Minneapolis
City of Lakes

CPED STAFF REPORT

Prepared for the Heritage Preservation Commission
HPC Agenda Item #2
September 27, 2016
BZH-29322

HERITAGE PRESERVATION APPLICATION SUMMARY

Property Location:	419 Washington Avenue North
Project Name:	Office Building
Prepared By:	Lisa Steiner, Senior City Planner, (612) 673-3950
Applicant:	DJR Architecture
Project Contact:	Aron Johnson
Ward:	3
Neighborhood:	North Loop
Request:	To construct a ten-story office building with a connection to an existing building.
Required Applications:	

Certificate of Appropriateness	To allow the construction of a new building and the construction of a connection to an existing building.

HISTORIC PROPERTY INFORMATION

Current Name	Vacant / Internet Exchange Building (411 Washington Ave N)
Historic Name	Heywood Manufacturing Co / Unknown
Historic Address	420-428 North 3rd Street / 411-419 Washington Ave N
Original Construction Date	1896 (Demolished 1967) / 1914
Original Architect	A.W. Spalding / Bertrand & Chamberlain
Original Builder	McDonald & Doetz / H.N. Leighton Co.
Original Engineer	Unknown
Historic Use	Paper manufacturing / Warehouse
Current Use	Surface parking lot / Offices
Proposed Use	Offices

Date Application Deemed Complete	August 31, 2016	**Date Extension Letter Sent**	Not applicable
End of 60-Day Decision Period	October 30, 2016	**End of 120-Day Decision Period**	Not applicable

CLASSIFICATION

Local Historic District	Minneapolis Warehouse Historic District
Period of Significance	1865 - 1930
Criteria of Significance	*Criteria 1:* The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history. *Criteria 4:* The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction. *Criteria 6:* The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.
Date of Local Designation	2009
Date of National Register Listing	1989
Applicable Design Guidelines	*Minneapolis Warehouse District Design Guidelines (2010)*

SUMMARY

BACKGROUND. The subject site includes two historic properties joined over a portion of a vacated alley which was formerly a spur line of the Great Northern Railroad. In 1967, the Heywood Manufacturing building was demolished, which was constructed on this site in 1896. At some point the two properties (411 Washington Avenue North and 420-429 North 3rd Street) were combined over the portion of the vacated alley. The existing surface parking lot serves as an accessory lot for the office building, which is currently called the Internet Exchange building.

The Internet Exchange building is an existing four-story warehouse at 411 Washington Avenue North. It is a contributing building to the historic district. The building is built of glazed golden brown brick. It is designed in the Neo-Classical Revival Style and is divided into six bays by tall pilaster columns. Ornamentation includes raised brick rectangles in the recessed spandrel panels and a flat slab metal cornice with brackets. The remaining facades expose the building's reinforced concrete structural system. The rear of the building curves in response to the location of the Great Northern railroad spur tracks and contains an integrated and covered loading platform. The windows have been replaced, but the building has good integrity.

The Great Northern Railroad provided rail access to properties located between the south side of Washington Avenue North and the north side of North 3rd Street. This spur line ran from the main line 4th Avenue North rail corridor through the district to 10th Avenue North. This spur line opened up Washington Avenue and North 3rd Street for warehouse development and construction. The tracks in this corridor appear to have been removed, though some portions may remain below existing surface paving materials. The ownership of this corridor is made up of public right-of-way and private land. While ownership of the corridor has been segmented, the configuration of the corridor as a whole remains intact. The corridor is significant as it facilitated the warehouse and industrial growth in this area. The uninterrupted width of the corridor is significant as it retains the historic relationship between the buildings and landscape features of the district. The corridor retains its width and retains its integrity.

The subject property was designated in the National Register of Historic Places as part of the Warehouse Historic District in 1989, although it had not been included as part of the original local North Loop Warehouse Historic District designated in 1978. When the local Warehouse Historic District boundaries were expanded to better align with the National Register boundaries in 2009, the subject property became locally designated.

The paving materials and configuration of the right-of-way of this section of 3rd Street have been modified, however the 80 foot wide right-of-way width remains intact. The street is no longer a through street and the north end of the street is used as metered parking stalls. The elevation of the eastern end of the street was increased when the viaducts over the Great Northern and St. Louis & Minneapolis rail yards and through lines were removed. The stone bridge abutment and inclined grade remains. The street retains its original right-of-way width and retains its integrity. The street is significant as it retains the historic relationship between the buildings and landscape features of the district.

APPLICANT'S PROPOSAL. The applicant is proposing to construct a ten-story office building on the existing surface parking lot. The building would include eight levels of parking, including three underground and five above-grade levels. The upper floors of the building above would have office uses. An approximately 10,000 square feet retail or restaurant use would be located along 5th Avenue North. There would also be rooftop amenity areas and an amenity area on the stepped back tenth floor facing the former rail yards. The primary exterior material would be a red brick veneer on precast panel system and the building would incorporate cast stone trim and some metal accents. The base and top of the building facing 5th Avenue North would feature large arched windows. The building would have a recessed entry on 5th Avenue and an elevated patio area for the retail or restaurant use. Over the alley, a primarily glass one-story connection would be constructed between the new building and the top floor of the existing Internet Exchange building.

The proposal, if approved by the Heritage Preservation Commission, will also require several land use applications. Additionally, the applicant has submitted a vacation application requesting to vacate a 54 foot portion of the remaining alley. This vacation will be considered by the City Planning Commission along with the future required land use applications.

CHANGES SINCE JOINT COMMITTEE OF THE WHOLE. This project was reviewed by both the Heritage Preservation Commission and the City Planning Commission at the Joint Committee of the Whole meeting on March 31, 2016. At that time, parking was limited to one level of underground parking and some at-grade parking towards the rear of the property. The at-grade parking proposed at the time was entirely lined with the proposed retail use along 5th Avenue North. Since then, the applicant has significantly revised their plans to include eight levels of parking including five above grade levels. All five of the above-grade levels have parking spaces directly facing the principal facades of the building along North 3rd Street and 5th Avenue North. Additionally, the recessed entry on 5th Avenue North has been widened, the elevations have been revised, and mechanical equipment has been concentrated along the alley side of the building.

RELATED APPROVALS. None.

PUBLIC COMMENTS. No comments had been received as of the writing of this report. Any correspondence received prior to the public meeting will be forwarded on to the Heritage Preservation Commission for consideration.

ANALYSIS

CERTIFICATE OF APPROPRIATENESS

The Department of Community Planning and Economic Development has analyzed the application to allow the construction of a new building and the construction of a connection to an existing building based on the following findings:

1. *The alteration is compatible with the designation of the landmark or historic district, including the period and criteria of significance.*

   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. The buildings, structures, and industrial landscape of the Warehouse District reflect the genesis and evolution of these industries. The district is also architecturally significant for its remarkably intact concentration of commercial buildings designed by the city's leading architects which demonstrate every major architectural style from the late nineteenth to early twentieth century. The period of significance for the district is identified as 1865 through 1930. Several conditions of approval related to the proposed building's consistency with the adopted design guidelines are recommended by staff as analyzed in finding #3. With the recommended conditions of approval, the proposed new building and connection to the existing building will be compatible with the designation of the Warehouse Historic District, including the period and criteria of significance.

2. *The alteration will ensure the continued integrity of the landmark or historic district.*

   The new building is analyzed in detail in finding #3 for consistency with the *Warehouse District Design Guidelines*, which were adopted to ensure the continued integrity of the district. Several conditions of approval are recommended where the proposal deviates from the adopted design guidelines. Additionally, with the recommended conditions, the alterations to the existing building and the construction of the new building will ensure the continued integrity of the Warehouse Historic District. The proposal will not significantly impact location, design, setting, workmanship, feeling, or association of the existing building or site. Some historic materials will be lost in the location of the proposed connection. Staff is recommending a condition of approval which requires the applicant to submit more detailed plans for staff review of the connection to the existing building.

3. *The alteration is consistent with the applicable design guidelines adopted by the commission.*

   The *Warehouse District Design Guidelines* were adopted in 2010. The design guidelines were created to protect the integrity and character of the district and to help steward the district so that it is able to convey its significance for generations to come. The following guidelines are applicable to this proposal. A staff analysis of consistency with the guidelines is provided below each section.

PART I: GUIDELINES FOR INFRASTRUCTURE AND PUBLIC REALM

Streets

Requirements:

1.9. The location and width of existing street and alley rights-of-way shall be preserved in place.

1.10. Streets and alleys shall not be interrupted by new structures or buildings that cut off views and access through the corridor.

1.12. On commercial streets, Street Design: The main aspects for consideration when improving a commercial street shall include provisions for amenities that further pedestrian activity and building access.

1.13. On commercial streets, Building Design: When rehabilitating or constructing a new building the primary building access and entryways shall be located on commercial streets.

1.14. On freight streets, Street Design: The main aspects to be considered when improving freight streets shall include the preservation of historic loading docks and canopies to reflect their service function and proper management of vehicular and service access to the property.

1.15. On freight streets, Building Design: When rehabilitating or constructing a new building the secondary building access, commercial, or industrial access shall be located on freight streets. The freight street shall serve as the primary service and vehicular access and internal property access.

Staff Comment: North 3rd Street is identified in the design guidelines as a "Commercial Street" while 5th Avenue North is identified as a "Freight Street." The proposed building's primary pedestrian access will be from 5th Avenue North, the freight street, which is not consistent with the above guidelines. Staff finds that although North 3rd Street is identified as a commercial street, because it is a dead-end street in this location, utilizing 5th Avenue North as the primary entrance is preferable and flexibility is recommended.

The existing alley will be interrupted by the proposed connection between the existing Internet Exchange building at 411 Washington Avenue North and the new office building. However, this is in a location where the view corridor shifts due to the former rail spur, so the view does not, and would not have historically, continued across the tracks. The applicant is proposing to incorporate an interpretive spur rail line paving design in the alley to reflect the history of the spur line in this location. Staff recommends a condition of approval ensuring that this interpretive spur rail line design is incorporated in final plans as it will help to mitigate the impact of the proposed connection over the alley interrupting the view corridor. Note that the proposed design includes an extension parallel to the alley where the rail line did not likely exist – staff recommends that the location matches the location of the spur rail line as is evident in aerial photos and Sanborn maps. Additionally, the *Warehouse District Heritage Street Plan* recommends interpreting spur rail lines by reinstalling actual metal rail sections rather than trying to interpret the rails with a different material, such as concrete or bricks. Staff encourages the applicant to consider this approach as well.

Design and Materials for the Public Realm

Requirement:

1.25. The visual corridors created by the public and private roadways, bridges, alleys, and former rail corridors or other infrastructure are significant and shall be preserved.

Advisory:

1.28. On streets, sidewalks, or alleys where historic paving materials are not present standard bituminous and concrete street materials are appropriate.

Staff Comment: With the exception of the proposed connection between the new and existing building, the visual corridors will be preserved. This is analyzed in the above section. The applicant has submitted a vacation application to vacate a portion of the dead-end alley. If that vacation application is not ultimately approved, staff would encourage the applicant to work with the Public Works department to implement the interpretive spur rail design. Historic paving materials are not known to be present on the adjacent public right-of-way near the site.

Street Landscape, Parks & Open Spaces

Requirement:

1.35. Street trees shall not be located directly in front of entrances of historic buildings.

1.36. The location of street trees shall be centered within or between bays of buildings.

Other Considerations:

1.39. Landscape grass strips, planting beds, and grass boulevards are not recommended in most locations within the district. These features will be considered on a case by case basis.

Staff Comment: Street trees are not located in front of historic buildings and proposed trees are centered between bays of the proposed new building. Little information was provided on the proposed landscaping in the boulevards on 5th Avenue North and North 3rd Street. The *Warehouse District Heritage Street Plan* provides further guidance for these right-of-ways. The Heritage Street Plan recommends street trees on all streets except Freight Streets. Although flexibility is recommended for several guidelines related to the freight and commercial streets designation due to the unique nature of North 3rd Street in this location, staff does not recommend allowing street trees or planting along 5th Avenue North, a freight street. Staff recommends a condition of approval that grass boulevards shall not be utilized in this location, but that street trees and minimal planting beds for perennials along North 3rd Street may be appropriate.

Skyways

Requirement:

1.41. Skyways over streets, alleys, rail spur lines or rail corridors or other areas that interrupt historic visual corridors shall not be allowed unless there is evidence from the period of significance of bridging or other connections over these features.

Staff Comment: Sanborn maps from 1912-1951 indicate that a "tile bridge" was present between the Heywood Manufacturing building (now the site of the surface parking lot) and the warehouse building to the east over the alley (the existing self-storage building at 425 Washington). The Sanborn map indicates that the bridge was present at the third floor of the buildings. No photos could be found to confirm the appearance of this tile bridge. Due to the long range of the Sanborn map and a lack of a specific building permit for the bridge, it is unclear exactly when this tile bridge was constructed. The bridge is visible in the 1938 aerial photo (see appendix), so it was at least constructed prior to that time.

An approximate date for the construction of the tile bridge can be presumed based on building permits and city directories. The Heywood Manufacturing Company was originally located at 420-428 North 3rd Street, but by 1918, city directories listed the manufacturing company at both 420-428 North 3rd Street and 421-429 Washington Avenue North. A 1917 building permit for 425-429 Washington Avenue North exists for a "brick elevator hatchway to 3rd floor. New floors and new front on part of [building]." There is also an accompanying permit for 421-29 Washington Avenue North for a "brick 2nd story addition for store [building]." Based on the evidence available, it can be assumed that the tile bridge was likely constructed around 1917-1918 to connect the two buildings which were both utilized by Heywood Manufacturing. Thus, a bridging connection likely did exist over the rail spur during the period of significance.

The applicant is proposing a bridging connection or skyway from the new building to the Internet Exchange building, approximately 40 feet southeast of the location of the historic tile bridge. Considering the available evidence, staff finds that the proposed connection is in accordance with the requirement design guideline. As noted in sections above, the applicant will be installing an interpretive spur rail paving pattern in the alley to help communicate the historic presence of the line where the connection may interrupt the former visual corridor.

PART II: DESIGN GUIDELINES FOR EXISTING BUILDINGS

General Guidance

Requirement

2.1. Character defining features such as loading docks, water towers, fire escapes and chimneys shall be preserved.

2.2. Distinctive architectural features shall be preserved.

2.4. A building's original pedestrian entrance shall remain and shall be used as the building's primary entrance.

2.5. Building entrances shall not be reoriented so that freight entrances and loading docks are used as primary building entrances.

2.6. ADA accessibility shall be made within the interior of the building using the existing primary building entrance.

Staff Comment: The design guidelines for existing buildings are applicable to the connection feature to the existing Internet Exchange Building at 411 Washington only. The connecting bridge would be placed in the notch of the building and would be located at the existing building's top floor. While some demolition of the exterior brick walls and windows (which are replacement windows in likely original openings) will be necessary, the distinctive architectural features of the building would be preserved. The building's original pedestrian entrance on Washington would not be altered and would be available as a primary entrance. It is likely that the connecting bridge would become a commonly utilized entrance as it would lead from the proposed parking garage of the new building. This would allow the building to be ADA accessible without altering the main entrance on Washington Avenue. Although the new connection will likely become a commonly utilized entrance, the proposed approach effectively balances the intent of the requirement guidelines. Because the elevations submitted did not provide detailed drawings regarding the attachment of the connecting bridge to the existing building, staff recommends a condition of approval that the connection disturb the least amount of historic material possible. Staff will review more detailed plans when submitted.

Fenestration – Windows:

Requirement:

2.21. Original and historically significant windows shall be retained and repaired.

2.22. All decorative trim around the windows shall be retained, including lintels, pediments, moldings or hoods and if replacements are proven necessary, the original profile shall be replicated.

2.24. Windows on primary facades shall not be removed or blocked to install air conditioning, mechanical equipment, louvers, or for any other reason.

Staff Comment: Two existing windows in the Internet Exchange building would be obscured by the connecting bridge. Although the windows are replacements, the openings appear to be original. However, this is not a primary façade of the building and these windows are not original or character-defining features of the building.

Fenestration – Entryways

Requirement:

2.34. Original or historically significant entryways and doorway configurations shall be retained.

2.35. Original or historic features of the entryway and storefront including trim and other architectural features shall be retained.

2.39. ADA accessibility shall be accommodated within the interior of the building using the existing primary entrance. If this is proven infeasible then alternative entryways will be considered to allow for accessibility. Exterior ramping is not allowed on elevations facing a public street.

Staff Comment: As noted in the General Guidance section, no alterations are proposed to the original entrance of the Internet Exchange building on Washington Avenue. ADA accessibility would be achieved through the proposed connecting bridge. The applicant has indicated that modifying the front entrance on Washington Avenue would require exterior ramping, which would not be allowed per the guidelines.

Building Additions to the Side & Rear of Existing Buildings

Requirement:

2.72. Additions shall not be located on character defining facades of the front, rear, or sides of a property.

2.73. New additions shall be limited in the size to preserve the relationship with the existing building. The new addition shall not exceed the height, width, or depth of the existing building.

Other Considerations:

2.75. Additions to non-character defining facades will be considered on a case by case basis.

Staff Comment: The proposed connecting bridge can be considered an addition to the existing building. This addition would not be located on a character-defining façade. The addition is limited to a one-story connection. The notched building form is a character-defining feature of the building, which will remain at the lower four floors of the building.

PART III: DESIGN GUIDELINES FOR NEW BUILDINGS ON INFILL SITES

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.

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.

Staff Comment: The proposed building is set back 3 feet from North 3rd Street. On 5th Avenue North, the majority of the building is set back only 1 foot from the property line. However, a recessed entry is set back approximately 14 feet for the first 4 floors or nearly 50 feet of the building. Additionally, an elevated seating area is set back on floors 1-2 between the entry and North 3rd Street. Considering that the design guidelines specifically limit recessed entryways to 5 feet, staff does not find that the proposed 14 foot recessed entryway is consistent with the design guideline. The "other consideration" guideline states that for side courtyards, seating areas, and pedestrian areas, setbacks up to 20 feet may be considered if they do not interrupt the historic rhythm of the block face.

The applicant is proposing a 50 foot high, 14 foot setback recessed entry. Staff finds that the 14 foot recessed entry would be appropriate only if it was limited to the first 2 levels of the building, as it would less significantly interrupt the historic rhythm of the block face. This would allow for a recessed entry for pedestrians but would maintain the block face pattern along 5th Avenue. Staff recommends a condition of approval that the recessed entry on 5th Avenue shall be limited to the first 2 levels of the building and that the building shall maintain a 1 foot setback for all floors above.

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.

Staff Comment: The principal facades and entrances of the building will face the public streets. As noted in the streets guidelines above, North 3rd Street is identified in the design guidelines as a "Commercial Street" while 5th Avenue North is identified as a "Freight Street." The primary building entrance is proposed on 5th Avenue, the freight street. Because North 3rd

Street dead-ends in this location, staff finds that it is reasonable to place the primary entrance on the freight street in this circumstance.

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.

Staff Comment: There would be two vehicular access points to the subject building. The existing alley would be utilized to access one of the entries to the parking area and North 3rd Street would be utilized to access the second entry. Although North 3rd Street is identified as a commercial street, since the street dead-ends in this location, vehicular access is more appropriate in this unique circumstance.

The proposed above-grade parking is not in conformance with design guideline 3.13 or 3.14. The guidelines require that all parking be located below grade or to the rear of buildings. The applicant is proposing several levels of above-grade parking along a principal façade. The facades facing North 3rd Street and 5th Avenue North are both principal facades, while the elevations facing the railroad tracks and the alley are secondary façades. The applicant has indicated that the glass on these levels would be tinted and an interior parapet wall would be constructed to block headlights. However, the parking would still be located along the principal façade above grade for several levels. While these features may somewhat minimize the visibility of the parking spaces from the street, these features would not adequately mitigate the loss of active uses on these floors as intended by the design guidelines. In order to consider any flexibility in allowing above-grade parking despite guideline 3.13, the parking should be completely lined with active uses from the principal facades, and therefore compliant with guideline 3.14. Thus, a condition of approval is recommended that requires office or other active uses to line all parking facing principal facades, in accordance with guidelines 3.13 and 3.14.

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.

Staff Comment: Two loading spaces are proposed between the existing Internet Exchange building and the newly proposed building. This meets the above requirement.

DESIGN FOR NEW BUILDINGS

Massing

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.

Staff Comment: The majority of the building has a singular rectangular shape and volume. The four-level recessed entry deviates from this design as a portion of the façade is stepped back significantly. As noted above in the street wall section, staff is recommending a condition of approval limiting this recessed entry to two levels. With this condition of approval, the proposal will meet the design guidelines above.

Scale

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.

Staff Comment: The building is designed to appear as ten stories from the exterior, though it also includes several additional shorter levels of above-grade parking. Per the zoning code definition of height and stories, the building would be at least a 13-story building, including the rooftop mechanical and elevator overruns. As analyzed above, staff is recommending a condition of approval that requires all parking facing principal facades to be lined with active uses. With this condition, staff finds that the design of the building to appear as ten stories is reasonable.

Levels P1, 1, 1.5, 2, 2.5, and 3 are only 9 feet, 6 inches in height. This does not meet guideline 3.26. Floors 4 through 10 are 13 feet, 4 inches in height, which meets the guideline. At the corner of 5th Avenue and 3rd Street, the first floor of the building is 19 feet high. Due to the grade change on site, the first floor height at the main entrance to the office building nearest the alley is over 28 feet. The prominent corner of the building at the intersection of 3rd and 5th complies with the first floor height requirement. Staff recommends some flexibility in this guideline due to the grade changes on site.

Although the floors do not meet the exact requirements of the guideline, the appearance from the exterior, once the above-grade parking is lined with active uses as recommended in the conditions of approval, will meet the intent of the guideline.

Rhythm

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.

3.33. 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.

Staff Comment: The proposed design of the building meets all of the above guidelines except 3.33. While rooftop equipment and elevator overruns are placed on the secondary building façade nearest the alley, the structures are not set back one structural bay from all sides of the building. Due to the high visibility of three facades of the building, staff understands the applicant's choice to place the equipment and penthouses along the least visible façade facing the alley. This limits the visibility of the rooftop equipment and structures from the right-of-way adjacent to the primary facades of the building and therefore meets the intent of the design guideline.

Fenestration - Building Envelope

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.

Staff Comment: The first floor glazed fenestration on 5th Avenue North, measured from 2 to 10 feet from adjacent grade and including the doors, is approximately 56%. On North 3rd Street, the glazed fenestration is only 39% of the first floor façade area as measured from 2 to 10 feet from adjacent grade. A translucent panel system is also proposed at the garage entry area. Staff recommends a condition of approval which requires at least 50% of the first floor façade area to be glazed fenestration, as measured from 2 to 10 feet from adjacent grade, in compliance with guideline 3.37. Proposed mechanical louvers are located only on the secondary façade facing the alley.

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.

Staff Comment: The proposed windows meet all of the above guidelines except 3.43. The applicant has indicated that in order to minimize the visibility of the at-grade and above grade

parking levels, "the glass would be adequately tinted." Spandrel glass is also proposed at the floor plates. As staff is recommending that all parking facing the principal facades be lined with active uses, it is also reasonable to require clear glass or non-reflective low emission glass or coatings shall be used along principal façades. The spandrel glass is considered appropriate only if limited to the floor plate areas.

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.

Staff Comment: As noted above in the street wall section and the massing section, staff finds that the four-floor recessed entry is out of scale with the building and is not of a pedestrian scale. A condition of approval is recommended that this entry be limited to two levels.

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.

Staff Comment: The applicant is proposing a large awning over the amenity deck area on level 10. The awning would be metal and would not be wholly incompatible with the character of the area as it would face the more modern construction across the rail yard area.

Materials

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.

Staff Comment: The primary material is brick; the applicant is proposing a brick precast panel system in a standard red brick color. Trim and details would be cast stone with a tan color. The metal awning, louvers, storefront, and other metal would be painted a dark grey color. The proposed materials and colors meet the above guidelines.

Architectural Details

Advisory:

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

Staff Comment: The design of the building meets the above requirement.

4. *The alteration is consistent with the applicable recommendations contained in The Secretary of the Interior's Standards for the Treatment of Historic Properties.*

The following standards apply to this proposal:

- A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
- The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
- Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

- Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The subject property consists of an existing building constructed in 1914 and a surface parking lot which was the site of a brick manufacturing building that was demolished in 1967. The surface parking lot will be utilized as an office building with several levels of parking. The existing building will continue to be utilized as an office building. The use of the site for two office buildings will differ from the historic use as manufacturing and warehouse buildings, but this change in use will require minimal changes to the defining characteristics of the existing building and the current site.

The only historic material that is proposed to be removed is a portion of the exterior brick wall at the fifth floor of the existing building and two windows to allow for a bridging connection between the new building and the existing building. The impact to the existing historic building is minimal and does not occur on a character-defining façade of the building.

