

MEMORANDUM

TO: City Planning Commission, Committee of the Whole
FROM: [Hilary Dvorak](#), Principal Planner, (612) 673-2639
DATE: January 28, 2016
SUBJECT: 721 1st Street North

SITE DATA

Existing Zoning	C3A Commercial Activity Center District DP Downtown Parking Overlay District DH Downtown Height Overlay District
Lot Area	35,917 square feet / .82 acres
Ward(s)	3
Neighborhood(s)	North Loop
Designated Future Land Use	Mixed Use
Land Use Features	Commercial Corridor (Washington Avenue one block south) Growth Center (Downtown)
Small Area Plan(s)	North Loop Small Area Plan (2010)

Local Historic District	St. Anthony Falls Historic District
Period of Significance	1848 - 1941
Criteria of Significance	<i>Criteria 1:</i> The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history. <i>Criteria 4:</i> The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction.
Date of Local Designation	1971
Date of National Register Listing	1971
Applicable Design Guidelines	St. Anthony Falls Historic District Design Guidelines (2012)

PROPOSED PROJECT

The applicant is proposing to construct a new 124-unit residential building. The building will be 7-stories (approximately 86 feet) in height. The building would have a principal entrance facing 1st Street North and individual unit entrances along 8th Avenue North. The access to the enclosed parking would also be located on 8th Avenue North. The building's exterior would be constructed out of brick and metal panel.

Bassett Creek runs under the southeasterly portion of the site. The applicant is proposing to design the footprint of the building around the easement area for the tunnel. The applicant is proposing to create a green space in this area of the site. The applicant is exploring if the green space could be dedicated as a park in lieu of paying the park dedication fee.

The DH Overlay District allows buildings up to 6 stories/84 feet in height and a floor area ratio (FAR) of up to 4.0. The zoning code requires one parking space per dwelling unit. However, the site is located within 350 feet of a bus stop with midday service headways between 15 minutes and 30 minutes so the site qualifies for a 10 percent reduction. The project is also required to provide visitor parking spaces at a ratio of one space per every 50 dwelling units. The DP Overlay District establishes a maximum amount of parking per dwelling unit of 1.7.

LAND USE

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

SITE HISTORY

Bassett Creek runs under the southeasterly portion of the site. Between 1883 and 1884, the Northern Pacific Railway Company channelized and covered the creek affording them the opportunity to cover the area with railyards. By the late twentieth century, the railyards were abandoned. This site has remained a surface parking lot for several decades.

The site is located in the St. Anthony Falls Historic District. In the St. Anthony Falls Historic District the site is located in the Warehouse District character area.

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

APPLICATIONS

The following applications have been identified at this time:

Heritage Preservation Commission:

- Certificate of appropriateness for new infill development.

City Planning Commission:

- Conditional use permit to increase the height of the building from 6 stories/84 feet to 7 stories/86 feet.
- Variances to reduce the interior side yard setbacks for the building and balconies.
- Variance to increase the maximum amount of parking on the site from 1.7 to 1.81.
- Site plan review.



January 17, 2016

Hilary Dvorak
Principal City Planner, City of Minneapolis
Department of Community Planning & Economic Development - Planning Division
250 South 4th Street, Room 300
Minneapolis, MN 55415

Dear Ms. Dvorak:

Please find enclosed the summary for our proposed multifamily development at 721 1st Street North, and a description of requested variances and conditional use permit.

Project Description:

721 First Street North, Minneapolis, Minnesota

We are proposing a 124 unit multifamily building consisting of eight stories and approximately 207,225 square feet. The new building will be constructed on the site of an existing parking lot. We are expecting to break ground in July of 2016 and complete construction in the summer of 2017.

The existing site:

The proposed project is located at 721 First Street North. This site is in the North Loop neighborhood, Council Ward 3, and part of the St. Anthony Historic District. The site is zoned C3A and made up of one lot. The existing neighborhood is transitioning from industrial to residential and commercial uses; there are presently many residential properties surrounding this site including several new construction projects and several historic rehabilitation projects. The proposed project will replace an existing asphalt parking lot. The combined site is 35,917 square feet (.825 acres). The existing pavement will be removed for construction of the proposed building.

The proposed building:

The proposed building is an 8-story, 124 unit, market rate apartment building, with one and a half stories of above ground parking and one story of underground parking. The total gross proposed building square footage is 207,225. There will be 224 parking stalls in the building, a portion of which will replace the lost parking for the office building across the street. The parking ratio for the building is 1.88. The FAR for the building is 2.7. The eight-story building will be constructed of wood framing and concrete.

Proposed architectural details of the new building:

The building height and street front elevation will imitate and complement the scale and massing of the nearby late nineteenth and early twentieth-century warehouse buildings in the vicinity. The ratio of total building height, and total building volume to the site, is similar to many of the iconic warehouse buildings that define the Warehouse Historic District and the St Anthony Historic District. The active-use first floor and second floor will appear as a one-story base that creates a street front presence similar to that of the neighboring buildings. This area of the building will use a metal and glass window system surrounded by modular brick. The upper floors of the building will be clad in brick and metal panels. The building structure follows the historic

typology of warehouses throughout the district where the structural frame takes prominence on the exterior. The structure and in-filled skin will be clad in brick, concrete, metal, and glass -- traditional materials found throughout the neighborhood. The 8th story is a mechanical and lobby area for the rooftop patio which will step back significantly and not be visible from street level.

Proposed site work:

The site is approximately 35,917 square feet. The first floor footprint of the proposed building is approximately 28,428 square feet. The building will have a public entrance off of First Street North. The building will have a parking entrance off of 8th Ave N, and the existing curb cut will be eliminated on 1st St N. There will be an approximately 5,000 square foot privately maintained public park on the southeast side of the building. Landscaping will be consistent with other buildings in the North Loop and include boulevard trees, boulevard plantings, and a wide pedestrian-friendly sidewalk.

Proposed variances and CUP's:

The project will require a variance for number of parking spaces. The parking ratio is 1.88 stalls per unit. The project will require a conditional use permit for a height of 85'. The project will require site plan review.

We are seeking a conditional use permit and variance in order to develop this site in a manner consistent with long-range planning and historic guidelines for the city and neighborhood. We share a common goal with the neighborhood in that we intend to create a project that is thoughtfully laid out, visually appealing, and in line with historic district guidelines.

| The building will use high quality, long-lasting materials typically found in the neighborhood.

Our previous developments have met many LEED requirements and include the first LEED Gold apartment building in the city. 721 N 1st St will be built to a similarly high sustainability standard as our previous projects.

The streetscape landscaping, transparent first floor, and new public park will provide an inviting pedestrian experience and greatly enhance the public realm along 1st Street North and 8th Avenue North.

We look forward to a thoughtful discussion about this site and the potential benefits of its development. Thank you for your consideration.

Sincerely,



Curt Gunsbury



721 North First Street Apartments: Historical Assessment

**HPC/COW Meeting
January 28, 2016**

**Prepared by
Charlene Roise
Hess, Roise and Company
100 North First Street
Minneapolis, Minnesota 55401**

January 15, 2016

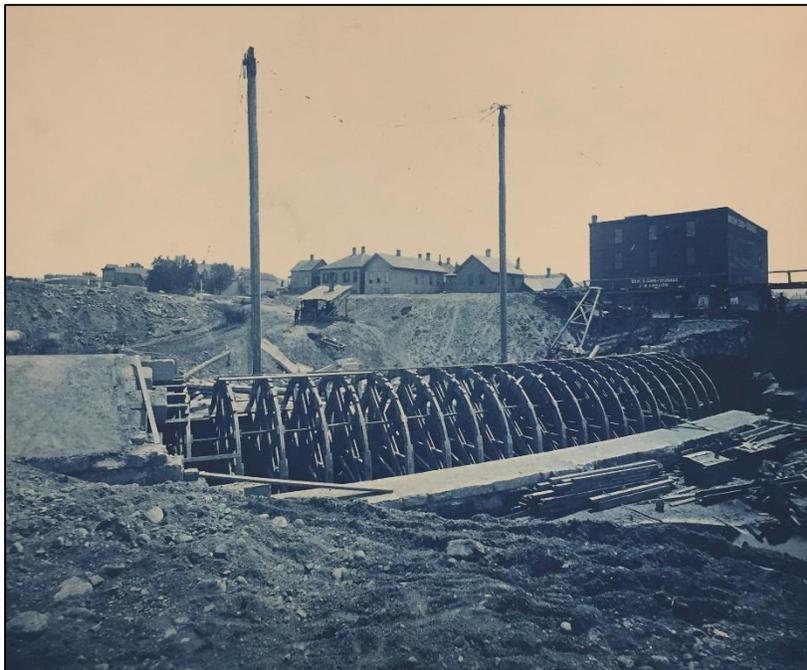
History of the Site

First sawmilling, then flour milling, drew industry to the Mississippi River in the mid- to late nineteenth century. Railroads serving these industries, as well as a burgeoning passenger trade, developed a dense network of tracks and depots on the edge of downtown Minneapolis.

