Department of Community Planning & Economic Development
250 South 4th Street, Room 300
Minneapolis, MN 55415-1385

MEMORANDUM

TO: City Planning Commission, Committee of the Whole

FROM: Hilary Dvorak, Principal Planner, (612) 673-2639

DATE: July 31, 2014

SUBJECT: 602-606 First Street North

The applicant and the Department of Community Planning and Economic Development (CPED) would like to introduce and seek feedback from the Heritage Preservation Commission (HPC) and City Planning Commission (CPC) on the new construction proposal at the property located at 602-606 First Street North. This input will be used by the applicant as they prepare a formal application.

The proposed project is a new 24-unit residential building. The building will be 8-stories (approximately 90 feet) in height with two levels of underground parking. The site is zoned C3A Commercial Activity Center District and is located in the DP Downtown Parking Overlay District and the DH Downtown Height Overlay District. The site is also located in the Warehouse Historic District and the St. Anthony Falls Historic District.

The DH Overlay District allows buildings up to 6 stories/84 feet in height and a floor area ratio (FAR) of up to 4.0. A 20 percent density bonus for FAR is allowed when all of the required parking is located within the building. The DP Overlay District allows a reduction in the minimum amount of parking per dwelling unit from 1.0 to .9 and establishes a maximum amount of parking per dwelling unit of 1.7. The exterior materials proposed for the building include brick, composite metal panels and brick.

The building located at 606 First Street North is used for enclosed parking for residents of the Garr Scott Lofts building which is adjacent to the site. As part of the land transaction the owner of the Garr Scott Lofts building is requiring that there be 15 parking spaces provided in this building for their development. The applicant is proposing to accommodate these spaces in an enclosed parking garage accessed from the public alley.

SITE HISTORY

The site is located in both the Warehouse Historic District and the St. Anthony Falls Historic District. In the Warehouse Historic District the site is located in the Twentieth Century Warehouse character area and in the St. Anthony Falls Historic District the site is located in the Warehouse District character area. These two character areas overlap one another. Given this, the adopted Minneapolis Warehouse Historic District Design Guidelines apply.

The period of significance for the St. Anthony Falls Historic District is 1848-1941 and the period of significance for the Minneapolis Warehouse Historic District is 1865 and 1930. The Security Warehouse building, located at 602 First Street North, was constructed in 1936. The one-story concrete block building has a brick façade facing the street. The building has been determined to be non-contributing in both of the historic districts. The building located at 606 First Street North was constructed in 1958 as

an addition to the Garr Scott Lofts building located at 614 First Street North. The Garr Scott Lofts building is a contributing resource however, the addition is not.

LAND USE AND PRESERVATION GUIDANCE

Future Land Use: *The Minneapolis Plan for Sustainable Growth* identifies the site as mixed use on the future land use map. It also falls within the boundaries of the *Downtown East North Loop Small Area Plan*, where it is located in the Residential Enclave District. This district calls for residential developments between 2 and 6 stories.

Warehouse Historic District Design Guidelines: The guidelines can be found at http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/convert_264805.pdf. Primarily Part III: Design Guidelines for New Buildings on Infill Sites of the guidelines applies to this proposal.

St. Anthony Falls Historic District Design Guidelines: The guidelines can be found at http://www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/convert_255677.pdf. Primarily Chapter 9: New Infill Building Guidelines of the guidelines applies to this proposal.

APPLICATIONS

The following applications have been identified at this time:

Heritage Preservation Commission:

- Demolition of Historic resource applications for both 602 1st Street North and 606 1st Street North.
- Certificate of appropriateness for new infill development.

City Planning Commission:

- Conditional use permit to increase the height of the building from 6 stories/84 feet to 8 stories.90 feet.
- Variance to increase the allowed FAR from 4.8 to 5.65.
- Variances to reduce the interior and rear yard setbacks from 15 feet to less than 5 feet.
- Variance to increase the maximum amount of parking spaces per dwelling unit from 1.7 to 2.04 spaces plus an additional 15 spaces for the adjacent residential building.
- Site plan review.

Minneapolis Warehouse Historic District Design Guidelines

Twentieth Century Warehouse Area: Fueled by the access to commerce generated by the railroads, the district grew from the Nineteenth Century Warehouse area along two primary axes: southwest and northwest. Southwest along the Burlington Northern Rail lines, as reflected in the growth along Third Avenue North through First Avenue North; and northwest along the Soo Line, Northern Pacific Rail lines, and spur lines off of the Burlington Northern Rail lines as reflected in the growth along First Street North, Washington Avenue and Third Street North.

As one moves out from the Nineteenth Century Warehouse Area of the district along theses axes the size, scale and design of the structures are indicative of the expansion of the industries. The growth of the industry was also reflected in individual businesses that grew too big for their buildings and demanded larger buildings to accommodate their growing businesses. They assembled larger sites, comprised of multiple smaller lots, to accommodate this rapid growth. The footprints of the buildings were not the only aspect of the building to grow; their heights grew as well. The growth of the industries in the late nineteenth and early twentieth century coincided with improvements in building technology that allowed for taller structures.

These buildings were large rectilinear boxes built for warehousing and manufacturing. The buildings were workhorses designed for an industrial purpose, but the wealth generated by the businesses and industries that built these buildings often afforded the architects who designed these boxy buildings to embellish their buildings with ornate details. The scale of these new structures creates a different feeling than the character of the Nineteenth Century Warehouse area.

Part III: Design Guidelines for New Buildings on Infill Sites

The intent of the Design Guidelines for New Buildings on Infill Sites section is to encourage compatible design that reinforces key character defining features of the district. Compatibility is the ability of different components, whether similar or dissimilar, to function together and stand together. New buildings shall not replicate existing buildings. The following design guidelines establish a framework for making design decisions that will reinforce the key character defining elements of the district while allowing for creativity and flexibility in new designs.

