave. N. and northwesterly half of 216 2nd Ave. N.
DATE OF APPLICATION: Determined to be complete on 10/11/06.
APPLICANT: Walter H. Rockenstein II, attorney for the Developer, Pacific Flats, LLC; Faegre and Benson LLP, 2200 Wells Fargo Center, 90 S. 7th St., Mpls., MN 55402-3901; voice: 612-766-7208, fax: 612-766-1600, email: wrockenstein@faegre.com
DATE OF HEARING: 11/14/06, continued to the 11/28/06 hearing
HPC SITE/DISTRICT: Local district: North Loop Warehouse Local District (established, 9/19/78); National Register of Historic Places District: Minneapolis Warehouse Historic District (established in 1989)
CATEGORY:

- **North Loop Local Warehouse District:**
  1. Linkage of building, structures, lands and space, a majority of which continue to exist in there original location and are distinguished by architectural quality and aesthetic appeal.
  2. Arouses a sense of time (history) and space (attractive special quality)
  3a. Contains a concentration of structures of superior workmanship.
  3b. Contains a number of structures which display the distinguishing characteristics of an architectural type reflective of a style and method of construction.
  5. Has a sense of visual cohesion expressed through a harmony of related details, architectural or otherwise, based upon elements of quality (aesthetic) as:
     a. Continuity of architectural factors (style, proportion, color, size, scale and materials);
     b. Concentration or clustering of structures.
- **National Register of Historic Places Registration Form:** Categories are Event and Architecture/Engineering. Areas of Significance are Architecture, Commerce, and Transportation. Historic Functions are Commerce/Trade, Industry/Processing/Extraction, Manufacturing Facility, Specialty Store, and Warehouse. 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.

PERIOD OF SIGNIFICANCE: National Register District: 1850-1874, 1875-1899, 1900-1924, 1925-1949.
CLASSIFICATION: Certificate of Appropriateness for New Construction, Sign and Awning.
STAFF INVESTIGATION AND REPORT: J. Michael Orange (voice: 612-673-2347; facsimile: 673-2728; TDD: 673-2157; e-mail: michael.orange@ci.minneapoli.mn.us)
PRINT DATE: 11/21/06

Attention: If you want help translating this information, call - **Hmong** - Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu 612-673-2800; **Spanish** - Atención. Si desea recibir asistencia gratuita para traducir esta información, llama 612-673-2700; **Somali** - Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac 612-673-3500

CITY OF MINNEAPOLIS
CPED PLANNING DIVISION
HERITAGE PRESERVATION COMMISSION STAFF REPORT
Certificate of Appropriateness for a Component of the Pacific Development Project: the 28-Story Condo Building at 212-216 2nd Ave. N. and part of 219 2nd St. N.

1.0 PROJECT DESCRIPTION

1.1 Summary of the entire Pacific Development Project: The following is a summary of the description of the entire Pacific Development Project (PD Project) and its three phases. The applicant submitted seven separate applications to the Minneapolis Heritage Preservation Commission (HPC) listed below. As a part of the staff reports for all seven of these applications is a separately printed collection of attachments that apply to all or most of the Project components. A glance at the list of attachments at the end of this report will aid in locating the appropriate attachment.

There are four contributing historic buildings on the Pacific Block, one of which has already been rehabilitated—the Pacific Flats Building. The developer proposes to rehabilitate two other historic buildings on the block—the Monte Carlo building and the Lowry-Morrison Building. Major modifications and reconstruction are proposed to the fourth historic building on the block—the Northwestern Building. The developer also proposes to demolish noncontributing buildings and replace those sites with new constriction. In addition, new construction is also proposed for the existing surface parking lots on the block.

The Project will encompass approximately 595,000 square feet of developed floor space, with an additional area of approximately 258,000 sq. ft. of structured parking. The Project will include approximately 327 condominium units; a ten-story, 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 existing Monte Carlo Club, and a medical clinic. The proposed residential component comprises two residential condominium towers—the 18-Story Condo Building on Washington Avenue North, and the 28-Story Condo Building whose major axis parallels 2nd Street N. with an eight-story wing along 2nd Avenue North. Both buildings will have retail uses at the street level.

A structured parking ramp is proposed to be located in the interior of the Pacific Block in the location of an existing alley and existing surface parking lots. 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 portion of the structured parking behind the Monte Carlo Club between the New Hotel and the Pacific Flats Building.

The following describes the components of the PD Project and identifies the applicable HPC applications (identified as PD 1 through 7):

- **PD1—Monte Carlo Pocket Park:** Construct the Monte Carlo Club Pocket Park on the vacant northern portion of the Pacific Flats building parcel at 218-228 Washington Ave. N.
- **PD2—Lowry-Morrison Rehab:** Rehabilitate the deteriorating Lowry-Morrison Building, a contributing building at 200-204 Washington Ave. N.
- **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.
- **PD5—Auto Repair Garage Demo:** Demolish the Carriage House Building/Auto Repair Garage, a non-contributing building at 206-208 Washington Ave. N.
- **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. The project includes the demolition of the Auto Repair Garage (the subject of a separate application, PD5), a non-contributing building at 206-208 Washington 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.

The applicant proposes to build the Project in three phases:

Phase 1:

- Construction of the pocket park between the Monte Carlo Club and Pacific Flats Building
- Rehabilitation of the Northwestern Building into the New Hotel
- Construction of the parking and retail bases of the 18-Story Condo Building and of the 28-Story Condo Building
- Interior build-out of the upper two floors of the Pacific Flats Building (not part of this HPC application)

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)
- Construction of the second pocket park behind the Lowry-Morrison Building

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Certificate of Appropriateness for a Component of the Pacific Development Project: the 28-Story Condo Building at 212-216 2nd Ave. N. and part of 219 2nd St. N.

1.2 **Description of the project:** The applicant is proposing to construct a new, 18-story, 117-unit, mixed-use condominium building to fill the gap in the historic street wall between the Pacific Flats Building and the Lowry-Morrison Building on Washington Avenue N. The 18-Story Condo Building will replace the noncontributing Auto Repair Garage and surface parking lots. The first four stories of this Building will be built to the street frontage in order to align with the facades of the three-story Pacific Flats Building to the west and the three-story Lowry-Morrison Building to the east. The fifth floor will step back from the Washington Avenue N. facade and will also serve as the base of residential floors six through 18, which will maintain a 29-foot setback from the Washington Ave. N. facade.

The building design is rectangular in shape and volume with variable-depth glass walls on the upper floors to create linear balconies. Setbacks are as follows (the description of setbacks in Attachment 1 is slightly different because it does not reflect the most current design):

- The fifth floor is set back 36 ½ ft. from Washington Ave.
- Floors 6-18 are set back approximately 29 ft. from Washington Ave.

According to the applicant, the setbacks of the upper 14 floors will prevent the height of the building from overwhelming the street-level experience and the scale of the adjacent historic structures. The height of the first three floors will range from 14 feet 7 inches to 16 feet to align with the appropriate floor heights of the adjacent Lowry-Morrison Building. Beginning with the fourth floor, the floor heights will be 10 feet through floor 17. Floor 18 will be 14 feet in height.

2.0 CONTEXT

The following primary sources of information were consulted for this report:

- National Register of Historic Places (NRHP) Nomination Form and Registration Form (1989).
- "Warehouse Area Preservation Study," Minneapolis Planning Department, January 1978
- "Minneapolis Warehouse Preservation Action Plan," City of Minneapolis, September 1998.
- Warehouse Historic District Design Guidelines.
- Secretary of the Interior's Standards for Rehabilitation.
- Environmental Assessment Worksheet for the Pacific Block Development Project, approved by the City of Minneapolis, 9/1/06

2.1 **Minneapolis Warehouse National Register District:** The Minneapolis Warehouse Historic District, covering 150 buildings, was added to the National Register of Historic Places (NRHP) in 1989 (see Exhibit 2 in Attachment A). The NRHP Nomination Form states the following:

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Certificate of Appropriateness for a Component of the Pacific Development Project: the 28-Story Condo Building at 212-216 2nd Ave. N. and part of 219 2nd St. N.

"The District is characterized by its historic 6-8 story warehouses which once formed a thriving and prosperous commercial neighborhood adjacent to the central business district of Minneapolis. Consisting of some 62 structures, covering about 7 square blocks the District is notable for its cohesiveness of architectural styles well as for the extent to which the structures have remained unaltered. Most of the warehouses in the District were built in the Chicago Commercial Style. The exterior facades reflect the structural support system within and the ornamentation is usually minimal. The warehouses are rectangular, built up to the property line, and built of brick and stone. . . ."

"The district is historically significant for its association with the burgeoning railroad transportation network, which in the late nineteenth century, connected Minneapolis with the upper Midwest and the rest of the country. During this period, the area north of Minneapolis' central business district was established as an area of concentrated warehouse activity for the wholesale storage and shipment related to milling and manufacturing. In addition, the district is architecturally significant for its concentration of commercial warehouse buildings designed by the city's most prominent architects in styles ranging from late nineteenth century Romanesque to the Chicago Commercial Style of the early twentieth century."

"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."

The NRHP Registration Form (1989) adds the following information:

"The oldest buildings constructed in the warehouse district were small commercial structures, typically three stories tall. Many were built with storefronts on the first floor and hotels or manufacturing space above. As the area developed into the city's warehouse and wholesale district in the late 1880s, the size of the buildings dramatically increased and was normally 5- to 7 stories with mill or semi-mill construction. After the turn of the century, massive utilitarian structures were built employing reinforced concrete and structural steel. The Warehouse District has retained its original sense of time and place with four steel bridges still in place, many streets paved with bricks ort cobblestones, and with trains passing through daily on original track beds around which the area first developed. Architecturally the buildings include every major architectural style popular during the period of significance including Italianate, Queen Ann and Richardsonian Romanesque to the Classical Revivals and early 20th century Commercial Styles."

The periods of significance for the District are as follows: 1850-1874, 1875-1899, 1900-1924, and 1925-1949. Washington Avenue North, from First Avenue North to Ninth Avenue North., is the spine of this 30-block district. This National Register district includes the so-called Pacific Block except for two parcels in the block immediately south that are the access to Interstate 394.

The following chart lists the buildings in the block and their status as regards the National Register District and the North Loop Warehouse Local District (refer to section 2.2).

Building	Address	Built	Minneapolis Warehouse Historic District	North Loop Warehouse Local District
The Pacific Building	218-228 Washington Ave. N.	1865-1866	Contributing	Contributing
The Gluek Brewing Company Building, now known as the Monte Carlo	217 3rd Ave. N.	1910	Contributing	Contributing
Northwestern Glass Company Building	219 2nd St. N.	1912	Contributing	Contributing
	215 2nd St. N.	1918 & 1923	Contributing	Contributing
The Lowry Morrison Building	200 Washington	1879	Contributing	Contributing
Carriage House Building, also known as the Auto Repair Garage	206-208 Washington Ave. N.	1875	Noncontributing	Noncontributing
The Gehl-Dolphin Building	212 2nd Avenue N.	1951	Noncontributing	Not in District

2.2 North Loop Warehouse Local District: In 1978, the City established a local preservation district, the North Loop Warehouse Local District under the guidelines of the Minneapolis Heritage Preservation Commission (HPC). (See map, Exhibit 1 in Attachment A.) The Pacific Block is included in the local district except for the site of the Gehl-Dolphin Building and the lot at 212 2nd Avenue North. are excluded from the boundaries. The "Warehouse Area Preservation Study" of 1978 described the individually significant buildings and included the following comment on the importance of the local district (p. 4). The language parallels that of the NRHP Nomination text cited above: "An area to be considered for heritage preservation must have more than individually significant buildings. It should have, among other things, connecting tissue to unite and tie the individual buildings together. This Warehouse Area has such connections in abundance. It has contributing buildings that, combined with individually significant buildings create a streetscape of buildings that have a common history in terms of age and original use and that have a common physical appearance in terms of material, 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."

2.3 Minneapolis Warehouse Preservation Action Plan (adopted by the City Council, 2000): The following excerpt from the plan applies to the project (pp. 1, 10-11):

CITY OF MINNEAPOLIS
CPED PLANNING DIVISION
HERITAGE PRESERVATION COMMISSION STAFF REPORT
Certificate of Appropriateness for a Component of the Pacific Development Project: the 28-Story Condo Building at 212-216 2nd Ave. N. and part of 219 2nd St. N.

"A Vision for the Minneapolis Warehouse Historic District: The Minneapolis Warehouse Historic District is one of our nation's premiere historic warehousing districts. Developed between 1865-1930, the warehouse district contains a diverse and handsome selection of late 19th- and early 20th-century commercial style buildings that reflect significant warehousing, jobbing and commercial activities that made Minneapolis a regional trade center. A large part of the warehouse district's appeal is its unique historic environment. The district's renaissance as an arts, cultural and entertainment community in the 1970s continues to draw tenants, residents and visitors to the area. Creating an appropriate balance between old and new structures is encouraged and critical for the economic vitality of the district. The buildings of substantial character create a district that is one of Minneapolis' competitive advantages. Whenever an historic building is demolished or altered or a new structure is inappropriately designed, the district becomes a lesser place. With care and guidance, the continued development and preservation of the warehouse district as a recreation, entertainment and creative community will enrich the lives of residents and visitors to Minneapolis into the next millennium.

"Physical Environment: Enhance the historic character of the Warehouse District, guide new development and support the unique public realm in the plan area. The historic and cultural resources in the Warehouse District are one of Minneapolis' greatest assets. The uniqueness that other cities are searching for and trying to create, and that even the core of downtown Minneapolis is trying to enhance, is already in place in the Warehouse District.

"The goal, then, is to ensure the future preservation of this resource by establishing guidelines for sensitive and compatible alterations to the historic resources in the district, guiding new development in the district that is compatible with the historic character of the district, and enhancing streetscapes that foster pedestrian movement, encourage sidewalk cafes, create a safer atmosphere, and benefit continued reinvestment in the area."

When the plan was adopted, the following criteria were established for all new development projects in the plan area:

- Encourage high quality design, architectural diversity, and the use of high quality materials that reinforces the historic character and integrity of the Warehouse Historic District and St. Anthony Falls Historic District.
- Maximize pedestrian activity through interactive building design, and enhanced streetscape and parking lot design.
- Provide opportunities for a variety of neighborhood services.
- Encourage a high quality urban environment that clearly establishes the public realm and incorporates gathering spaces.
- Accommodate and provide access to alternative modes of transportation, such as transit stops and bicycle paths.

- Discourage the demolition of historic resources for new construction or surface parking and encourage adaptive reuse.
- Emphasizes consistency with the policies of the City's Comprehensive Plan, including the Downtown 2010 component.
- Initiate the Development Objectives Process to be coordinated by the Planning Department and the Minneapolis Community Development Agency for all developments requesting public assistance or subsidy, including the sales of public land at market rate."

2.4 **The Environmental Assessment Worksheet:** On June 31, 2006, the City published and distributed a Mandatory Environmental Assessment Worksheet (EAW) for the Pacific Block Development Project according to the Environmental Review Rules of the Minnesota Environmental Quality Board (EQB) under Rule 4410.4300 Subpart 19 Residential Development (it exceeds the 375-unit threshold) and Subpart 31, Historical Places (it includes the demolition of structures within the National Register of Historic Places District). On September 1, 2006, the City concluded that the EAW was adequate and that no Environmental Impact Statement was required. All documents associated with the EAW, including 66 pages of comment letters, are available on the City's web site: (http://www.ci.minneapolis.mn.us/planning/pacific-block.asp)

2.5 **Archeological and historic resources analysis in the EAW:** State rules for preparing an EAW require the applicant to provide the City the data needed for the EAW. As such, Pacific Flats LLC hired the Hess, Roise and Company to prepare the required response to EAW Question 25 that addressed historic resources. The following excerpts from the EAW summarize the findings and conclusions as regards effects on contributing resources:

> *Minneapolis Warehouse Historic District (National Register):* The Minneapolis Warehouse Historic District, covering 150 buildings, was designated in 1989. Washington Avenue North, from 1st to 9th Avenues N., is the spine of this 30-block district. This National Register district includes the Pacific Block, as well the adjacent blocks, with the exception of the I-394 access at the southwest corner of Washington and 3rd Avenues North. and the far (1st Avenue North.) side of the block between 2nd Street N. and Washington Avenue North, which contains a printing company and parking lots.
>
> On the Pacific Block, the Carriage House Buildings at 208 Washington Avenue North and the Gehl-Dolphin building at 212 2nd Avenue North are considered noncontributing; the rest of the buildings on the block contribute to the district. See Attachments N: Map of Minneapolis Warehouse Historic District (National Register), B: Project Site, and P: Photos of Present Development of the Pacific Flats Block.

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North Loop Warehouse Area (Local District: The City has established a local district, the North Loop Warehouse Area (Local District) in the area under the guidelines of the Minneapolis Heritage Preservation Commission (HPC). The north end of this district is irregular in shape, including most of the buildings southwest of 2nd Street North between the railroad corridor, 2nd Avenue North, and Washington Avenue N. However, on the Pacific Block, the Gehl-Dolphin Building and lot at 212 2nd Avenue North are excluded from the boundaries. The district also includes the southwest half of the block fronting on Washington that is edged by 1st and 2nd Avenues North and 2nd Street North. The district jumps across 3rd Avenue to pick up the Moline, Milburn and Stoddard Company Building (a.k.a. Appliance Parts Building/Traffic Zone) at 250 3rd Avenue North. The rest of the district is mostly contained between 2nd Avenue North, 6th Street North, and 1st Avenue North, including the buildings fronting on the southeast side of 1st Avenue North. The modern building at the southeast corner of 1st Ave North and Washington Avenues is outside the boundaries of the local district. See Attachments O: Map of North Loop Warehouse Area (Local District), B: Project Site, and P: Photos of Present Development of the Pacific Flats Block.

The proposed renovation of the Lowry-Morrison Building, the demolition of back portion of the Northwestern Building, and the construction of new structures in the North Loop Warehouse Area (Local District) will initiate a Heritage Preservation Commission (HPC) review for appropriateness of the proposed renovation, demolition, and new construction. The HPC has adopted district specific guidelines to assist them and proposers in determining the appropriateness of elements of the proposed renovation, demolition, and new construction. The guidelines for the North Loop Warehouse Area (Local District) touch on topics such as masonry repair, storefronts, window replacement, roofing, dropped interior ceilings, removal of historical fabric, health and safety code requirements, building entrances, accent banding, and treatment of side or rear walls. . . .

The HPC guidelines for the adjacent St. Anthony Falls Historic District limits the height of new buildings to fit within the range of heights for existing buildings, typically 4 to 6 stories high. At this stage in the planning and design process, design details for the 28-Story Condo Building Alternative and the 40-Story Condo Building Alternative project are not known.

(a) 28-Story Condo Building Alternative and Guidelines: Both condominium 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. All rehabilitation and infill construction will require approvals by the HPC.

(b) 40 Story Condo Building Alternative And Guidelines: In this 40-story Condo Building Alternative, the 40-Story part of the Condo Building will be constructed entirely on the lot on where the Gehl-Dolphin Building is located. That lot is not within the North Loop Warehouse Area (Local District) though it is within the national district. All rehabilitation and infill construction will require approvals by the HPC. After a report by CPED-Planning staff and hearing from the public, the HPC will determine the appropriateness of the design of all the elements of either alternative in the North Loop Warehouse Area (Local District). The decision of the HPC can be appealed to the City Council.

2.6 Height analysis in the EAW: The following table and paragraph from the EAW describe the project heights and provides a comparison to other buildings in the area. The 18-story condo alternative is the subject of the HPC application. Exhibit 5 in Attachment A shows building heights in the area.

Table 7-3: Project Building Heights

Building	Existing Height		Proposed Height	
	Stories	Feet	Stories	Feet
Pacific Flats Building	3	48'-7"	3	48'-7"
Monte Carlo Club	2	34'	2	34'
New Hotel				
Central structure			10	121'
South wing			4	65'
Interior courtyard			1	21'
Northwestern Building	4	60'-6"	5	78'
Lowry-Morrison Building	3	50'-11"	3	50'-11"
Parking Ramp			5	61'
28-Story Condo Bldg. Alt.				
28-Story Condo Bldg.			28	305'
18-StoryCondo Bldg.			18	205'
40-Story Condo Bldg. Alt.				
40-Story Condo Bldg.			40	425'
10-Story Condo Bldg.			10	120'

The 3, 4 and 5 story heights, none higher than 5 stories, of the existing buildings surrounding the project site are typical of the district between Washington Ave. and the River. . . . Many of these buildings have been renovated for residential and commercial use with little if any changes to the original building envelope. New, infill, construction, with the exception of the 10 story office portion along Hennepin Avenue of the Federal Reserve Bank (which is 3 stories at 1st Avenue), is typically 4 to 8 stories. East of Hennepin in the former Gateway Urban Renewal District, cleared of most original structures in the 1950's and 1960's, taller new office and residential construction has occurred between Washington and the River. Residential buildings include the buildings at Hennepin and 1st St of 16 stories, and the building along 1st Street N. is 27 stories.

Also in the Gateway District is the 33 story Churchill Apartments on Marquette, and the under construction 39 story Carlyle on 3rd Ave. South of Washington on the west side of Hennepin Ave. the City has approved the 24 and 32 story Eclipse residential towers. The City is reviewing the "Two Twenty Two", located at 222 Hennepin Ave., the site of the current Jaguar dealership, a proposed project with 290 dwelling units in a 35 story tower. Neither the Eclipse nor the Two Twenty Two project sites are within a historic district.

As regards visual impacts, the EAW stated, "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."

2.7 **Comments on the EAW from the Minnesota Historical Society:** The Minnesota Historic Society comment letter on the EAW referenced the height limits in both the national and local districts, however, there is only a limit in the local district—two-to-ten stories. The letter concluded as follows:

"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 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, 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 archeological survey of the site."

3.0 PROPOSED CHANGES

The following is a summary of the information submitted by the applicant, which is available in Attachment 1:

3.1 **Design of Four-Story Base:** The first-story storefront along Washington Avenue N. will be divided into 10 bays separated by masonry piers that align with the window openings for the second through fourth floors. Awnings will run along the entire length of these facades at approximately 16 feet above grade. Individual store entrances will be incorporated into their respective storefronts at grade. The entrance into the building will be located at the center bay of the Washington Avenue N. facade and will continue past the vertical circulation core at the center of the building to the back where it will link to an enclosed public thoroughfare. At the north edge of the building will be a pedestrian concourse that serves as part of a through-block pedestrian way connecting the pocket park on 3rd Avenue N. adjacent to the Monte Carlo Club to the pocket park behind the Lowry-Morrison Building on 2nd Avenue N. (Refer to the discussion in the staff report at

section 3.5 regarding this concourse and the need to vacate the mid-block alley.)

The four-story retail base will be constructed to abut the interior side walls of the Pacific Flats Building and the Lowry-Morrison Building, which is consistent with the windowless interior party wall construction and historic character of those buildings. The structural composition of the east and west walls will be designed to reinforce and protect the fragile walls of the adjoining historic structures and, where possible, expose the historic brick walls on the interior.

- **Exterior Materials:** The four-story retail base will be built with modular brick and stone trim that the applicant intends to be compatible with the existing pallet of the warehouse buildings in the area. The following lists the materials and how they are used in the various components of the PD Project:

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	Belden 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

The brick will be a reddish brown, the same as used on the 28-Story Condo Building. The small portions of the side walls of the fourth story that will be visible to the street will be the same brick. As with the 28-Story Condo Building, a natural stone base will be installed for the first four feet of the building, and stone will also be used for architectural detailing, window sills, and lintels. Stone will also be used to frame the windows of the retail base. The rear wall of the retail base will be incorporated into the Parking Ramp and will not be visible from the street.

- **Windows & Doors:** The retail base will have punched windows with a rectilinear form and vertical orientation. Windows will be separated by masonry piers and will be double hung. The frames and mullions will have a black powder coat finish and all door and window glazing will be clear, non-tinted, non-reflective glass. The height-to-width ratio of the individual windows will average approximately 3.6 and approximately 3.8 for the total windows openings (refer to Attachment D for a more complete description).

	Windows per Total Window Opening/Average Height-to-Width Ratio*		
Building	**First Floor**	**Floors 2-4**	**Upper floors**
Northwestern (north facade)	3/3.0	3/1.8	
Hotel (new west façade)	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			

The above chart summarizes Attachment D and compares the average of the height-to-width ratios for the total window openings for the proposed and contributing buildings. The number ahead of the slash is the average number of windows per opening. The ratios range from 2.9 to 4.6 for the 18-Story Condo Building, which is comparable to the 3.0 ratio called for in the HPC Guidelines for the historic district (refer to Section 5.2). The Lowry-Morrison Building has smaller average ratios at 1.3 for the first floor 1.6 for the upper two floors; however, these low ratios are largely due to the wide masonry piers within the full opening and between the individual windows. The average ratios for the Pacific Flats Building are 4.8 for the first floor and 2.7 for the upper two floors; well within the range of those for the base of the 18-Story Condo Building. The window openings in the 4-story base of the new building have 3 and 4 windows per opening. This is compatible with the multiple windows in the openings for the two adjacent contributing buildings.

- **Roof:** The roof of the four-story masonry base will be flat and incorporate a parapet, relating to historic buildings in the area.

3.2 **Design of Upper 14 Floors:** The first four stories of this Building will be built to the street frontage in order to align with the facades of the three-story Pacific Flats Building to the west and the three-story Lowry-Morrison Building to the east. The fifth floor will step back approximately 36 feet, 6 inches from the Washington Avenue N. facade and

will also serve as the base of residential floors six through 18, which will maintain a 29-foot setback from the Washington Ave. N. facade. The fitness club will occupy the fifth floor; the top 13 floors will be condominium units.

- **Exterior Materials:** The facades facing 2nd Avenue N. and 3rd Avenue N. will be constructed with a brick framework with punched openings. Conversely, the facades facing Washington Avenue and 2nd Street N. are designed with a system of undulating glass and rectilinear concrete floor plates that creates recessed balconies or terraces on each floor. The brick will be the same as that used in the four-story retail base.

- **Windows & Doors:** The undulating glass will be set back from the slab edge. This distance varies from zero to seven feet throughout the length of the facade. This interstitial space creates covered balconies with panoramic views to the Downtown skyline and the riverfront. The floor-to-ceiling window system will allow generous amounts of daylight to pour into the residential units. Glazing will be clear, non-tinted, non-reflective glass. A clear anodized finish will be used for the aluminum balconies and glass railings of the residential floors. The height-to-width ratio of the individual windows will average approximately 2.9 for the total windows openings (refer to above chart and Attachment D).

- **Roof:** The roof for the condominium tower will be flat and trimmed with metal coping to present a slim profile. The rooftop elevator penthouse will be set back from the perimeter of the Building beyond street sightlines.

4.0 GUIDELINE CITATIONS

4.1 Chapter 599, Heritage Preservation Regulations, Article VI: Certificate of Appropriateness

599.310. Purpose. Certificates of appropriateness are established to protect landmarks, historic districts and nominated properties under interim protection by providing the commission with authority to review and approve or deny all proposed alterations to a landmark, property in an historic district or nominated property under interim protection.

599.350. Required findings for certificate of appropriateness. (a) *In general.* Before approving a certificate of appropriateness, the commission shall make findings that the alteration will not materially impair the integrity of the landmark, historic district or nominated property under interim protection and is consistent with the applicable design guidelines adopted by the commission, or if design guidelines have not been adopted, is consistent with the recommendations contained in The Secretary of the Interior's Standards for Rehabilitation, except as otherwise provided in this section.

599.360. Certificate of appropriateness conditions and guarantees. (a) *In general.* Following commission approval of an application, the applicant shall receive a signed certificate of appropriateness and approved plans stamped by the planning director. The applicant shall produce such certificate of appropriateness and plans to the inspections department before a building permit or demolition permit may be issued. The signed certificate of appropriateness and stamped plans shall be available for inspection on the construction site together with any inspections department permit.

(b) *Mitigation plan.* The commission may require a mitigation plan as a condition of any approval for demolition or relocation of a landmark, property in an historic district or nominated property under interim protection. Such plan may include the documentation of the property by measured drawings, photographic recording, historical research or other means appropriate to the significance of the property. Such plan also may include the salvage and preservation of specified building materials, architectural details, ornaments, fixtures and similar items for use in restoration elsewhere.

(c) *Additional conditions and guarantees.* The commission may impose such conditions on any certificate of appropriateness and require such guarantees as it deems reasonable and necessary to protect the public interest and to ensure compliance with the standards and purposes of this chapter.

Design Guidelines for On-Premise Signs and Awnings:

1. In General:
   a. Sign message: All signs, except window signs, real estate signs, project information signs, auxiliary signs, temporary signs and portable signs, are limited to the name and address of the establishment.
   b. Historic signs: Maintenance or restoration of existing historic signs is encouraged and should not be counted in number of allowable signs.
   c. Number of signs: Each principal building entrance that faces a public street, or each ground floor principal use, whichever is less, is allowed two signs. A corner lot with a principal entrance on each street is allowed two signs per street frontage. The two signs may be a combination of one wall sign, one projecting sign, one ground sign, one banner, and awning signage. However, a property may not have both a projecting sign and a ground sign. Only one of the signs should be illuminated, except that banners and awning signs should never be illuminated. Awning signs are limited to ground floor awnings and are subject to the specific guidelines for awnings and awning signs. Parking lot signs are subject to the specific guidelines for signs accessory to parking lots.
   d. Location of building signs: Wherever possible, signs should be placed in traditional sign locations including the storefront sign band area. Signs should not obscure or damage architectural features including windows, doors, pilasters, columns and historic signs. Building signs should be

located only on the primary façade of the building adjacent to the street and should be no higher than fourteen (14) feet, except as otherwise provided in the specific guidelines for wall signs.

e. Color: Sign colors and materials should be compatible with the colors of the building and its surroundings. Day-glo, light reflecting or fluorescent colors or materials are not allowed.

f. Installation: Sign installation should have a minimal impact on the building and to the extent practical allow the building to be returned to its original condition if the sign is removed. Existing signboards and sign frames should be reused to limit drilling new holes into masonry. Wall signs should be attached to the building through the mortar joints. Projecting signs should be attached to a permanent mounting plate. Awnings should be attached to window or door frames and should never damage masonry.

g. Illumination: Signs may be illuminated externally, internally, or by neon. Plastic face covers should not be placed on illuminated signs. All illuminated building signs should connect to a permanent mounting plate located near the entrance. Electrical conduit should be installed through the permanent mounting plate. Not more than one brick should be damaged by the installation of the permanent mounting plate. Electrical conduit and any lighting fixture should be attached to the sign and not the building wall.

2. Sign Types Allowed:
   a. Wall signs.
   b. Projecting signs.
   c. Banners.
   d. Ground signs.
   e. Awning signs.
   f. Window signs.
   g. Marquee signs, on theaters only.
   h. Project information signs.
   i. Real estate signs.
   j. Temporary signs.
   k. Auxiliary signs.
   l. Portable signs.

3. Sign Types Not Allowed:
   a. Off-premise advertising signs and billboards.
   b. Roof signs, unless present during the period of significance.
   c. Backlighted signs, backlighted awnings and backlighted awning signs.
   d. Balloon signs.
   e. Individual letters or elements applied to the surface of a building.
   f. Pole signs, unless present during period of significance, or a project information sign, real estate sign, auxiliary sign or sign accessory to a parking lot.
   g. Canopy signs and service area canopy signs.
   h. Signs placed on or painted on a motor vehicle or trailer and parked with the primary purpose of providing signage.

i. Signs placed or maintained on natural features.
j. Audible signs.
k. Signs with moving or swinging parts or elements.
l. Any sign relating to sexually oriented uses and prohibited by the regulations governing such uses in Chapter 549, Downtown Districts.
m. Searchlights and strobe lights.
n. Signs attached to skyway bridges and intended to be read from the public right-of-way.
o. Animated signs.
p. Flashing signs.
q. Changeable copy signs, except on a theater marquee or ground sign.

4. Guidelines for Specific Types of Signs:

a. Wall Signs:

i. Location. Wall signs should be located between the first and second floor and should not be higher than fourteen (14) feet, except where the historic sign band is higher. Wall signs should not conceal architectural features or obstruct openings.

ii. Size. Wall signs should be no more than two (2) feet high and thirty-two (32) square feet in area and should not extend outward from the building more than eight (8) inches.

iii. Materials. Wall signs may be constructed of wood, metal, painted fiberglass or painted plastic.

iv. Installation. Wall signs should be attached to the building through the mortar joints. If illuminated, a wall sign should be placed adjacent to or over a permanent mounting plate for electrification. Electrical conduit and lighting fixtures should be attached to the top of the wall sign, and should not be attached to the building. Wall signs should not be painted directly on the surface of the building, except as part of the maintenance or restoration of an existing historic sign.

b. Projecting Signs:

i. Location. Projecting signs should be located near a building entrance and should not be higher than fourteen (14) feet. Projecting signs should not conceal architectural features or obstruct openings, and should not be suspended from the soffit.

ii. Size. Projecting signs should be no more than twelve (12) square feet in area and should not project more than four (4) feet from the building. The thickness of a projecting sign should not exceed eight (8) inches.

iii. Materials. Projecting signs may be constructed of wood, metal, painted fiberglass or painted plastic.

iv. Installation. Projecting signs should always use a single permanent mounting plate.

c. Ground Signs:

i. Location. Ground signs should not obscure the significant architectural detail of adjacent buildings.
ii. Size. Ground signs should be no more than thirty-two (32) square feet in area and should not be higher than eight (8) feet.
iii. Materials. Ground signs should be constructed of materials similar to those found on the existing building or compatible with the existing building. Acceptable materials include brick, stone, stucco, metal or wood.

d. Banners:
i. Location. A banner should follow the location guidelines for a wall sign or a projecting sign.
ii. Size. A banner should follow the size guidelines for a wall sign or a projecting sign.
ii. Materials. A banner should be constructed of coated or uncoated fabric.
iv. Installation. A banner should follow the installation guidelines for a wall sign or a projecting sign.
v. Illumination. A banner should not be illuminated.

e. Awnings and Awning Signs:
i. Location. Awnings should fit within the window or door opening.
ii. Number of awnings. The number of awnings may not exceed the number of window or door openings.
iii. Number of awning signs. Awning signs are limited to ground floor awnings. There should be no more than one sign per awning. Awning signs should be no more than six (6) square feet in area. Where there are multiple awning signs on a building, all signs should be located in the same or similar position on the awnings.
iv. Materials. Awnings should be constructed of coated or uncoated cloth fabric.
v. Installation. Awning hardware should be attached to the window or door frame and should never damage masonry. Awnings should not be attached to or cover any part of the building wall.
vi. Illumination. Awnings and awning signs should not be illuminated.
vii. Awning shape. Awnings should project downward and outward from the openings in straight lines unless they are reflecting the curved shape of the opening. The projection of an awning should be less than its height. An awning drop or skirt should not exceed twelve (12) inches.

f. Window signs: The number, size and location of window signs are not regulated by the HPC. A window sign may not include a backlighted sign, flashing sign, or any other sign type not allowed.

g. Project information signs:
i. Location. If attached to a building, a project information sign should be a window sign.

ii. Size. Freestanding project information signs should be no more than thirty-two (32) square feet in area and eight (8) feet in height.
iii. Number. One project information sign is allowed per street frontage and will not be counted toward the number of signs allowed.
iv. Illumination. Project information signs should not be illuminated.

Real estate signs:
i. Location. If attached to a building, a real estate sign should be a window sign.
ii. Size. Freestanding real estate signs should be no more than thirty-two (32) square feet in area and eight (8) feet in height.
iii. Number. One real estate sign is allowed per street frontage and will not be counted toward the number of signs allowed.
iv. Illumination. Real estate signs should not be illuminated.

i. Temporary signs: Temporary signs are limited to window signs and portable signs.

j. Auxiliary signs:
i. Location. If attached to a building other than a parking attendant building, an auxiliary sign should be a window sign.
ii. Size. Freestanding auxiliary signs should be no more than four (4) square feet in area and four (4) feet in height.
iii. Number. One freestanding auxiliary sign is allowed per street frontage or per parking lot street entrance and will not be counted toward the number of signs allowed.
iv. Illumination. Auxiliary signs should not be illuminated.

k. Signs accessory to parking lots.
i. Location. If attached to a building other than a parking attendant building, a parking lot sign should be a window sign.
ii. Size. Freestanding accessory parking lot signs should be no more than eight (8) square feet in area and six (6) feet in height. Commercial parking lot signs should be no more than fifteen (15) square feet in area and twelve (12) feet in height.
iii. Number. One freestanding parking lot sign is allowed per street entrance.
iv. Illumination. Parking lot signs should not be illuminated.

l. Portable signs: The number, size and location of portable signs are not regulated by the HPC. A portable sign may not include a backlighted sign, flashing sign, or any other sign type not allowed.

m. Signs for multiple tenant buildings: An application for approval of a master sign plan for a multiple tenant building may be submitted to the HPC for review and approval. Following approval by the HPC, staff will issue a Certificate of No Change for signs that are consistent with the approved plan.

4.4 **U.S. Department of the Interior, National Park Service, National Register Criteria:** National Register criteria define, for the nation as a whole, the scope and nature of historic and archeological properties that are to be considered eligible for listing in the National Register of Historic Places.

Criteria for Evaluation: The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

a. That are associated with events that have made a significant contribution to the broad patterns of our history: or
b. That are associated with the lives of persons significant in our past: or
c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
d. That have yielded, or may be likely to yield, information important in prehistory or history.

Criteria Considerations: Ordinary cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

a. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
b. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
c. A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
d. A cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
e. A reconstructed building, when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
g. A property achieving significance within the past 50 years if it is of exceptional importance.

4.5 **National Park Service, Secretary of the Interior Standards:** The Standards address rehabilitation of and additions to buildings that are listed or eligible for listing on the National Register and to new buildings located within historic districts. The following are selected Standards applicable to this 28-Story Condo Project:

District/Neighborhood
Recommended:

- Removing non-significant buildings, additions, or streetscape and landscape features which detract from the historic character of the district or the neighborhood.

Not Recommended:

- Introducing a new building, streetscape or landscape feature that is out of scale or otherwise inappropriate to the setting's historic character, e.g., replacing picket fencing with chain link fencing.
- Introducing new construction into historic districts that is visually incompatible or that destroys historic relationships within the district or neighborhood.

6.0 FURTHER INFORMATION:

Building height, shadows, and wind: Attachment I includes the shadow study for the PD Project. Consistent with typical shadow analyses, the study projected shadows for four times of day (10 a.m., noon, 2 p.m., and 4 p.m.) on four days—the summer and winter solstices (the longest and shortest days of the year) and for the two equinoxes (equal day and night)—with the following results (directional references are by the compass):

- **Summer solstice (June 21):** Shadows of the 18-Story Condo Building will stay on the site during the four study times (10 a.m. to 4 p.m.). The building will cast longer shadows to the southwest and southeast respectively for approximately half of the 16-hours of available daylight during the periods before about 8 a.m. and after 4 p.m.

- **Equinoxes (March 21 and September 21):** Between sunrise and approximately 11 a.m., the upper stories of the 18-Story Condo Building (above approximately the 12th floor) will cast shadows on to 3rd Ave. N. and its sidewalks and the building at 300 3rd Ave. N. Between 11 a.m. and into early evening, the shadow will stay on site or will merge with that of the 28-Story Condo Building.

  The shadow of a theoretical 10-story condo building (about 125 ft. tall) on the site of the 18-Story Condo Building would remain on site all day except for the early morning before 10 a.m. and late evening when it would merge with that of the 28-Story Condo Building. This shadow will be approximately 60% as long compared to the proposed building.

- **Winter solstice (December 21):** On the shortest day of the year when we experience approximately 8 hours of daylight and the sun never climbs higher than 22 degrees above the

horizon, all multistory buildings cast long shadows all day. Even between noon and 2 p.m., the 18-Story Condo Building will cast shadows that reach across to the Colonial Warehouse Building and later over to the building at 116 3rd Ave. N. These shadows will fall on public streets, sidewalks, and alleys.

The shadow of a theoretical 10-story condo building on the site of the 18-Story Condo Building would remain on site only during the noon-to-2 p.m. period. During the other 10 hours of daylight, the length of the shadow would be about 60% as long as that of the proposed building.

Buildings approximately 20 stories or taller can have a funneling and magnifying effect on wind that is transmitted down to create problems at the street level. Building setbacks at lower stories and canopies are effective methods to mitigate this condition by fracturing downward directed winds. On the Washington Ave. side of the 18-story building, there are two setbacks: a substantial 29-ft. setback at floor 5 and a smaller one at the top floor. Large storefront canopies extend from the entrance and each of the window bays (approximately 9 feet wide by 7 feet deep). These setbacks and the canopies should provide adequate mitigation for potential pedestrian-level winds.

Planning staff agree with the analysis in the EAW that 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" and with the comment from the Minnesota Historical Society, "Buildings of this height should not be built in this area." 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.

7.0 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, Signs and Awnings for a new 18-story,[1] 117-unit, mixed-use, condominium building to be constructed at 206-214 ½ Washington Ave. N. and northwesterly half of 216 2nd Ave. N. The project includes the demolition of the

[1] 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.

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 3rd Ave. N, the Northwestern Building (Northwestern Glass Company) at 215-223 2nd 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 Historic 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."

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 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.

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.

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 loading bearing building." Also inconsistent with the Guidelines, setbacks occur above the fourth floor on both the Washington Avenue North side of the building.

9. **Delineation of historic and modern design references:** The Secretary of Interior 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 (2nd 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.

10. **Windows:** A combination of brick and stone dominates the four-story base portion of the building carries up the east (2nd Ave.) and west (internal to the site) facades to the 25th and 23rd 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 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.

11. **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. **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.

G. STAFF RECOMMENDATION:

The Community Planning and Economic Development Department—Planning Division recommends that the Minneapolis Heritage Preservation Commission **adopt** the above findings and **deny** the Certificate of Appropriateness for New Construction, Sign and Awning for a new 18-story, 117-unit, mixed-use, condominium building (18-Story Condo Building), which is a component of the Pacific Development Project, to be constructed at 206-214 ½ Washington Ave. N. and northwesterly half of 216 2nd Ave. N.

CITY OF MINNEAPOLIS
CPED PLANNING DIVISION
HERITAGE PRESERVATION COMMISSION STAFF REPORT
Certificate of Appropriateness for the DeLaSalle Athletic Facility Project located at 25 West Island Avenue and 201 Island Avenue East

Attachments Common to all Pacific Development Applications (Printed separately)

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

Attachments Specific to Subject Application and Included Herein:

1. Applicant's application for the Certificate of Appropriateness: Description of subject project
2. Applicant's application for the Certificate of Appropriateness: Description of subject project consistency with HPC Guidelines

PD 6

ATTACHMENT 1

Application for Certificate of Appropriateness

Description of 18-Story Condo Building

1. Overall Design and Expected Uses

A new, 18-story, 117 unit, mixed-use condominium building is proposed to fill the gap in the historic street wall between the Pacific Flats Building and the Lowry-Morrison Building on Washington Avenue N. (the "**18-Story Condo Building**"). (See Attachment E: Project Plans.) The 18-Story Condo Building will replace the noncontributing Auto Repair Garage[1] and surface parking lots. The first four stories of this Building will be built to the street frontage in order to align with the facades of the three-story Pacific Flats Building to the west and the three-story Lowry-Morrison Building to the east. The fifth floor will step back approximately 36 feet, 6 inches from the Washington Avenue N. facade and will also serve as the base of residential floors six through 18, which will maintain a 29-foot setback from the Washington Ave. N. facade. (See Attachment E: Project Plans.)

Restoring and adaptively preserving and reusing the Lowry-Morrison Building, the Pacific Flats Building, the Monte Carlo Club, and the Northwestern Building necessitates construction costs that cannot be supported by income generated from the new uses in those buildings. These costs must be "shifted" to a portion of the Pacific Block where additional density and height can be used to subsidize these restoration, preservation, and adaptive reuse costs. The 18-Story Condo Building provides some of this additional height and density.

The 18-Story Condo Building comprises two distinct elements. First, the four-story base will relate to the historic buildings on the Pacific Block by placing the street wall facade flush with the sidewalk, by carefully designing the facade's bays and windows, and by using masonry and stone materials. Second, the upper floors will contrast with and highlight the base by stepping back from the base's street facade, by emphasizing the linear floor, and by using glass walls. (See Attachment E: Project Plans.)

Retail shops are proposed for the first two floors, a medical clinic for the third floor, and a fitness club for the fourth and fifth floors. The fitness club will have both a physical and visual connection to the roof terrace over the Parking Ramp. It will also connect to a roof terrace fronting on Washington Avenue N. that will be created by the 36-foot, 6-inch setback of the fifth floor. The upper 13 floors will contain for-sale dwelling units.

The 18-Story Condo Building design is rectangular in shape and volume with variable-depth glass walls on the upper floors to create linear balconies. The substantial set back of

[1] The request for approval of the demolition of the Auto Repair Garage is addressed in a separate Application for Certificate of Appropriateness.

the upper 14 floors will prevent the height of the Building from overwhelming the street-level experience and the scale of the adjacent historic structures. The height of the first three floors will range from 14 feet 7 inches to 16 feet to align with the appropriate floor heights of the adjacent Lowry-Morrison Building. Beginning with the fourth floor, the floor heights will be ten feet through floor 17. Floor 18 will be 14 feet in height. (See Attachment E: Project Plans.)

2. Design of Four-Story Base

The four-story base, the street wall facade, of the 18-Story Condo Building will be built out to the sidewalk, flush with the adjacent historic buildings. The first-story storefront along Washington Avenue N. will be divided into 10 bays separated by masonry piers that align with the window openings for the second through fourth floors. Awnings will run along the entire length of these facades at approximately 16 feet above grade. Individual store entrances will be incorporated into their respective storefronts at grade. (See Attachment E: Project Plans.)

The entrance into the 18-Story Condo Building will be located at the center bay of the Washington Avenue N. facade and will continue past the vertical circulation core at the center of the Building to the back where it will link to an enclosed public thoroughfare. At the north edge of the Building will be a pedestrian concourse that serves as part of a through-block pedestrian way connecting the pocket park on 3rd Avenue N. adjacent to the Monte Carlo Club to the pocket park behind the Lowry-Morrison Building on 2nd Avenue N. (See Attachment E: Project Plans.)

The four-story retail base will be constructed to abut the interior side walls of the Pacific Flats Building and the Lowry-Morrison Building, which is consistent with the windowless interior party wall construction and historic character of those buildings. The structural composition of the east and west walls will be designed to reinforce and protect the fragile walls of the adjoining historic structures and, where possible, expose the historic brick walls on the interior.

a. Exterior Materials
The four-story retail base will be built with modular brick and stone trim to be compatible with the existing pallet of the warehouse buildings in the area. The brick will be Cabernet by Robinson Brick Company. (See Attachment F: Binder of Material Specifications and Attachment G: Box of Material Samples.) The small portions of the side walls of the fourth story that will be visible to the street will be the same brick. A natural stone base will be installed for the first four feet of the Building, and stone will also be used for architectural detailing, window sills and lintels. And stone will also be used to frame the windows of the retail base. The proposed stone selection is Minnesota Travernelle by Vetter Stone. (See Attachment G: Box of Material Samples.) The rear wall of the retail base will be incorporated into the Parking Ramp and will not be visible from the street.

b. Windows & Doors
The retail base will have punched windows with a rectilinear form and vertical orientation. Pairs of windows will be separated by masonry piers. Windows will be double hung and the frames and mullions will have a black powder coat finish. The window proportions will be 3:1. All door and window glazing will be clear, non-tinted, non-reflective glass. (See Attachment F: Binder of Material Specifications.)

c. Roof
The roof of the four-story masonry base will be flat and incorporate a parapet, relating to historic buildings in the area.

3. Design of Upper 14 Floors

The fifth floor of the 18-Story Condo Building will be set back approximately 36 feet, 6 inches from the retail base, and floors six through 18 will be set back approximately 29 feet from the retail base. The fitness club will occupy the fifth floor; the top 13 floors will be condominium units.

a. Exterior Materials
The facades facing 2nd Avenue N. and 3rd Avenue N. will be constructed with a brick framework with punched openings. Conversely, the facades facing Washington Avenue and 2nd Street N. are designed with a system of undulating glass and rectilinear concrete floor plates that creates recessed balconies or terraces on each floor. (See Attachment E: Project Plans.) The brick will be the same as that used in the four-story retail base.

b. Windows & Doors
The undulating glass will be set back from the slab edge. This distance varies from zero to seven feet throughout the length of the facade. This interstitial space creates covered balconies with panoramic views to the Downtown skyline and the riverfront.

The floor-to-ceiling window system will allow generous amounts of daylight to pour into the residential units. Glazing will be clear, non-tinted, non-reflective glass. (See Attachment F: Binder of Material Specifications.) A clear anodized finish will be used for the aluminum balconies and railings of the residential floors.

c. Roof
The roof for the condominium tower will be flat and trimmed with metal coping to present a slim profile. The rooftop elevator penthouse will be set back from the perimeter of the Building beyond street sightlines. (See Attachment E: Project Plans.)

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Application for Certificate of Appropriateness

Eighteen-Story Condo
HPC Guidelines and the Secretary of the Interior's Standards

Prepared by Charlene Roise, Hess, Roise and Company, September 7, 2006

INTRODUCTION

The Eighteen-Story Condo falls under the "Guidelines for Infill Construction" in the Minneapolis HPC's Warehouse Historic District Guidelines. The form, massing, and details proposed for the new construction will determine whether the design is compatible with the historic district.

The HPC guidelines begin by stating that infill construction should "characterize a masonry loading bearing building and not a contemporary curtain wall structure," noting that existing warehouse buildings "emulate the classic column with a defined base shaft and capital." The guidelines add that "creative design concepts are not discouraged." The guidelines then address specific features: building massing, street facade, side or rear walls, elevators, and roofs.

The articulation of the podium level of the Eighteen-Story Condo is intended to balance traditional materials and modern design, taking cues from the surrounding historic district and reinterpreting them using a twenty-first-century vocabulary. This approach avoids direct imitation, which creates a false sense of history. The upper floors express twenty-first-century technology and aesthetics.

HPC GUIDELINES FOR INFILL CONSTRUCTION

Building Massing (General Footprinting and Shape)

Building Outline: The podium's front facade edges the sidewalk like its historic neighbors, the Pacific Flats Building and the Lowry-Morrison Building.

Building Shape: Although the guidelines require that buildings be "rectangular in shape and volume" and prohibit setbacks on upper floors, this assumes that buildings would be ten stories or less. If the HPC allows taller buildings, the podium/setback approach is preferable to a monolithic high-rise.