The property will continue to be recognized as a physical record of its time, place, and use. Although the proposed design of the new building mimics many historical features such as the cast stone trim features and large arched windows, there are several modern expressions on the building, such as the metal awning facing the rail yards, which will help the building to not create a false sense of historical development. The general design of the building is supported by the materials, windows, and massing guidelines of the Warehouse Historic District as analyzed above.

No distinctive features, finishes or construction techniques or examples of craftsmanship that characterize the existing historic building will be lost. The construction of the connecting bridge will require the removal of a portion of the exterior brick wall at the fifth level of the existing building and the removal of two non-historic windows. These historic materials are not on a character-defining façade of the building.

The proposed new building is differentiated from the historic building while also being generally consistent with the design guidelines for new construction in the Warehouse Historic District. The massing, size, scale, and architectural features will not negatively impact the historic integrity of the property and its environment.

If the connection of the existing building were removed, the essential form and integrity of the historic building would be somewhat impaired as the wall would need to be rebuilt in this area. However, this is a minor portion on a secondary façade and restoration would be possible without impacting the integrity of the overall building.

5. *The alteration is consistent with the spirit and intent of the preservation ordinance, the applicable policies of the comprehensive plan, and the applicable preservation policies in small area plans adopted by the city council.*

The preservation ordinance is intended to promote the recognition, preservation, protection and reuse of historic districts, to promote the economic growth and general welfare of the city, to further educational and cultural enrichment, and to implement the policies of the comprehensive

plan. With the recommended conditions of approval, the proposal would be consistent with the following applicable policies of the comprehensive plan:

Heritage Preservation Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.

8.1.1 Protect historic resources from modifications that are not sensitive to their historic significance.

8.1.2 Require new construction in historic districts to be compatible with the historic fabric.

8.1.3 Encourage new developments to retain historic resources, including landscapes, incorporating them into new development rather than removal.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt staff findings for the application by DJR Architecture for the property located at 419 Washington Avenue North in the Warehouse Historic District:

A. Certificate of Appropriateness.

Recommended motion: **Approve** the certificate of appropriateness to allow the construction of a new building and the construction of a connection to an existing building, subject to the following conditions:

1. The proposed interpretive rail spur line design shall be incorporated in final plans to provide mitigation for the impact of the proposed connection interrupting the Great Northern railroad view corridor. The paving location shall match the location of the spur rail line as is evident in aerial photos and Sanborn maps. The applicant is also encouraged to consider the reinstallation of metal rail sections, as recommended in the *Warehouse District Heritage Street Plan.*
2. Landscaping such as street trees or planting beds along 5th Avenue North is not permitted, as recommended by the *Warehouse District Heritage Street Plan*. Street trees and planting beds are appropriate on North 3rd Street, but grass boulevards shall not be utilized in this location.
3. The proposed connection to the existing building shall disturb the least amount of historic material possible. More detailed plans shall be submitted and reviewed by CPED staff.
4. The recessed entry on 5th Avenue North shall be limited to the first 2 levels of the building. The rest of the building facing 5th Avenue shall maintain a 1 foot setback for all floors above.
5. In accordance with guideline 3.14, off-street parking shall not be located along a principal façade. Office or other active uses shall line all principal facades.
6. In accordance with guideline 3.37, at least 50% of the first floor street-facing façade area shall be glazed fenestration, as measured from 2 to 10 feet from adjacent grade.
7. In accordance with guideline 3.43, clear glass or non-reflective low emission glass or coatings shall be used along principal façades.
8. By ordinance, approvals are valid for a period of two years from the date of the decision unless required permits are obtained and the action approved is substantially begun and proceeds in a continuous basis toward completion. Upon written request and for good

cause, the planning director may grant up to a one year extension if the request is made in writing no later than September 27, 2018.

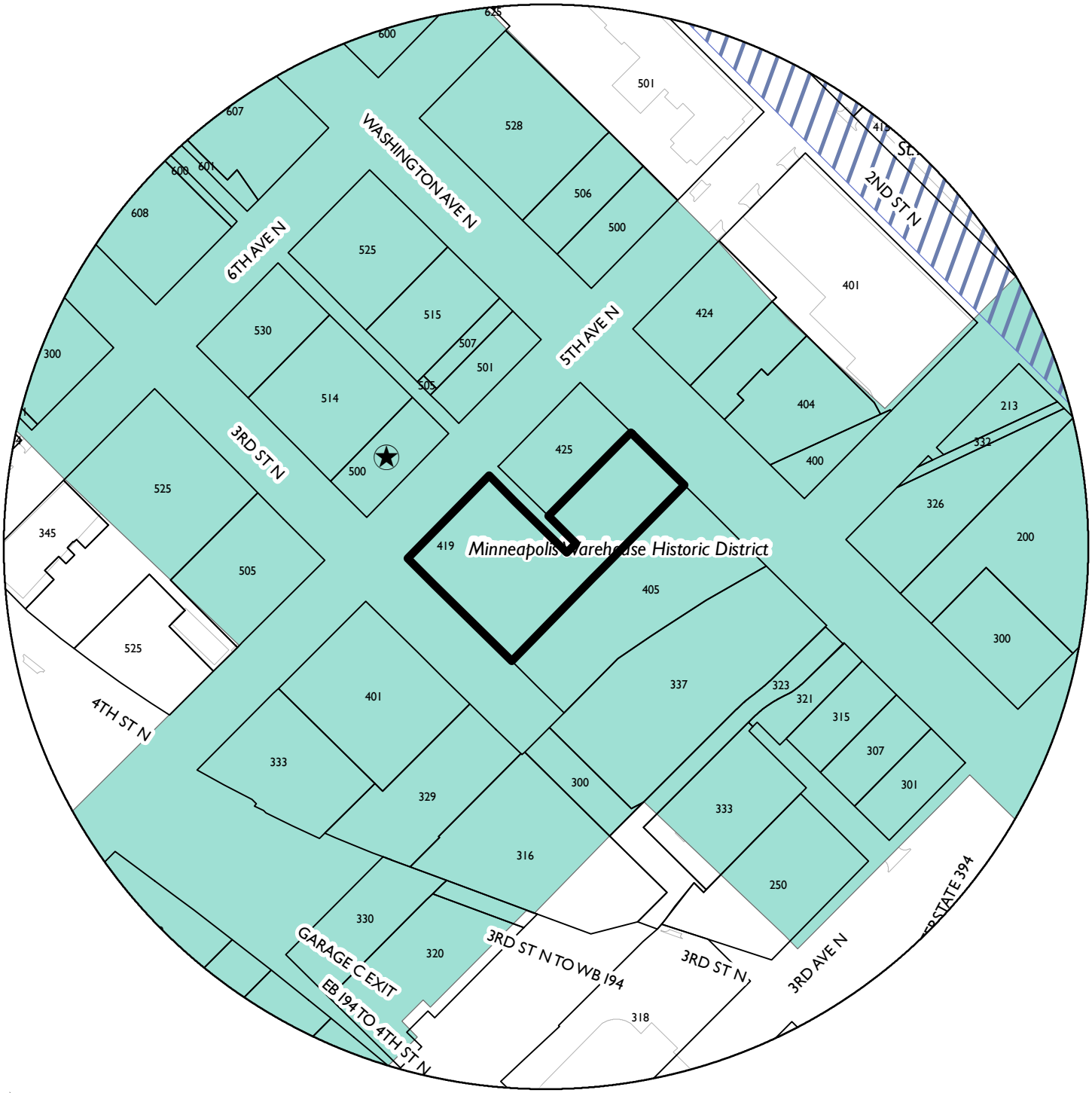
9. By ordinance, all approvals granted in this certificate of appropriateness shall remain in effect as long as all of the conditions and guarantees of such approvals are observed. Failure to comply with such conditions and guarantees shall constitute a violation of this Certificate of Appropriateness and may result in termination of the approval.

ATTACHMENTS

1. BZH Map
2. Oblique aerial photo
3. Historic photo and aerial photo
4. Sanborn map 1912-1951
5. Street system excerpt from designation study
6. Written description and findings submitted by applicant
7. Plans, photos, renderings, and elevations
8. Public comments

DJR Architecture | **3rd**

NAME OF APPLICANT | WARD



PROPERTY ADDRESS

419 Washington Avenue North

FILE NUMBER

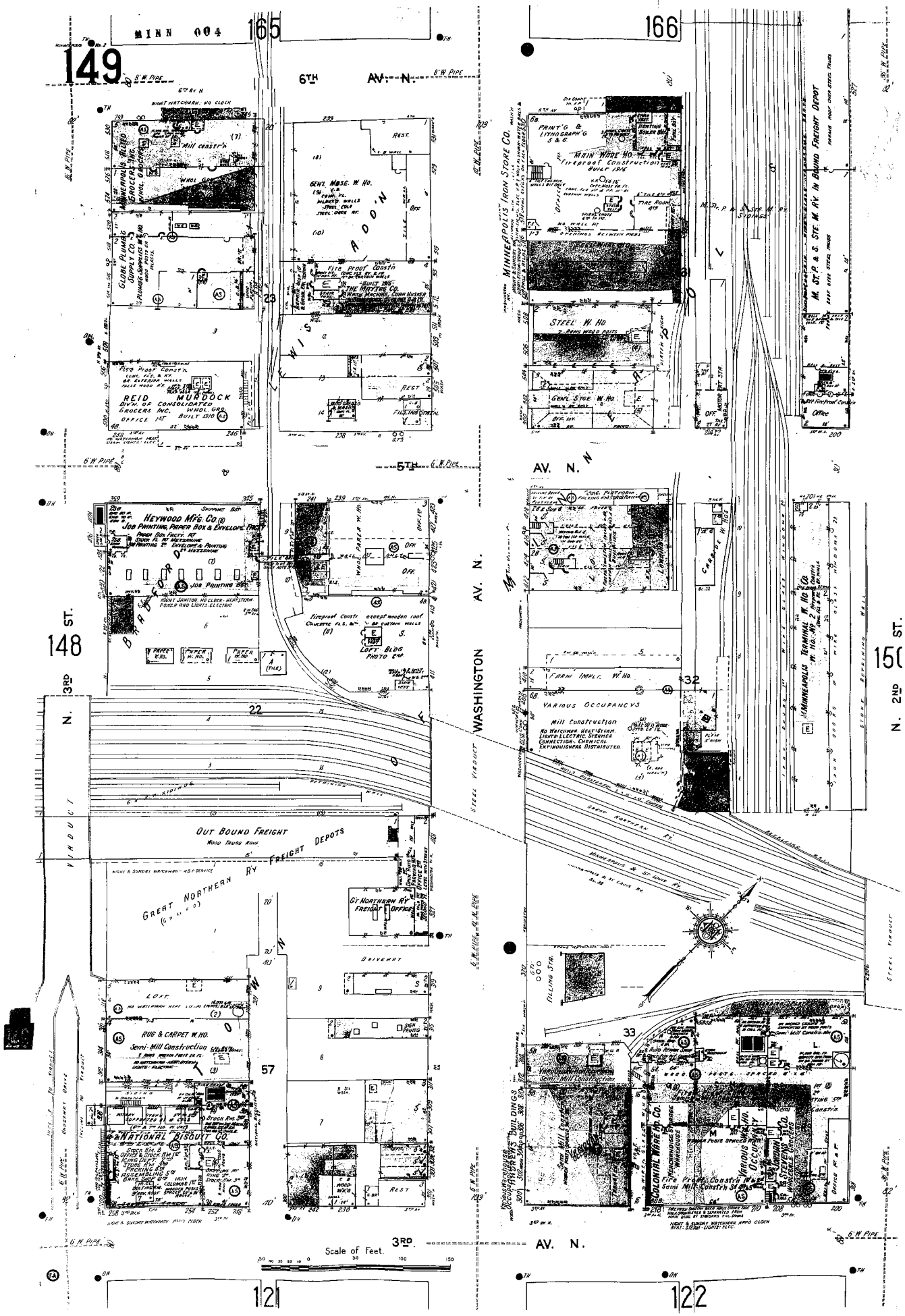
BZH-29322


3rd St N
5th Ave N
Washington Ave N (CR 152)
05/03/2015
© 2015 Pictometry

Former 3rd Street viaduct - Heywood Manufacturing building visible. Courtesy Minnesota Historical Society. No date.

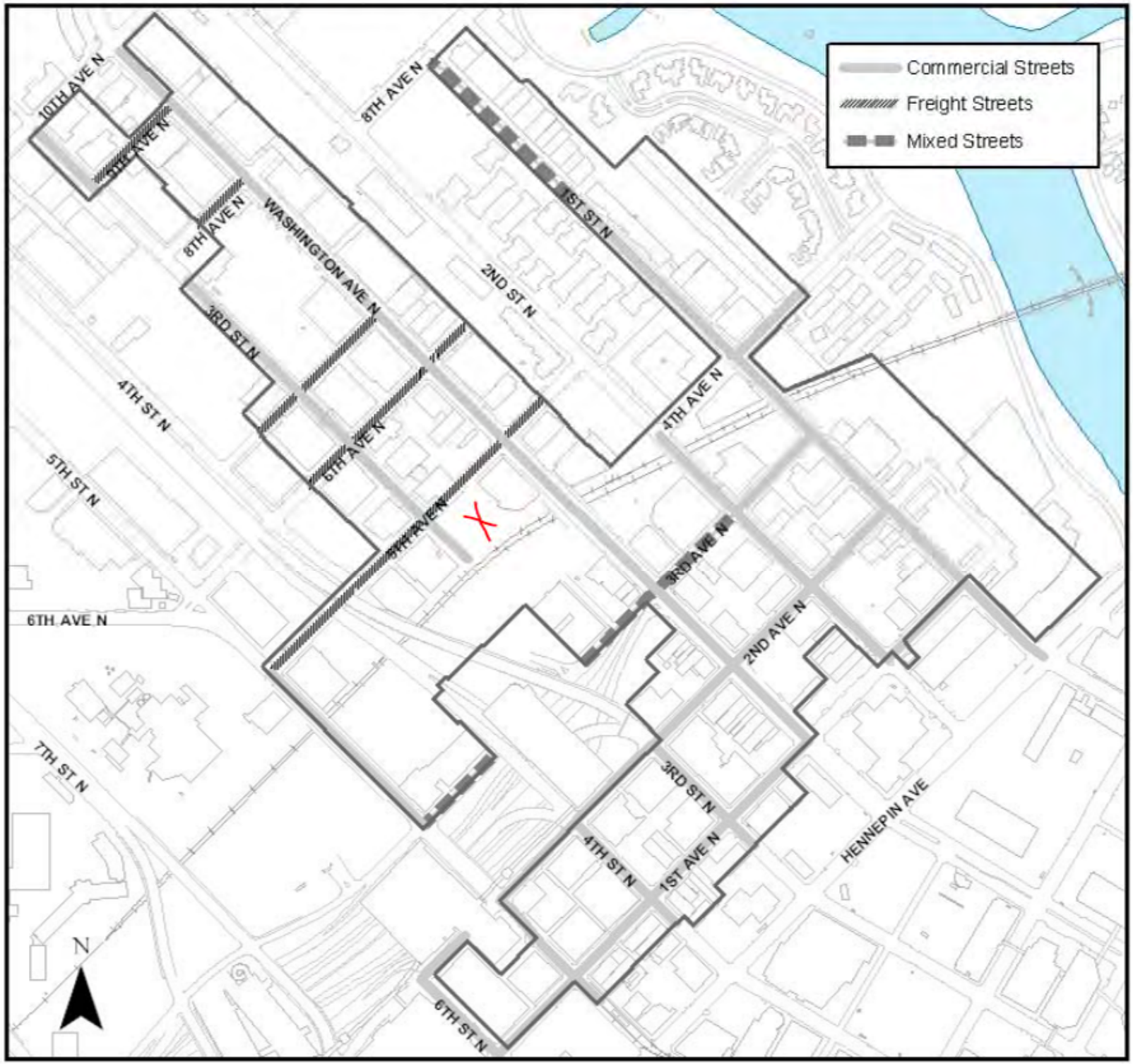
1938 Aerial image - spur rail line visible
Minnesota Historic Aerial Imagery

Sanborn map - 1912 - 1951



Excerpt from Warehouse District Designation Study

Map of Commercial, Freight, & Mixed Street System



DJR
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333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
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August 22nd, 2016

RE: The following is a written statement of proposed use and description of the project.

The project proposes a 10-story office building with ground floor retail and limited on-grade, above grade and below grade parking. The project site is off N 5th Avenue and N 3rd Street and located behind the Internet Exchange Building-- a 4-story brick warehouse building that fronts Washington Avenue N and occupies the eastern end of the parcel. The project aims to provide a modern office experience with open office opportunities. The building has an offset core to maintain an open and flexible floor plate. The exterior is a modern interpretation of the historic character of the district with brick veneer and larger divided lite windows that provide optimal openings for daylighting and visual connections for tenants.

Street-scaled entry volumes located at the lower corners of the North and South approaches, as well as ground floor retail along N. 5th Avenue, will activate the street level. The base and top are articulated by arched brick openings and the south side facing the downtown area is dominated by a recessed balcony. Additional building amenities include a roof deck patio.

A Skyway connection to the existing Internet Exchange building will be made at the 4th floor. This connection has historical precedence from the original Heywood Manufacturing buildings of 1912. There will be a small amount of demolition to the existing Internet Exchange Building in order to make the connection. This skyway connection will make the Internet exchange building ADA compliant, allow protected access to parking from the Internet Exchange and help to maintain the historical spatial relationships of the buildings.

On the ground below the skyway connection, a portion of the existing alley will be vacated to provide regrading to structured parking and allow the area to be landscaped with a rail line and decorative pavers in the place of the original spur line that ran through the site. The proposed skyway connection and alley vacation will strongly help to ensure the historical integrity of the 20th Century Warehouse District.

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July 11, 2016

Sent via email

Mr. David Frank
President
North Loop Neighborhood Association

Re: North Loop Office Building
419 Washington Avenue North

Dear Mr. Frank,

Thank you for the Letter Support for the North Loop Office Building at 409 Washington Avenue. On behalf of Swervo Development Corporation and CPM, I am writing you that we will be submitting applications for Preliminary Design Review, Certificate of Appropriateness (HPC), Site Plan Review, Conditional use permit for Maximum Height and pending variances per City Planning per Minneapolis Planning and Zoning for the North Loop Office Building which is located in the Minneapolis Warehouse District.

The North Loop Office Building project proposes a 10-story office building with ground floor retail and limited on-grade and below-grade parking. The project site is located off North 5th Avenue and North 3rd Street behind the Internet Exchange Building; a 4-story brick warehouse building that fronts Washington Avenue North and occupies the eastern end of the parcel. The project aims to provide a modern office experience with open office opportunities. The building has an offset core to maintain an open and flexible floor plate. The exterior is a modern interpretation of the historic character of the district with brick veneer and larger divided lite windows that provide optimal openings for daylighting and visual connections for tenants.

Ground floor retail along North 5th Avenue will activate the street level. The base and top are articulated by arched brick openings and the south side facing the downtown area is dominated by a recessed balcony. Additional building amenities include a roof deck patio.

DJR would also like to opportunity to update the NLNA committee on the most recent design as requested in the NLNA Letter of Support. Please let us know when would be a possibility to present.

I am the contact person for the application and my contact information is as follows:

Aron C. Johnson
DJR Architecture
333 Washington Avenue North, Suite 210
Minneapolis, MN 55401
(612) 676-2700
ajohnson@djr-inc.com

Please let me know if you have any questions or would like any further information at this time.

Sincerely,

DJR ARCHITECTURE, INC.

Aron C. Johnson
Project Manager

DJR
ARCHITECTURE, INC.

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August 16, 2016

Sent via email

Jacob Frey
City Council Member - 3rd Ward
City of Minneapolis
350 South 5th St. -307
Minneapolis, MN 55415

Re: North Loop Office Building
419 Washington Avenue North

Dear Councilman Frey,

On behalf of North Loop Partners LLC, I am writing you that we will be submitting applications for Preliminary Design Review, Certificate of Appropriateness (HPC), Site Plan Review, Conditional use permit for Maximum Height and pending variances per City Planning per Minneapolis Planning and Zoning for the North Loop Office Building which is located in the Minneapolis Warehouse District.

The North Loop Office Building project proposes a 10-story office building with ground floor retail and limited on-grade and below-grade parking with public parking provided above ground. The project site is located off North 5th Avenue and North 3rd Street behind the Internet Exchange Building; a 4-story brick warehouse building that fronts Washington Avenue North and occupies the eastern end of the parcel. The project aims to provide a modern office experience with open office opportunities. The building has an offset core to maintain an open and flexible floor plate. The exterior is a modern interpretation of the historic character of the district with brick veneer and larger divided lite windows that provide optimal openings for daylighting and visual connections for tenants.

Ground floor retail along North 5th Avenue will activate the street level. The base and top are articulated by arched brick openings and the south side facing the downtown area is dominated by a recessed balcony. Additional building amenities include a roof deck patio.

Also attached for your reference is the NLNA's Letter of Support for the project. We will also be giving the NLNA an update on the project in the near future.

I am the contact person for the application and my contact information is as follows:

Aron C. Johnson
DJR Architecture
333 Washington Avenue North, Suite 210
Minneapolis, MN 55401
(612) 676-2700
ajohnson@djr-inc.com

Please let me know if you have any questions or would like any further information at this time.

Sincerely,

DJR ARCHITECTURE, INC.

Aron C. Johnson
Project Manager

DJR
ARCHITECTURE, INC.

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August 22nd, 2016

RE: Certificate of Appropriateness for the subject site 419 Washington Avenue N.

For the purposes of the following responses required for a Certificate of Appropriateness this development is requesting 2 different changes on the site:

-Appropriateness of the new construction of the office building in relation to the historic district.
-Appropriateness of a skyway connection to the existing Internet Exchange Building and addition of landscaped rail lines with decorative pavers between buildings as rehabilitation.

(1) The alteration is compatible with the designation of the landmark or historic district, including the period and criteria of significance.

The subject site resides in the 20th Century Warehouse Area designation of the Historic Warehouse District. According to the Historic District Design Guidelines, the 20th Century Area is defined by:

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.

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.

The proposed new construction of the North Loop Office Building is compatible with the description of the 20th Century district in many aspects. The scale and size of the structure is a direct response to demand in the area for places to work where the footprint of the building is larger and comparative with other 20th Century contributing buildings. The footprint also fills the entire 5th Avenue property line and shapes the street as the original Heywood Manufacturing Company Building did in 1912. The height is taller (140'), which is a characteristic of the 20th Century designation, and compares with the Ford Center which is also in the 20th Century designation. The massing is simple and "boxy" which reflects the character of the area. Lastly, the windows are gridded and portray a contemporary reflection of the industry heritage that once defined the area.

(2) The alteration will ensure continued integrity of the landmark or historic district.

The new construction of the North Loop Office Building is proposing a skyway connection to the existing Internet Exchange Building located on the subject site. The Internet Exchange Building is listed as a contributing resource under the Historic District Guidelines.

Requirement:
1.41. Skyways over streets, alleys, rail spur lines or rail corridors shall not be allowed unless there is evidence from the period of significance of bridging or other connections over these features.

This alteration to the existing Internet Exchange Building is consistent with the integrity of the historic district as well as the integrity of the specific subject site of which evidence of this connection from the period of significance is provided in the attached study done by MacDonald & Mack Architects in February 2016. This document shows according to the Sanborn Map (1912-1951) there was a connection between

419 and 411 Washington Avenue and the probable location of the previous bridge (page 4). The proposed connection is higher than the previous connection and connects to the Internet Exchange building rather than the 411 Washington building. This configuration has been proposed for two reasons. First, the MacDonald & Mack report shows evidence of a spur rail corridor. The higher height of the proposed connection will help to preserve the integrity of the view corridor at eye level that was historically set up by the spur rail corridor. Second, currently the existing Internet Exchange Building is not ADA compliant. The proposed skyway connection will bring the existing Internet Exchange Building to ADA compliance as recommended by The Secretary of Interior's Standards for Treatment of Historic Properties.

(3) The alteration is consistent with the applicable design guidelines adopted by the commission.

For the proposed development at 419 Washington Avenue North, the applicable guidelines adopted by the commission are the Minneapolis Warehouse Historic District Design Guidelines. The proposed North Loop Office Building complies with all requirements under Part III: Design Guidelines for New Buildings on Infill sites. However, this proposed development goes further and also complies with many of the Advisory and Other Considerations objective in these guidelines. Some of those are; 3.22, 3.24, 3.40, 3.46, 3.49, 3.51, 3.67, 3.71 and 3.72. These include items such as keeping the massing simple and rectilinear, incorporating arched windows, using a 3:1 to 4:1 ratio for fenestration and using one primary façade material.