There are seven key measures of design found in the existing buildings in the Warehouse Historic District. These include: S*treet wall*, *Massing*, *Scale*, *Rhythm*, *Fenestration*, *Materials*, and *Architectural Details*. These measures can be found in each of the buildings in the district and develop a collective vocabulary of design within the district. The designs of the features reveal an evolution over the period of significance of the district, 1865 to 1930. This evolution in design corresponds with the age of the building. Likewise, the age of the buildings corresponds with the geographic development patterns described in the Introduction of this document (See Distinctive Character Areas of the Minneapolis Warehouse Historic District p. XX). The Nineteenth and Twentieth Century Warehouse Areas represent the geographic boundaries of the industry and design evolution.

The guidelines have been grouped into two sections: Infill Site Design and Building Design. The Infill Site Design guidelines address the building location and orientation. They address the S*treet Wall* measure of design. The New Building Design guidelines address the design of the building. They address the

remaining six measures of design: *Massing*, *Scale*, *Rhythm*, *Fenestration*, *Materials* and *Architectural Details*.

INFILL SITE DESIGN

The intent of the following site design guidelines is to ensure that new buildings and infill development reinforce the historic development patterns and street wall of the district. The following guidelines adhere to the street and block typologies introduced in the Design Guidelines for the Public Realm, which include Commercial, Freight, and Mixed streets. The street and block typologies provide requirements on the orientation of buildings along the three street types.

Street wall: The orientation and location of buildings are important character defining features in the district. During the late Nineteenth and early Twentieth Centuries, commercial buildings were typically built to the front property line to maximize their entire building envelope. The buildings in the Warehouse Historic District follow this building location pattern. The warehousing and manufacturing industries that were housed in many of the buildings often maximized their building envelope to accommodate their growing businesses. The consistent location of the buildings sets a solid wall where the building wall meets the public right-of-way. This building placement is the underpinning for the consistent street wall corridor feeling, which is an important context to the character of the district.

Street wall - Building Placement on Site:

Requirement:

3.1. The building shall be built to the property line adjacent to the public right-of-way (zero setback). A maximum setback of five feet is allowed for recessed entryways.
3.2. Fences and grade separations between the building and public right-of-way are inappropriate and shall not be allowed.
3.3. Chain link fences are not allowed.
3.4. When stormwater management systems are required, they shall be master planned and located to the rear of buildings.

Advisory:

3.5. A perimeter block pattern with buildings built to line and private or semi-private courtyards to the rear of the building is appropriate.

Other Considerations:

3.6. Side courtyards, seating areas and spaces that support pedestrian activities will be considered as long as they do not interrupt the historic rhythm of the block face. A setback of up to 20 feet will be considered.

Access Points - Pedestrian Interface:

Requirement:

3.7. Buildings shall be oriented such that principal facades and entrances face public streets.
3.8. Primary building entrances shall be located along commercial or mixed Streets.
3.9. Secondary building entrances shall be located along freight Streets.

Other Considerations:

3.10. Corner entrances on buildings will be considered only at the intersections of two commercial streets and chamfered corners shall be restricted to the first floor only.

Access Points -Vehicular Interface & Parking:

Requirement:
3.11. Vehicular access to a site shall be obtained using existing alleys.
3.12. New vehicular access to a site shall not be made from commercial or mixed streets.
3.13. Parking shall be located below grade or to the rear of the buildings.
3.14. Off-street parking shall not be located along a principal facade or between the building and the right-of-way.
3.15. Opportunities for shared parking and vehicular access shall be explored to the greatest extent possible.

Other Considerations:
3.16. New vehicular access from freight streets will be considered.

Access Points - Loading Areas:

Requirement:
3.17. Loading areas shall be located to the rear of the property, accessed through alleys or by freight streets.

Accessory Structures:
Requirement:
3.18. Accessory structures including but not limited to storage buildings and dumpster enclosures shall not be visible from the public right of way and shall not obscure the building's features.
3.19. Accessory structures shall be compatible to the primary building or structure. Such compatibility shall be determined by architectural style, colors, materials and finishes.

DESIGN FOR NEW BUILDINGS

The intent of the Design for New Buildings guidelines is to encourage compatible design that reinforces key character defining features of the district. Compatibility is the ability of different components, whether similar or dissimilar, to function together and stand together. New buildings shall not create false history by replicating existing buildings. The following design guidelines establish a framework for making design decisions that will reinforce the key character defining elements of the district while allowing for creativity and flexibility in new designs.

Massing: The buildings of the Warehouse Historic District generally possess similar massing. The volume or shape of the buildings is not made up of a complex collection of volumes; it is made up of one singular rectangular volume. Small ancillary additions can be found for access or mechanical penthouses on their roofs. The rooftop penthouses are minimally visible from the public rights-of-way and do not significantly alter the general massing of the buildings.

Requirement:
3.20. Buildings shall have a singular rectangular shape and volume.
3.21. Building facades or portions of facades that are stepped back along street facing facades are not allowed.

Other Considerations:

3.22. Building facades or portions of facades that are stepped back will be considered if the proposed massing for the overall buildings is demonstrated to be compatible with the design of surrounding historic buildings within the district. The proposed massing shall be superior in design to the required singular rectangular volume.

