

II MILLS DISTRICT DESIGN GUIDELINES

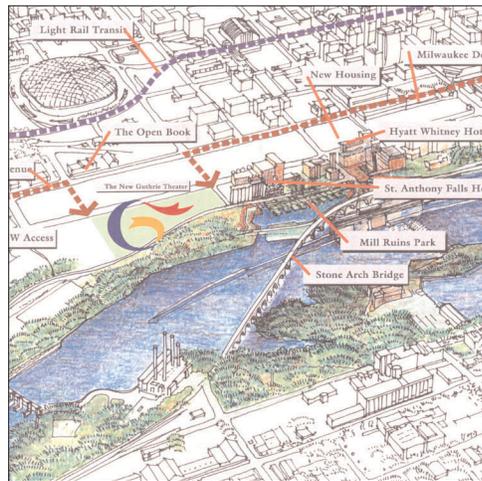


Image courtesy of the Guthrie



Figure 23 The Guthrie Site

1 Design Principles for the Guthrie Theater Complex

The site plan and architectural guidelines presented in this Plan Update are intended to guide the work of the architect to be appointed by the Guthrie Theater. The architectural style of the Guthrie is anticipated to be modern and iconic. The design guidelines therefore do not deal with architectural style, but rather with site planning issues, such as entrances, servicing, parking, setbacks, and impact on adjacent developments.

Although this plan does not include specific architectural guidelines, the Guthrie's architecture should be sensitive to its context and not have a negative impact upon the

existing or planned development on the adjacent blocks. Similarly, other developments – including Palisade Mill – must be physically and functionally compatible with the neighborhood.

The update of the Historic Mills District Plan offers an opportunity to establish design goals for how the Guthrie theater complex should fit into the context of its surroundings. Such goals are critical for two reasons. First, the theater complex will need to be well designed at different scales so that it relates well to riverfront vistas, the city skyline, and the neighborhood. Second, by nature, theaters are intended to close off their

audiences from the outside world in order to recreate a different reality on stage. Therefore, it is critical that the supporting functions of the complex are designed to create drama and activity that engages the outside world.

The Plan Update recognizes that: a) the Palisade Mill site is within a potential view corridor between the Guthrie Theater and Stone Arch Bridge / St. Anthony Falls, and b) the eastern block of Parcel 'D' is within a potential view corridor between the Guthrie Theater and the downtown skyline. As such, the Plan Update encourages the Guthrie Theater, Minneapolis Park and Recreation

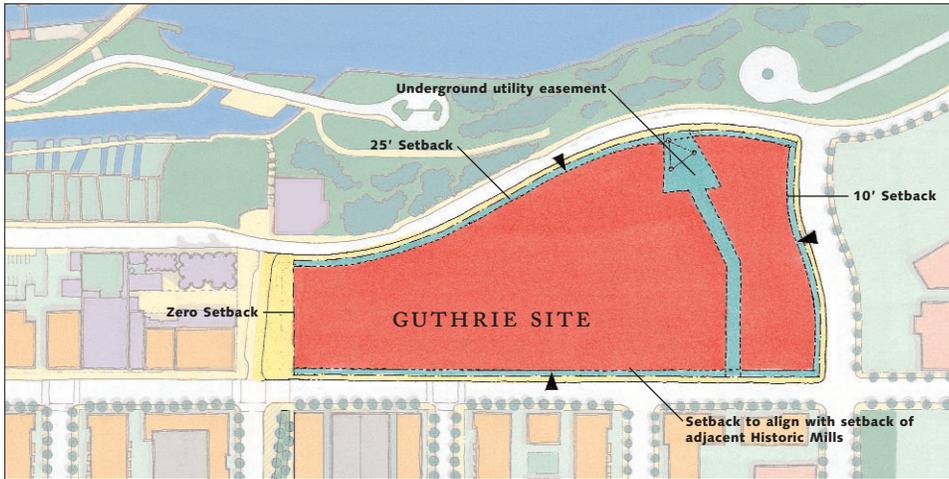


Figure 24 Minimum Required Set Backs from public right-of-way: An element of the future design, not necessarily structural, should attempt to frame the view looking up Chicago Avenue to the river. The building's west facade should define the plaza so that in conjunction with the Washburn A Mill, the view to the river is adequately framed.



Figure 25 Parking Access – Parking access is not permitted along West River Parkway and will not be possible on the Chicago Avenue side of the building if a plaza is built. Parking access is possible on 2nd Street South but must not create conflicts with pedestrian movements or create traffic jams.

Board and Brighton Development to work cooperatively to formulate designs for their respective sites that ensure the highest possible public interest.

The south façade of the theater complex should be designed to punctuate view corridors up 9th and 10th Avenues. Transparency into or through the building and architectural flourishes are among the ways this could be achieved. It is also

worth considering opportunities to create view corridors—from the city to the river—that penetrate through the building at 9th and/or 10th Avenues.

A main goal is to avoid having the building act as a barrier between the city and the river. It should be pedestrian-friendly and approachable from all sides. There should not be long blank walls, nor should the building have a *back side*. The building should be respectful of the area

and aware of its *four addresses* (see Figure 27).