The Northern Pacific Railway Company was a prominent player. In 1883-1884, Bassett's Creek between North First and Second Streets was channelized and covered, enabling the railroad to construct an extensive railyard between those streets. A long, narrow freight depot and office stretched along First Street. Between Eighth Avenue and Plymouth, the company developed a maintenance facility including a turntable and coal shed.

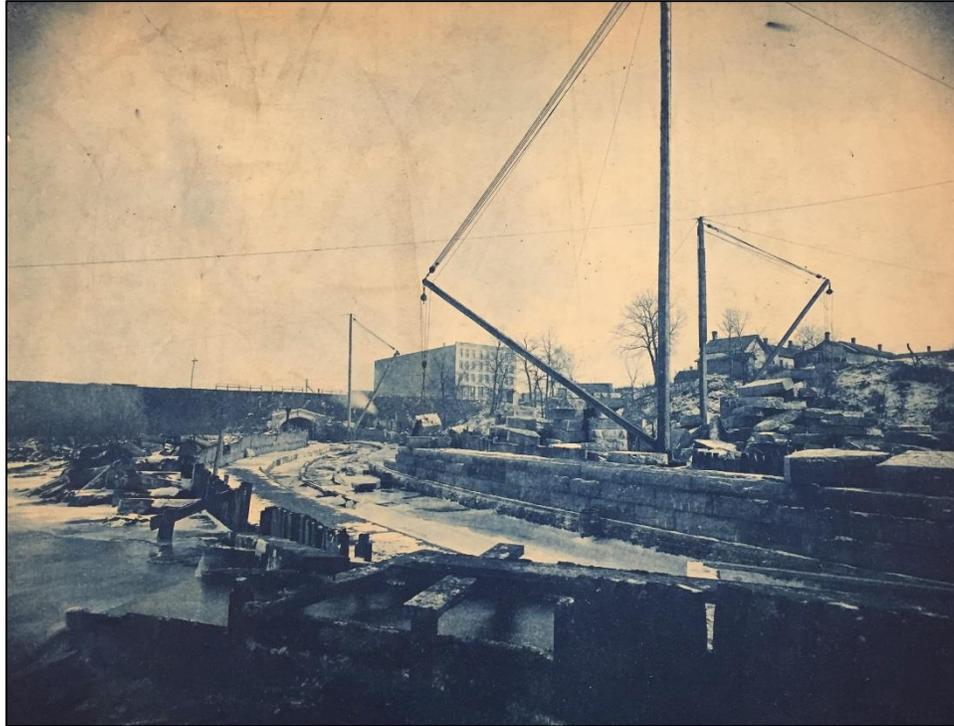
By the late twentieth century, the yards had been abandoned and stood empty for a number of years until the Minneapolis Star Tribune built a printing plant on the northwest side of Eighth Avenue North. The plant and a related parking lot covered the former site of the shops and cut across the rail corridor and beyond, causing North First Street to terminate at Eighth Avenue. In 1997, developer HuntGregory repurposed a several block-long swath of the corridor to the southeast into RiverStation, a \$48 million project that created 348 market-rate residential condominiums. The complex welcomed its first homeowners in 1998.¹

The area southeast of Eighth Avenue and northwest of RiverStation remained surface parking. The proposed project would transform the northwestern end of the parking area into market-rate rental housing.



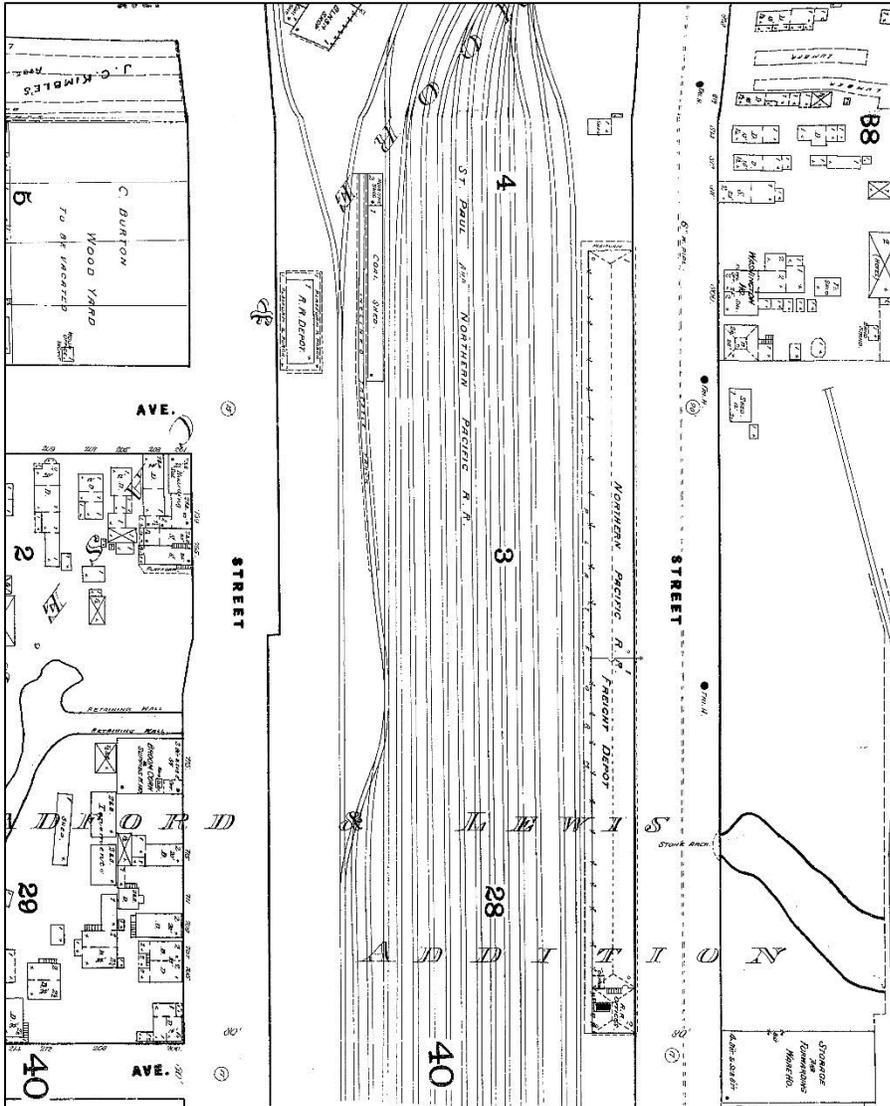
Bassett's Creek tunnel under construction, June 15, 1884, near the southern corner of the site of the proposed development. North Second Street is in the background. The taller building is the Broom Corn and Supplies Warehouse at 725 North Second; small-scale residences are to the left. (Northern Pacific Railway Company Collections, Minnesota Historical Society)

¹ Community Planning and Economic Development, City of Minneapolis, "RiverStation," accessed January 17, 2016, http://www.minneapolismn.gov/cped/projects/cped_riverstation.



Above: Bassett's Creek tunnel under construction on December 9, 1883 (above), and June 15, 884 (below). North First Street is in the background, with a four-story warehouse building (no longer extant) near the corner of First Street and Seventh Avenue. (Northern Pacific Railway Company Collections, Minnesota Historical Society)

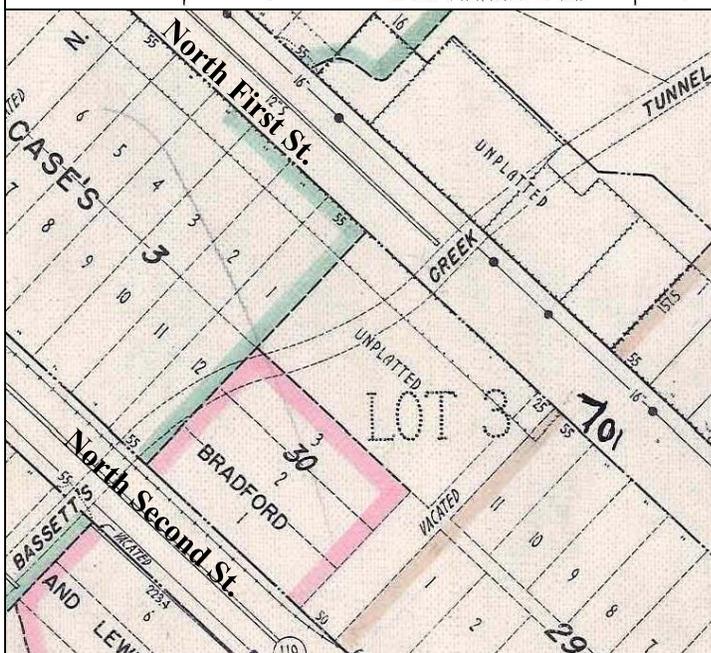




Left: Detail from Sheet 43B in Volume 2 of the Minneapolis atlas produced by the Sanborn Map and Publishing Company (New York) in 1885, updated in 1889. The Northern Pacific railyards fill the area between First and Second Streets, completely obscuring Bassett's Creek—which is visible beyond these streets.