Scale: The buildings of the Nineteenth and Twentieth Century Warehouse Areas represent a chronology in the rise of the warehousing industry in Minneapolis and showcase the evolution architectural design and structural engineering in Minneapolis. This evolution is most apparent in the scale of the buildings in the district. The warehousing and manufacturing industry needs of the businesses located within the district evolved from the 1870s to the early 1900s. The footprints of the buildings grew to accommodate the growth of the industries. The expanded footprints required the consolidation of originally platted parcels.

Structural technologies also evolved during this time. Structural technologies moved from load bearing masonry walls, to designs with heavy timbered interior supports, to reinforced concrete designs between the 1870s and early 1900s. This evolution in structural technologies made it feasible to increase the size of structures. This resulted in the variations in building scale within the district based on when a building was constructed.

The Twentieth Century Warehouse Area represents the later history of the district when width of the buildings grew up to half city block and their heights were typically between four and ten stories tall. Examples of buildings exhibiting this larger scale can be found on Washington Avenue North between Fifth and Ninth Avenues North.

Requirement:

Twentieth Century Warehouse:

3.25. Height of buildings shall be between two (2) and ten (10) stories.

3.26. The first floor height shall be between 14 and 21 feet and upper story height between 10 and 14 feet.

Advisory:

3.27. Consider the footprints of the adjacent buildings along the block face to develop a design for new a new building that is compatible with the scale of surrounding buildings.

Rhythm: The rhythm of the buildings in the district is created by architectural elements that provide an overall vertical directional emphasis. The composition of the building facades are arranged with a defined base, middle and top. The buildings are horizontally segmented into these three parts through the treatment of materials on the ground floors, horizontal banding and cornices. In designing new buildings this horizontal segmentation can be more subtle than the historical examples within the district.

The buildings are divided into vertical bays by the grouping of window openings and architectural details. The massing and scale along with the vertical orientation of the bays and defined base, middle and top create an overall vertical accentuation to the buildings.

The rhythm of bays and vertical orientation did not significantly evolve as the buildings and industries evolved between 1865 and 1930. The buildings all share a similar rhythm of a base, middle, and top with vertical bays that create an overall vertical accentuation to the buildings.

Requirement:

3.28. Building facades shall display a defined base, top and middle portions, differentiated by variations in architectural treatment, materials or details. An appropriate façade composition of base, middle and top is:

Base: The portion from grade level to the top of the first floor or to the top of the second floor if the second floor is designed as a mezzanine

Top: The portion above the window of the upper most floor to the top of the parapet

Middle: The portion between the base and the top

3.29. Deeply modulated vertical or horizontal articulation shall not be allowed.

3.30. Fenestration shall be grouped into vertical bays.

3.31. Buildings shall have flat roofs.

3.32. Crenellated parapets, undulating roof lines, sloped (hip or gable) roofs are inappropriate and shall not be allowed.

3.33. Rooftop equipment, decks, or penthouse structures that project above the roof line including, antennas, or other service devices or equipment such as solar panels or wind turbines, shall be set back from the primary building facade(s) by one structural bay on all sides of the building. The equipment, decks, or penthouses shall not be visible from the right of way adjacent to the primary facade(s).

Advisory:

3.34. Simple facade articulation with a symmetrical arrangement of fenestration in recognizable groups is appropriate.

3.35. Flat roofs, with capped parapets and corbelled cornices are appropriate.

3.36. Green or living roofs are appropriate.

Fenestration: The fenestration of the buildings refers to the location, spacing and design of windows, storefronts, and doors. The windows of all the buildings are symmetrically arranged and grouped. As noted in the rhythm section, the grouping of windows and storefronts follow a vertical bay layout from story to story that helps create vertical accentuation to the buildings. The shape of the windows are taller than they are wide, which further advances the vertical accentuation of the overall building designs.

The buildings in the district represent a chronology of the rise of warehousing. The collection of buildings in the district documents the evolution of the industries, the structural technologies, and architectural design. The changes in structural technologies and architectural design are evident in the design of the windows on the buildings within the district.

Due to the masonry construction of the buildings in the Warehouse Historic District the windows were typically setback the width of at least one brick from the face of the building wall. This non-flush window placement creates shadow lines. The shadow lines and facade details created by the recessed window openings provide unique relief to buildings and add another level of detail and visual character to the building.

Traditionally windows were double hung. The double hung window is predominant in both the Nineteenth and Twentieth Century Warehouse areas. These double hung windows ranged from large

one-over-one windows to multiple paned divided light double hung windows. Around 1910 the design of windows for these industrial buildings in the district changed along with construction and structural technologies. The use of reinforced concrete reduced the need for the exterior walls of the building to support the structural loads of the buildings. This allowed for a new window type: the Chicago Style divided light window. One Chicago Style divide light window could be used to provide light into the building instead of grouping multiple double hung windows together. The use of this new type of window was used in the last phase of warehousing and manufacturing growth in the district and can be found in the buildings along Washington Avenue North around Sixth and Seventh Avenues North.

Fenestration - Building Envelope: The intention of the following fenestration requirements is to achieve a solid to void ratio (ratio of opaque materials [walls] to transparent materials [windows, doors, and other openings]) that is compatible with the character of the district.

Requirement:

3.37. The total first floor street facing facade glazed fenestration shall range between 50% and 75% of first floor facade area.
3.38. The total facade fenestration shall range between 35% and 60% of total facade area.
3.39. Louvers or other openings in the facades for mechanical equipment such as fireplace, heating ventilation air condition (HVAC) and laundry vents are not appropriate and shall not be permitted on primary (street facing) facades.

Advisory:

3.40. A simple rectangular fenestration pattern is appropriate.

Fenestration – Windows:

Requirement:

3.41. Windows shall be compatible with the surrounding historic buildings in their alignment, type and proportion.
3.42. Window frames and mullions shall match the scale of the window opening and glazed area and be compatible with the color and materials of the facade.
3.43. Clear glass or non-reflective low emission glass or coatings shall be used.
3.44. Continuous horizontal or vertical bands of windows shall not be allowed.