Visual and physical connections should be encouraged. Attention should be given to the view corridors up 9th and 10th Avenues. These are opportunities to continue the view to the river or to terminate it with something of visual interest. Views from across the river should also be considered.



Figure 26 Primary Pedestrian Entry Points: The Plaza, 9th Avenue, and 10th Avenue. Note that additional secondary entry points elsewhere are acceptable

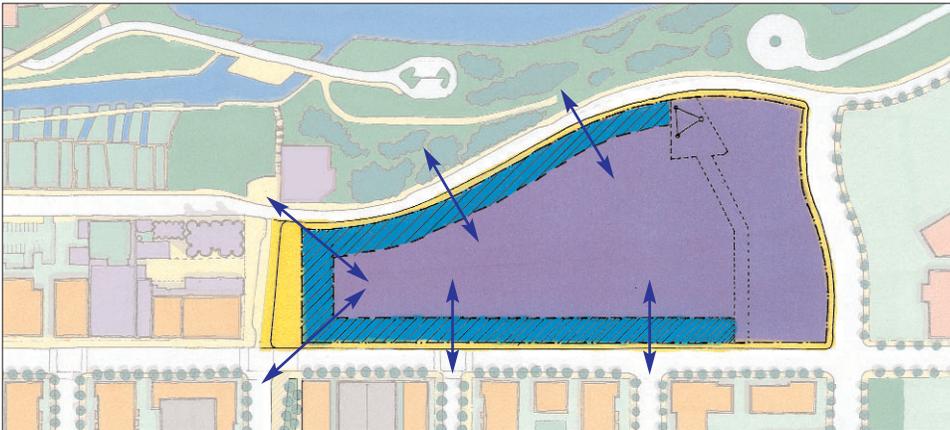


Figure 27 The site has four distinct addresses; Park (north), Urban (south), Service (east), and Plaza (west). The Park, Urban and Plaza addresses should complement adjacent uses by having active uses which are visible from the street.

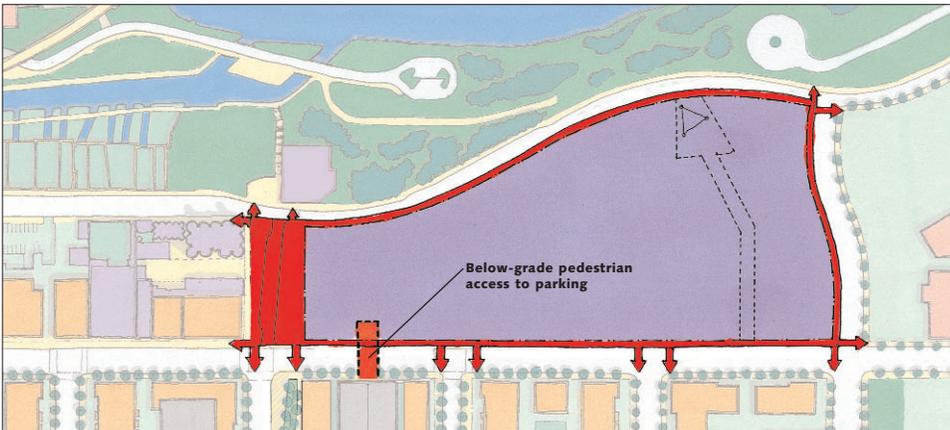


Figure 28 Pedestrian Access must be accommodated along the entire perimeter of the site.

