

Department of Community Planning and Economic Development -
Planning Division
BZH-27212

Certificate of Appropriateness

Date: February 14, 2012
Proposal: Certificate of Appropriateness for New Construction
Applicant: Bob Pfefferle, Hines Northstar Crossings Limited Partnership
Address of Property: 333 Washington Avenue North
Project Name: Dock Street Apartments
Contact Person and Phone: Bob Pfefferle, 612.247.1269
Planning Staff and Phone: Brian Schaffer, 612.673.2670
Date Application Deemed Complete: January 19, 2012
Publication Date: February, 7, 2012
Public Hearing: February 14, 2012
Appeal Period Expiration: February 24, 2012
Ward: 7

Neighborhood Organization: North Loop Neighborhood Association

Concurrent Review:

1. The new construction proposal will require land use approvals approved by the City Planning Commission including a Conditional Use Permit for a Planned Unit Development (PUD) and Site Plan Review.
2. The new construction is subject to an [Environmental Assessment Worksheet](#) (EAW) which was acted upon by the Minneapolis City Council on October 7, 2011.

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Attachments:

Attachment A: Materials submitted by CPED

A21: Map of Subject Site

A22: Map of Minneapolis Warehouse Historic District

Attachment B: Materials submitted by Applicant

B23- B30: Application

B31- B35: Notification Email to North Loop Neighborhood Association

B37-B40: Notification Email to Ward 7 City Council office

B41- B57: Project Narrative and Response to Required Findings

B58-B96: Project Plans

B60-61: Site Photos -sheets T1.3- T1.4

B63-68: Perspective Views –sheets 1.1-1.6

B69- 74: Elevations –sheets 1.7- 1.9a

B76: Material Examples – sheet 1.12

B77-82: Floor Plans – sheets A1.1- A1.6

B83: Detail Plans – sheet A1.7

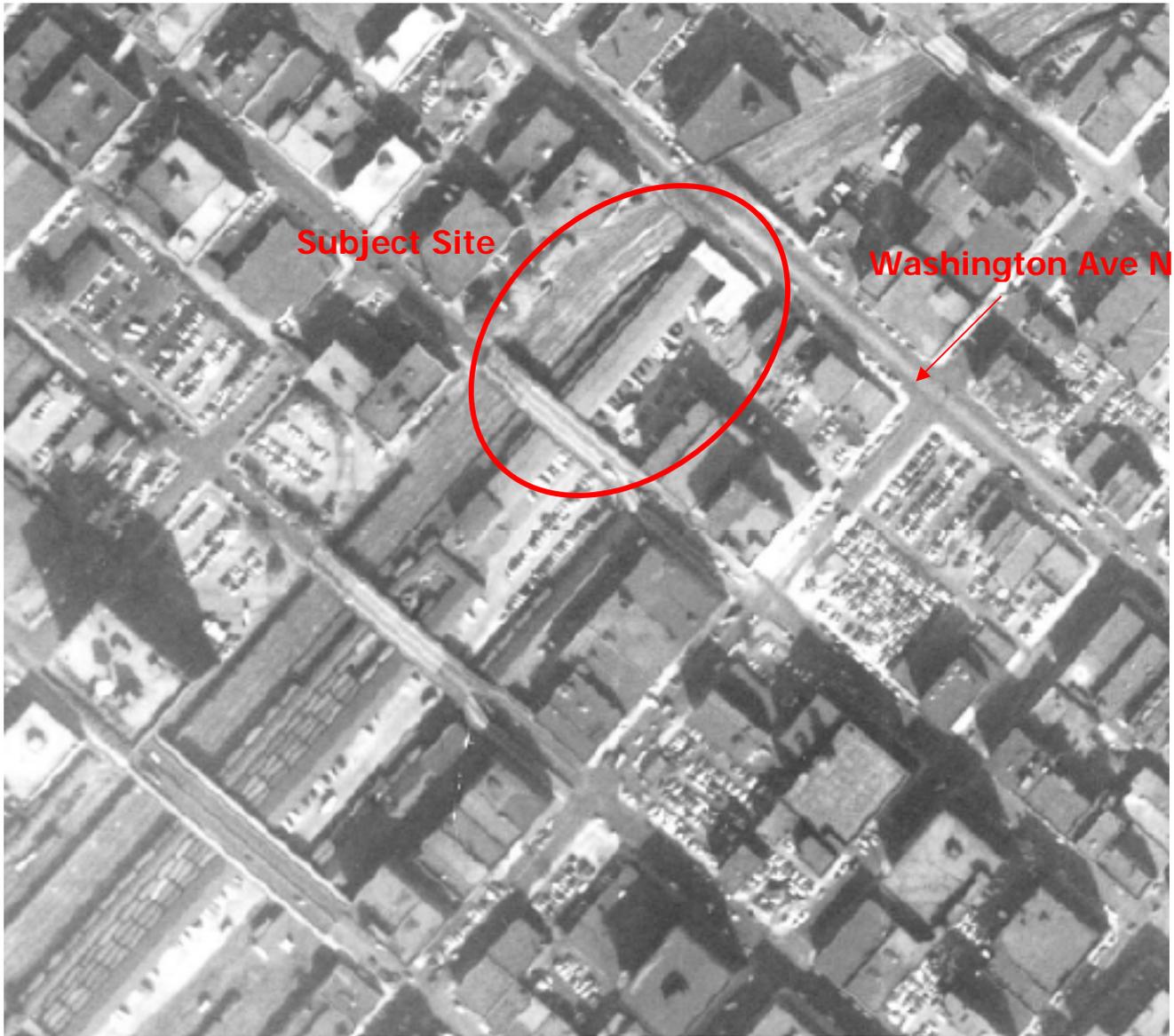
B86-87: Site Survey

B89: Site Plan – Sheet C4

B94-96: Landscape Plan- Sheets L1.1- L2

Attachment C: Public Comments

C1: Email from Karen Lee Rosar



1953 Aerial Photograph of Subject Site (University of Minnesota)

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Subject Site: Google Maps (accessed 2012)

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CLASSIFICATION:	
Local Historic District	Minneapolis Warehouse Historic District
Period of Significance	1865-1930
Criteria of significance	Architecture, Patterns of Development, Transportation and Social Significance