Advisory:

3.45. Real single or double hung windows at regular intervals, and in a size and number that compliments the building are appropriate (see Fenestration- Building Envelope: guidelines 3.37 and 3.38).
3.46. The appropriate height to width proportion of individual windows is 4:1 to 3:1.
3.47. Twin windows or two windows separated by a minimum 4 inch wide mullion within a window opening are appropriate.
3.48. Commercial style divided light and contemporary interpretations of this style are appropriate.
3.49. Arched windows are appropriate.
3.50. Windows with details such as lintels and sills are appropriate and encouraged.
3.51. Windows are encouraged to be setback from the facade of the building.

Fenestration – Entryways:

Requirement:
3.52. Entryways shall be in scale with the building
3.53. Entryways shall have a design that is rectilinear or arched in shape.
3.54. Doors and entryways shall be vertically proportioned.

Fenestration - Storefronts & Display Areas:

Requirement:
3.55. Storefronts shall match the scale of the building (see Fenestration- Building Envelope: guidelines 3.37).
3.56. Storefronts shall be divided into bays that follow the rhythm of the building.

Fenestration – Balconies:

Requirement:
3.57. Balconies shall maintain the entryway and window fenestration patterns of the building.
3.58. Projecting balconies on secondary facades shall be set back one structural bay from the primary (street facing) facade(s).
3.59. Balconies shall not project beyond the building wall of the structure on primary (street facing) facade(s).

Advisory:
3.60. Simple, functional, rectilinear balconies are appropriate.
3.61. Other Considerations:
3.62. Fully recessed balconies will be considered for primary and secondary facades of new construction if evidence is provided that the building wall maintains the feeling of a solid building wall.

Fenestration - Canopies & Awnings:

Requirement:
3.63. Canopies and awnings shall complement the fenestration patterns of the building.
3.64. Awnings shall be attached above the fenestration but below the cornice, sign panel, or below the transom of the storefront.
3.65. The awning area, in elevation, shall not exceed 20% of the first floor facade elevation area.
3.66. Curved and back-lit awnings or canopies shall not be allowed.

Advisory:
3.67. Metal canopies, compatible with the industrial heritage of the area are considered appropriate.
3.68. Solid fabric awnings associated with first floor entryways or windows and above or below transom windows are appropriate.

Materials: The building materials are one of the most prominent visual characteristics of the district. The existing buildings in the district were built of masonry construction. The predominant material is brick though many of the buildings have stone and terracotta details.

The buildings generally have one predominant material and color with a secondary material or color used for trims or accents. The colors of the masonry include red, grey, brown and tan.

Typically the primary (street facing) facades of building were generally clad in one material type and color. This material was typically a more high style masonry material. The secondary (nonstreet facing) facades were typically clad in a different, more common masonry material.

Requirement:

3.69. Building facades that face a public street shall have one principal material, excluding door and window openings, and may have up to one additional material for trims and details. Permitted materials include, but are not limited to brick, stone, terracotta, painted metal, hardy board panels, poured concrete and precast concrete.

3.70. Vinyl, wood, and hardy board lap siding, stucco, EIFS, exposed metals and materials with shiny finishes shall not be allowed for facade materials.

Advisory:

3.71. Having one principal facade material and color on primary (street facing) facades and another material or color for secondary (non-street facing) facades is appropriate.

3.72. One color is appropriate per building facade and one secondary color is appropriate for accents, trims and details.

3.73. Painted (non-shinny metallic colors) metal, wood and glass are appropriate for windows, doors and entryways.

3.74. Base facade colors that match standard brick colors namely terracotta red, grey, brown and tan are appropriate.

3.75. Appropriate colors for building accents, trims and details are shades of native sandstone or limestone, tan, beige or grey.

3.76. Appropriate trim colors for door frames, window frames handrails and external metal features, are black, and dark tones of blue, red, brown, or green.

Other Considerations:

3.77. Glass curtain wall will be considered as a principal material.

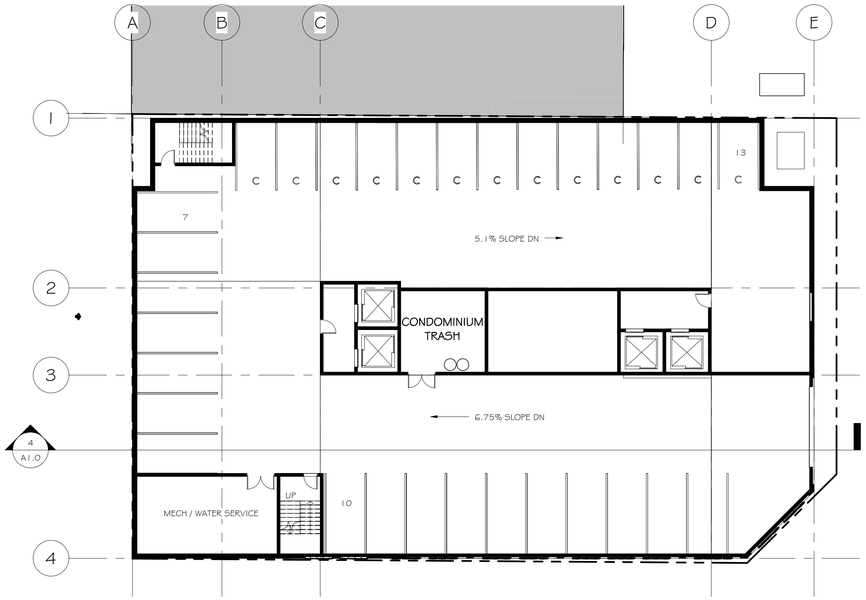
3.78. Exposed metals will be considered as a principal material.