2 Additional Prototype Blocks

Block Type f: High Density

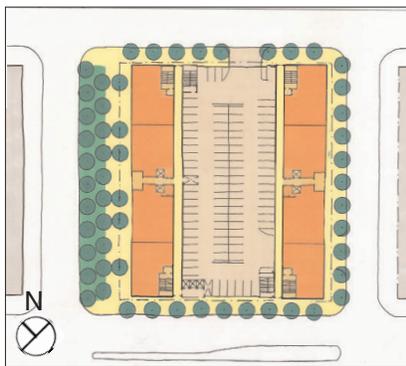


Figure 29 Ground Floor Plan

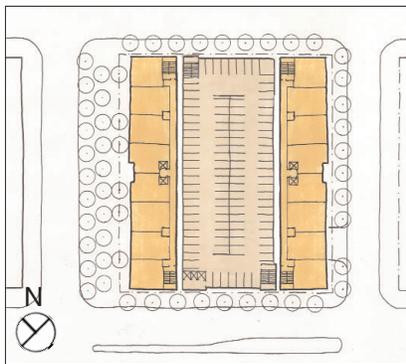


Figure 30 Typical Upper Floor Plan

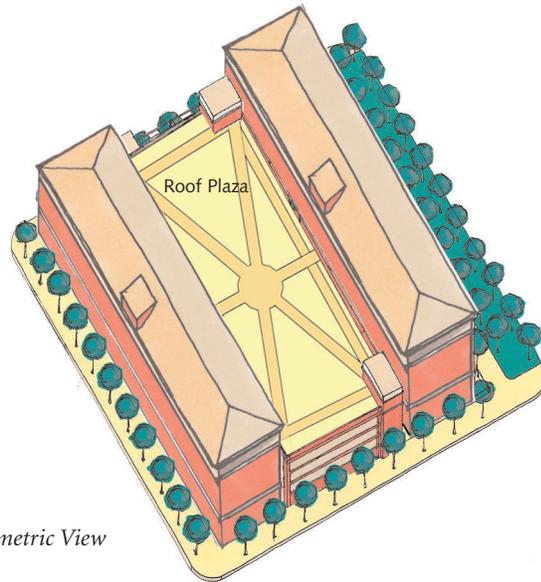


Figure 31 Axonometric View

Additional new buildings in the Mills District plan approval area upriver from Chicago Avenue should continue to be stylistically compatible with the existing commercial warehouse buildings of the late 19th and early 20th centuries.

Participants were split on the appropriate character for Parcels E-G. Some felt that these blocks should also reflect the district's Mill heritage while others felt that they may want to respond to the Guthrie or a more contemporary idiom. Either approach is acceptable.

Parcel E block illustration shows ground floor commercial uses with apartments or parking above. The

building heights vary in a manner similar to the existing warehouse buildings with the residential buildings extending up to eight stories. Both the residential buildings and parking garage line the streets, providing active commercial uses on the ground floor and a regular pattern of windows above. Residential parking is accommodated underground on two levels with additional parking on-street. Service loading would occur either in the central courtyard or along the curb of perimeter streets.

The 500-car parking garage will serve both the district and the Guthrie.