Date of local designation	1978- Expanded in 2009
Applicable Design Guidelines	- Minneapolis Warehouse Historic District - Secretary of Interior Standards for Treatment of Historic Properties

PROPERTY INFORMATION	
Current name	"Rapid Park" aka The Cut
Historic Name	Dock Street Apartments
Current Address	333 Washington Avenue North
Historic Address	333 Washington Avenue North
Original Construction Date	N/A –no building- Site was created in 1891
Original Contractor	N/A
Original Architect	N/A
Historic Use	Industrial/Railroads
Current Use	Parking Lot
Proposed Use	Mixed Use -Residential

BACKGROUND

The manipulation in the Fourth Avenue North rail corridor in 1890 resulted in the feature often referred to as the 'Cut'. This feature exemplifies the transformative power of the railroads on the landscape of the district and is emblematic of the interconnectedness of the railroads and the warehouse industry in the commercial growth of Minneapolis in the late nineteenth and early twentieth century.

The 1890 legal settlement led to the creation of the landscape of this site. The grade was lowered for the Great Northern & Minneapolis St. Louis rail yards. The rail yards were separated from the corridor by an additional grade change that was supported by a stone retaining wall. The lowering of the grade required additional access to the site and resulted in the formation of Traffic Street. The original rail corridor and rail yards crossed Washington Avenue North, Third, Fourth, Fifth, and Sixth Streets North at-grade. This made reliable access to the land to the west of the rail yards very difficult. The lowering of the rail corridor and rail yard grade resulted in the bridging of the site. This bridging reconnected this portion of the city and provided improved access to the land that resulted in additional commercial development for the warehousing and manufacturing industries.

Now covered by surface parking lots, the site historically contained rail yards and four freight depots. The depots were demolished over time in 1939, 1972, and 1989. While the rail lines and depot buildings are gone, the site remains a significant, contributing resource in the Warehouse Historic District. It is a lasting example of the transformative influence of the railroad industry on the form of both the district and the city.