Architectural Details: The architectural details of the buildings in the Warehouse Historic District are a product of the architectural styles of the buildings, the mechanical or industrial needs of the uses the buildings contained and the wealth generated by the industries, which allowed for the designers of these buildings to embellish the buildings with ornate details. The architectural details provide an additional level of relief and interest to the facades of the buildings. These details add to the character of the individual buildings and the overall character of the district.

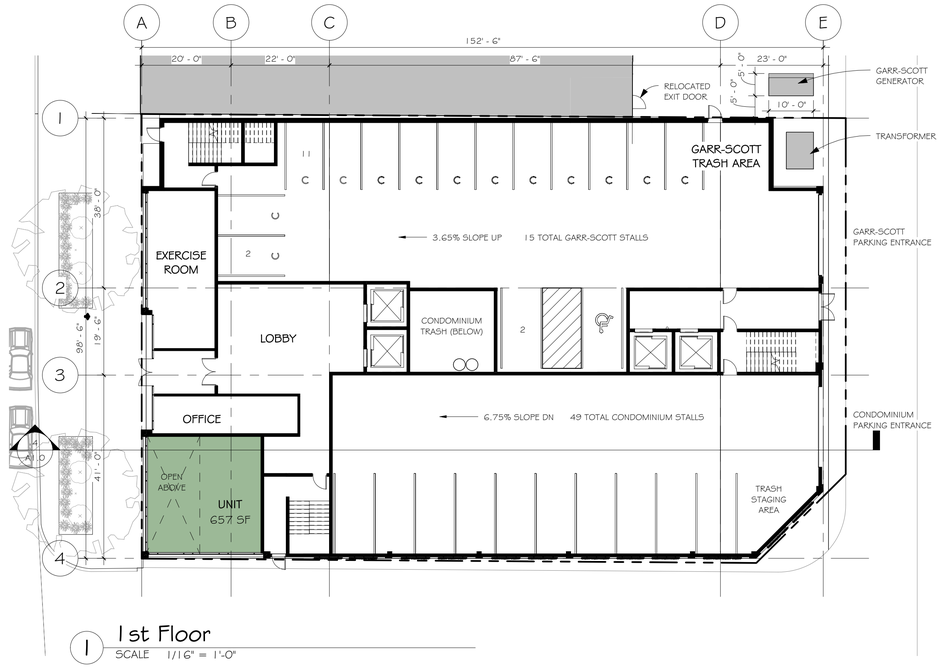
The replication or incorporation of similar details in new buildings is not required or even encouraged. The intent of discussing architectural details is to encourage designers of new buildings to understand how these details were used in the district and to invoke thoughtful use of details that provide interest to the facades of the new buildings. The use of details shall be appropriate to the design perspective of the proposed building and not try to replicate historic buildings.

Advisory:

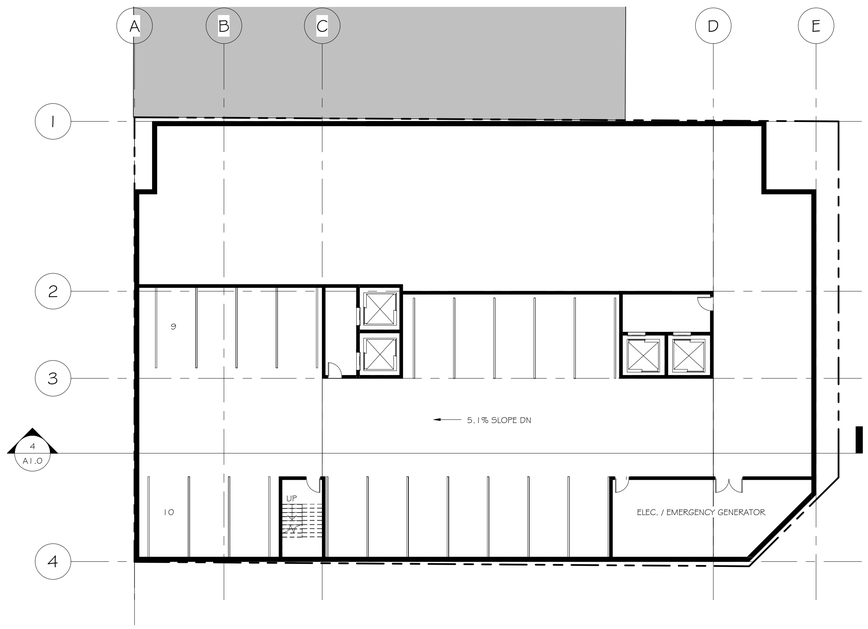
3.79. Architectural details and features are encouraged to create interest to the facade of new buildings.