Below left: Bassett's Creek tunnel is depicted in this detail from Sheet 2 in the Minneapolis atlas issued by the WPA in 1940.

Below right: Google map showing current location of Star Tribune printing plant and River Station condos. The proposed apartment site is in the parking lot between these developments.



Current Conditions



Looking northwest on North First Street. The RiverStation condos are on the left. The proposed development site is on the left near the Star Tribune plant, which is in the background.



Above: The Itasca complex on the northeast side of First Street.

Below: Looking west from First Street to the development site, which on the northwestern end of the surface parking lot, along Eighth Avenue.





Above: Looking south at the site from the corner of First Street and Eighth Avenue.

Below: Looking northeast at the site from the corner of Second Street and Eighth Avenue.



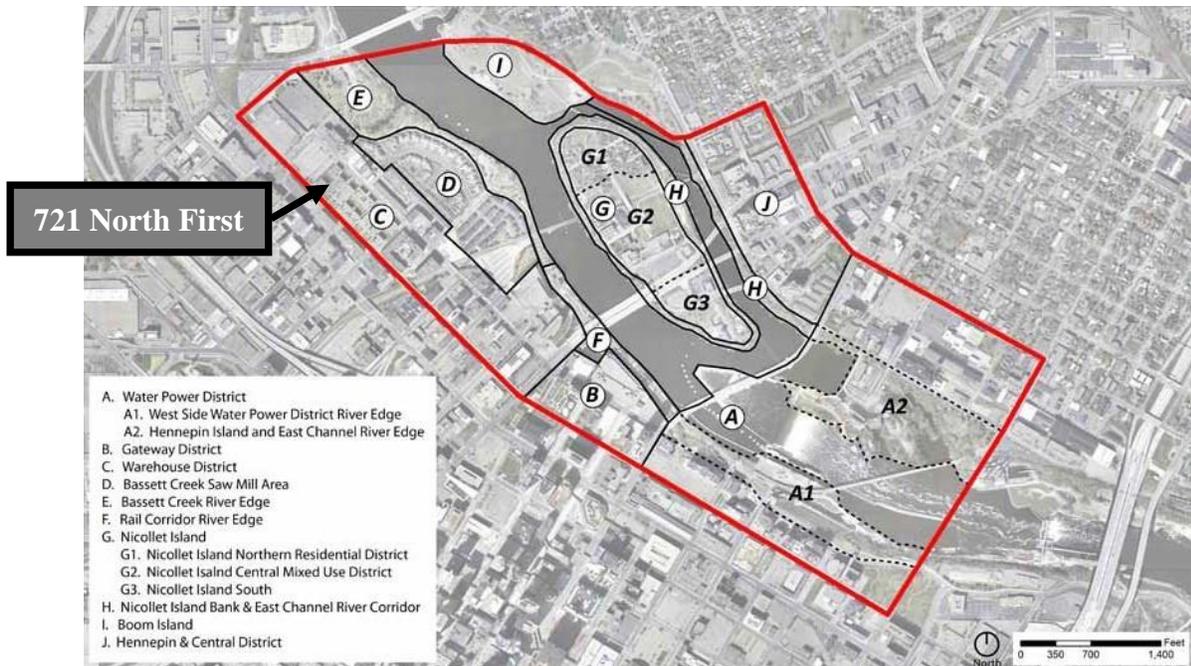


Above: Looking northeast at the site from Second Street.

Below: Looking northwest on Second Street. The site is beyond the RiverStation condo development to the right.



Saint Anthony Falls Historic District Design Guidelines



Landscape, Streetscape and Open Space

- 6.1 Retain existing features of historic landscapes including but not limited to plant materials, waterways and grade changes.**
Not applicable; no historic landscape remains.
- 6.2 Design new landscapes to be in harmony with the overall historic character of the district.**
- a. A new landscape design should not impede one's ability to understand the historical function and character of the context.*
 - b. A new landscape design should not convey a false sense of history. Designs that reflect their own time, while helping to convey the history of a site, are appropriate.*
 - c. A new landscape design that helps interpret the history of a site is encouraged. This does not have to be a literal interpretation.*
- A low berm in the proposed park design traces the alignment of the Bassett's Creek tunnel, which runs beneath the park. This modern reference to a historic feature helps interpret the history of the site.
- 6.3 Use landscape designs to promote energy efficiency and water conservation.**
Not applicable; the landscaped area is too small to promote energy efficiency and water conservation.

- 6.4 New or replacement street furnishings, such as street lights and street furniture, shall be compatible with the context of the individual character areas.**
a. In historic industrial areas, simple contemporary utilitarian designs are appropriate for street furnishings.
c. Designs that create a false sense of history, such as highly ornate historic styles, are not appropriate.
The fencing for the park is simple and utilitarian.
- 6.5 Consider integrating interpretive materials into street furnishings.**
a. Designs that interpret the history of the area are appropriate.
The landscape design will interpret the area's history, as noted in 6.2.
- 6.6 Streetscape plantings should be compatible with the context of the individual character areas.**
a. In historic industrial areas, street trees should be clustered and have irregular spacing to evoke a sense of the volunteer nature of vegetation of these industrial settings.
b. Boulevard plantings will be considered in historic industrial areas.
e. Street trees shall not be located directly in front of entrances.
Boulevard trees are not located directly in front of entrances. Irregularity will be provided by a variety of tree species rather than by spacing.
- 6.7 New designs for open spaces and parks should be compatible and reflective of the historic context of the individual character areas.**
a. Incorporate the remnants of historic infrastructure and buildings into new designs for open spaces and parks.
b. Retain the historic orientation and access patterns of sites.
c. Interpret the historic use of the site through new design elements.
d. The volunteer pattern of historic landscapes should be reflected in industrial settings.
e. In historic commercial and residential areas, traditional and contemporary vegetation plans for open spaces and parks are appropriate.
See 6.2 above.

General Guidelines

Requirements 7.1 – 7.5 are not applicable.

- 7.6 Minimize the visual impacts of building equipment as seen from the public way.**
a. Do not locate equipment on a primary facade. Primary wall penetrations for HVAC equipment are not permitted.
b. Prioritize use of low-profile or recessed mechanical units on rooftops.
c. Rooftop equipment on residential and commercial buildings shall be set back from the primary building facade by a minimum of one structural bay or 15', whichever is greater.
Grilles covering two HVAC vents on the First Street facade will serve as spandrels below windows, thereby incorporating the grilles into the architectural design. On the Eighth Avenue facade, the doors on the first-floor units will be recessed and the vents will be in the recessed area, perpendicular to the street. On the upper floors, grilles concealing

HVAC vents will be vertical, adjacent to the windows, and matching the height of the windows. Again, this will make them an architectural feature. On the opposite side of the building, which overlooks a remaining surface parking lot, the HVAC vents will be visible. This is a secondary facade and is recessed behind the longer front facade on First Street, which will help to obscure the wall. There will be no vents on the southwest facade.

7.7 Minimize the visual impacts of utility lines, junction boxes and similar equipment.

a. Locate utility lines and junction boxes on secondary walls and group them.

b. Locate utility pedestals (ground mounted) to the rear of the building.

c. Enclose lines in conduit.

d. Paint these elements to match the existing background color.

The visibility of utility lines, junction boxes and similar equipment will be minimized as much as possible.

7.10 On a new building, locate balconies such that the traditional character of the block, as perceived at the street level, is maintained.

a. When a building wall is positioned near the sidewalk edge, locating a balcony at the third floor or above is preferred.

b. Consider providing a balcony that is inset instead of one that projects from the front facade. This can reinforce the concept of a simple rectangular form.

Balconies will not be installed on the First Street facade and will only be included on the third through sixth levels of the other facades.