Building Height: At eighteen stories, the building is considerably taller than the ten stories the guidelines give as a maximum height for new construction in the historic district. For specific floor heights, the guidelines require a floor-to-floor height of 14' to 18' on the first story and 10' to 12' on the stories above. The first floor of the Eighteen-Story Condo is 16', meeting the guidelines. The second and third floors are 14'7" and 16'5". While this is higher than the guidelines

recommend, the height matches the floor levels of the adjacent Lowry-Morrison Building and should be acceptable. On the fourth floor, and most of the floors in the tower above, the floor-to-floor height is 10'.

Street Facade

Building Material-Podium: The use of brick and stone to articulate the front and sides (where visible) of the first four floors is compatible with the historic district. The type of brick and stone that is proposed has the potential to be compatible as well. A test panel with both materials should be constructed on-site and reviewed and approved by HPC staff. This review and approval should include details of the color, thickness, and tooling of the mortar joints.

Building Material-Tower: The long facades of this rectangular structure, which parallel Washington Avenue, will feature exposed concrete floor plates and glass in storefront window systems. The side facades will display glass, storefront window systems, brick, and concrete. The dominance of glass on the long facades visually lightens the tower and clearly identifies it as modern. The undulating glass walls further dematerialize these facades. The interplay of the curved glass and the rectangular concrete floor plate offers a creative and sensitive insertion of twenty-first-century design within a historic context. The relationship between the new and old is emphasized by the cantilever of the concrete floor plates and glass walls beyond the brick "piers" of the side elevations, which feature punched openings reflective of typical warehouse district fenestration.

Criteria for Storefront Option: Masonry piers extend from the ground to the cornice above the fourth floor, dividing the first-floor facade into ten storefront/window bays. This articulation is in keeping with the scale of the historic district. Details of the storefront design are not available, but it should not be difficult to develop a design that is compatible with the district.

Windows-Podium: According to the written description in Section B, double-hung windows will be paired between masonry piers and will consist of clear, non-tinted, non-reflective glass in frames with a black powder-coat finish. In the elevations, it appears that there are spandrel panels above and below the windows on the second and third floors, which are not discussed in Section B. This and other details (e.g., the depth that windows are set back from the plane of the front facade) will need to be provided when the design reaches that stage of development to ensure that these details are in conformance with the guidelines. Section B does state, in any event, that the window proportions will be 3:1, as required in the guidelines.

Windows-Tower: Details of the storefront window systems have not been provided, but Section B indicates that the glazing will be clear, non-tinted, non-reflective glass. The intent is apparently to minimize the visibility of the window system framework, which would help to minimize the visibility of the tower.

Building Entrances: Details are not available at this time.

Accent Banding: The brick spandrels at most floor lines of the podium and the coping on the parapet, while not technically "accent banding," delineate the classic division of base/shaft/capital that is typical of buildings in the historic district. On the tower, the concrete floor slabs provide a horizontal element.

Side or Rear Walls

The design of side and rear facades of buildings in the historic district is usually more utilitarian than the front, except for corner buildings. For the Eighteen-Story Condo, the side and rear walls are largely obscured by other construction. When visible, they are similar in design to the front facade. Given their location and smaller dimensions, they do not compete with the front facade and could not be mistaken for it, so this design approach appears reasonable.

Elevators

The elevator is completely surrounded by the building except at the top, where the projecting penthouse is sheathed in brick.

Roofs

The glass-walled penthouse on top the tower is taller than the floors below and is set back from the facades of those floors. The penthouse's flat roofline is consistent with the rest of the building and the historic district. Rising above the residential penthouse, the brick elevator penthouse is more-or-less centered on the roofline, reinforcing the symmetry of the building's design. Symmetry tends to draw less attention to a building than asymmetry, so this alignment helps to minimize the visual impact of the tower.

Note: A hand-drawn perspective of the building shows a somewhat different roof treatment than what appears on the computer-generated elevation. This analysis is based on the computer-generated version.

CONCLUSIONS

With the exception of height, the design offers a respectful and creative approach to new construction in a historic district. The brick podium relates to the scale, materials, and articulation of the historic buildings in the vicinity. The tower is set back from the podium's front facade, is visually light, and does not try to imitate or compete with its historic surroundings. On the tower's long sides, the undulating glass and exposed floor slab is an innovative expression of the twenty-first century, while on the shorter sides, the combination of brick and glass bridges the design vocabulary of the nineteenth and twenty-first centuries.

7D-7
11-28-06

CITY OF MINNEAPOLIS
CPED PLANNING DIVISION
HERITAGE PRESERVATION COMMISSION STAFF REPORT

FILE NAME: Component of the Pacific Development Project—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.
DATE OF APPLICATION: Determined to be complete on 10/11/06.
APPLICANT: Walter H. Rockenstein II, attorney for the Developer, Pacific Flats, LLC; Faegre and Benson LLP, 2200 Wells Fargo Center, 90 S. 7th St., Mpls., MN 55402-3901; voice: 612-766-7208, fax: 612-766-1600, email: wrockenstein@faegre.com
DATE OF HEARING: 11/14/06, continued to the 11/28/06 hearing
HPC SITE/DISTRICT: Local district: North Loop Warehouse Local District (established, 9/19/78); National Register of Historic Places District: Minneapolis Warehouse Historic District (established in 1989)
CATEGORY:

- **North Loop Local Warehouse District (a portion of the building will be within the District):**
  1. Linkage of building, structures, lands and space, a majority of which continue to exist in there original location and are distinguished by architectural quality and aesthetic appeal.
  2. Arouses a sense of time (history) and space (attractive special quality)
  3a. Contains a concentration of structures of superior workmanship.
  3b. Contains a number of structures which display the distinguishing characteristics of an architectural type reflective of a style and method of construction.
  5. Has a sense of visual cohesion expressed through a harmony of related details, architectural or otherwise, based upon elements of quality (aesthetic) as:
     a. Continuity of architectural factors (style, proportion, color, size, scale and materials);
     b. Concentration or clustering of structures.
- **National Register of Historic Places Registration Form:** Categories are Event and Architecture/Engineering. Areas of Significance are Architecture, Commerce, and Transportation. Historic Functions are Commerce/Trade, Industry/Processing/Extraction, Manufacturing Facility, Specialty Store, and Warehouse. 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.

PERIOD OF SIGNIFICANCE: National Register District: 1850-1874, 1875-1899, 1900-1924, 1925-1949.
CLASSIFICATION: Certificate of Appropriateness for New Construction, Sign and Awning (demolition of the Gehl-Dolphin Building at 212-216 2nd Ave. N. is subject of separate application)
STAFF INVESTIGATION AND REPORT: J. Michael Orange (voice: 612-673-2347; facsimile: 673-2728; TDD: 673-2157; e-mail: michael.orange@ci.minneapoli.mn.us)
PRINT DATE: 11/21/06

Attention: If you want help translating this information, call - **Hmong** - Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu 612-673-2800; **Spanish** - Atención. Si desea recibir asistencia gratuita para traducir esta información, llama 612-673-2700; **Somali** - Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac 612-673-3500

CITY OF MINNEAPOLIS
CPED PLANNING DIVISION
HERITAGE PRESERVATION COMMISSION STAFF REPORT
Certificate of Appropriateness for New Construction for the Parking Ramp Component of the Pacific Development Project on Parts of Lots 1-5, 7 and 8, Block 34, Town of Minneapolis

1.0 PROJECT DESCRIPTION

1.1 **Summary of the entire Pacific Development Project:** The following is a summary of the description of the entire Pacific Development Project (PD Project) and its three phases. The applicant submitted seven separate applications to the Minneapolis Heritage Preservation Commission (HPC) listed below. As a part of the staff reports for all seven of these applications is a separately printed collection of attachments that apply to all or most of the Project components. A glance at the list of attachments at the end of this report will aid in locating the appropriate attachment.

There are four contributing historic buildings on the Pacific Block, one of which has already been rehabilitated—the Pacific Flats Building. The developer proposes to rehabilitate two other historic buildings on the block—the Monte Carlo building and the Lowry-Morrison Building. Major modifications and reconstruction are proposed to the fourth historic building on the block—the Northwestern Building. The developer also proposes to demolish noncontributing buildings and replace those sites with new constriction. In addition, new construction is also proposed for the existing surface parking lots on the block.

The Project will encompass approximately 595,000 square feet of developed floor space, with an additional area of approximately 258,000 sq. ft. of structured parking. The Project will include approximately 327 condominium units; a ten-story, 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 existing Monte Carlo Club, and a medical clinic. The proposed residential component comprises two residential condominium towers—the 18-Story Condo Building on Washington Avenue North, and the 28-Story Condo Building whose major axis parallels 2nd Street N. with an eight-story wing along 2nd Avenue North. Both buildings will have retail uses at the street level.

A structured parking ramp is proposed to be located in the interior of the Pacific Block in the location of an existing alley and existing surface parking lots. 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 portion of the structured parking behind the Monte Carlo Club between the New Hotel and the Pacific Flats Building.

The following describes the components of the PD Project and identifies the applicable HPC applications (identified as PD 1 through 7):

- **PD1—Monte Carlo Pocket Park:** Construct the Monte Carlo Club Pocket Park on the vacant northern portion of the Pacific Flats building parcel at 218-228 Washington Ave. N.
- **PD2—Lowry-Morrison Rehab:** Rehabilitate the deteriorating Lowry-Morrison Building, a contributing building at 200-204 Washington Ave. N.
- **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.
- **PD5—Auto Repair Garage Demo:** Demolish the Carriage House Building/Auto Repair Garage, a non-contributing building at 206-208 Washington Ave. N.
- **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. The project includes the demolition of the Auto Repair Garage (the subject of a separate application, PD5), a non-contributing building at 206-208 Washington 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.

The applicant proposes to build the Project in three phases:

Phase 1:
- Construction of the pocket park between the Monte Carlo Club and Pacific Flats Building
- Rehabilitation of the Northwestern Building into the New Hotel
- Construction of the parking and retail bases of the 18-Story Condo Building and of the 28-Story Condo Building
- Interior build-out of the upper two floors of the Pacific Flats Building (not part of this HPC application)

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)
- Construction of the second pocket park behind the Lowry-Morrison Building

2.0 CONTEXT

The following primary sources of information were consulted for this report:

- National Register of Historic Places (NRHP) Nomination Form and Registration Form (1989).
- "Warehouse Area Preservation Study," Minneapolis Planning Department, January 1978
- "Minneapolis Warehouse Preservation Action Plan," City of Minneapolis, September 1998.
- Warehouse Historic District Design Guidelines.
- Secretary of the Interior's Standards for Rehabilitation.
- Environmental Assessment Worksheet for the Pacific Block Development Project, approved by the City of Minneapolis, 9/1/06

2.1 **Minneapolis Warehouse National Register District:** The Minneapolis Warehouse Historic District, covering 150 buildings, was added to the National Register of Historic Places (NRHP) in 1989 (see Exhibit 2 in Attachment A). The NRHP Nomination Form states the following:

"The District is characterized by its historic 6-8 story warehouses which once formed a thriving and prosperous commercial neighborhood adjacent to the central business district of Minneapolis. Consisting of some 62 structures, covering about 7 square blocks the District is notable for its cohesiveness of architectural styles well as for the extent to which the structures have remained unaltered. Most of the warehouses in the District were built in the Chicago Commercial Style. The exterior facades reflect the structural support system within and the ornamentation is usually minimal. The warehouses are rectangular, built up to the property line, and built of brick and stone. . . ."

"The district is historically significant for its association with the burgeoning railroad transportation network, which in the late nineteenth century, connected Minneapolis with the upper Midwest and the rest of the country. During this period, the area north of Minneapolis' central business district was established as an area of concentrated warehouse activity for the wholesale storage and shipment related to milling and manufacturing. In addition, the district is architecturally significant for its concentration of commercial warehouse buildings designed by the city's most prominent architects in styles ranging from late nineteenth century Romanesque to the Chicago Commercial Style of the early twentieth century."

"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."

The NRHP Registration Form (1989) adds the following information:

"The oldest buildings constructed in the warehouse district were small commercial structures, typically three stories tall. Many were built with storefronts on the first floor and hotels or manufacturing space above. As the area developed into the city's warehouse and wholesale district in the late 1880s, the size of the buildings dramatically increased and was normally 5- to 7 stories with mill or semi-mill construction. After the turn of the century, massive utilitarian structures were built employing reinforced concrete and structural steel. The Warehouse District has retained its original sense of time and place with four steel bridges still in place, many streets paved with bricks ort cobblestones, and with trains passing through daily on original track beds around which the area first developed. Architecturally the buildings include every major architectural style popular during the period of significance including Italianate, Queen Ann and Richardsonian Romanesque to the Classical Revivals and early 20th century Commercial Styles."

The periods of significance for the District are as follows: 1850-1874, 1875-1899, 1900-1924, and 1925-1949. Washington Avenue North, from First Avenue North to Ninth Avenue North., is the spine of this 30-block district. This National Register district includes the so-called Pacific Block except for two parcels in the block immediately south that are the access to Interstate 394.

The following chart lists the buildings in the block and their status as regards the National Register District and the North Loop Warehouse Local District (refer to section 2.2).

Building	Address	Built	Minneapolis Warehouse Historic District	North Loop Warehouse Local District
The Pacific Building	218-228 Washington Ave. N.	1865-1866	Contributing	Contributing
The Gluek Brewing Company Building, now known as the Monte Carlo	217 3rd Ave. N.	1910	Contributing	Contributing
Northwestern Glass Company Building	219 2nd St. N.	1912	Contributing	Contributing
	215 2nd St. N.	1918 & 1923	Contributing	Contributing
The Lowry Morrison Building	200 Washington	1879	Contributing	Contributing
Carriage House Building, also known as the Auto Repair Garage	206-208 Washington Ave. N.	1875	Noncontributing	Noncontributing
The Gehl-Dolphin Building	212 2nd Avenue N.	1951	Noncontributing	Not in District

2.2 North Loop Warehouse Local District: In 1978, the City established a local preservation district, the North Loop Warehouse Local District under the guidelines of the Minneapolis Heritage Preservation Commission (HPC). (See map, Exhibit 1 in

Attachment A.) The Pacific Block is included in the local district except for the site of the Gehl-Dolphin Building and the lot at 212 2nd Avenue North. are excluded from the boundaries. The "Warehouse Area Preservation Study" of 1978 described the individually significant buildings and included the following comment on the importance of the local district (p. 4). The language parallels that of the NRHP Nomination text cited above: "An area to be considered for heritage preservation must have more than individually significant buildings. It should have, among other things, connecting tissue to unite and tie the individual buildings together. This Warehouse Area has such connections in abundance. It has contributing buildings that, combined with individually significant buildings create a streetscape of buildings that have a common history in terms of age and original use and that have a common physical appearance in terms of material, 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."

2.3 **Minneapolis Warehouse Preservation Action Plan (adopted by the City Council, 2000):** The following excerpt from the plan applies to the project (pp. 1, 10-11):

"A Vision for the Minneapolis Warehouse Historic District: The Minneapolis Warehouse Historic District is one of our nation's premiere historic warehousing districts. Developed between 1865-1930, the warehouse district contains a diverse and handsome selection of late 19th- and early 20th-century commercial style buildings that reflect significant warehousing, jobbing and commercial activities that made Minneapolis a regional trade center. A large part of the warehouse district's appeal is its unique historic environment. The district's renaissance as an arts, cultural and entertainment community in the 1970s continues to draw tenants, residents and visitors to the area. Creating an appropriate balance between old and new structures is encouraged and critical for the economic vitality of the district. The buildings of substantial character create a district that is one of Minneapolis' competitive advantages. Whenever an historic building is demolished or altered or a new structure is inappropriately designed, the district becomes a lesser place. With care and guidance, the continued development and preservation of the warehouse district as a recreation, entertainment and creative community will enrich the lives of residents and visitors to Minneapolis into the next millennium.

"Physical Environment: Enhance the historic character of the Warehouse District, guide new development and support the unique public realm in the plan area. The historic and cultural resources in the Warehouse District are one of Minneapolis' greatest assets. The uniqueness that other cities are searching for and trying to create, and that even the core of downtown Minneapolis is trying to enhance, is already in place in the Warehouse District.

"The goal, then, is to ensure the future preservation of this resource by establishing guidelines for sensitive and compatible alterations to the historic

resources in the district, guiding new development in the district that is compatible with the historic character of the district, and enhancing streetscapes that foster pedestrian movement, encourage sidewalk cafes, create a safer atmosphere, and benefit continued reinvestment in the area."

When the plan was adopted, the following criteria were established for all new development projects in the plan area:

- Encourage high quality design, architectural diversity, and the use of high quality materials that reinforces the historic character and integrity of the Warehouse Historic District and St. Anthony Falls Historic District.
- Maximize pedestrian activity through interactive building design, and enhanced streetscape and parking lot design.
- Provide opportunities for a variety of neighborhood services.
- Encourage a high quality urban environment that clearly establishes the public realm and incorporates gathering spaces.
- Accommodate and provide access to alternative modes of transportation, such as transit stops and bicycle paths.
- Discourage the demolition of historic resources for new construction or surface parking and encourage adaptive reuse.
- Emphasizes consistency with the policies of the City's Comprehensive Plan, including the Downtown 2010 component.
- Initiate the Development Objectives Process to be coordinated by the Planning Department and the Minneapolis Community Development Agency for all developments requesting public assistance or subsidy, including the sales of public land at market rate."

2.4 **The Environmental Assessment Worksheet:** On June 31, 2006, the City published and distributed a Mandatory Environmental Assessment Worksheet (EAW) for the Pacific Block Development Project according to the Environmental Review Rules of the Minnesota Environmental Quality Board (EQB) under Rule 4410.4300 Subpart 19 Residential Development (it exceeds the 375-unit threshold) and Subpart 31, Historical Places (it includes the demolition of structures within the National Register of Historic Places District). On September 1, 2006, the City concluded that the EAW was adequate and that no Environmental Impact Statement was required. All documents associated with the EAW, including 66 pages of comment letters, are available on the City's web site: (http://www.ci.minneapolis.mn.us/planning/pacific-block.asp)

2.5 **Archeological and historic resources analysis in the EAW:** State rules for preparing an EAW require the applicant to provide the City the data needed for the EAW. As such, Pacific Flats LLC hired the Hess, Roise and Company to prepare the required response to EAW Question 25 that addressed historic resources. The following excerpts from the EAW summarize the findings and conclusions as regards effects on contributing

resources:

Minneapolis Warehouse Historic District (National Register): The Minneapolis Warehouse Historic District, covering 150 buildings, was designated in 1989. Washington Avenue North, from 1st to 9th Avenues N., is the spine of this 30-block district. This National Register district includes the Pacific Block, as well the adjacent blocks, with the exception of the I-394 access at the southwest corner of Washington and 3rd Avenues North. and the far (1st Avenue North.) side of the block between 2nd Street N. and Washington Avenue North, which contains a printing company and parking lots.

On the Pacific Block, the Carriage House Buildings at 208 Washington Avenue North and the Gehl-Dolphin building at 212 2nd Avenue North are considered noncontributing; the rest of the buildings on the block contribute to the district. See Attachments N: Map of Minneapolis Warehouse Historic District (National Register), B: Project Site, and P: Photos of Present Development of the Pacific Flats Block.

North Loop Warehouse Area (Local District: The City has established a local district, the North Loop Warehouse Area (Local District) in the area under the guidelines of the Minneapolis Heritage Preservation Commission (HPC). The north end of this district is irregular in shape, including most of the buildings southwest of 2nd Street North between the railroad corridor, 2nd Avenue North, and Washington Avenue N. However, on the Pacific Block, the Gehl-Dolphin Building and lot at 212 2nd Avenue North are excluded from the boundaries. The district also includes the southwest half of the block fronting on Washington that is edged by 1st and 2nd Avenues North and 2nd Street North. The district jumps across 3rd Avenue to pick up the Moline, Milburn and Stoddard Company Building (a.k.a. Appliance Parts Building/Traffic Zone) at 250 3rd Avenue North. The rest of the district is mostly contained between 2nd Avenue North, 6th Street North, and 1st Avenue North, including the buildings fronting on the southeast side of 1st Avenue North. The modern building at the southeast corner of 1st Ave North and Washington Avenues is outside the boundaries of the local district. See Attachments O: Map of North Loop Warehouse Area (Local District), B: Project Site, and P: Photos of Present Development of the Pacific Flats Block.

The proposed renovation of the Lowry-Morrison Building, the demolition of back portion of the Northwestern Building, and the construction of new structures in the North Loop Warehouse Area (Local District) will initiate a Heritage Preservation Commission (HPC) review for appropriateness of the proposed renovation, demolition, and new construction. The HPC has adopted district specific guidelines to assist them and proposers in determining the appropriateness of elements of the proposed renovation, demolition, and new construction. The guidelines for the North Loop Warehouse Area (Local District)

touch on topics such as masonry repair, storefronts, window replacement, roofing, dropped interior ceilings, removal of historical fabric, health and safety code requirements, building entrances, accent banding, and treatment of side or rear walls. . . .

The HPC guidelines for the adjacent St. Anthony Falls Historic District limits the height of new buildings to fit within the range of heights for existing buildings, typically 4 to 6 stories high. At this stage in the planning and design process, design details for the 28-Story Condo Building Alternative and the 40-Story Condo Building Alternative project are not known.

(a) 28-Story Condo Building Alternative and Guidelines: Both condominium 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. All rehabilitation and infill construction will require approvals by the HPC.

(b) 40 Story Condo Building Alternative And Guidelines: In this 40-story Condo Building Alternative, the 40-Story part of the Condo Building will be constructed entirely on the lot on where the Gehl-Dolphin Building is located. That lot is not within the North Loop Warehouse Area (Local District) though it is within the national district. All rehabilitation and infill construction will require approvals by the HPC. After a report by CPED-Planning staff and hearing from the public, the HPC will determine the appropriateness of the design of all the elements of either alternative in the North Loop Warehouse Area (Local District). The decision of the HPC can be appealed to the City Council.

3.3 **Alley vacation:** The Parking Ramp Project will necessitate the vacation of the mid-block, east-west alley. 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. Elimination of alleys has a clear impact on building height, bulk and scale, and ultimately the form and character of the city. 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. In short, 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. Attachment G includes pictures of the subject alley and of other nearby alleys within the historic district.

4.0 PROPOSED CHANGES

The following is a summary of the information submitted by the applicant, which is available in Attachment 1:

An eight-level parking ramp will be constructed in the center of the Pacific Block and will provide approximately 734 parking spaces for all parts of the Project. It will include three parking levels below grade; an access, parking, and loading level at-grade(street level); and four parking levels above grade (including a mezzanine level). A roof terrace will cover the eighth parking level, will be at the same elevation as the fifth levels of the 18 and 28-Story Condo Buildings, and will connect to both. (See Attachment E: Project Plans.)

The Parking Ramp will be constructed of pre-cast concrete floor slabs with poured concrete columns and beams. The below grade Parking Ramp levels will extend under the 18 and 28-Story Condo Buildings to provide private parking for the New Hotel and condominium residents. The below grade levels will be access card controlled. The at-grade(street) level and the next two levels will open for public parking to serve the commercial and office tenants of the Project. The top two parking levels will serve the residential units and will be access card controlled. (See Attachment E: Project Plans.)

The rooftop or ninth level of the Parking Ramp will be a landscaped roof terrace accessible from the fifth floors of both the 18-Story and 28-Story Condo Buildings. Current plan calls for 50% of this roof terrace to be publicly accessible from the elevators in the 18-Story Condo Building, privately owned, and managed for public and private use. The other 50% will be used by both condominium residents and patrons of the fitness center on the fifth floor of the 18-Story Condo Building.

The Parking Ramp will be masked by the perimeter buildings except at two points. First, in the 28-Story Condo building, two parking levels extend into the eight-story wing along 2nd Avenue N. These levels are above the first, mezzanine, and second level commercial and retail space in the four-story base of the eight-story wing. The retail base of the 28-Story Condo Building will have punched windows with a rectilinear form and vertical orientation. Pairs of windows will be separated by masonry piers. Windows will be double hung and the frames and mullions will have a black powder coat finish. The facade of the parking levels will continue the same pattern of openings as the windows on the rest of the retail base; however, instead of glass, the openings will be screened with grilles. The grilles will have a black finish and will be appropriately arranged so as to provide adequate ventilation and daylight into the ramp levels while screening views of the interior space from the street. The grillwork will follow a horizontal banding pattern (Attachment D includes a picture of the grille).

Second, the Parking Ramp will be visible behind the Monte Carlo Club in the space between the New Hotel on the north and the Pacific Flats and 18-Story Condo Buildings on the south. Immediately behind the Monte Carlo Club, the Parking Ramp will be on the street level only with a landscaped roof terrace above. Back 90 feet from the rear of the Monte Carlo Club, the Parking Ramp will rise three more levels to a four-story height. The roof of the Parking Ramp will be a landscaped roof terrace. This facade of the parking Ramp will continue the treatment that faces 2nd Avenue N., that is, punched pairs of windows separated by masonry piers with grilles instead of glass.

Vehicle access to the Pacific Block will occur at three points (refer to Sheet A101 in Attachment E):

- **3rd Ave. N access (west):** A one-lane, entry-only access into the Parking Ramp will be located on 3rd Avenue N. just north of the Monte Carlo Club primarily to serve that restaurant, the New Hotel, and service vehicles. A single on-way lane will curve north from this entrance to provide a drop-off and valet driveway in front of the New Hotel. This lane will exit back onto 3rd Avenue N.
- **2nd St. N. (north):** A two-lane, full entry and exit access will be located on 2nd Street N. along the east side of the Northwestern Building and within the base of the 28-Story Condo Building.
- **2nd Ave. N. (east):** The other two-lane, full entry and exit access will be provided on 2nd Avenue N. just north of pocket park that adjoins the back of the Lowry-Morrison Building and within the base of the 28-Story Condo Building.

Loading functions for all Project buildings will occur on the at-grade (street) level of the Parking Ramp and internal to it. Loading for the New Hotel will be located in the bay to be removed from the east side of the Northwestern Building. Above this first level of the Ramp, the removed bay creates the light court for the Hotel guest rooms.

5.0 GUIDELINE CITATIONS

5.1 Chapter 599, Heritage Preservation Regulations, Article VI: Certificate of Appropriateness

599.310. Purpose. Certificates of appropriateness are established to protect landmarks, historic districts and nominated properties under interim protection by providing the commission with authority to review and approve or deny all proposed alterations to a landmark, property in an historic district or nominated property under interim protection.

599.350. Required findings for certificate of appropriateness. (a) *In general.* Before approving a certificate of appropriateness, the commission shall make findings that the alteration will not materially impair the integrity of the landmark, historic district or nominated property under interim protection and is consistent with the applicable design guidelines adopted by the commission, or if design guidelines have not been

adopted, is consistent with the recommendations contained in The Secretary of the Interior's Standards for Rehabilitation, except as otherwise provided in this section.

599.360. Certificate of appropriateness conditions and guarantees. (a) *In general.* Following commission approval of an application, the applicant shall receive a signed certificate of appropriateness and approved plans stamped by the planning director. The applicant shall produce such certificate of appropriateness and plans to the inspections department before a building permit or demolition permit may be issued. The signed certificate of appropriateness and stamped plans shall be available for inspection on the construction site together with any inspections department permit.

(b) *Mitigation plan.* The commission may require a mitigation plan as a condition of any approval for demolition or relocation of a landmark, property in an historic district or nominated property under interim protection. Such plan may include the documentation of the property by measured drawings, photographic recording, historical research or other means appropriate to the significance of the property. Such plan also may include the salvage and preservation of specified building materials, architectural details, ornaments, fixtures and similar items for use in restoration elsewhere.

(c) *Additional conditions and guarantees.* The commission may impose such conditions on any certificate of appropriateness and require such guarantees as it deems reasonable and necessary to protect the public interest and to ensure compliance with the standards and purposes of this chapter.

5.2 Warehouse Historic District Design Guidelines for Infill Construction:

1. Decision intent.
   - A. The intent of these guidelines is for infill construction which characterizes a masonry loading bearing building and not a contemporary curtain wall structure. The existing warehouse buildings followed early commercial ideas for tall buildings which emulate the classic column with a defined base, shaft, and capital. Creative design concepts are not discouraged.
2. Building massing (General foot printing and shape).
   - A. Building outline.
     - 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.
     - c. Buildings which do not require a footprint as large as the site may utilize courtyards or atrium on the interior of the lot.
   - B. Building shape.
     - a. The building shall be rectangular in shape and volume. Step backs at the upper floors on street facades will not be allowed.
   - C. Building height.

a. Minimum height: 2 stories.
b. Maximum height: 10 stories.
c. A story shall be defined as follows:
(1) First story: 14-18'0" floor to floor.
(2) 2-10 story: 10-12'0" floor to floor.
Deviation in story height will not allow additional stories.

3. Street facade.
A. Building material.
a. Primary facing material shall be dark brown or red unglazed brick.
b. Corner buildings shall have dark brown or red unglazed brick on both facades.
c. The brick shall be modular in size (3 courses per 8").
B. Criteria for storefront option.
a. The first story storefront shall be divided into bays by masonry piers which correspond with window openings above.
b. Storefront design shall be complimentary to existing buildings.
C. Windows.
a. Windows shall be a series of rectilinear openings separated by masonry piers. Window openings shall not exceed a single structural bay in width. These may be single or pairs of windows separated by masonry piers.
b. Continuous horizontal or vertical bands of windows will not be permitted.
c. Window height shall be three times its width as applied to a single window unit.
d. Window frames shall have a paint finish.
e. Window glass shall be clear.
f. Windows shall be true single- or double-hung. (Operable windows are not required.)
g. Windows will be set back from the brick face a minimum of one brick width.
D. Building entrances.
a. Building entrances shall be incorporated into storefronts or may be a special design feature such as Butler Square.
F. Accent banding.
a. The brick facade shall be articulated by horizontal accent bands of brick detail, stone, terra cotta pre-cast, cast iron, exposed steel, pressed metal, or other suitable materials.

4. Side or rear walls.
A. Building materials: Light common brick shall be the primary facing materials. (Simple unembellished designs will be encouraged.)
a. Window openings
(1) Window openings shall be of a punched nature.
(2) Window design shall be the same as 2-C.

(3) Windows within interior court and not visible from the street have no restrictions.

b. Interior court yards not viewed from the street will not have design restrictions.

5. Elevators.
   A. Exterior glass enclosed elevators or other high tech design elements will not be permitted.
6. Roofs.
   A. The roof shall be flat with parapet walls.
   B. Roof top mechanical equipment shall be set back from front exterior walls a minimum of one structural bay.
   C. Penthouses and stair towers will be set back one structural bay from a street facade.

5.3 U.S. Department of the Interior, National Park Service, National Register Criteria: National Register criteria define, for the nation as a whole, the scope and nature of historic and archeological properties that are to be considered eligible for listing in the National Register of Historic Places.

Criteria for Evaluation: The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

a. That are associated with events that have made a significant contribution to the broad patterns of our history: or
b. That are associated with the lives of persons significant in our past: or
c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
d. That have yielded, or may be likely to yield, information important in prehistory or history.

Criteria Considerations: Ordinary cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

a. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

b. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
c. A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
d. A cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
e. A reconstructed building, when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
g. A property achieving significance within the past 50 years if it is of exceptional importance.

5.4 **National Park Service, Secretary of the Interior Standards:** The Standards address rehabilitation of and additions to buildings that are listed or eligible for listing on the National Register and to new buildings located within historic districts. The following are selected Standards applicable to the Parking Ramp Project:

District/Neighborhood
Recommended:

- Identifying, retaining, and preserving buildings, and streetscape, and landscape features which are important in defining the overall historic character of the district or neighborhood. Such features can include streets, alleys, paving, walkways, street lights, signs, benches, parks and gardens, and trees.
- Retaining the historic relationship between buildings, and streetscape and landscape features such as a town square comprised of row houses and stores surrounding a communal park or open space.
- 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.
- Designing and constructing new additions to historic buildings when required by the new use. New work should be compatible with the historic character of the district or neighborhood in terms of size, scale, design, material, color, and texture.

Not Recommended:

- Removing or radically changing those features of the district or neighborhood which are important in defining the overall historic character so that, as a result, the character is diminished.

- Destroying streetscape and landscape features by widening existing streets, changing paving material, or introducing inappropriately located new streets or parking lots.
- Removing or relocating historic buildings, or features of the streetscape and landscape, thus destroying the historic relationship between buildings, features and open space.
- Introducing a new building, streetscape or landscape feature that is out of scale or otherwise inappropriate to the setting's historic character, e.g., replacing picket fencing with chain link fencing.
- Introducing new construction into historic districts that is visually incompatible or that destroys historic relationships within the district or neighborhood.

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.

6. **Parking ramp:** The proposed parking ramp is inconsistent with the 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.

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. With this in mind, intrusion of the parking structure into the street façade along Second Avenue North would undermine the cohesion of the overall district as recognized in the NRHP Nomination.

9. **Proposed construction within the alley:** The project as proposed would necessitate the vacation of the mid-block, east-west alley in this block. This alley dates to the periods of significance for the historic 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.

7.0 STAFF RECOMMENDATION

The Community Planning and Economic Development Department—Planning Division recommends that the Minneapolis Heritage Preservation Commission **adopt** the above findings and **deny** the Certificate of Appropriateness for New Construction for the Parking Ramp Project, which is a component of the Pacific Development Project, to be constructed for approximately 734 vehicles and vehicle access on parts of Lots 1-5, 7 and 8, Block 34, Town of Minneapolis.

CITY OF MINNEAPOLIS
CPED PLANNING DIVISION
HERITAGE PRESERVATION COMMISSION STAFF REPORT
Certificate of Appropriateness for New Construction for the Parking Ramp Component of the Pacific Development Project on Parts of Lots 1-5, 7 and 8, Block 34, Town of Minneapolis

Attachments Common to all Pacific Development Applications (Printed separately)

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
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Attachment I. Shadow analysis
Attachment J. EAW comment letter from the Minnesota Historical Society
Attachment K. Letter from the North Loop Neighborhood Association

Attachments Specific to Subject Application and Included Herein:

1. Applicant's application for the Certificate of Appropriateness: Description of subject project
2. Applicant's application for the Certificate of Appropriateness: Description of subject project consistency with HPC Guidelines

PD 9

ATTACHMENT 1

Application for Certificate of Appropriateness

Description of Parking Ramp and Vehicle Access

1. Overall Building Design and Expected Uses

An eight-level parking ramp will be constructed in the center of the Pacific Block and will provide approximately 734 parking spaces for all parts of the Project. It will include three parking levels below grade, an access, parking, and loading level at grade (street level), and four parking levels above grade (including a mezzanine level). A roof terrace will cover the eighth parking level, will be at the same elevation as the fifth levels of the 18 and 28-Story Condo Buildings, and will connect to both. Vehicle access to the Ramp will occur on 2nd Avenue N., 2nd Street N., and 3rd Avenue N. Loading functions for all Project buildings will occur on the at grade (street) level of the Parking Ramp. Loading spaces for the New Hotel at the street level will be constructed in a bay removed from the Northwestern Building.[1] (See Attachment E: Project Plans.)

2. Design of Parking Ramp

The Parking Ramp will be constructed of pre-cast concrete floor slabs with poured concrete columns and beams. The below grade Parking Ramp levels will extend under the 18 and 28-Story Condo Buildings to provide private parking for the New Hotel and condominium residents. The below grade levels will be access card controlled. The at grade (street) level and the next two levels will open for public parking to serve the commercial and office tenants of the Project. The top two parking levels will serve the residential units and will be access card controlled. (See Attachment E: Project Plans.)

The rooftop or ninth level of the Parking Ramp will be a landscaped roof terrace accessible from the fifth floors of both the 18 and 28-Story Condo Buildings. Current plan calls for 50% of this roof terrace to be publicly accessible from the elevators in the 18-Story Condo Building, privately owned, and managed for public and private use. The other 50% will be used by both condominium residents and patrons of the fitness center on the fifth floor of the 18-Story Condo Building. (See Attachment E: Project Plans.)

The Parking Ramp will be masked by the perimeter buildings except at two points. First, in the 28-Story Condo building, two parking levels extend into the eight-story wing along 2nd Avenue N. These levels are above the first, mezzanine, and second level commercial and retail space in the four-story base of the eight-story wing. The retail base of the 28-Story Condo Building will have punched windows with a rectilinear form and vertical orientation. Pairs of windows will be separated by masonry piers. Windows will be

[1] The request for approval to rehabilitate the Northwestern Building as the New Hotel is addressed in a separate Application For A Certificate Of Appropriateness.

double hung and the frames and mullions will have a black powder coat finish. The facade of the parking levels will continue the same pattern of openings as the windows on the rest of the retail base; however, instead of glass, the openings will be screened with grilles. The grilles will have a black finish and will be appropriately arranged so as to provide adequate ventilation and daylight into the ramp levels while screening views of the interior space from the street. The grillwork will follow a horizontal banding pattern. (See Attachment E: Project Plans and Attachment F: Binder of Material Specifications.)

Second, the Parking Ramp will be visible behind the Monte Carlo Club in the space between the New Hotel on the north and the Pacific Flats and 18-Story Condo Buildings on the south. Immediately behind the Monte Carlo Club, the Parking Ramp will be on the street level only with a landscaped roof terrace above. Back 90 feet from the rear of the Monte Carlo Club, the Parking Ramp will rise three more levels to a four-story height. The roof of the Parking Ramp will be a landscaped roof terrace. This facade of the parking Ramp will continue the treatment that faces 2nd Avenue N., that is, punched pairs of windows separated by masonry piers with grilles instead of glass. See Attachment E: Project Plans.

3. Design of Vehicle Access

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 3rd 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 3rd Avenue N. Second, a two-lane, full entry and exit access will be placed 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 provided 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.)

Openings for vehicular access will blend in with the masonry base of the buildings and occur within the rhythm of the structural bays. There will be no garage doors covering the entrances to the Parking Ramp, allowing for a more visible and open first floor parking plan that will be easily accessible to commercial and office patrons. (See Attachment E: Project Plans.)

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Application for Certificate of Appropriateness

; Parking Ramp and Vehicle Access
HPC Guidelines and the Secretary of the Interior's Standards

Prepared by Charlene Roise, Hess, Roise and Company, September 7, 2006

INTRODUCTION

The Parking Ramp is located in the center of the block and, as such, is largely obscured by other buildings. The design of the visible portions should be evaluated under the Guidelines for Infill Construction, part of the Warehouse Historic District Guidelines. The guidelines begin by stating that infill construction should "characterize a masonry loading bearing building and not a contemporary curtain wall structure," noting that existing warehouse buildings "emulate the classic column with a defined base shaft and capital." The guidelines add that "creative design concepts are not discouraged." The guidelines then address specific features: building massing, street facade, side or rear walls, elevators, and roofs.

HPC GUIDELINES FOR INFILL CONSTRUCTION

Building Massing (General Footprinting and Shape)

Building Outline: Located in the center of the block, the Parking Ramp has essentially no street frontage.

Building Shape: The layout of the above-grade levels is largely dictated by the rear walls of the buildings on the perimeter of the block.

Building Height: The Parking Ramp rises about 60 feet above grade and is topped with a green roof.

Street Facade

Building Materials: The Parking Ramp will only be visible on Third Avenue, behind the Monte Carlo Building, and along Second Avenue, where two levels of parking will be integrated into the Twenty-Eight-Story Condo. Brick and stone, the materials used in the Twenty-Eight-Story Condo and the Eighteen-Story Condo, will be continued in these locations.

Criteria for Storefront Option: The Parking Ramp will not have storefronts.

Windows: On the section of the Parking Ramp that is within the Twenty-Eight-Story Condo, that building's fenestration pattern will be continued, with metal

grilles instead of windows in the openings. A similar treatment will be used on the wall behind the Monte Carlo Building.

Building Entrances: Vehicles will approach the Parking Ramp through openings in other buildings. The placement of the openings will respect, to the extent possible, the design of the adjacent facade.

Accent Banding: The stone trim at the top of the parapet and other horizontal lines of stone and brick, while not technically "accent banding," do provide continuity on the facades.

Side or Rear Walls

While the Third Avenue facade could be considered a side or rear wall, it serves as a prominent backdrop to the historic Monte Carlo Building, so its scale and design are important. The facade has been through a number of iterations during the design process, and the current version is by far the best. Having a single-story section abutting the rear of Monte Carlo Building seems like a reasonable alternative, especially since the rear of the Monte Carlo is a modern addition. Setting the main section of the ramp 90 feet back from the rear of the Monte Carlo Building makes the wall's scale seem less imposing. Breaking the facade into the human-scale window/grille grid and using brick and stone materials also softens the visual impact of the wall.

Elevators

The elevators are not visible from the street.

Roofs

The Parking Ramp will have a flat, landscaped roof that will be accessible to residents and, in part, to the public.

CONCLUSIONS

The Parking Ramp is largely without facades, sharing walls with the buildings around the perimeter of the block. Hence, there are few design issues that require consideration under the HPC Guidelines. For the Twenty-Eight-Story Condo, the continuation of the fenestration pattern, using grilles instead of windows, seems reasonable. The Parking Ramp will be one story taller than the Pacific Building and the Lowry-Morrison Building and its green roof might be visible above these buildings, but it seems unlikely that this will have much effect. The placement of the ramp volume well behind the Monte Carlo Building and the design of the west facade are good solutions at a sensitive location where historic and new construction converge.

Exhibit 4.

Attachments Common to All Pacific Development Project Applications

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:

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

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- **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., 3rd Avenue N., 2nd Street N., and 2nd 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,[1] 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**")[2] and a 28-story building whose major axis parallels 2nd Street N. with an eight-story wing along 2nd Avenue N. ("**28-Story Condo Building**").[3] 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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[1] 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.

[2] 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.

[3] 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 3rd Avenue N. While redevelopment efforts appeared as far west as 1st 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 3rd Avenue N. ("**Monte Carlo Club**");
- Northwestern Glass Company building, 215-223 2nd Street N., which was originally constructed as two buildings ("**Northwestern Building**");
- Gehl Company/Dolphin building, 212 2nd 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 18th floor) from the street wall facade of the Building. Similarly, the 28-Story Condo Building will be built up to the sidewalk along 2nd Avenue N. and 2nd 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 skyscape. 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 3rd Avenue N. between the Monte Carlo Club and the Pacific Building. The second is on 2nd 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.)

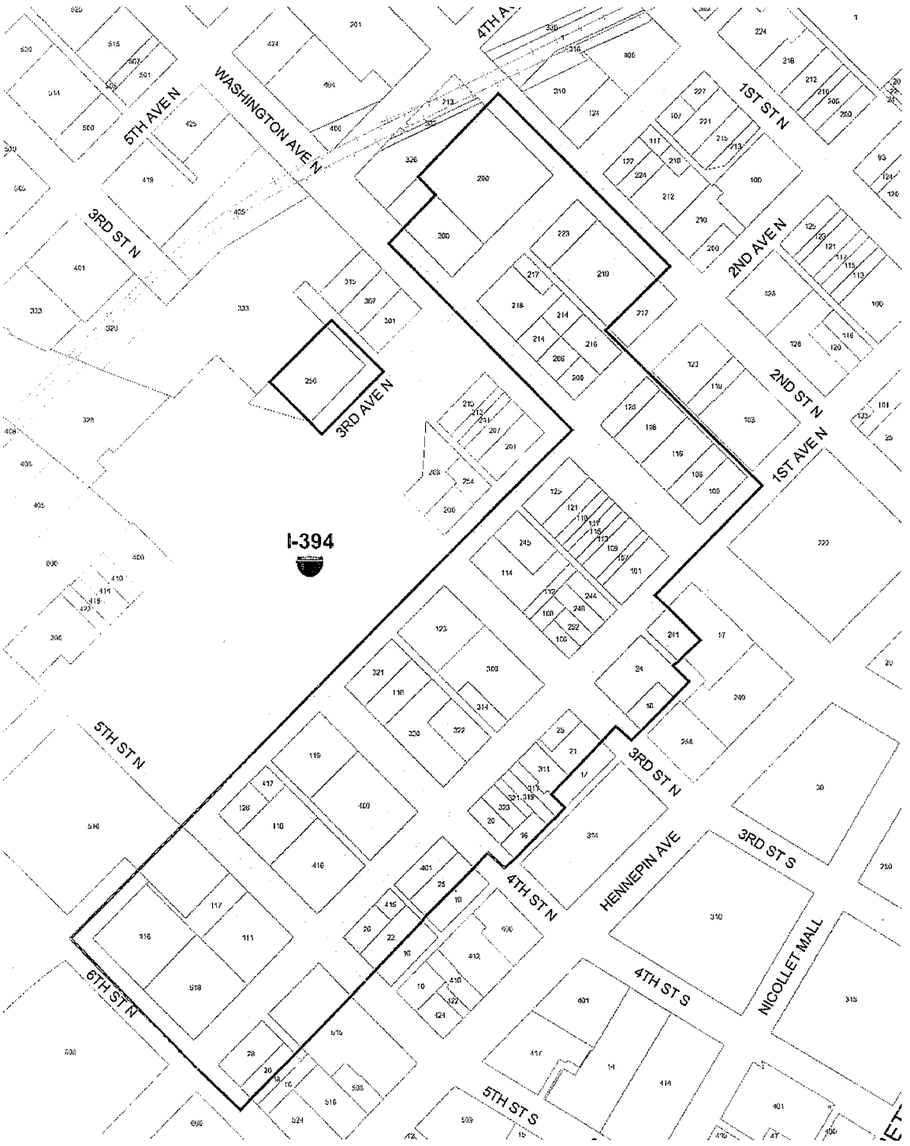
The long vacant lot at the corner of 2nd Street N. and 3rd Avenue N., which has been used as a surface parking lot, will be transformed into a landscaped exterior open space. This will be a public space, privately owned and managed by the New Hotel for the Hotel entrance, restaurant dining, and public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

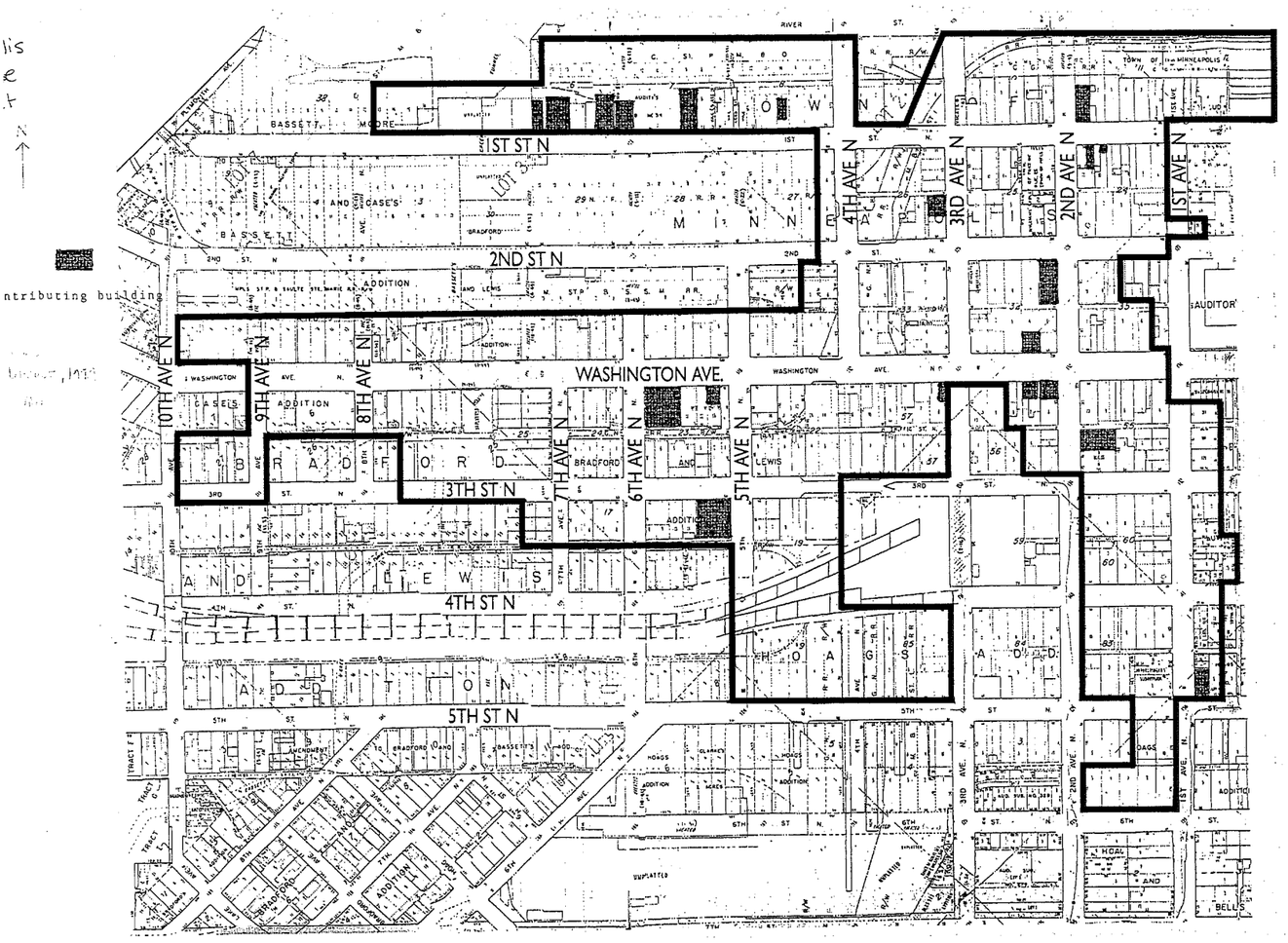
Vehicle access to the Pacific Block will occur at three points. First, a one-lane, entry-only access into the Parking Ramp will be placed on 3rd Avenue N. just north of the Monte Carlo Club (west side of the Block) primarily to serve that restaurant, the New Hotel, and service vehicles. A single lane 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 3rd 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.)