This area of the Minneapolis Warehouse Historic District has been identified as the Rail Yards Area in the Minneapolis Warehouse Historic District Design Guidelines.

SUMMARY OF APPLICANT'S PROPOSAL

The Applicant, Hines Northstar Crossings Limited Partnership (Hines), proposes to construct a six-story apartment building containing 185 apartments, 191 parking spaces and 3,300 sq ft of ground level commercial. The proposed project is called the Dock Street Apartments.

The Applicant also controls and intends to redevelop the remainder of the Cut, also known as the Rail Yards Area, that lies southwest of the Project site, but there are no current plans or schedule for future phases at this time.

In addition to construction of the apartment building the Applicant is proposing to construct a new two-lane private road called Dock Street. The street will be privately owned, but will be open to the public. It will be used for site circulation and will connect the subject site with Washington Avenue North.

The Applicant is also connecting the proposed site to the adjacent Cedar Lake Trail. The Cedar Lake Trail is a bike and pedestrian trail and in this portion of the city it follows the alignment of the Burlington Northern Santa Fe (BNSF) railroad corridor. The connection will occur directly behind the proposed apartment building.

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Proposed Building: The proposed building is sited within the Cut. It fronts Washington Avenue and extends into the site approximately 312 feet. The rear of the building abuts the former right-of-way and alignment of 3rd Street North. At its widest the building is approximately 120 feet wide and following the Burlington Northern and Cedar Lake Trail rights-of-way the building narrows as it approaches Washington Avenue North.

From Washington Avenue North the building appears to be five stories tall (approximately 58 feet from adjacent grade to the parapet). The building follows the lower grade of the Cut and at its southwest end (the end abutting the former 3rd Avenue North right-of-way) it stands six stories tall (approximately 72.5 feet from adjacent grade to the parapet). There is one level of underground parking below the lowered grade of the Cut and a second level of parking accessed at the grade of the Cut. This forms the base for the building. The residential units and commercial space sit on top of this base.

Residential units are built accessing the grade of the cut (level one in the enclosed plans) with the south units (facing Dock Street) having walkout access to Dock Street. (Refer to sheets 1.7 through 1.9a for exterior elevations of the proposed building) Due to the configuration of the site and the proposed building, the commercial tenant space along Washington Avenue North is actually located on the second level of the building, which is at the grade of Washington Avenue North. The massing of the building articulates around two courtyards located on each side of the building. The courtyards sit on top of the parking base of the building. Also, at the south corner of the rear of the building the massing is pulled back to accommodate a similar outdoor open space with a pool.

Note that configuration of the building and the grade of the site can make understanding the floor plans relative to the elevations challenging. The following may be of help:

- The level P2 plan - sheet A1.1 - refers to the below ground parking level
- The level P1 plan – sheet A1.2 - refers to the building’s primary residential entrance along dock street and the upper level of parking
- The level 1 plan – sheet A1.3 – refers to the first floor of residential units and the levels of the two courtyards. This is the level that is accessed from the grade of Dock Street as it descends into the Cut. This level includes the building’s secondary residential access point- located along Dock Street towards the Washington Avenue North facade.
- The level 2 plan – sheet A1.4 – refers to second floor of residential units and contains the commercial tenant space along the Washington Avenue North facade. It also illustrates another articulation in the building’s massing- this the level of the rear (south corner of the building) sun terrace and pool located above the primary residential entrance to the building.
- The level 3-6 plan –sheet A1.5 – shows the floor plans for rest of the typical floors

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The Applicant is using four main exterior materials on the proposed building. The Applicant is using a Corten metal panel that will clad the exterior up to the first level of the building. This will be on the three facades facing the lowered grade of the cut. The Applicant is using two other exterior materials to differentiate the building into two components. The material along the Washington Avenue North component of the building will be a Glen-Gery Red Brick. This material will continue along the side facades, back to the point where the building articulates for courtyards on either side of the building. At the courtyards, the exterior primary building material becomes a stamped metal tile with a Zalmag finish.