7.11 A new balcony should be simple in design so as not to detract from the historic character.

a. The balcony should appear mostly transparent.

b. Simple metal work is most appropriate on commercial/mixed-use buildings.

e. Use colors that are compatible with the overall color scheme of the building. In most cases, dark metal matte finishes are appropriate.

The balconies are a simple projecting box with utilitarian tie-backs and glass railings. Metal will be dark, similar to the color of the metal panels facing the building.

7.12 Minimize the visual impact of a roof deck as seen from the street.

a. On a commercial or industrial building, set any guard rails and other supporting elements back one structural bay or 15', whichever is greater, from the facade so that they are not visible from the sidewalk below.

The roof deck will be at least one bay back (more than 15 feet) from all facades.

New Infill Building Guidelines

9.1 Maintain the alignment of building fronts along the street.

a. Locate a new building to reflect established setback patterns along the block.

The building will edge the sidewalk on First Street and set back slightly from Eighth Avenue, following the pattern of historic buildings in the vicinity.

- 9.2 Respect alignment patterns associated with historic infrastructure.**
Not applicable.
- 9.3 Maintain the traditional orientation pattern of buildings facing the street.**
a. Locate the primary entrance to face the street and design it to be clearly identifiable.
The primary entrance will be situated in the center of the First Street facade and will be clearly identifiable.
- 9.4 Design a new building to reflect its time while respecting key features of its context.**
The scale, massing, and materials of the proposed building are similar to other buildings in the Warehouse Character Area.
- 9.5 A contemporary interpretation of traditional designs is appropriate.**
While compatible with the historic district and Warehouse Character Area, the design of the proposed building is clearly a product of the twenty-first century.
- 9.6 An interpretation of a historic style that is authentic to the district will be considered if it is subtly distinguishable as being new.**
Not applicable.
- 9.7 Incorporate traditional facade articulation techniques in a new design.**
a. Use these methods:
- *a tall first floor*
 - *vertically proportioned upper story windows*
 - *window sills and frames that provide detail*
 - *horizontal expression elements, such as canopies, moldings and cornices*
 - *vertical expression features, such as columns and pilasters*
 - *a similar ratio of solid wall to window area*
- The design features the classic base/column/capital configuration that is common with historic buildings in the area. The first floor is taller than the upper floors. The brick sections clearly articulate the horizontal and vertical elements of the underlying structure.
- 9.8 Maintain the traditional size of buildings as perceived at the street level.**
a. The height of a new building should be within the height range established in the context, especially at the street frontage.
b. Floor-to-floor heights should appear similar to those of traditional buildings.
The building's overall height and floor-to-floor heights will be compatible with surrounding historic buildings when experienced at the street level.
- 9.9 The overall height of a new building shall be compatible with the character area.**
The new building is in the category of "low-rise building" as defined by the design guidelines. As such, it is compatible with the Warehouse Character Area.
- 9.10 Position taller portions of a structure away from neighboring buildings of lower scale.**
Not applicable.

9.11 Provide variation in building height in a large development.

a. In order to reduce the perceived mass of a larger building, divide it into subordinate modules that reflect traditional building sizes in the context. Too much variation in building height is inappropriate.

b. Vary the height of building modules in a large structure, and include portions that are similar in height to historic structures in the context. However, avoid excessive modulation of a building mass, when that would be out of character with simpler historic building forms in the area. Too much variation in building massing is inappropriate.

The proposed building is mostly the same height, but stair towers along Eighth Avenue rise above the roofline and provide variation.

9.12 Maintain the scale of traditional building widths in the context.

a. Design a new building to reflect the established range of the traditional building widths in the character area.

b. Where a building must exceed this width, use changes in design features so the building reads as separate building modules reflecting traditional building widths and massing. Changes in the expression and details of materials, changes in window design, facade height or materials are examples of techniques that should be considered.

c. Where these articulation techniques are used, they shall be expressed consistently throughout the structure, such that the composition appears as several building modules. Attention to the designs of transitions between modules is important. Too much variation, which results in an overly busy design, is inappropriate.

The building is oriented to First Street, and the width of that facade is similar to other historic buildings on First Street.

9.13 A block-long building facade is inappropriate.

a. A block-long building width will be considered if the facade reads as separate building modules.

The design of the new building uses building materials to carefully articulate smaller “units” in the design,

9.14 A new commercial or mixed-use building should be incorporate a base, middle, and cap.

a. Traditionally, buildings were composed of these three basic elements. Interpreting this tradition in new buildings will help reinforce the visual continuity of the area.

The new building will have a tall first-floor base. The top floor of the section facing First Street is clad in metal, a contrast to the brick on the middle floors, creating a “cornice.”

9.15 Establish a sense of human scale in the building design.

a. Use vertical and horizontal articulation techniques to reduce the apparent mass of a larger building and to create visual interest.

b. Express the position of each floor in the external skin of a building to establish a scale similar to historic buildings in the district.

c. Use materials that convey scale in their proportion, detail and form.

d. Generally, the facade in most contexts should appear as a relatively flat surface, with any projecting or recessed “articulations” appearing to be subordinate to the dominant form. Exceptions are in lower scale single-family settings.

e. Design architectural details and other features to be in scale with the building. Using windows, doors, storefronts (in commercial buildings) and porches (in lower scale residential buildings) that are similar in scale to those seen traditionally is appropriate. The facades are mostly flat. The fenestration pattern establishes a human scale that relates to historic buildings in the vicinity. Stoops for the first-floor units along Eighth Avenue recall the loading docks that historically appeared throughout the warehouse district.

9.16 Use simple, rectangular roof forms in commercial, warehouse and industrial contexts.

a. Flat roofs are appropriate on the majority of the buildings in the district. The proposed building has a flat roof.

9.17 Design a roof to be similar in form to those used traditionally in the character area.

a. “Exotic” roof forms, such as A-frames and steep shed roofs, are inappropriate. However, exotic forms may be appropriate for “signature” civic facilities.

b. Some variation in roof form is appropriate for a larger building mass, but avoid overly complex forms that would be out of character with the context.

c. Use gable and hip roofs in the lower-scaled residential neighborhoods.

The proposed flat roof is similar to those used traditionally in the warehouse district.

9.18 Locate a primary building entrance to face the street.

a. Position a primary entrance to be at the street level in an urban setting.

b. Recessed entries are encouraged to avoid door swing conflicts with the sidewalk and to provide shelter.

The primary entrance on First Street is at the street level and recessed.

9.19 Design a building entrance to appear similar in character to those used traditionally.

a. Clearly define the primary entrance.

b. Use a contemporary interpretation of a traditional building entry, which is similar in scale and overall character to those seen historically.

The primary entrance is centered in the facade as is common in nearby historic buildings. The recessed design is a contemporary interpretation of a more traditional recessed door.

9.20 Building materials shall be similar in scale, color, texture and finish to those seen historically in the context.

a. Masonry (i.e., brick and stone) that has a modular dimension similar to those used traditionally is appropriate.

b. A facade that faces a public street should have one principal material, excluding door and window openings, and may have one to two additional materials for trim and details. Permitted materials include, but are not limited to, brick, stone, terracotta, painted metal, exposed metal, poured concrete and precast concrete.

c. The material also should be appropriate to the context.

Brick and metal are common building materials in the historic district. Concrete block was also in use during the historic district's period of significance. The color and size of the proposed brick is similar to brick used historically. The proposed painted metal panels are compatible with traditional materials in the district and serve as the cornice and coping accents on the First Street facade. These materials wrap around to the other facades, unifying the design while modulating the building's scale.

9.21 Contemporary materials that are similar in character to traditional ones will be considered.

a. Generally, one primary material should be used for a building with one or two accent materials. Accent materials should be used with restraint.

b. A second material may be used on side or rear walls in a context in which such a tradition is demonstrated historically. It is inappropriate in the Water Power Area.

c. A glass curtain wall will be considered as a principal material.

d. Contemporary, alternative materials should appear similar in scale, durability and proportion to those used traditionally.

e. Cementitious-fiber board, with exemplary detailing, will be considered in lower scaled residential settings. Other imitation or synthetic siding materials, such as plastic, aluminum or vinyl, are inappropriate in the lower scale residential contexts.

Brick and metal are the two primary materials. Their roles in the overall design varies by elevation. On the First and Second Street ends, brick is the primary material and metal is a highlight. The brick sections wrap around to the other facades, trimming the ends of the metal panel sections that dominate these facades. A CMU base along the parking lot (southeast) side relates to both the brick and metal panel colors and will be partially obscured by landscaping. The interplay between these materials gives cohesiveness, interest, and elegance to the design without being “busy.”