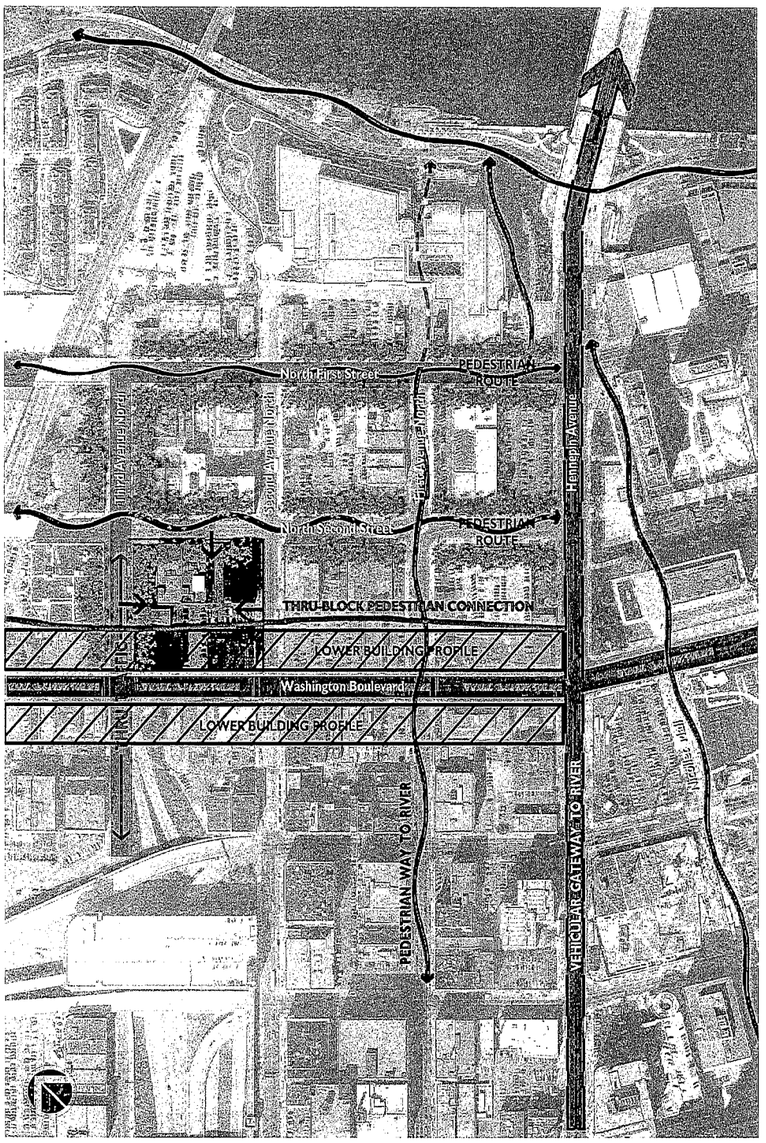
Attachment A Exhibit 1: Map of North Loop Warehouse Local District



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



Attachment A
Exhibit 3:
Schematic of
Bridge Blocks

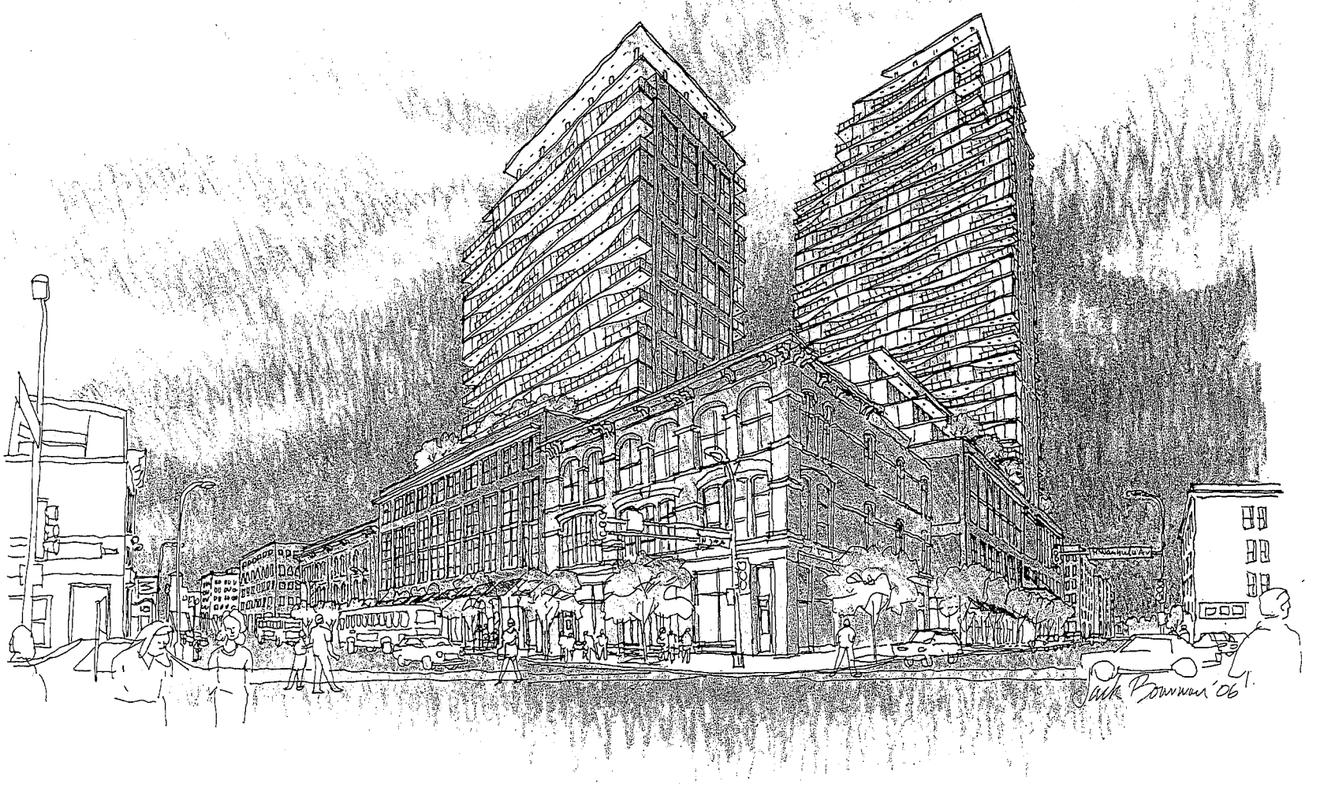


Attachment A Exhibit 4: Existing Conditions

Attachment A
Exhibit 6: Project Perspectives

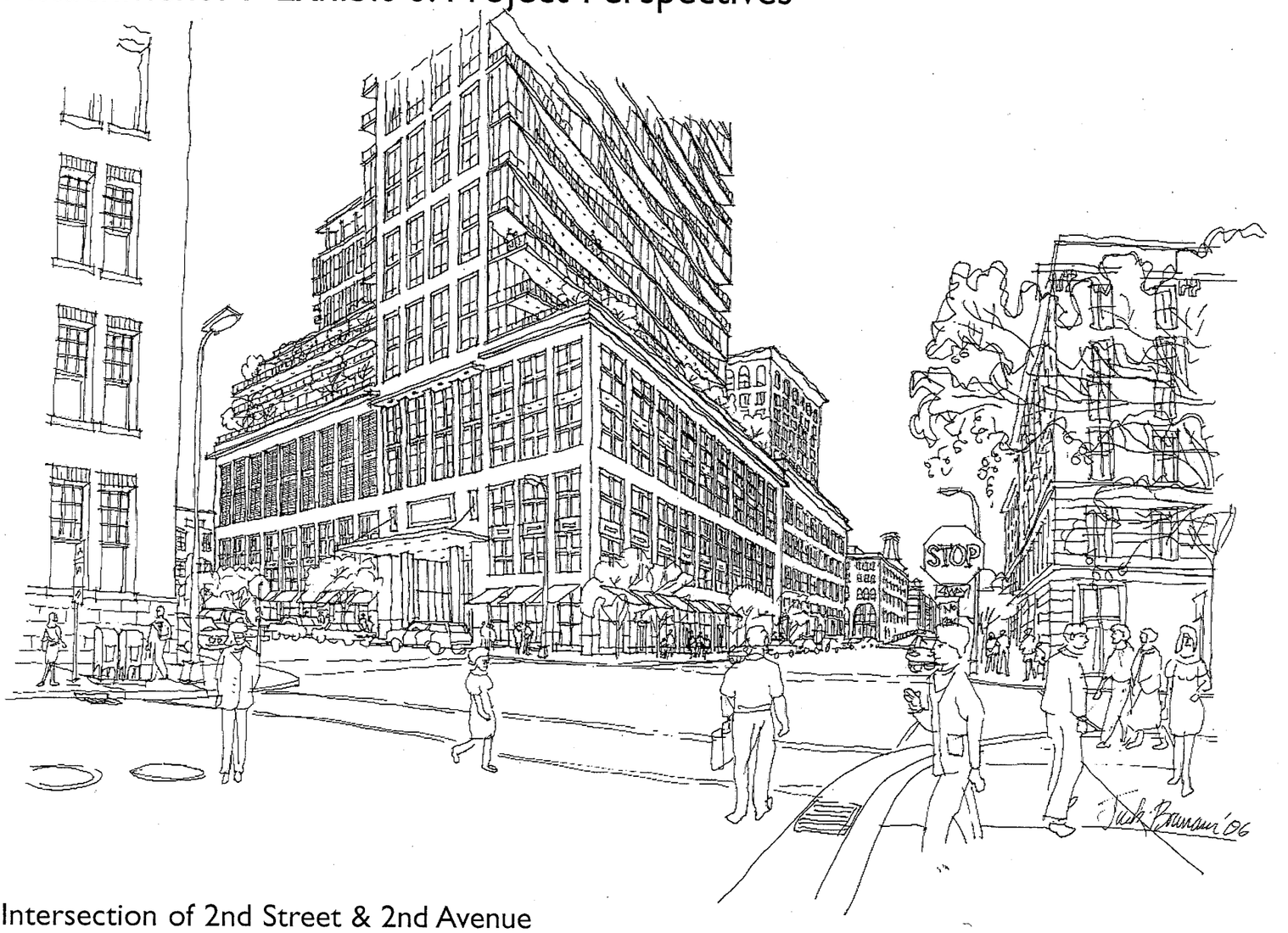
Intersection of Washington Ave. & 3rd Avenue

Attachment A
Exhibit 6: Project Perspectives



Intersection of Washington Ave. & 2nd Avenue

Attachment A Exhibit 6: Project Perspectives



Intersection of 2nd Street & 2nd Avenue

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

Attachment B. **HPC application identification map**

Demolition

Rehabilitation

New construction

PD1—Lowry-Morrison Rehab.

PD2—Monte Carlo Pocket Park

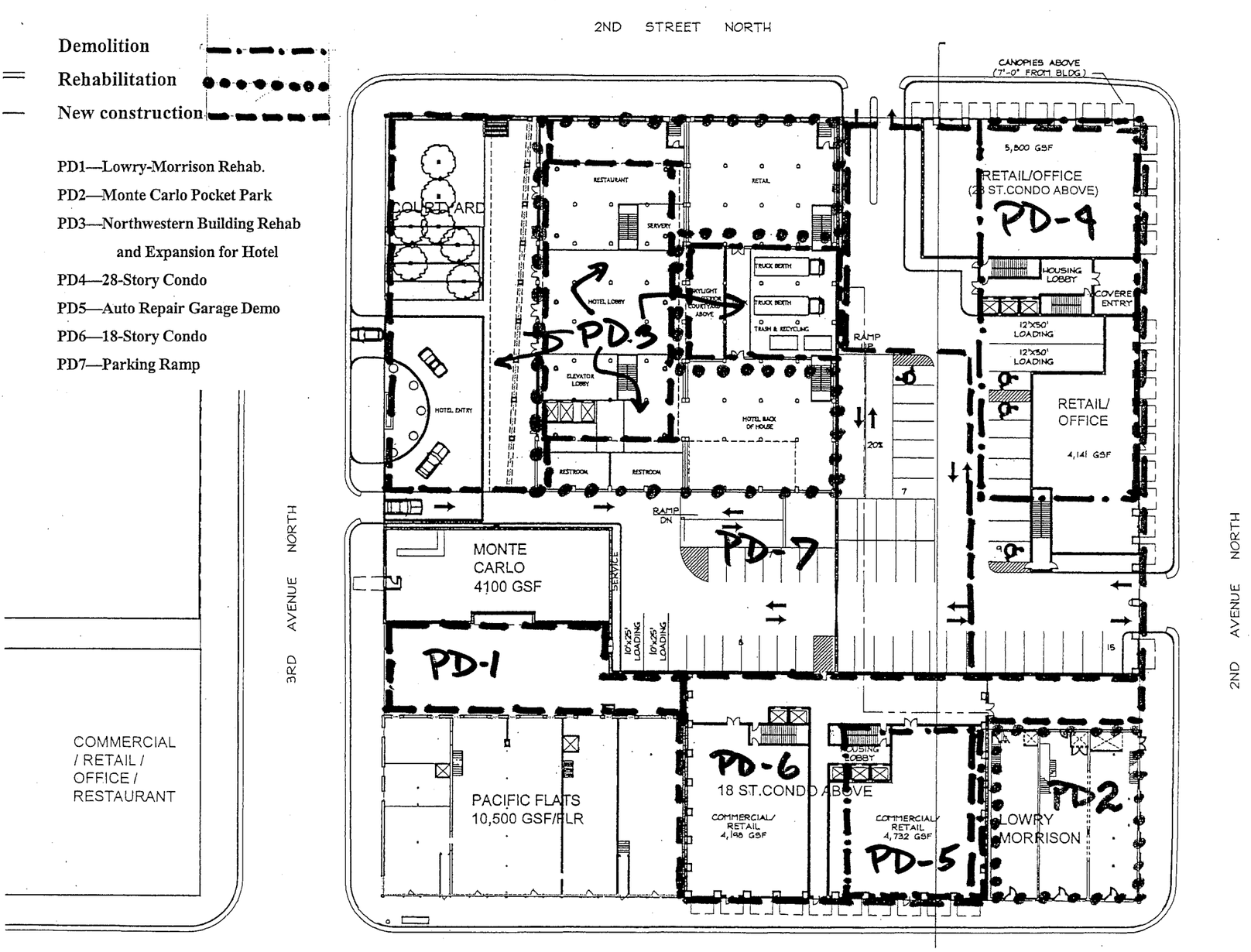
PD3—Northwestern Building Rehab and Expansion for Hotel

PD4—28-Story Condo

PD5—Auto Repair Garage Demo

PD6—18-Story Condo

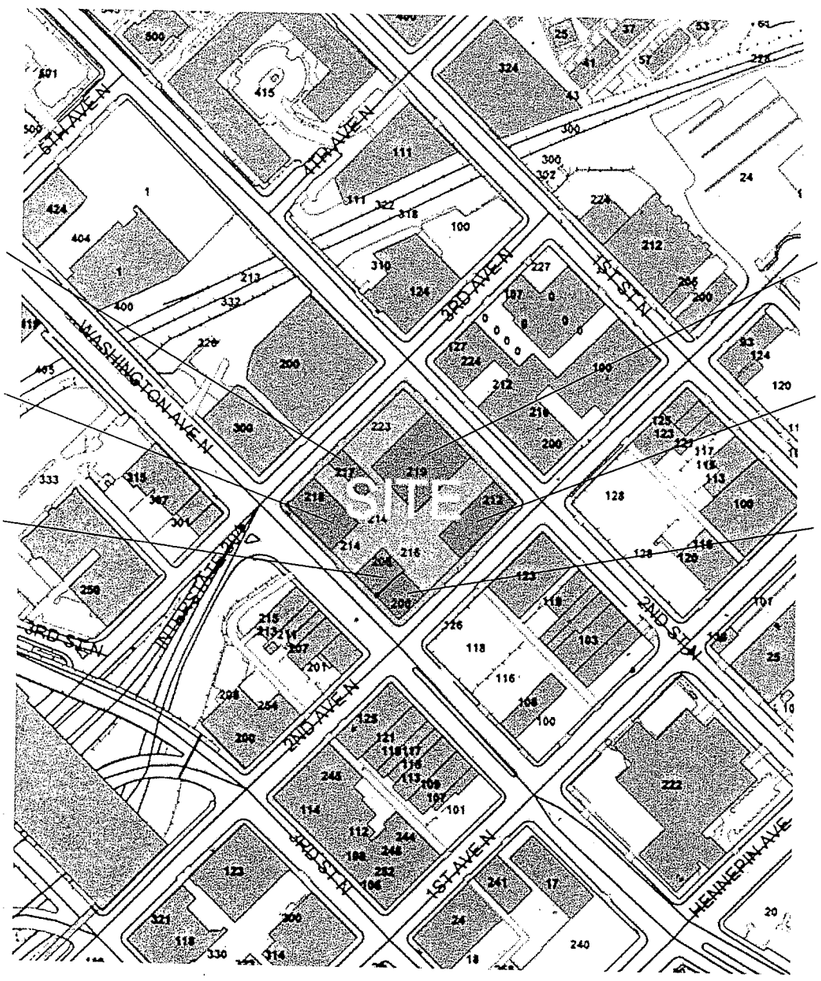
PD7—Parking Ramp



CITY OF MINNEAPOLIS
CPED PLANNING DIVISION
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.

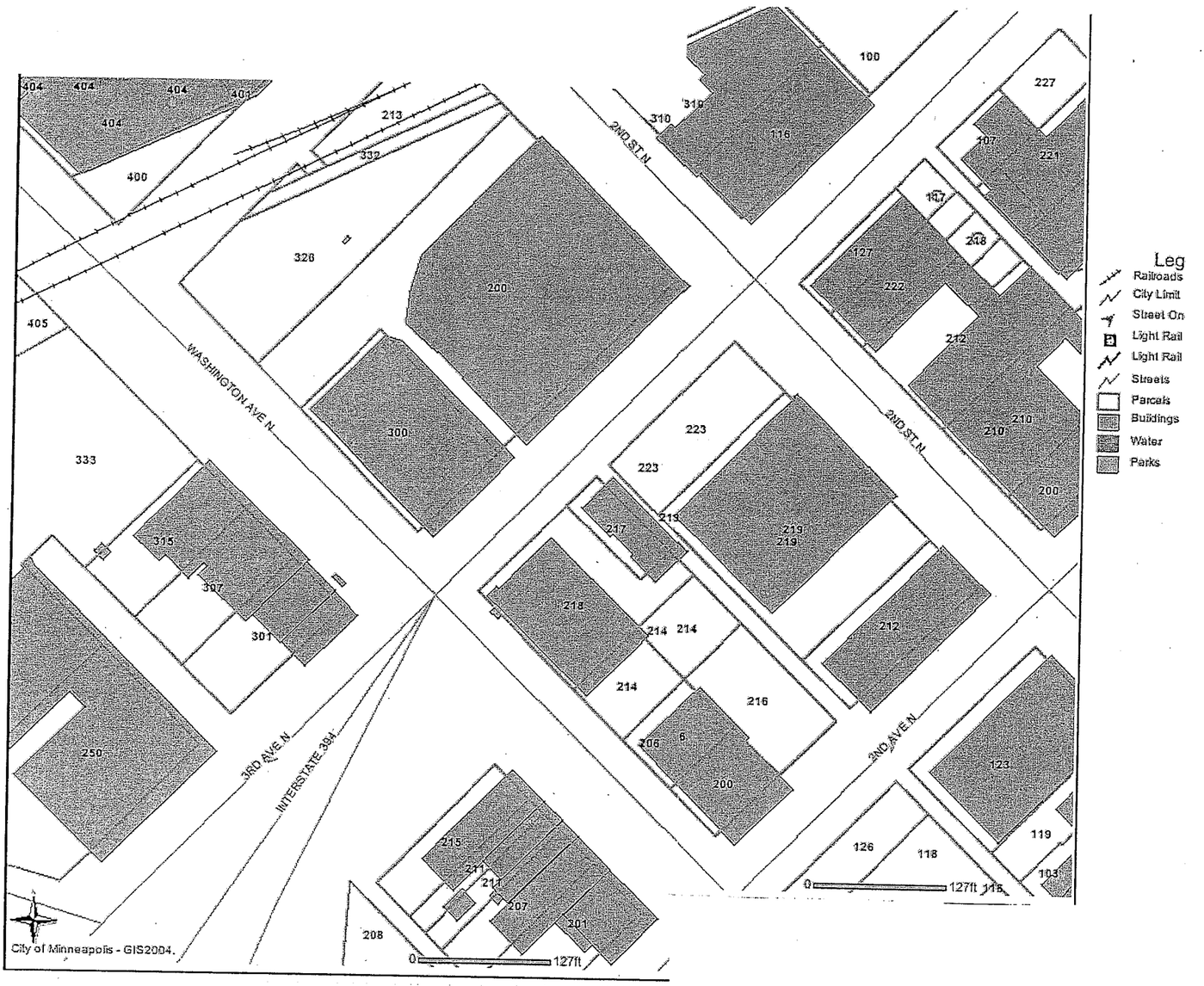
Pacific Flats Building
218 Washington Avenue N

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
WASHINGTON AVE N
3RD AVE N
INTERSTATE 394
2ND ST N
2ND AVE N
City of Minneapolis - GIS2004.
0
127ft

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

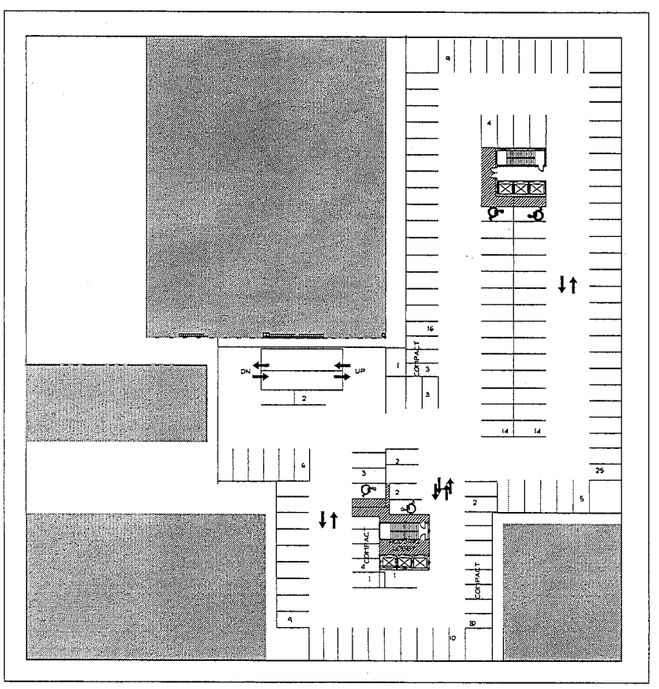
Side		Individual Windows			Full Window Openings			
		Width	Height	Ratio of height to width	Width	Height	# of windows	Ratio of height to width
18-Story Condo:								
4-Story base:								
East & West (floor 1 typical)	Type 1				10.0	11.5	4	4.6
South & North (floor 1 typical)	Type 1				10.0	11.5	4	4.6
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
Floors 5-18:								
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
28-Story Condo:								
4-Story base:								
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
Floors 5-28:								
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
New Hotel:								
Rehab of Northwestern Building:								
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
New construction on top of Northwestern Building:*								
Floors 6-9 on all sides		5.5	10.0	1.8				
Floor 10, all sides		5.5	10.9	2.0				
Lowry-Morrison Building (south façade):								
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
Pacific Flats (south façade):								
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

	Windows per Total Window Opening/Average Height-to-Width Ratio*		
Building	**First Floor**	**Floors 2-4**	**Upper floors**
Northwestern (north facade)	3/3.0	3/1.8	
Hotel (new west façade)	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	Belden 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

Attachment E. **Pacific Development Project plans**



1 PARKING PLAN LOWER LEVEL 2
A098 SCALE: 1"=20'-0"

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

Boarman 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 NOT FOR CONSTRUCTION

Jack Boarman

A11428
License Number

REVISIONS	NO.	DATE
DATE		11.20.06
DRAWN BY		AJ
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A098

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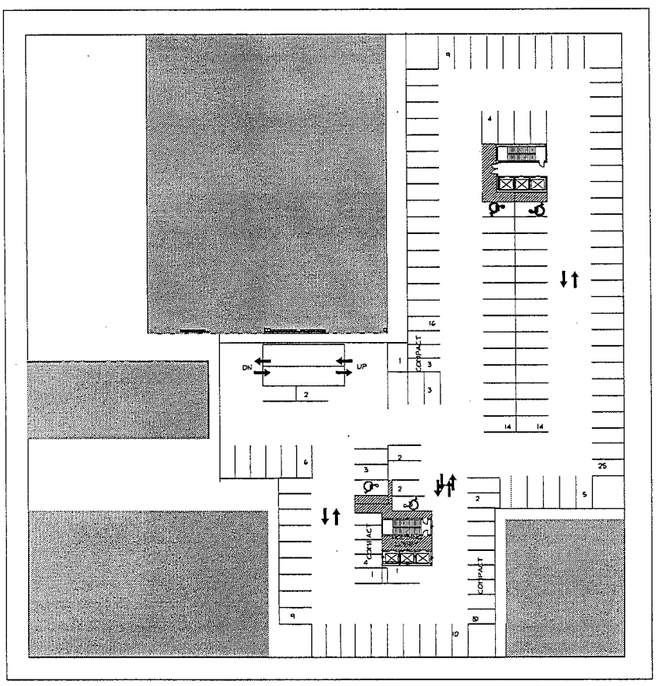

A099 PARKING PLAN LOWER LEVEL 2
SCALE: 1"=20'-0"

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

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
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KEY PLAN

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PARKING PLAN LOWER LEVEL 2

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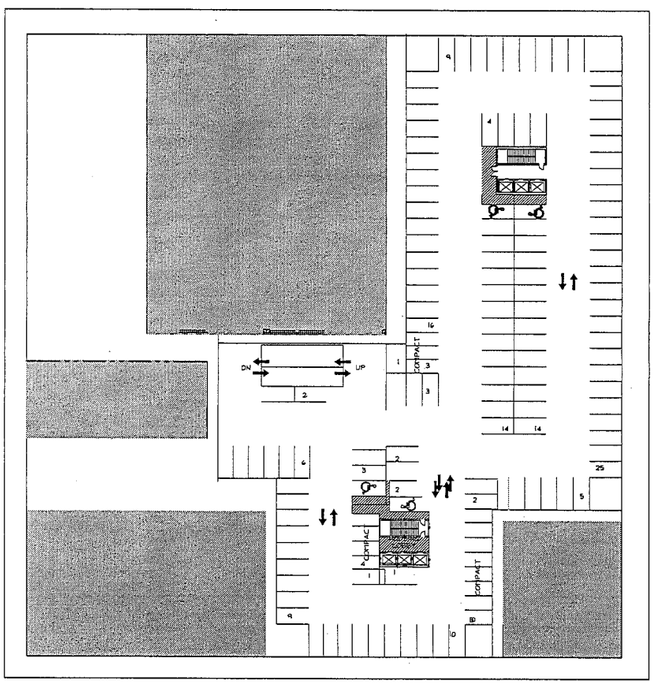

1 A100 PARKING PLAN LOWER LEVEL 1

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

BKV GROUP

Architecture
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Engineering

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Vogel
Group
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KEY PLAN

SHEET TITLE

PARKING PLAN LOWER LEVEL 1

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License Number

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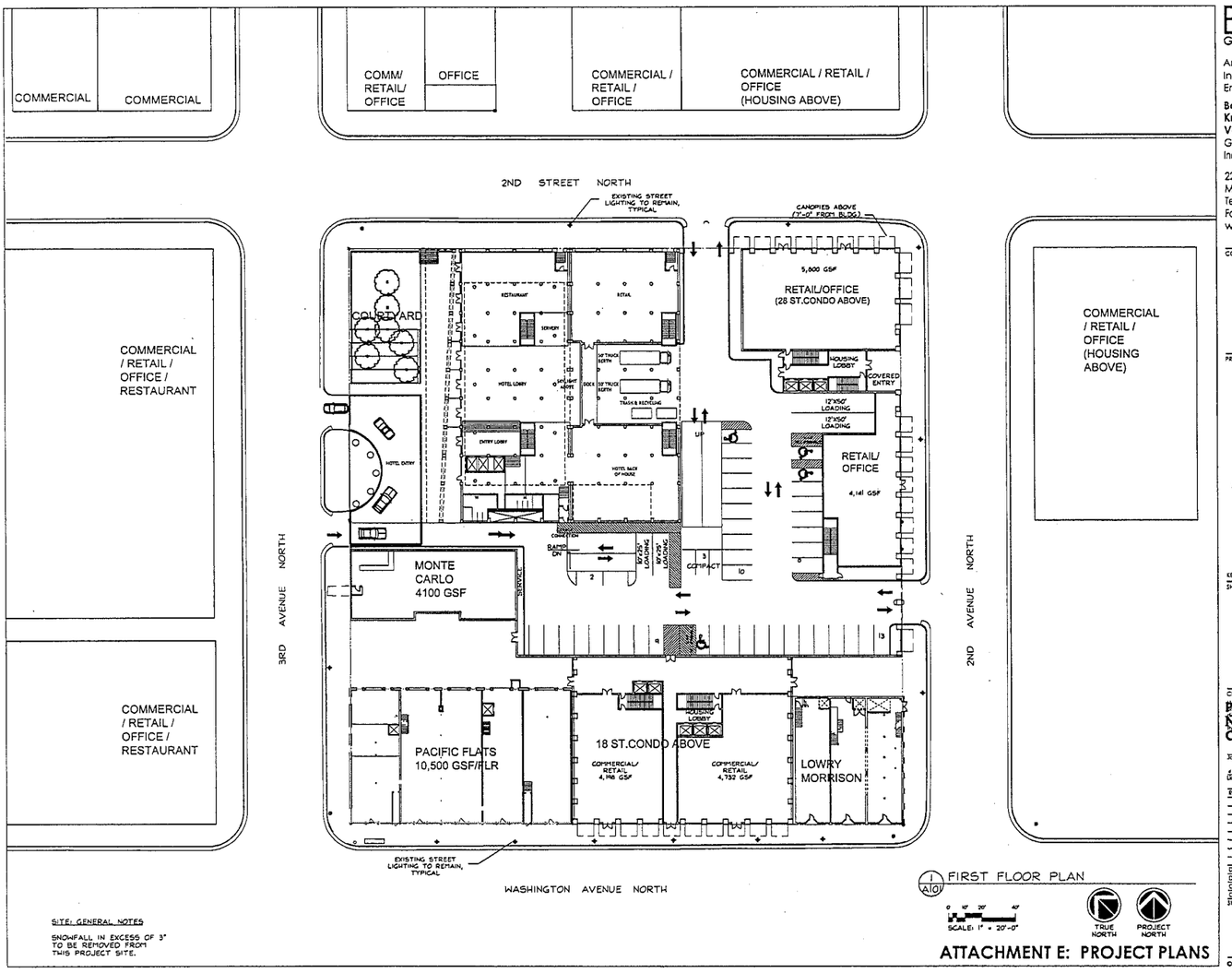

1 A101 FIRST FLOOR PLAN

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

SITE: GENERAL NOTES

SNOWFALL IN EXCESS OF 3" TO BE REMOVED FROM THIS PROJECT SITE.

ATTACHMENT E: PROJECT PLANS

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PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

FIRST FLOOR PLAN

CERTIFICATION

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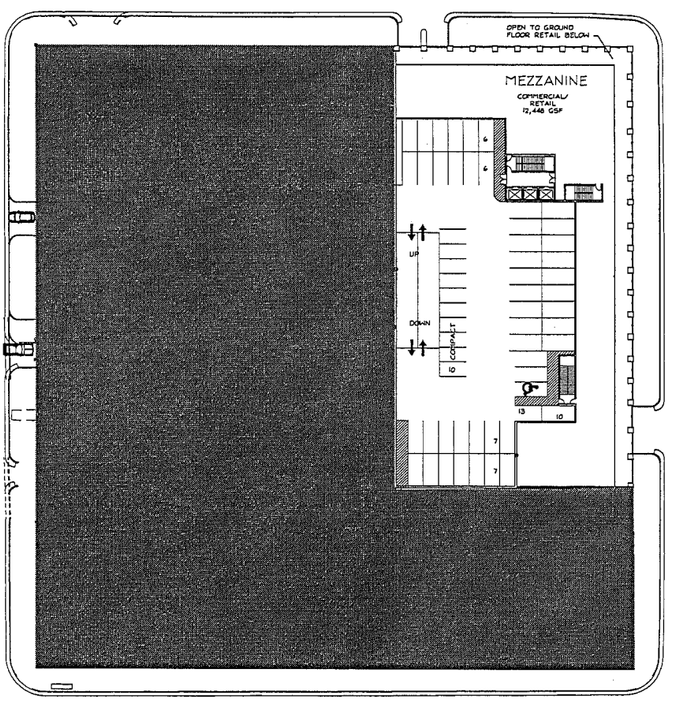

1 A101M MEZZANINE FLOOR PLAN

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

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

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Engineering

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PROJECT TITLE

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KEY PLAN

SHEET TITLE

MEZZANINE FLOOR PLAN

CERTIFICATION

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JOB Boarman

11476

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A101M

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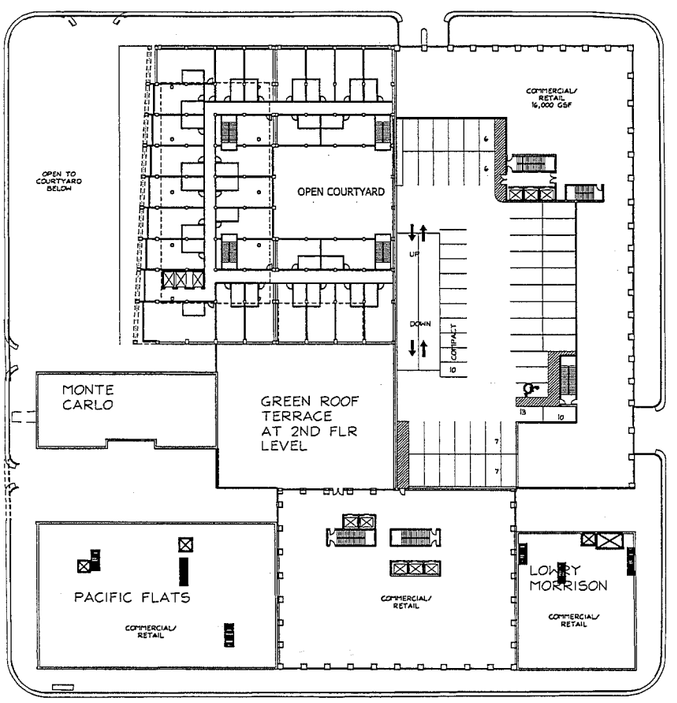

1 A102 SECOND FLOOR PLAN

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

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

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PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

SECOND FLOOR PLAN

CERTIFICATION

~~PRELIMINARY~~ NOT FOR CONSTRUCTION

2006 Boarman

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SHEET NUMBER		

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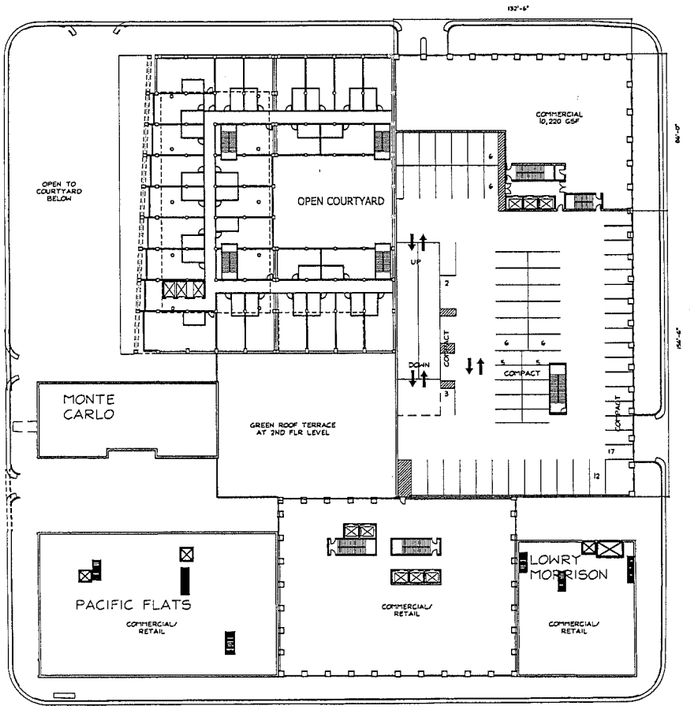

1 A103 THIRD FLOOR PLAN

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

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222 North Second Street
Minneapolis, MN 55401
Telephone: 612.339.3752
Facsimile: 612.339.6212
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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

THIRD FLOOR PLAN

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

Jack Boarman

11428
License Number

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SHEET NUMBER		

A103

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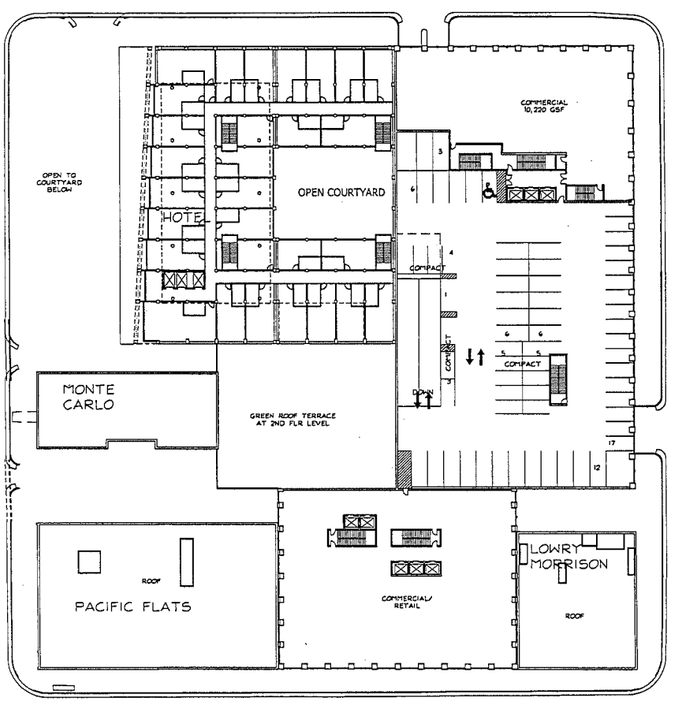

1 A104 FOURTH FLOOR PLAN

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

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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

FOURTH FLOOR PLAN

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

Jack Kooiman

LICENSE NUMBER

REVISIONS	NO.	DATE
DATE		11.03.06
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SHEET NUMBER		

A104

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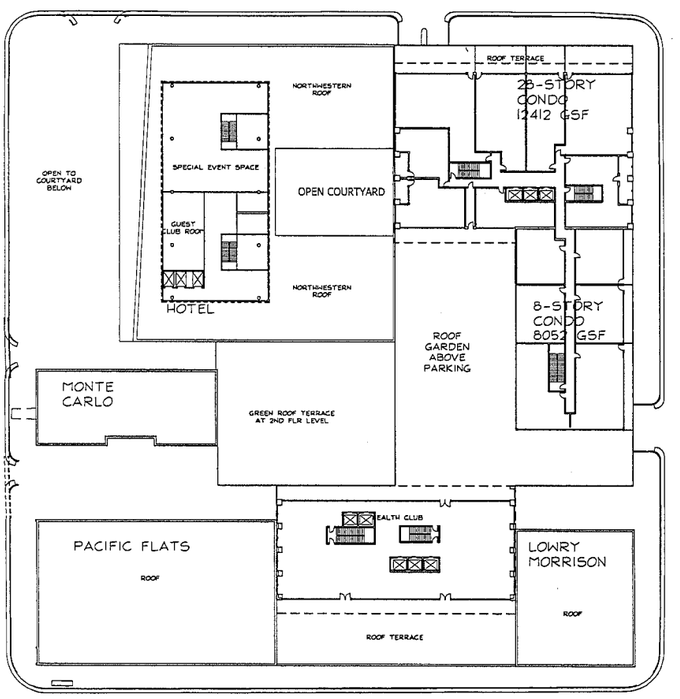

1 A105 FIFTH FLOOR PLAN

0 10' 30' 60'
SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

FIFTH FLOOR PLAN

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

JOB'S SIGNATURE

& DATE
LICENSE NUMBER

REVISIONS	No.	DATE

DATE	11.03.06
DRAWN BY	AJ
CHECKED BY	JOB
COMMISSION NO.	1669.01
SHEET NUMBER	A105

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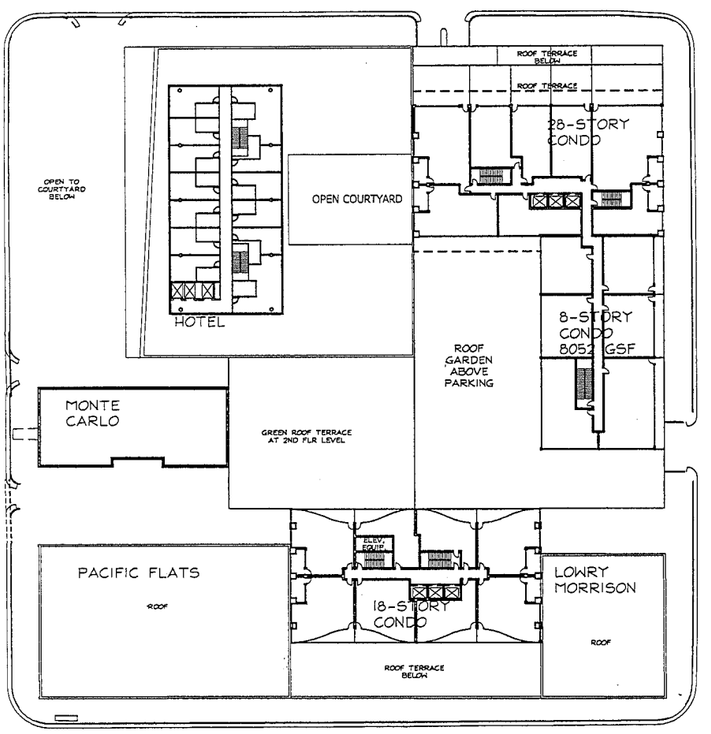

1 A106 SIXTH FLOOR PLAN

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

Boarman 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

SIXTH FLOOR PLAN

CERTIFICATION

~~PRELIMINARY~~ ~~NOT FOR CONSTRUCTION~~

Jack Boarman

License Number

REVISIONS	No.	DATE

DATE	09.08.06
DRAWN BY	AJ
CHECKED BY	JOK
COMMISSION NO.	1468.01
SHEET NUMBER	A106

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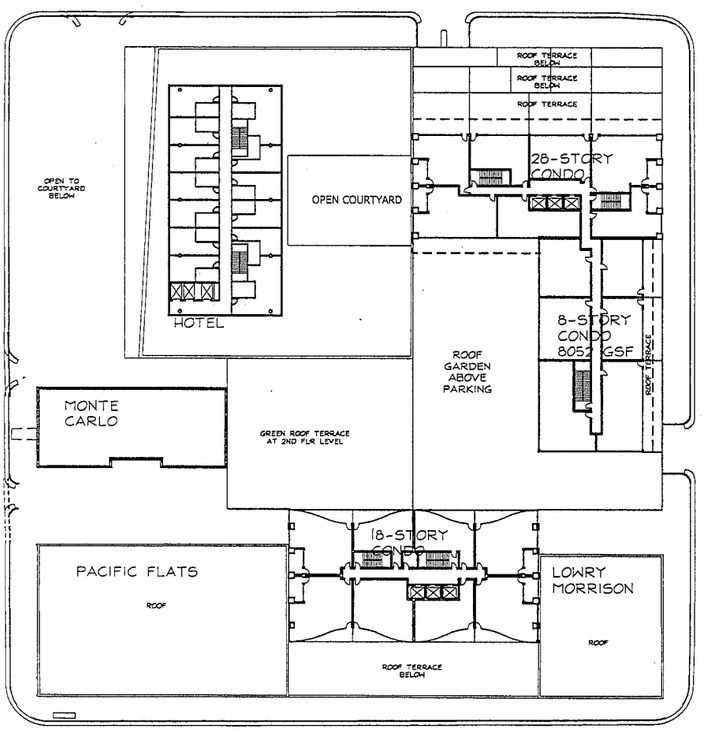

1 A107 SEVENTH FLOOR PLAN

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

Boarman Kroos Vogel Group Inc.

222 North Second Street
Minneapolis, MN 55401
Telephone: 612.339.3752
Facsimile: 612.339.6212
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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

SEVENTH FLOOR PLAN

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

Jack Boarman

11606
License Number

REVISIONS	No.	DATE

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SHEET NUMBER

A107

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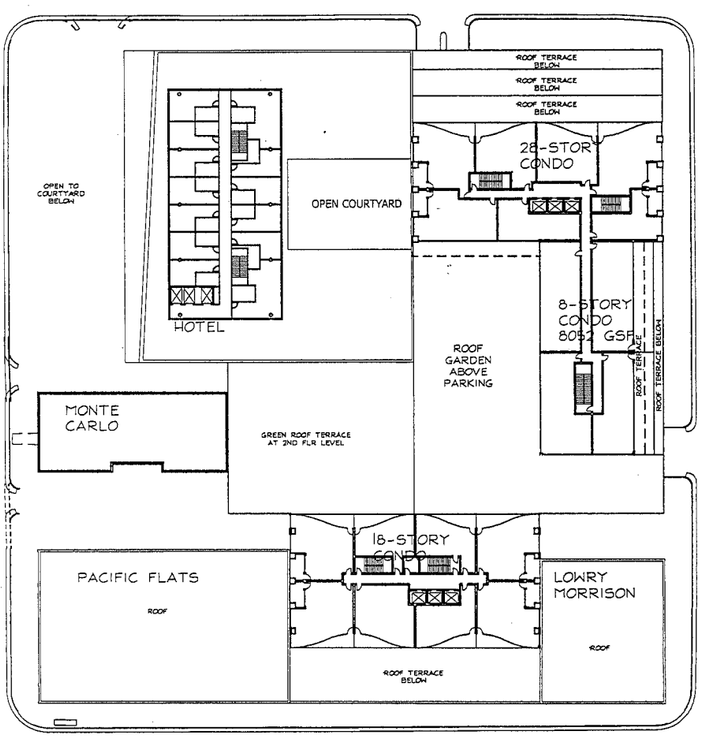

1 A108 EIGHTH FLOOR PLAN

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

Boarman Kroos Vogel Group Inc.