The Applicant is proposing two penthouses on the building. Both house elevator and stair overruns. One penthouse also contains an elevator vestibule for access to a rooftop terrace. These penthouses are clad in fiber cement panels in a dark grayish brown called Night Horizon.

The Applicant is proposing an Abet Lamainati Rain Screen cladding for details around the main residential entrance to the building located on the south corner of the building (adjacent to Dock Street and the former 3rd Avenue North right-of-way).

The proposed windows will be Pella fiberglass windows in a Dark Brown finish. The proposed storefront on Washington Avenue North and the residential entrance adjacent to Dock Street will be an aluminum storefront system in a Dark Bronze finish.

The project contains projecting balconies on the three non-Washington Avenue North facades. The balconies will be an aluminum balcony system with a simple metal railing. Along Washington Avenue each floor will have one recessed balcony.

Above the Washington Avenue North storefront the Applicant is proposing a projecting angular open metal canopy with no covering or roofing system.

HVAC for the individual units will be contained within the units themselves using “magic packs” also known as a through-the-wall HVAC system. Prefinished metal louvers will cover the through-the-wall openings. The louvers will be painted in colors to closely match the exterior materials of the brick and stamped metal panels. On the Washington Avenue North facade the Applicant has indicated that they have configured the HVAC system and the units so that only one unit per floor requires louvers fronting the exterior wall.

Site Plan: The proposed plan leaves the former 3rd Avenue North ROW clear of buildings. The Applicant uses this space to allow for vehicular access to the underground parking for the building and for the main residential access to the building. This space also serves as the connection to the Cedar Lake Trail.

The Applicant has proposed two sets of rail lines that terminate in the proposed building and the existing parking lot to the southwest. These rail lines are intended to interpret the rail lines that once served the Great Northern Railroad Freight House and rail yards.

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The Applicant's landscape plans (Sheet L1.2) shows that the Applicant plans to plant three Honeylocust trees along Washington Avenue North and six more along Dock Street. The Applicant is also showing seven Maple trees between the building and the Cedar Lake Trail/BNSF rail corridor. At the rear of the building, within the former 3rd Avenue North viaduct right-of-way the proposal includes ten Linden trees. Additional planting along the Cut facades of the building include perennials, grasses, and shrubs.

PUBLIC COMMENT:

At the time of the publication of this report one letter from a nearby property owner has been received. It is located in attachment C.

CETIFICATE OF APPROPRIATENESS: Certificate of Appropriateness for new construction in the Minneapolis Warehouse Historic District .

Findings as required by the Minneapolis Preservation Code:

The Planning Division of the Minneapolis Community Planning and Economic Development Department has analyzed the application based on the findings required by the Minneapolis Preservation Ordinance. Before approving a certificate of appropriateness, and based upon the evidence presented in each application submitted, the commission shall make findings based upon, but not limited to, the following:

- (1) The alteration is compatible with and continues to support the criteria of significance and period of significance for which the landmark or historic district was designated.**

The Minneapolis Warehouse Historic District is historically significant as an early example of commercial growth as the city's warehouse and wholesaling district. The district expanded during the late nineteenth and early twentieth centuries and helped transform Minneapolis into a major distribution and jobbing center for the northwest. The buildings, structures, and sites within the district include the best remaining examples of an agricultural implement warehousing industry. In 1915 the implement warehouse industry exceeded the flour and grain trade as the biggest business in Minneapolis. And in 1919 the wholesaling industry became a billion dollar industry. These industries reached the size they did because of the access to the agrarian economies of the northwest facilitated by the railroads. The buildings, structures, and industrial landscape of the warehouse district reflect the genesis and evolution of these industries as they grew from one or two warehouses in 1865 to approximately 300 in 1920. The period of significance is 1865-1930.

Railroads shaped the Warehouse District; from the configuration and location of buildings to the manipulation of the grade. The lowered grade of the subject site, the Cut, relative to the adjacent properties is a significant feature of the site and the district. This feature exemplifies the transformative power of the railroads on the landscape of the district and is emblematic of the interconnectedness of the railroads and the warehouse industry in the commercial growth of Minneapolis in the late nineteenth and early twentieth centuries.