9.22 Use high quality, durable materials.

a. Materials should be proven to be durable in the local Minneapolis climate.

b. The material should maintain an intended finish over time, or acquire a patina, which is understood to be a likely outcome.

c. Materials at the ground level should withstand on- going contact with the public, sustaining impacts without compromising the appearance

The proposed design uses high-quality, durable materials that will weather well.

9.23 The use of a contemporary storefront design is encouraged in commercial settings.

Not applicable; the building will not have commercial tenants. The first-floor windows will feature a contemporary design that is compatible with the historic setting.

9.24 Arrange windows to reflect the traditional rhythm and general alignment of windows in the area.

a. Use appropriate window rhythms and alignments, such as:

- *Vertically proportioned, single or sets of windows, “punched” into a more solid wall surface, and evenly spaced along upper floors*

- *Window sills or headers that align*

- *Rows of windows or storefront systems of similar dimensions, aligned horizontally along a wall surface*
 - b. Creative interpretations of traditional window arrangement will be considered.*
- The proposed fenestration pattern is traditional.

9.25 Use durable window materials.

- a. Appropriate window materials include metal and wood frame.*
 - b. Inappropriate window materials include plastic snap-in muntins and synthetic vinyl.*
- The proposed building will have commercial-grade metal windows.

9.26 A canopy/awning should be in character with the building

Not applicable; the building will not have canopies or awnings.

9.27 A new accessory structure should be subordinate in height, mass and scale to the primary building on the lot.

Not applicable; no accessory structures are proposed.

9.28 A new accessory structure should be located to the rear of the lot.

Not applicable; no accessory structures are proposed.

Warehouse District Character Area (Area C)

10.26 Provide historic platting and the continuation of First Street North in future redevelopment opportunities, when feasible.

Not applicable.

10.27 Maintain the alignment of buildings at the sidewalk edge.

The building will be flush with the sidewalk along First Street and slightly set back along Eighth Avenue, both traditional alignments in the historic warehouse district.

10.28 Sidewalks and streets should be simple and functional, with an authentic use of materials.

- a. The use of faux materials (e.g., stamped concrete) is inappropriate.*
- Faux pavement materials are not proposed.

10.29 Provide views and access through to the river.

Not applicable.

10.30 Preserve the double-fronted orientation of historic buildings.

- a. Warehouses were typically oriented to the street and rail yards resulting in a double-fronted building. Preserve platforms and entrances that occur on both sides of these building types.*

Not applicable.

10.31 Provide edges to reinforce the historic pattern of the street wall in the older section and to better define the public/ private interface in the newer residential neighborhood.

a. Informal hedges and fences of simple, industrial materials are appropriate for defining edges.

Not applicable.

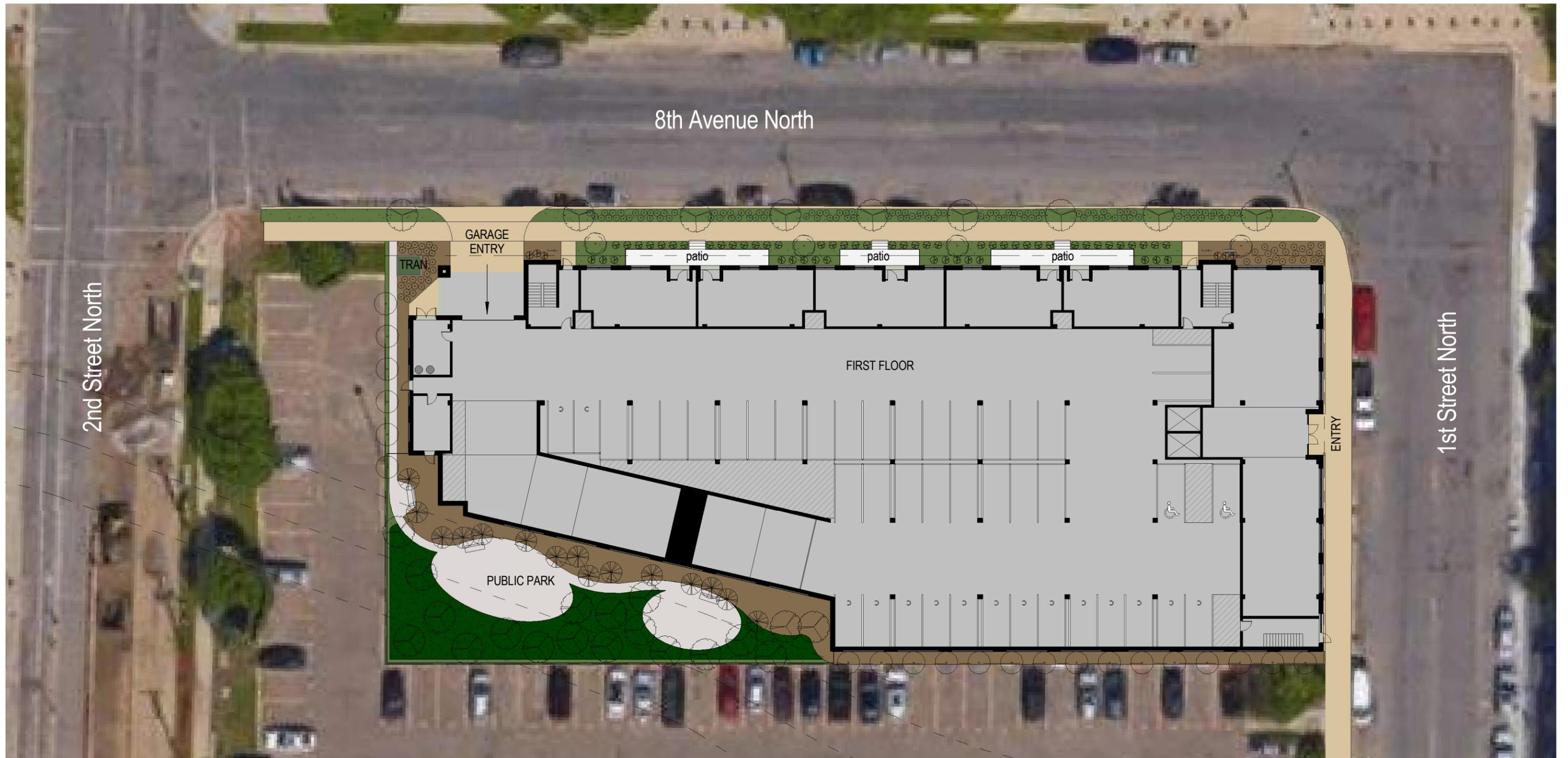
10.32 Integrate interpretative features for former Northern Pacific rail yard between 1st and 2nd Streets North, when feasible.

An interpretive panel in the park will include information on the railyard.

10.33 New infill shall be within the range of heights seen historically in the area with a maximum height of six stories.

a. Mid-rise and low-rise building heights are most appropriate.

The proposed building will be six stories, qualifying as a “low rise” as defined by the guidelines, thereby complying with this requirement.



GROSS BUILDING AREA BY FLOOR

Below Grade Garage, Lower	26136 SF
Below Grade Garage, Upper	28891 SF
1st Floor	28294 SF
Mezzanine	13212 SF
2nd Floor	22065 SF
3rd Floor	22090 SF
4th Floor	22090 SF
5th Floor	21915 SF
6th Floor	21906 SF
Grand total	206601 SF

UNIT MIX BY TYPE

UNIT TYPE	COUNT	PERCENTAGE	# OF BEDS
1 BED	52	42%	54
1 BED DEN	30	24%	40
2 BED	32	26%	64
MICRO	10	8%	10
Grand total	124	100%	168

PARKING SCHEDULE

Below Grade Garage, Lower	75
Below Grade Garage, Upper	77
1st Floor	43
Mezzanine	29
Grand total	224

SITE CONTEXT PLAN

1" = 30'-0"