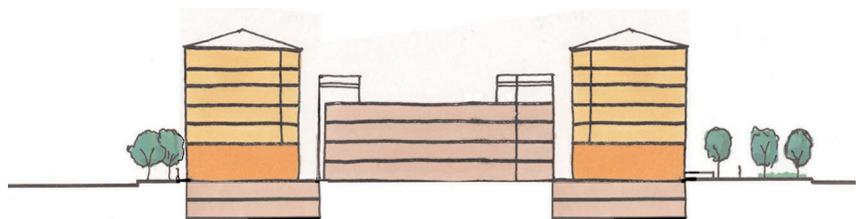


Figure 32 Site Section

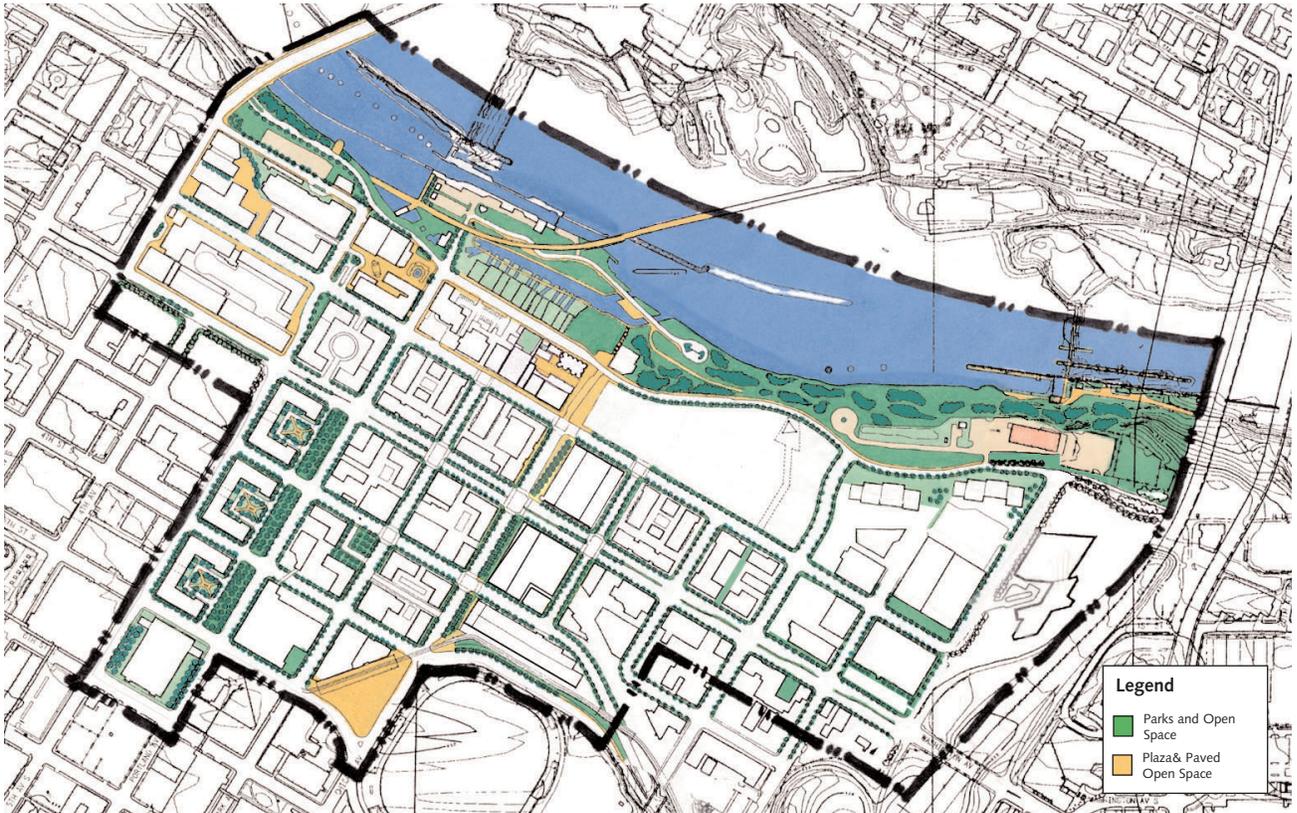


Figure 33 District-Wide Landscape Plan

3 Streetscape & Landscape Guidelines

Chicago, Washington,
9th and 10th Avenues

The following guidelines for streetscape and landscape improvements are intended to complement the original Historic Mills District Master Plan. Each street adjacent to the Guthrie is illustrated in both section and plan, and is accompanied by a list of proposed improvements.