(4) The alteration is consistent with the applicable recommendations contained in The Secretary of the Interior's Standards for the Treatment of Historic Properties.

The proposed development at 419 Washington Avenue North is consistent with The Secretary of the Interior's Standards for the Treatment of Historic Properties through all aspects of the development, which are, the development of the new construction of an office building, skyway connection to an existing building and proposed landscape design which includes an inset rail line with decorative pavers.

The Skyway connection and landscape improvements of the development fall under the Standards for Rehabilitation in The Secretary of the Interior's Standards for the Treatment of Historic Properties. These Standards are below:

1. 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.
2. 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.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial 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.
10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The attached document from MacDonald & Mack Architects provides evidence of a connection being made between buildings in the historic period and evidence of a spur rail line on the property that was on the site but did not survive. Furthermore, the rehabilitation of the spur rail line was at the request of the Committee of the Whole.

The existing Internet Exchange Building is a concrete structural frame with brick infill. Where the proposed connection is to happen there will be no demolition of the existing concrete structural frame, but only a small area of the brick infill. The historic character of the Internet Exchange building will be preserved, because the small amount of brick being removed currently has not special or historical treatment and is located on the alley side of the building and not the Washington Avenue North side.

The rehabilitation of these elements will clearly be identified as a contemporary re-creation and not historical. Lastly, the existence of these two elements will solidify and help preserve the historical spatial relationship between the existing Internet Exchange Building and the new construction of the proposed office building in the development for the future.

Another recommendation of The Secretary of the Interior's Standards for the Treatment of Historic Properties is accessibility considerations. Currently the existing Internet Exchange Building is non ADA conforming. The addition of the Skyway allows the building to be ADA accessible and allows improved access to all.

The proposed new construction of the office building complies with The Secretary of the Interior's Standards for the Treatment of Historic Properties in terms of preserving the integrity of the Historic District and site, since there is no existing landmark building being preserved or rehabilitated. The proposed new office building follows the recommendations in all chapters of the standards which are:

Building Exterior: Materials
Building Exterior: Features
Building Interior
Building Site
Setting
Special Requirements

Building Exterior: Materials - The primary exterior material will be red brick, which is prevalent throughout the whole 20th Century Historic District.

Building Exterior: Features – The windows for this building will be gridded and reflect the industrial history of the district. The façade on the L1 floor is raised up and pushed back as a colonnade to preserve the urbanism of the freight street that 5th Avenue once was.

Building Interior – The interior of the building is proposing to include concrete columns that have "mushroom heads" that are reflective of the industrial historical period the district displays.

Building Site – The recommendations are being followed for the building site in terms of Design for the Replacement of missing Historic Features. The rehabilitated spur rail will be the replaced historic feature on the building site.

Setting – The setting of the 20th Century District will follow the recommendations by retaining the historic relationship between buildings and landscape features of the setting.

Special Requirements – As stated before the rehabilitation of the skyway will allow the existing Internet exchange building to conform to ADA and allow access to all.

(5) The alteration is consistent with the spirit and intent of the preservation ordinance, the applicable policies of the comprehensive plan, and the applicable preservation policies in small area plans adopted by city council.

The Minneapolis Plan for Sustainable Growth 9 (Comprehensive Plan)

The proposed development is consistent with applicable policies of *The Minneapolis Plan for Sustainable Growth* that was unanimously adopted by the Minneapolis City Council on October 2, 2009. Of which the applicable preservation policies are covered in Chapter 8 of the Comprehensive plan which are:

Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.

The proposed development in terms of new construction and addition of a skyway for ADA purposes, and landscaped rail line can be seen as maintenance of the designated district that serve as reminders of the city's architecture, history and culture.

Policy 8.5: Recognize and preserve the important influence of landscape on the cultural identity of Minneapolis.

The addition of the rail lines preserves the cultural identity of the industrial district of the area and influence of the spatial relationships of buildings that were historically present.

Policy 8.8: Preserve neighborhood character by preserving the quality of the built environment.

The new construction of the proposed project follows the design guidelines and through form, materials and site treatment preserves the neighborhood character.

North Loop Small Area Plan (Small Area Plan)

The proposed project is consistent with the spirit and intent of the Principles of Development found in the North Loop Small Area Plan. The project displays enhanced pedestrian safety, function and aesthetic character in the public rights-of-way and encourages walking through the landscape design proposed for 5th Avenue and 3rd Street which adds street trees and critical mass to the site that shape the walking environment. The project also promotes mixed-use with its retail and office functions which create neighborliness. Even though this project is new construction the building design works to preserve the historic character of the neighborhood, which is highly valued. The addition of the skyway element and exterior lighting in the alley improves safety conditions in the area by providing "eyes on the street" in the existing alley which is currently a dark area of refuge. In addition, the proposed project will house office space that provides living wage employment to the district, and retail space will act as gathering space for the community which adds to the current spirit of the neighborhood.

Warehouse District Heritage Street Plan (Implementation)

The proposed development is consistent with the spirit and intent of the *Primary Heritage Street Recommendations* found in Chapter 5 of the *Warehouse District Heritage Street Plan*. On both 3rd Street and 5th Avenue of the development street trees will be provided, sidewalks will maintain their ADA accessibility and width; a loading dock will be made on the ground floor of 5th Avenue all to create a high level pedestrian friendly experience. A partial vacation of an alley has also been proposed for this development and if any historic pavers are found during construction they will be reclaimed per the recommendations of the *Warehouse District Heritage Street Plan*.

This development also responds to some of the *additional project recommendations* by the reinstallation of actual metal rail sections, rather than trying to interpret the rails with a different material which will be placed in the vacated area of the existing alley.

In addition, the following findings must be addressed if applying for 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 proposed development includes a skyway connection to the existing Internet Exchange building which resides on the same parcel. Destruction of a small portion of the exterior wall on the alley side will be needed in order to make the connection.

The existing Internet Exchange building is a concrete structural frame with brick infill. Where the proposed connection is to happen there will be no demolition of the existing concrete structural frame, but only a small area of the brick infill. The chosen location is the best location because it follows the historical precedence as well as preserves the view corridor set up by the spur rail that once existed on the site.

This written statement was provided by DJR architecture, if there are any questions or concerns about the proposed developments historical integrity please email Aron Johnson at ajohnson@djr-inc.com or call (612) 676-2739.

Thank you,

Aron C. Johnson, LEED AP
Project Manager

DJR Architecture, Inc.
333 Washington Avenue North
Suite 210
Minneapolis, MN 55401

MACDONALD & MACK
ARCHITECTS

400 South Fourth Street Suite 712 Minneapolis MN 55415
P 612.341.4051 · F 612.337.5843 · www.mmarchitd.com

Memorandum

Date	4 February 2016
To	Ned Abdul, Sheldon Berg, Amy Meller
From	Rita Goodrich
Project	411-419 Washington Avenue North
Regarding	Minneapolis HPC considerations

After our meeting on January 8th, I have researched the two structures on the 400 block on Washington Avenue North. My findings, references to the "Minneapolis Warehouse Historic District Design Guidelines" and photographs provide recommendations to address the comments from staff of the Minneapolis Heritage Preservation Commission.

The "Minneapolis Warehouse Historic District Design Guidelines" provide direction in the form of design standards for existing buildings and the addition of new buildings. The intention is to maintain the integrity and character of the district. Research findings reference the various *Requirements* and *Advisory* items found in the Guidelines.

The Warehouse District is divided into three distinctive charocter areas; Nineteenth Century Warehouse, Twentieth Century Warehouse and Rail Yards. The 400 block is located within the Twentieth Century Warehouse area and on the boundary of the Rail Yards. A notable intersection between the areas is the historic spur line, (trocks no longer extant), thot defined the curved footprint of the building and historically bisected the site.

The 411-419 Washington building built in 1913 is a contributing building in the district. Another significant element thot was part of the site is the Great Northern rail spur, which according to the *Minneapolis Warehouse Historic District Designation Study – October 28, 2009* "ran from mail line 4th Avenue North rail corridor through the district to 10th Avenue North. This spur was important because it was responsible for the further development of additional warehouses. Although the tracks have been removed, the visual width of the corridor remains fairly intact for a portion of the original length."

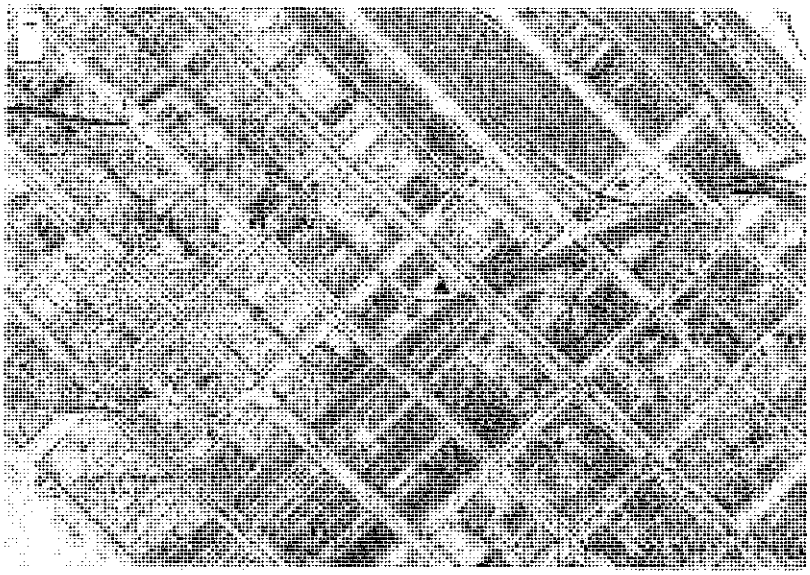


Figure 1 Atlas of Minneapolis 1914 shows the Great Northern Spur Line before the existing 411/419 building was shown on the Atlas. Note that the corridor is further defined by the two Minneapolis paper box structures. A black triangular arrow indicates the site.

To back up a bit, the Minneapolis Self Storage building at 425 Washington Ave. North was built in 1892 and included a second building, locoted along Fifth Avenue North, behind the Washington Avenue building. It is labeled on the 1914 Atlas as "Minneapolis Paper Box Factory". The Great Northern Spur Line is clearly visible on the map, crossing 5th Avenue North and heading toward 10th.

Swervo Development Corporation is proposing to locate a new building behind the existing Washington Avenue North buildings, at the location of the former paper box factory and pipe shed. According to *Part III, Design Guidelines for New Buildings, Infill Site Design, Street wall* –Building Placement on Site, the new building should be built to the property line, adjacent to the public right-of-way. This, along with pedestrian access to the building is proposed on the Fifth Avenue North façade. As the new building is within the Twentieth Century area, ten stories are allowed. The footprint of the new building presents an interesting challenge as the Owner wishes to establish a connection between the existing 411/419 Washington Avenue North building and the new structure fronting 5th Avenue North.

Placing the buildings side by side is not an option, as noted before; the Great Northern Spur Line bisects the site. 1.9 of the Guidelines requires that *"The location and width of existing street and alley rights-of-way shall be preserved in place"* and 1.10, *"Streets and alleys shall not be interrupted by new structures or buildings that cut off views, and access through the corridor."* And 1.25,*"The visual corridors created by public and private roadways, bridges, alleys and former rail corridors or other infrastructure are significant and shall be preserved."*

Swervo Development Corporation is considering options for a type of connection that respects the historic railway spur line. The Minneapolis Warehouse Historic District Design Guidelines Design and Materials for the Public Realm suggests a possible solution under the Skyway section, page 17.

"Skyways: Public skyways or enclosed building connections are not part of the historical development patterns of the Nineteenth and Twentieth Century Warehouse Character Areas. They never spanned

streets and rarely covered alleys. Existing skyway features within the district were built outside the district's period of significance. Skyways interrupt the historic visual corridor and spatial relationship created by the public right-of-way and building locations.

Requirement:

1.41. Skyways over streets, alleys, rail spur lines or rail corridors shall not be allowed unless there is evidence from the period of significance of bridging or other connections over these features.

According to the Sanborn Map (1912-1951) found at the James K. Hosmer Special Collections, Minneapolis Public Library) the Minneapolis Paper Box Factory became the Heywood Manufacturing Company, a job printing, paper box and envelop factory and the 411/419 building shows up as "Wagon & Implement" Part of the name has been obscured (E. Hob?), it is unknown if it was part of the Heywood Manufacturing Co. Behind this building is another long, narrow structure, labeled "Crane Co. pipe shed" with a 4' plank platform.

Note the "tile bridge" between the two Heywood buildings that clearly crosses the Spur Line. This is evidence from the period of significance of bridging or connection over the feature. It appears that the bridge was located at the 3rd floor, which would have crossed above the spur line. The notes indicate that there was an entry at each end of the bridge. Swervo Development Corporation would like to propose a similar bridging connection from 411/419 Woshington Avenue North to the new building on Fifth Avenue North.

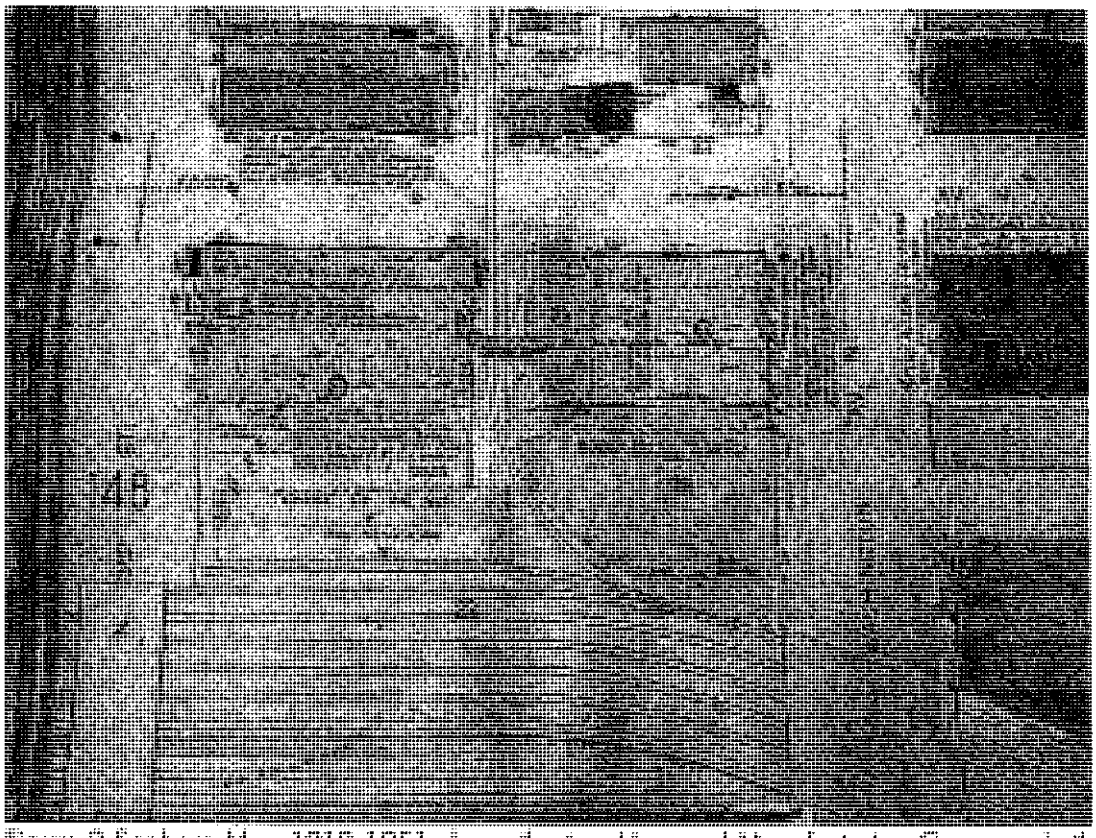
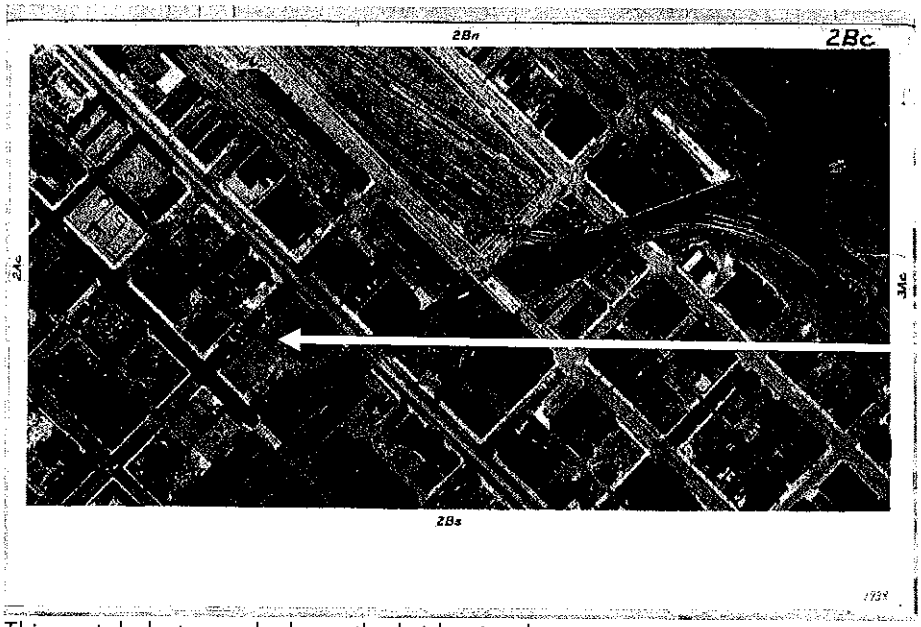
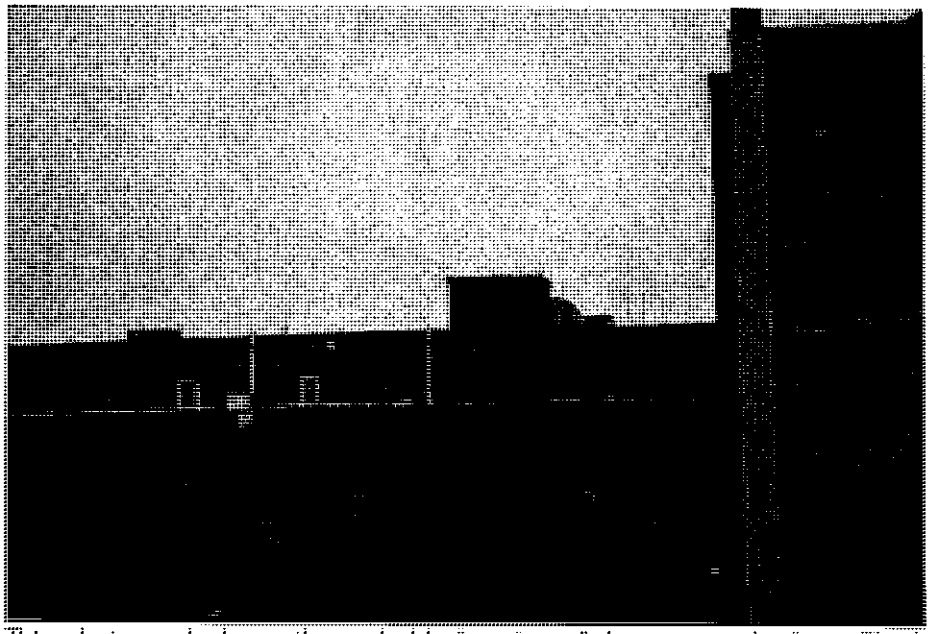


Figure 2 Sanborn Map 1912-1951 shows the two Heywood Manufacturing Company buildings, the Crane Co. pipe shed and the Wagon & Implement building at 411/419 Washington Avenue North. Minneapolis Collectians, Minneapolis Public Library



This aerial photograph shows the bridge in-place.
University of Minnesota Minnesota Historical Aerial Photographs 1938.



This photograph shows the probable location of the previous bridge. The bridge was located very close to the 411/419 Washington building.

The bridge will be slightly south from the historic location, to connect to the 411/419 Washington building. The intention of the bridge is provide a connection between the two structures and allow for ADA access to both buildings.

Accessibility to the 411/419 Washington Ave. from the primary façade

There are two existing entries at Washington Ave. N., considered the primary façade. These entries are required to remain and also serve as the ADA accessibility entry according to the Guideline Requirements 2.4 and 2.6. The existing door at the 411 Washington is located up five risers, which project out onto the sidewalk almost 4 feet, and the door at 419 Washington has one small riser. I have taken a look at the interior and it does appear that it may be feasible to lower the entry door at 411 to provide an interior ADA entry. It should be noted that the Guidelines define the district's period of significance between 1895 and 1930. Building permit records indicate that there was a permit of "Alt. store front" pulled in 1949 by Brin Glass, so it cannot be assumed that the existing façade is the historic entry. An undocumented historic photograph also suggests an earlier entry design.

The feasibility of altering the entry to provide ADA accessibility comes into question due to the slope of the sidewalk. Simply put, the sidewalk is too steep, and even with the removal of the existing stair and lowering of the door, meeting ADA requirements is not possible. I have spoken with Paul Miller, Minneapolis Public Works about the sidewalk condition and he agreed that this is a difficult situation. He said that the only outside possibility would be to investigate if a ramp would work, but it appears that it would be too tight, both in terms of length and depth due to City requirements at the sidewalk. Based on the Guideline requirement below, I think we can show that this option is infeasible and alternate entryways should be considered.

Fenestration – Entryways: Requirement
2.39 ADA accessibility shall be accommodated within the interior of the building using the existing primary entrance. If this is proven infeasible then alternate entryways will be considered to allow for accessibility. Exterior ramping is not allowed on elevations facing a public street.

As requested I also took a look at the existing corridor ond the view shed of the railroad spur. Below is the section of the Guidelines which address the Rail Spur.

Minneapolis Warehouse Historic District Design Guidelines, Part 1: Guidelines for Infrastructure and Public Realm, Rail Infrastructure Network: Rail Corridors & Rail Spurs

Requirements:
1.1 The location and width of existing railroad corridors and spurs shall be preserved in place.
1.2 Railroad corridors and spurs shall not be interrupted by new buildings, structures, or other objects that cut off views and access through the corridor.
1.3 Railroad corridors shall not be covered.

Advisory:
1.6 The adaptive reuse of non-active rail spur corridors to provide public green space or other amenities for use and enjoyment of the surrounding neighborhood is encouraged.

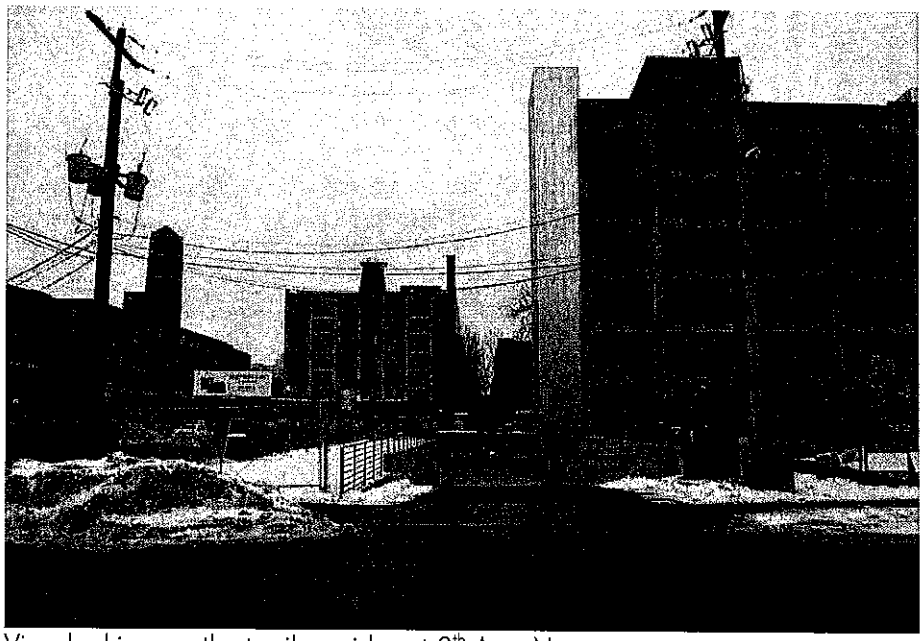
I have included photographs of the existing view shed of the Great Northern spur line from varies locations. There does not seem to be a strict adherence to the requirements. I suggest awareness rather than presenting this as an argument, although showing these images as documenting the existing condition and then showing a photograph with the "bridge" inserted might be helpful.