The proposed alteration is compatible with the criteria of significance for the district. The proposed project retains the lowered grade of the Cut. The design and location of the proposed primary residential entrance to the building at the south end of the building (the end opposite of Washington Avenue) reintroduces activity to the site and is at similar grade to the entrances of building across the proposed Dock Street, Union Plaza, a contributing historic building constructed within the Cut. This helps recall the activity created by the former freight depots at this site.

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

The buildings, structures, and industrial landscape of the warehouse district reflect the genesis and evolution of the warehousing and railroad industries. The lowered grade of the subject site, the Cut, relative to the adjacent properties is a significant feature of the site and the district. This feature exemplifies the transformative power of the railroads on the landscape of the district and is emblematic of the interconnectedness of the railroads and the warehouse industry in the commercial growth of Minneapolis in the late nineteenth and early twentieth centuries.

The proposed alteration is compatible with the designation of the property. While there are not currently buildings within this portion of the Cut, historically there were four freight houses, including a freight office along Washington Avenue North. Bridge connections for Third, Fourth, & Fifth Streets North spanned over the rail yards and the freight houses.

The significance of the site is the lowered grade relative to its surroundings and the connections bridging the site that were facilitated by the lowered grade. The proposal retains the relationship of the connections over and through the site, the activity that occurred in the lowered grade, and the physical grade change of the site.

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

Integrity is the ability of a resource to convey its significance. The significance of the subject site, the Cut, is the lowered grade of the site and the activity and connections that occurred on this site and throughout the Warehouse District because of the lowered grade. The National Park Service (NPS) identifies seven aspects of integrity, two are discussed below.

Design

The NPS provides the following information regarding design in its publication "How to Evaluate the Integrity of a Property"

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system;

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massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related: for example, spatial relationships between major features; visual rhythms in a streetscape or landscape plantings; the layout and materials of walkways and roads; and the relationship of other features, such as statues, water fountains, and archeological sites.

The integrity of design for the site is retained and preserved. The design of the property is its lowered grade and connections. The proposed project retains the lowered grade of the site. Dock Street creates a new access point to this lowered grade and the even lowered grade of the BNSF rail corridor remains open and visible. The former 3rd Street North viaduct corridor is retained as both a visual corridor and interpretation of the activity that occurred on the site.

The proposed project restores a building to the edge of Washington Avenue North which helps reinforce the former street wall that existed on this location. The massing, height, materials and orientation of this portion of the building reinforces the street wall design of Warehouse Historic District along Washington Avenue North.

Setting

The NPS provides the following information regarding setting in its publication "How to Evaluate the Integrity of a Property"

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just *where*, the property is situated and its relationship to surrounding features and open space.

Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as:

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- Topographic features (a gorge or the crest of a hill);
- Vegetation;
- Simple manmade features (paths or fences); and
- Relationships between buildings and other features or open space.

These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts

The integrity of the setting for the Cut is retained by the access, both visual and physical, to the lowered grade of the site. The historic connections over the site are no longer extant, but the former view corridor of the connections is preserved in the proposed project, which helps in retaining the integrity of setting.

The proposed project restores a building to the edge of Washington Avenue North which helps reinforce the former street wall that existed on this location.

The massing, materials and height of the proposed building do not impair the district's integrity of setting.

- (4) The alteration will not materially impair the significance and integrity of the landmark, historic district or nominated property under interim protection as evidenced by the consistency of alterations with the applicable design guidelines adopted by the commission.**

The relevant design guidelines for this project are the Minneapolis Warehouse Historic District Guidelines, adopted by the Minneapolis Heritage Preservation Commission in March of 2010. The subject site is located in the Rail Yards Area and subject to the guidance within that section of the guidelines.