North Loop Apartments Concept
721 N 1st Steet, Minneapolis, MN

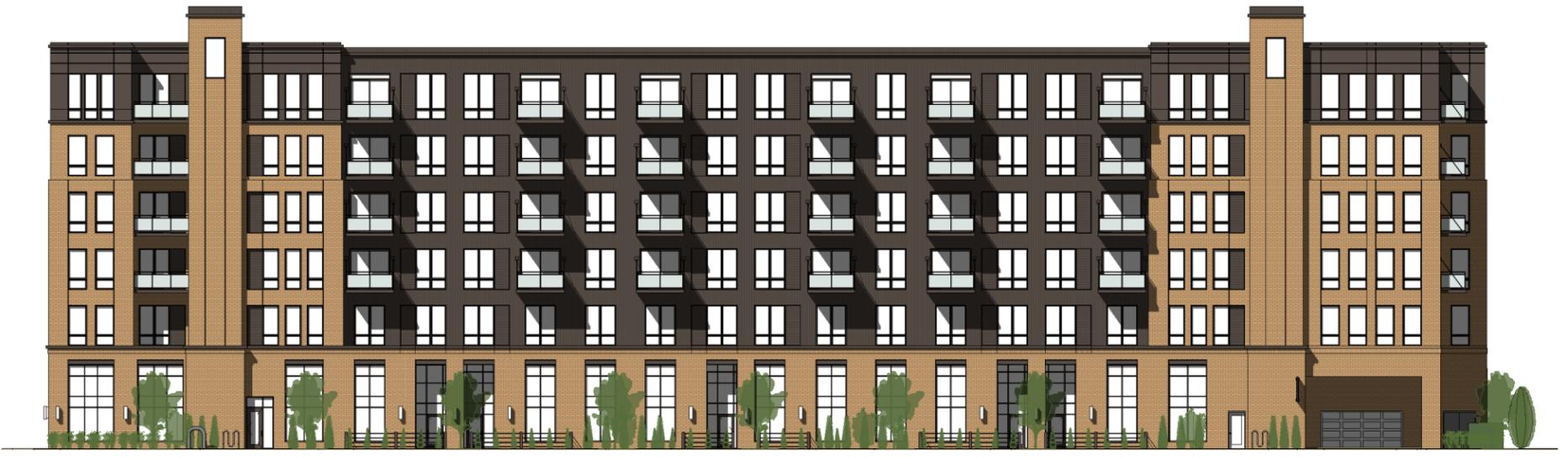
01/19/16
15059

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NORTHEAST COLOR ELEVATION

1" = 30'-0"



NORTHWEST COLOR ELEVATION

1" = 30'-0"



SOUTHWEST COLOR ELEVATION

1" = 30'-0"



SOUTHEAST COLOR ELEVATION

1" = 30'-0"

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	A1c	

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PERSPECTIVE FROM NORTH



PERSPECTIVE FROM EAST



PERSPECTIVE FROM WEST

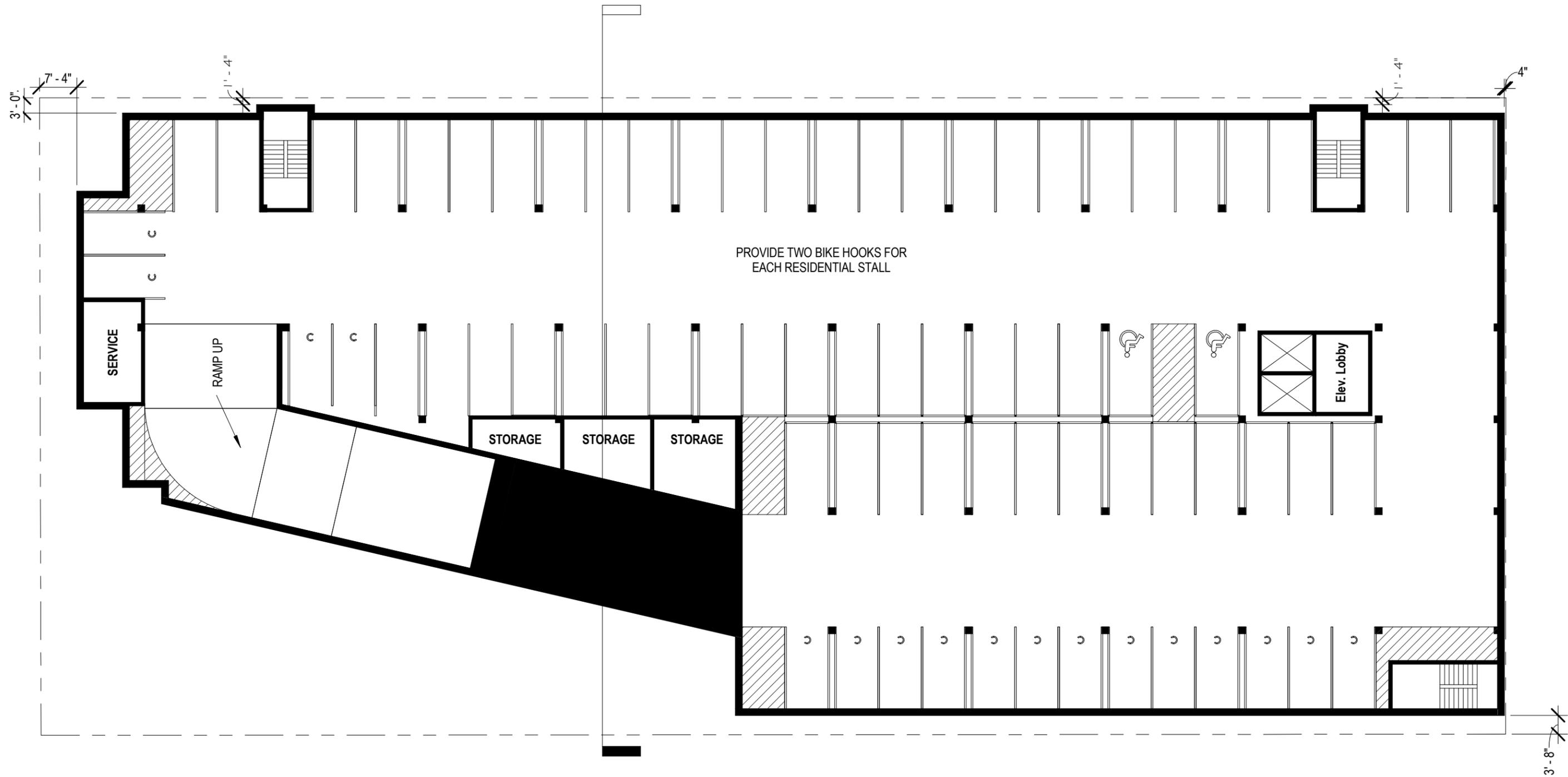


PERSPECTIVE FROM SOUTH

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	HERITAGE PRESERVATION COMMISSION & COMMITTEE OF THE WHOLE	A2c



LOWER GARAGE PLAN

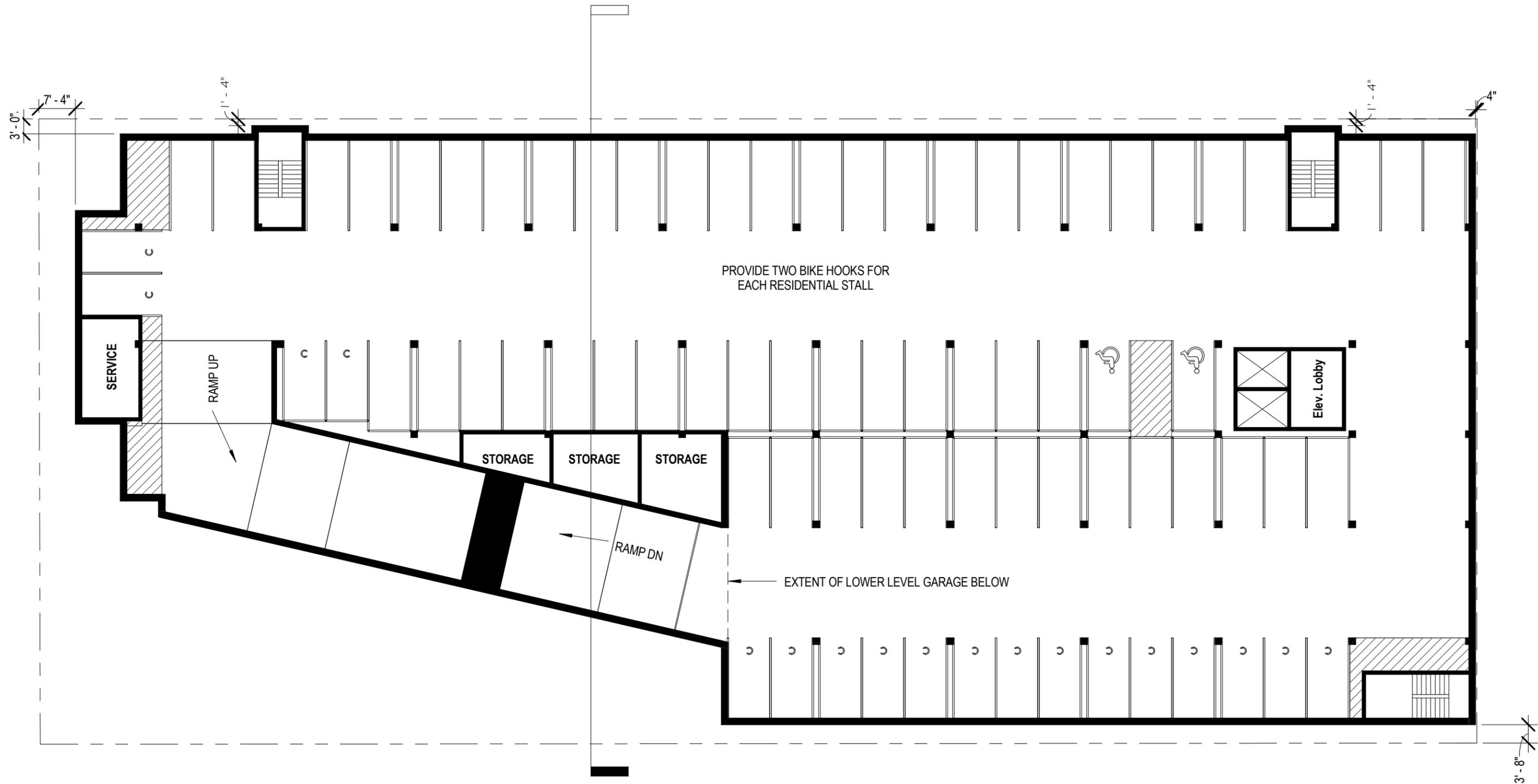
1" = 20'-0"