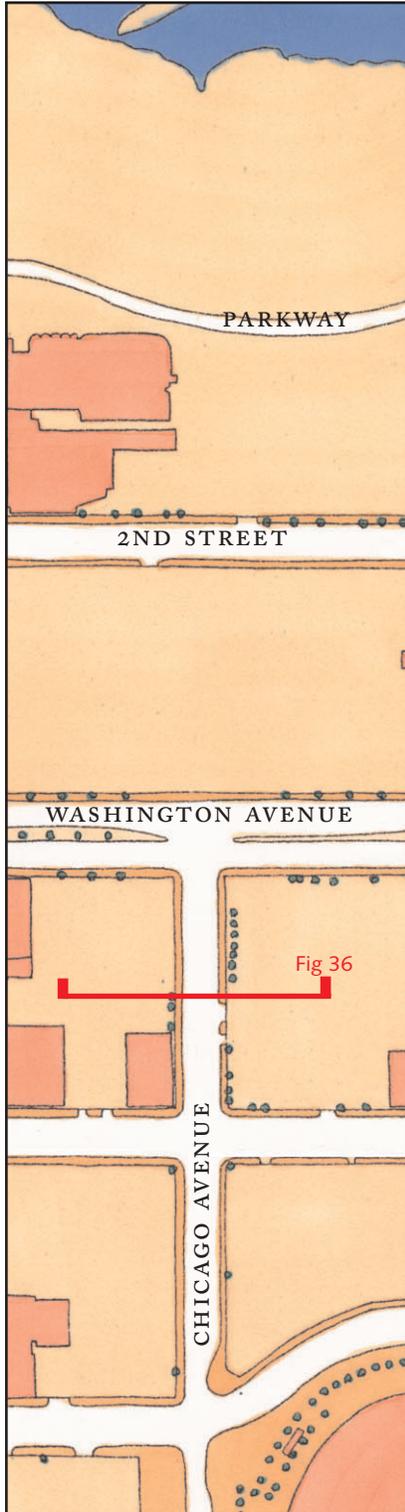


Figure 34 Chicago Today

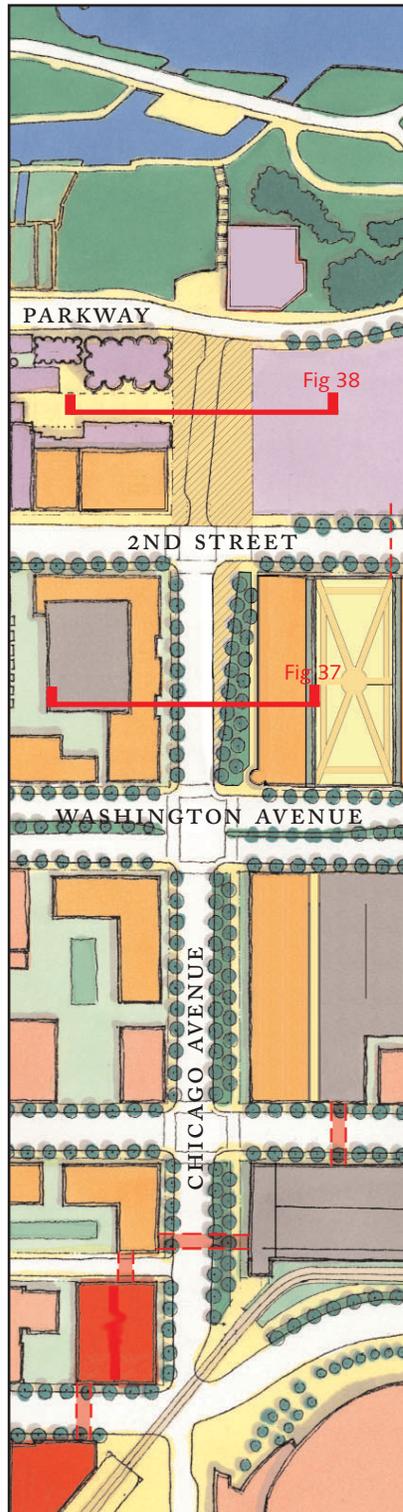


Figure 35 Preferred Chicago Avenue Alternative (to be determined)

Preferred Chicago Avenue Alternative (to be refined)

Chicago Avenue is proposed to be modified in such a way that it will pull the riverfront park into the city. Like Portland Avenue, Chicago Avenue will also act as a major pedestrian spine connecting the Metrodome area to the Historic Mills District.