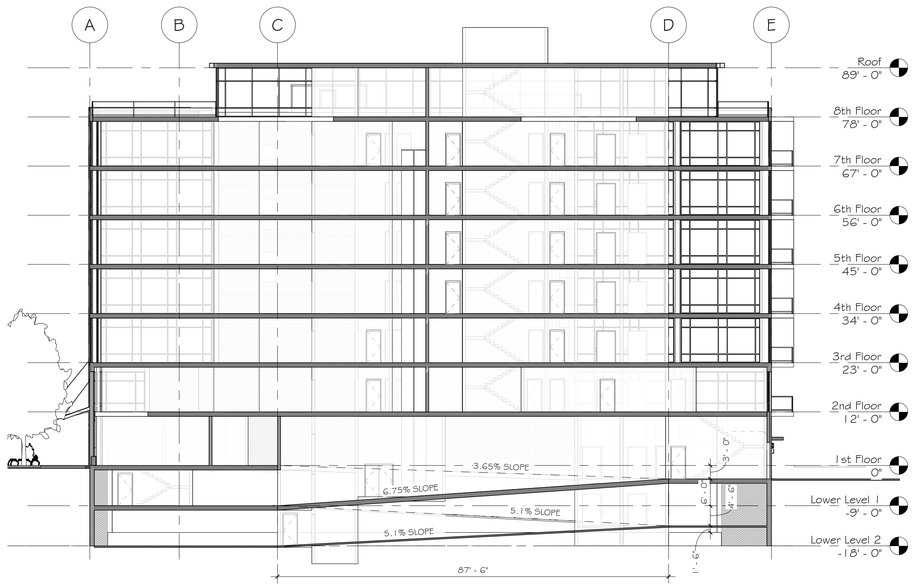
2 Lower Level 1
SCALE 1/16" = 1'-0"



1 1st Floor
SCALE 1/16" = 1'-0"



3 Lower Level 2
SCALE 1/16" = 1'-0"



4 Section 1
SCALE 1/16" = 1'-0"

24 UNITS TOTAL

LOWER GARAGE	9203 SF
UPPER GARAGE	14677 SF
FIRST FLOOR	14677 SF
SECOND FLOOR	13079 SF
THIRD FLOOR	12833 SF
FOURTH FLOOR	12833 SF
FIFTH FLOOR	12833 SF
SIXTH FLOOR	12833 SF
SEVENTH FLOOR	12833 SF
EIGHTH FLOOR	7707 SF
	123507 SF

TUSHIE MONTGOMERY ARCHITECTS
7645 LYNDALE AVENUE SOUTH, #100
MINNEAPOLIS, MINNESOTA 55423-4084
612.861.9636 FAX: 612.861.9632
WWW.TMIARCHITECTS.COM

602 Condominiums

602 1st Street North, Minneapolis, MN

PREPARED FOR:

Revisions & Addendums

Date, 2011-XXXX

-PRELIMINARY-
NOT FOR CONSTRUCTION

214055A

PROJECT OPTION #3

A1.0

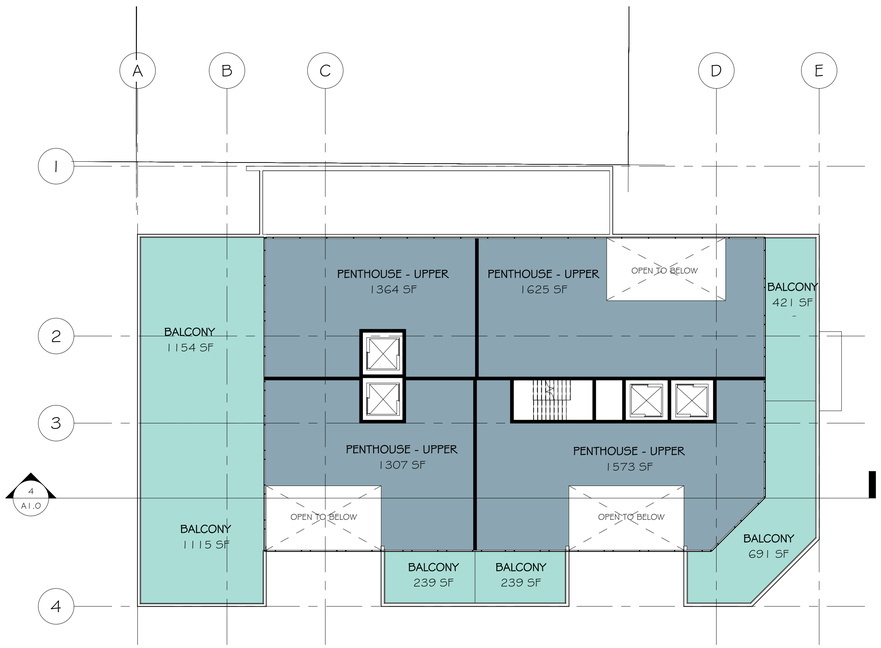
7/21/2014 1:49:32 PM

2 Typical 3rd - 6th Floors

SCALE 1/16" = 1'-0"

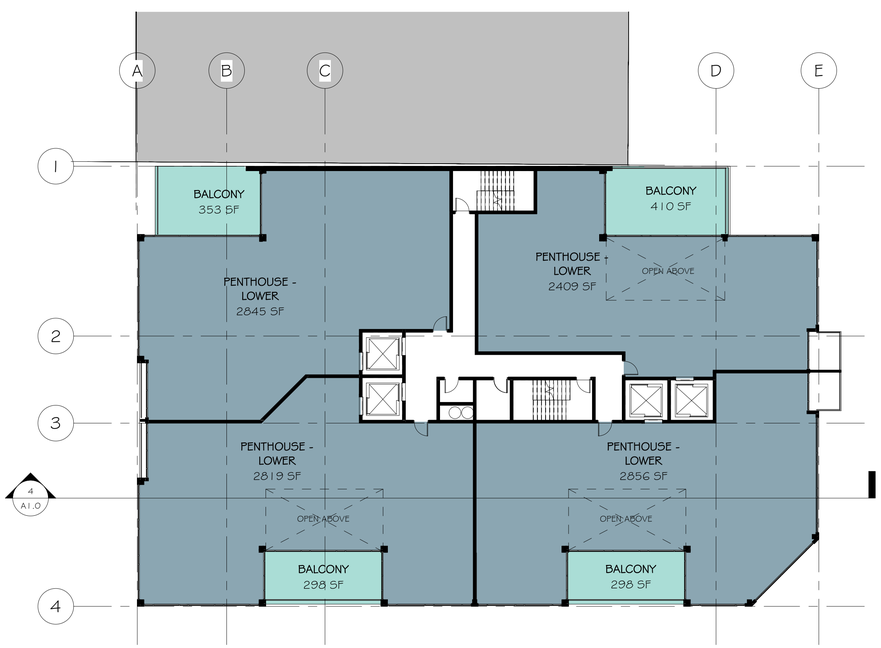
1 2nd Floor

SCALE 1/16" = 1'-0"