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UPPER GARAGE PLAN

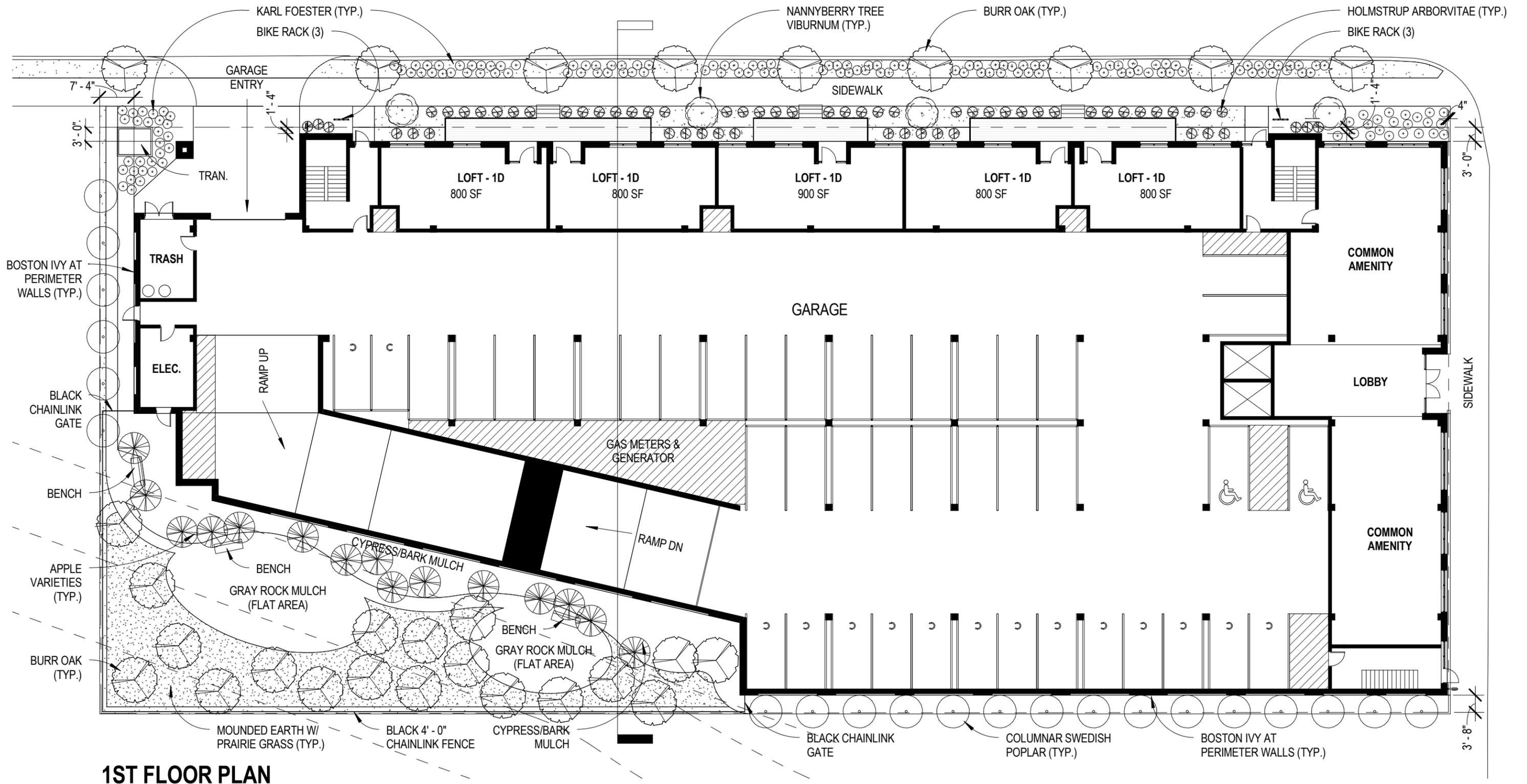
1" = 20'-0"

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1ST FLOOR PLAN

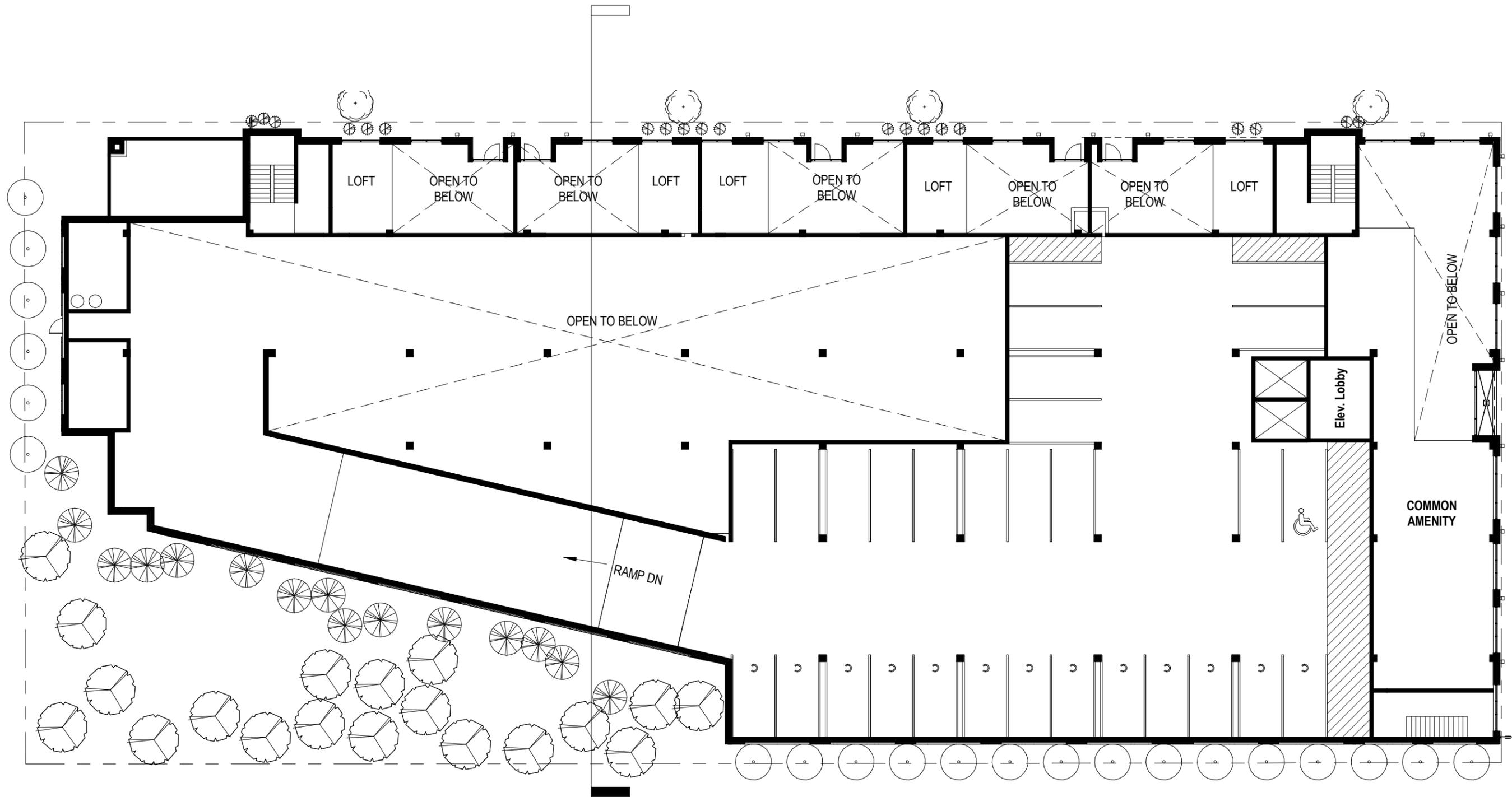
1" = 20'-0"