Proposed improvements include:

- Four moving lanes between the Metrodome and 2nd Street, driveway access to Mill City Museum and Humboldt complex, public plaza on remainder of land between 2nd Street and the Parkway with through connection for pedestrians and bicycles.
- 20-foot wide setback adjacent to the west curb, with a 12-foot clear sidewalk area and an 8-foot verge, planted or paved with decorative paving.
- Medium-size street trees spaced at 30- to 40-foot-on-center along the sidewalk verges.
- Pedestrian-scaled street lights spaced uniformly 45-feet on center at the curb line along the street.
- Benches, monuments and other parklike features along the east curb. Pedestrian-scale street lights should be spaced 45 feet-on-center along the pathways in the plaza.
- A gradually increasing setback along the east curb from south to north. The setback increases from 40 feet between the Metrodome and Washington Avenue to 65 feet between Washington and 2nd Street.
- A hardscaped plaza between the Guthrie and the Mill City Museum.

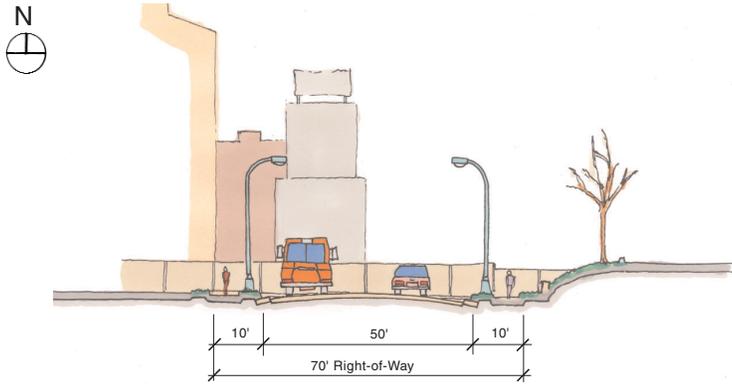


Figure 36 Existing Street Cross Section

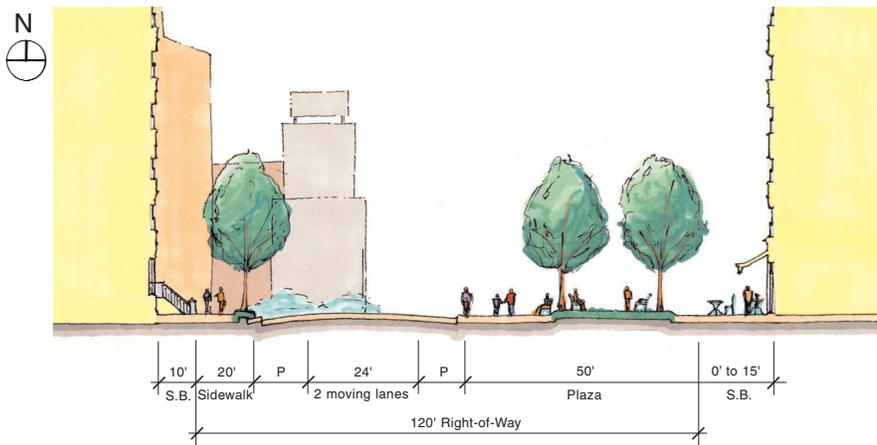


Figure 37 Cross Section of Proposed Chicago Avenue Extension

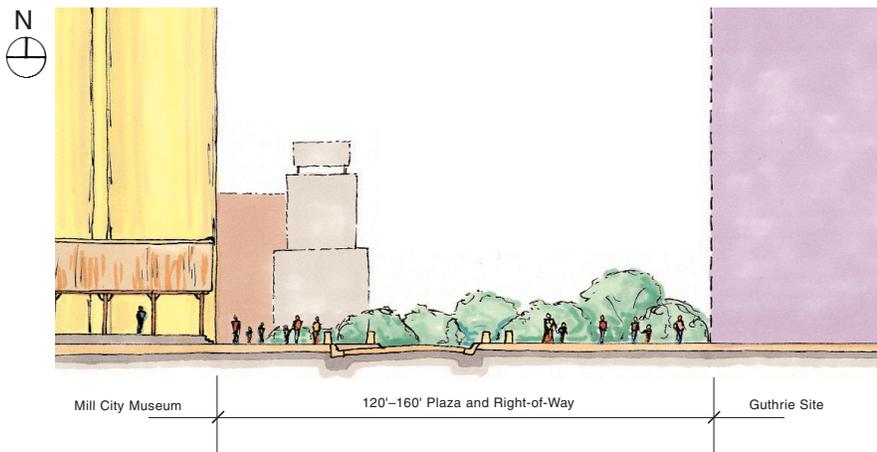


Figure 38 Cross Section through Chicago Avenue at the Guthrie

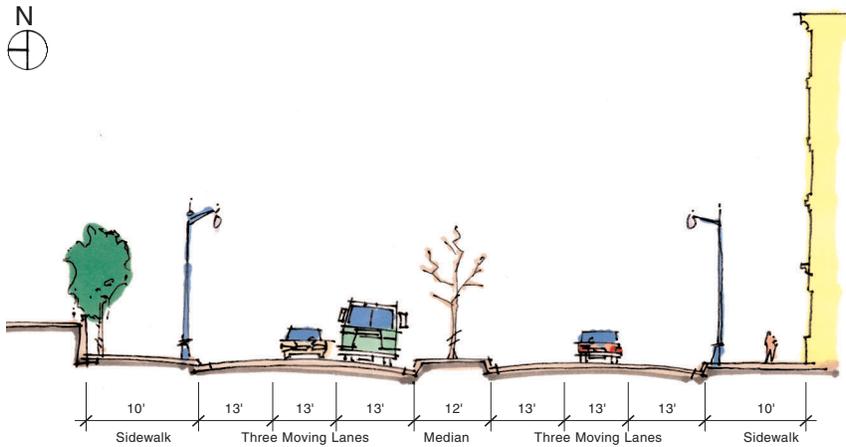


Figure 39 Existing Washington Avenue Cross Section

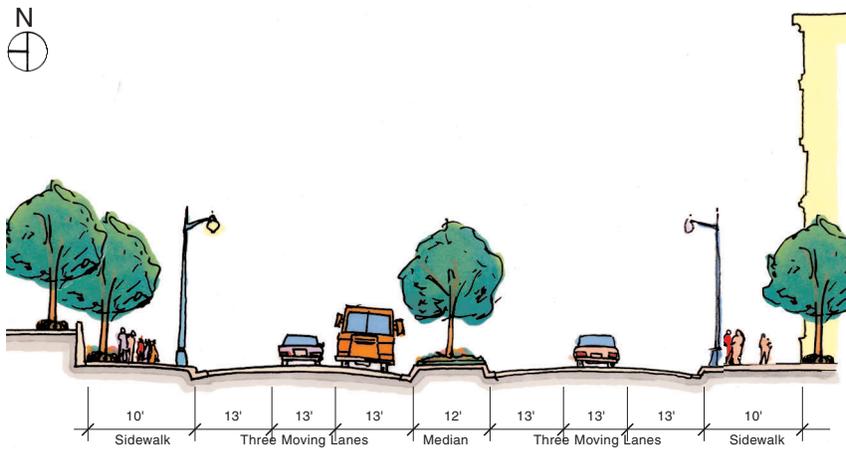


Figure 40 Interim Washington Avenue Cross Section

Washington Avenue Interim Plan

Washington Avenue is intended to be transformed from its present highway-like character into something better. A few modest improvements should be considered immediately.

Streetscape improvements should include:

- Repairs to the irrigation system in the median.
- Elevated street tree planters adjacent to the south curb.
- Large street trees spaced at 40-foot-on-center along the south curb, in the median, and above the north retaining wall. Existing large street trees should be preserved.

Note:

An On-Street Parking Test should be conducted on Washington Avenue since short-term parking is important to retail success.