4 8th Floor

SCALE 1/16" = 1'-0"



3 7th Floor

SCALE 1/16" = 1'-0"

7/21/2014 1:49:36 PM

TUSHIE MONTGOMERY ARCHITECTS
7645 LYNDALE AVENUE SOUTH, #100
MINNEAPOLIS, MINNESOTA 55423-4084
612.861.9636 FAX: 612.861.9632
WWW.TMIARCHITECTS.COM

602 Condominiums

602 1st Street North, Minneapolis, MN

PREPARED FOR:

Revisions & Addendums

Date, 2011- XXXX

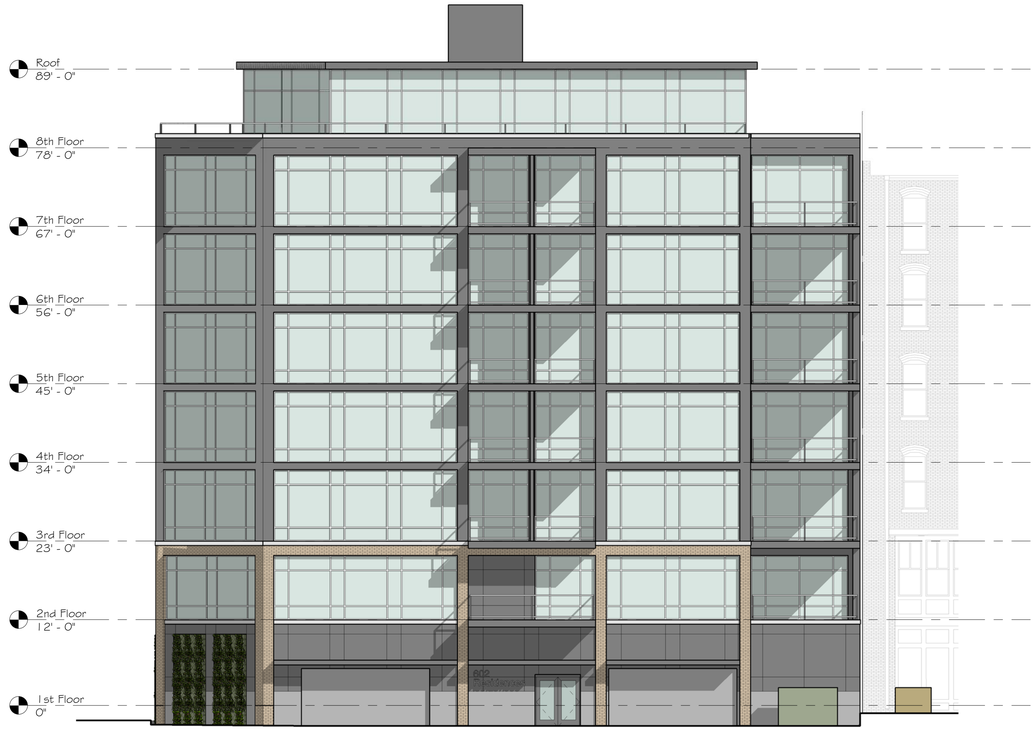
-PRELIMINARY-
NOT FOR
CONSTRUCTION

214055A

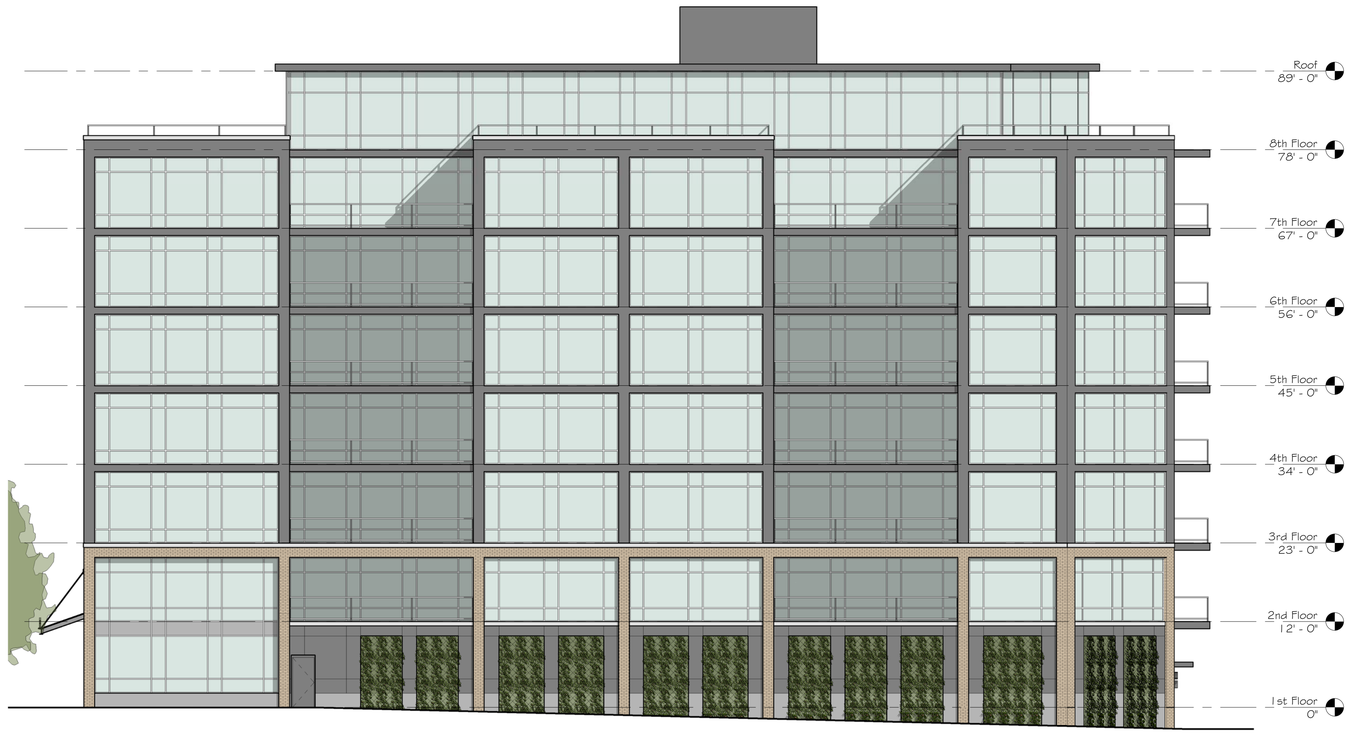
PROJECT OPTION #3

A1.1

1 SOUTHWEST ELEVATION
SCALE 1" = 10'-0"



3 NORTHEAST ELEVATION
SCALE 1" = 10'-0"



2 SOUTHEAST ELEVATION
SCALE 1" = 10'-0"

7/21/2014 1:50:01 PM

TUSHIE MONTGOMERY ARCHITECTS
7645 LYNDALE AVENUE SOUTH, #100
MINNEAPOLIS, MINNESOTA 55423-4084