There do seem to be some objects that are visible within the spur rail corridor. I would advise limiting the connection to one level either at the second or third floor to keep it lower in the view shed. Is there also a possibility of providing some sort of "public green space or other amenities" in the spur area? I realize that the "railway spur" will be the only access to the back of the Washington Ave. building. I am not sure if there is access through the parking lot or not? Regardless, maybe some type of paving could mark the memory of the railroad spur; provide a drivable surface and also comply with the Advisory 1.6. I make this suggestion because the DJR site study sketch 10.07.15 shows the "Access drive at the existing alley widened" and I am not sure how much additional width is required. This is something we should discuss.

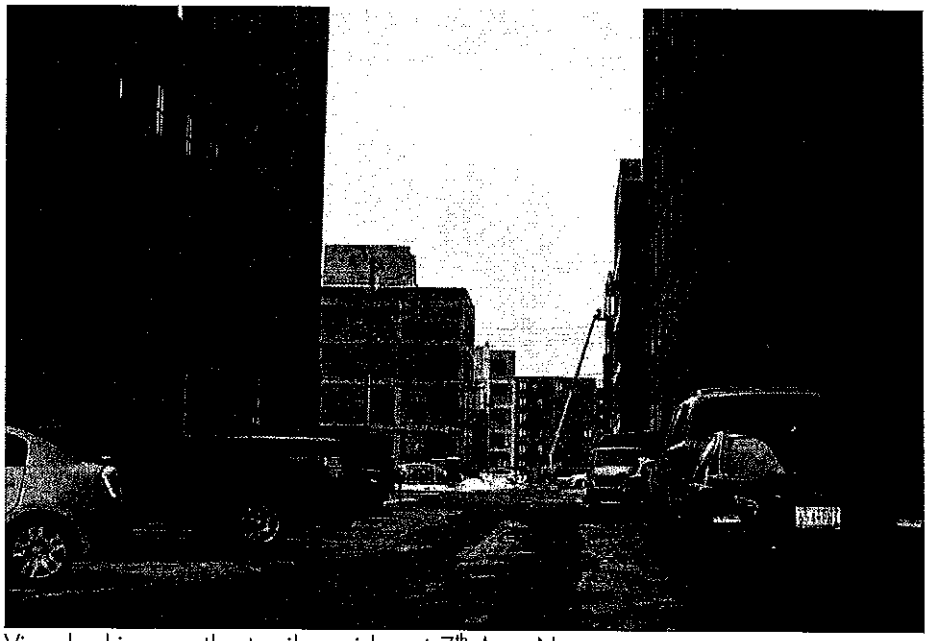
The existing "spur line" corridor view shed bleeds off in several locations due to open parking lots and such. While this is not a direct concern of Swervo, showing that an effort is being made to define the corridor on its site would seem to be helpful.

Another consideration; and this may be a stretch is to propose that the connection link be designed to blend in with the red brick structure across the tracks. The spur line terminates at the property line to the south and the view across the rail line is another brick structure. If the new "bridge" was of a similar coloration, then it may not be that apparent at the end of the spur line view shed.

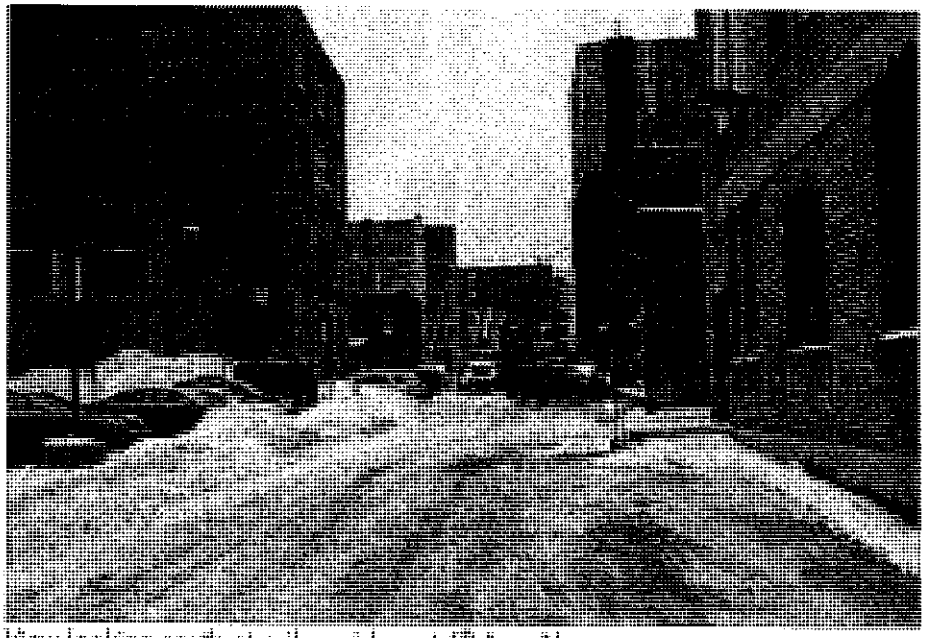
View looking south at rail corridor at 9th Ave. N.



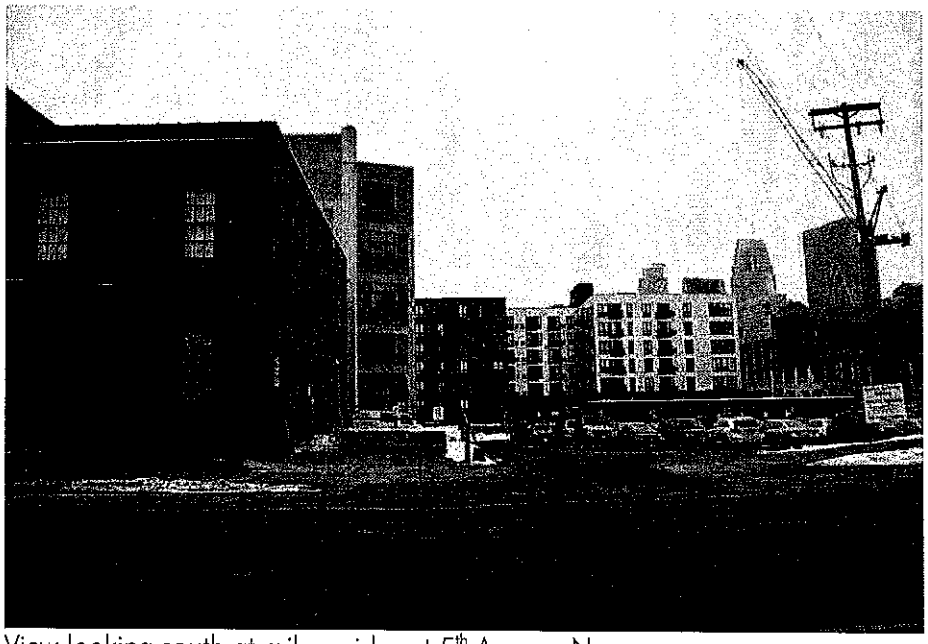
View looking south at rail corridor at 8th Ave. N.



View looking south at rail corridor at 7th Ave. N.

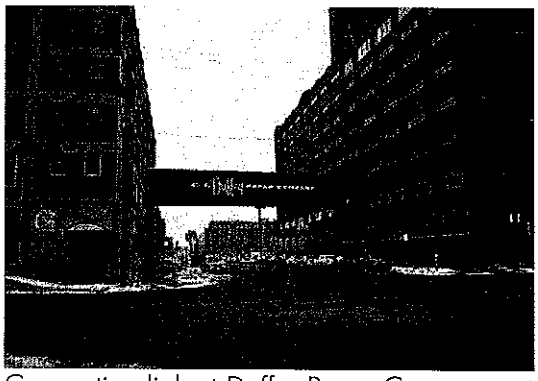


View looking south at rail corridor, at 6th Ave. N.

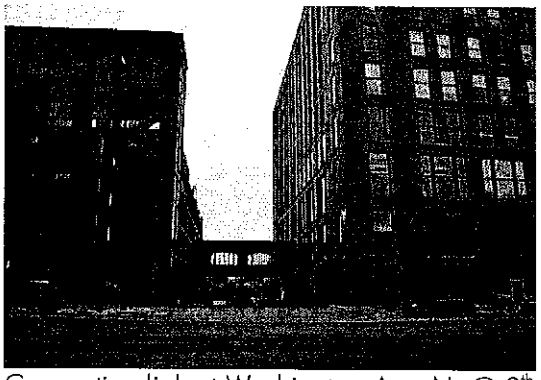


View looking south at rail corridor at 5th Avenue N.

I have also included other images that show other "connection" elements found in the warehouse district. It should be noted that the Guidelines suggest that "existing skyway features within the district were built outside of the district's period of significance" so these may not be that helpful, especially since two of the structures connect at only one level. Do you know when the connecting links at the Wyman and Wyman Partridge were constructed? This would be good information to have before meeting with the City. It would be especially helpful if we could show they were built before 1931.



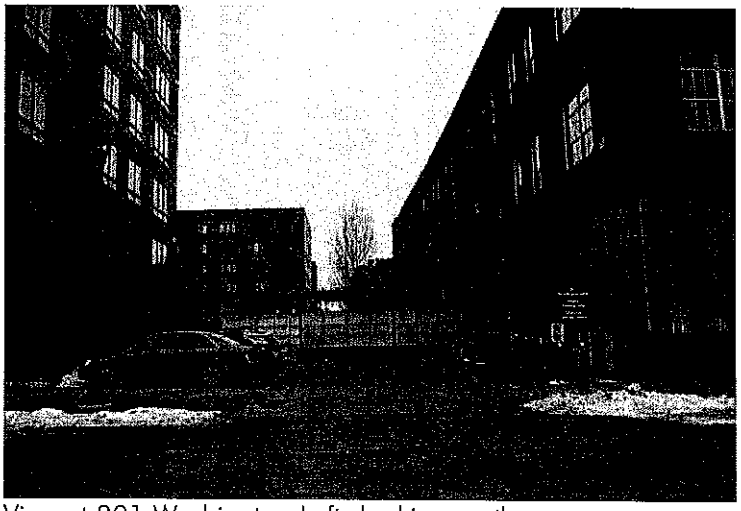
Connecting link at Duffey Paper Company, at 3rd St. N. between 6th Ave. N. & 7th Ave. N.



Connecting link at Washington Ave. N. @ 9th

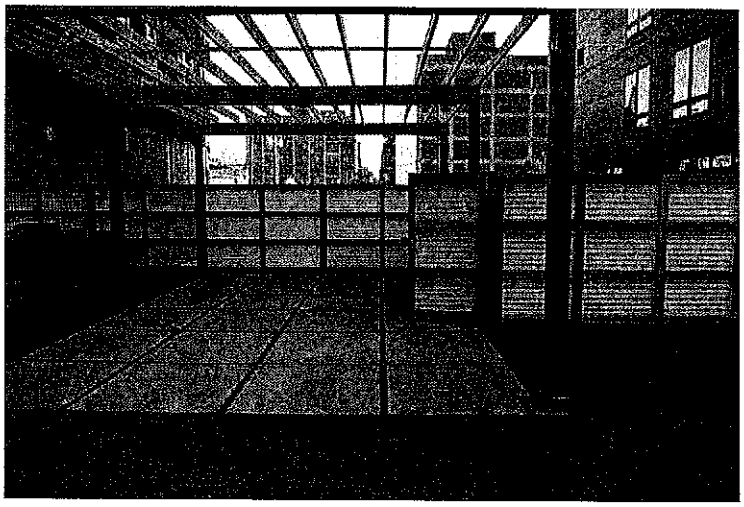
Connecting link between the Wyman and Wyman Partridge buildings at 2nd Avenue North.

I have also added photographs of elements that have been built within the Rail Spur corridor after the period of significance. I am unsure how these elements fit within the Guidelines for the Historic District as they do not appear to be public spaces and create a wall across the Rail Spur view shed.



View at 801 Washington Lofts looking north

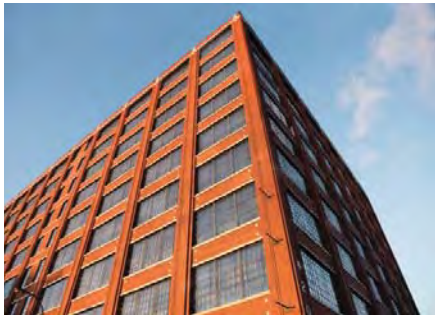
View from inside of walled element, looking south



Following the Warehouse Historic District Guidelines, there is sound evidence to propose a one story connecting bridge between the existing building at 411/419 Washington Avenue North and the new proposed office tower on 5th Avenue North. ADA accessibility at the primary façade is not feasible due to sidewalk slope constraints and this has been confirmed by Minneapolis Public Works. The remaining question is if the HPC would consider a connecting link greater than one story. This is something that will need to be discussed with staff.

North Loop Office Building

419 Washington Avenue N

Historic Preservation Commission (HPC) Review Submittal
8.22.2016

DJR
ARCHITECTURE INC.

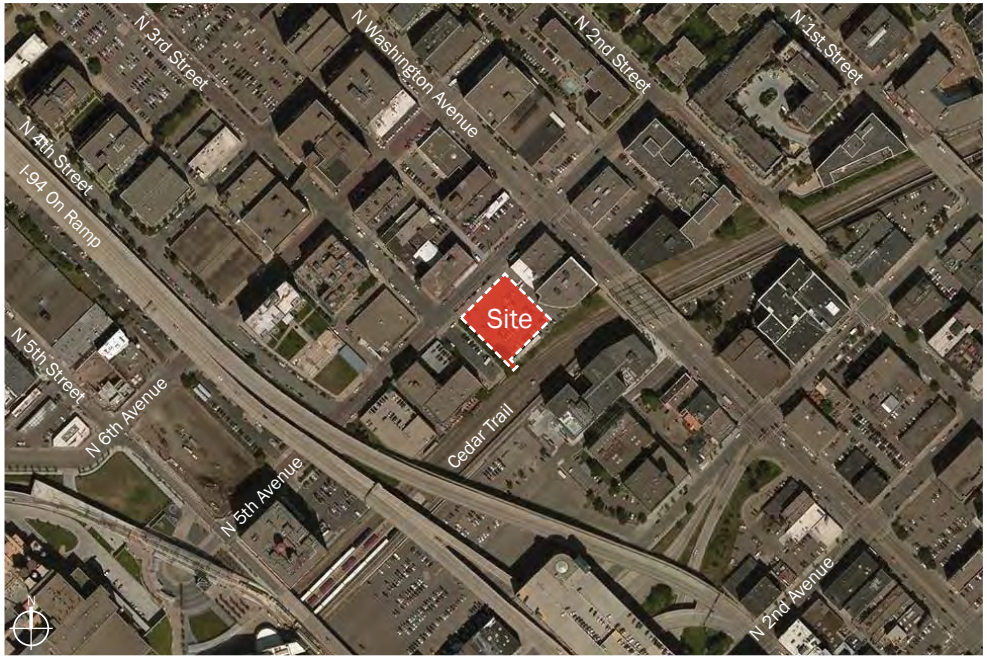
Contents

Introduction- Project Information

Development Description

The project proposes a 10-story office building with ground floor retail and limited on-grade and below grade parking. The project site is off N 5th Avenue and N 3rd Street and located behind the Internet Exchange Building-- a 4-story brick warehouse building that fronts Washington Avenue N and occupies the eastern end of the parcel. The project aims to provide a modern office experience with open office opportunities. The building has an offset core to maintain an open and flexible floor plate. The exterior is a modern interpretation of the historic character of the district with brick veneer and larger divided lite windows that provide optimal openings for daylighting and visual connections for tenants.

Street-scaled entry volumes located at the lower corners of the North and South approaches, as well as ground floor retail along N. 5th Avenue, will activate the street level. The base and top are articulated by arched brick openings and the south side facing the downtown area is dominated by a recessed balcony. Additional building amenities include a roof deck patio.



Aerial Photo

Project Team

Owner
North Loop Partners LLC
510 N 1st Avenue #200
Minneapolis, MN 55403
612.332.8323

Architect
DJR Architecture, Inc.
333 N Washington Avenue #210
Minneapolis, MN 55401
612.676.2700

Civil Engineer
Civil Site Group, Inc.
4931 W 35th Street #200
St. Louis Park, MN 55416
612.615.0060

Site Information

Address (Official)
419 Washington Avenue N
Minneapolis, MN 55401

Area
1.12 Acres (48,998 sqft)

Overlay Designation
Twentieth Century Warehouse

Legal Designation
Lots 5 thru 8 Incl also all lots 11 and 12 and that part of Lot 10 lying sely of fol desc line beg at a pt on nely line of said lot 10 dis

Site Aerials

Aerial Photo Looking West

Aerial Photo Looking South

Aerial Photo Looking North

Aerial Photo Looking East

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Site Analysis- Surrounding Uses and Nodes

1. Minneapolis Farmer's Market

2. Target Field

3. Target Field Station

4. North Star Commuter Train

5. Washington Avenue

6. Cedar Lake Trail

7. Ford Center

8. North Loop Playground and Mississippi River Parkway

Warehouse Historic District

Site Analysis- Zoning and Adjacent Uses

Zoning Areas

Key

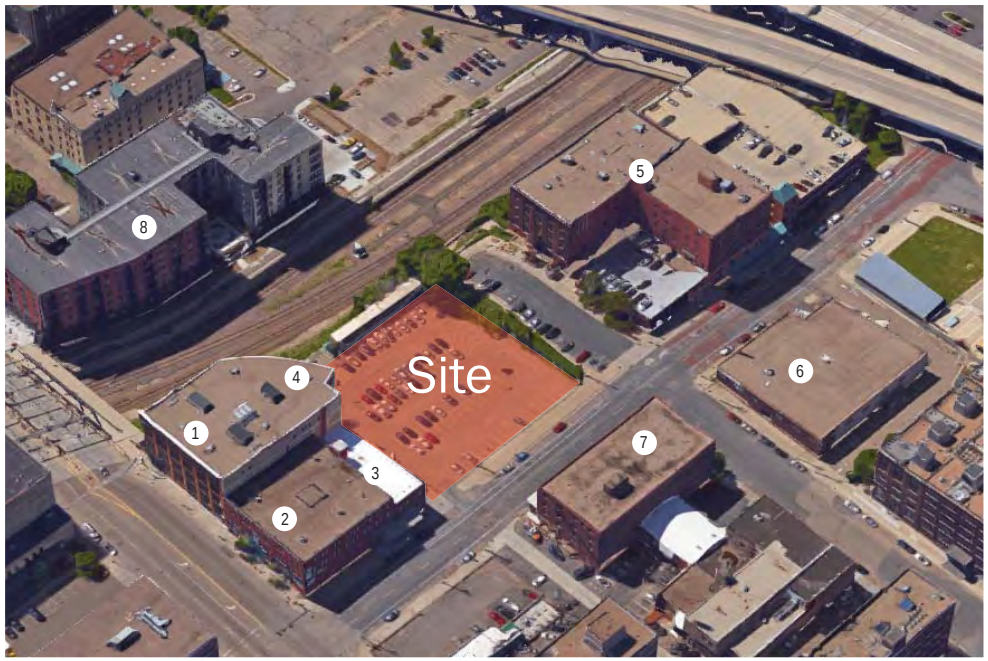
- B4N- Downtown Neighborhood District
- B4S-2- Downtown Service District
- C3A- Community Activity Center District

Usages & Transportation

Key

- Site
- Mixed-Use
- Parking Lot/ Garage
- Office
- Retail/ Food & Beverage
- Multi-Family
- Nice Ride Station
- Bus Line
- Bus Station
- North Star Train
- Train Station

Site Analysis- Surrounding Buildings



Aerial Photo


3. 425 Washington Avenue N


4. 419 Washington Avenue N

5. 401 3rd Street N


4. 505 3rd Street N


1. 419 Washington Avenue N

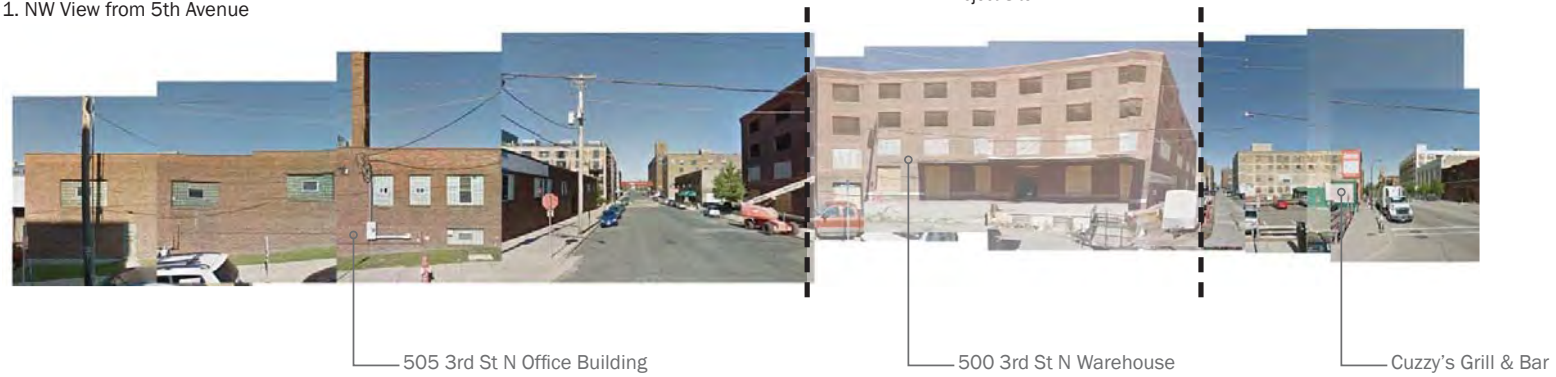

2. 425 Washington Avenue N

7. 500 3rd Street N

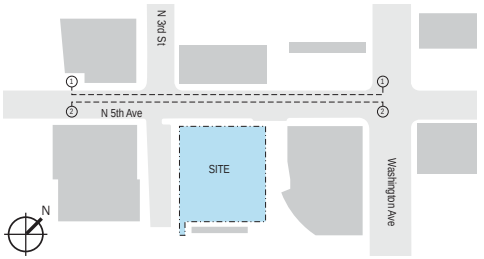

8. 337 Washington Avenue N

Site Analysis- Panorama

1. NW View from 5th Avenue



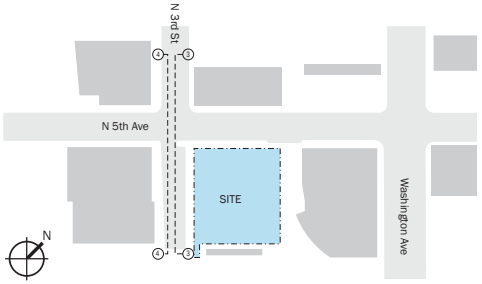
2. SE View from 5th Avenue



Site Analysis- Panorama

3. NE View from 3rd Street

4. SW View from 3rd Street

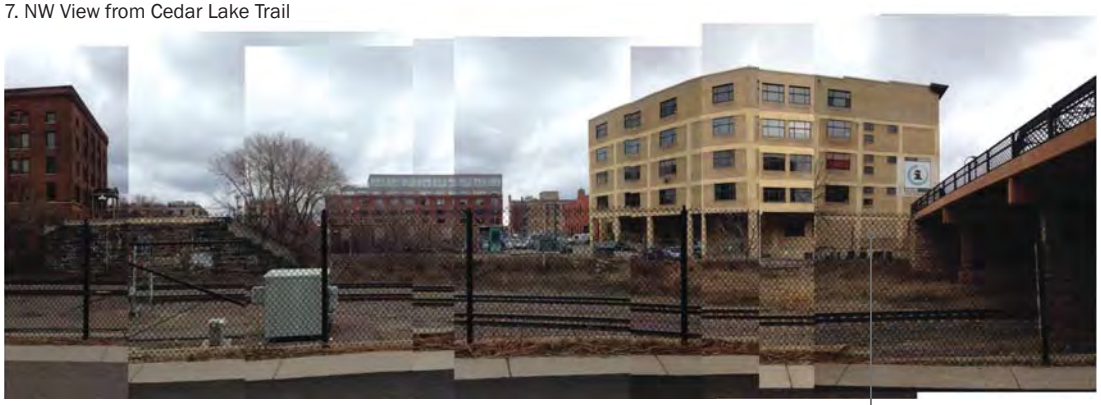


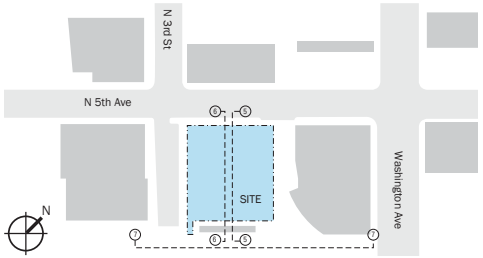
Site Analysis- Panorama

5. NE View from Site

6. SW View from Site

7. NW View from Cedar Lake Trail





Design Guidelines

View from N Washington Avenue Bridge

Section I- Guidelines for Infrastructure and Public Realm

No.	Type	Requirement- Rail Yards Area	Conformance	Departure
1.1	R	The location and width of existing railroad corridors and spurs shall be preserved in place.	X	
1.2	R	Railroad corridors and spurs shall not be interrupted by new buildings, structures, or other objects that cut off views and access through the corridor.	X	
1.3	R	Railroad corridors shall not be covered.	X	
1.4	R	Bridgeheads, bulkheads, and retaining walls from the period of significance shall be retained and not demolished.	X	
1.5	A	Wherever possible, tracks within existing railroad corridors shall be preserved in place.	N/A	
1.6	A	The adaptive reuse of non-active rail spur corridors to provide public green space or other amenities for use and enjoyment of the surrounding neighborhood is encouraged.	X	
1.7	A	If necessary, bridgeheads, bulkheads, and retaining walls from the period of significance can be sensitively incorporated into new development so long as they are kept intact and used as an interpretive feature.	N/A	