The Rail Yards Area is different from the rest of the Warehouse Historic District. This is the site of the former rail yard for the Great Northern (now known as the Burlington Northern Santa Fe- BNSF) and the Minneapolis & St. Louis Railroads (now known as the Union Pacific). The area also contains a portion of the active BNSF rail corridor. Historically, the site contained railroad depots, sheds, offices and railroad tracks. It did not contain warehousing, manufacturing or other buildings or structures found in the other parts of the district. This area contains a portion of the only rail yard in downtown Minneapolis that has yet to be developed. Development of other rail yards have resulted in building designs that leave the former rail yard indistinguishable from the other areas of the City and do not offer any clues to the importance of what was once there. It is important to convey the significance of this area in new development and provide for a visual context that sets this area off from the adjacent historic buildings.

The guidelines for this property focus on the following:

Site Design- Corridors: The guidelines state: “The 80 foot wide Third Street North View Corridor shall remain unobstructed to the sky and be preserved though the site. New development in the rail yard is allowed below the historic bridge deck height, but shall not encroach on this feature above that level.” Historically, the former freight houses extended under the decking of the bridges.

The proposed project retains the 80 foot wide corridor as open space and reinforces it by building up to the corridor’s edge. The Applicant is proposing to plant ten Linden trees in this portion of the corridor. These trees will occupy the space that would be below the historic bridge deck height. At the time of planting they will likely not exceed the height of the historic bridge deck. However, trees grow- this species appears to grow to between 35 and 50 feet- which could interfere with some of the visual intent of preserving this corridor but likely not to the extent of destroying the corridor’s interpretive intent or capability.

Site Design- Grade Separation: The lowered grade of the rail yards and even lower grade of the active rail corridor are integral character defining features of the district. The Guidelines encourage incorporating the historic grade elevations into the design of new construction. The guidelines require that lowered elevations in the Rail Yard Area not be lost in new development. The guidelines further encourage design interpretation, visual and physical access to the area to convey its lowered elevation.

The Proposal includes several elements that meet this requirement. Dock Street creates a street component used for both pedestrian and vehicular access to the proposed building and to future phases of development in this area. This provides physical and visual access to the site. Furthermore, the configuration of the building with its primary residential entrance located within the Cut and six residential units and a courtyard, all with access within the existing grade of the Cut, emphasizes the physical and visual activity at this lowered level.

The Applicant states that the lowered grade is also interpreted in the design of the building. The Applicant has clad the base of the building in Corten steel, the base sits at a level that represents a datum between the adjacent street grade and the lowered grade of the site.

New Building Design: There are two specific applicable guidelines that the proposed project meets regarding its design. The guidelines require that the building be built up to the Washington Avenue North right-of-way to reinforce the street wall. The proposed project meets this requirement. The guidelines also set a height limit on new construction at 20 stories; the proposed project is six stories and meets this requirement.

The guidelines do not offer further requirements for massing, materials or other designs. The guidelines do state that “buildings shall stand apart from the design of the adjacent historic buildings. It is important to recognize that the buildings in

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the district have lasted over 100 years. New construction in this area should be designed to last for the same.”

The guidelines are intentionally focused on preserving the features of the site and encouraging new construction to offset itself from the adjacent buildings of the Warehouse District through design. The primary exterior materials of the proposed project are a brick and stamped steel. The materials, accompanied by the design of the building, create a contemporary design that stands apart from the adjacent historic buildings. However, the longevity of the materials and the design of the project is not known.

It is important to note that other portions of the Minneapolis Warehouse Historic District Design Guidelines regarding new building design that are outside of the Rail Yards Area section are not applicable to the proposed project. The following is provided for reference.

The applicable portion of the Warehouse Historic District Design Guidelines, the Rail Yards Area, does not provide guidance on through-the-wall HVAC systems. In the other portions of the district the guidelines do not permit this system.

The applicable portion of the Warehouse Historic District Design Guidelines, the Rail Yards Area, does not provide guidance on projecting balconies. In other portions of the district the guidelines allow for projecting balconies on secondary facades, but require the balconies on secondary facades to be setback one structural bay from the primary facade.