222 North Second Street
Minneapolis, MN 55401
Telephone: 612.339.3752
Facsimile: 612.339.6212
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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

EIGHTH FLOOR PLAN

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

Jack Boarman

License Number

REVISIONS	No.	DATE

DATE	09.08.06
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COMMISSION NO.	1669.01
SHEET NUMBER	A108

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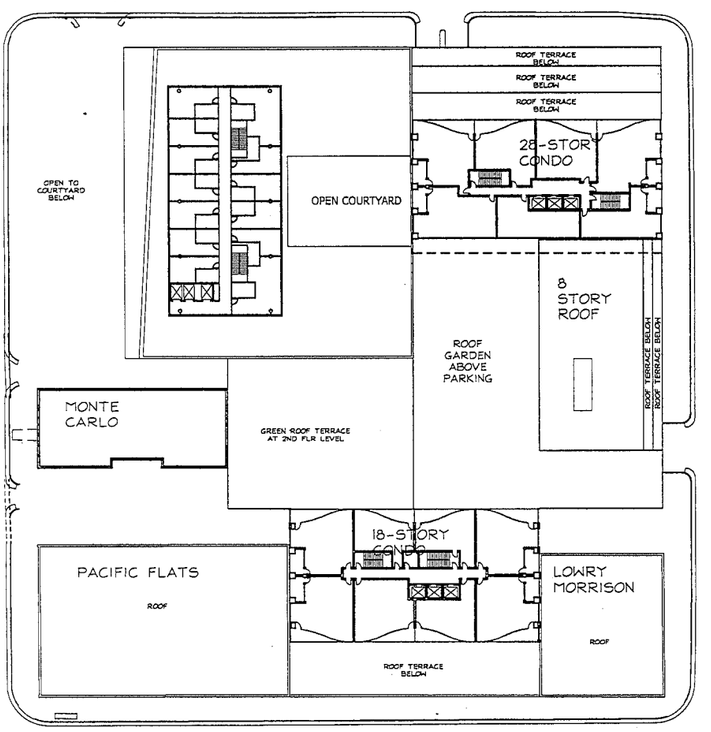

1 NINTH FLOOR PLAN
A109

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

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

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Engineering

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Telephone: 612.339.3752
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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

NINTH FLOOR PLAN

CERTIFICATION

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

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Jack Boarman

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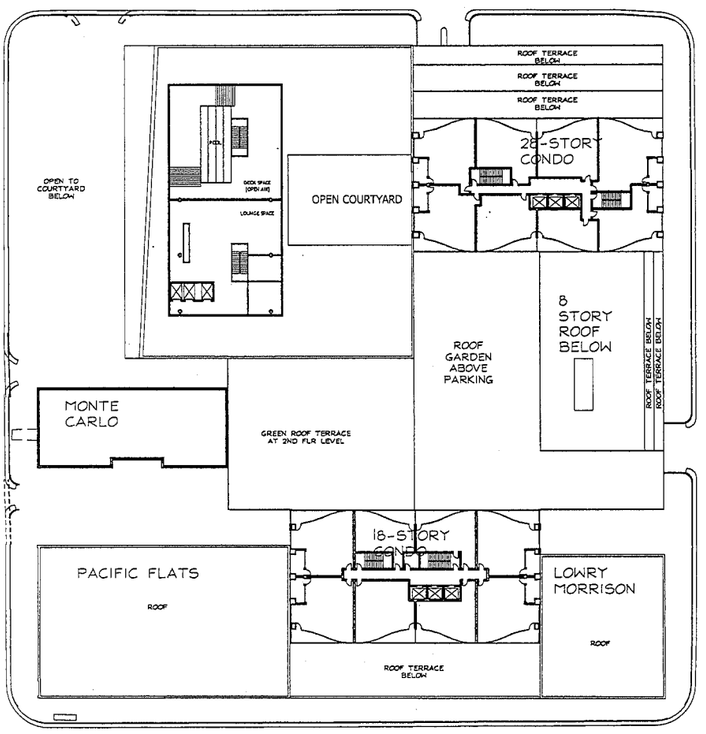

A110 TENTH FLOOR PLAN

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

TENTH FLOOR PLAN

CERTIFICATION

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JOB'S SIGNATURE

LICENSE NUMBER

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SHEET NUMBER	A110

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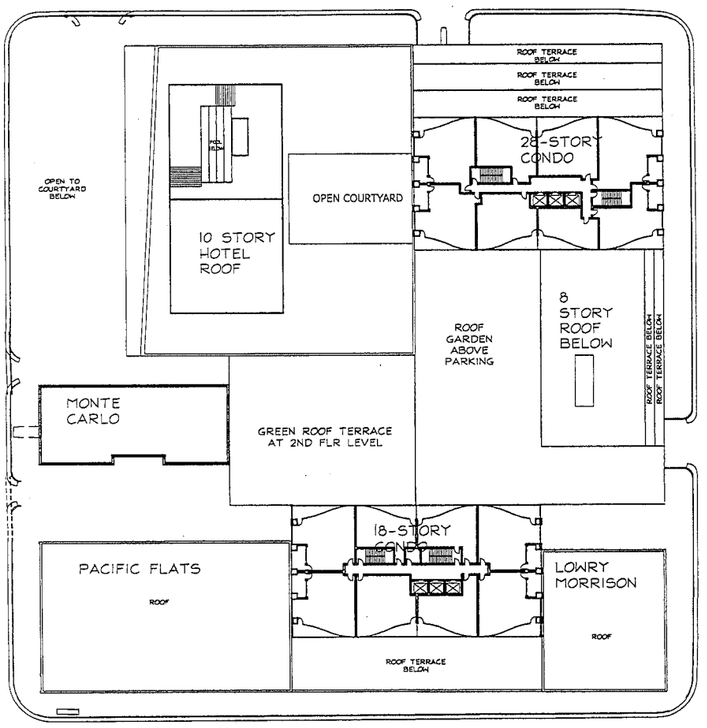

1/A111 11TH - 17TH FLOOR PLANS

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

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

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Engineering

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PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

11TH - 17TH FLOOR PLANS

CERTIFICATION

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Jack Boarman

11428
License Number

REVISIONS	No.	DATE

DATE	09.08.06
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CHECKED BY	JDK
COMMISSION NO.	1669.01
SHEET NUMBER	A111

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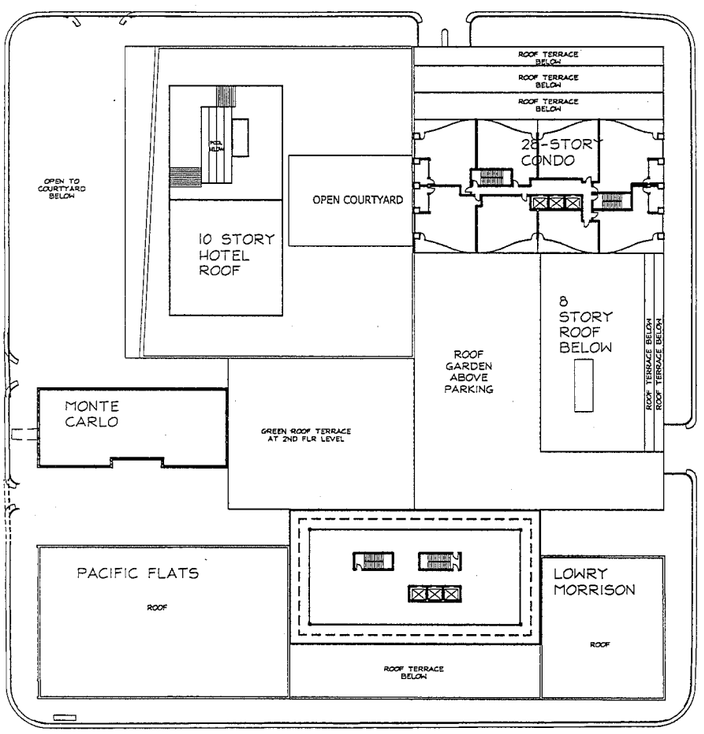

1 A112 18TH FLOOR PLAN

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

18TH FLOOR PLAN

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

Jace Boarman

11628
License Number

REVISIONS	No.	DATE

DATE	09.08.06
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COMMISSION NO.	1669.01

SHEET NUMBER

A112

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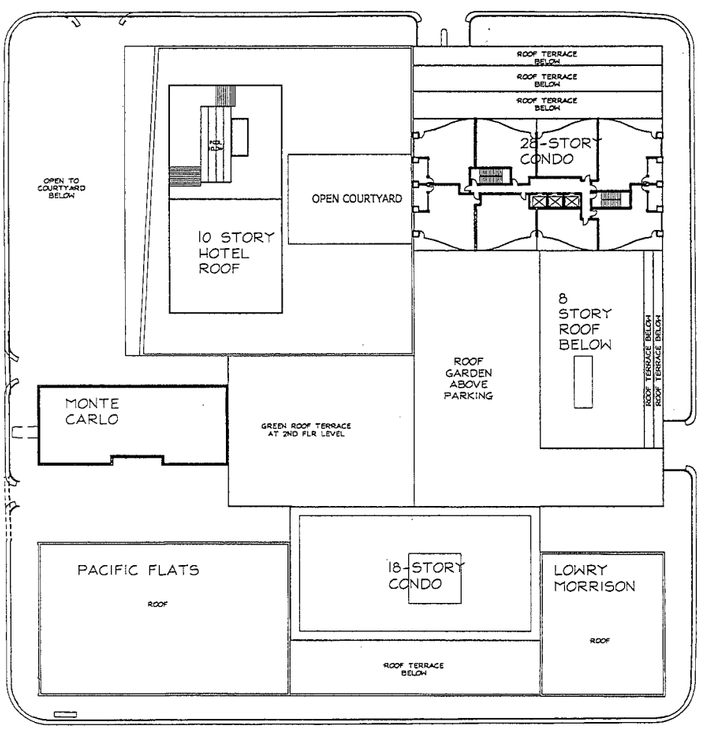

1 / A113 19TH - 23RD FLOOR PLANS

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

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PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

19TH - 23RD FLOOR PLANS

CERTIFICATION

~~PRELIMINARY~~ NOT FOR CONSTRUCTION

Joel Boarman

License Number

REVISIONS	No.	DATE

DATE	09.08.06
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CHECKED BY	JCB
COMMISSION NO.	1669.01

SHEET NUMBER

A113

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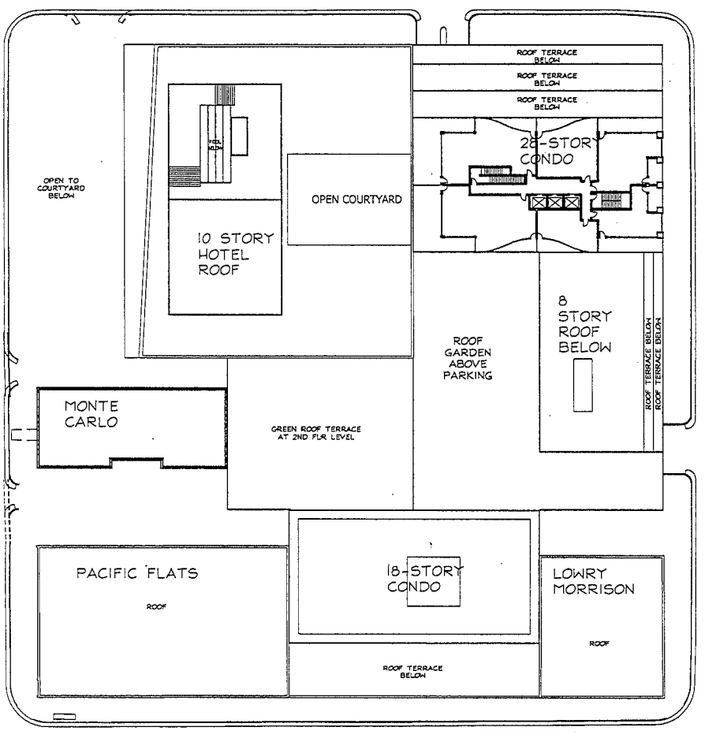

1 A114 24TH FLOOR PLAN

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

24TH FLOOR PLAN

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

JOB DESCRIPTION

11405
LICENSE NUMBER

REVISIONS	No.	DATE

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COMMISSION NO.	1469.01

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A114

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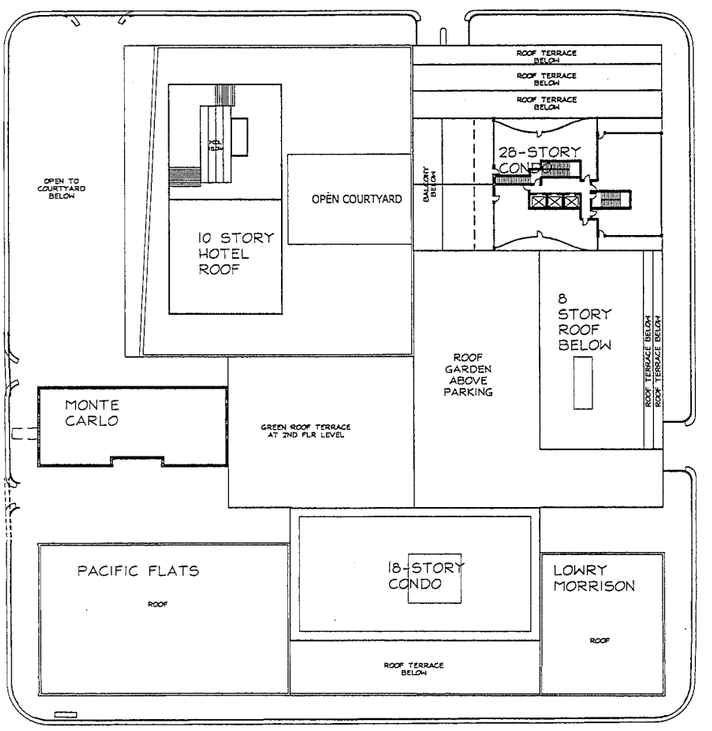

1 A115 25TH - 26TH FLOOR PLANS

SCALE: 1" = 20'-0"

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

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Telephone: 612.339.3752
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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

25TH - 26TH FLOOR PLANS

CERTIFICATION

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Jack Boarman

F 11628
License Number

REVISIONS	No.	DATE

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SHEET NUMBER

A115

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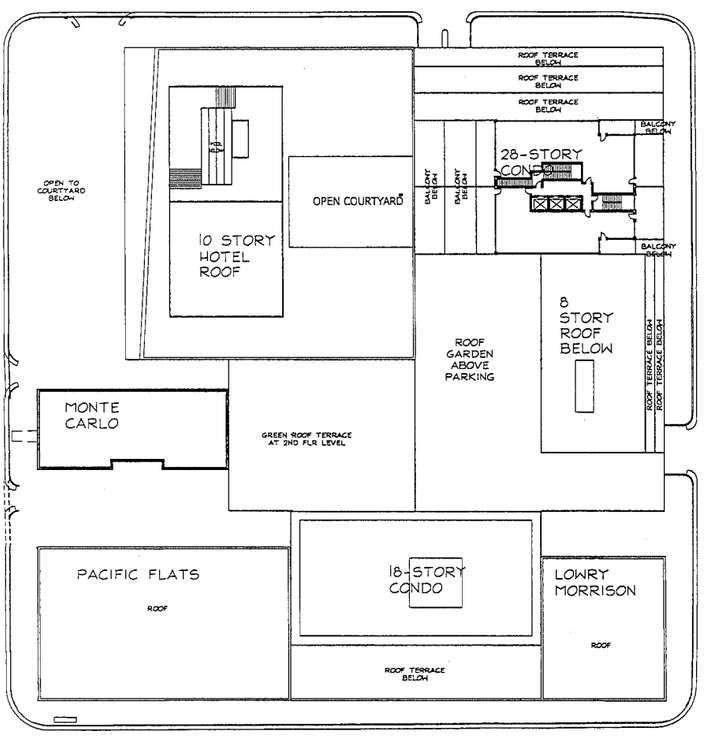

1 A116 27TH FLOOR PLAN

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

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP
Architecture
Interior Design
Engineering

Boarman Kroos Vogel Group Inc.

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Minneapolis, MN 55401
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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

27TH FLOOR PLAN

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

Jack Boarman

11628
License Number

REVISIONS	No.	DATE

DATE	09.08.06
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A116

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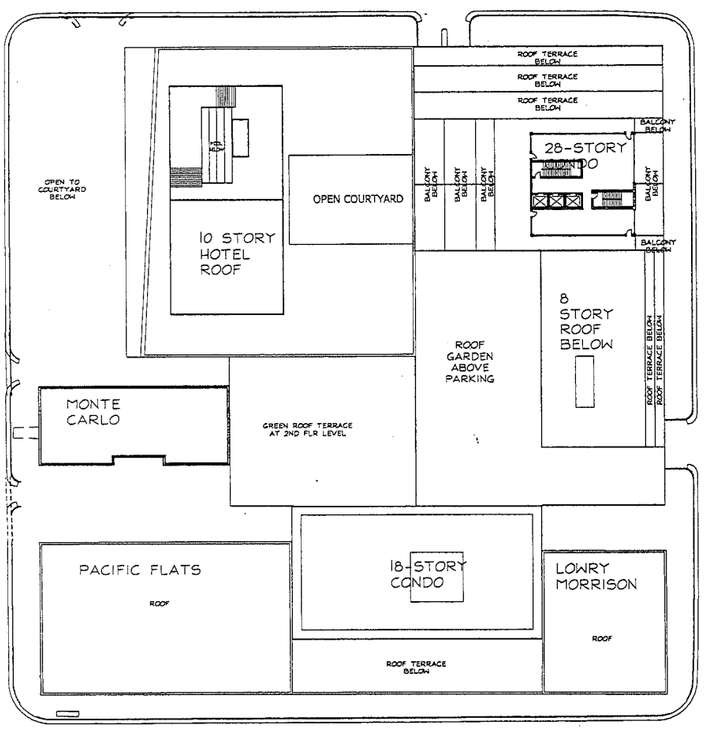

A117 28TH FLOOR PLAN

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

TRUE NORTH

PROJECT NORTH

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
Interior Design
Engineering

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Minneapolis, MN 55401
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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

28TH FLOOR PLAN

CERTIFICATION

~~PRELIMINARY~~ Not for Construction

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

Joel Boarman

11408
License Number

REVISIONS	No.	DATE

DATE	09.08.06
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COMMISSION NO.	1669.01
SHEET NUMBER	A117

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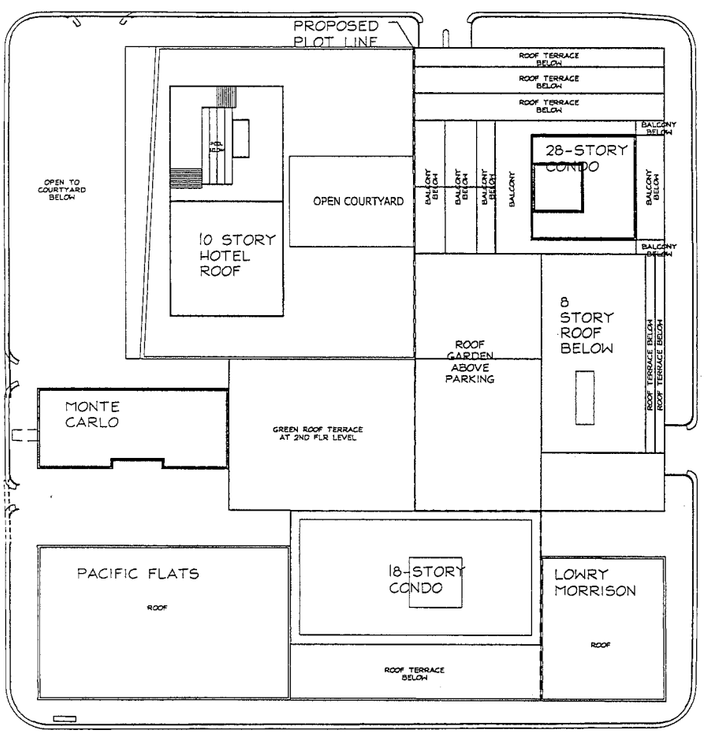

1 A200 ROOF PLAN

SCALE: 1" = 20'-0"

ATTACHMENT E: PROJECT PLANS

BKV GROUP
Architecture
Interior Design
Engineering
Boarman Kroos Vogel Group Inc.
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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

ROOF PLAN

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

2005 Boarman

License Number

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DATE	09.28.06
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CHECKED BY	JDK
COMMISSION NO.	1469.01
SHEET NUMBER	A200

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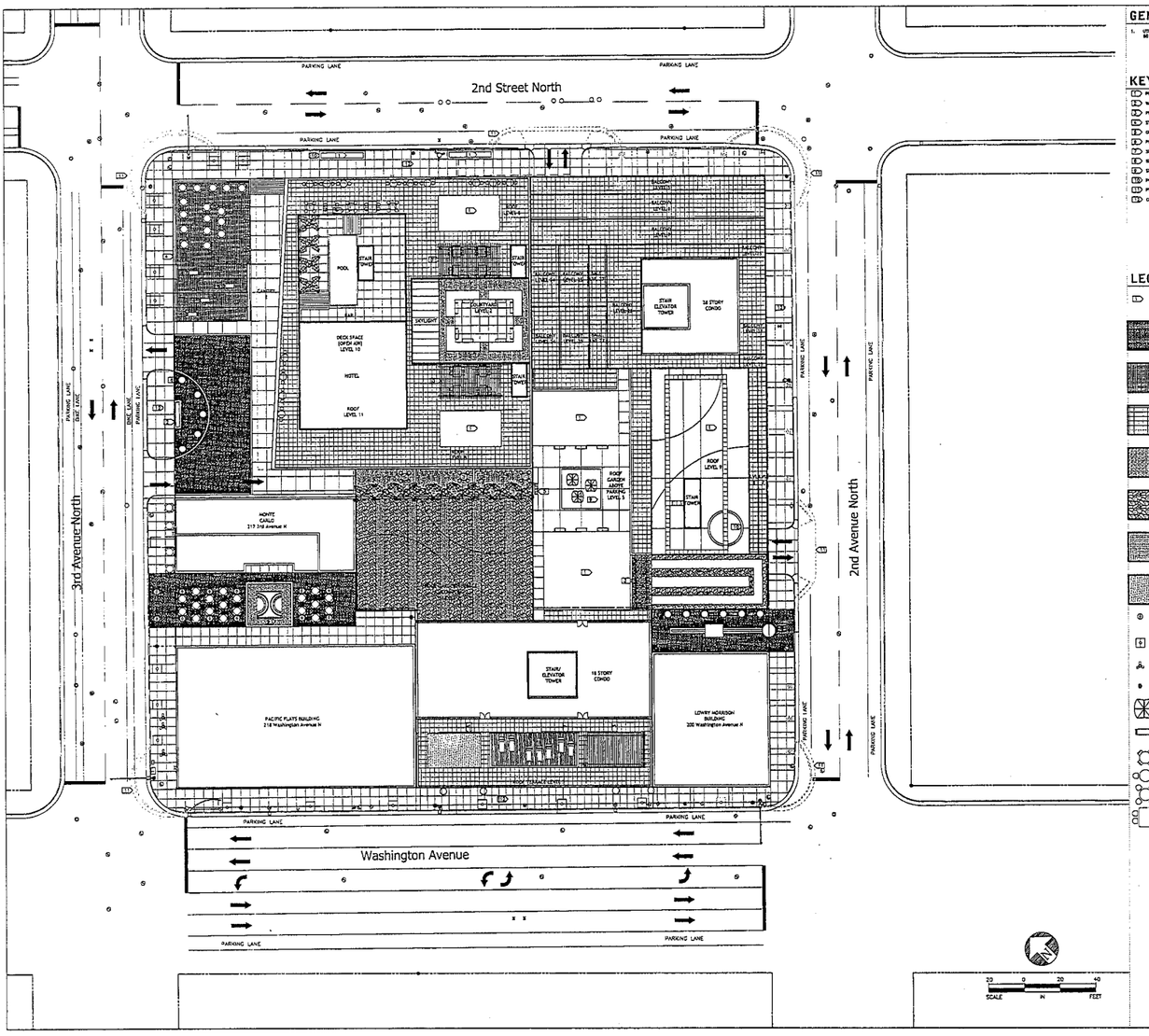

GENERAL NOTES:

1. UTILITIES (OTHER STATE ONE CALL PRIOR TO ALL EXCAVATION WORK) 651-454-0002

KEYNOTES:

- PLANTING AREA
- WATER FEATURE
- PERGOLA
- STONE BENCH
- GRILL
- PLANTER
- SUN DECK
- SPORT COURT RESILIENT SURFACE
- SEATING DINING AREA
- PLANTER CURB
- PROPOSED TRAFFIC CALMING BUMP-OUTS
- CONCRETE SIDEWALK

LEGEND:

- KEYNOTE
- BRICK PAVERS
- WOOD PAVERS
- PRECAST CONCRETE PAVERS
- GRAY TRAP ROCK = CLASS 2
- LIMESTONE = FLAGSTONE
- PEA GRAVEL
- SPORT COURT RESILIENT SURFACE
- TREE GRATE = MEDIUM #6734-4 AVENUE
- TREE GRATE = MEDIUM #6712 AVENUE
- TABLE/SEAT = MMX BY LFI
- TRASH RECEPTACLE = PETOSKEY BY LFI
- SEAT @ SUN SHADE = SINGLE & SHADE BY LFI
- BENCH = PETOSKEY BY LFI
- TABLE & CHAIRS = SEATING BY FORMS+SURFACES

SCALE: 20 0 20 40 IN FEET

BKV GROUP
Architecture
Interior Design
Engineering

Boarman Kroos Vogel Group Inc.

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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

LAYOUT & MATERIALS PLAN

CERTIFICATION

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

CONSTRUCTION

THEODORE E. LEE — Date

25603
License Number

REVISIONS	No.	DATE

DATE	09.01.06
DRAWN BY	TEL
CHECKED BY	TEL
COMMISSION NO.	1669.01

SHEET NUMBER

L100

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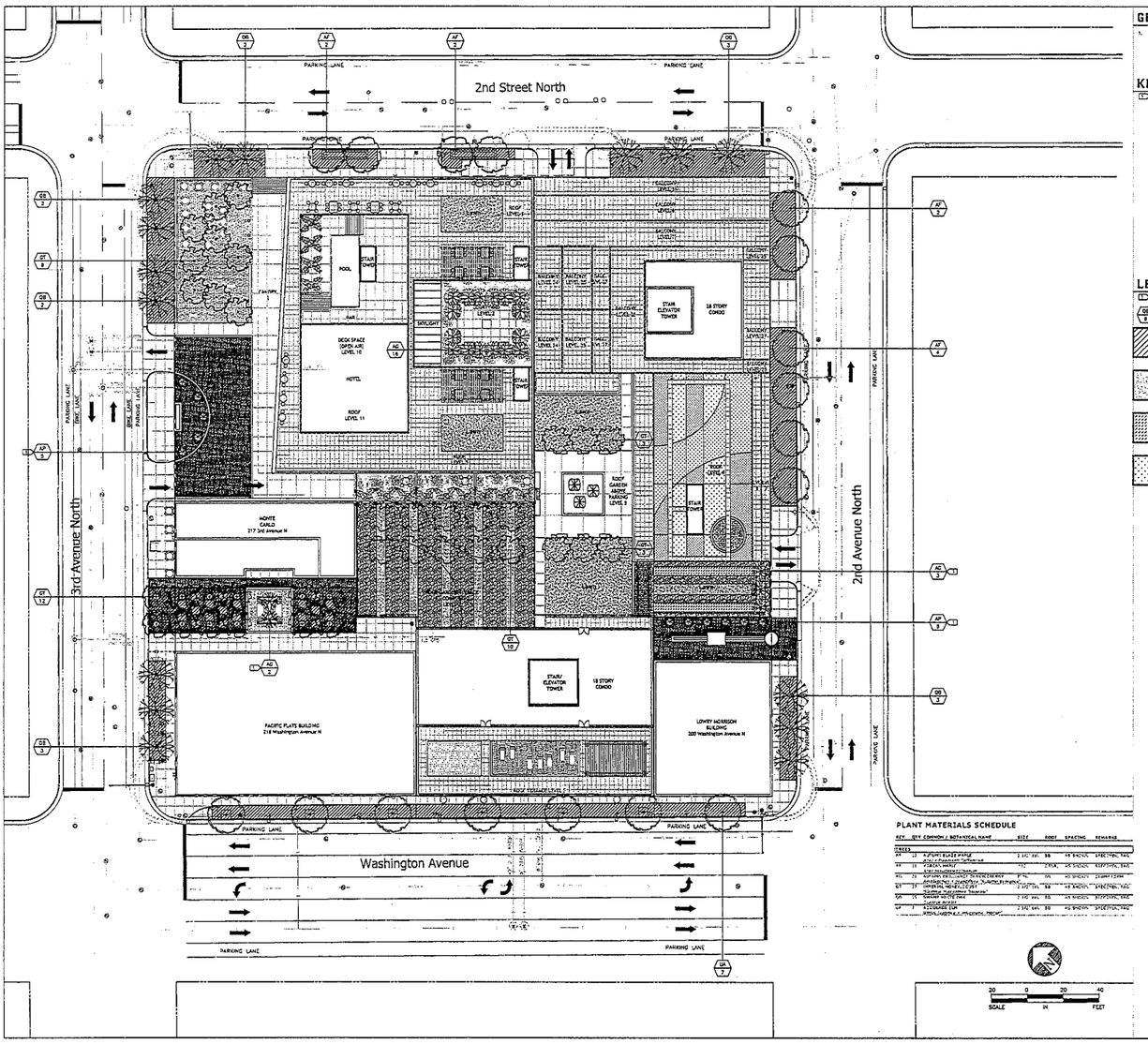

GENERAL NOTES:

1. UTILITIES SHOWN ARE FOR GENERAL INFORMATION ONLY. CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL (651-454-0002) PRIOR TO ANY EXCAVATION WORK.

KEYNOTES:

(1) SHREDDED BARK MULCH

LEGEND:

- (1) KEYNOTE
- (GS 8) = KEY + QUADRANT — REFER TO PLANT MATERIALS SCHEDULE
- CU STRUCTURAL PLANTING SOIL
- LAWN
- PERENNIALS
- GREEN ROOF - EXTENSIVE SEDUM PLANTING

PLANT MATERIALS SCHEDULE

KEY	QTY	COMMON & BOTANICAL NAME	SIZE	ROOT	SPACING	REMARKS
TREES						
AF	12	AUTUMN BLAZE MAPLE	2 1/2" cal.	BB	AS SHOWN	SPECIMEN, MIN.
AP	11	CRABAPPLE SPECIES	TBD	BB	AS SHOWN	SPECIMEN, MIN.
AS	13	GREEN ASH	2 1/2" cal.	BB	AS SHOWN	SPECIMEN, MIN.
HO	21	HONEYLOCUST SPECIES	2" cal.	BB	AS SHOWN	SPECIMEN, MIN.
QR	31	ORNAMENTAL GRASS SPECIES	1 GAL.	POT	18" O.C.	
SH	39	SHRUB SPECIES	5 GAL.	BB	AS SHOWN	SPECIMEN, MIN.
SW	19	SWITCH GRASS	1 GAL.	POT	18" O.C.	
VP	7	VIRGINIA CREEPER	2 GAL.	POT	AS SHOWN	SPECIMEN, MIN.

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Interior Design
Engineering

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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

LANDSCAPE PLAN

CERTIFICATION

I HEREBY CERTIFY that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Landscape Architect under the laws of the State of Minnesota.

NOT FOR CONSTRUCTION

THEODORE R. LEE — Date

25603
License Number

REVISIONS	No.	DATE
DATE		09.01.06
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CHECKED BY		TRL
COMMISSION NO.		1669.01

SHEET NUMBER

L200

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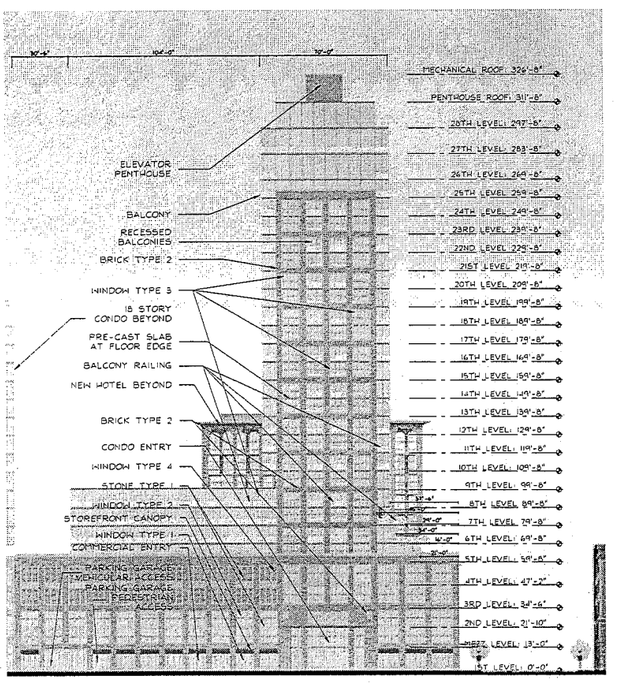
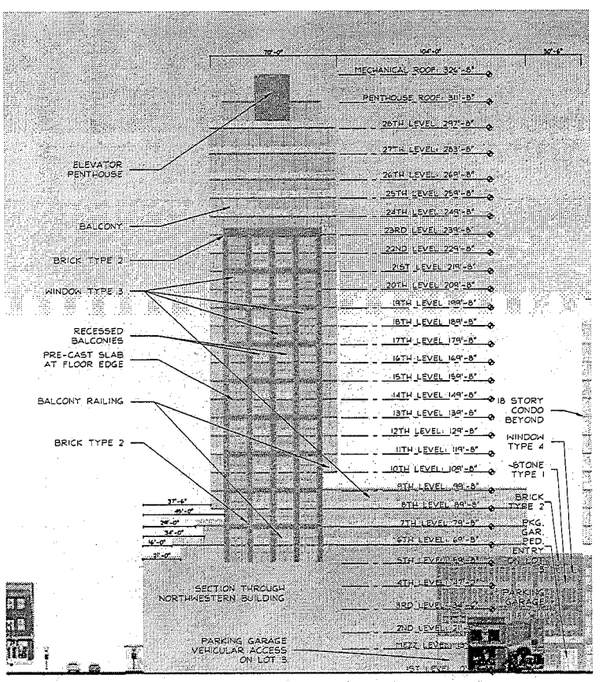


1 A300 28 STORY CONDO - EAST ELEVATION
SCALE: 1"=20'-0"



2 A300 28 STORY CONDO - WEST ELEVATION
SCALE: 1"=20'-0"

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Interior Design
Engineering
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Minneapolis, MN 55401
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Facsimile: 612.339.6212
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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

EXTERIOR ELEVATIONS

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS	NO.	DATE
DATE		10.18.06
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CHECKED BY		JDB
COMMISSION NO.		1669.01
SHEET NUMBER		A300

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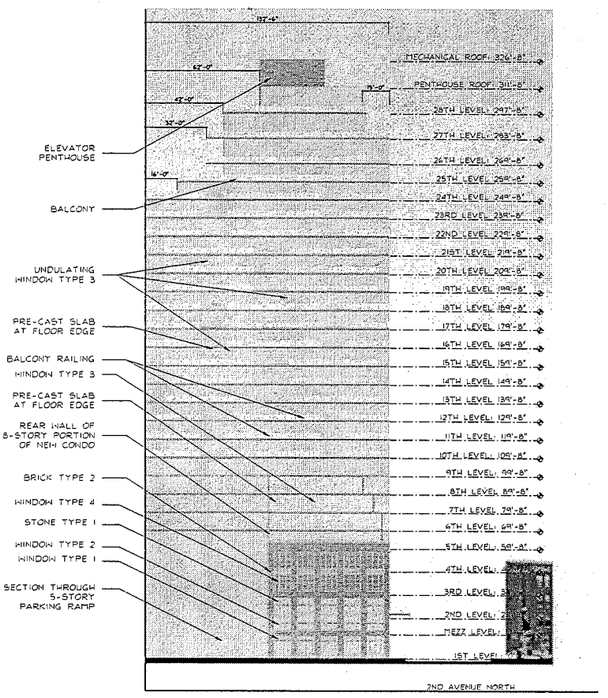
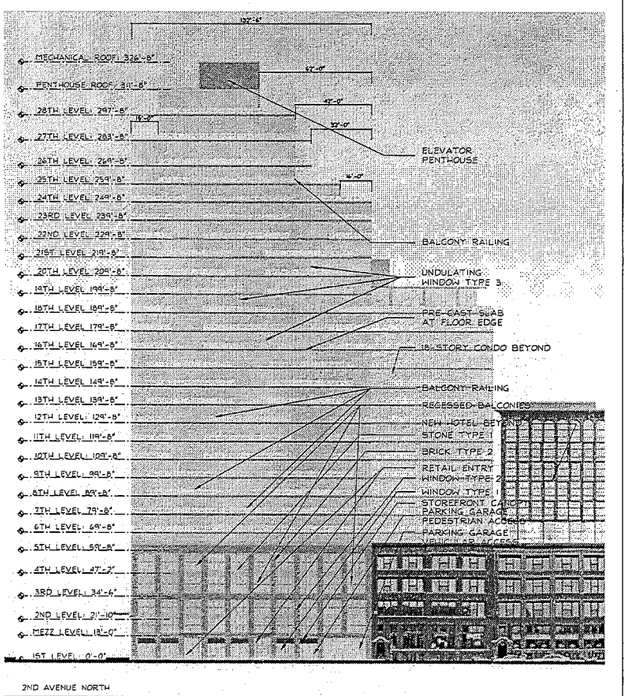


1 A301 28-STORY CONDO - SOUTH ELEVATION
SCALE: 1"=20'-0"



2 A301 28-STORY CONDO - NORTH ELEVATION
SCALE: 1"=20'-0"

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Interior Design
Engineering
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Facsimile: 612.339.6212
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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

EXTERIOR ELEVATIONS

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

Jack Boarman
License Number

REVISIONS	NO.	DATE

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SHEET NUMBER

A301

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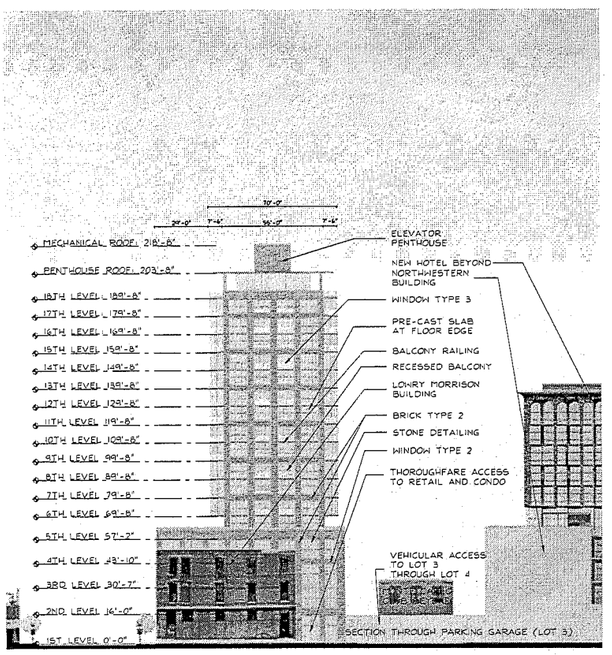
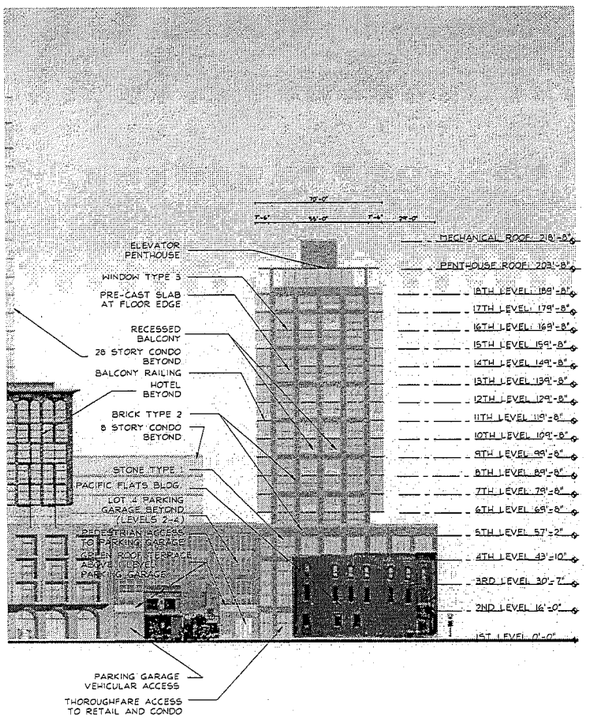


1 A302 18 STORY CONDO - EAST ELEVATION

SCALE: 1" = 20'-0"



2 A302 18 STORY CONDO - WEST ELEVATION

SCALE: 1" = 20'-0"

BKV GROUP
Architecture
Interior Design
Engineering
Boarman Kroos Vogel Group Inc.
222 North Second Street
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Telephone: 612.339.3752
Facsimile: 612.339.6212
www.bkvgroup.com

CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

EXTERIOR ELEVATIONS

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

ISSUE DESCRIPTION

A 11476
LICENSE NUMBER

REVISIONS	NO.	DATE

DATE	10.18.06
DRAWN BY	AZ
CHECKED BY	JDB
COMMISSION NO.	1669.01
SHEET NUMBER	A302

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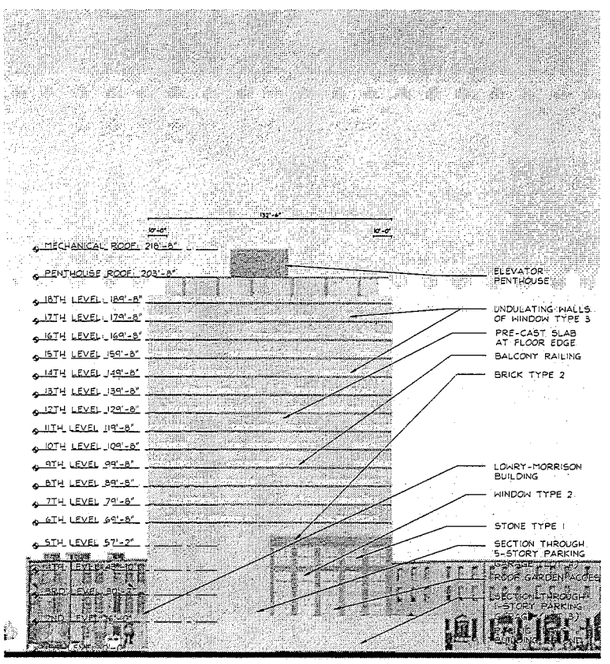
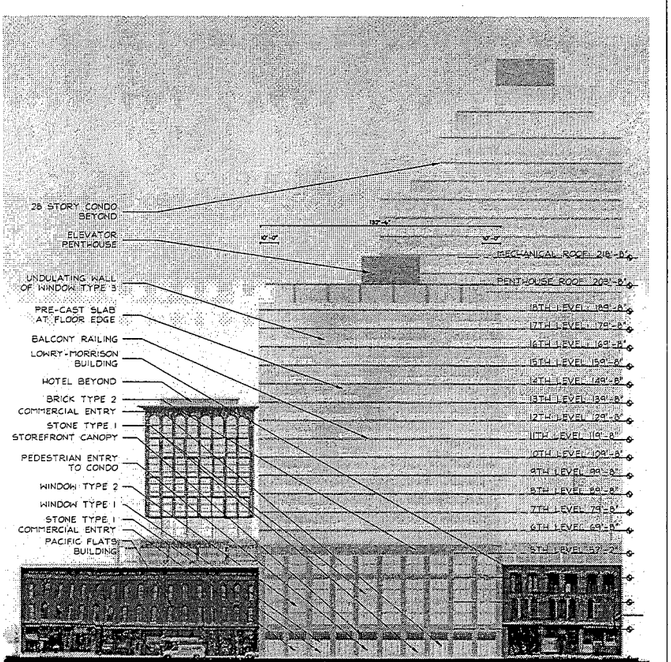


1 A303 18-STORY CONDO - NORTH ELEVATION

SCALE: 1" = 20'-0"



2 A303 18-STORY CONDO - SOUTH ELEVATION

SCALE: 1" = 20'-0"

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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

EXTERIOR ELEVATIONS

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

Jack Boarman

11126

License Number

REVISIONS	No.	DATE

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DRAWN BY	AJ
CHECKED BY	JOB
COMMISSION NO.	1669.01

SHEET NUMBER

A303

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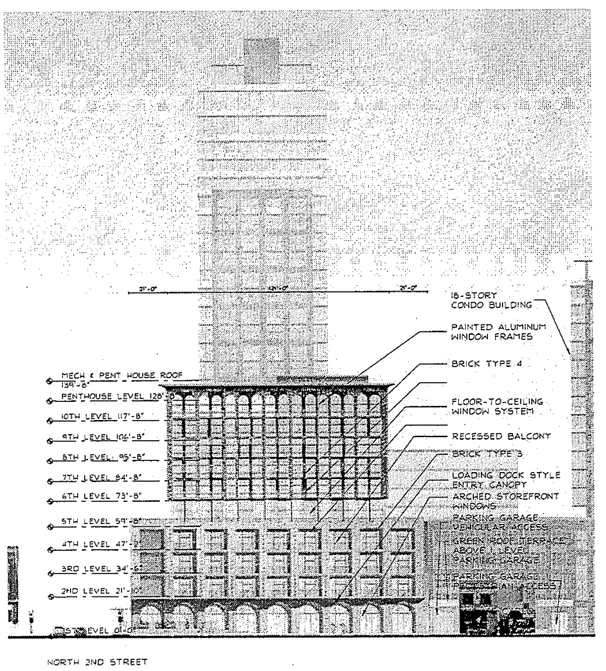
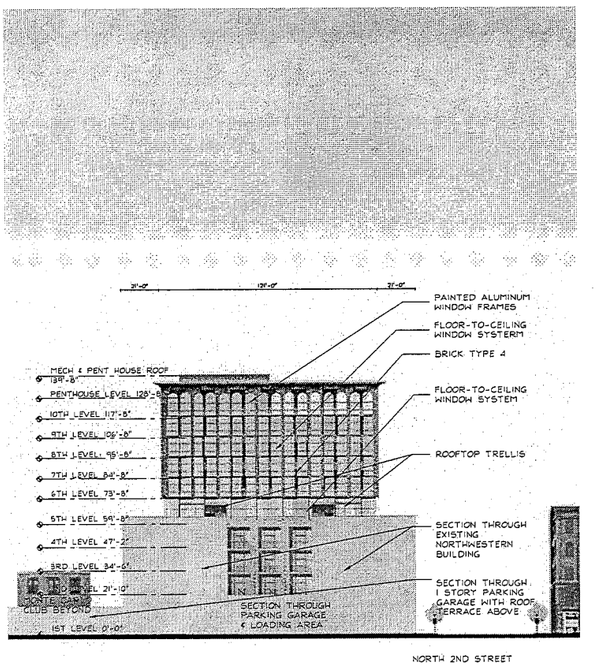


1 A304 HOTEL - WEST ELEVATION



2 A304 HOTEL - EAST ELEVATION

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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

HOTEL & 18-STORY CONDO

Minneapolis, MN

KEY PLAN

SHEET TITLE

EXTERIOR ELEVATIONS

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS	NO.	DATE
DATE		10.16.06
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COMMISSION NO.		1669.01
SHEET NUMBER		

A304

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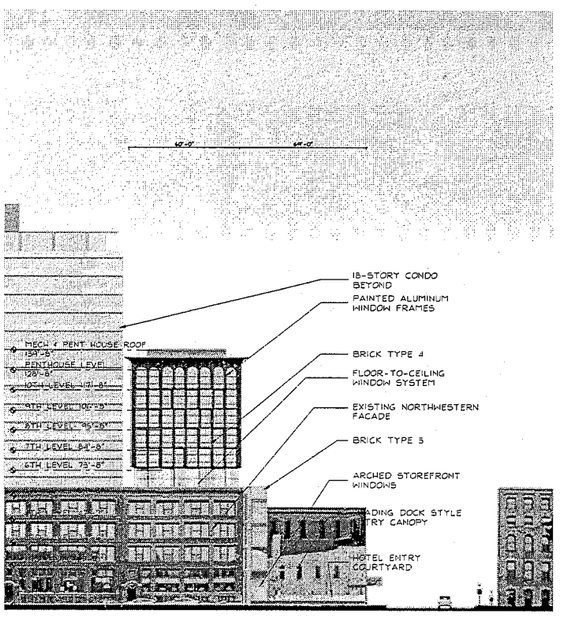
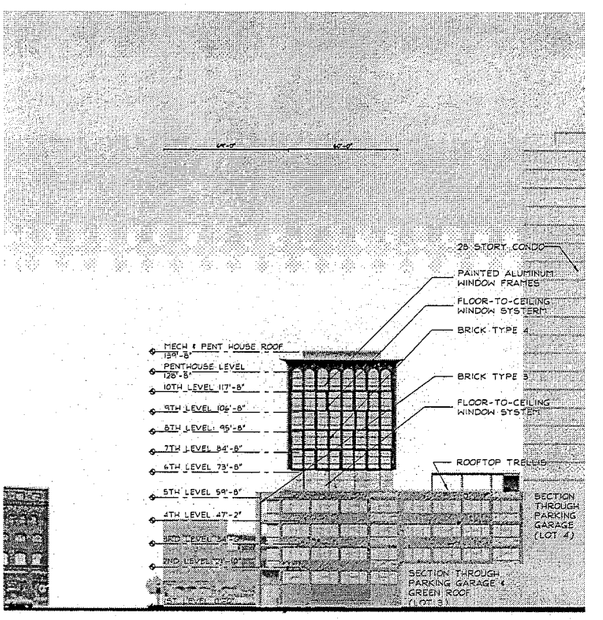


3RD AVENUE NORTH

1 A305 HOTEL - NORTH ELEVATION

SCALE: 1" = 20'-0"



3RD AVENUE NORTH

2 A305 HOTEL - SOUTH ELEVATION

SCALE: 1" = 20'-0"

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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

EXTERIOR ELEVATIONS

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

Joint Revision

A 11678

License Number

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COMMISSION NO.	1669.01

SHEET NUMBER

A305

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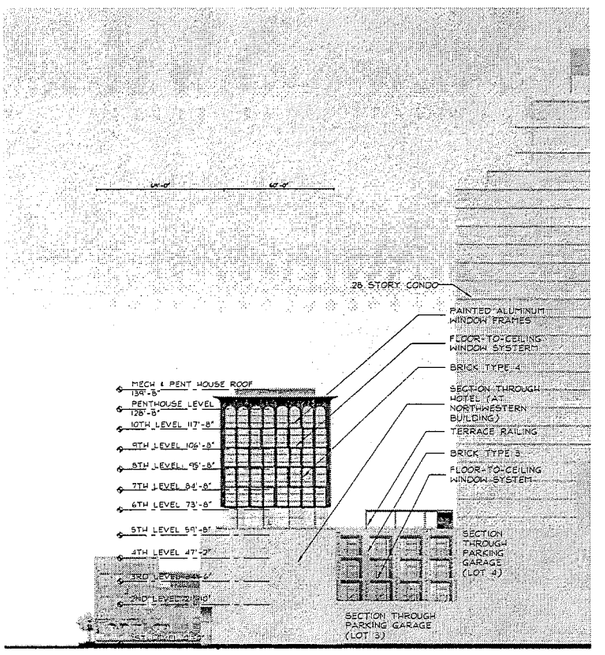

3RD AVENUE NORTH

1 A306 HOTEL - SOUTH COURTYARD ELEVATION (NORTH SIM)

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

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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

EXTERIOR ELEVATIONS

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

Jack Boarman

11828
License Number

REVISIONS	No.	DATE

DATE	10.18.06
DRAWN BY	AJ
CHECKED BY	JDB
COMMISSION NO.	1669.01

SHEET NUMBER

A306

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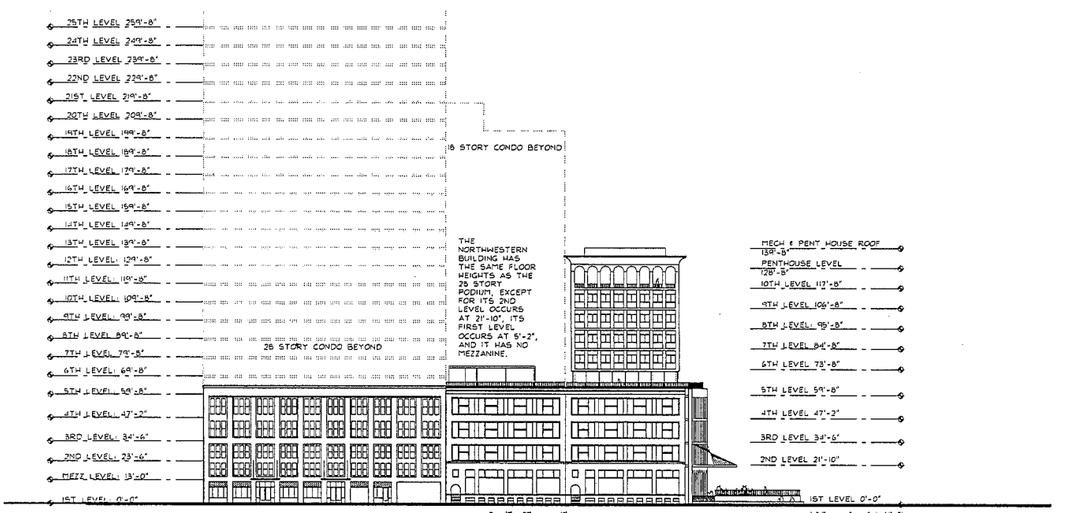
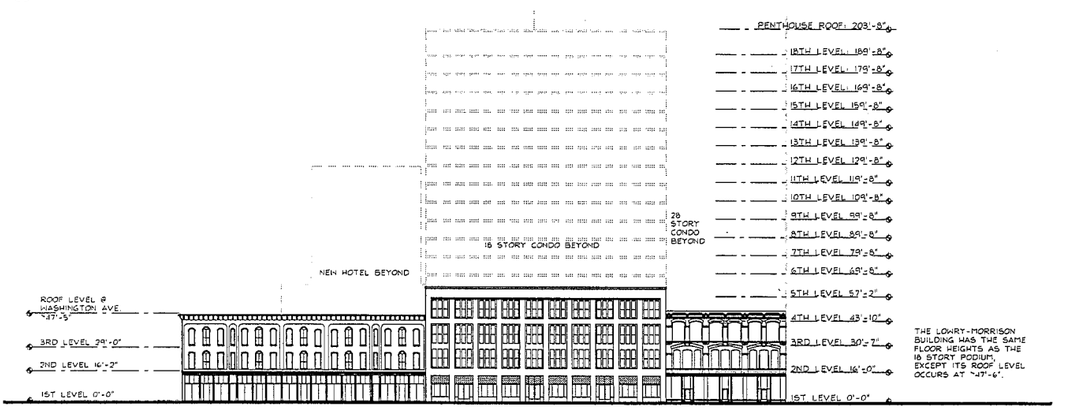


1 A307 NORTH PODIUM ELEVATION



2 A307 SOUTH PODIUM ELEVATION

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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

EXTERIOR ELEVATIONS

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

Jack Kroonen

License Number

REVISIONS	NO.	DATE

DATE	10.18.06
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CHECKED BY	JDK
COMMISSION NO.	1669.01