No.	Type	Requirement- Character of Street	Conformance	Departure
1.8	R	The existing rectilinear street grid system punctuated by mid-block alleys shall be preserved.	X	
1.9	R	The location and width of existing street and alley rights-of-way shall be preserved in place	X	
1.10	R	Streets and alleys shall not be interrupted by new structures or buildings that cut off views and access through the corridor.	X	
1.11	R	Loading docks and canopies dating from the period of significance shall be preserved and retained.	X	
1.12	R	On commercial streets, Street Design: The main aspects for consideration when improving a commercial street shall include provisions for amenities that further pedestrian activity and building access.	X	
1.13	R	On commercial streets, Building Design: When rehabilitating or constructing a new building the primary building access and entryways shall be located on commercial streets.		X
1.14	R	On freight streets, Street Design: The main aspects to be considered when improving freight streets shall include the preservation of historic loading docks and canopies to reflect their service function and proper management of vehicular and service access to the property.	X	
1.15	R	On freight streets, Building Design: When rehabilitating or constructing a new building the secondary building access, commercial, or industrial access shall be located on freight streets. The freight street shall serve as the primary service and vehicular access and internal property access.		X

No.	Type	Requirement- Character of Street	Conformance	Departure
1.16	R	On mixed streets, Street Design: The main aspects for consideration when improving a mixed street shall include the preservation of historic loading docks and canopies while including provisions for adequate pedestrian space.	N/A	
1.17	R	On mixed streets, Building Design: When rehabilitating or constructing a new building the primary building access and entryways shall be located on mixed streets.	N/A	
1.18	A	On all streets, the narrowing of vehicular right-of-way to accommodate sidewalks around loading docks to create more pedestrian friendly activity is encouraged.	N/A	
1.19	A	On mixed and freight streets, the addition of railings or the alterations to the slope of the loading docks is appropriate to create an accessible, pedestrian-friendly environment.	X	
1.20	A	On commercial and mixed streets, where possible, add street trees, street amenities, pedestrian lighting and other features that further pedestrian activity and building access.	X	
1.21	A	Wherever alleys are not in use for the conveyance of freight or property access to and from buildings, the alleys could be adapted to provide public green space and amenities for use and enjoyment of the surrounding neighborhood.	N/A	

No.	Type	Requirement- Design and Materials for the Public Realm	Conformance	Departure
1.22	R	Original historic street paving materials shall be maintained and preserved.	X	
1.23	R	Existing railroad tracks located in streets, alleys, or corridors shall be maintained or reinstalled when improvements are made.	N/A	
1.24	R	Loading docks shall be preserved. Their heights or widths shall not be altered.	X	
1.25	R	The visual corridors created by the public and private roadways, bridges, alleys, and former rail corridors or other infrastructure are significant and shall be preserved.	X	
1.26	R	New or replacement street furnishings such as street lights and street furniture shall be compatible with the character of the historic district in terms of location, design, materials, color, and scale..	X	
1.27	R	Transit shelters, such as bus stops, will be considered if they are compatible in scale and design to the industrial character of the district.	N/A	
1.28	A	On streets, sidewalks, or alleys where historic paving materials aren't present standard bituminous and concrete street materials are appropriate	X	
1.29	A	Reconfiguring of public right-of-way to make infrastructure more pedestrian or other transportation modal friendly is appropriate as long as the historic features are not removed, the visual corridor is not interrupted and the spatial relationships of the district are not affected.	X	
1.30	A	Right-of-way designs that narrow vehicular drive lanes to accommodate wider public sidewalks and retain the full size and configuration existing loading docks are encouraged.	X	
1.31	A	All streets systems shall be designed for pedestrian and vehicular safety, and ADA compliance.	X	
1.32	A	Contemporary styles, such as metal with a painted finish, are considered appropriate for designs for street furnishings.	X	
1.33	O	Replacement of historical paving materials will be considered if evidence is produced that the materials are too deteriorated to repair. A compatible substitute material will be considered if using historical materials is not technically or economically feasible.	X	
1.34	O	New or replacement paving materials that help with storm water management will be considered.	X	

No.	Type	Requirement- Street Landscape, Parks, and Open Spaces	Conformance	Departure
1.35	R	Street trees shall not be located directly in front of entrances of historic buildings.	X	
1.36	R	The location of street trees shall be centered within or between bays of buildings.	X	
1.37	A	Parks and open space that reinforce the street wall are encouraged.	N/A	
1.38	A	Mid-block parks and open spaces adjacent to public streets are appropriate.	N/A	
1.39	O	Landscape grass strips, planting beds, and grass boulevards are not recommended in most locations within the district. These features will be considered on a case by base basis.	X	
1.40	O	Parks and open spaces located adjacent to the intersections of streets will be considered.	N/A	

No.	Type	Requirement- Skyways	Conformance	Departure
1.41	R	Skyways over streets, alleys, rail spur lines or rail corridors or other areas that interrupt historic visual corridors shall not be allowed unless there is evidence from the period of significance of bridging or other connections over these features.	X	
1.42	R	Existing industrial bridges and conveyance systems between buildings shall be preserved.	N/A	

No.	Type	Requirement- Maintenance	Conformance	Departure
1.43	R	Infrastructure improvements shall be coordinated to the maximum extent possible to reduce visual clutter and limit disruptions.	X	
1.44	A	Routine maintenance and repair of the public rights-of-way and alleys is encouraged to be undertaken with an understanding of the importance of preserving the district's distinctive features.	X	
1.45	A	Safety and ADA compliance shall be a consideration for maintenance and repair activities of the public rights-of-way and alleys.	X	

Section III- Design Guidelines for New Buildings on Infill Sites

No.	Type	Requirement- Street Wall- Building Placement on Site	Conformance	Departure
3.1	R	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.	X	
3.2	R	Fences and grade separations between the building and public right-of-way are inappropriate and shall not be allowed.	X	
3.3	R	Chain link fences are not allowed.	X	
3.4	R	When stormwater management systems are required, they shall be master planned and located to the rear of buildings	X	
3.5	A	A perimeter block pattern with buildings built to line and private or semi-private courtyards to the rear of the building is appropriate.	X	
3.6	O	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.	X	

Design Guidelines

No.	Type	Requirement- Access Points- Pedestrian Interface	Conformance	Departure
3.7	R	Buildings shall be oriented such that principal facades and entrances face public streets.	X	
3.8	R	Primary building entrances shall be located along commercial or mixed streets.		X
3.9	R	Secondary building entrances shall be located along freight streets.	X	
3.10	O	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.	X	

No.	Type	Requirement- Street Wall- Building Placement on Site	Conformance	Departure
3.11	R	Vehicular access to a site shall be obtained using existing alleys.	X	
3.12	R	New vehicular access to a site shall not be made from commercial or mixed streets.		X
3.13	R	Parking shall be located below grade or to the rear of the buildings.	X	
3.14	R	Off-street parking shall not be located along a principal facade or between the building and the right-of-way.	X	
3.15	R	Opportunities for shared parking and vehicular access shall be explored to the greatest extent possible.	X	
3.16	O	New vehicular access from freight streets will be considered.	X	

No.	Type	Requirement- Loading Areas	Conformance	Departure
3.17	R	Loading areas shall be located to the rear of the property, accessed through alleys or by freight streets.	X	

No.	Type	Requirement- Accessory Structures	Conformance	Departure
3.18	R	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.	X	
3.19	R	Accessory structures shall be compatible to the primary building or structure. Such compatibility shall be determined by architectural style, colors, materials and finishes.	X	

No.	Type	Requirement- Massing	Conformance	Departure
3.20	R	Buildings shall have a singular rectangular shape and volume.	X	
3.21	R	Building facades or portions of facades that are stepped back along street facing facades are not allowed.	X	
3.22	O	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.	X	

No.	Type	Requirement- Scale	Conformance	Departure
3.23	R	**Nineteenth Century Warehouse-** Height of buildings shall be between two (2) and six (6) stories.	N/A	
3.24	R	**Nineteenth Century Warehouse-** The first floor height shall be between 14 and 18 feet and upper story height between 10 and 14 feet.	N/A	
3.25	R	**Twentieth Century Warehouse-** Height of buildings shall be between two (2) and ten (10) stories.	X	
3.26	R	**Twentieth Century Warehouse-** The first floor height shall be between 14 and 21 feet and upper story height between 10 and 14 feet.	X	
3.27	A	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.	X	

No.	Type	Requirement- Rhythm	Conformance	Departure
3.28	R	Building facades shall display a defined base, top and middle portions, differentiated by variations in architectural treatment, materials or details. An appropriate facade 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	X	
3.29	R	Deeply modulated vertical or horizontal articulation shall not be allowed.	X	
3.30	R	Fenestration shall be grouped into vertical bays.	X	
3.31	R	Buildings shall have flat roofs.	X	
3.32	R	Crenellated parapets, undulating roof lines, sloped (hip or gable) roofs are inappropriate and shall not be allowed.	X	
3.33	R	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).	X	
3.34	A	Simple facade articulation with a symmetrical arrangement of fenestration in recognizable groups is appropriate.	X	
3.35	A	Flat roofs, with capped parapets and corbelled cornices are appropriate.	X	
3.36	A	Green or living roofs are appropriate.	X	

No.	Type	Requirement- Fenestration- Building Envelope	Conformance	Departure
3.37	R	The total first floor street facing facade glazed fenestration shall range between 50% and 75% of first floor facade area.	X	
3.38	R	The total facade fenestration shall range between 35% and 60% of total facade area.	X	
3.39	R	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.	X	
3.40	A	A simple rectangular fenestration pattern is appropriate.	X	

No.	Type	Requirement- Fenestration- Building Envelope	Conformance	Departure
3.41	R	Windows shall be compatible with the surrounding historic buildings in their alignment, type and proportion.	X	
3.42	R	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.	X	
3.43	R	Clear glass or non-reflective low emission glass or coatings shall be used.	X	
3.44	R	Continuous horizontal or vertical bands of windows shall not be allowed.	X	
3.45	A	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)	N/A	
3.46	A	The appropriate height to width proportion of individual windows is 4:1 to 3:1.	X	
3.47	A	Twin windows or two windows separated by a minimum 4 inch wide mullion within a window opening are appropriate.	X	
3.48	A	Commercial style divided light and contemporary interpretations of this style are appropriate.	X	
3.49	A	Arched windows are appropriate.	X	
3.50	A	Windows with details such as lintels and sills are appropriate and encouraged.	X	
3.51	A	Windows are encouraged to be setback from the facade of the building.	X	

No.	Type	Requirement- Fenestration- Entryways	Conformance	Departure
3.52	R	Entryways shall be in scale with the building	X	
3.53	R	Entryways shall have a design that is rectilinear or arched in shape..	X	
3.54	R	Doors and entryways shall be vertically proportioned.	X	

No.	Type	Requirement- Storefronts & Display Areas	Conformance	Departure
3.55	R	Storefronts shall match the scale of the building (see Fenestration- Building Envelope: guidelines 3.37).	X	
3.56	R	Storefronts shall be divided into bays that follow the rhythm of the building.	X	

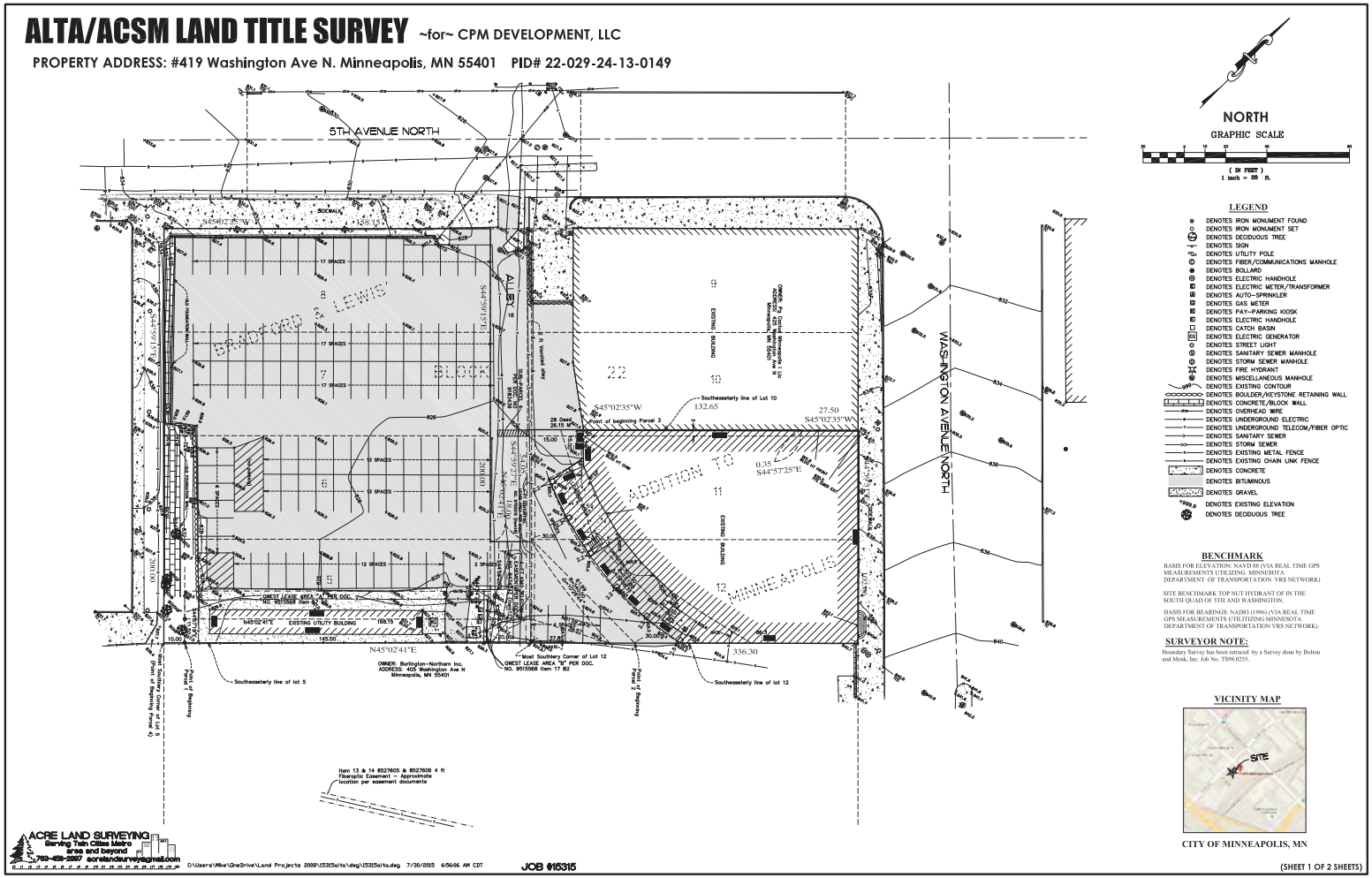
No.	Type	Requirement- Balconies	Conformance	Departure
3.57	R	Balconies shall maintain the entryway and window fenestration patterns of the building.	N/A	
3.58	R	Projecting balconies on secondary facades shall be set back one structural bay from the primary (street facing) facade(s).	N/A	
3.59	R	Balconies shall not project beyond the building wall of the structure on primary (street facing) facade(s).	N/A	
3.60	A	Simple, functional, rectilinear balconies are appropriate.	N/A	
3.62	O	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.	X	

No.	Type	Requirement- Fenestration- Canopies & Awnings	Conformance	Departure
3.63	R	Canopies and awnings shall complement the fenestration patterns of the building.	X	
3.64	R	Awnings shall be attached above the fenestration but below the cornice, sign panel, or below the transom of the storefront.	X	
3.65	R	The awning area, in elevation, shall not exceed 20% of the first floor facade elevation area.	X	
3.66	R	Curved and back-lit awnings or canopies shall not be allowed.	X	
3.67	A	Metal canopies, compatible with the industrial heritage of the area are considered appropriate.	X	
3.68	A	Solid fabric awnings associated with first floor entryways or windows and above or below transom windows are appropriate.	X	

No.	Type	Requirement- Materials	Conformance	Departure
3.69	R	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.	X	
3.70	R	Vinyl, wood, and hardy board lap siding, stucco, EIFS, exposed metals and materials with shiny finishes shall not be allowed for facade materials.	X	
3.71	A	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.	X	
3.72	A	One color is appropriate per building facade and one secondary color is appropriate for accents, trims and details.	X	
3.73	A	Painted (non-shinny metallic colors) metal, wood and glass are appropriate for windows, doors and entryways.	X	
3.74	A	Base facade colors that match standard brick colors namely terracotta red, grey, brown and tan are appropriate.	X	
3.75	A	Appropriate colors for building accents, trims and details are shades of native sandstone or limestone, tan, beige or grey.	X	
3.76	A	Appropriate trim colors for door frames, window frames handrails and external metal features, are black, and dark tones of blue, red, brown, or green.	X	
3.77	O	Glass curtain wall will be considered as a principal material.	X	
3.78	O	Exposed metals will be considered as a principal material.	X	

No.	Type	Requirement- Architectural Details	Conformance	Departure
3.79	R	Architectural details and features are encouraged to create interest to the facade of new buildings.	X	

Site Analysis- Survey



Proposed Project

Historic Preservation Commission (HPC) Review Submittal
8.22.2016

DJR
ARCHITECTURE INC.

Project Introduction

View from North along N 5th Avenue

View from N Washington Avenue Bridge

Renderings

View along N 5th Avenue

Renderings

View from N 3rd Street and N 5th Avenue

Renderings

View across N 5th Avenue at Skybridge

Renderings

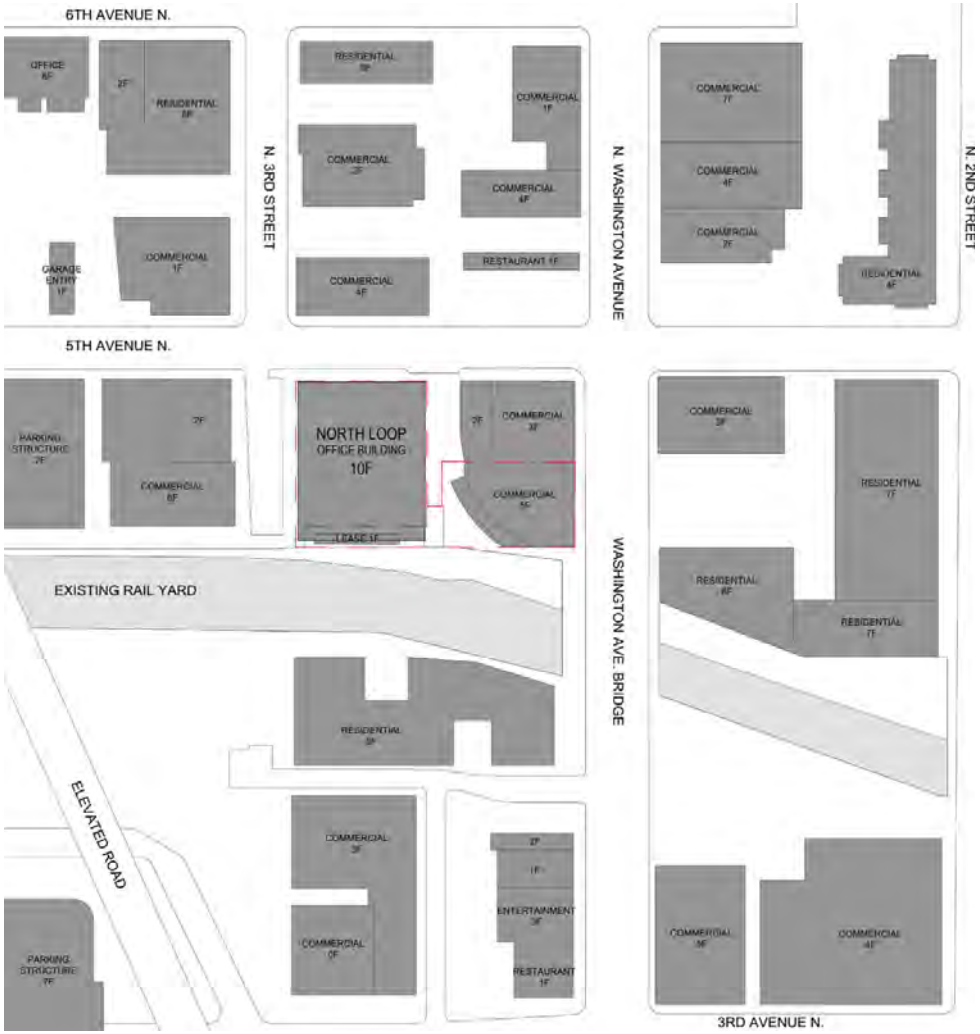
Aerial view from N

Concept Diagram

Massing Concept

The massing concept of the proposed development is based on respecting the design guidelines of the Warehouse Historic District while providing a strong relation to the existing surrounding context. The overall shape of the mass is made with a clearly defined street wall with no deep modulation on N. 5th Avenue, as well as N. 3rd Street. The building is divided vertically with a clear delineation of Base, Middle, and Top. Entry Volumes are accentuated on the North and South lower corners of the building to give a strong sense of arrival to the development from either approach. N. 5th Avenue is defined as an historic freight street and an elevation change in the ground floor plate has been made to respect the integrity of the street. There is a step back on the top floor of the rear of the building, adjacent to the Rail Yards which is done to allow for amenity on the top floor with views the downtown core. The massing reflects the character of the surrounding twentieth century warehouses, will infill the urban fabric and expand the richness of the Historic Warehouse District.

Vicinity Plan



Vicinity Plan (350' outside site) Scale: 1:24

DJR ARCHITECTURE INC.

Site Plan

Area

Building Summary
Level P3- 27,332 GSF
Level P2- 26,901 GSF
Level P1- 26,664 GSF
Below Grade Total- 80,897GSF
Level 1- 24,297 GSF
Level 1.5- 22,095 GSF
Level 2- 28,446 GSF
Level 2.5- 28,446 GSF
Level 3- 28,446 GSF
Level 4- 29,140 GSF
Typical Level 5-9- 29,140 GSF/Floor
Level 10- 27,242 GSF
Roof- 2,093 GSF
Above Grade Total- 335,905 GSF
Total- 416,802 GSF

Proposed Snow Removal Plan
**Snow will be removed off-site.*

Example: Design intension of spur rail line as recommended in the Warehouse District Heritage Street Plan.