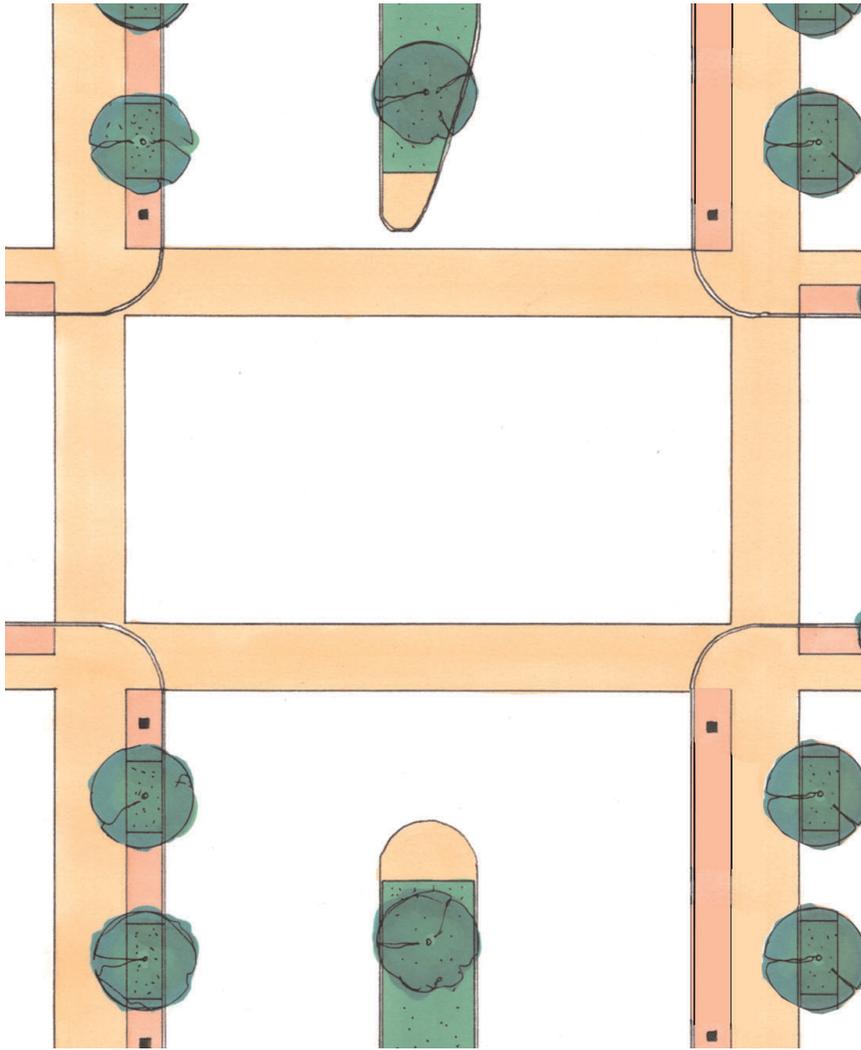


Figure 41 Proposed Plan of Washington Avenue

Washington Avenue Additional Improvements

Washington Avenue should eventually be transformed into a grand street. This image will enhance the pedestrian experience in crossing this wide thoroughfare.

Streetscape improvements include:

- With the Brighton development on Parcel D creating the new build-to line on the north side of Washington Avenue, a 13- to 17-foot-wide sidewalk adjacent to the north curb will be feasible. The new build-to line will help to preserve the westerly view corridor to the train shed.
- Historic high pole street lights along the outside curb lines at 120-foot on center, to give this street a special look.
- Pedestrian-scaled lights along both sides of the street and in the central median.
- Large shade trees planted along the north curb at 40 feet on center in elevated street tree planters or setback 8 feet from curb.
- Pedestrian bulb-outs (particularly at Chicago and side streets) and decorative crosswalks should be considered.
- Along the south curb, shade trees should be planted between buildings and south of the property line.
- Bus shelters should be accommodated wherever appropriate and feasible along Washington (and 2nd Street).