SHEET NUMBER

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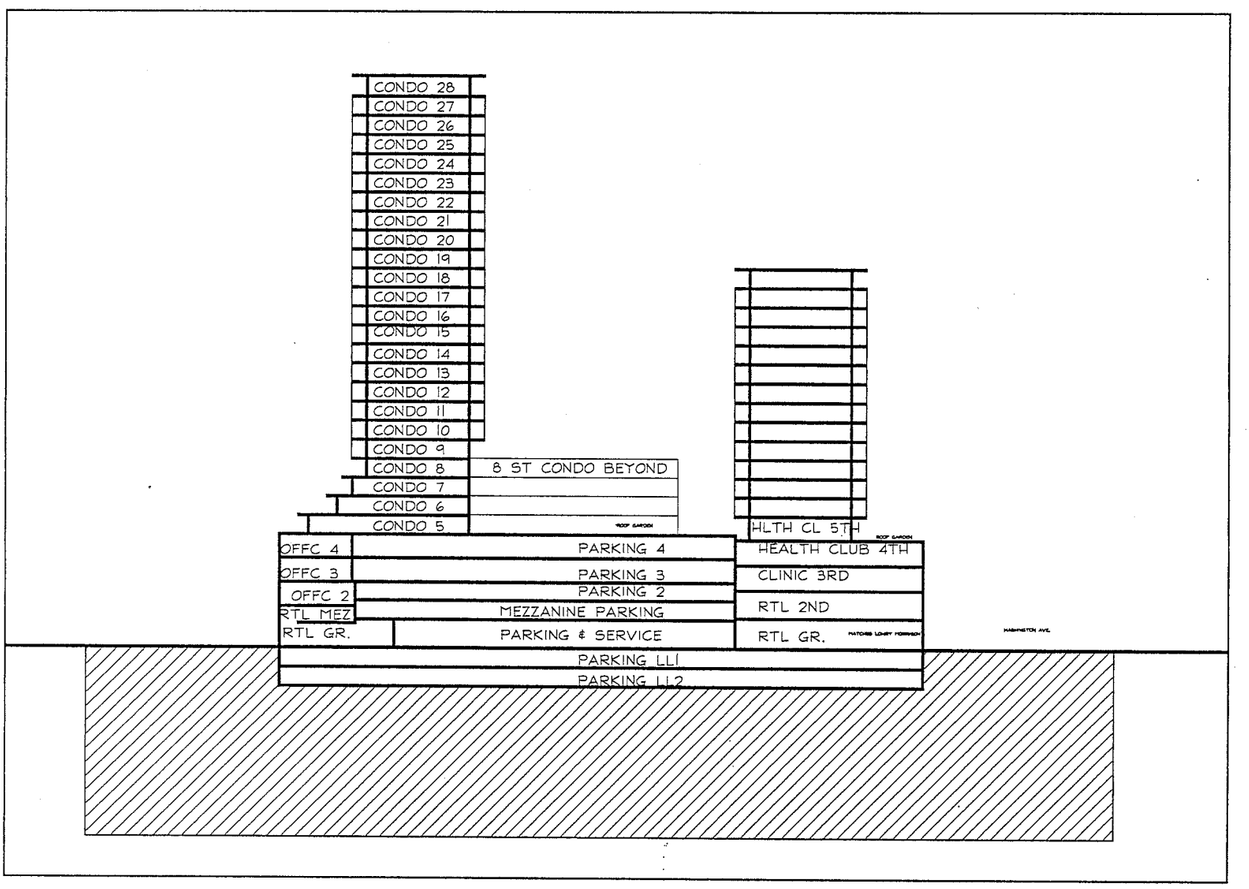

1 A400 SITE SECTION

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

ATTACHMENT E: PROJECT PLANS

BKV GROUP

Architecture
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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

SITE SECTION

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

Jack Boarman

License Number

REVISIONS	No.	DATE

DATE	09.08.06
DRAWN BY	AJ
CHECKED BY	JOB
COMMISSION NO.	1669.01

SHEET NUMBER

A400

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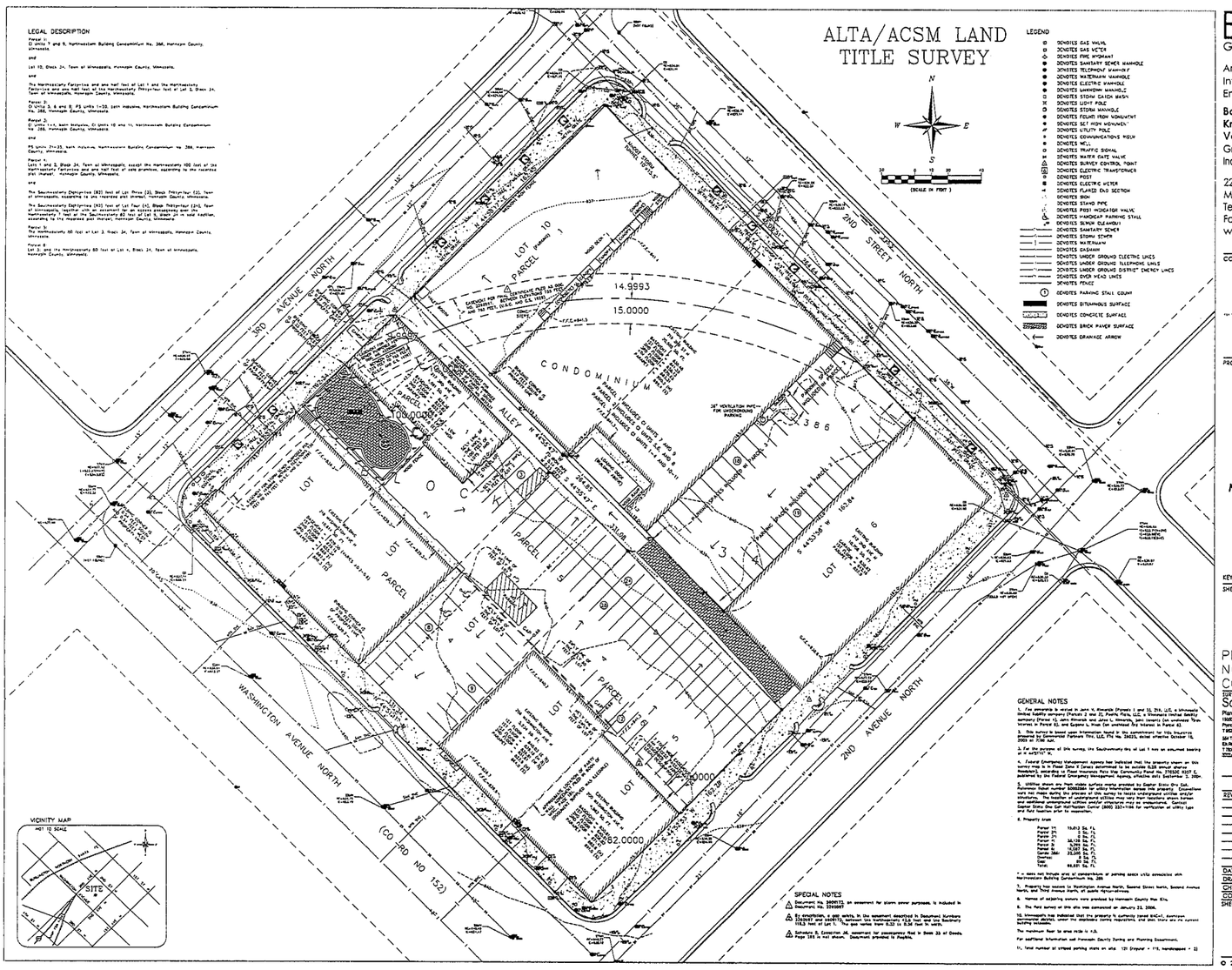

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CONSULTANTS

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

EXISTING CONDITIONS

PRELIMINARY
NOT FOR
CONSTRUCTION

SURVEY PREPARED BY:
Schoell Madson
Planning Engineering Surveying
1000 Elm Avenue North
Plymouth, Minnesota 55447
T 952-544-7821 F 952-544-8086
SM Third Street NW, Suite 100
Elk River, Minnesota 55330
T 763-241-0138 F 763-241-0281
www.schoellmadson.com

REVISIONS	No.	DATE

DATE	09.01.06
DRAWN BY	
CHECKED BY	
COMMISSION NO.	1669.01

SHEET NUMBER

C100

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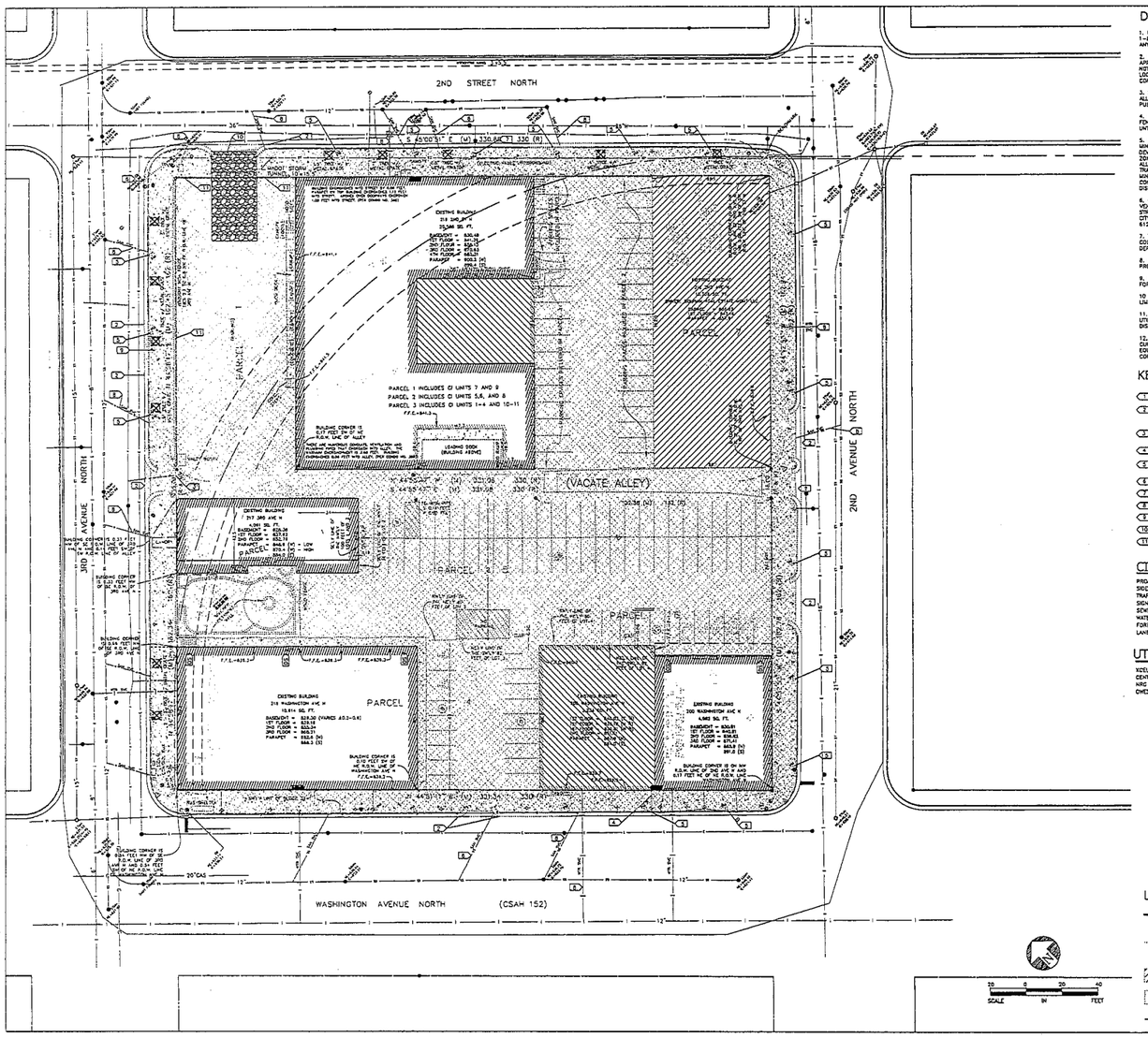

DEMOLITION NOTES

1. UTILIZE THE GOPHER STATE ONE CALL SYSTEM @ 1-800-252-1166, 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION.
2. EXISTING UNDERGROUND UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS. ALL EXISTING UTILITIES MAY NOT BE SHOWN. PRIOR TO CONSTRUCTION FIELD VERIFY THE LOCATION OF UTILITIES THAT MAY BE IMPACTED BY CONSTRUCTION.
3. PROVIDE TEMPORARY ROCK CONSTRUCTION EXIT AT ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC ENTERS PUBLIC ROADWAY.
4. STORM SEWER INLETS MUST BE PROTECTED WITH SILT FENCE, BALE CHECKS, OR OTHER EQUIVALENT METHODS UNTIL PERMANENT GROUND COVER IS ESTABLISHED.
5. PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), INCLUDING THE TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL, DATED JANUARY 2004, AT ALL TIMES THAT CONSTRUCTION ACTIVITY DISRUPTS TRAFFIC ON PUBLIC ROADWAYS. CONTACT CITY OF MINNEAPOLIS PUBLIC WORKS FOR APPROVAL OF TRAFFIC CONTROL PLANS AT LEAST FOUR WEEKS PRIOR TO DISRUPTION OF TRAFFIC ON PUBLIC STREETS.
6. COORDINATE DISRUPTION OF PEDESTRIAN AND VEHICULAR TRAFFIC WITH OWNER. OBTAIN ALL REQUIRED STREET AND SIDEWALK CLOSURE PERMITS FROM THE CITY OF MINNEAPOLIS - CONTACT DOUG MADAY AT 612-673-3755 TO VERIFY REQUIREMENTS.
7. TRAFFIC SIGN REMOVAL AND REPLACEMENT MUST BE COORDINATED WITH THE CITY OF MINNEAPOLIS TRAFFIC DEPARTMENT.
8. CARE MUST BE TAKEN DURING CONSTRUCTION TO PROTECT SURVEY MONUMENTS AND PROPERTY IRONS.
9. PROTECT ALL TREES NOT SPECIFICALLY DESIGNATED FOR REMOVAL.
10. SAWCUT PAVEMENT THAT REMAINS AT REMOVAL LIMITS.
11. COORDINATE DISRUPTION OF EXISTING BUILDING UTILITY SERVICES WITH BUILDING OWNER. LIMIT SERVICE DISRUPTION TO TIMES APPROVED BY OWNER.
12. RESTORE OR REPAIR DAMAGED ROADS, WALKS, CURBS, UTILITIES, OR PLANT MATERIALS TO CONDITION EQUAL TO OR BETTER THAN PRE-CONSTRUCTION CONDITION AND AS REQUIRED BY OWNER.

KEY NOTES

1. SAWCUT PAVEMENT -
2. REMOVE CONCRETE APRON; SAWCUT EXISTING CURB AT PROPOSED DRIVEWAYS ENTRANCES AND EXISTING ENTRANCES TO BE REVISED.
3. REMOVE EXISTING TELEPHONE LINE AT LIMITS OF PROPOSED UNDERGROUND PARKING STRUCTURE.
4. PROTECT EXISTING GAS SERVICE
5. SALVAGE PARKING METER AND COORDINATE NEW INSTALLATION W/CITY OF MPLS
6. REMOVE DRAINAGE STRUCTURE & PIPE
7. RELOCATE FIRE HYDRANT
8. ABANDON EXISTING SEWER AND WATER SERVICE
9. SALVAGE LIGHTPOLE AND RETURN TO CITY OF MPLS.
10. CONSTRUCTION ENTRANCE
11. REMOVE IRON FENCING

CITY OF MPLS CONTACTS

PROJECT MANAGER: KELLY MORIARTY 612-673-3617
SIDEWALK: MATT HANAK 612-673-3468
TRAFFIC: STEVE MISHNE 612-673-3750
SIGN LOCATIONS: PAT GRANT 612-673-3757
SEWER: PAUL CHELLSEN 612-673-2406
WATER: CRAIG ALLISON 612-673-3289
FORESTRY SUPERVISOR: MATT TWINSKI 612-313-7738
LAND USE PERMITS: DOUG MADAY 612-673-3755

UTILITY COMPANY CONTACTS

XCEL ENERGY: ANDREW BALGOBIN 612-321-5426
CENTER POINT ENERGY: RICHARD PILON 612-321-5428
NRG ENERGY CENTER: ELANA PRAH 612-436-4103
QWEST: MIKE THEROUX 612-301-5569

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CONSULTANTS

HGA

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

SITE DEMOLITION PLAN

CERTIFICATION

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

CONSTRUCTION

Kenneth W. Horns — Date

18735
License Number

REVISIONS	No.	DATE
DATE		09.21.06
DRAWN BY		DKS
CHECKED BY		KH
COMMISSION NO.		1669.01

SHEET NUMBER

C200

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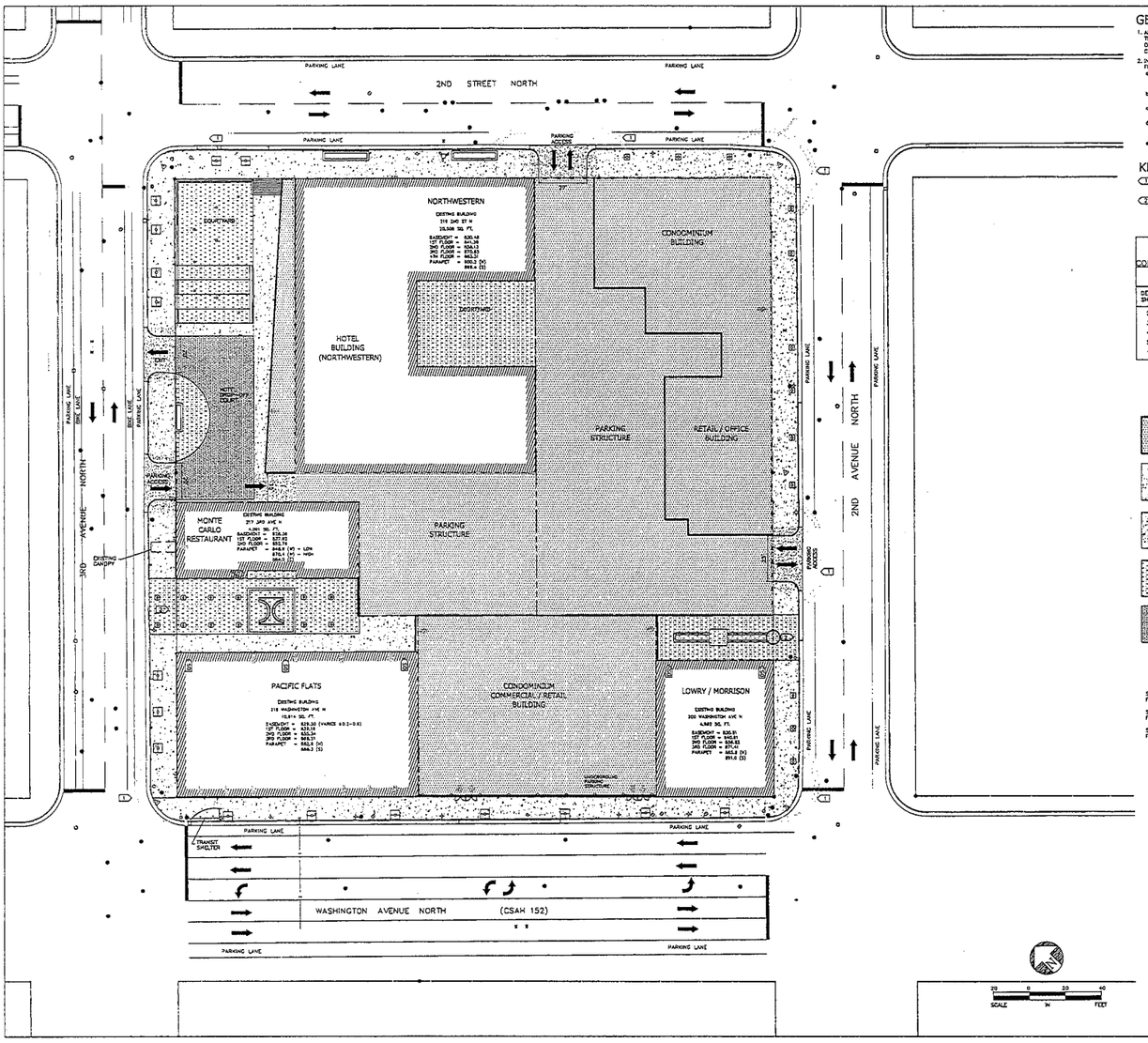

GENERAL NOTES FOR LAYOUT

1. ALL DIMENSIONS TO CURBS AND CURB/GUTTER ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED. BACK OF CURB IS TYPICALLY 8-INCHES BEHIND THE FACE OF CURB.
2. INSTALL NEW CONCRETE WALKWAYS USING THE FOLLOWING GUIDELINES:
   a. MAXIMUM SPACING OF CONTROL JOINTS IN WALKS TO BE EQUAL FEET, BUT GENERALLY MATCH THE WALK WIDTH.
   b. MAXIMUM SPACING OF CONTROL JOINTS IN CONCRETE TRAFFIC SLABS TO BE 12'.
   c. MAXIMUM SPACING OF 1/2" EXPANSION JOINTS TO BE 40 FEET.
   d. ALIGN JOINTS WITH WALK CORNERS, HORIZONTAL DEFLECTIONS, BUILDING CORNERS, ETC. AND USE EQUAL PANEL SIZES.
   e. SEE XX/XXX FOR JOINTING DETAILS.

KEY NOTES

1. CURB "BUMP OUT" ALTERNATE IF APPROVED BY CITY.
2. ENCROACHMENT PERMIT REQUIRED FOR SPECIAL PAVING.

CITY OF MINNEAPOLIS SPECIFICATIONS FOR MONOLITHIC CONCRETE DRIVEWAYS, CONCRETE CURB AND GUTTER, CONCRETE ALLEYS, 2004 EDITION

DETAIL SHEET	TITLE
2B	CURB AND GUTTER - B624
3	TYPICAL SIDEWALK AND DRIVEWAY CONSTRUCTION
4	SIGN COLLAR REPLACEMENT
5	BARRICADE REQUIREMENTS
10	PEDESTRIAN CURB RAMP

NEW BUILDING

CONCRETE WALK

CONCRETE PAVEMENT

PERVIOUS SURFACE

PERVIOUS PAVEMENT

SEE SHEET L100 FOR ADDITIONAL SURFACING INFORMATION

SEE SHEET A099 AND A100 FOR LOWER LEVEL PARKING PLANS

SEE SHEET A101 FOR SUMMARY OF PROPERTY

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CONSULTANTS

HGA

PROJECT TITLE

THE PACIFIC DEVELOPMENT

Minneapolis, MN

KEY PLAN

SHEET TITLE

SITE PLAN

CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

CONSTRUCTION

Kenneth W. Horns — Date

13725
License Number

REVISIONS	No.	DATE

DATE	09.21.06
DRAWN BY	DKS
CHECKED BY	KH
COMMISSION NO.	1669.01
SHEET NUMBER	C300

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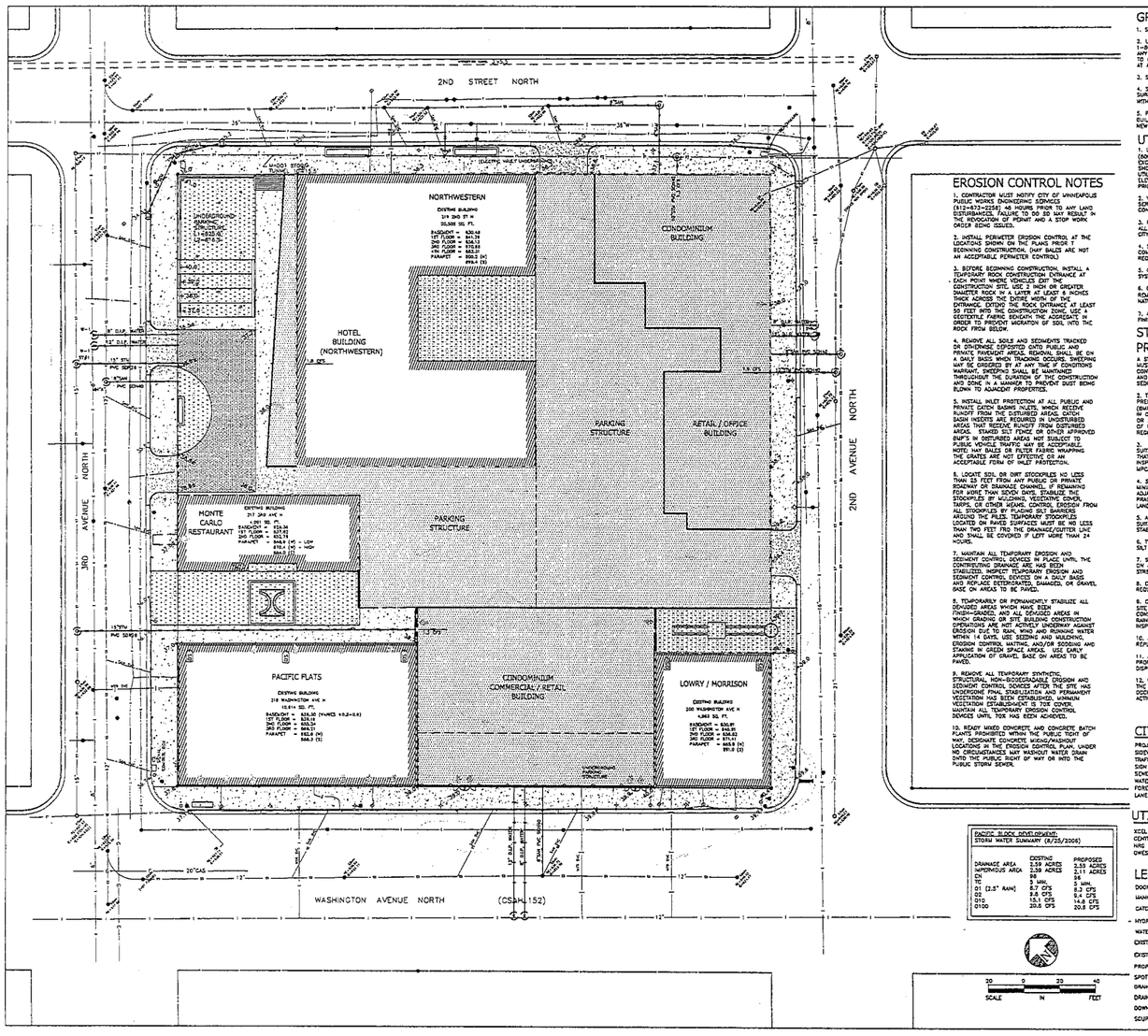

GRADING NOTES

1. SEE SPECIFICATION SECTION 310000 EARTHWORK.

2. UTILIZE THE GOPHER STATE ONE CALL SYSTEM AT 1-800-252-1166. 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION. FIELD VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION. UNDERGROUND UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS.

3. SEE SHEET C100 SITE SURVEY FOR BENCHMARKS.

4. SPOT ELEVATIONS ARE TYPICALLY GIVEN AT FINISHED SURFACE, AT TOP OF CURB. ELEVATIONS ARE NOTED WITH A "TC".

5. PRIOR TO CONSTRUCTION FIELD VERIFY EXISTING BUILDING FLOOR ELEVATION(S) TO CONFIRM MATCH WITH NEW FLOOR ELEVATIONS.

UTILITY NOTES

1. UTILIZE THE GOPHER STATE ONE CALL SYSTEM @ (800) 252-1166. 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION. UNDERGROUND UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS. ALL EXISTING UTILITIES MAY NOT BE SHOWN. VERIFY LOCATION AND ELEVATION OF UTILITIES IMPACTED BY CONSTRUCTION, PRIOR TO PLACING NEW PIPE OR UTILITY STRUCTURES.

2. VERIFY BUILDING SEWER, SANITARY, AND WATER SERVICE LOCATIONS AND ELEVATIONS. NOTIFY PLUMBING CONTRACTOR, PRIOR TO CONSTRUCTION OF SERVICE LINES.

3. PROVIDE MINIMUM 7.5' COVER ON ALL WATERMAINS. ALL WATER SYSTEM CONSTRUCTION MUST COMPLY WITH CITY REQUIREMENTS.

4. SANITARY AND STORM SEWER CONSTRUCTION MUST COMPLY WITH CITY OF MINNEAPOLIS REQUIREMENTS.

5. COORDINATE CONNECTIONS TO EXISTING UTILITY SYSTEMS WITH UTILITY OWNER.

6. CONTACT CENTER POINT ENERGY TO COORDINATE REMOVAL, RELOCATION, AND/OR INSTALLATION OF NEW NATURAL GAS SERVICES.

7. ADJUST ALL CASTINGS TO ELEVATION 1/4"-INCH BELOW FINISHED SURFACE.

STORM WATER POLLUTION PREVENTION NOTES

1. STORM-WATER POLLUTION PREVENTION PLAN (SWPPP) MUST BE IMPLEMENTED AS PART OF THIS PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR PROPER CONSTRUCTION AND MAINTENANCE OF ALL TEMPORARY EROSION AND SEDIMENTATION CONTROLS.

2. THE CONTRACTOR MUST AMEND THE SWPPP AND PREPARE A SUPPLEMENTAL BEST MANAGEMENT PRACTICES (BMP) ACTION PLAN AS NECESSARY TO ADDRESS CHANGES IN CONSTRUCTION, OPERATION, MAINTENANCE, WEATHER, OR SEASONAL CONDITIONS THAT EFFECT THE DISCHARGE OF POLLUTANTS TO SURFACE WATERS AND COMPLY WITH REGULATORY AGENCY REQUIREMENTS.

3. THE CONTRACTOR MUST PLAN AND IMPLEMENT SUITABLE CONSTRUCTION PHASING, AND OTHER PRACTICES THAT MINIMIZE EROSION AND COMPLY WITH THE INSPECTION AND MAINTENANCE REQUIREMENTS OF THE MPCA GENERAL PERMIT (MN R100001).

4. SEDIMENT CONTROL PRACTICES MUST BE USED TO KEEP SEDIMENT ON-SITE. CONSTRUCTION MUST NOT DISTURB ADJACENT PROPERTY. ESTABLISH SEDIMENT CONTROL PRACTICES AT ALL DOWN GRADIENT PERIMETERS BEFORE LAND DISTURBING ACTIVITIES BEGIN.

5. ALL STORM INLETS MUST BE PROTECTED WITH SUITABLE BMPs DURING CONSTRUCTION UNTIL FINAL STABILIZATION IS ESTABLISHED.

6. TEMPORARY SOIL STOCKPILES MUST HAVE PERIMETER SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS.

7. SEDIMENT FROM PROJECT SITE TRACKED BY VEHICLES ON ADJACENT ROADWAY MUST BE CLEANED DAILY WITH A STREET SWEEPER.

8. CONTROL DUST BY APPLYING WATER AS OFTEN AS REQUIRED BY SOIL AND WEATHER CONDITIONS.

9. CONTRACTOR MUST ROUTINELY INSPECT THE PROJECT SITE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION, AND WITHIN 24 HOURS AFTER EACH RAINFALL EVENT THAT EXCEEDS 0.5-INCHES. ALL INSPECTIONS MUST BE PROPERLY DOCUMENTED.

10. ALL NONFUNCTIONAL BMPs MUST BE REMAINED, REPLACED, OR SUPPLEMENTED WITH FUNCTIONAL BMPs.

11. ALL CONSTRUCTION WASTE MATERIALS MUST BE PROPERLY DISPOSED OF OFF-SITE IN A PERMITTED DISPOSAL FACILITY.

12. CONTRACTOR MUST ENSURE FINAL STABILIZATION OF THIS PROJECT SITE. IF PERMANENT STABILIZATION CANNOT OCCUR WITHIN 14-DAYS OF COMPLETING GRADING ACTIVITY.

EROSION CONTROL NOTES

1. CONTRACTOR MUST NOTIFY CITY OF MINNEAPOLIS PUBLIC WORKS ENGINEERING SERVICES (612-673-2258) 48 HOURS PRIOR TO ANY LAND DISTURBANCES. FAILURE TO DO SO MAY RESULT IN THE REVOCATION OF PERMIT AND A STOP WORK ORDER BEING ISSUED.

2. INSTALL PERIMETER EROSION CONTROL AT THE LOCATIONS SHOWN ON THE PLANS PRIOR T BEGINNING CONSTRUCTION. (HAY BALES ARE NOT AN ACCEPTABLE PERIMETER CONTROL)

3. BEFORE BEGINNING CONSTRUCTION, INSTALL A SUBGRADE ROCK CONSTRUCTION ENTRANCE AT EACH POINT WHERE VEHICLES EXIT THE CONSTRUCTION SITE. USE 2 INCH OR GREATER DIAMETER ROCK IN A LAYER OF LEAST 6 INCHES THICK ACROSS THE ENTIRE WIDTH OF THE ENTRANCE. EXTEND THE ROCK ENTRANCE AT LEAST 50 FEET INTO THE CONSTRUCTION ZONE. USE A DIVERSION / PARKING CONSTRUCTION ZONE, USE A GEOTEXTILE UNDER THE ROCK ENTRANCE IN ORDER TO PREVENT MIGRATION OF SOIL INTO THE ROCK FROM BELOW.

4. REMOVE ALL SOILS AND SEDIMENTS TRACKED ONTO PAVED SURFACES AND/OR DUSTED ONTO PERVIOUS SURFACES DAILY. REMOVAL SHALL BE ON A DAILY BASIS WHEN TRACKING OCCURS. SWEEPING MAY BE ENDORSED BY AT ANY TIME IF CONDITIONS WARRANT. SWEEPING SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE CONSTRUCTION AND DONE IN A MANNER TO PREVENT DUST BEING BLOWN TO ADJACENT PROPERTIES.

5. INSTALL INLET PROTECTION AT ALL PUBLIC AND PRIVATE CATCH BASINS INLETS, WHICH RECEIVE RUNOFF FROM THE DISTURBED AREAS. CATCH BASIN INSERTS ARE REQUIRED IN UNDISTURBED AREAS THAT RECEIVE RUNOFF FROM DISTURBED AREAS. STAKED SILT FENCE OR OTHER APPROVED BMP'S IN DISTURBED AREAS NOT SUBJECT TO TRAFFIC. HAY BALES ARE NOT AN ACCEPTABLE BMP. NOTE: HAY BALES OR FILTER FABRIC WRAPPING THE GRATES ARE NOT EFFECTIVE OR AN ACCEPTABLE FORM OF INLET PROTECTION.

6. LOCATE SOIL OR DIRT STOCKPILES NO LESS THAN 25 FEET FROM ANY PUBLIC OR PRIVATE ROADWAY OR DRAINAGE CHANNEL IF REMAINING FOR MORE THAN SEVEN DAYS. STABILIZE THE STOCKPILES BY MULCHING, VEGETATIVE COVER, TARPS, OR OTHER MEANS. CONTROL EROSION FROM ALL STOCKPILES BY PLACING SILT BARRIERS AROUND THE PILES. TEMPORARY STOCKPILES LOCATED ON PAVED SURFACES MUST BE REMOVED DAILY. FEET FROM THE DRAINAGE/EROSION LINE AND SHALL BE COVERED IF LEFT MORE THAN 24 HOURS.

7. MAINTAIN ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES IN GOOD ORDER UNTIL THE CONSTRUCTION IS COMPLETED AND VEGETATION IS ESTABLISHED. REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES ON A DAILY BASIS AND REPLACE DETERIORATED, DAMAGED, OR GRAVEL BASE ON AREAS TO BE PAVED.

8. TEMPORARILY OR PERMANENTLY STABILIZE ALL DENUDED AREAS WHEN MASS SITE FINISH-GRADING, AND ALL DENUDED AREAS IN WHICH GRADING OR SITE BUILDING CONSTRUCTION OPERATIONS ARE NOT ACTIVELY UNDERWAY AGAINST EROSION DUE TO RAIN, WIND AND RUNNING WATER WITHIN 14 DAYS. USE SEEDING AND MULCHING, EROSION CONTROL MATTING, AND/OR SODDING AND LANDSCAPING OF SITE BUILDING CONSTRUCTION OPERATIONS ARE NOT ACTIVELY UNDERWAY AGAINST EROSION DUE TO RAIN, WIND AND RUNNING WATER WITHIN 14 DAYS. USE SEEDING AND MULCHING, EROSION CONTROL MATTING, AND/OR SODDING AND LANDSCAPING OF SITE BUILDING CONSTRUCTION OR GREEN SPACE AREAS. USE EARLY APPLICATION OF GRAVEL BASE ON AREAS TO BE PAVED.

9. REMOVE ALL TEMPORARY SYNTHETIC, STRUCTURAL, AND NON-BIODEGRADABLE EROSION AND SEDIMENT CONTROL MEASURES AFTER THE SITE HAS UNDERGONE FINAL STABILIZATION. WHEN PERMANENT VEGETATION HAS BEEN ESTABLISHED. PERMANENT VEGETATION ESTABLISHMENT IS 70% COVER. MAINTAIN ALL TEMPORARY EROSION CONTROL DEVICES UNTIL 70% HAS BEEN ACHIEVED.

10. READY MIXED CONCRETE, AND CONCRETE BATCH PLANTS PROHIBITED WITHIN THE PUBLIC RIGHT OF WAY. DESIGNATE CONCRETE WASHOUT LOCATIONS IN THE EROSION CONTROL PLAN. UNDER NO CIRCUMSTANCES MAY WASHOUT WATER DRAIN INTO THE PUBLIC RIGHT OF WAY OR INTO THE PUBLIC STORM SEWER.

CITY OF MPLS CONTACTS

PROJECT MANAGER: KELLY MORIARTY 612-673-3617
SIDEWALK: MATT HANAN 612-673-3488
TRAFFIC: STEVE MISHNA 612-673-3706
SIGN LOCATIONS: PAT GRANT 612-673-5757
SEWER: PAUL CHELLEEN 612-673-2408
WATER: CRAIG ALLISON 612-673-5280
FORESTRY SUPERVISOR: MATT THUNSEN 612-313-7736
LANE USE PERMITS: DOUG MADAY 612-673-3755

UTILITY COMPANY CONTACTS

XCEL ENERGY: ANDREW BALCOBIN 612-321-5428
CENTER POINT ENERGY: RICHARD PILON 612-321-5416
MN ENERGY CENTER: SUMA PRADH 612-436-4103
QWEST: MIKE THIROUX 612-381-5569

LEGEND

DOOR ACCESS/EXIT
MANHOLE
CATCHBASIN/INLET
HYDRANT
WATER VALVE
EXISTING ROCK CONTOUR
EXISTING CONTOUR
PROPOSED CONTOURS (2' INTERVAL) (1110)
SPOT ELEVATION + 18.9
DRAINAGE ARROW
DRAINAGE DIVIDE
DOWNSPOUT (D)
SCUPPER (S)

PACIFIC BLOCK DEVELOPMENT
STORM WATER SUMMARY (8/25/2006)

	EXISTING	PROPOSED
DRAINAGE AREA	2.58 ACRES	2.58 ACRES
IMPERVIOUS AREA	2.08 ACRES	2.11 ACRES
"C"	.81	.82
TC	5 MIN.	5 MIN.
Q1 (2.5" RAIN)	5.7 CFS	5.7 CFS
Q10	8.5 CFS	9.4 CFS
Q25	10.1 CFS	14.6 CFS
Q100	20.6 CFS	20.6 CFS

SCALE 20 0 20 40 IN FEET

BKV GROUP
Architecture
Interior Design
Engineering
Boarman 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

GRADING, UTILITY EROSION CONTROL AND STORMWATER MANAGEMENT PLAN

CERTIFICATION

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

CONSTRUCTION

Kenneth W. Horns — Date

License Number 18035

REVISIONS	No.	DATE

DATE	09.21.06
DRAWN BY	DKS
CHECKED BY	KH
COMMISSION NO.	1669.01

SHEET NUMBER

C400

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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**

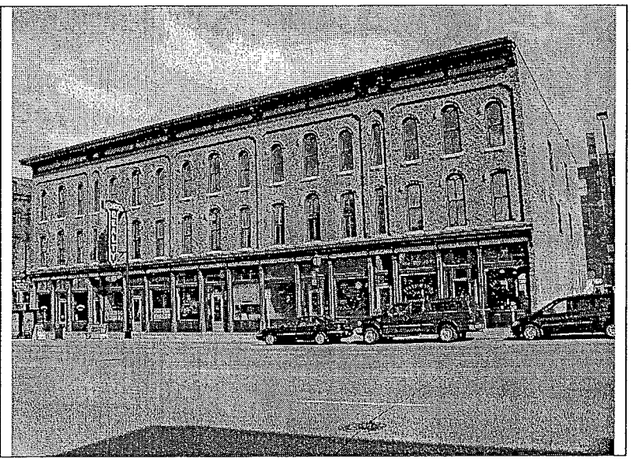
Property and Owner Information

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

Significance and Nomination Information

Level of significance
Date
Contributing building to the National Register and Local Warehouse District

Period of Significance
1865-1930



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:	Code	County:	Code
Minnesota	22	Hennepin	

3. CLASSIFICATION

Category (Check One)	Ownership		Status	Accessible to the Public
District ☐	Public ☐	Public Acquisition	Occupied ☒	Yes:
Building ☒	Private ☒	In Process ☐	Unoccupied ☐	Restricted ☒
Structure ☐	Bath ☐	Being Considered ☐	Preservation Work in Progress ☐	Unrestricted ☐
				No: ☐

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
3rd Avenue & 3rd Street
Minneapolis, Minnesota

04-10360-1665
Lots 1 & 2, Block 34,
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:	State:	Code
Minneapolis	Minnesota	

7. DESCRIPTION

CONDITION	(Check One) Excellent ☐ Good ☐ Fair ☐ Deteriorated ☒ Ruins ☐ Unexposed ☐	
INTEGRITY	(Check One) Altered ☐ Unaltered ☐	(Check One) Moved ☐ Original Site ☐

Describe the present and original (If Known) physical appearance

The Pacific Block, 218 - 228 Washington Avenue, North, is a three-story brick storefront 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.

8. 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.

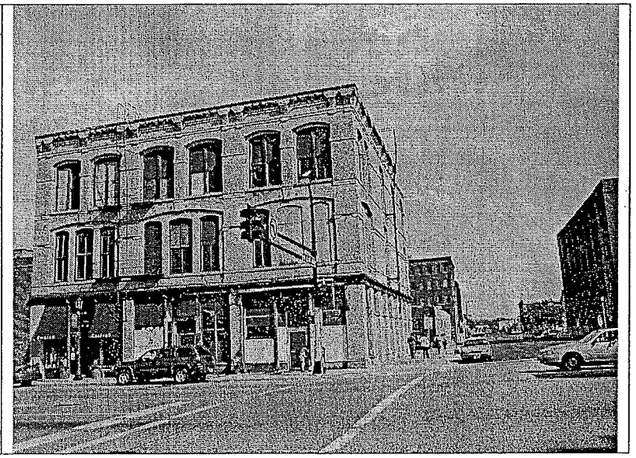
Property and Owner Information

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

Significance and Nomination Information

Level of significance
Date
Contributing building to the National Register and Local Warehouse District

Period of Significance
1865-1930



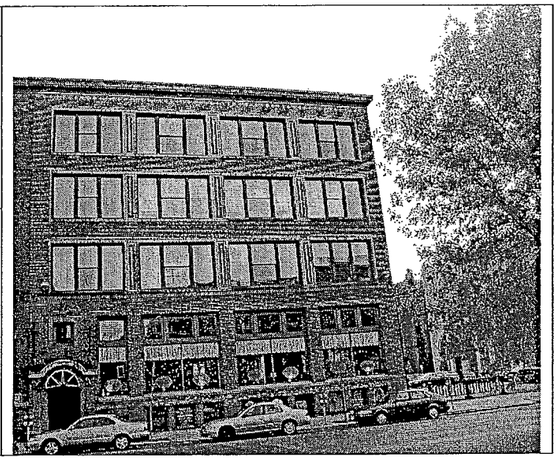
Description

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

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

Significance and Nomination Information

Level of significance **Date** Contributing building to the National Register Warehouse District	
Period of Significance 1865-1930	

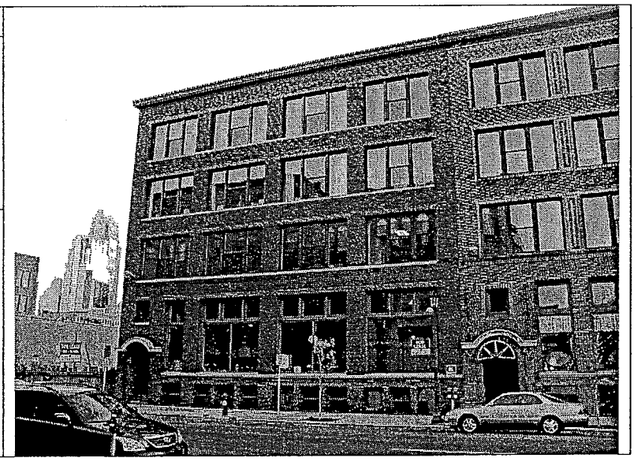
Description

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 buildings 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

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

Significance and Nomination Information

Level of significance **Date** Contributing building to the National Register and Local Warehouse District	
Period of Significance 1865-1930	

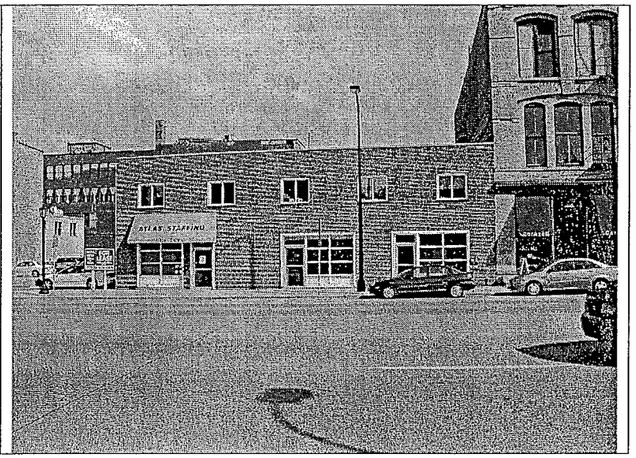
Description

Architectural:
The Northwestern Glass Company is identical to its neighboring twin at 219 2nd 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

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

Significance and Nomination Information

Level of significance **Date** Noncontributing building within the National Register and Local Warehouse District	
Period of Significance 1865-1930	

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

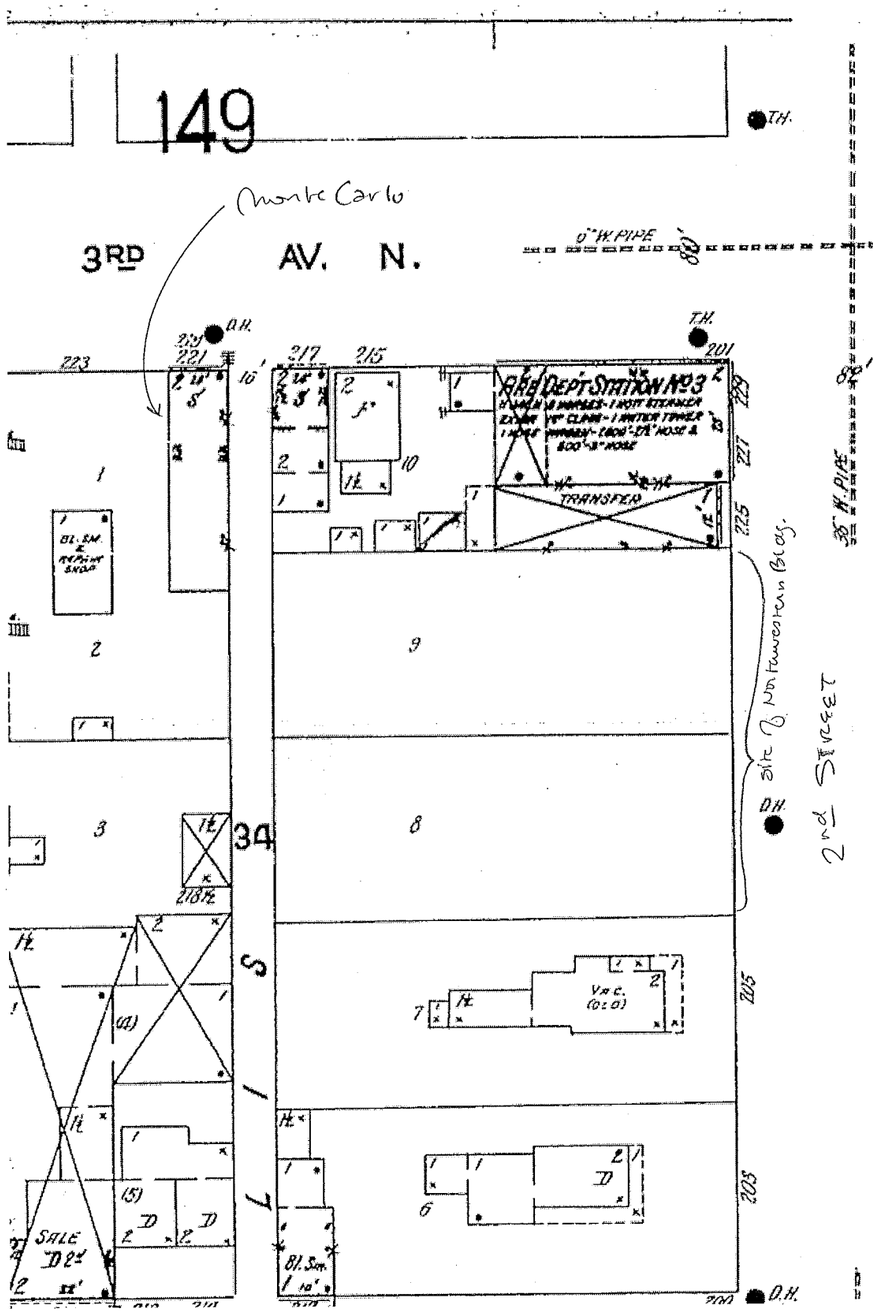
Historic Name Gluek Brewing Company	**Common Name** Monte Carlo Club
Address 217 3RD Avenue North	**Date Built** 1910
Parcel ID 2202924140083	**Architect** Boehme & Cordella
Owner John V Rimarcik	**Contractor**

Significance and Nomination Information

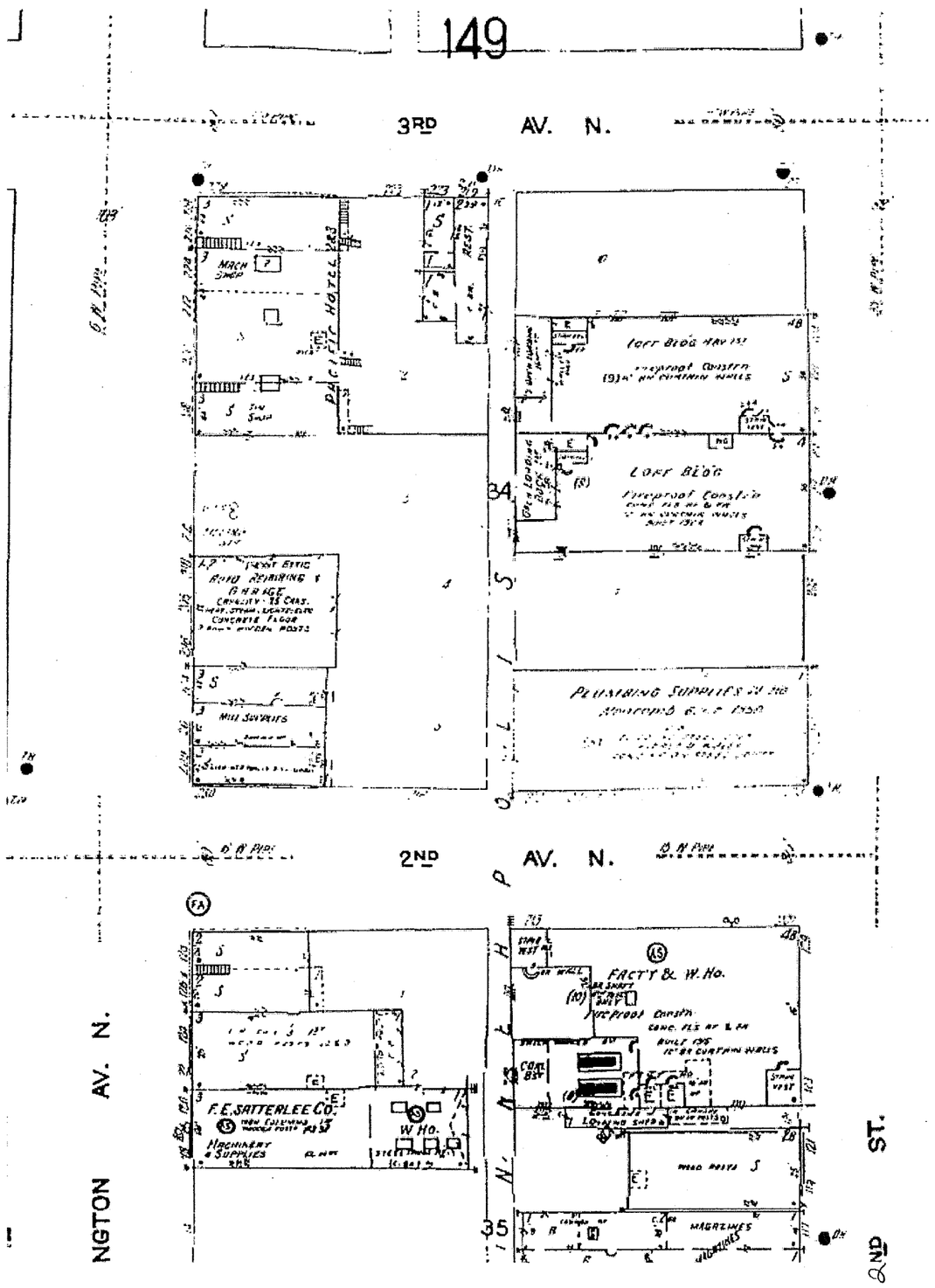
Level of significance **Date** Contributing building to the National Register and Local Warehouse District	 **Picture**
Period of Significance 1865-1930	

Description

Architectural:
The Gluek 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.