Zoning Matrix

Parcel ID	Parcel Area
1. 22-029-24-13-0149 419 Washington Avenue N Minneapolis, MN 55401 Neighborhood: North Loop Ward 3- Jacob Frey Zoning: B4N- Downtown Neighborhood District and Minneapolis Warehouse Historic District Overlay and Downtown Parking Overlay	1.12 Acres 48,998 sf
Total Lot Area	**48,998 sf**

Proposed Building Summary	Allowable	Proposed
Level P3	-	Parking- 25,431 GSF, 76 Stalls Core- 1,031 GSF Mech- 431 GSF Lobby- 439 GSF
Level P2	-	Parking- 25,431 GSF, 71 Stalls Core- 1,031 GSF Lobby- 439 GSF
Level P1	-	Parking- 24,086 GSF, 59 Stalls Core- 1,144 GSF Lobby- 1,434 GSF
Level 1	-	Parking- 14,972 GSF, 36 Stalls Core- 1,761 GSF Retail- 7,564 GSF
Level 1.5	-	Parking- 17,033 GSF, 42 Stalls Core- 1,404 GSF Lobby- 570 GSF Retail- 3,088 GSF
Level 2	-	Parking- 26,534 GSF, 65 Stalls Core- 1,404 GSF Lobby- 508 GSF
Level 2.5	-	Parking- 26,534 GSF, 65 Stalls Core- 1,404 GSF Lobby- 508 GSF
Level 3	-	Parking- 26,534 GSF, 67 Stalls Core- 1,404 GSF Lobby- 508 GSF

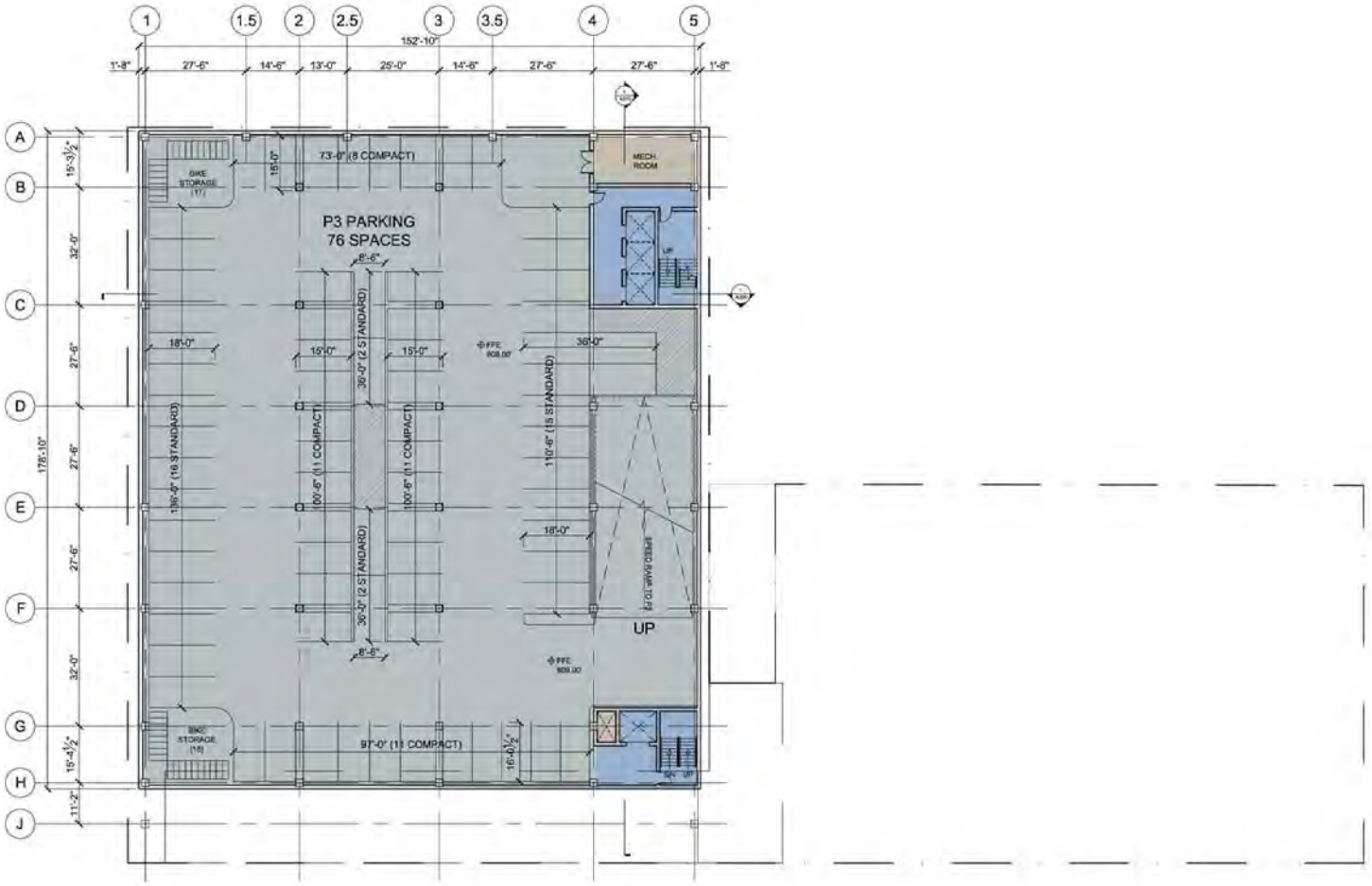
Proposed Building Summary	Allowable	Proposed
Level 4	-	Office- 27,996 GSF Core- 1,144 GSF
Levels 5-9 (total)	-	Office- 140,545 GSF (28,109 GSF / floor) Core- 5,155 GSF (1,031 GSF / floor)
Level 10	-	Office- 26,211 GSF Core- 1,031 GSF
Roof		Amenity- 3,951 GSF Core- 2,093 GSF
Office+Retail+Core Total Parking Total GSF		230,247 GSF 186,555 GSF 416,802 GSF

Zoning District Standards (FAR)	Allowable	Proposed
FAR	-Minimum of 2 -No maximum FAR	Level 1- 3,158 GFA Level 1.5- 5,062 GFA Levels 2-3- 5,736 GFA (1,912 GFA/floor) Level 4-9- 174,840 GFA (29,140 GFA/floor) Level 10- 27,242 GFA **Existing Structure-** 62,368 sf
Total GFA **Total FAR**		**278,406 GFA** **5.68**

Zoning District Standards (Building Height)	Allowable	Proposed
Max Building Height	-10 story Max- historic overlay -B4N Max is 140 ft	
Total Building Height	**140 ft**	**140 ft**

Zoning District Standards (Total Parking Stalls)	Allowable	Proposed
Retail stalls Office stalls	-No Min, Max of 1:500 sf -No Min, Max of 1:1000 sf	
Total Parking Stalls	**No Min, Max of 328 stalls**	**481 stalls**

Floor Plans - P3 Level



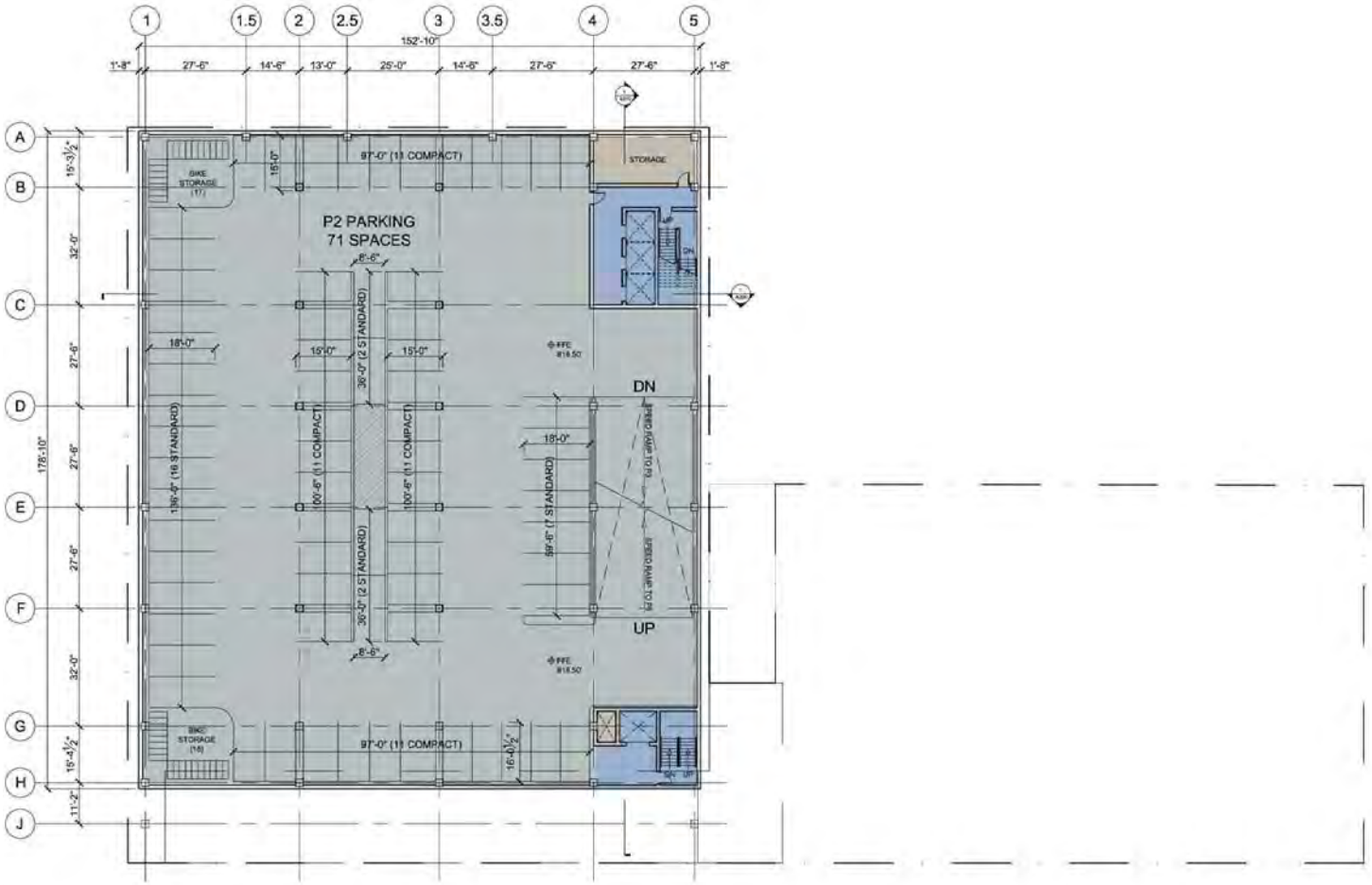
Level P3 Summary		
Parking - 25,431 GSF	76 Stalls	
Core - 1,031 GSF		
Mech - 431 GSF		
		Total- 27,332 GSF

Scale: 1/32" = 1'-0"

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Floor Plans - P2 Level



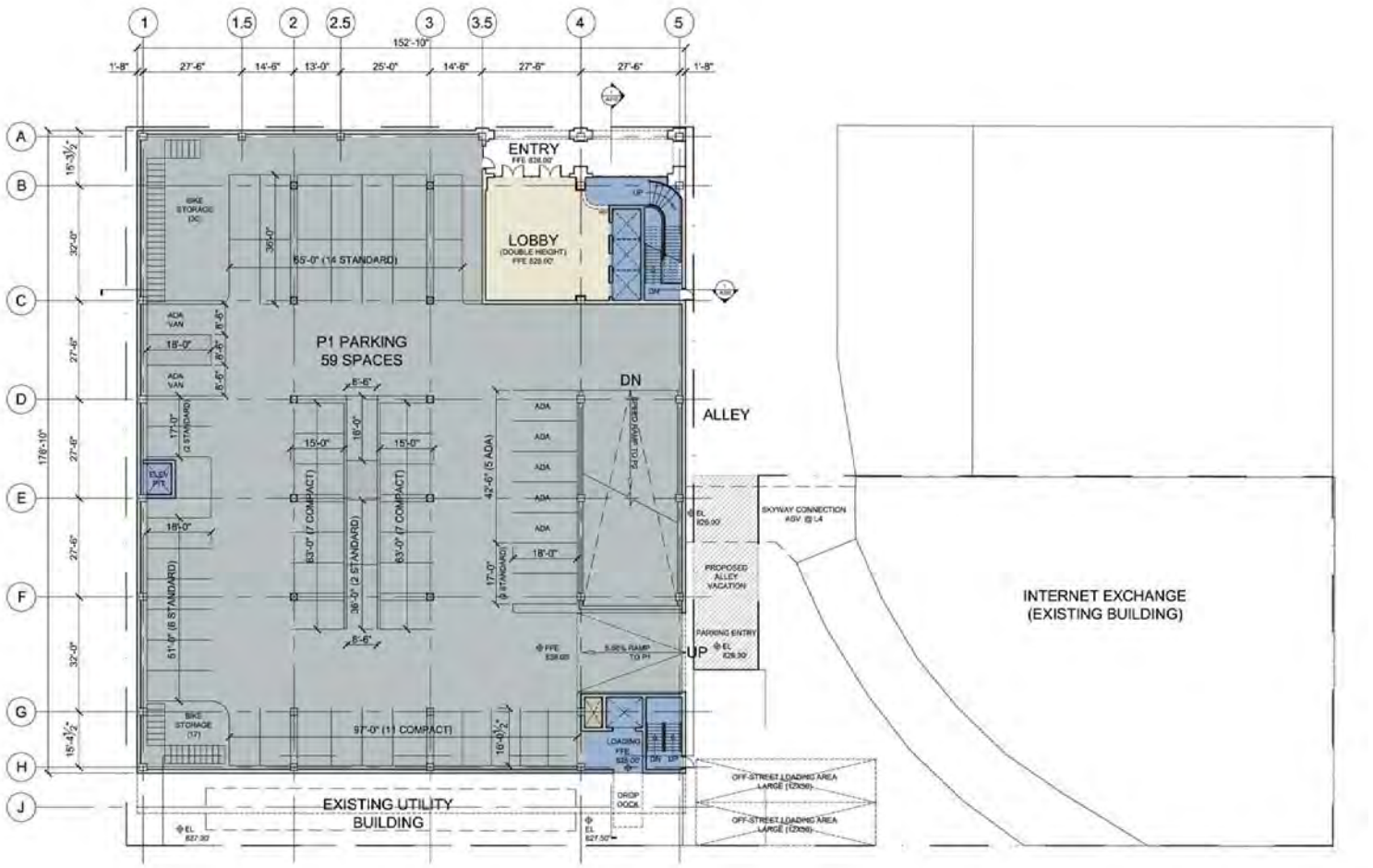
Level P2 Summary	
Parking - 25,431 GSF	71 Stalls
Core - 1,031 GSF	
Lobby - 439 GSF	
	Total- 26,901 GSF

Scale: 1/32" = 1'-0"

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Floor Plans - P1 Level



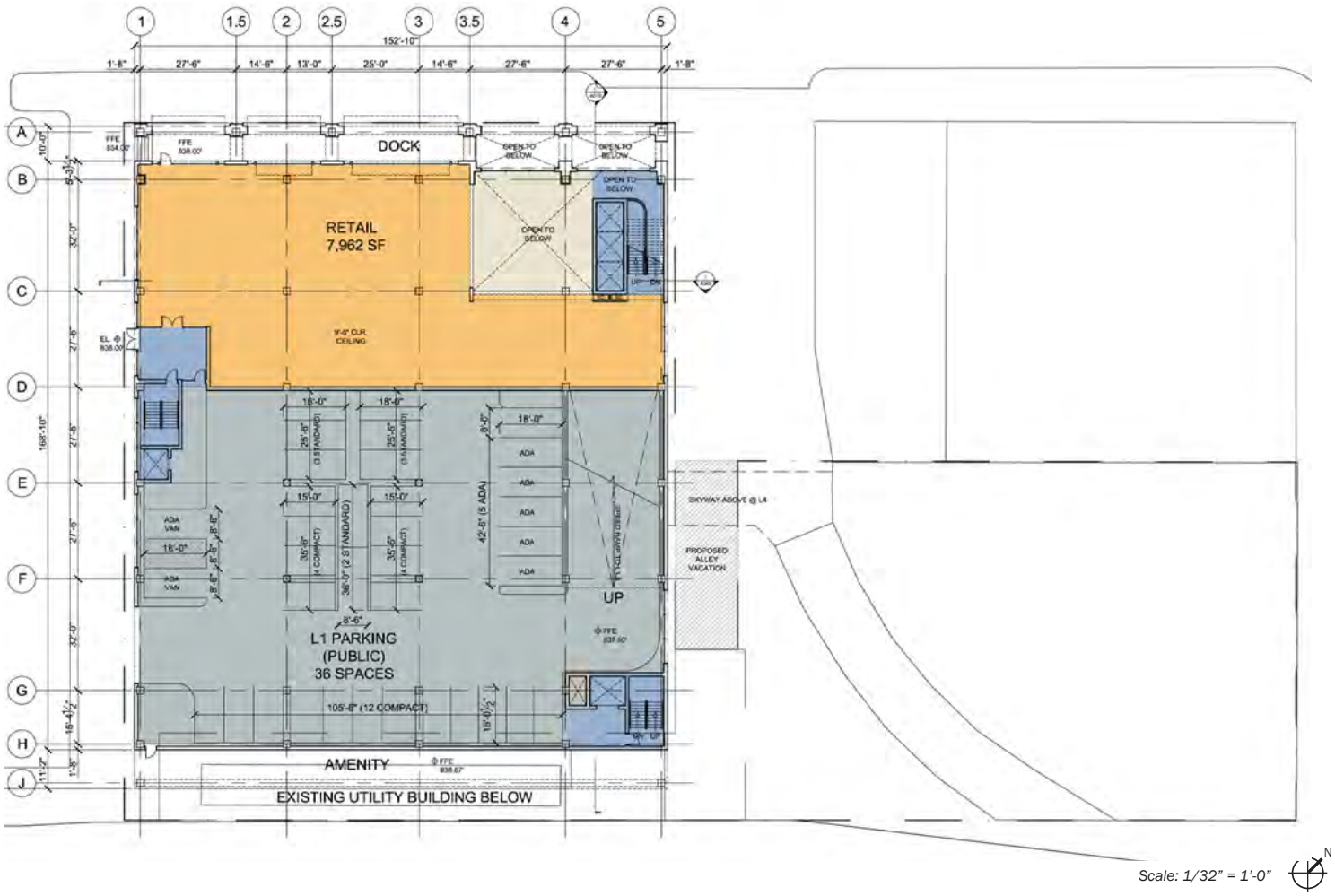
Level P1 Summary
Parking - 24,086 GSF - 52 Stalls, 5 Accessible, 2 Van Accessible
Core - 1,144 GSF
Lobby - 1,434 GSF
Total- 26,664 GSF

Scale: 1/32" = 1'-0"

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Floor Plans - Level 1



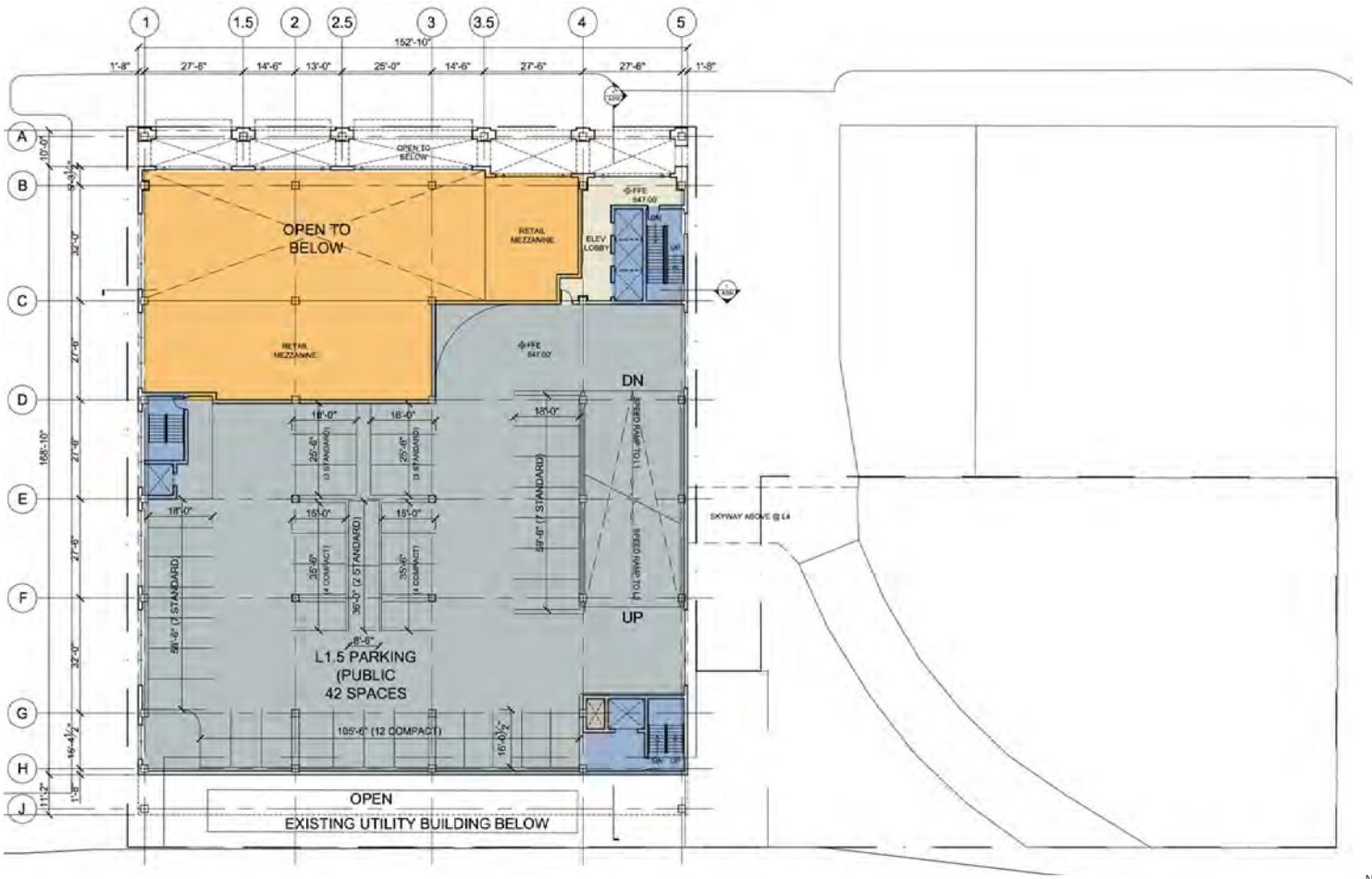
Scale: 1/32" = 1'-0"

Level 1 Summary
Parking - 14,972 GSF - 29 Stalls, 5 Accessible, 2 Van Accessible
Core - 1,761 GSF
Retail - 7,564 GSF
Total- 24,297 GSF

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Floor Plans - Level 1.5



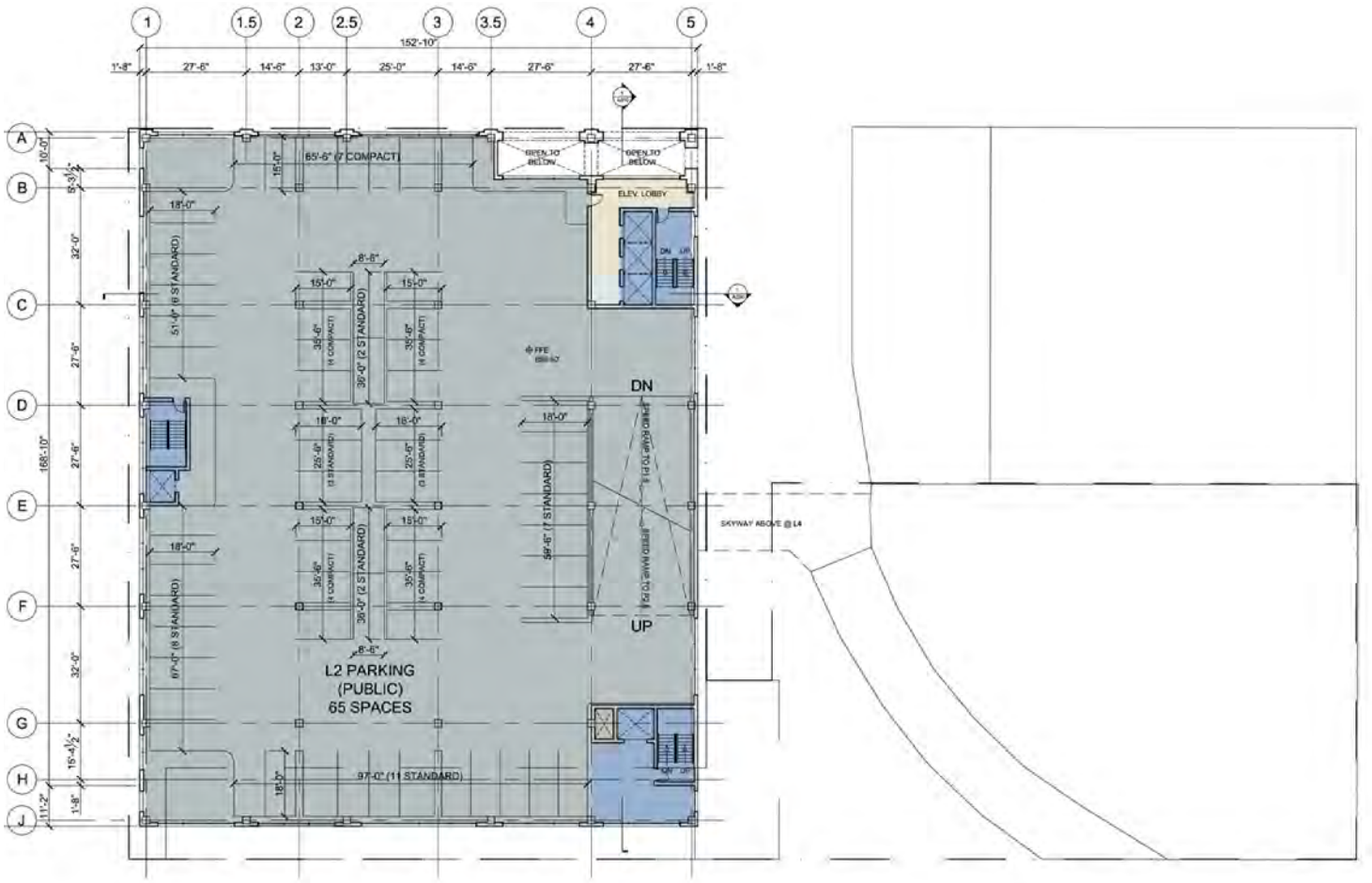
Level 1.5 Summary	
Parking - 17,033 GSF -	42 Stalls
Retail - 3,088 GSF	
Core - 1,404 GSF	
Lobby - 570 GSF	
	Total- 22,095 GSF