- (5) **The alteration will not materially impair the significance and integrity of the landmark, historic district or nominated property under interim protection as evidenced by the consistency of alterations with the recommendations contained in The Secretary of the Interior's Standards for the Treatment of Historic Properties.**

There are three Standards for Rehabilitation that are applicable to the proposed project:

Standard One: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships

Standard Two: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

Standard Nine: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial

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relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The Applicant's proposal does not reuse the property as it was historically. However, the Applicant is preserving the site's grade and access thus retaining the features, spaces and spatial relationships that make this site significant. The site historically contained buildings and rail yards; the proposed project introduces a larger building than historically ever existed on the site. In doing so, the proposed project alters the environment of the district and does have impacts on the spatial relationships of the district. However, the design of the proposed building fits within the intent and purpose of the Warehouse Historic District Design Guidelines adopted by the HPC in March 2010, which calls for the significant site characteristics to be retained and preserved while allowing for new buildings that are offset from the design of the adjacent warehouse buildings. The intent of guidelines was to encourage development in this area to purposefully stand out and be perceived as a different form and function than rest of the buildings and sites within Warehouse District while still preserving the site's character defining features and the overall spatial relationships of the historic district. The proposed project accomplishes this intended goal and meets standard nine.

For settings, The Secretary of the Interior Standards and Guidelines for Rehabilitation recommends: *"Identifying, retaining, and preserving building and landscape features which are important in defining the historic character of the setting. Such features can include roads and streets, furnishings such as lights or benches, vegetation, gardens and yards, adjacent open space such as fields, parks, commons or woodlands, and important views or visual relationships."*

The proposed project meets the Secretary of the Interior Standards and Guidelines. It retains, preserves, and interprets the historic relationship of the lowered grade of the site and the connections above and through the site. It retains the key historic visual relationships between the site and the Minneapolis Warehouse Historic District. It accomplishes this while restoring buildings and associated building activity.

- (6) The certificate of appropriateness conforms to all applicable regulations of this preservation ordinance and is consistent with the applicable policies of the comprehensive plan and applicable preservation policies in small area plans adopted by the city council.**

The Applicant's proposal is consistent with a number of the applicable policies of the comprehensive plan including the following:

- 1.2.1: Promote quality design in new development as well as building orientation, scale, massing (Land use);
- Policy 3.1: Grow by increasing the supply of housing (Housing);

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- Policy 3.2: Support housing density in locations that are well connected by transit, and are close to commercial, cultural, and natural amenities (Housing);
- Policy 3.6: Foster complete communities by preserving and increasing high quality housing opportunities suitable for all ages and household types (Housing).
- Policy 8.5: Recognize and preserve the important influence of landscape on the cultural identity of Minneapolis.
- Policy 8.8: Preserve neighborhood character by preserving the quality of the built environment.
- Policy 10.2: Integrate pedestrian scale design features into Downtown site and building designs and infrastructure improvements.
- 10.2.1 The ground floor of buildings should be occupied by active uses with direct connections to the sidewalk
- 10.2.4 Integrate components in building designs that offer protection to pedestrians, such as awnings and canopies, as a means to encourage pedestrian activity along the street.
- 10.2.3 Ensure that buildings incorporate design elements that eliminate long stretches of blank, inactive building walls such as windows, green walls, architectural details, and murals.
- 10.6.2 Promote the preservation and enhancement of view corridors that focus attention on natural or built features, such as the Downtown skyline, landmark buildings, significant open spaces or bodies of water.

The North Loop Small Area Plan adopted by the City Council in 2010 was an update to the Downtown East/North Loop Small Area Plan created in 2003. In the area of the subject site, the North Loop Plan forwarded the guidance of the Downtown East/North Loop Plan.

The Downtown East/North Loop Plan calls for mixed use development on this site, with a stepping up in allowed height and density from Washington Avenue south towards 5th Street North. The intent was to encourage development density in the proximity of transit infrastructure.

The site is adjacent to the existing Target Field Station of the Hiawatha LRT and will also be future stops for the Central Corridor LRT and the planned Southwest LRT. It is also the location for their terminus of the Northstar Commuter and potential future other rail lines. In addition, the subject site is adjacent to the proposed Interchange, a new transit hub designed to accommodate the current multiple modes of transit and the planned future lines.