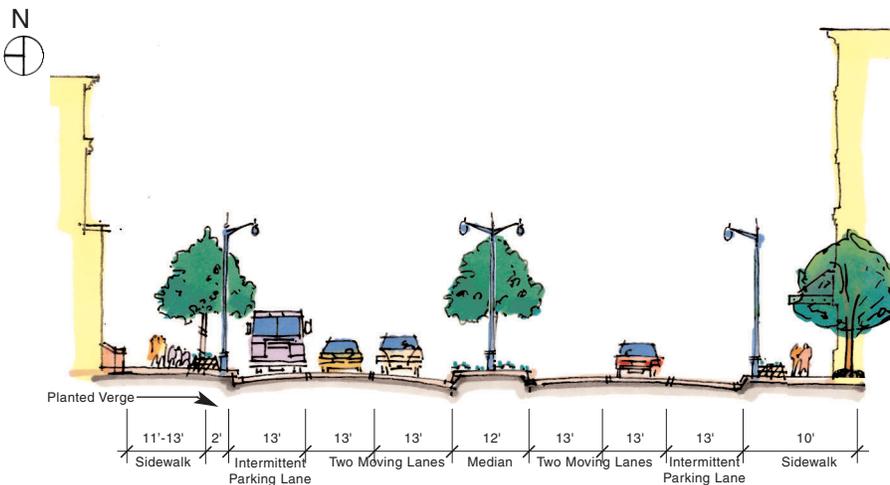


Figure 42 Proposed Cross Section of Washington Avenue

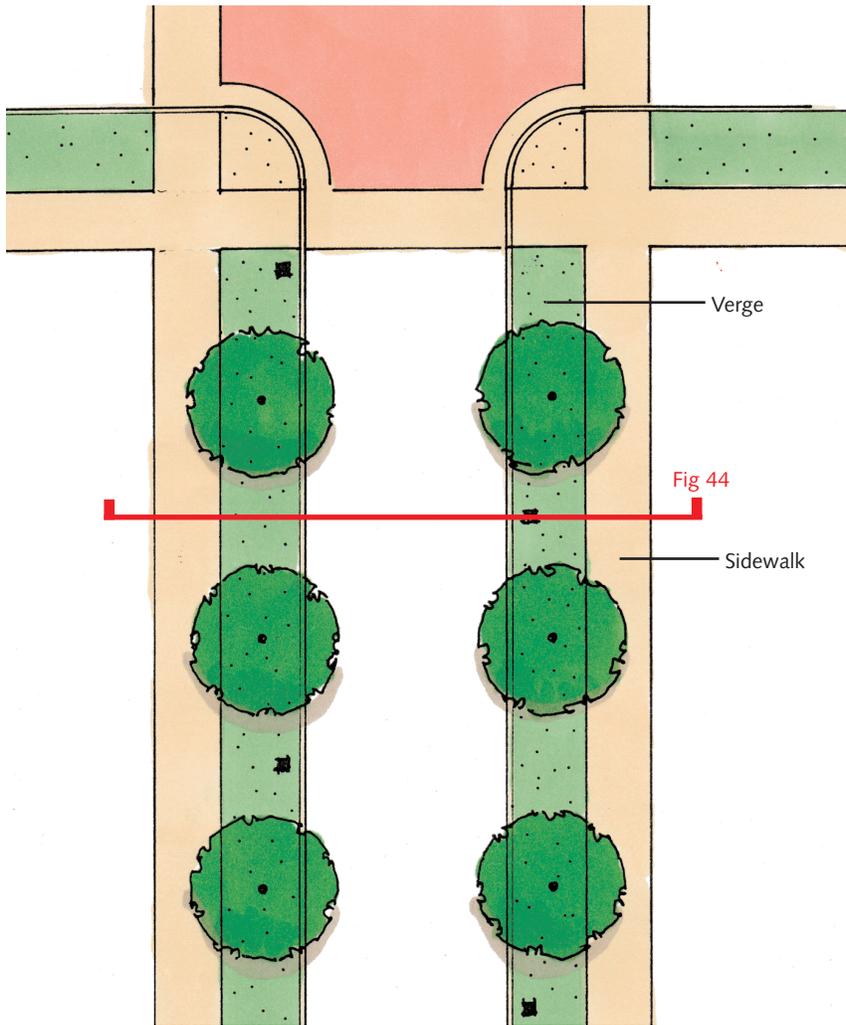


Figure 43 Plan of Proposed 9th and 10th Avenues

9th & 10th Avenues Extensions

To both frame the Guthrie and create an urban residential environment, buildings along 9th and 10th Avenues should be no more than 100 feet apart. This is the same approach that was used to frame the view of the Utility Building at the end of the Park Avenue extension.

Features will include:

- 40-foot wide street with parking on both sides.
- A pedestrian zone of 20-feet which includes a 13-foot paved or grass verge area with seven-foot sidewalks.
- Medium street trees at 30- to 40-feet on center, surrounded by perennial grasses.
- Pedestrian-scaled street lights at 45-feet on center, alternately spaced.
- A suggested 10-foot building setback to allow for a small front yard.

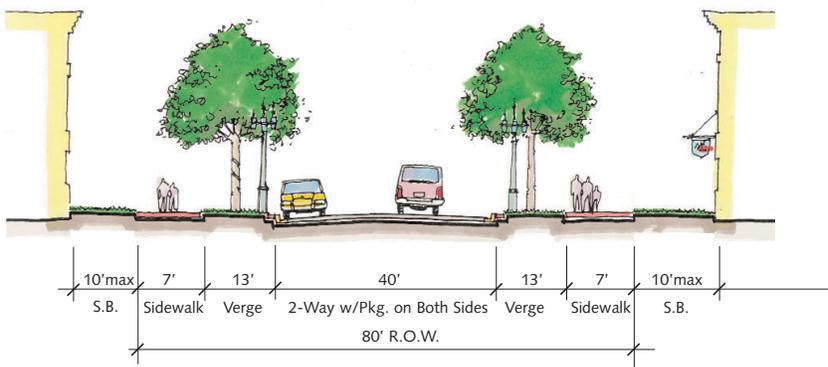


Figure 44 Cross Section of Proposed 9th and 10th Avenues

4 Stormwater Management

Surface parking lots that have not been maintained are among the worst contributors of contaminants to the stormwater runoff in an urban area. Therefore, implementation of the proposed development in the Mills District will substantially improve the quality of stormwater entering the system from the Mills District. The pollutants, (such as motor oil), litter and sediment from the existing surface parking lots are now washed into the storm system and eventually into the Mississippi River after any rain event. Replacement of these lots by structured parking and buildings will significantly improve the area's stormwater quality.

In addition, the following measures are recommended to further improve stormwater management in the Mills District:

- Private developers and the City of Minneapolis will be encouraged to avoid any parking areas that are not covered. Roof decks on top of any above-grade parking ramps would achieve this goal, as well as providing potential outdoor open space for residents.
- In accordance with the city-wide stormwater management ordinance, developers will be required to prepare and implement stormwater management plans for their projects. For the Mills District area, this is expected to be primarily focused on management practices (e.g., sweeping of walks and plazas) to reduce the amount of sediment and litter entering the

storm sewer system. The Metropolitan Council, along with Minneapolis and St. Paul, is preparing a manual of *Best Management Practices* to assist in identifying appropriate techniques. In addition, in any cases in which the roof of an existing building drains into the sanitary sewer system, developers will be required to revise the drainage to use the storm sewer instead.

- Given the urban location of the Mills District and the desire to recognize its history as an industrial area, it is not expected that there will be large areas of vegetated open space or stormwater treatment ponds. However, wherever vegetated open space is planned within private developments or the public right-of-way, private developers and the city will be encouraged to consider designing those landscaped areas to provide some level of stormwater treatment and short-term retention.
- The City of Minneapolis will continue to pursue overall improvements to enhance water quality, such as installation of grit chambers to capture sediment from the area before it enters the Mississippi River. The City and Metropolitan Council Environmental Services also will continue to seek revisions to the sanitary sewer system to resolve the odor problems associated with certain parts of the system in the Mills District.