Scale: 1/32" = 1'-0"

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Floor Plans - Level 2



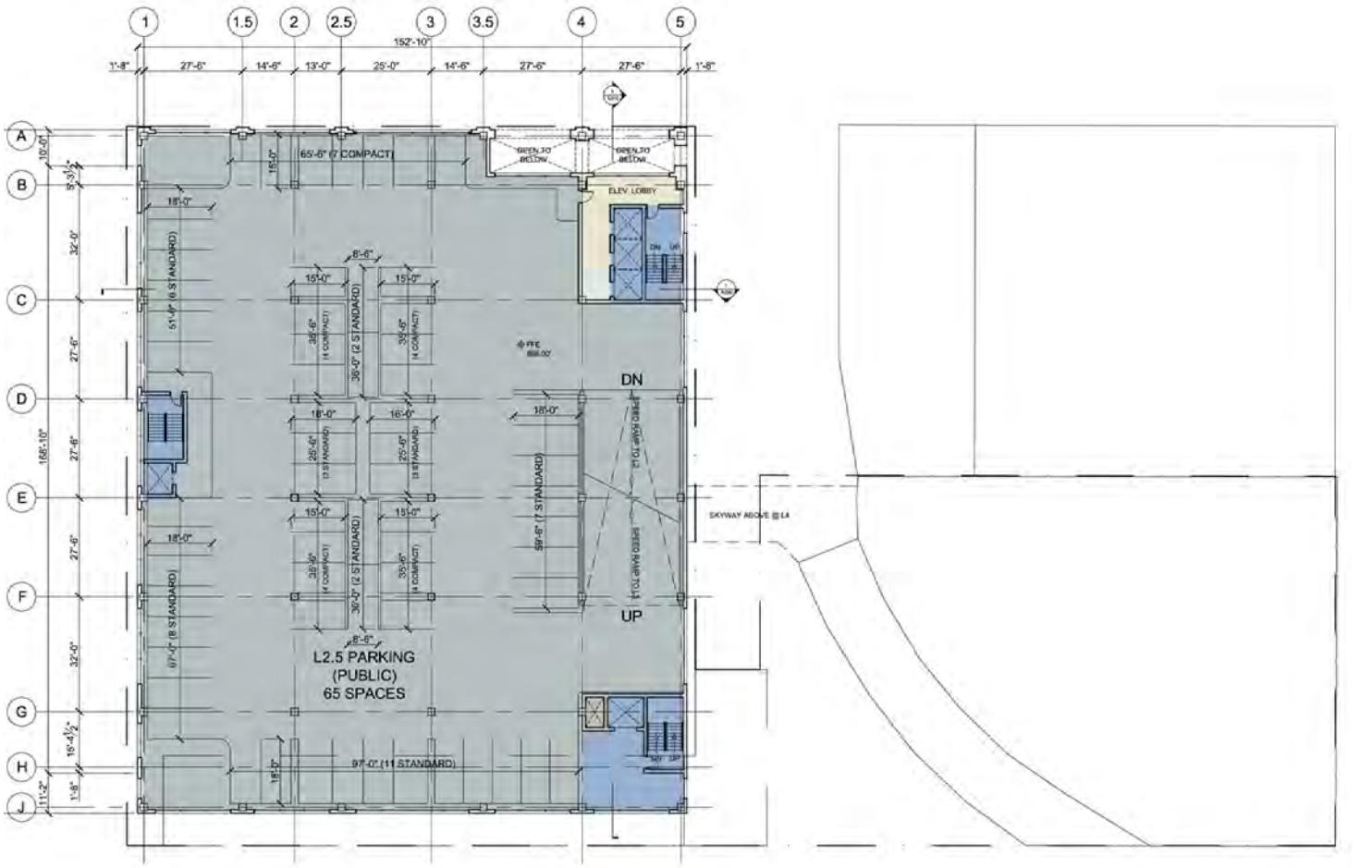
Level 2 Summary	
Parking - 26,534 GSF -	65 Stalls
Core - 1,404 GSF	
Lobby - 508 GSF	
	Total- 28,446 GSF

Scale: 1/32" = 1'-0"

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Floor Plans - Level 2.5



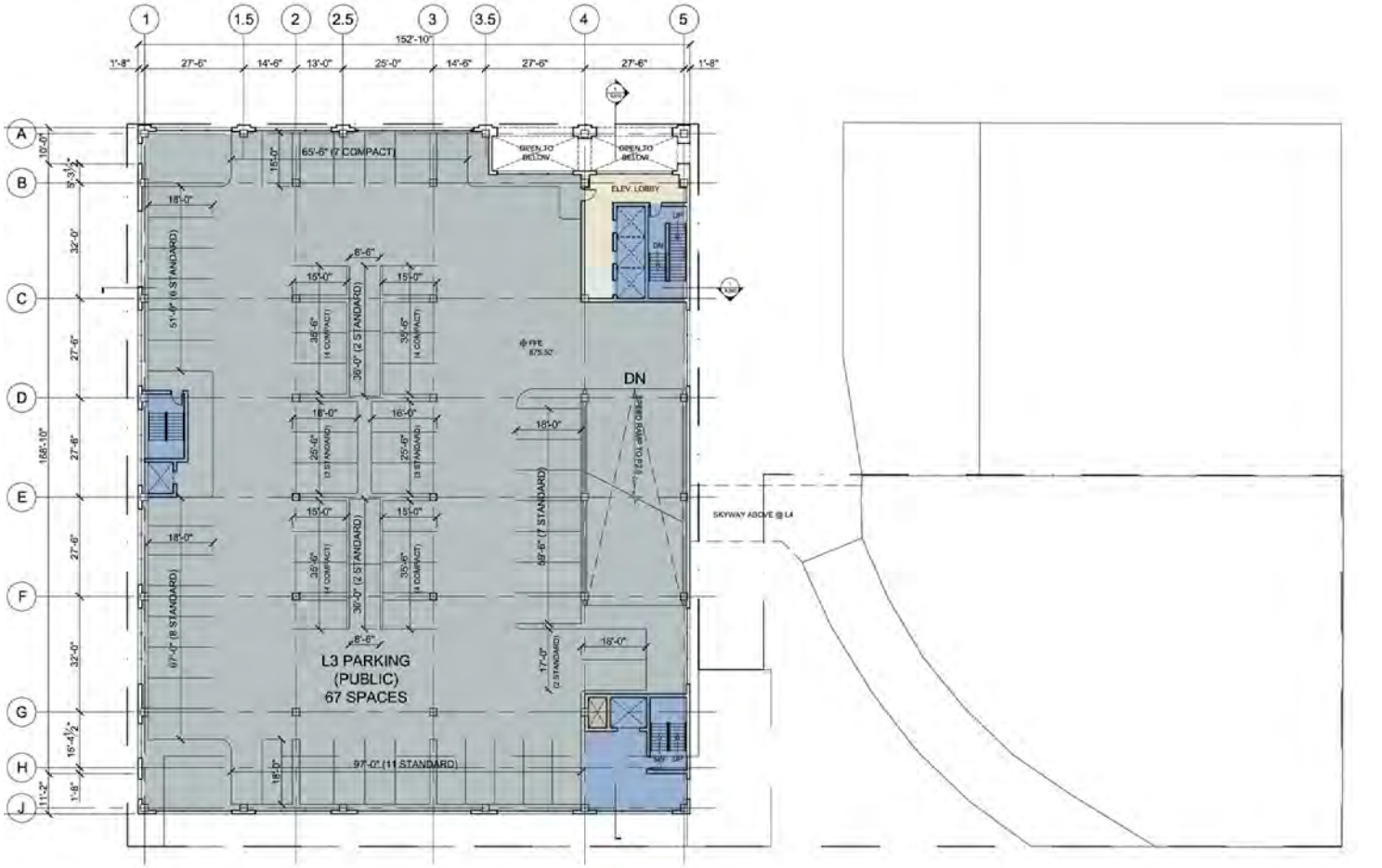
Level 2.5 Summary		
Parking - 26,534 GSF -	65 Stalls	
Core - 1,404 GSF		
Lobby - 508 GSF		
		Total- 28,446 GSF

Scale: 1/32" = 1'-0"

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Floor Plans - Level 3



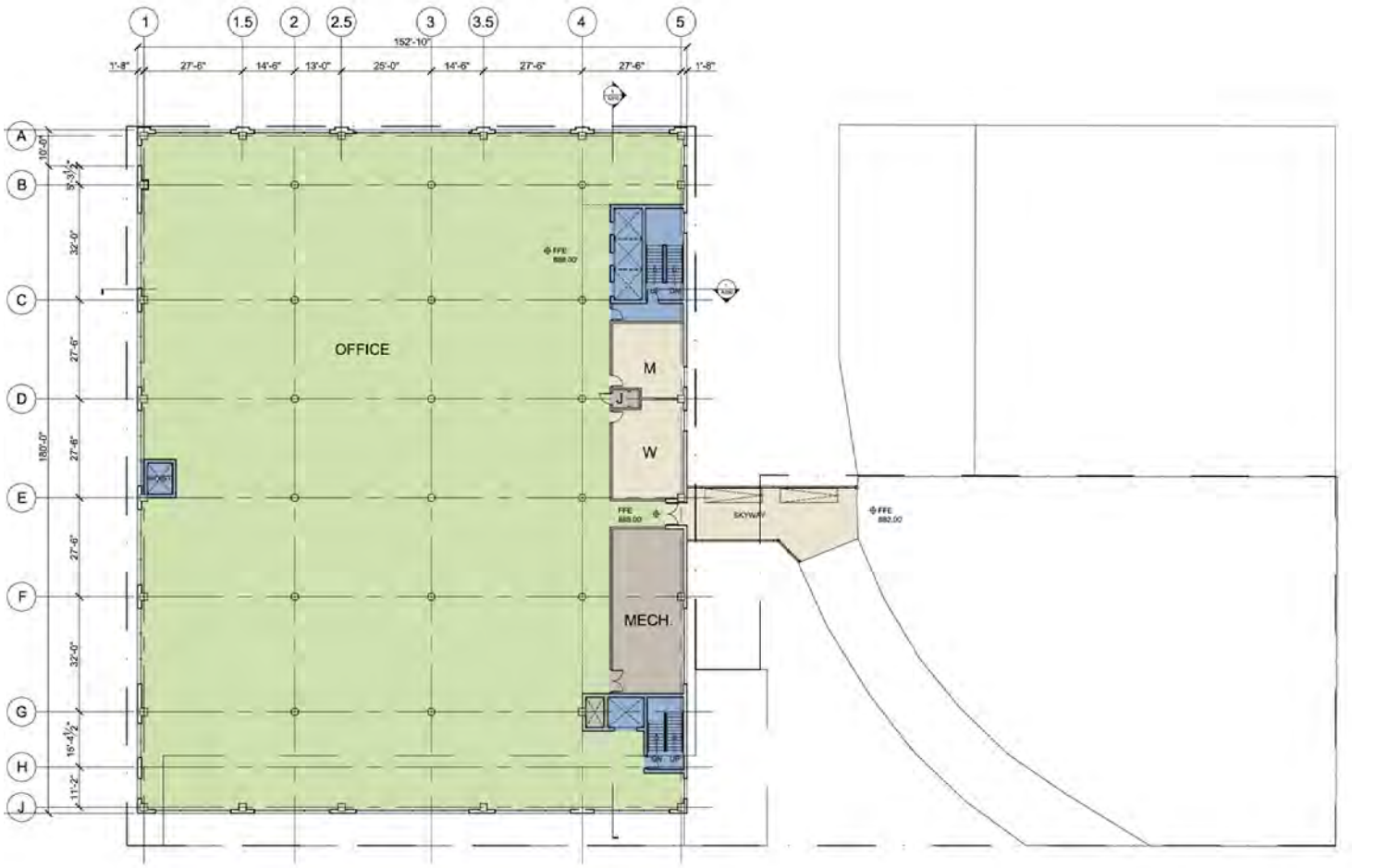
Level 3 Summary		
Parking - 26,534 GSF -	67 Stalls	
Core - 1,404 GSF		
Lobby - 508 GSF		
		Total- 28,446 GSF

Scale: 1/32" = 1'-0"

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Floor Plans - Level 4



Scale: 1/32" = 1'-0"

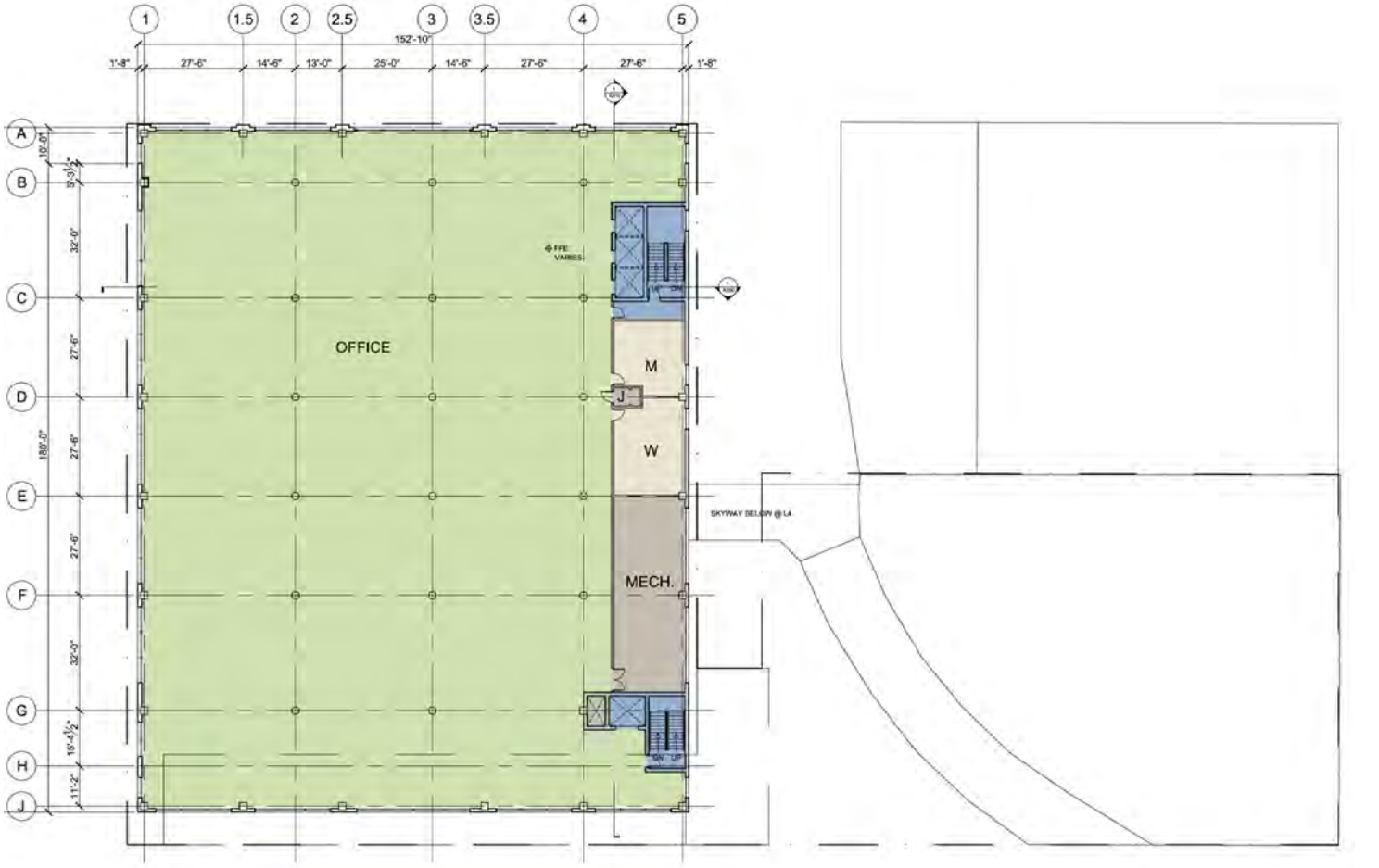
Level 4 Summary
Office - 27,996 GSF
Core - 1,144 GSF
Total- 29,140 GSF

Demo area where Skyway will connect

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Floor Plans - Levels 5-9



Scale: 1/32" = 1'-0"

Levels 5 - 9 Summary
Office - 28,109 GSF
Core - 1,031 GSF
Total- 29,140 GSF

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

DJR ARCHITECTURE INC.

Floor Plans - Level 10

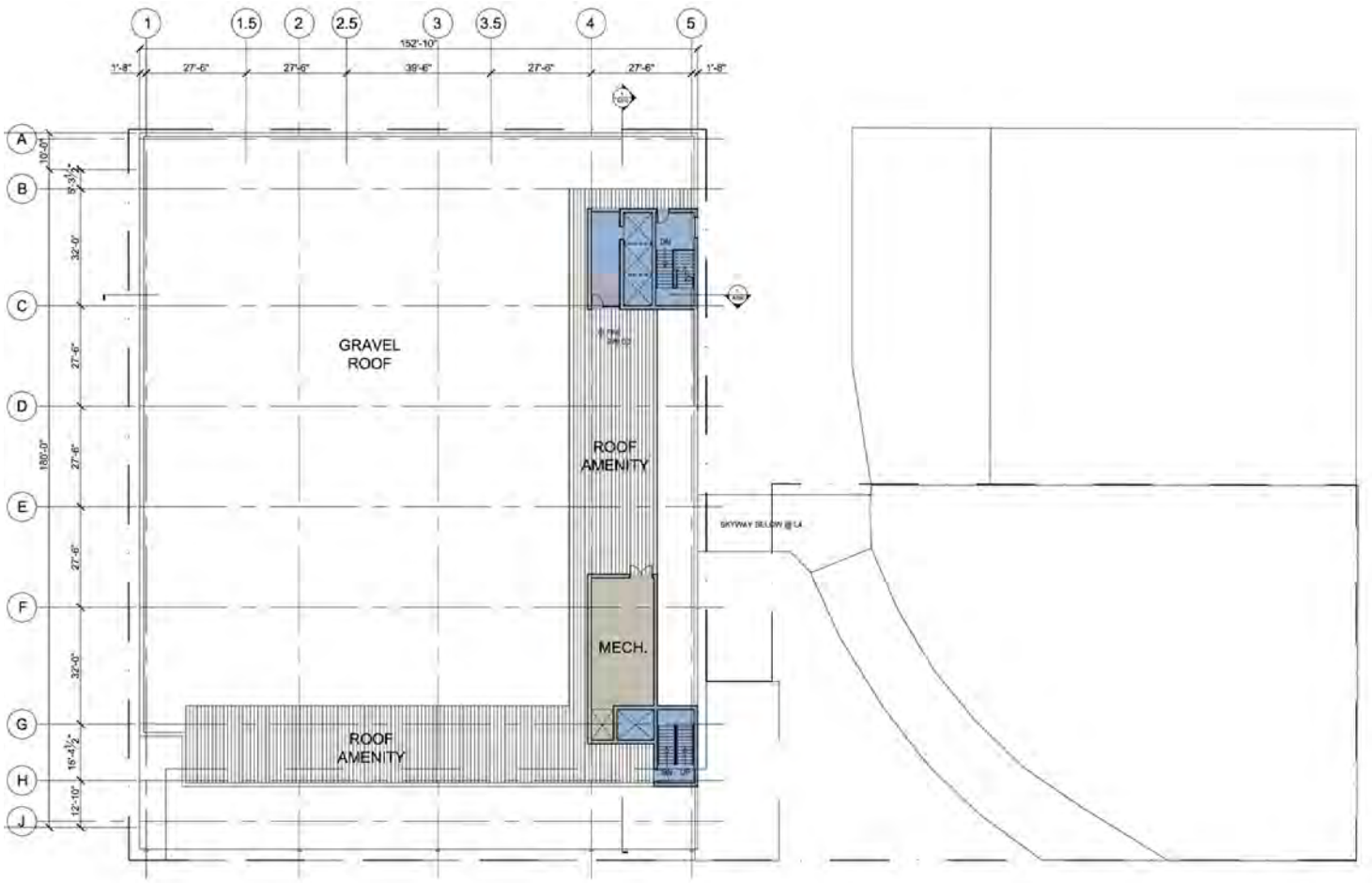
Level 10 Summary
Office - 26,211 GSF
Core - 1,031 GSF
Total- 27,242 GSF

Scale: 1/32" = 1'-0"

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Floor Plans - Roof



Roof Level Summary
Amenity- 3,951 GSF
Mech.- 1,125 GSF
Core- 968 GSF
Total- 6,044 GSF

Scale: 1/32" = 1'-0"

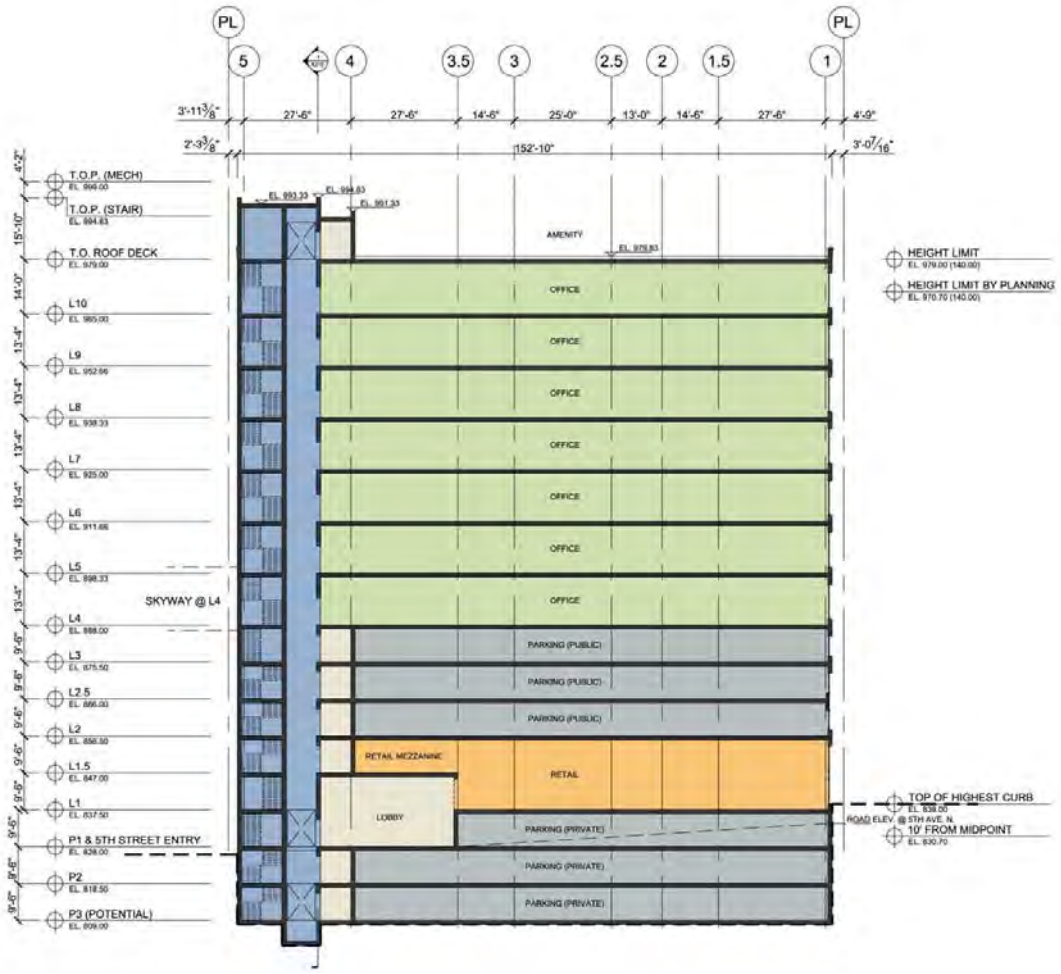
N

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

DJR ARCHITECTURE INC.