The plan also calls for the preserving key views within the area. The view corridor that follows the 3rd Street North corridor through the site to the core of downtown was one of the views identified in this plan. The proposed project complies with the policies and land use guidance of both the North Loop and Downtown East/North Loop Small Area Plans.

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- (7) **Destruction of any property. Before approving a certificate of appropriateness that involves the destruction, in whole or in part, of any landmark, property in an historic district or nominated property under interim protection, the commission shall make findings that the destruction is necessary to correct an unsafe or dangerous condition on the property, or that there are no reasonable alternatives to the destruction. In determining whether reasonable alternatives exist, the commission shall consider, but not be limited to, the significance of the property, the integrity of the property and the economic value or usefulness of the existing structure, including its current use, costs of renovation and feasible alternative uses. The commission may delay a final decision for a reasonable period of time to allow parties interested in preserving the property a reasonable opportunity to act to protect it.**

The proposed project does not result in destruction.

Before approving a certificate of appropriateness, and based upon the evidence presented in each application submitted, the commission shall make findings that alterations are proposed in a manner that demonstrates that the applicant has made adequate consideration of the following documents and regulations:

- (8) **Adequate consideration of the description and statement of significance in the original nomination upon which designation of the landmark or historic district was based.**

The Applicant has provided its own analysis of the site's and district's history as part of the work that was completed for an Environmental Assessment Worksheet (EAW). This analysis demonstrates adequate consideration of the site and the historic district.

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

In addition, to the Certificate of Appropriateness for the new construction the proposal will also require land use approvals including a Conditional Use Permit for a Planned Unit Development, and Site Plan Review.

The Site Plan Review chapter of the Zoning Code provides requirements for several components of the project:

- **Landscaping and Screening:** the Applicant proposal includes several landscaping elements that indicate adequate consideration of these requirements while balancing the Minneapolis Warehouse Historic District Design Guidelines that discourage boulevard landscaping along Washington Avenue North.
- **Building Design:** the Applicant's proposal addresses fenestration, access, and building materials that demonstrate adequate consideration of these

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requirements. The Applicant's proposal includes active ground floor uses and several residential entrances. Site Plan Review requires entrances to be emphasized through architectural details such as canopies or roof details. The Applicant's plans do not consistently show a canopy detail over the secondary residential entrance to the proposed building along its Dock Street facade. This may be an oversight on the plans; however, not providing the canopy would be out of compliance with the Site Plan Review requirements

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

- (10) **The typology of treatments delineated in the Secretary of the Interior's Standards for the Treatment of Historic Properties and the associated guidelines for preserving, rehabilitating, reconstructing, and restoring historic buildings.**

The proposed project meets the Rehabilitation Standards and Guidelines.

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

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

The proposed project complies with the Minneapolis Warehouse Historic District Design Guidelines adopted by the HPC in March of 2010. The proposal retains the integrity of the site and its associated connections, thus preserving the integrity of the setting of the entire district while allowing for new development.

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

The proposed project is in keeping with the spirit and intent of the ordinance by retaining the integrity of the site. The design of the proposed building will not negatively alter the essential character of the district.

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

The proposed project retains the historic integrity of the lowered grade of the subject site while allowing for a new building. The introduction of dock street and creating the activity

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at the lowered grade will aid in the preservation of the grade of the site within the proposed project and within future phases.

STAFF RECOMMENDATION

CPED-Planning staff recommends that the Heritage Preservation Commission **adopt** staff findings and **approve** the Certificate of Appropriateness for the new construction at 333 Washington Avenue North with the following conditions:

1. CPED-Planning Staff shall review and approve the final site, civil and architectural plans prior to building permit issuance;
2. The Certificate of Appropriateness approval shall expire if it is not acted upon within one year of approval, unless extended by the Planning Director in writing prior to one-year anniversary date of approvals;
3. By ordinance, all approvals granted in this Certificate of Appropriateness shall remain in effect as long as all of the conditions and guarantees of such approvals are observed. Failure to comply with such conditions and guarantees shall constitute a violation of this Certificate of Appropriateness and may result in termination of the approval.