SANBORN 1912



Sanborn 1957

Attachment G. **Photos of the area**

CITY OF MINNEAPOLIS
CPED PLANNING DIVISION
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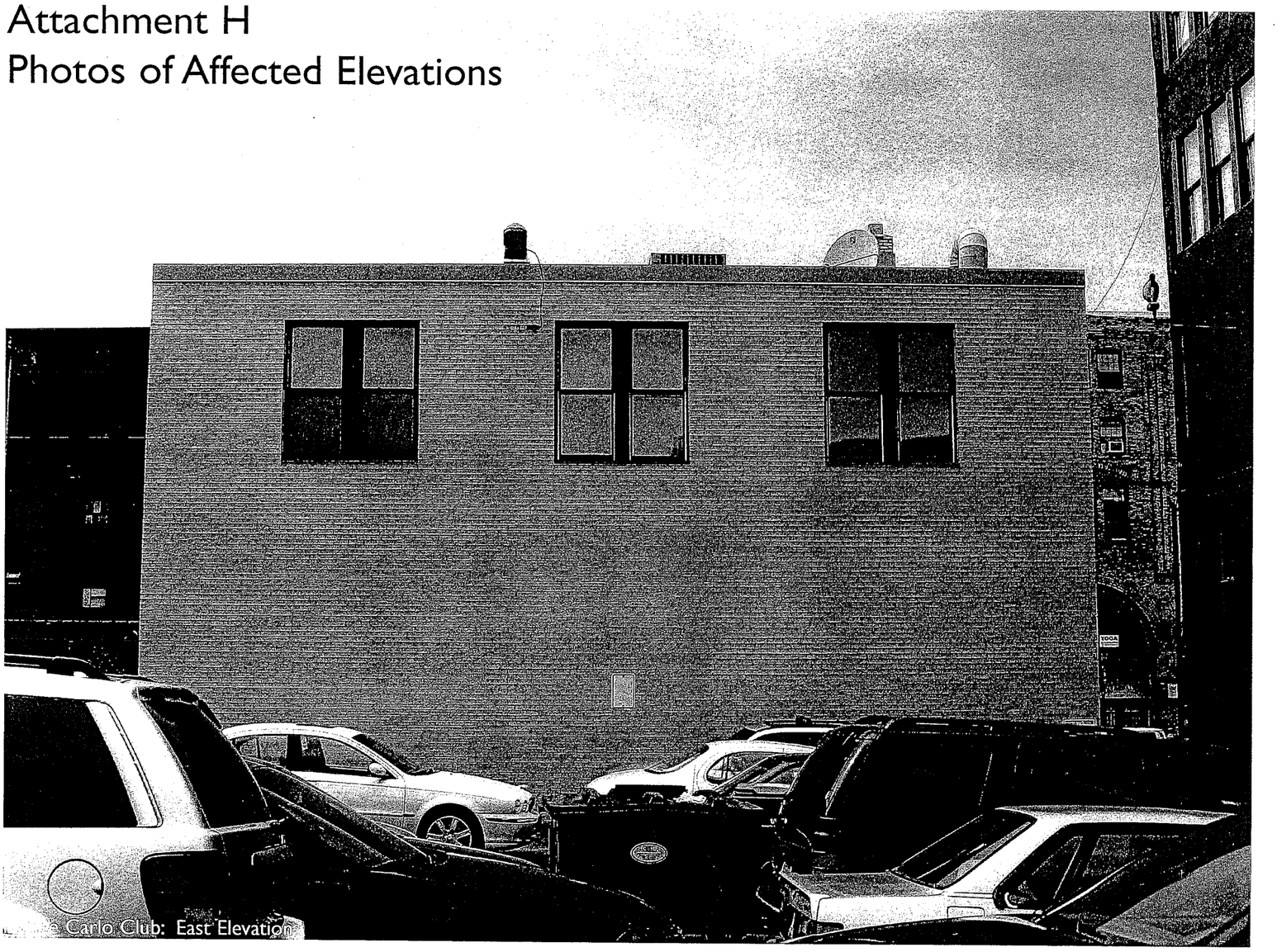
Pacific Development Project

Attachment H. **Photos of affected elevations**

Attachment H
Photos of Affected Elevations

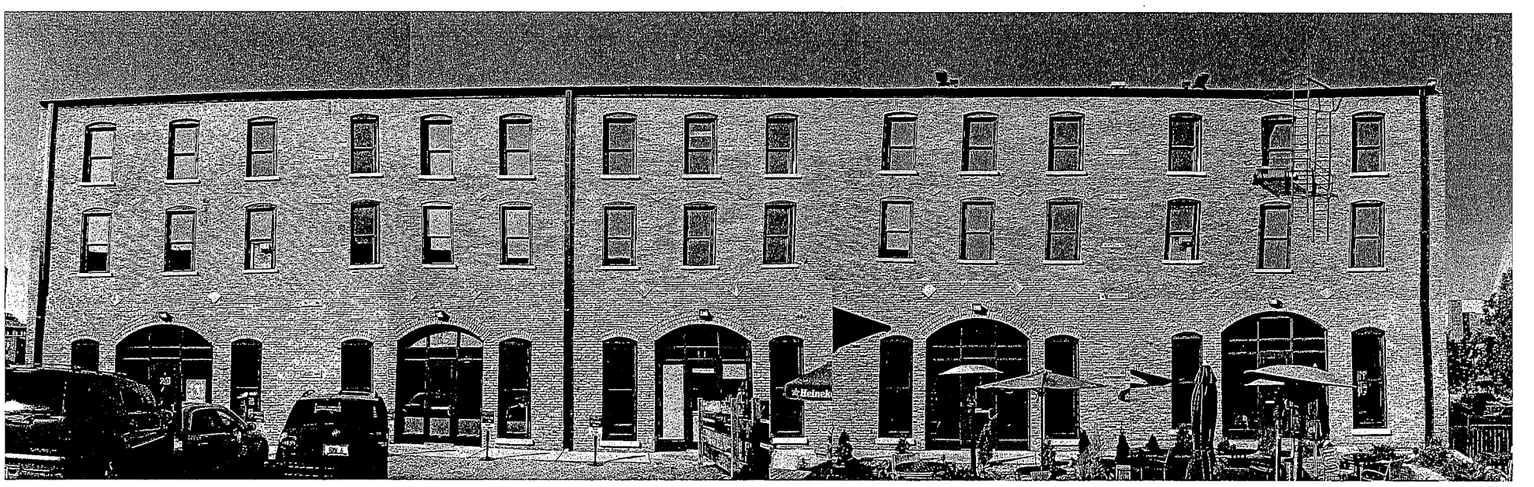
Monte Carlo Club. North Elevation (partial)

Attachment H
Photos of Affected Elevations



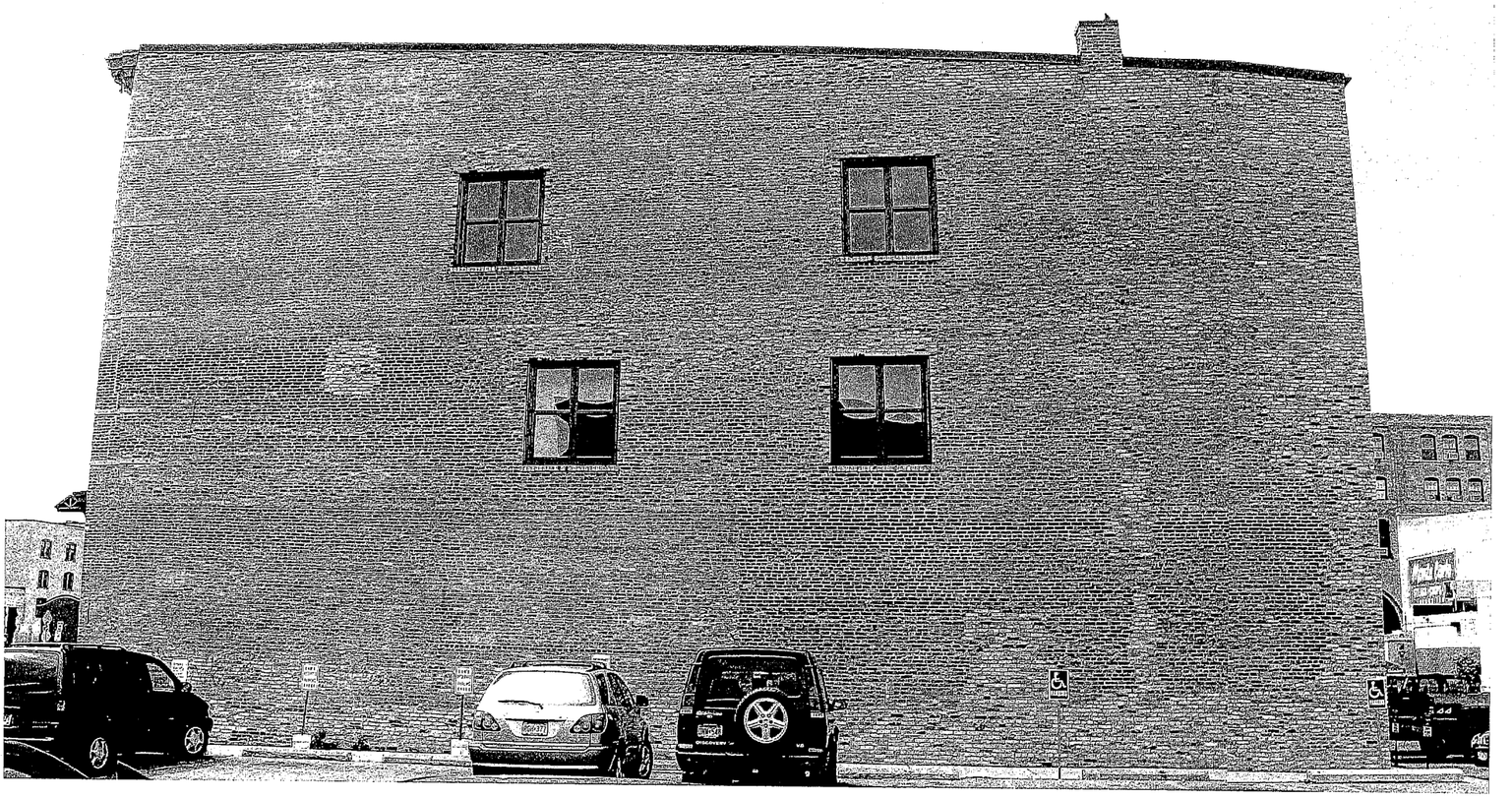
Carlo Club: East Elevation

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 Hickman Building West Elevation (partial)

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Pacific Development Project

Attachment I. **Shadow analysis**

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Pacific Development Project

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

ATTACHMENT L

MINNESOTA HISTORICAL SOCIETY

State Historic Preservation Office

July 26, 2006

Ms. Rebecca Farrar
Senior Planner
City of Minneapolis
210 City Hall
350 South 5th 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 Presevation Officer

cc: Greg Mathis, Minneapolis HPC

345 Kellogg Boulevard West / Saint Paul, Minnesota 55102-1906 / Telephone 651-296-6126

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.

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.

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

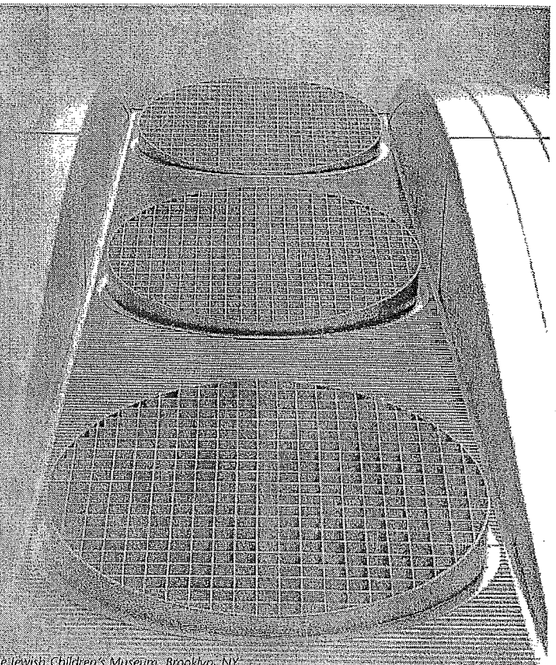
AIROLITE®
The look that works.™

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.

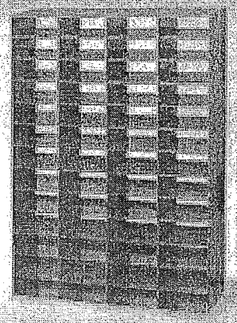


The Jewish Children's Museum, Brooklyn, NY
Gwathmey Siegel & Associates Architects, LLC
Circular Bar Grilles & Custom Hood Transitions to Horizontal Sightproof Louvers

Linear Bar Grille

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

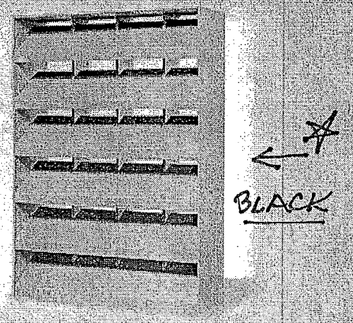
SECTION VIEW



Solar Line Grille

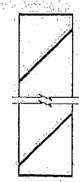
Rear-justified vertical member permits continuous horizontal bar appearance and the vertical feature offers sight screening and sun control.

SECTION VIEW

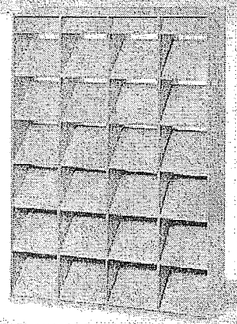


Angular Bar Grille

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

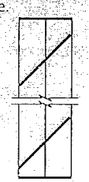


SECTION VIEW

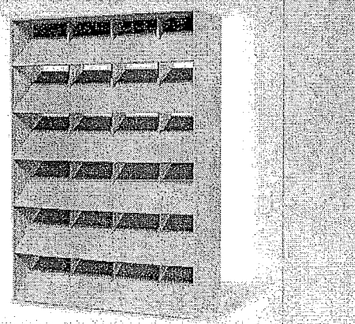


Continue-Line Grille

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



SECTION VIEW



Cover: The Battery Parking Garage, New York, NY – Urbitran Engineers, Planners & Architects – Custom Continuous Horizontal Grille System

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

FAEGRE & BENSON LLP

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**

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 2nd 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 2nd 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 ~~faced~~ face (along North 2nd 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, t~~The new construction, floors 5-10 above the existing building is ~~in~~consistent 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 ~~setbaek,~~ 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 2nd 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 2nd 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 3rd 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 3rd Avenue facade after the 2nd Street facade. Although the 3rd Avenue side will become a 'front," it was not that historically. The design of the 3rd Avenue facade should be distinguishable as a product of the period in which it obtained this new role; namely, the 21st 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 d~~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 3rd Avenue and 2nd 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, t~~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 loading bearing building and not ~~aspecifically 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 loading 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, ~~R~~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 3rd Avenue facade should be distinguishable from the historic fabric of the building. The slightly angled 3rd 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 as 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 2nd Street and 3rd 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 2nd 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.

fb.us.1684046.02

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

FAEGRE & BENSON LLP

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**

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 2nd Ave. N. and part of 219 2nd 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,[1] 250-unit, mixed-use condominium building (28-Story Condo Building) to be constructed on the site of the Gehl-Dolphin Building at 212-216 2nd Ave. N. and part of 219 2nd 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 3rd Ave. N, the Northwestern Building (Northwestern Glass Company) at 215-223 2nd 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.

[1] Refer to Footnote 1.

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

~~8~~6. **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.~~

~~10~~7. **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.

~~11~~8. **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."

~~12~~9. **Minnesota Historical Society letter:** The Minnesota Historic 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.

~~13~~11. **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 1st Ave. N. and 2nd 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.]

~~15~~12. **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 loading bearing building and not ~~because it includes~~ "a contemporary curtain wall structure," ~~which the Guidelines discourage instead of "a masonry loading 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.

~~16~~13. **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 2nd St. N. which has 2-5-story buildings, and along 2nd Ave. N., which has a four-story building across the street.

~~17~~14. **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 a12-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.

~~18~~15. **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.]***

~~19~~16. **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 façade 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.

~~20~~17. **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 (2nd Ave.) and west (internal to the site) facades to the 25th and 23rd 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.

~~21~~18. **Windows:** A combination of brick and stone dominates the four-story base portion of the building carries up the east (2nd Ave.) and west (internal to the site) facades to the 25th and 23rd 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."

~~22~~19. **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.

~~23~~20. **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.

~~24~~21. **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.

~~25~~22. **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 2nd Ave. N. and part of 219 2nd 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.

fb.us.1683973.01

PD-6 #6
rec'd
11-28-06
at 903

FAEGRE & BENSON LLP

MEMORANDUM

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**

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 2nd 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

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 1st Ave. N. and 2nd 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.]*

87. **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 loading 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 (2nd 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.

~~10~~9. **Windows:** A combination of brick and stone dominates the four-story base portion of the building and carries up the ~~east (2nd Ave.) and west (internal to the site) facades to the 25th and 23rd 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."

~~11~~10. **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 2nd 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.

fb.us.1683911.01

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

FAEGRE & BENSON LLP

MEMORANDUM

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**

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.~~e 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 2nd 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 3rd and 4th 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 façade 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 ~~T~~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.

JANEL RUSSELL

RECEIVED
NOV 2 8 2006

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 4th 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.

Janel Russell

JANEL RUSSELL DESIGNS, INC.

2866 Middle St. | St. Paul, MN 55117 | T: 651-778-9679 | C: 612-280-1972 | F: 651-771-5635 | E: janel@motherandchild.com | www.motherandchild.com

Campbell, Rosemarie A

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

http://www.pdproclosets.com/designwalls.aspx?design_id=X300#29768970&SIFLAG=2&sessid=... 11/28/2006
Opposed to Pacific Flats Development Page 1 of 2

11/28/06 rec'd at 8:35a 2pgs

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

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 ½ Washington Ave. N. and the northwestery half of 216 2nd 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**

ppv

file://C:\Documents and Settings\... 11/28/2006

building on the site of the Gehl-Dolphin Building at 212-216 2nd Ave. N. and part of 219 2nd St. N.; for a Certificate of Appropriateness for New Construction and Sign/Awning. (Staff: Michael Orange)

These two structures will damage the natural light of our area, interrupt and prevent traffic flow to our neighborhood and destroy the high quality "small community" environment that we homeowners specifically enjoy about our area in the warehouse district of Minneapolis.

Traffic is already extremely tight on 3rd avenue North and yet we rely heavily on our access to 394 from that street. With the current plans of the Pacific Flats development, we will grossly impair our ability to navigate in and out of our community. The two skyscraper buildings have no place in our low rise district. This is an inappropriate design for our historical neighborhood. The developers are only trying to increase their economic gain and are doing so without regard for what is truly best for the residents of this city.

I am teaching a class on Tuesday night and am unable to attend the meeting where I can voice my dissatisfaction and hope that as representative for the people, you will make my objections known.

Thank you for reading my opposition into the record.

Jodi Davis
Jodi@JodiDavis.com
612.845.6896 cell
612.339.3121 home
49-103 North Fourth Avenue
Minneapolis, MN 55401

Coaching Consulting

Jodi Davis
Coaching & Consulting
612.845.6896
www.JodiDavis.com

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

Exhibit 7.

Letter from Applicant to staff dated December 11, 2006 requesting reconsideration of Application 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.

FAEGRE & BENSON LLP

UNITED STATES | ENGLAND | GERMANY | CHINA

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

December 11, 2006

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

BY E-MAIL WITHOUT PLANS AND
BY HAND DELIVERY WITH PLANS

Re: Reconsideration And Amendment Of Pacific Flats, LLC's Application For Certificate Of Appropriateness For Rehabilitation Of The Northwestern Building As A New Hotel

Dear Mr. Byers:

On September 8, 2006, Pacific Flats, LLC delivered to the City an *Application For Certificate Of Appropriateness For Rehabilitation Of The Northwestern Building As A New Hotel* ("New Hotel COA"). The Heritage Preservation Commission ("HPC") considered the New Hotel COA at its meeting on November 30, 2006, and denied it. However during discussion among the Commissioners, several expressed the opinion that the rehabilitation plans needed relatively modest amendments to be acceptable to the HPC and suggested certain changes. We have made those changes and addressed other questions raised at the hearing and now ask that the HPC reconsider its action denying the New Hotel COA.

I have attached revised plans that show: (1) removal of the glass curtain wall at the first level of the new addition and replacement with masonry clad pillars that extend down to the roof of the Northwestern Building; (2) details on the balconies and railings on the west side of the building; and (3) how existing infill brick and windows on the west, south, and east faces of the Northwestern Building will be treated.

Further discussion would also be useful regarding the reasons for placement of the primary entrance to the New Hotel on the 3rd Avenue N. side of the Northwestern Building and the treatment of the existing open space at the corner to allow it to function as a driveway, outdoor seating area, and landscape feature. You will recall that Charlene Roise

could not be present at the entire HPC meeting on November 30th, so we have asked her to comment more fully on how the Secretary of the Interior's Standards and Guidelines apply to these two issues. Her written comments are attached. I have also included a drawing that shows a drive-under entry built into the Northwestern Building's 2nd Street N. facade, which has been suggested as an alternative design that would allow that facade to provide the primary entrance to the New Hotel. You can judge the negative impact on this facade and the other problems caused by this design for yourself.

Should the HPC vote to reconsider the New Hotel COA, we understand that the actual reconsideration should be tabled to a later meeting so that appropriate public notice could be made for a public hearing on the reconsideration. We believe it would be quite helpful if the HPC would create a subcommittee to work with the design team and staff in the interim to consider design changes that will satisfy the Commissioners' concerns.

If you have any questions, please call me.

Sincerely,

Walter H. Rockenstein II

Walter H. Rockenstein II

ROCWH:jorsa:fb.us.1707485.03

Enclosures

cc: Fred Deutsch, Pacific Flats, LLC
Michael Orange, CPED

REHABILITATION OF THE NORTHWESTERN BUILDING AS A NEW HOTEL: RESPONSE TO MINNEAPOLIS HERITAGE PRESERVATION COMMISSION ACTIONS ON NOVEMBER 28, 2006

Prepared by Charlene Roise, Hess, Roise and Company, December 11, 2006

The following comments are based on specific HPC findings, which are indicated in bold capital letters.

HISTORIC DESIGNATION

The period of significance for the Minneapolis Warehouse Historic District (National Register of Historic Places) is 1865-1930; see excerpt from nomination form appended.

BUILDING SETBACK, ORIENTATION, AND ENTRANCES

The National Park Service (NPS) has a website dedicated to the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (http://www.cr.nps.gov/hps/tps/standguide/rehab/rehab_entrances.htm). The website is based on two earlier publications: *The Secretary of the Interior's Standards for the Treatment of Historic Properties* (1992) and *Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings* (1995). These documents and website are the primary source of guidance for work on historic buildings.

The Pacific Development Project plans to use the rehabilitation treatment for the Northwestern Building. Under guidelines for the rehabilitation treatment, the NPS website has a section on "Entrances and porches" that includes specific items that are recommended and not recommended. The following excerpts (in **bold**) are relevant to the proposed rehabilitation of the Northwestern Building.

Identify, Retain and Preserve

Recommended

Identifying, retaining, and preserving entrances and porches—and their functional and decorative features—that are important in defining the overall historic character of the building such as doors, fanlights, sidelights, pilaster, entablatures, columns, balustrades, and stairs.

Comment: In retaining the entrances and stairs on 2nd Street, the proposed Northwestern Building rehabilitation conforms to these guidelines. It would be necessary to modify the stairs to make the 2nd Street entrances accessible.

Not Recommended

Removing an entrance or porch because the building has been re-oriented to accommodate a new use.

Comment: This acknowledges that a historic building can be re-oriented to accommodate a new use.

Cutting new entrances on a primary elevation. Altering utilitarian or service entrances so they appear to be formal entrances by adding paneled doors, fanlights, and sidelights.

Comment: The proposed Northwestern Building rehabilitation will not add entrances on 2nd Street, the building's primary elevation.

Alterations/Additions for the New Use

Designing enclosures for historic porches on secondary elevations when required by the new use in a manner that preserves the historic character of the building. This can include using large sheets of glass and recessing the enclosure wall behind existing scrollwork, posts, and balustrades.

Designing and installing additional entrances or porches on secondary elevations when required for the new use in a manner that preserves the historic character of the buildings, i.e., limiting such alteration to non-character-defining elevations.

Comment: The west wall of the Northwestern Building is a secondary, non-character-defining elevation. During the district's period of significance, this elevation was partially covered by an adjacent building. Installing a new entry on this elevation for the new use conforms to the Secretary's guidelines. The proposed design for the entry, which preserves the historic character of the building, also conforms to the Secretary's guidelines.

PORTE-COCHERE AND DRIVEWAY
GREEN SPACE/SEATING AREA
GREEN SPACE/SEATING AREA SCALE

These findings use guidelines written to address building construction to evaluate the proposed redevelopment of the lot at the corner of 2nd Street and 3rd Avenue. Although the lot was partially covered by buildings during the period of significance, it has been vacant for nearly seventy years—longer than the sixty-five-year time span covered by the period of significance. The reconstruction of the buildings that stood on that site during the period of significance is not

warranted, and the construction of a building on this site is not required under the Warehouse District Design Guidelines.

The lot's proposed reuse should be evaluated in light of its role as a landscape component within the larger cultural landscape of the historic district using the *Secretary of the Interior's Guidelines for the Treatment of Cultural Landscapes*. The rehabilitation treatment contains a guideline for "Alterations/Additions for the New Use," which calls for "designing and installing a new structure, furnishing or object when required by the new use, which is compatible with the preservation of the historic character of the landscape." The proposed design of the lot, which adapts cultural landscape features from the historic warehouse district, interpreting them in a modern way for the property's new use, is a sensitive and appropriate approach.

Excerpt from National Register nomination

States Department of the Interior
al Park Service

tional Register of Historic Places
egistration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name: Minneapolis Warehouse Historic District

other names/site number: N/A

2. Location

street & number: See continuation sheet 2:1 ☐ not for publication N/A ☐ vicinity N/A

city, town: Minneapolis

state: Minnesota code MN county Hennepin code 053 zip code 55401

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
[x] private	[ ] building(s)	140	20 buildings
[ ] public-local	[x] district		sites
[ ] public-State	[ ] site	4	structures
[ ] public-Federal	[ ] structure		objects
	[ ] object	144	20 Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 2

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [x] nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [x] meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Nina M. Archabal — 5/16/89

Signature of certifying official Nina M. Archabal — Date

Minnesota State Historic Preservation Officer

State or Federal agency and bureau State Historical Society

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register. ☐ See continuation sheet.

☐ determined eligible for the National Register. ☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) _____

Signature of the Keeper — Date of Action

Statement of Significance

In the opinion of the preparing official has considered the significance of this property in relation to other properties:
☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)
ARCHITECTURE
COMMERCE

Period of Significance
1865-1930

Significant Dates
N/A

Cultural Affiliation
N/A

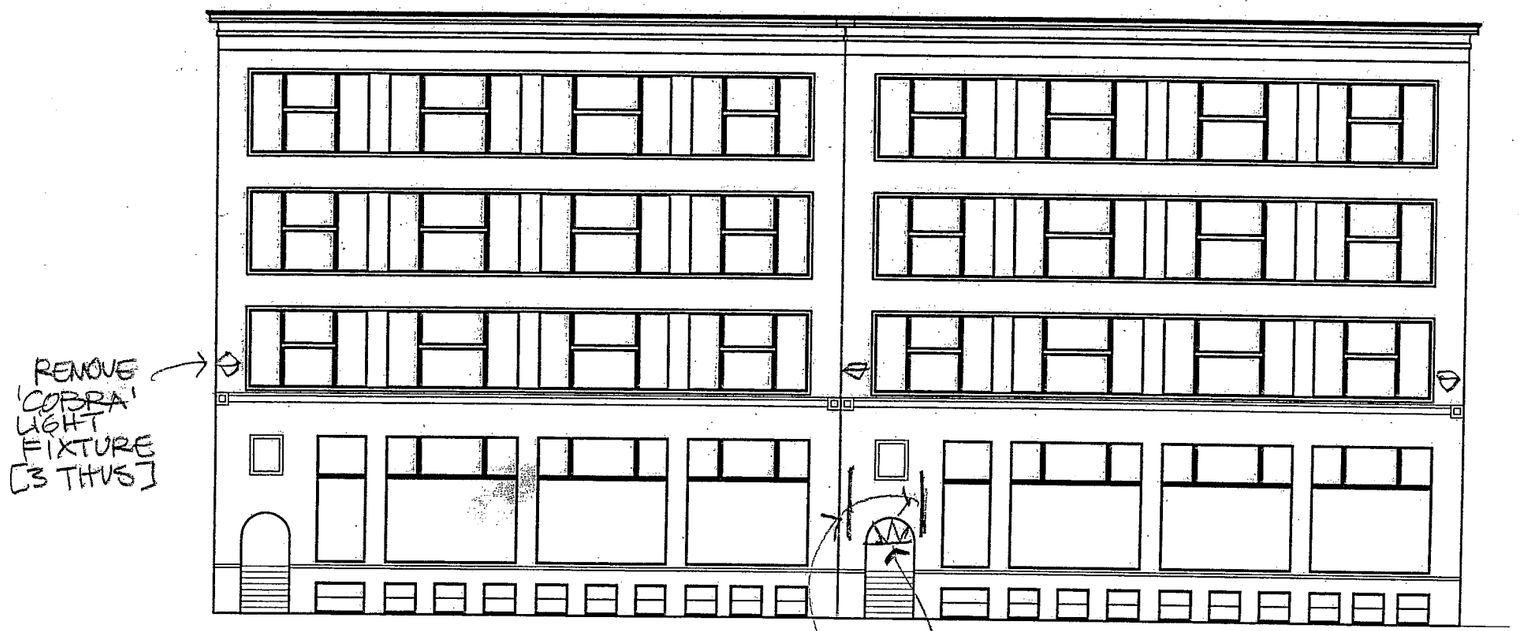
Significant Person
N/A

Architect/Builder
Various

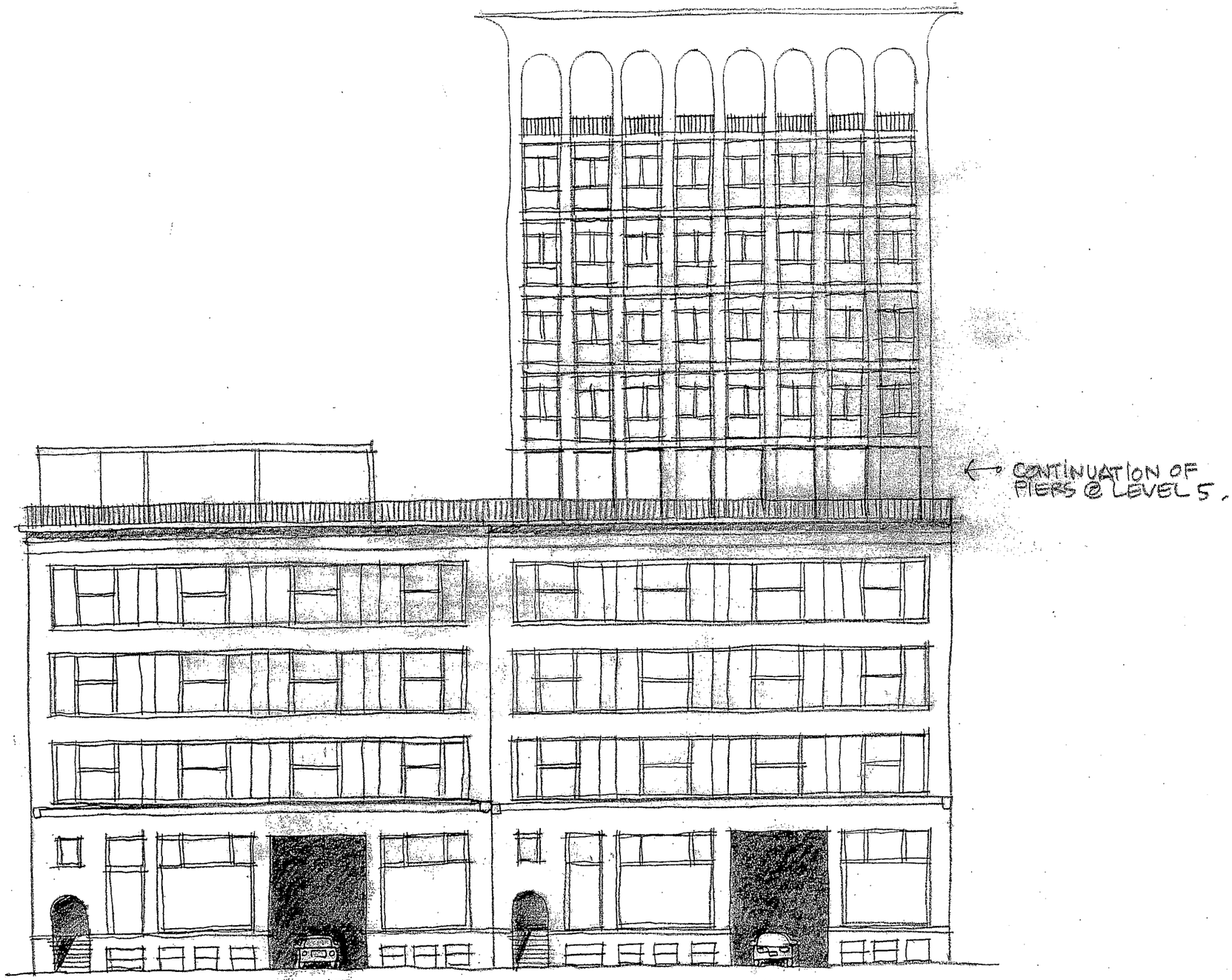
State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See Continuation Sheets

☒ See continuation sheet

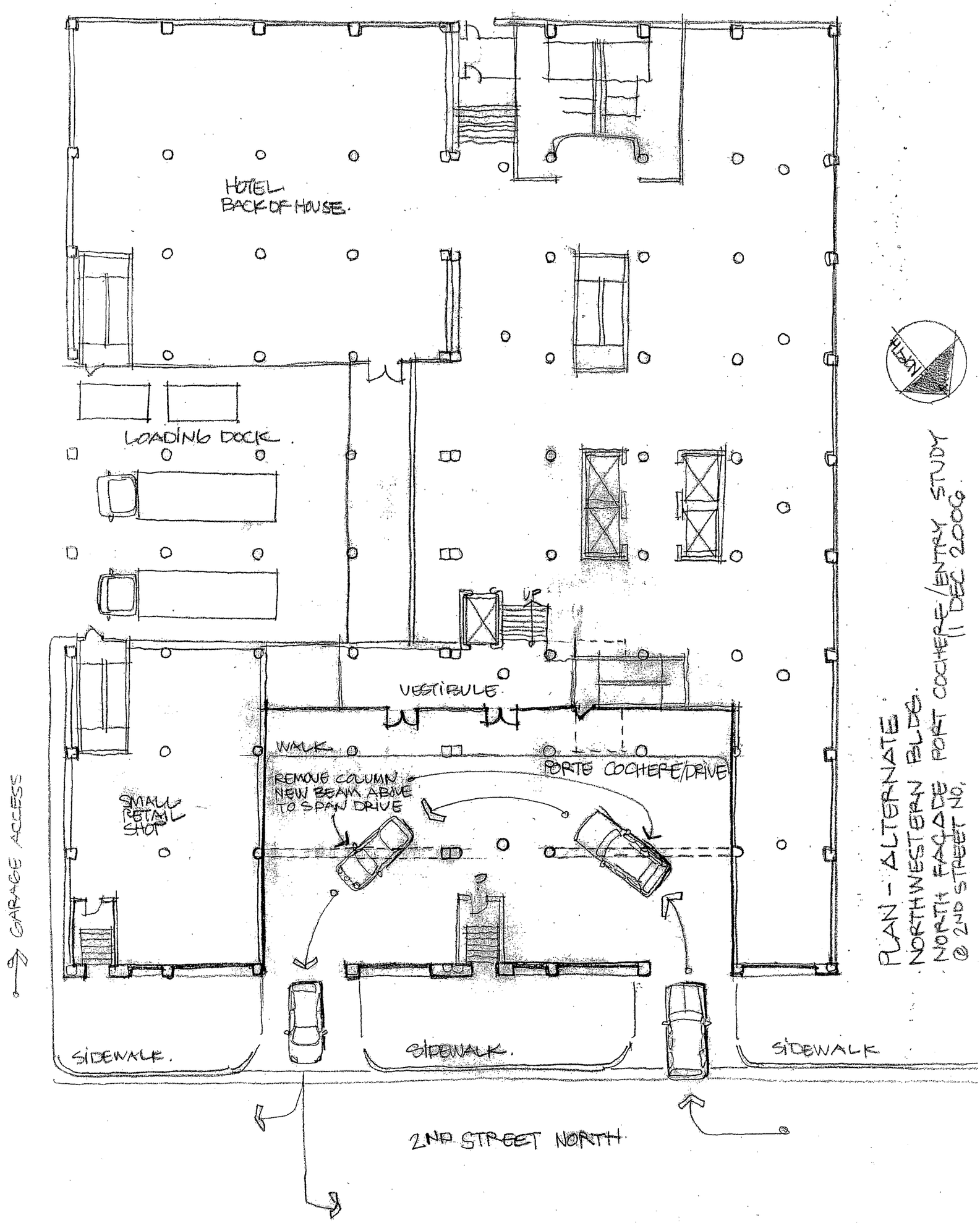


NORTH FAÇADE
NORTHWESTERN BUILDING.
EXISTING CONDITIONS.
11 DEC 2006

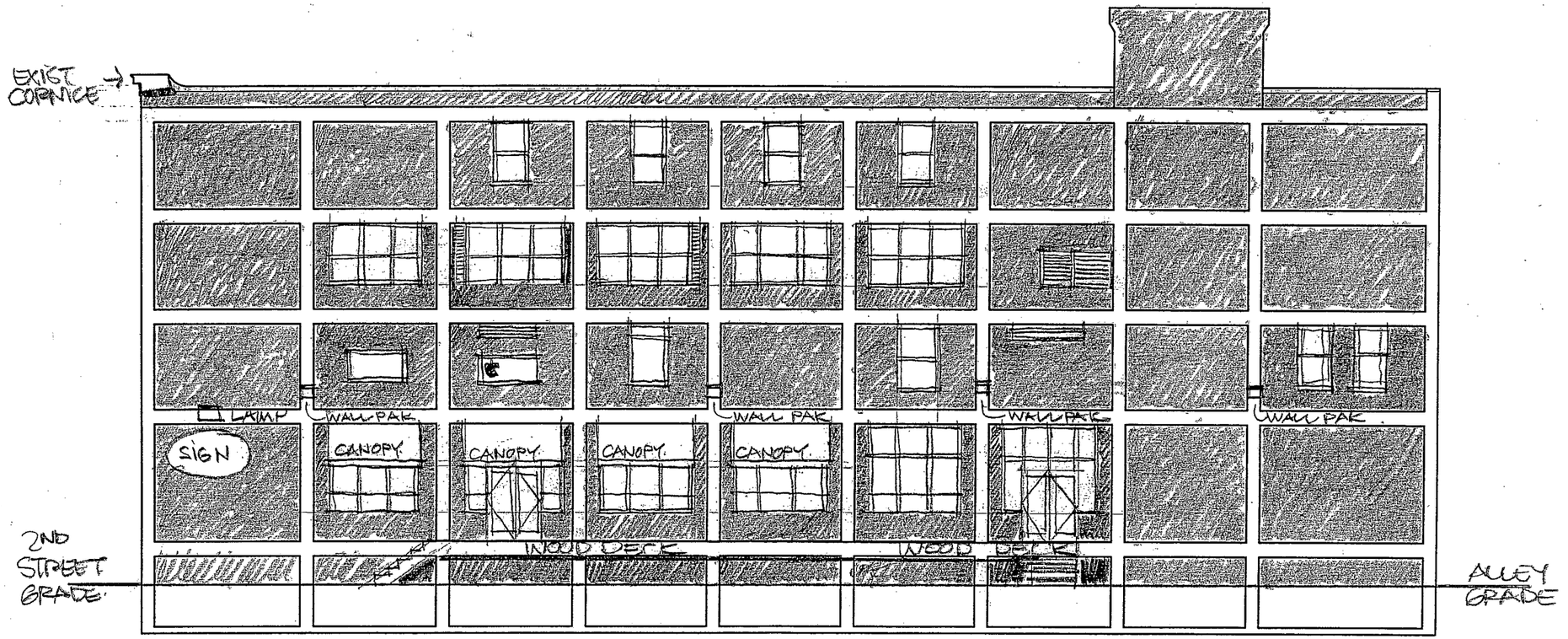


NORTH ELEVATION - ALTERNATE
NORTHWESTERN BLDG.

NORTH FAÇADE PORT COCHERE STUDY
@ 2ND STREET NORTH 11 DEC 2006

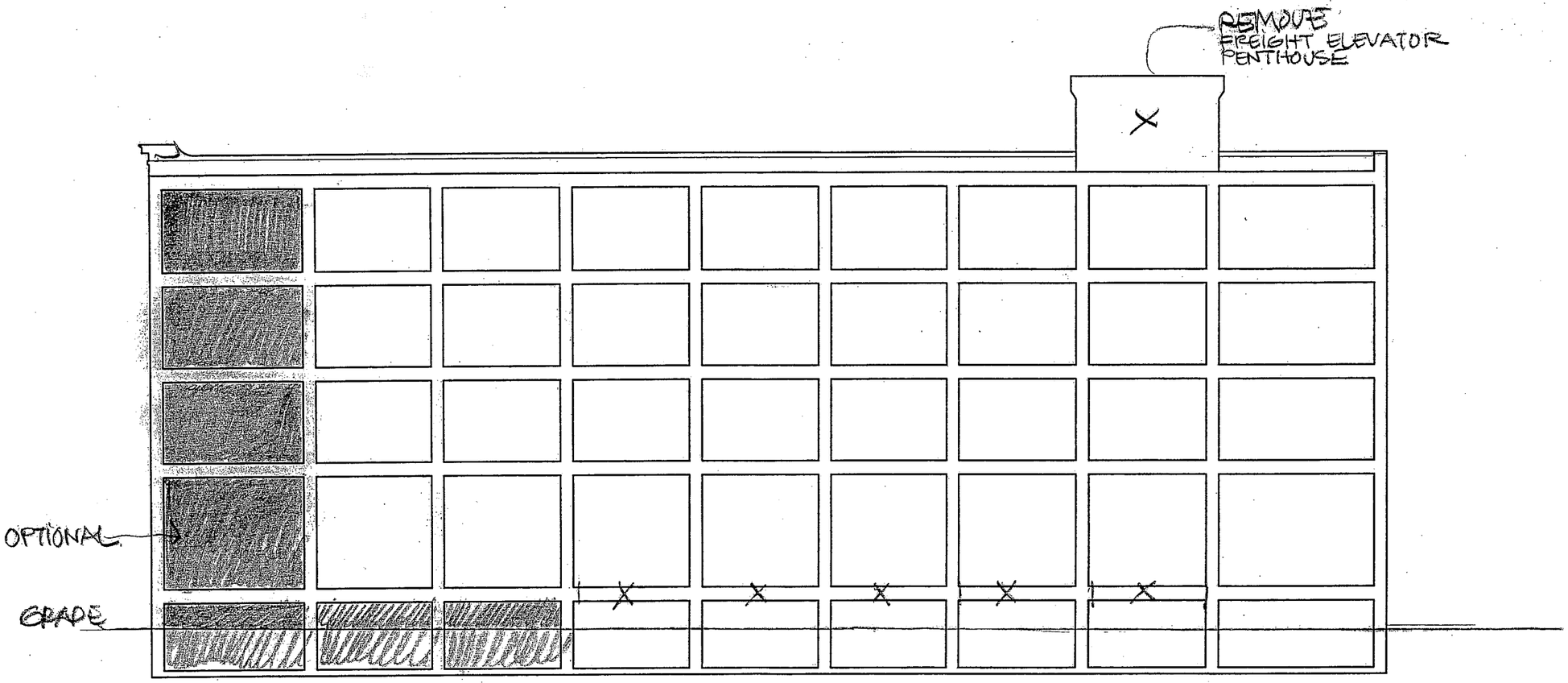


PLAN - ALTERNATE
NORTHWESTERN BLDG.
NORTH FAÇADE PORT COCHERE/ENTRY STUDY
@ 2ND STREET NO.
11 DEC 2006



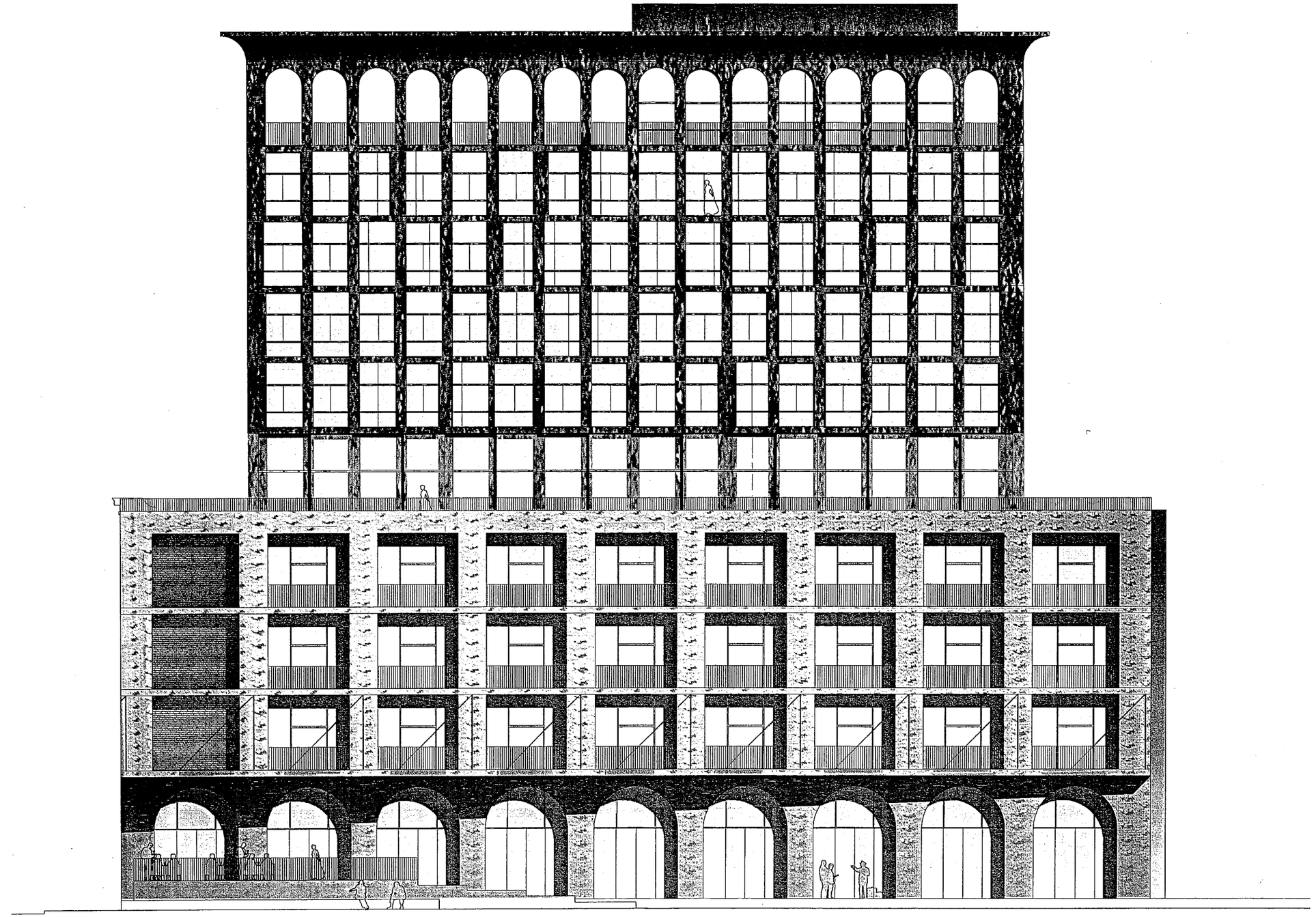
NORTHWESTERN
WEST FACE - EXISTING (0' LOT LINE).
11 DEC 2006

- SHADED AREAS INDICATE BRICK INFILL AT EXISTING CONCRETE STRUCTURAL FRAME.