612.861.9636 FAX: 612.861.9632
WWW.TMIARCHITECTS.COM

602 Condominiums

602 1st Street North, Minneapolis, MN

PREPARED FOR:

Revisions & Addendums
Date, 2011- XXXX

-PRELIMINARY-
NOT FOR CONSTRUCTION

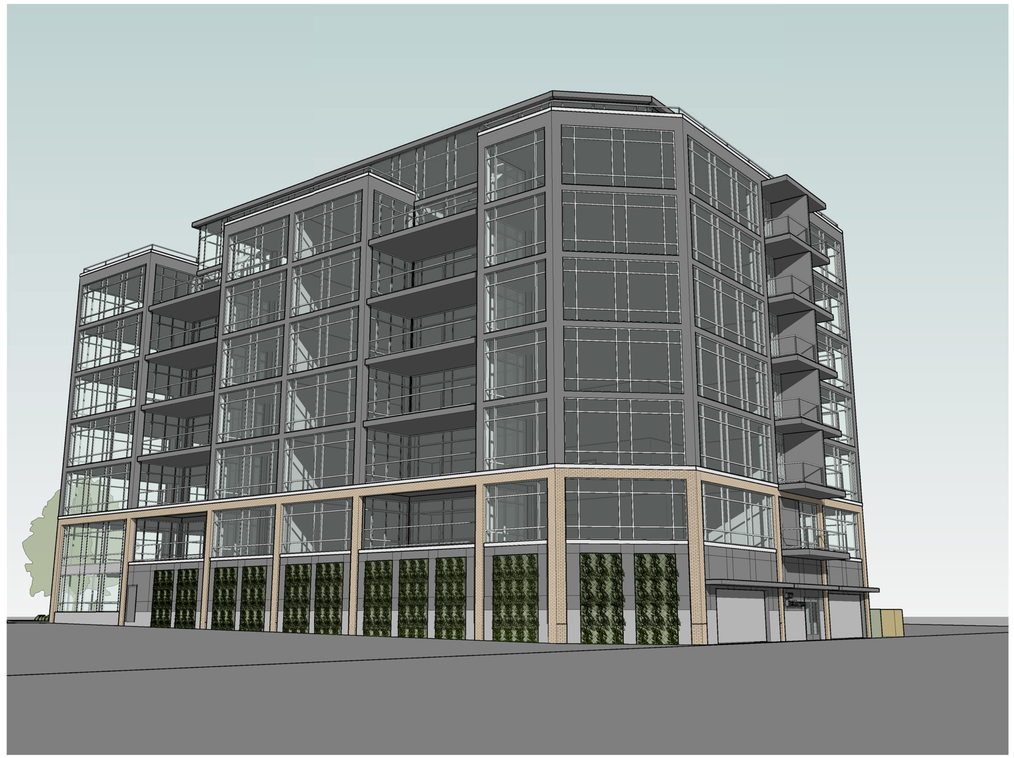
214055A

EXTERIOR ELEVATIONS

A3.0

1 SOUTHWEST FACADE
SCALE

2 SOUTHEAST FACADE
SCALE



3 EAST FACADE
SCALE

4 NORTH FACADE
SCALE

7/21/2014 1:50:49 PM

TUSHIE MONTGOMERY ARCHITECTS
7645 LYNDALE AVENUE SOUTH, #100
MINNEAPOLIS, MINNESOTA 55423-4084
612.861.9636 FAX: 612.861.9632
WWW.TMIARCHITECTS.COM

602 Condominiums

602 1st Street North, Minneapolis, MN

PREPARED FOR:

Revisions & Addendums

Date, 2011-XXXX

-PRELIMINARY-
NOT FOR
CONSTRUCTION

214055A

EXTERIOR
PERSPECTIVES

A3.1