Sections - East/West

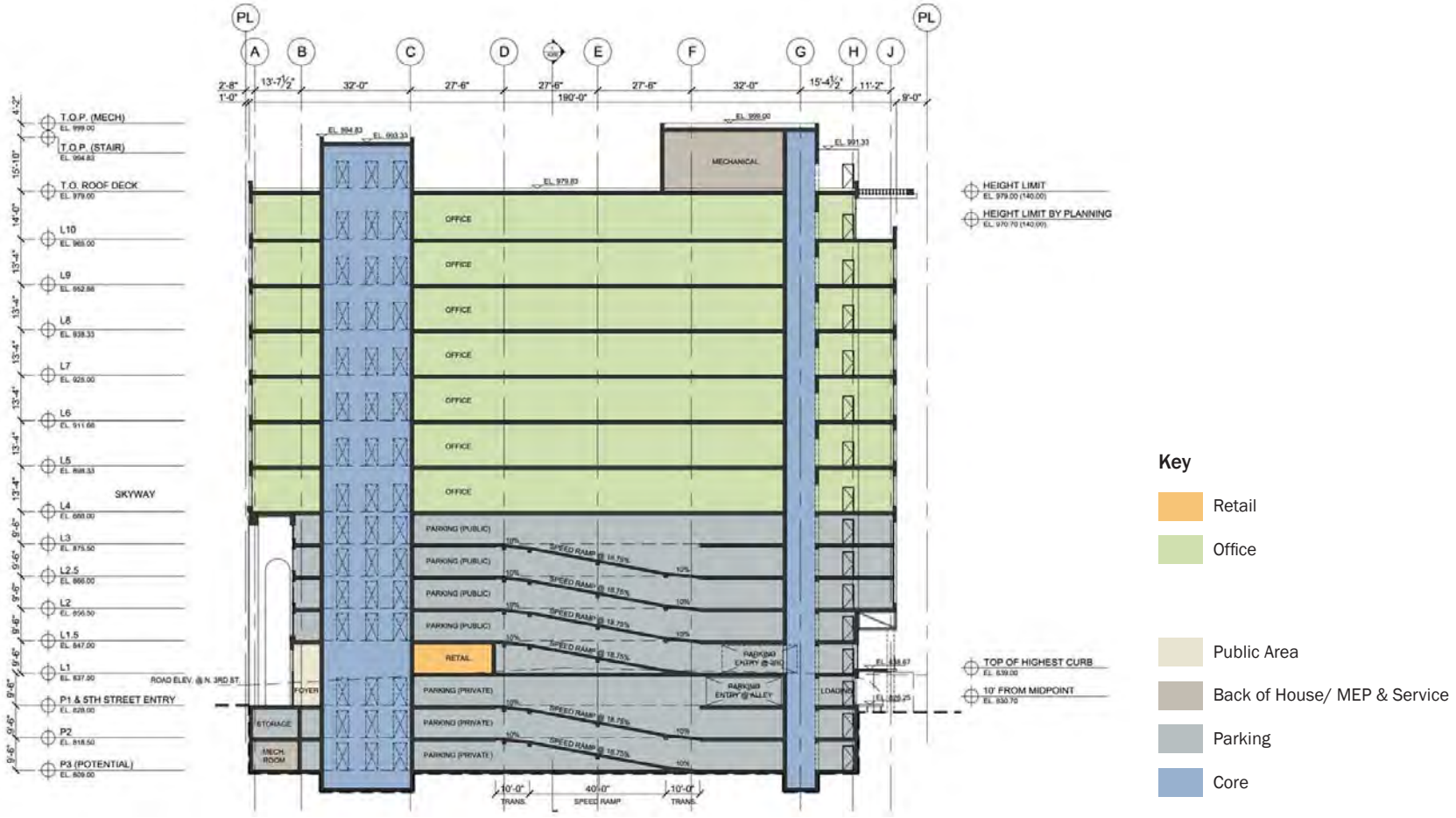


Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Scale: 1/32" = 1'-0"

Sections - North/South



Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Scale: 1/32" = 1'-0"

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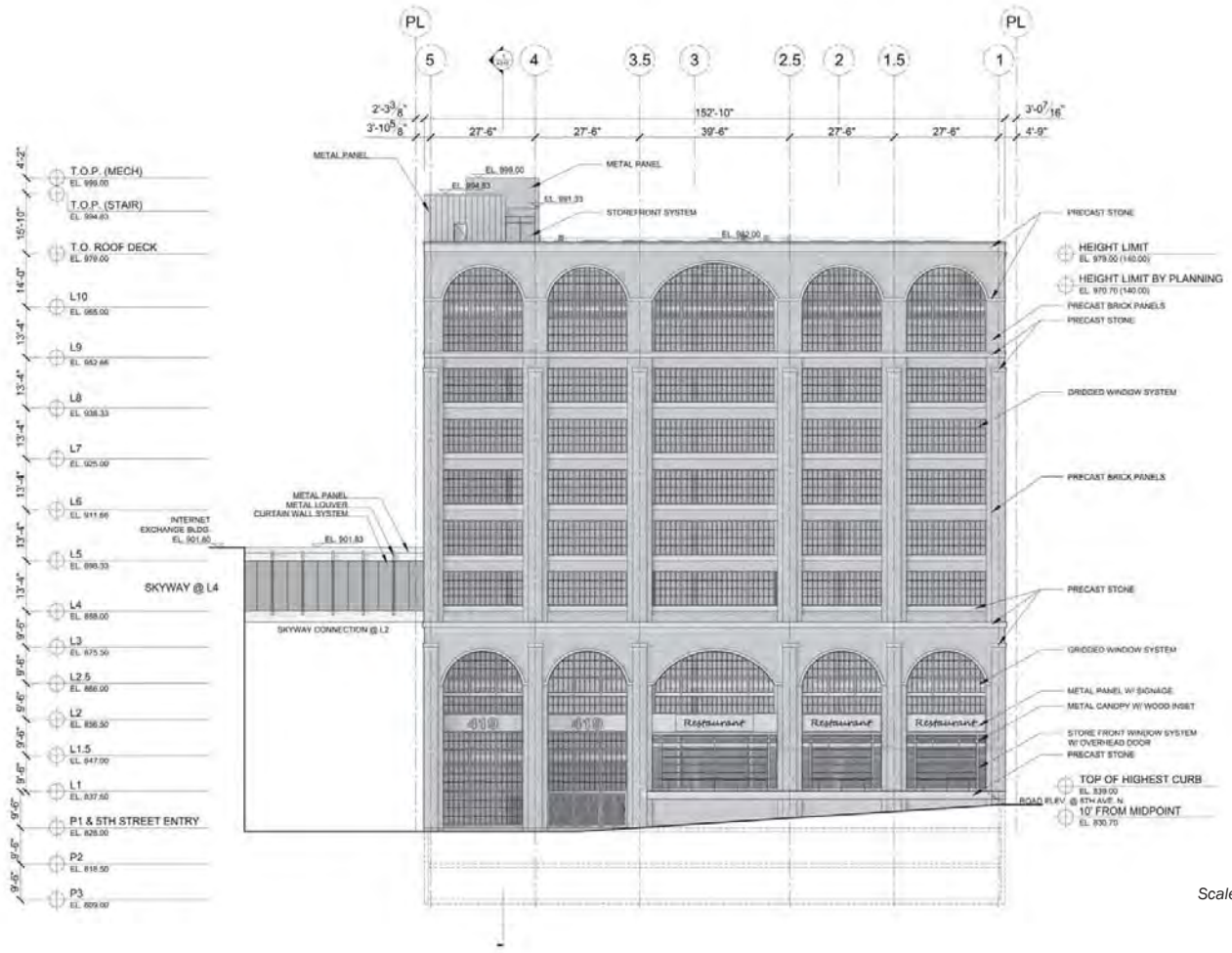
Elevations - Northwest



Scale: 1/32" = 1'-0"

Glazing Percentages

NE Elevation Materials	sf
Other	25,885 sf
Glass	2,816 sf
Total	**28,701 sf**
Total Glazing	**9.8 %**

SE Elevation Materials	sf
Other	12,216 sf
Glass	11,399 sf
Total	**23,615 sf**
Total Glazing	**48.3 %**

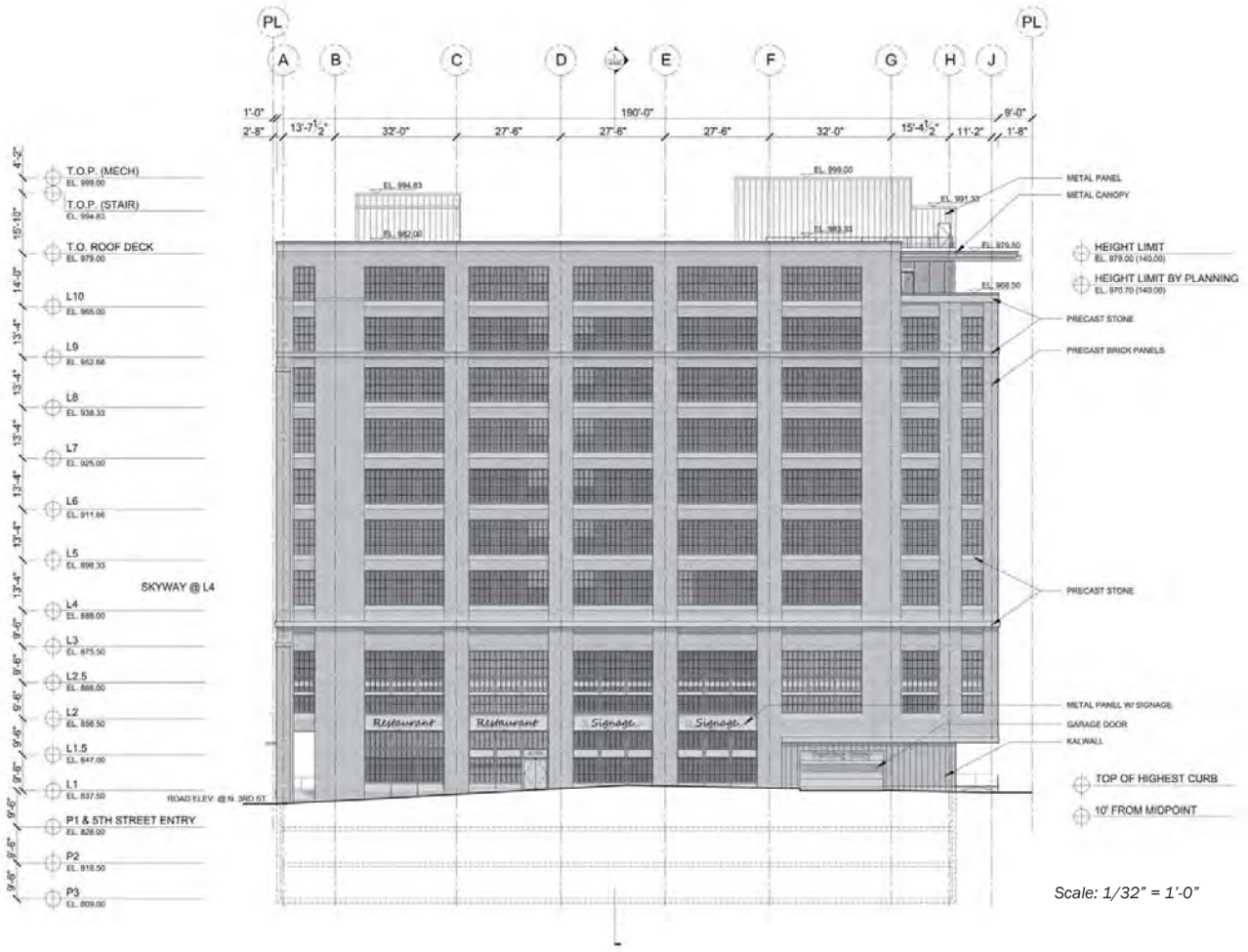
NW Elevation Materials	sf
Other	11,497 sf
Glass	11,480 sf
Total	**23,337 sf**
Total Glazing	**49.2 %**

SW Elevation Materials	sf
Other	15,539 sf
Glass	11,670 sf
Total	**27,209 sf**
Total Glazing	**42.8 %**

Building Totals	sf
Other	65,497 sf
Glass	37,365 sf
Total	**102,862 sf**
Total Glazing	**36.3 %**

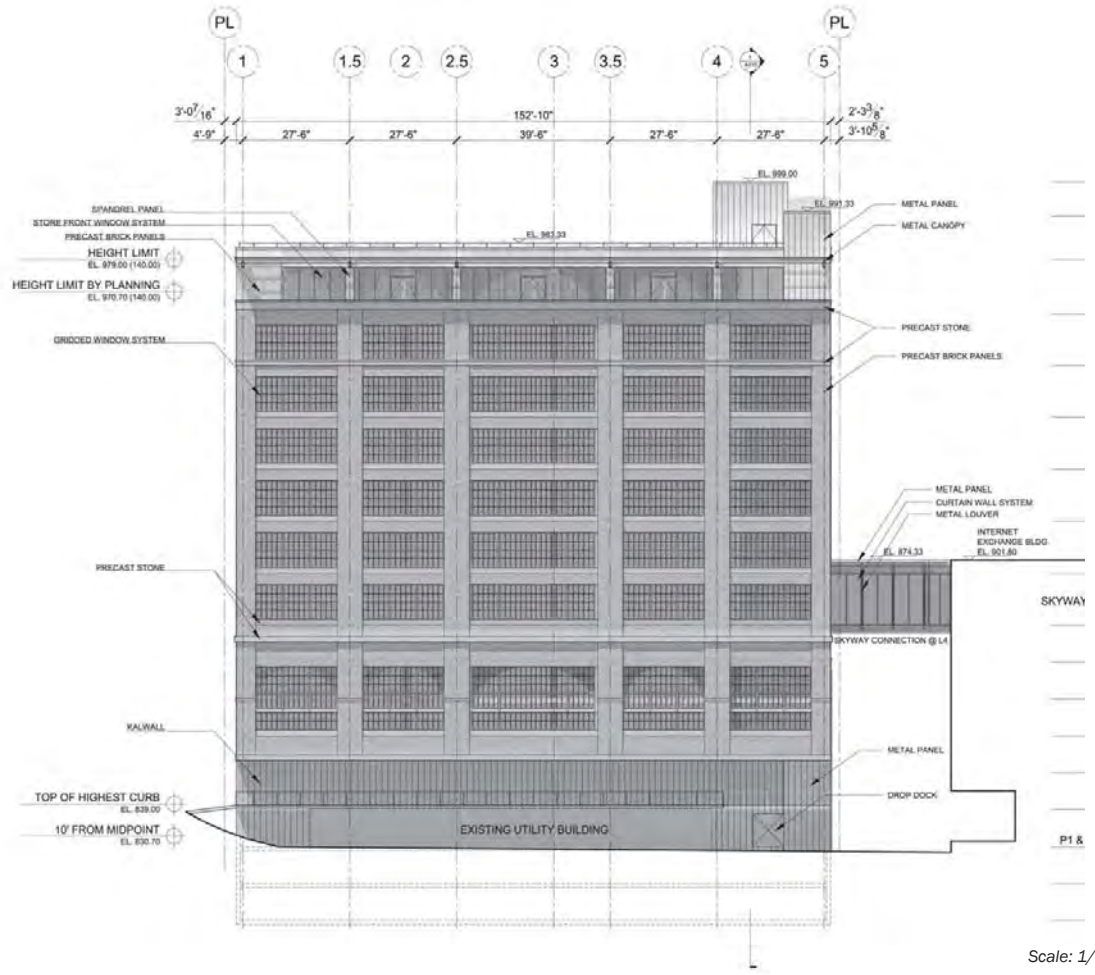
First Floor Total (Street Facing)	sf
Other	1904 sf
Glass	2218 sf
Total	**4122 sf**
Total Glazing	**53.8 %**

Elevations - Northeast



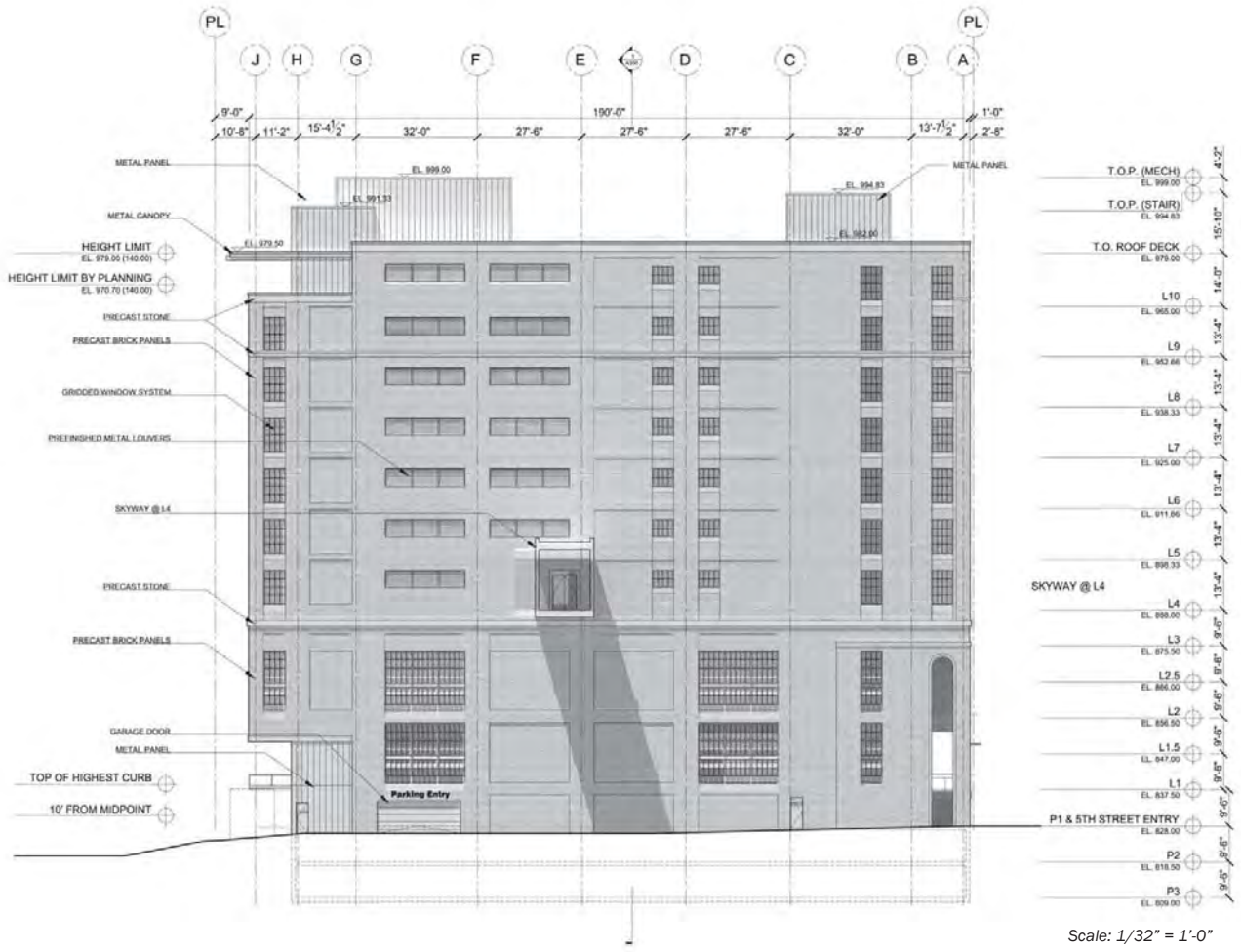
Scale: 1/32" = 1'-0"

Elevations - Southwest



Scale: 1/32" = 1'-0"

Elevations - Southeast



Scale: 1/32" = 1'-0"

DJR ARCHITECTURE INC.

Materials - Location Key

Materials - Exterior Materials and Fixtures

BR1 - BRICK PANEL
Vendor/Supplier: Metrobrick
Model: Precast Panel or similar
Color: 350 Mainstreet Blend, Velour
Use: primary exterior material

ST1 - PRECAST STONE
Vendor/Supplier: Marcstone
Model: Precast or similar
Color: 4025
Use: sills, arches, parapet cap etc.

WN1 - GRIDDED WINDOW SYSTEM
Vendor/Supplier: St. Cloud Window
Model: 2500 series or similar
Color: Black
Use: windows

AA1 - ANODIZED ALUMINUM STOREFRONT
Vendor/Supplier: KAWNEER or similar
Model: Trifab 451T
Color: #29 Black, AA-M10C21A44
Use: retail storefront and entries

FG1 - FIBER GLASS
Vendor/Supplier: Kalwall
Model: Wall Systems or similar
Color: White (translucent)
Use: SE facade of L1

PT1 - PAINT
Vendor/Supplier:
Model: Sherwin Williams
Color: Caviar SW 6990 or similar
Use: mtl. canopies, prefin mtl. louvers etc

WD1 - COMPOSITE WOOD
Vendor/Supplier: Prodema
Model: ProdEX or similar
Color: Rustik
Use: Inset for retail canopy

MTL1 - METAL PANEL
Vendor/Supplier: Alucobond
Model: Alucobond PE or similar
Color: Graphite Mica
Use: stair and elev. tower

GL1 - VISION GLASS
Vendor/Supplier: Viracon
Model: VE1-2, insulated or similar
Color: VE1-2
Use: Commercial Storefront

GL2 - LOW-E GLASS
Vendor/Supplier: Viracon
Model: VRE1-59, insulated or similar
Color: VRE1-59
Use: Office and skyway

GL3 - SPANDREL GLASS
Vendor/Supplier: Viracon
Model: VRE1-59, spandrel or similar
Color: VRE1-59
Use: spandrel panels over floor plates

DR1 - GLASS OVERHEAD DOORS
Vendor/Supplier: Union Glass Doors
Model: Raynor Styleview or similar
Color: Black
Use: retail on 5th Ave

DR2 - PARKING GARAGE DOORS
Vendor/Supplier: Door Engineering
Model: Four-Fold or similar
Color: Dark Grey
Use: 3rd St and alley entries

LT1 - EXTERIOR FACADE LIGHT
Vendor/Supplier: Insight Lighting
Model: MasqueLED - MQ2 or similar
Color: 3000K
Use: flood light for brick facade

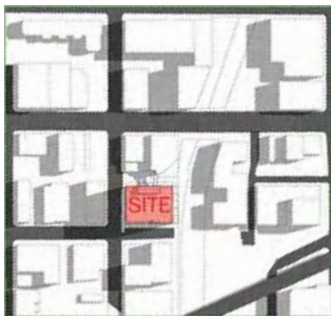
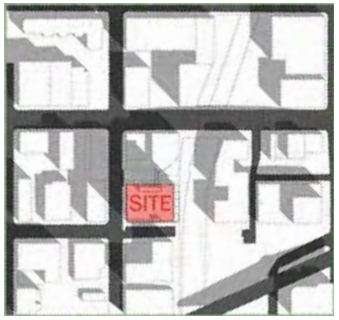
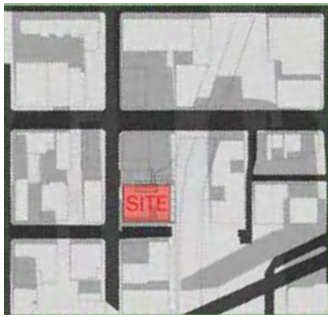
LT2 - DOWN LIGHT
Vendor/Supplier: Lumascape
Model: LS134LED or similar
Color: 3000K
Use: retail colonnade lighting

LT3 - WALL LIGHT
Vendor/Supplier: Insight Lighting
Model: Quadra - QD or similar
Color: 3500K
Use: Wall lighting along alley

LT4 - ENTRY LIGHT
Vendor/Supplier: Insight Lighting
Model: Medley X -MX or similar
Color: 3000K
Use: ceiling on inset main entry

DJR ARCHITECTURE INC.

Shadow Study

	9am	Noon	3pm
Spring/Fall Equinox March 20	 *March 20 at 9am*	 *March 20 at Noon*	 *March 20 at 3pm*
Summer Solstice June 21	 *June 21 at 9am*	 *June 21 at Noon*	 *June 21 at 3pm*
Winter Solstice December 22	 *December 22 at 9am*	 *December 22 at Noon*	 *December 22 at 3pm*

Appendix A

Above Grade Parking Response
8.22.2016

Above Grade Parking - Area

The views below show the areas where there would be parking on the upper floors with glass. To help conceal the parking and maintain the integrity of the historic district:
- the glass would be adequately tinted
- a parapet wall on the interior would be made to block headlights
- exterior lighting would happen in this area of the facade to highlight the character of the building

View looking West from corner of 5th Avenue N & 3rd Street N.

View looking SW along 5th Avenue N.

Above Grade Parking - Precidence

The following buildings have above grade parking on upper floors along the street side with glass.

Lindsey Lofts - 408 1st St., Minneapolis
Included in the Historic Warehouse District

Grand Ave. & Victoria - 870 Grand Ave., St. Paul

Hellmuth & Johnson- 8050 W 78th St., Edina