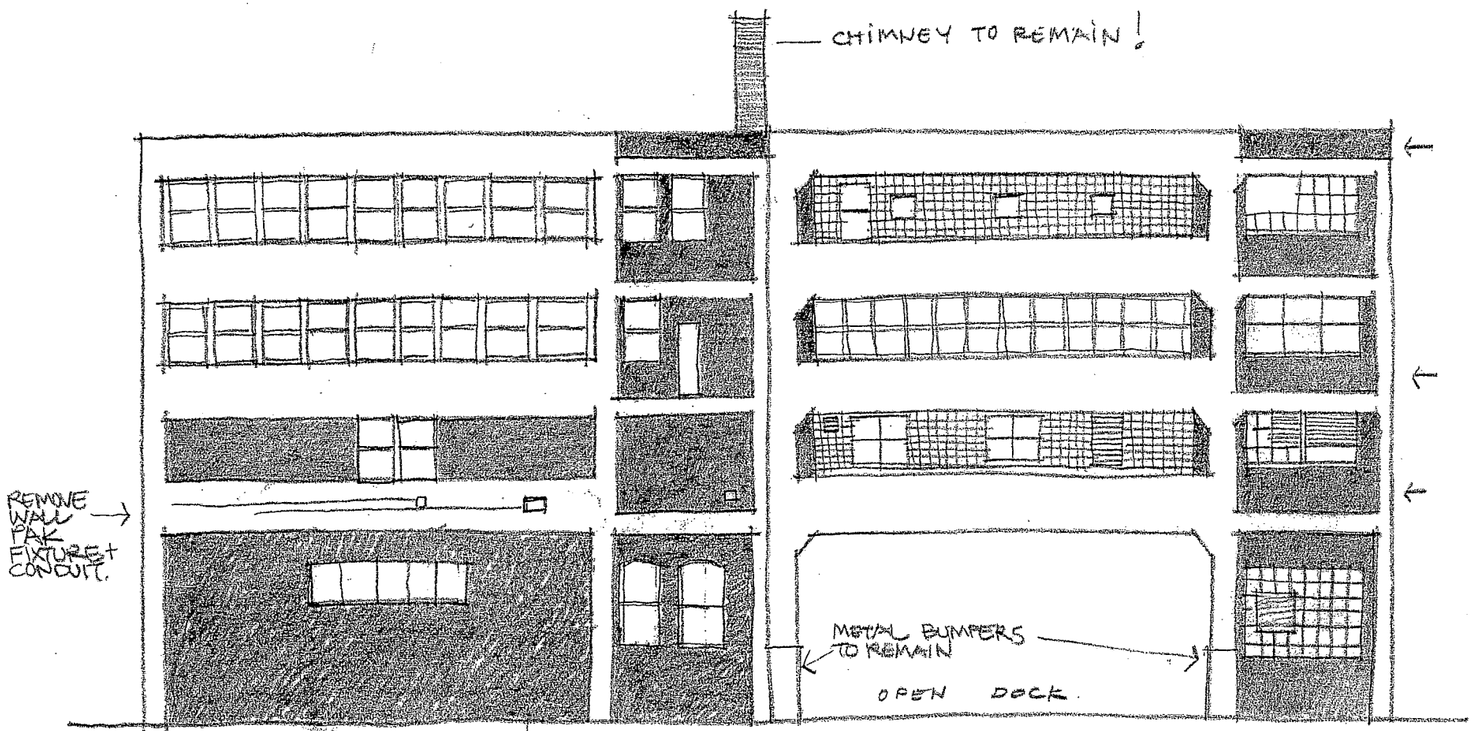
NORTHWESTERN
WEST FACE ('0' LOT LINE)
AFTER SELECTIVE DEMOLITION
11 DEC 2006

SHADED AREAS
INDICATE INFILL
BRICK TO REMAIN
AT EXISTING CONCRETE
STRUCTURAL FRAME.



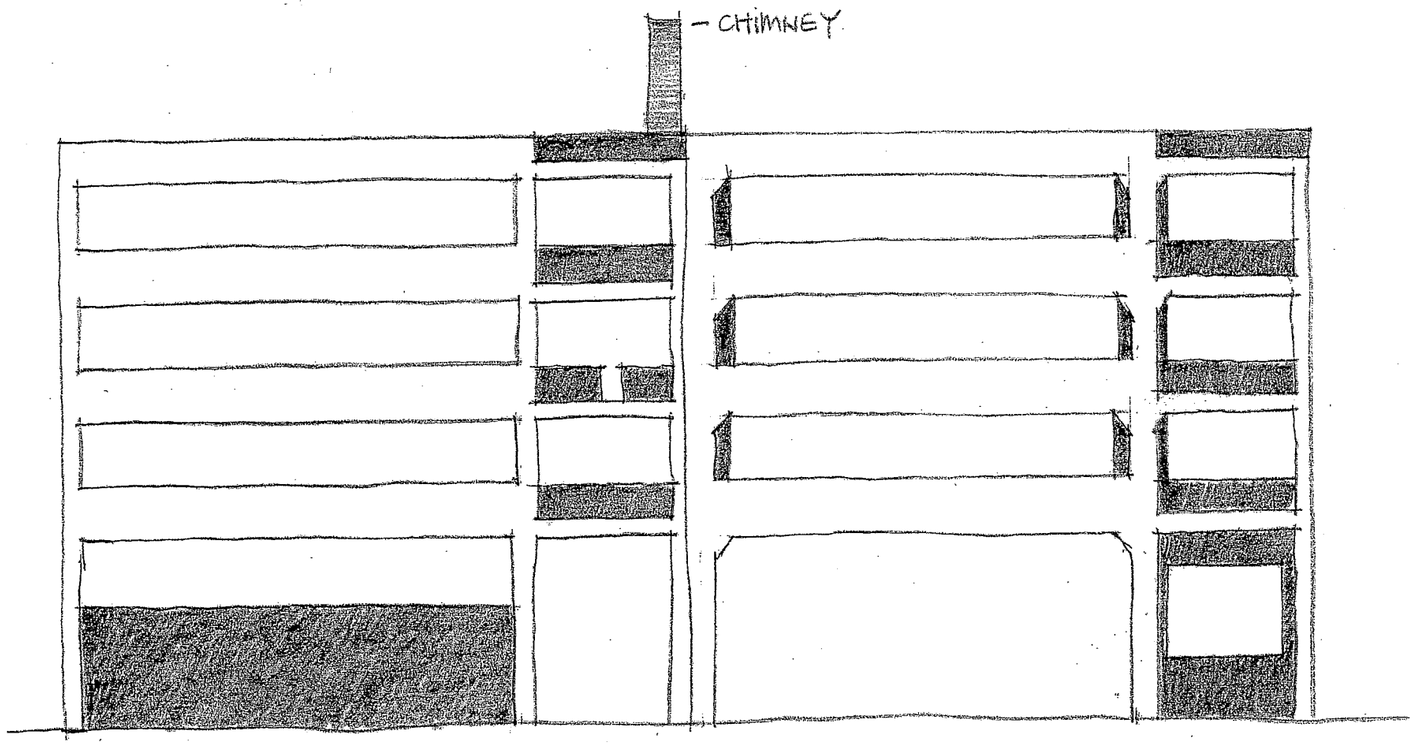
Northwestern Building / New Hotel West Elevation

11 December 2006



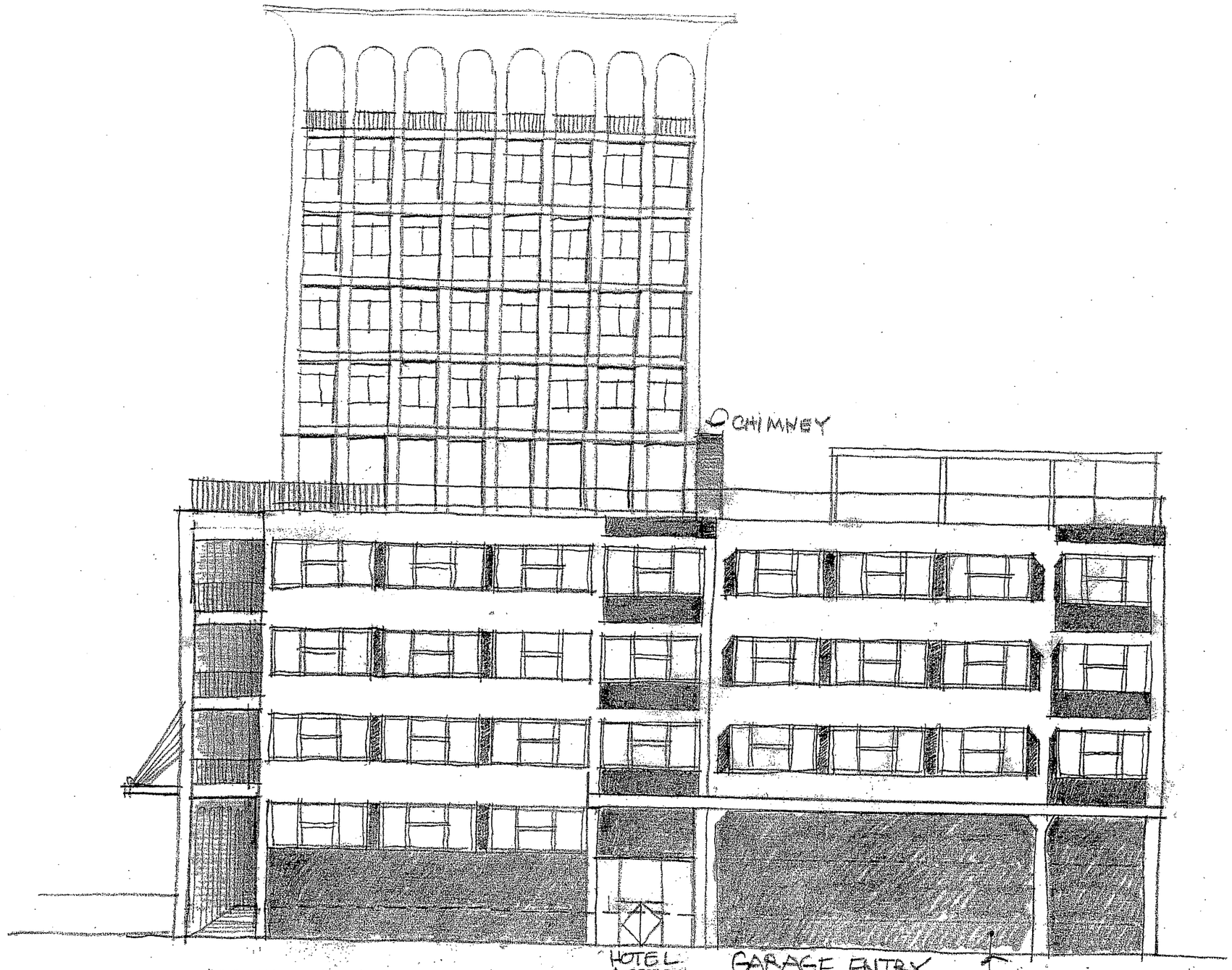
* BRICK INFILL AT ORIGINAL EXPOSED CONCRETE FRAME SHOWN SHADED.

NORTHWESTERN BLDG
EXISTING CONDITIONS
SOUTH FACE 11 DEC 06



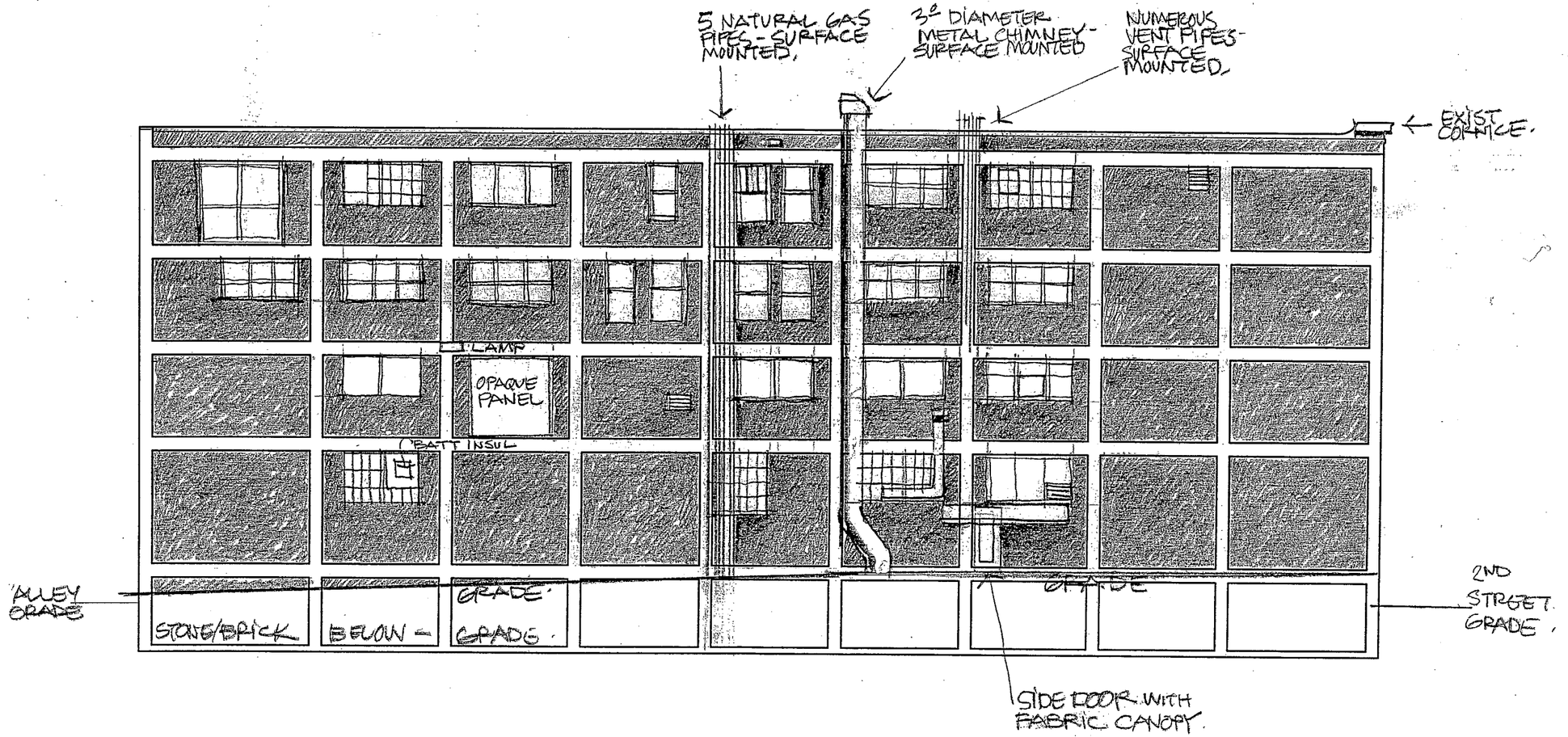
NORTHWESTERN BLDG
- AFTER SELECTIVE DEMOLITION
- SOUTH FACE 11 DEC 06.

- SHADED AREAS ARE BRICK TO REMAIN AT EXISTING CONCRETE FRAME.



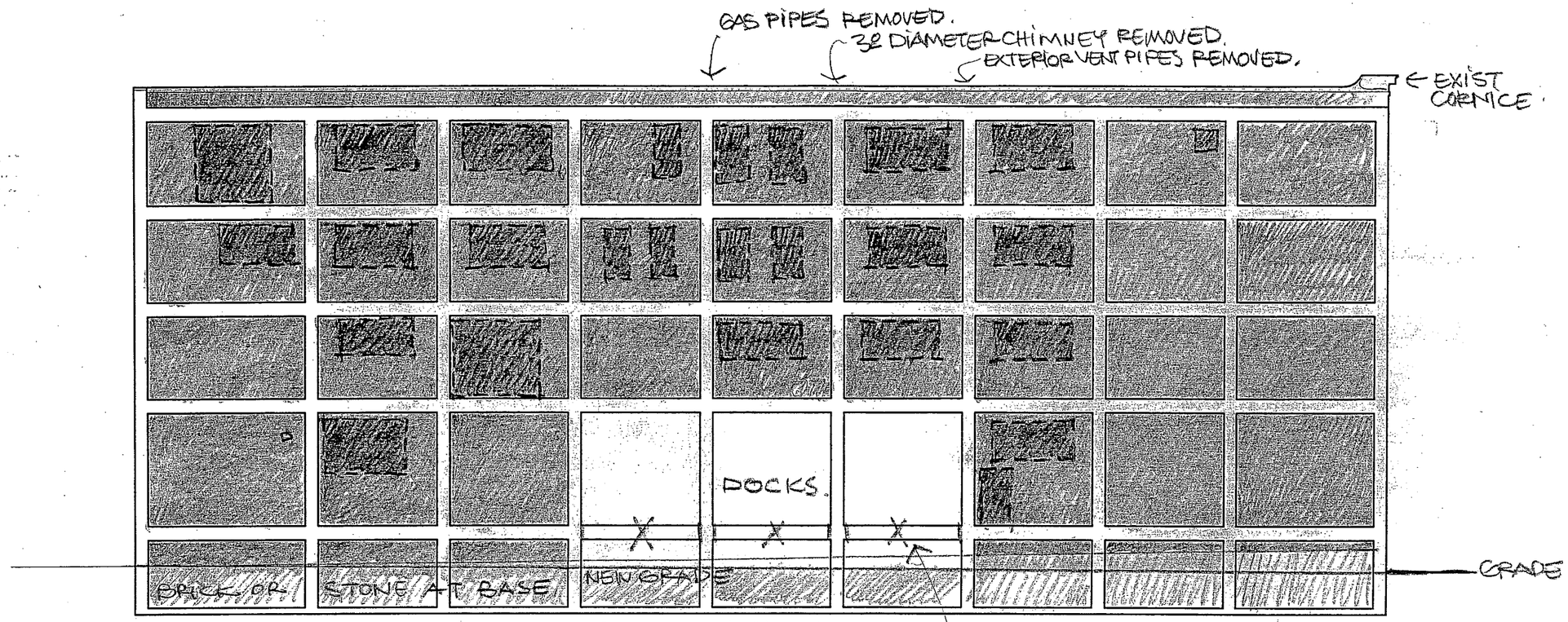
NORTHWESTERN BLDG
SOUTH FACADE FINAL
11 DEC 2006

* SHADED AREAS ARE REUSED BRICK SALVAGED FROM BUILDING.



NORTHWESTERN BLDG
EAST FACE ('0' LOT LINE)
EXISTING CONDITIONS
11 DEC 2006.

* SHADED AREAS ARE BRICK INFILL AT EXIST. CONCRETE FRAME.



SALVAGE BRICK FOR REUSE ON OTHER FACES.

NORTHWESTERN BLDG
EAST FACE · ('0' LOT LINE).

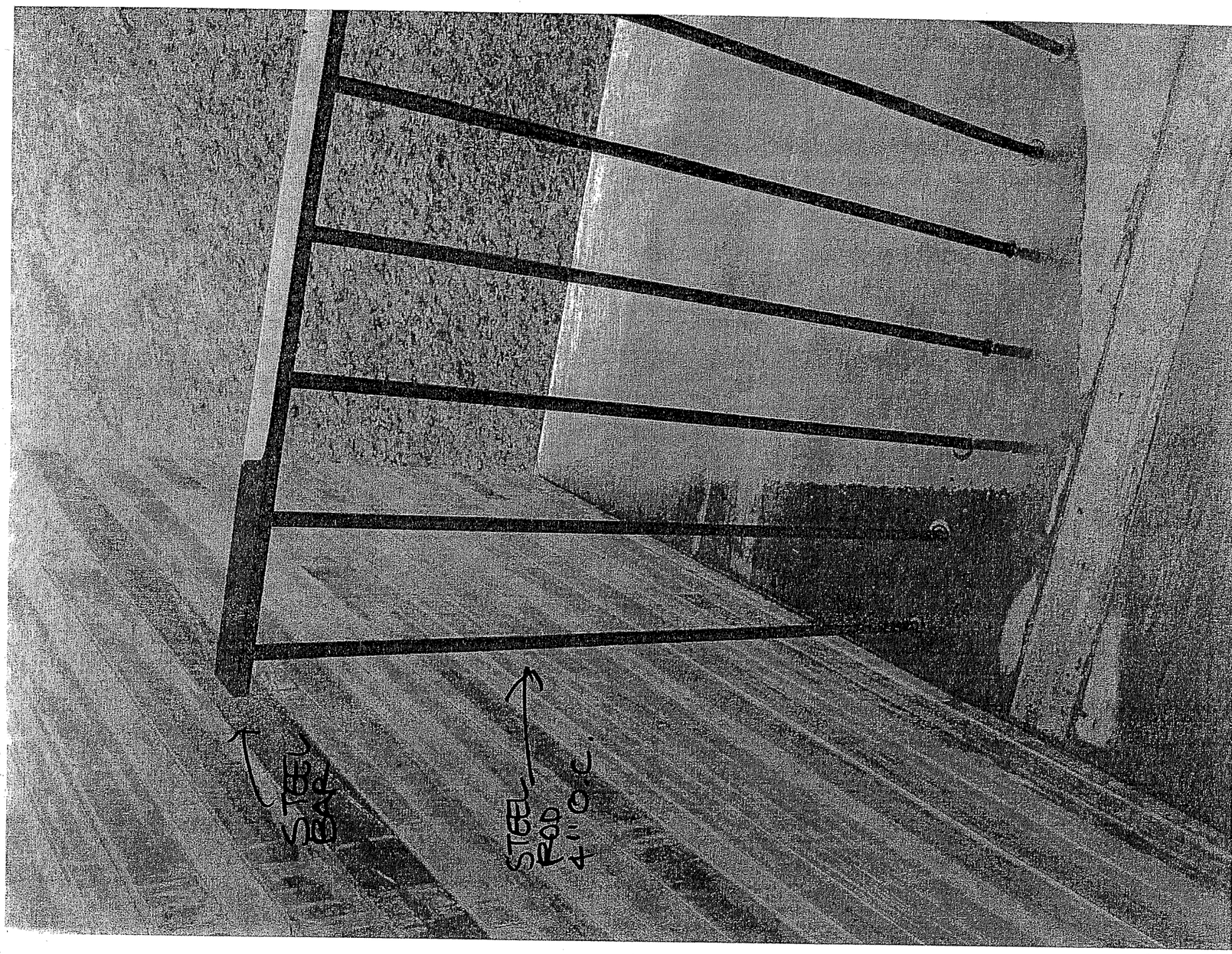
FINAL AFTER SELECTIVE DEMOLITION & BRICK INFILL.

11 DEC 2006

* CUT CONCRETE BEAMS TO ACCOMMODATE LOADING DOCKS.

- SHADED AREAS ARE BRICK TO REMAIN OR INFILLED.
- ±10% REMOVED.
- DARKER SHADE IS INFILL BRICK ADDED DURING REHAB. (ACTUAL COLOR TO MATCH)

NOTE = PROPOSED PARKING GARAGE WILL ABUT EAST FACE — SEPARATED BY EXPANSION JOINT.



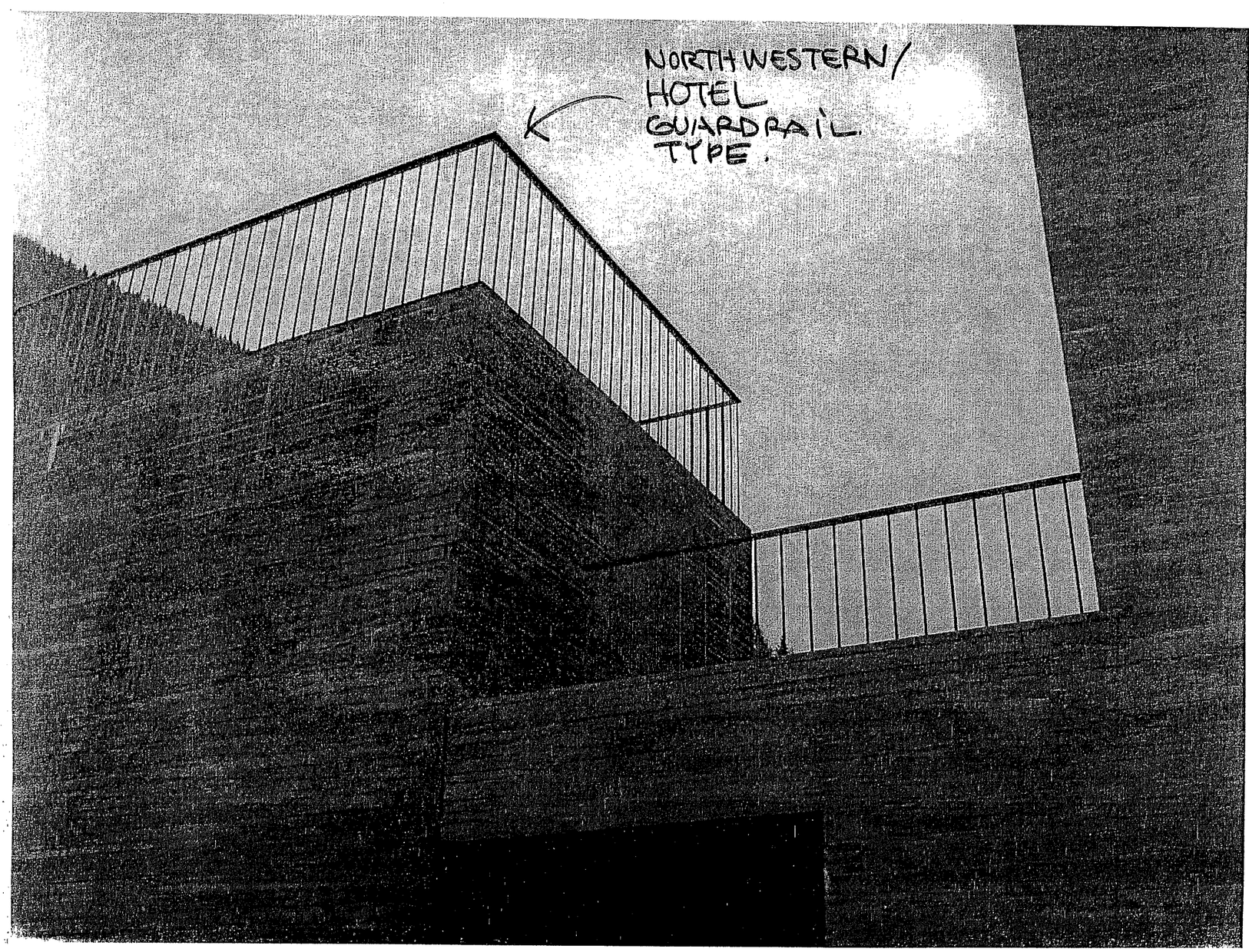

NORTHWESTERN/
HOTEL
GUARDRAIL
TYPE.

Exhibit 8.

Letter from Applicant to Chair Schiff dated December 20, 2006 requesting postponement of the Appeal hearing until January 18, 2007.

FAEGRE & BENSON LLP

UNITED STATES | ENGLAND | GERMANY | CHINA

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

December 20, 2006

The Honorable Gary Schiff
City Council Member, Ward 9
Chair, Zoning & Planning Committee
City of Minneapolis
City Hall, Room 307
350 South Fifth Street
Minneapolis, MN 55415-1382

BY E-MAIL AND U.S. MAIL

Re: The Pacific Development – Request To Postpone Hearing On Heritage Preservation Commission Appeals Until January 18, 2007

Dear Chair Schiff:

Our firm represents Pacific Flats, LLC, the developer of The Pacific Flats Development. Pacific Flats has appealed four decisions of the Minneapolis Heritage Preservation Commission rendered on November 28, 2006. We have been informed these appeals could be scheduled for hearing before the Zoning & Planning Committee on January 4, 2007. An essential part of the presentation that Pacific Flats will make in support of its appeals will be the expert testimony of Charlene Roise, who will be out of state on January 4th. The January 4th date also does not allow Pacific Flats sufficient time to prepare fully for the presentations to the Committee and may not allow CPED Planning Division staff time to review additional materials already submitted by Pacific Flats. Therefore Pacific Flats respectfully requests that the hearing on the appeals be postponed to the Committee's meeting on January 18, 2007.

Sincerely,

Walter H. Rockenstein II

Walter H. Rockenstein II

ROCWH:jorsa:fb.us.1725801.02

cc: Lee Sheehy (by e-mail)
Jack Byers (by e-mail)
Michael Orange (by e-mail)
Eric Nilsen (by e-mail)

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 9.

Additional information from Applicant to CPED-Planning staff dated January 2, 2007.

FAEGRE & BENSON LLP

UNITED STATES | ENGLAND | GERMANY | CHINA

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

January 2, 2007

HAND DELIVERED

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

Re: The Pacific Development – Additional Submittals Pertaining To Appeal Of Heritage Preservation Commission Actions

Dear Mr. Byers:

On behalf of Pacific Flats, LLC, I submit the following:

1. One copy of the *Land Use Study Of Block 34, Town Of Minneapolis Bounded By Second And Third Avenues North, North Second Street, And Washington Avenue North*, prepared by Hess, Roise And Company dated December 2006.

2. One copy of the *Alley Assessment North Loop Warehouse Historic District Minneapolis, Minnesota*, prepared by Hess Roise And Company dated January 2006.

3. One copy of the *Washington Corridor Plan*, prepared by BKV on January 2, 2007.

These are additional submittals in support of Pacific Flats, LLC's appeal of the decisions of the Heritage Preservation Commission denying Certificate of Appropriateness Applications for The Pacific Development.

Please let me know if you have any questions or if you need more copies for distribution. Thank you.

Sincerely,

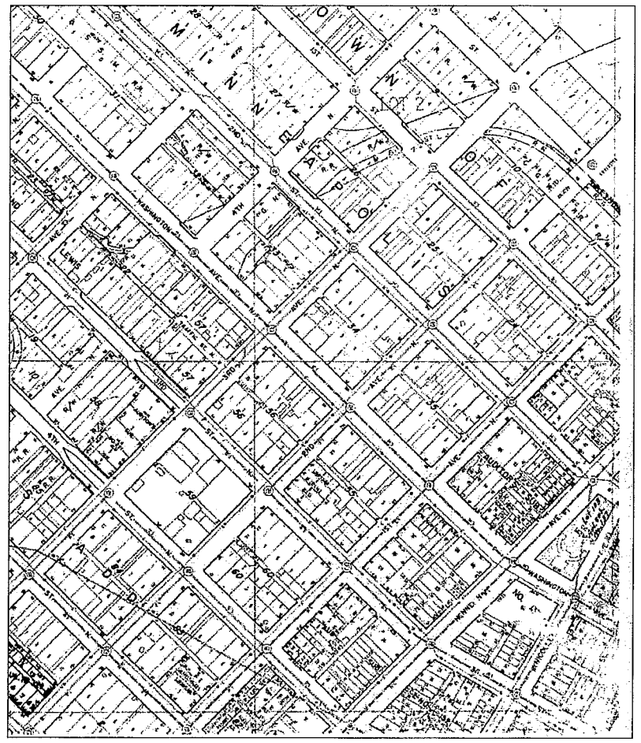
Walter H. Rockenstein II

Walter H. Rockenstein II

ROCWH:jorsa:fb.us.1740435.01

Enclosures

cc: Fred Deutsch, Pacific Flats, LLC (by e-mail)



LAND USE STUDY OF BLOCK 34, TOWN OF MINNEAPOLIS

BOUNDED BY SECOND AND THIRD AVENUES NORTH, NORTH SECOND STREET, AND WASHINGTON AVENUE NORTH

PREPARED BY
PENNY PETERSEN, RESEARCHER
CHARLENE ROISE, HISTORIAN
HESS, ROISE AND COMPANY
THE FOSTER HOUSE
100 NORTH FIRST STREET
MINNEAPOLIS, MINNESOTA 55401

DECEMBER 2006

Introduction

At a meeting of the Minneapolis Heritage Preservation Commission on Tuesday, Nov. 28, 2006, several applications for Certificates of Appropriateness were considered for the Pacific Development Project. The project will occupy a block bounded by Second and Third Avenues North, North Second Street, and Washington Avenue North, historically known as Block 34 of the original Town of Minneapolis. Most of this block is in the North Loop Warehouse Local District. The commissioners unanimously approved the application for the Lowry-Morrison Building at 200-204 Washington Avenue North with the addition of a condition requiring the applicant to "complete a land use history for the block going back in time as far as possible (1850)."

This report has been prepared in response to that condition. The report evaluates the evolution of land use on the block based on a series of historic maps:

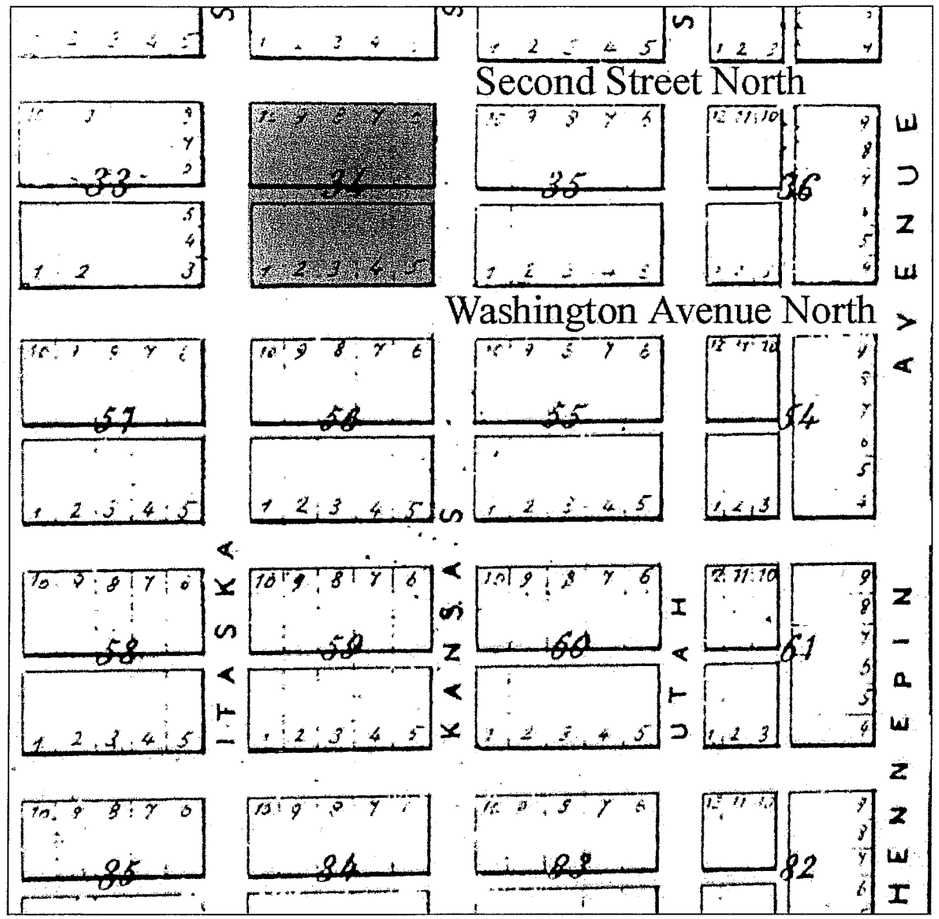
- Chapman and Curtis, *Map of the City of St. Anthony, Map of Minneapolis, 1856* (Saint Anthony Falls, Minnesota Territory: Chapman and Curtis, 1856)
- Sanborn Insurance Map, 1885-1889
- Charles M. Foote, *Atlas of the City of Minneapolis*, Minnesota (Minneapolis: C. M. Foote and Company, 1892)
- Minneapolis Real Estate Board, *Atlas of Minneapolis, Hennepin County, Minnesota* (Minneapolis: Minneapolis Real Estate Board, [1903])
- Sanborn Insurance Map, 1912- 1930
- Minneapolis Real Estate Board, *Atlas of Minneapolis, Hennepin County, Hennepin County* (Minneapolis: Minneapolis Real Estate Board, 1914)
- Sanborn Insurance Map, 1924
- Sanborn Insurance Map, 1929
- Minnesota Public Works Project Administration, *1940 Atlas of Minneapolis, Minnesota* (Minneapolis: City of Minneapolis, 1941)

Additional information was provided by building permits and city directories.

Because it is difficult to find reliable data from the mid-nineteenth century on specific locations prior the city's initial platting in 1855, this report begins at that point rather than 1850.

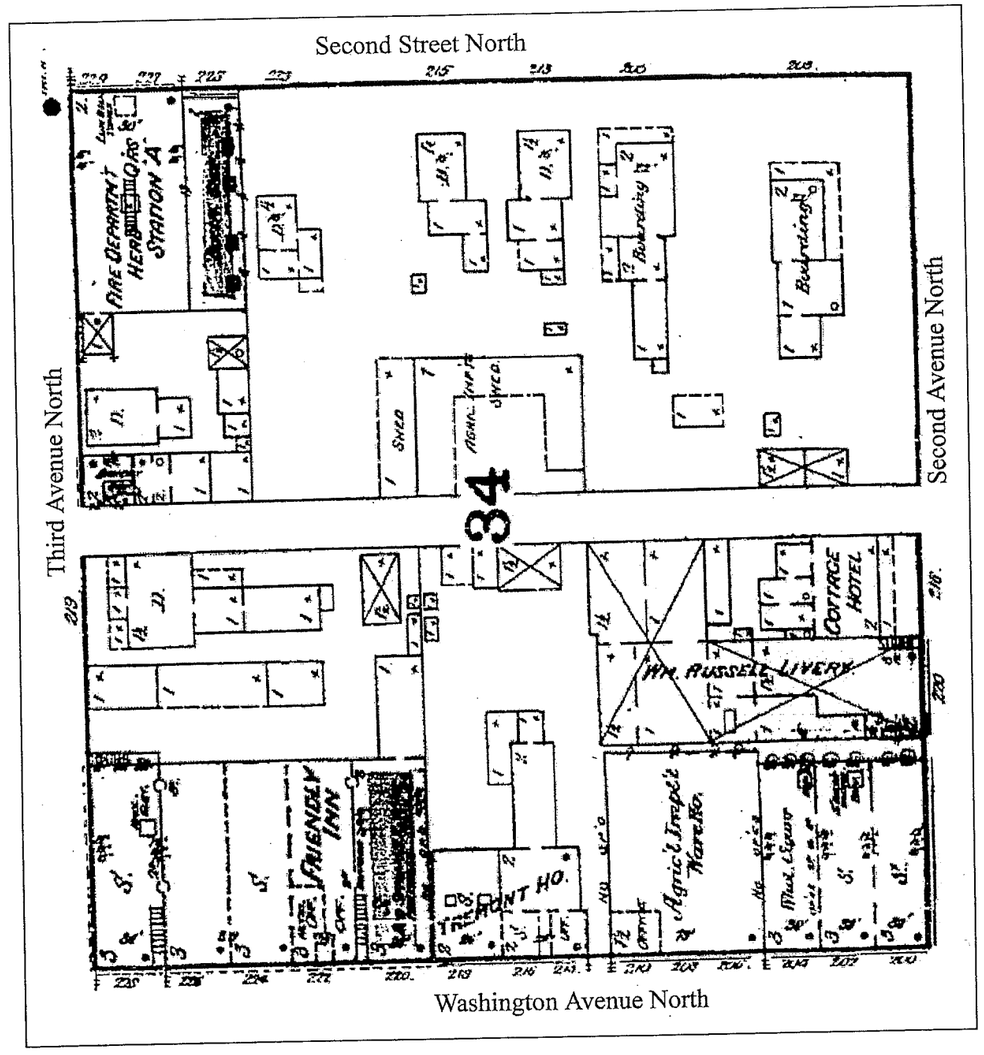
Most of the maps and other information had been collected by Scott Maginnis, who had studied the block previously and is not affiliated with Hess Roise. Penny Petersen, a researcher at Hess, Roise and Company, analyzed these materials and drafted this report. The report was reviewed and edited by Hess Roise principal Charlene Roise, who qualifies as a historian and architectural historian under the Secretary of the Interior's Professional Qualifications Standards.

Map of Minneapolis, 1856



When platted in 1855 as part of the original Town of Minneapolis, Block 34 (highlighted in red) contains ten lots, each with a frontage of 66 feet and a depth of 162 feet. An alley, 16 feet wide, connects Itaska Street (present-day Second Avenue North) and Kansas Street (present-day Third Avenue North), dividing Lots 1 through 5 along Washington Avenue from lots 6 through 10 on Second Street.

Sanborn Insurance Map, 1885-1889



Every notation on a Sanborn insurance map has meaning. The number of stories in a building is typically shown (1, 1½ , etc.). A small *x* marks a shingled roof; a small, filled circle (•) is for a composition roof. *S* stands for a store, *D* for a dwelling, and *F* for a flat (apartment). Stables are distinguished by an *X* across the entire building. On color copies of the maps, red indicates brick, yellow indicates wood-frame, and blue indicates stone or concrete.

The three-story Pacific Block (Friendly Inn), located on the front of Lots 1 and 2 (220-228 Washington Avenue North, lower left corner of illustration), is built about 1865. On the back of Lots 1 and 2 (219 Third Avenue North), a two-story dwelling with several rear additions, several one-story buildings, and a stable can be seen. These buildings were constructed prior to 1884, when the City of Minneapolis began issuing building permits. The earliest permit for 217-219 Third Avenue North dates from 1887 and is for repairs to an existing building.

The Tremont Hotel, located on Lot 3 (212-216 ½ Washington Avenue North), was built before 1884. The first permit for this address dates from 1887 for alterations to an existing building. The buildings seen on the back of Lot 3 appear to be outbuildings and a stable associated with the hotel. The two smallest buildings on the western edge of Lot 3, as well as the smallest buildings on the rest of the block, are probably privies.

The front portion of Lot 4 (206-210 Washington Avenue North) is occupied by an agricultural implements warehouse that was built sometime before 1884. The three-story Lowry-Morrison Block, built in 1875, can be seen on Lot 5 (200-204 Washington Avenue North). The rear portion of Lots 4 and 5 are occupied by the Cottage Hotel and the William Russell Livery Stable (216 and 220 Second Avenue North). Both buildings predate building permits, but there is an 1889 plumbing permit for the stable on Lot 5. The Cottage Hotel, 216 Second Avenue North, is listed in the 1877-1878 Minneapolis city directory.

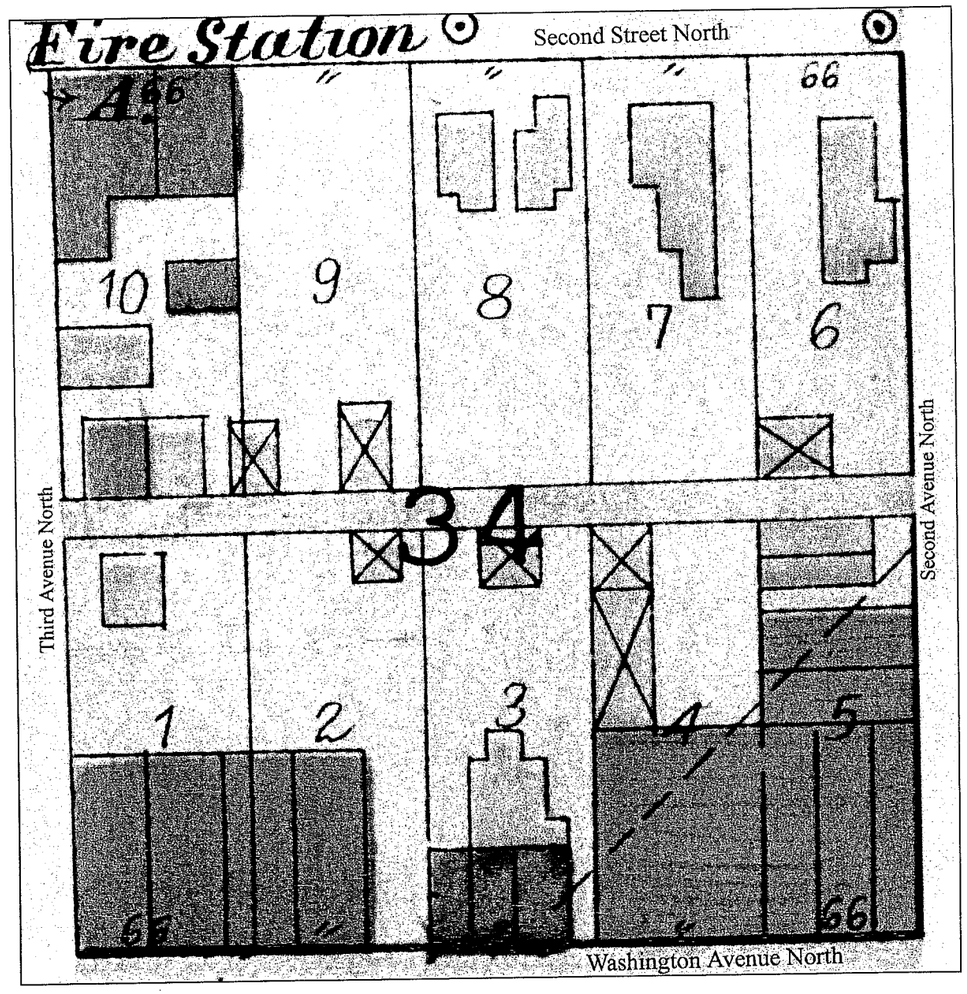
Lot 6 (at the corner of Second Avenue North and North Second Street) and Lot 7 (adjacent) are occupied by two boarding houses and several outbuildings including a stable (201-207 North Second Street), which were constructed prior to 1884. The 1877-1878 city directory lists a boarding house operated by John Nelson at 203 North Second Street. The first building permit for these addresses dates from 1895 for the construction of a chimney.

Two dwellings are seen on the front of Lot 8 at 213-217 North Second Street. At least one of the houses was built before 1877, as the 1877-1878 directory lists M. G. Nilson living at 215 Second Street North. To the rear of Lot are two small buildings, probably privies, and a one-story storage shed for agricultural implements.

A dwelling at 223 North Second Street appears on Lot 9 and predates building permits.

A brick stable and fire station (225-229 North Second Street) occupy the front of Lot 10. A building permit shows that the stable was built in 1885. The fire station might have been built at the same time as the stable. A building permit for a "practice ladder" at the station was taken out in 1889. A two-story dwelling, fronting on Second Avenue North, along with several associated outbuildings, including stables, can be seen to the rear of the fire station on Lot 10. At the very back of Lot 10 is a two-story building (its identification is illegible) that also faces Third Avenue North. Both of these buildings appear to have been constructed prior to 1884.

Atlas of Minneapolis, 1892



By 1892, the Pacific Block still occupies the front of Lots 1 and 2, but one bay on the east edge of Lot 2 appears to have been removed (probably a drawing error; see 1903 map). This end of the building (220-222 Washington Avenue North) is occupied by agricultural implement dealers according to city directories from 1890-1895. Many of the buildings that were in the back of the lots are no longer there. The two-story dwelling at rear of Lot 1 appears to be gone, with a smaller, unidentified wood-frame structure in its place. The rear of Lot 2 shows a wood-frame stable.

The two-bay Tremont Hotel on Lot 3 appears to have been replaced by a three-bay stone structure with a wood extension to the rear. There are fewer outbuildings on the rear of the property, but the stable remains.

The brick agricultural implements warehouse on the 1885-1889 map still stands on Lot 4 (206-210 Washington Avenue North), but has acquired two wood-frame stable buildings to the rear. An 1887 building permit confirms that alterations and additions were made to the 210 Washington section of the building. The livery stable formerly located on the back of Lots 4 and 5 is no longer there. The Lowry-Morrison Block remains at 200-204 Washington Avenue North (Lot 5) and has acquired a brick addition that fronts on Second Avenue North, although no building permit exists for this construction. A wood-frame building, possibly the former Cottage Hotel, appears on the rear of Lot 5.

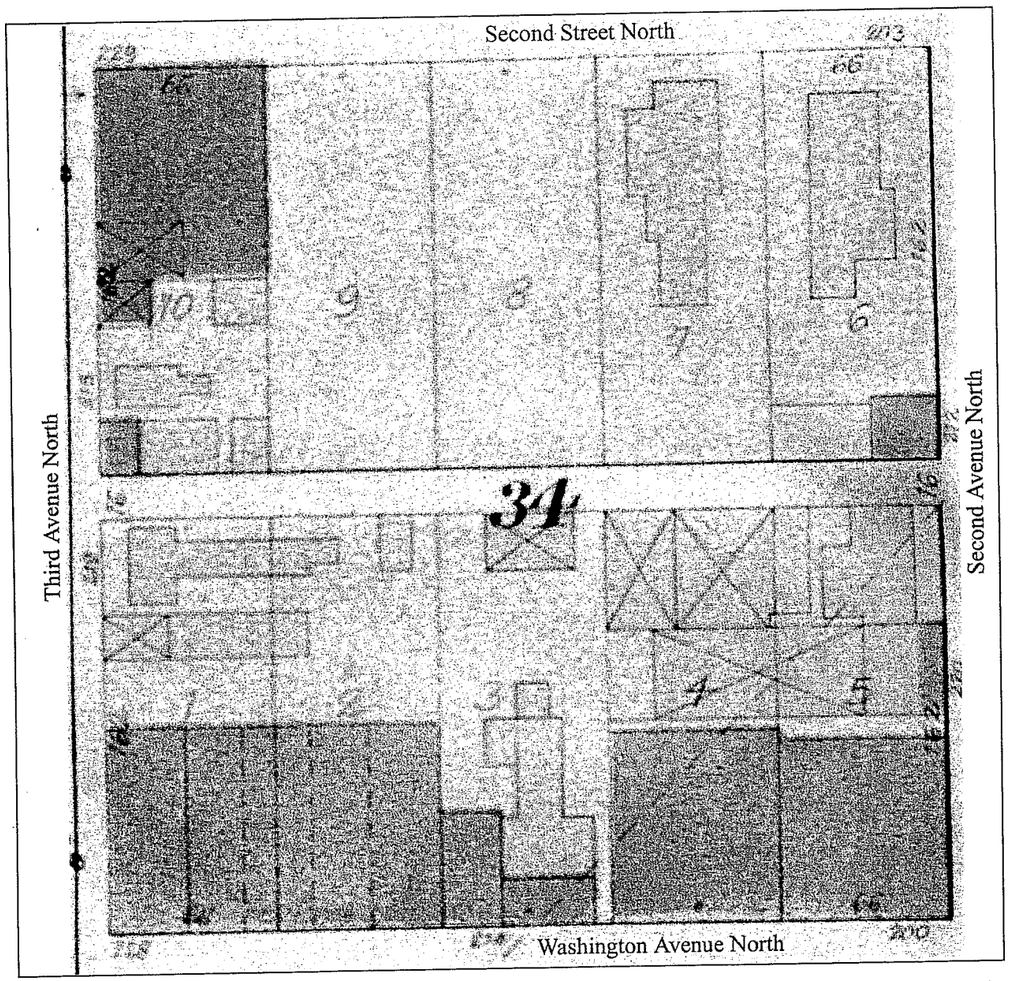
The four dwellings on Lots 6, 7, and 8 (201-217 North Second Street) appear to be the same as those on the 1885-1889 map, but the one-story shed for agricultural implements on Lot 8 is no longer there.

The dwelling formerly located on Lot 9 (223 North Second Street) is no longer there. Only wood-frame stables occupy the rear of the lot; one extends onto Lot 10.

The fire station still stands at the corner of Lot 10, but the adjacent stable appears to have been replaced by a brick structure. A stone building (brown-colored rectangle) is behind the fire station.

A wood-frame building fronting on Third Avenue North and several associated outbuildings can be seen to the rear of the fire station on Lot 10. A brick building with a wood-frame addition occupies the very back of Lot 10.

Atlas of Minneapolis, 1903



By 1903, the Pacific Block is again shown with five bays and covers the entire front of Lots 1 and 2. Perhaps the 1892 depiction was a mistake, as the building records note only minor repairs and alterations between the years 1892 and 1903.

The stone building on the front of Lot 3 (brown-colored rectangle on 1892 map) has been replaced by an el-shaped brick building or buildings (214 Washington Avenue North), which a subsequent wrecking permit describes as a brick-veneered store and flat building. This structure was probably constructed in 1898, although the building permit describes the $1,800 project as "alterations and repairs." A wood-frame section extends from the rear of the east wing. A wood-frame stable still stands at the back of Lot 3.

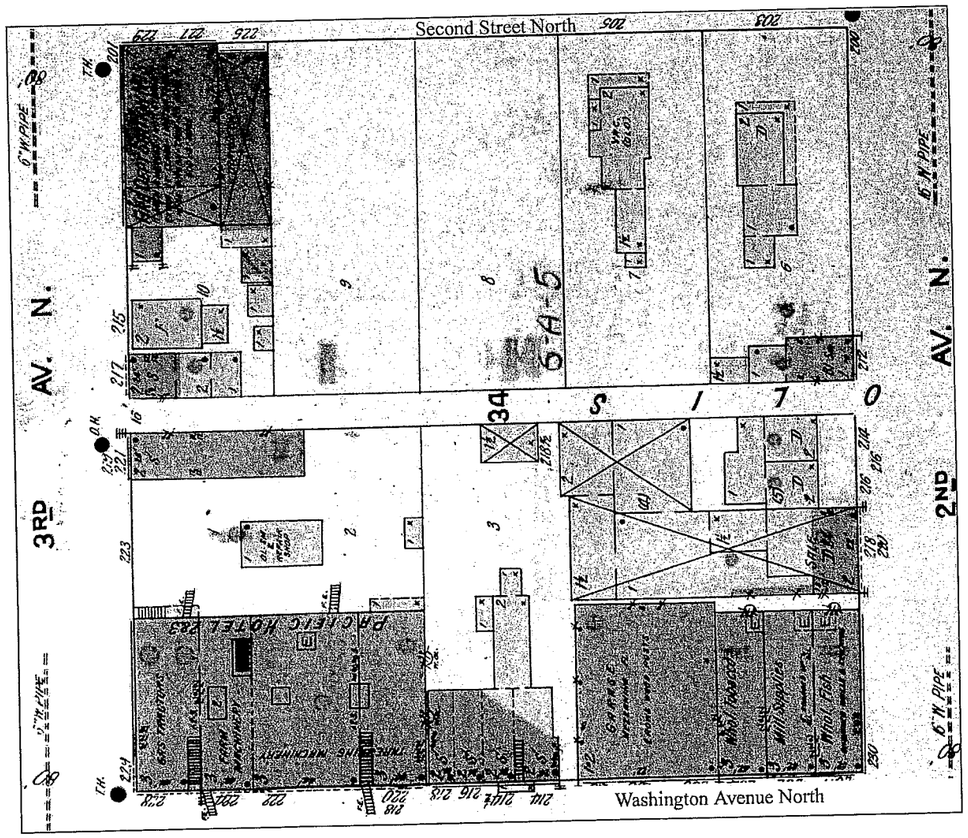
The brick building remains at 206-210 Washington Avenue North, but the stables are no longer attached to it and three different wood-frame stables are now located on the rear of Lots 4 and 5. None are documented by building records. The Lowry-Morrison Block (200-204 Washington Avenue North) no longer has a brick addition to the rear. Instead, the site holds a brick-faced wood-frame building (220 Second Avenue North), which seems to be attached to the stable behind it and to a wood-frame building immediately to the north. There are two references to the property at 214-216 Second Avenue North: a building permit in 1899 authorizes unspecified repairs, and another from 1903 describes a 15-foot-square iron-clad shed. Two wrecking permits from 1938 indicate that there were two wood-frame dwellings on the rear of Lot 5.

The wood-frame dwelling remains on Lot 6. The stable that was behind it is gone and a 22-foot by 30-foot brick blacksmith shop is now located on the rear of Lot 6 (212 Second Avenue North). The building permit indicates it was constructed in 1896.

The wood-frame dwelling still stands on Lot 7 with an apparent addition on the east side. The wood-frame dwellings and stables have been removed from Lots 8 and 9, which are vacant.

The fire station (229 North Second Street) on Lot 10 appears to have been expanded to the rear, with two brick stable areas incorporated on the west end and a wood-frame extension to the east, replacing the earlier stone structure. Building permits suggest these additions date from between 1895 and 1899. The brick and wood-frame buildings on the rear of Lot 10 (215 Third Avenue North) appear somewhat modified from 1892, with a small wood-frame structure added to the southeast corner of the lot.

Sanborn Insurance Map, 1912-1930



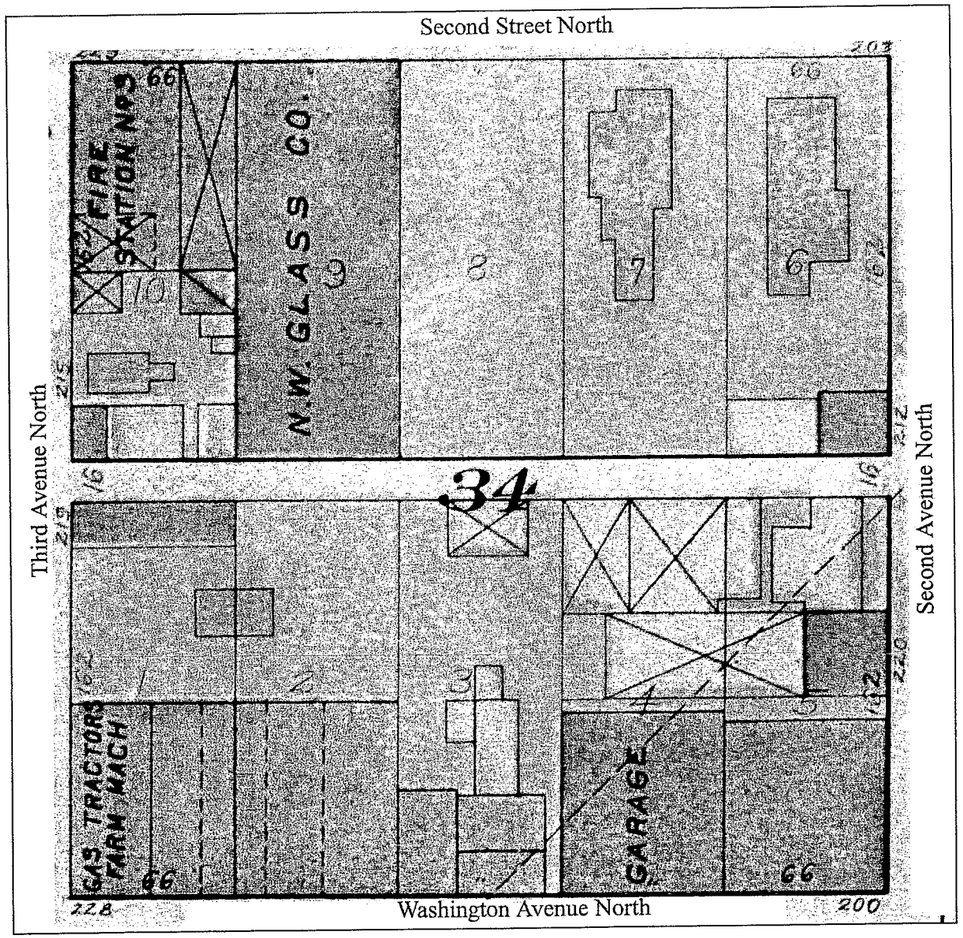
Although this map is supposedly updated to 1930, it seems to depict conditions from around 1912 when it was originally drawn. Two wood-frame additions have appeared on the rear of the Pacific Block. A small, one-story wood-frame building is on the east edge of Lot 2, possibly the 12-foot square iron-clad shed described in a 1913 building permit for 228 Washington Avenue North. A one-story, wood-frame blacksmith and repair shop is at 223 Third Avenue North, straddling Lots 1 and 2. In 1910, a 22-foot by 80-foot brick saloon with an apartment above was built at the rear of Lots 1 and 2 (219-221 Third Avenue North); this building is now occupied by the Monte Carlo.

The buildings on Lot 3 retain the same footprint as on the 1903 map. The same is true for the buildings on Lots 4 and 5, but their uses are clearly labeled: 206-210 Washington is a garage, and the Lowry-Morrison Block houses tobacco and fish wholesalers and a mill supply shop. The brick and wood-frame buildings on the rear of Lots 4 and 5 (214-218 Second Avenue South) are dwellings and stables.

The dwelling at 203 North Second Street remains on the front of Lot 6. The same house continues to stand at on Lot 7 (205 North Second Street). Lots 8 and 9 remain vacant.

The fire station, now labeled "No. 3," is still at 229 North Second Street. The eastern section of the building is now identified as a stable; a building permit issued in 1913 for a 22-foot by 40-foot stone foundation and alterations at 225 Second Street North suggests that this section was altered or reconstructed at that time. There are three new outbuildings, possibly connected, behind this section. One is colored blue, pink, and yellow, indicating it is made of stone, brick and wood. A building permit was issued in 1905 for alterations to an iron-clad shed at 225 North Second Street. The remaining buildings on the rear of Lot 10 appear similar to the 1903 map, although the free-standing wood-frame building at the southeast corner of the lot is not shown.

Atlas of Minneapolis, 1914



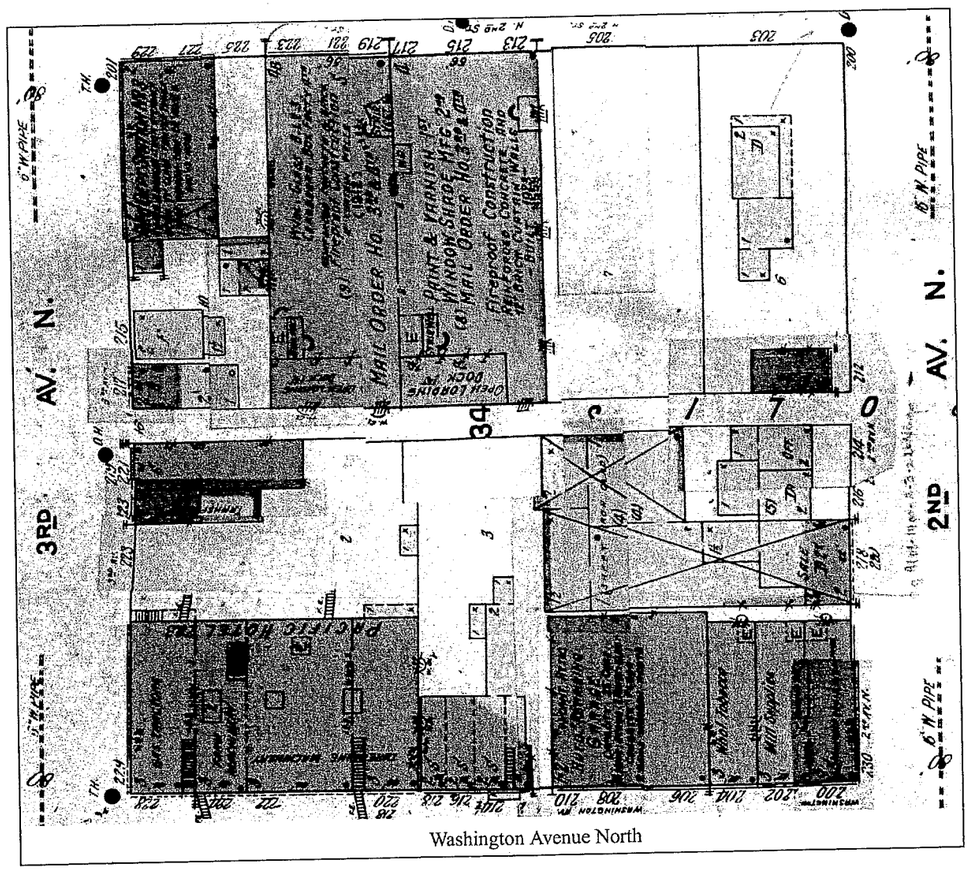
In 1914, the buildings on Lots 1 and 2 are largely unchanged. The wood-frame additions on the rear of the Pacific Block and the small one-story shed on the east side of Lot 2 are not shown, but this map seems to offer less detail then a subsequent map, where these features appear again.

The buildings on Lots 3, 4, 5, 6, 7, and 8 remain the same as on the previous map.

Lot 9, measuring 66 feet by 162 feet, is completely covered by the Northwestern Glass Company Building (219-223 North Second Street). The permit for this four-story, brick and reinforced-concrete warehouse was taken out late in 1912.

The fire station is still at 229 North Second Street. The buildings on the rear of Lot 10 are mostly the same as on the previous map, although the small wood-frame structure on the lot's southeast corner has reappeared.

Sanborn Insurance Map, 1924



The wood-frame additions on the back of the Pacific Block and the small one-story building behind it reappear on the 1924 map. The wood-frame blacksmith and repair shop in the center of Lots 1 and 2 is no longer there. A "transfer office," rectangular in plan and built of brick, wood, and stone or concrete, appears at 223 Third Avenue, abutting 221 Third Avenue. A permit for the construction of a 16-foot by 30-foot brick office building was issued for this address in 1918.

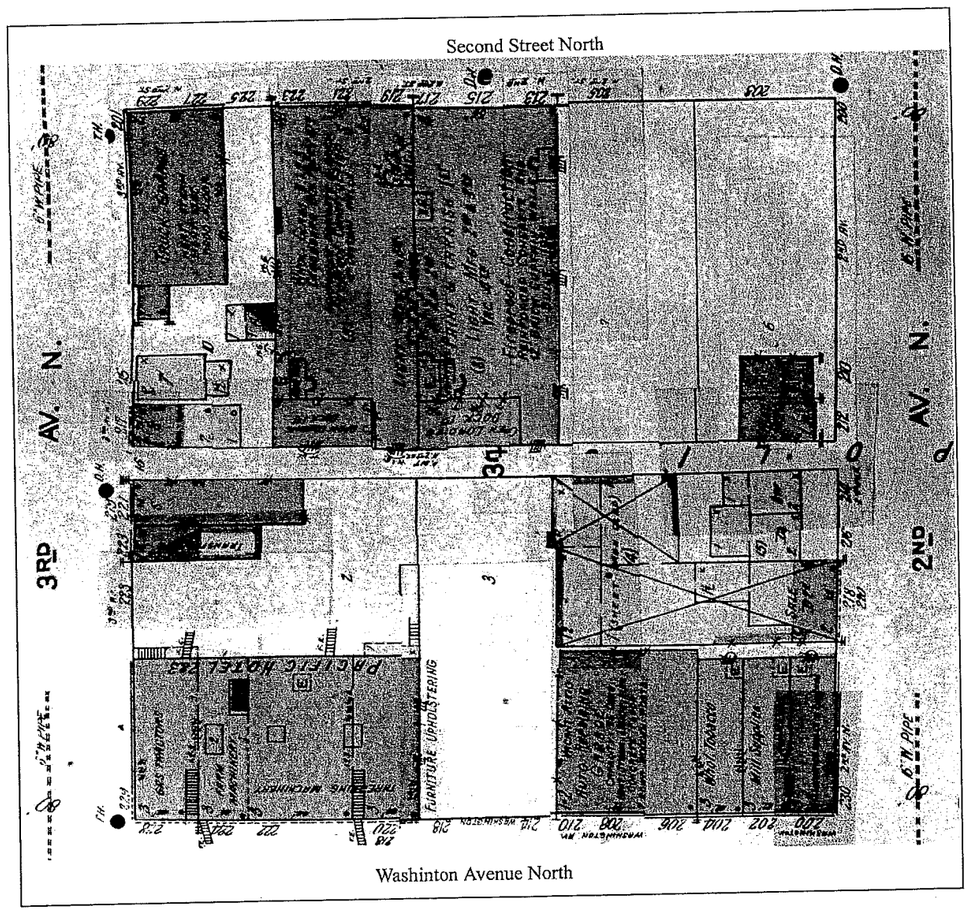
The building on the front on Lot 3 is the same as it was in 1914. The stable at the rear of the lot is no longer there. The buildings on Lots 4 and 5 show no change from 1914.

The brick blacksmith's shop on the rear of Lot 6 (212 Second Avenue North) was rebuilt and slightly enlarged in 1917, according to a building permit. The dwelling on the front of the lot remains, but the dwelling on Lot 7 (205 North Second Street) is no longer there.

Lot 8 is now completely occupied by a four-story brick and reinforced-concrete building (213-217 North Second Street), erected in 1923. The new building houses several businesses including a paint and varnish shop on the first floor, a window shade manufacturer on the second floor, and a mail order house on the third and fourth floors. The mail order house extends into the third and fourth floors of 219-223 North Second.

On Lot 10, the stable (225 North Second) adjacent to the fire station is no longer extant. Otherwise, buildings on the lot remain mostly unchanged from the 1914 map, although the small wood-frame building on the southeast corner is once again gone.

Sanborn Insurance Map, 1929



The buildings on Lots 1 and 2 are little changed between the 1924 and 1929 maps, except that the small wood-frame building behind the Pacific Block is no longer there.

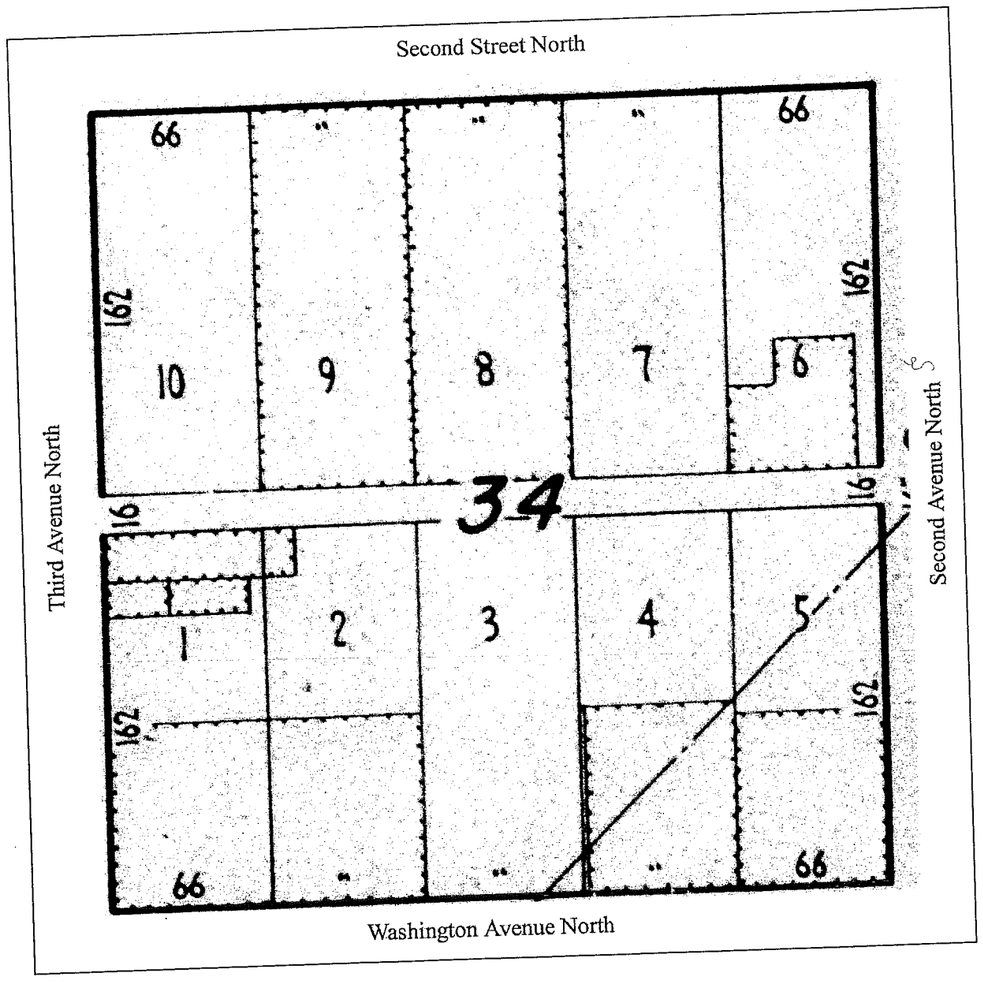
Lot 3 is completely vacant. Building records indicate a brick building with stores and flats was razed in 1929.

Lots 4 and 5 are unchanged from 1924.

The wood-frame dwelling on Lot 6 (203 North Second Street) is gone. The brick building on the rear of the lot (212 Second Avenue North), which had long housed a blacksmith, is now an automobile repair shop. A building permit from 1926 referred to the 22-foot by 35-foot structure as a private garage. The map shows a reinforced-concrete addition on the north side.

Lot 7 remains vacant, and Lots 8, 9, and 10 are also the same as in 1924.

Atlas of Minneapolis, 1940



The buildings on Lots 1 and 2 are the same in 1940 as in 1929, and Lot 3 is still vacant.

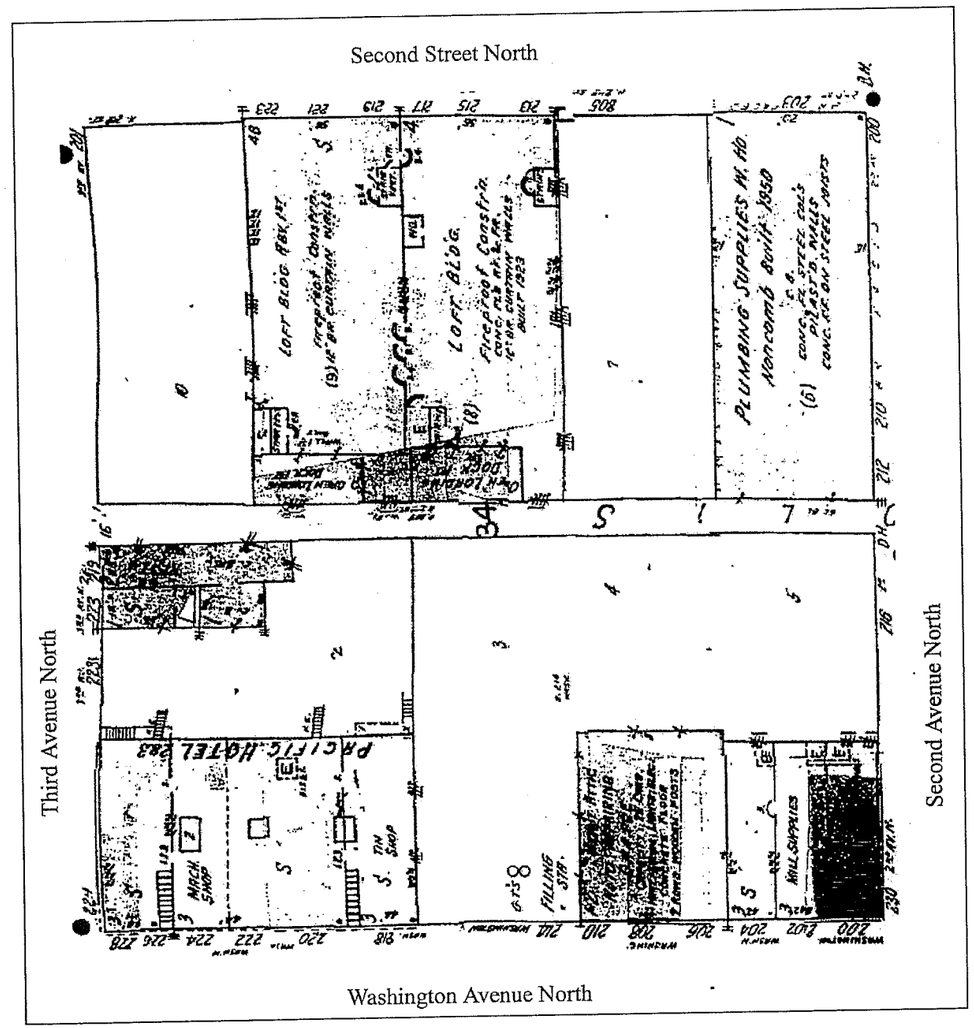
On the rest of Block 34, however, much has changed. While the garage and the Lowry-Morrison Block (200-210 Washington) remain at the front of Lots 4 and 5, wrecking permits were issued in 1938 for the dwellings and other buildings on the rear of the lots and that area is vacant in 1940.

The building at the rear of Lot 6 (210-212 Second Avenue North) received a 20-foot-square concrete-block addition in 1929, according to a building permit. The addition extended the structure to the western boundary of the lot.

Lot 7 remains vacant and buildings continue to occupy all of Lots 8 and 9.

Lot 10 is now vacant. A wrecking permit was issued in 1938 to demolish the fire station. Although not mentioned on the building permit index card, the other buildings on the lot were probably razed at that time as well.

Sanborn Insurance Map, 1912-1951



In 1951, the same three buildings appear on Lots 1 and 2. The brick office building at 223 Third Avenue North, however, does not last much longer: it was damaged by fire in 1955 and razed.

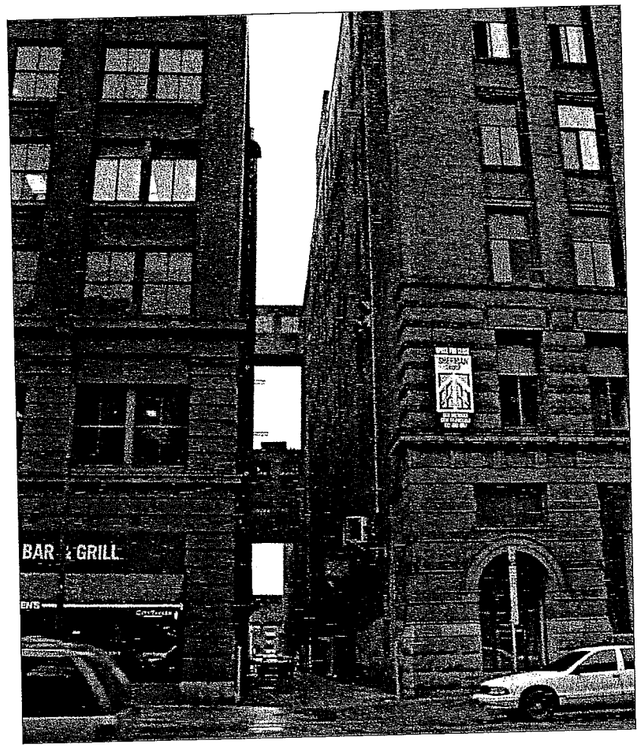
No buildings are shown on Lot 3. A note indicates that a filling station is located at the front of the lot, but the lack of a related building permit suggest that no building was associated with this business. It was perhaps operated from the adjacent garage.

The brick garage and Lowry-Morrison Block remain on the front of Lots 4 and 5, with nothing behind the buildings. A fire would significantly damage the garage in 1955.

The automobile repair shop formerly located at the rear of Lot 6 is no longer there. Instead, the entire 160-foot by 66-foot lot is now covered by a one-story warehouse (212 Second Avenue North), built in 1950.

Lots 7 and 10 are still vacant, and the buildings on Lots 8 and 9 remain in place.

Other than some alterations to the Monte Carlo Building, the block has remained essentially the same since 1955.



ALLEY ASSESSMENT
NORTH LOOP WAREHOUSE HISTORIC DISTRICT
MINNEAPOLIS, MINNESOTA

PREPARED BY
PENNY PETERSEN, RESEARCHER
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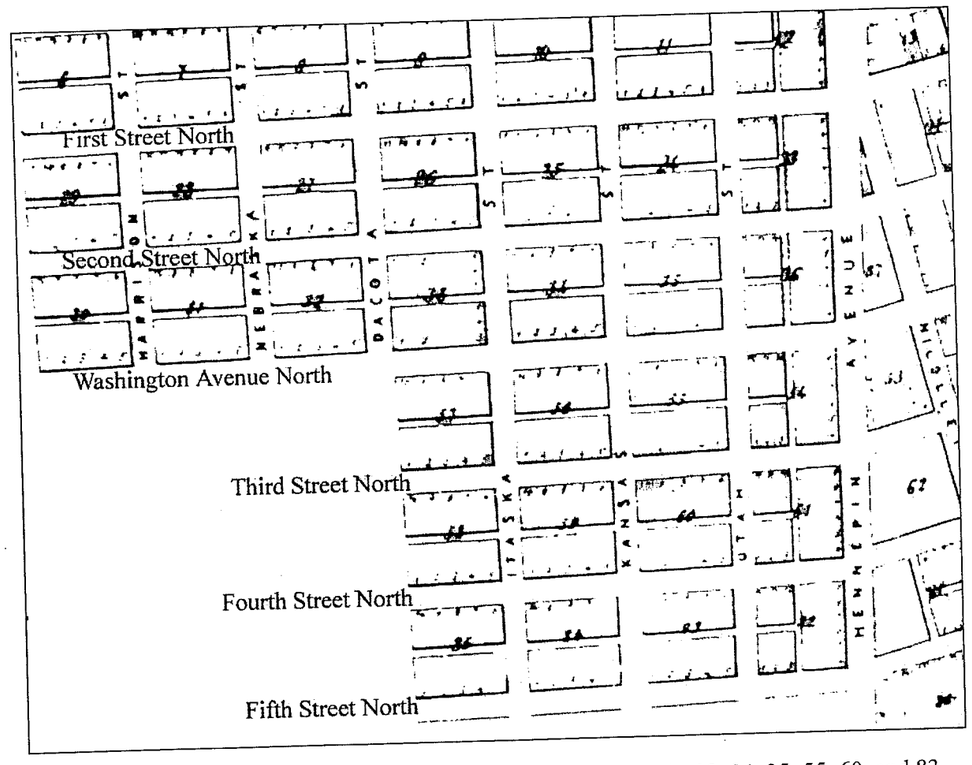
THE FOSTER HOUSE
100 NORTH FIRST STREET
MINNEAPOLIS, MINNESOTA 55401

JANUARY 2007

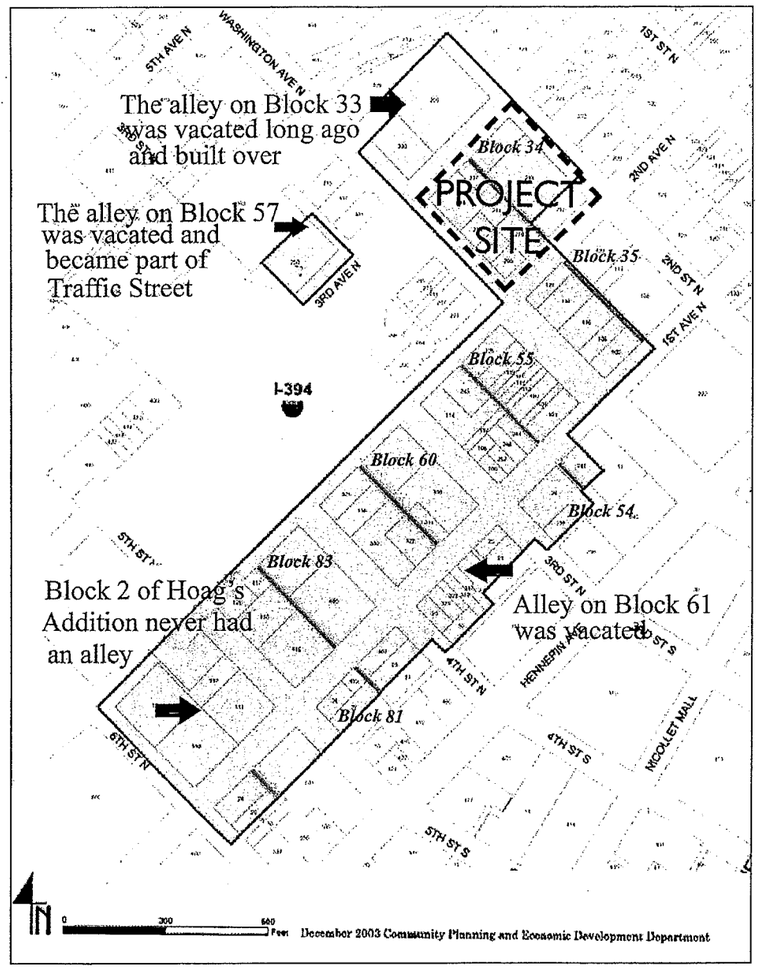
A pattern of alleys was established when the Town of Minneapolis was platted in 1855. Throughout most of the area that is now part of the local North Loop Warehouse Historic District, the alleys ran mid-block, parallel to Washington Avenue. On the blocks between Hennepin and First (originally Utah) Avenues, the alleys were T-shaped. Part of the historic district is in Hoag's Addition to Minneapolis, where alleys were not the norm. Although most of the original alleys are still in existence today, some have been vacated. Enclosed walkways between buildings now span some of the alleys.

Penny Petersen, a researcher at Hess, Roise and Company, conducted research and fieldwork and drafted this report. The report was reviewed and edited by Hess Roise principal Charlene Roise, who qualifies as a historian and architectural historian under the Secretary of the Interior's Professional Qualifications Standards.



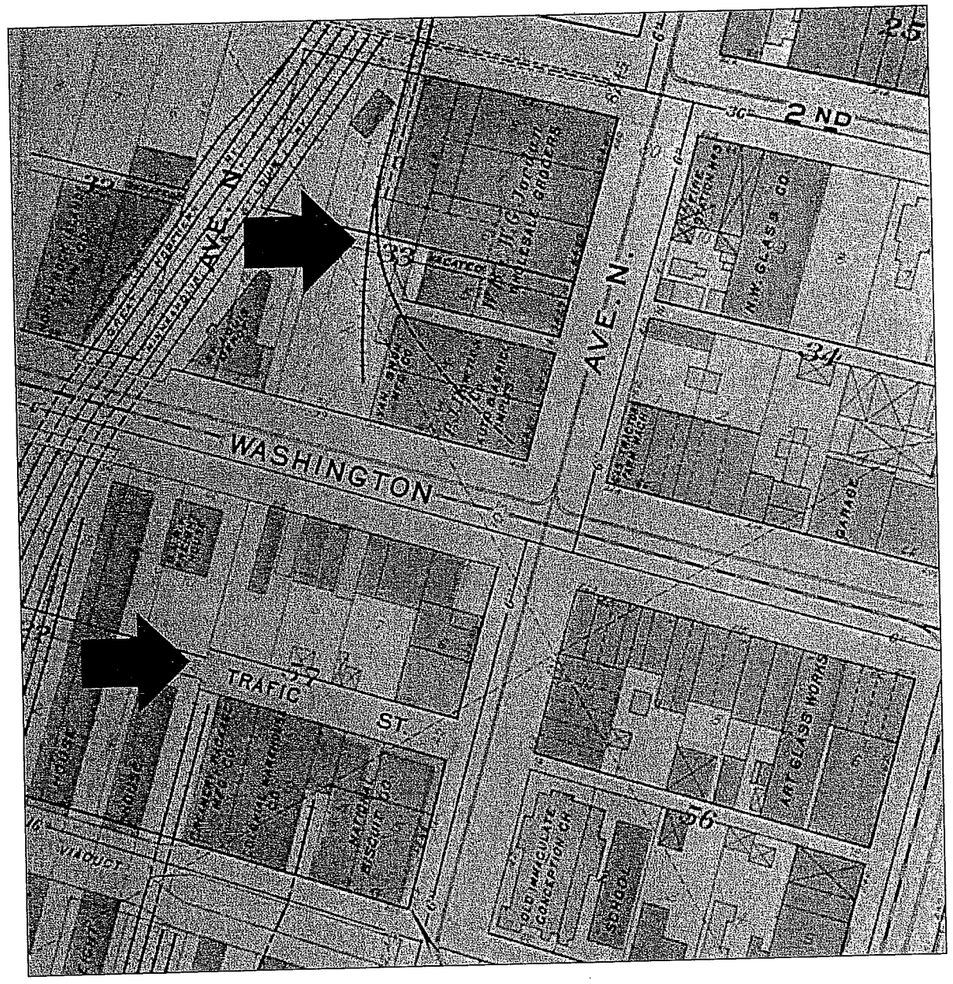
When platted as part of the Town of Minneapolis in 1855, Blocks 33, 34, 35, 55, 60, and 83 had alleys that cut through the entire block and ran parallel to Washington Avenue North. Blocks 54, 61, and 82 on the east side of Utah (now First Avenue North) had T-shaped alleys. The longitudinal portions of these alleys bisected the entire block and were parallel to Hennepin Avenue. Fifth Street North was the southern limit of the Town of Minneapolis; then Hoag's Addition was platted to the south.

Base map: Chapman and Curtis, *Map of the City of St. Anthony, Map of Minneapolis, 1856* (Saint Anthony Falls, Minnesota Territory: Chapman and Curtis, 1856)



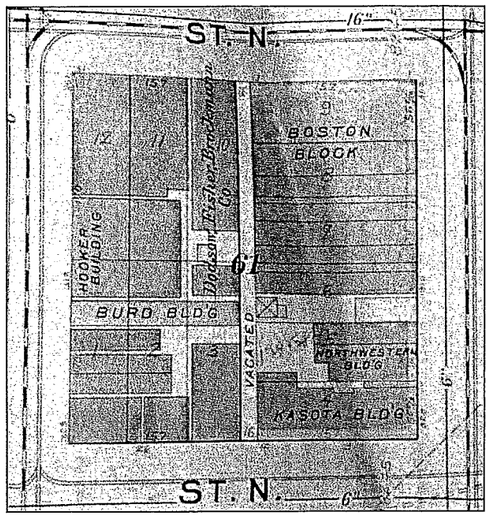
The North Loop Warehouse Historic District is shaded in gray. The project site is outlined by dashes. The green lines represent existing alleys within the local historic district. The black arrows show where alleys have been vacated or never existed.

Base map: Minneapolis Community Planning and Economic Development Department, 2003



By 1914, the alley on Block 33 was vacated and covered by a wholesale grocery warehouse fronting on Third Avenue North. The alley on Block 57 has been vacated and turn into Traffic Street.

Base map: Minneapolis Real Estate Board, *Atlas of Minneapolis, Hennepin County, Hennepin County* (Minneapolis: Minneapolis Real Estate Board, 1914)

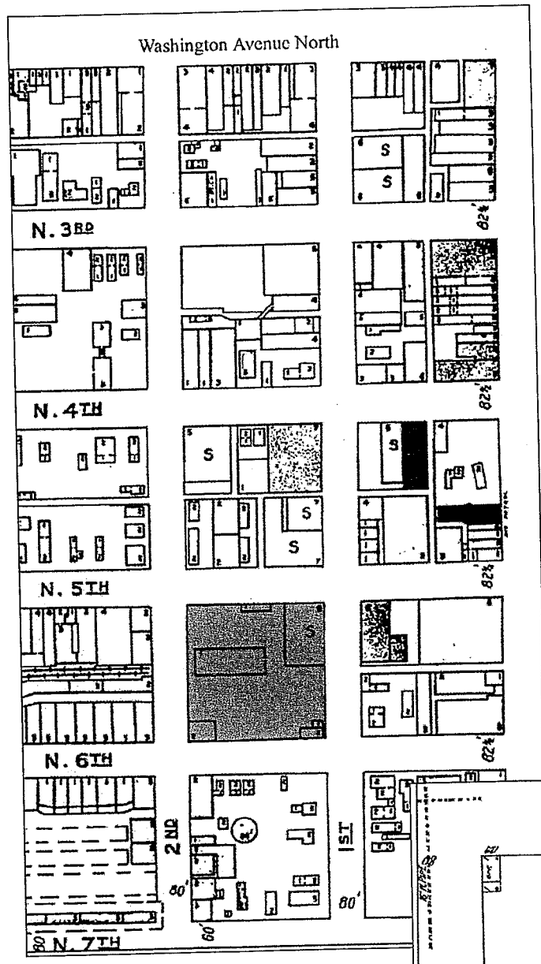


By 1914, the T-shaped alley on Block 61 (on First Avenue between Third and Fourth Streets, now part of Auditor's Subdivision No. 152) was both vacated and built over.

Minneapolis Real Estate Board, *Atlas of Minneapolis, Hennepin County, Hennepin County* (Minneapolis: Minneapolis Real Estate Board, 1914)

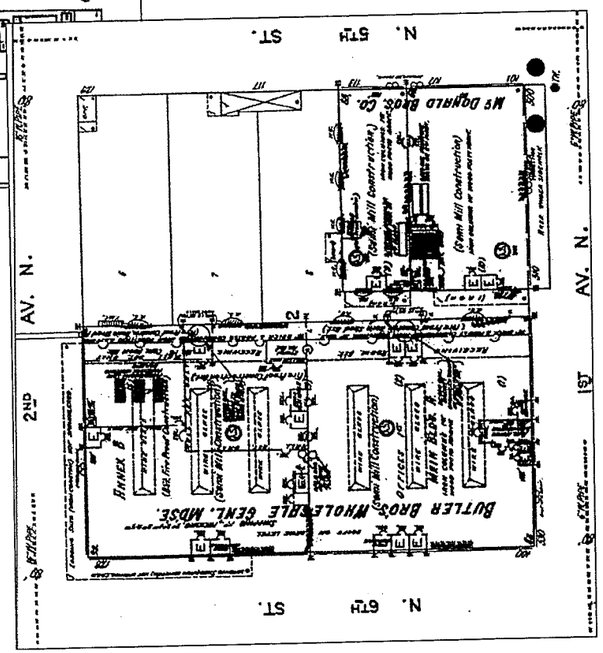
The Burd Building once stood on what is now open space at 317 First Avenue; it is not an original alley.

Photographer: Penny Petersen, December 2006



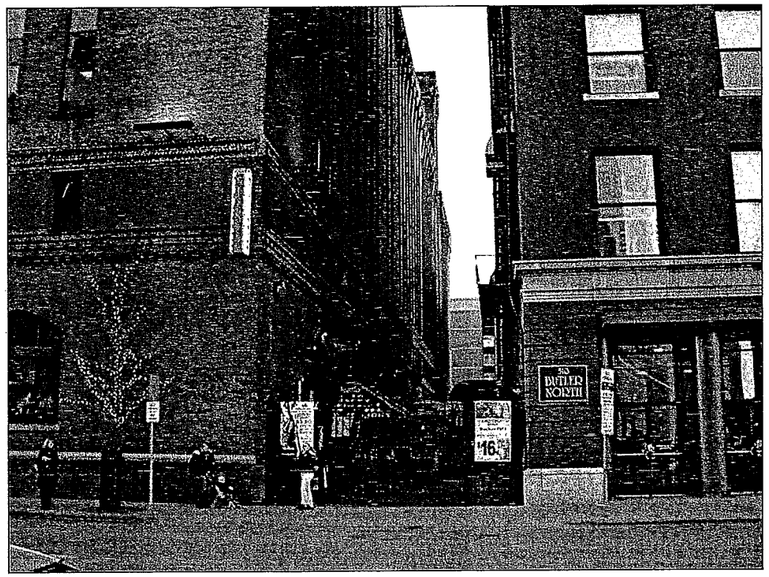
Block 2 of Hoag's Addition to Minneapolis (highlighted in red) was platted without an alley. Dennis Morris of the Minneapolis Public Works Department confirmed that this block never had an alley.

Base map: *Sanborn Insurance Map, 1904*



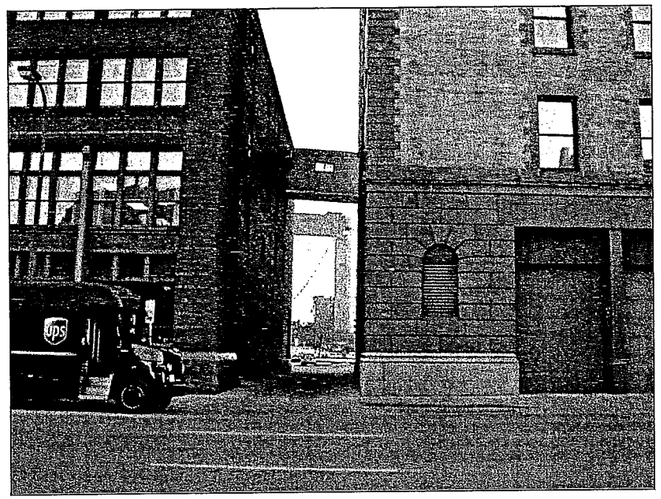
Block 2 of Hoag's Addition after the Butler Brothers Warehouse was built. The access road running through the block is not a public alley.

Sanborn Insurance Map, 1912-1930



The space adjacent to Butler Brothers Warehouse on Block 2 of Hoag's Addition. This alley-like road allowed vehicular access to the warehouse, but never was a public alley. It is now used as an outdoor bar for Champp's.

Photographer: Penny Petersen, December 2006

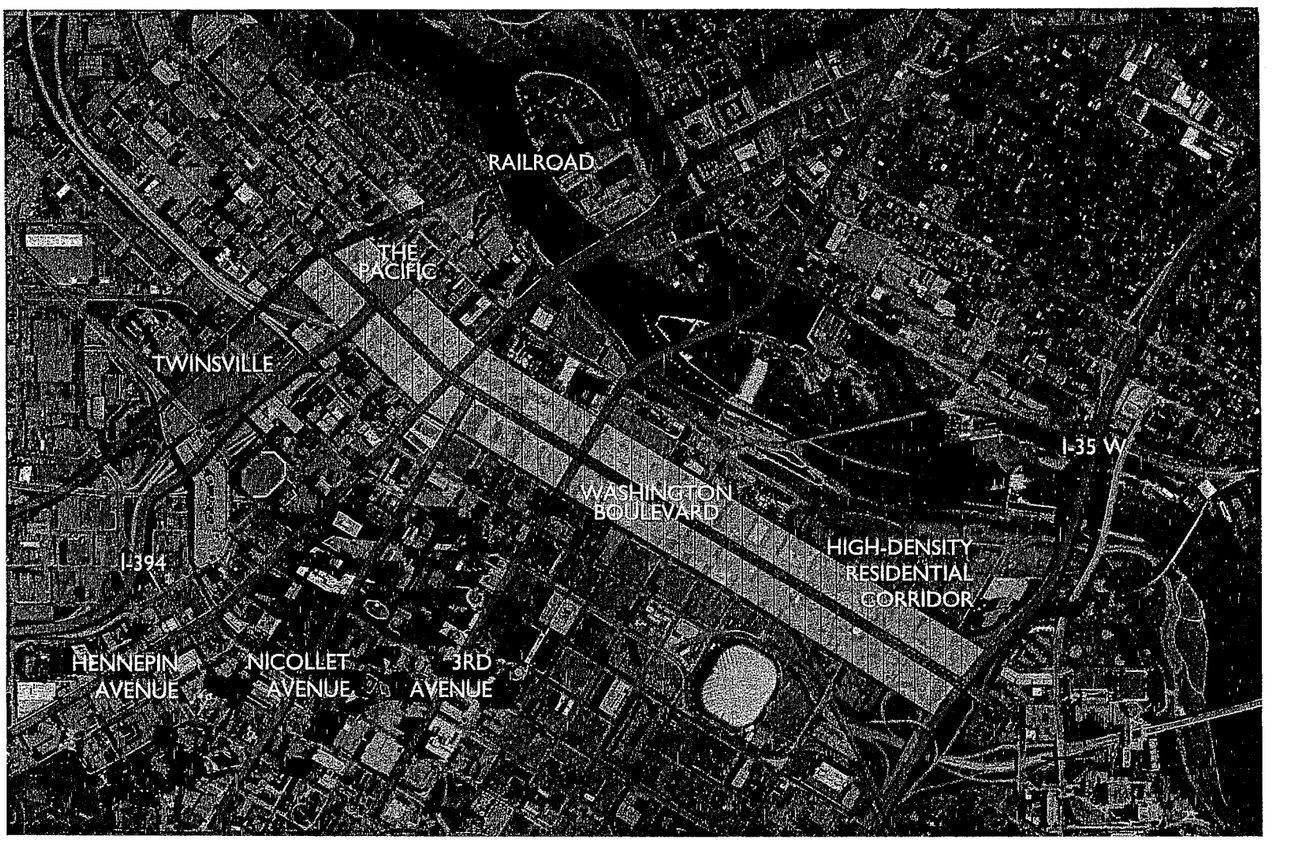


Note the "skyway" above the alley adjacent to 241 First Avenue North on Block 54 (now part of Auditor' Subdivision No. 137). The former Federal Reserve Bank Building can be seen in the distance.

Photographer: Penny Petersen, December 2006

The alley between 400 and 416 First Avenue North on Block 83 is crossed by two skyway-like structures, one of which has two levels.

Photographer: Penny Petersen, December 2006



THE PACIFIC

Washington Corridor Plan

HGA BKV GROUP

02 January 2007