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MEZZANINE PLAN

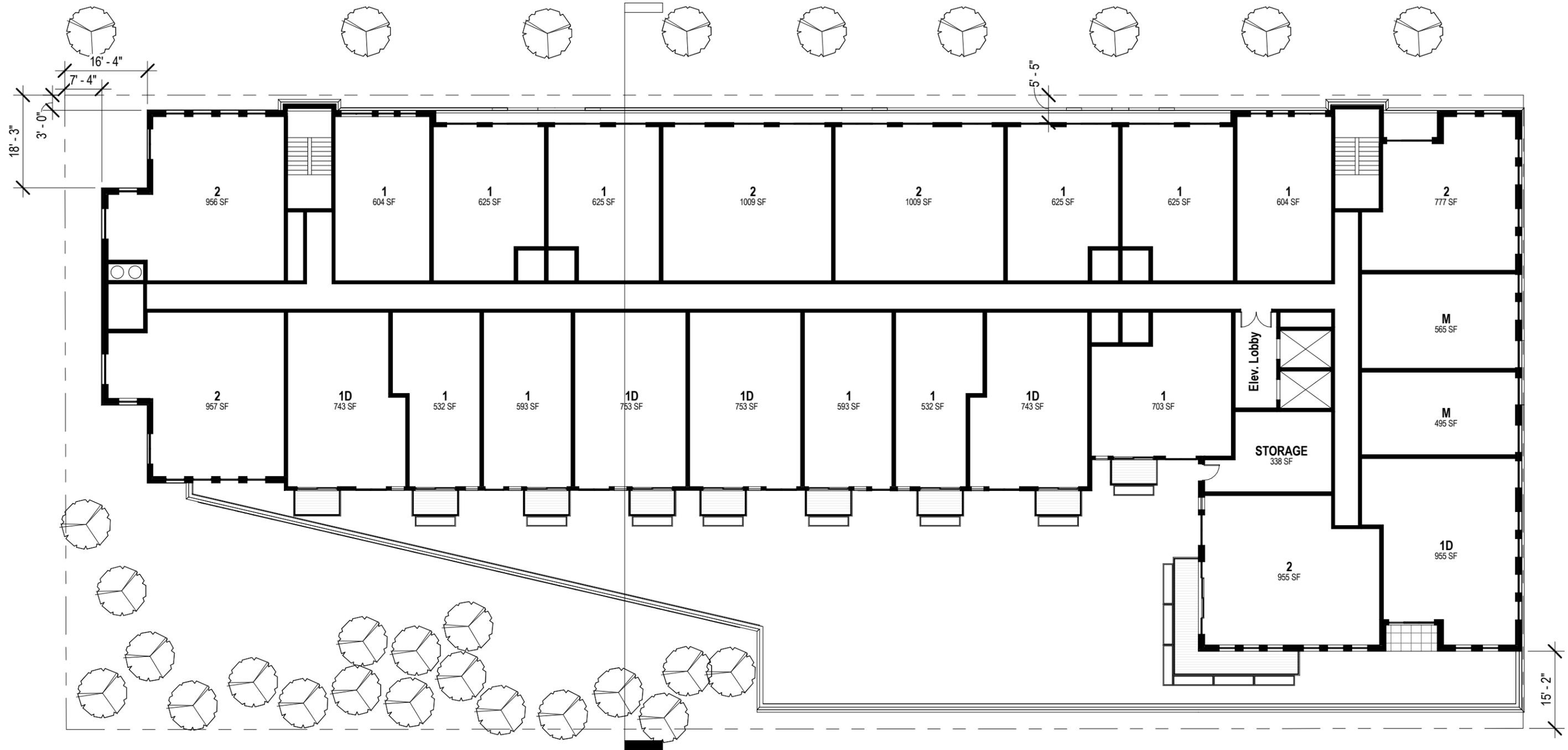
1" = 20'-0"

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	HERITAGE PRESERVATION COMMISSION & COMMITTEE OF THE WHOLE	A6c

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2ND FLOOR PLAN

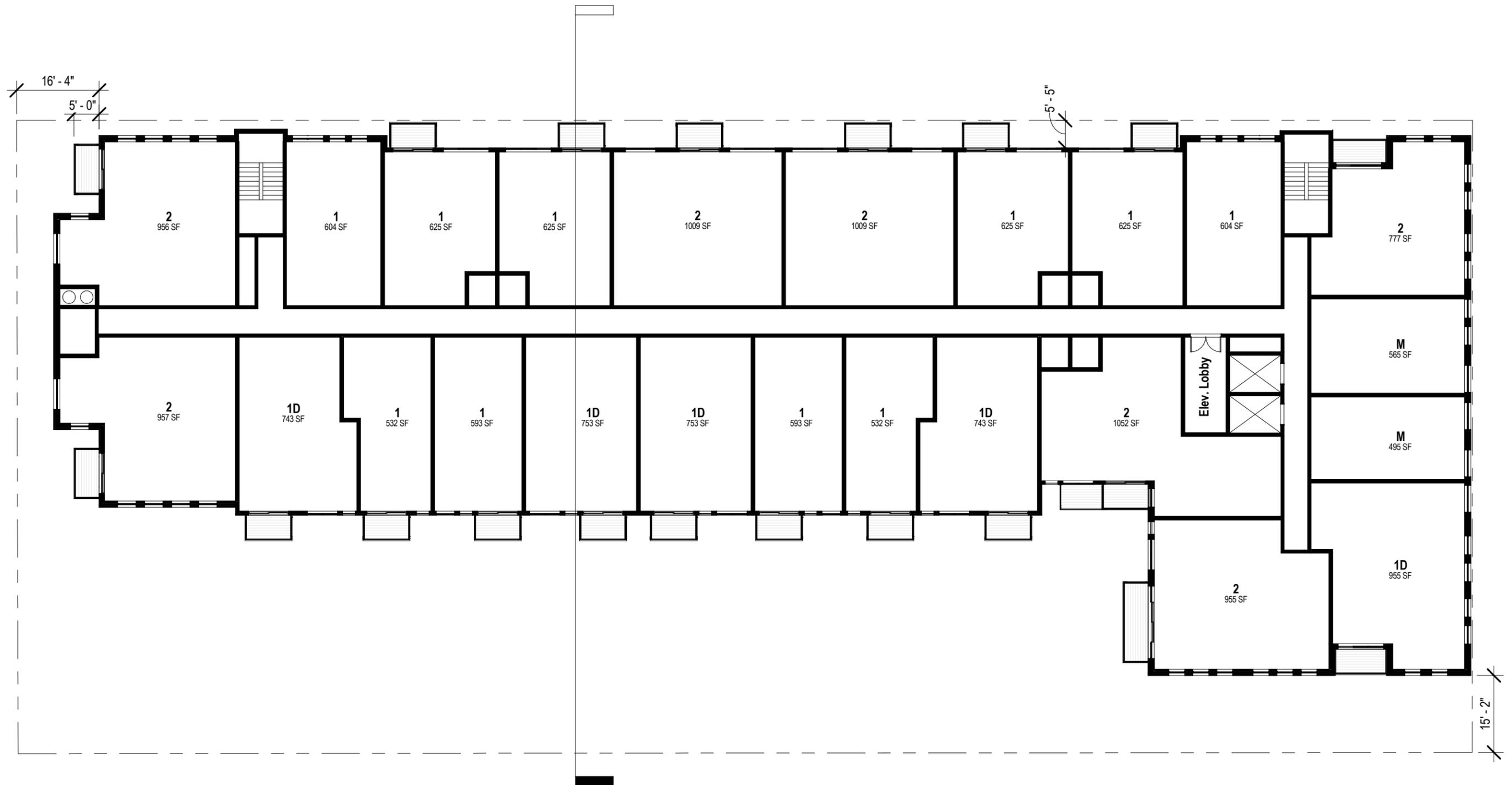
1" = 20'-0"

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	HERITAGE PRESERVATION COMMISSION & COMMITTEE OF THE WHOLE	A7c

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3RD, 4TH, & 5TH FLOOR PLAN (TYPICAL)

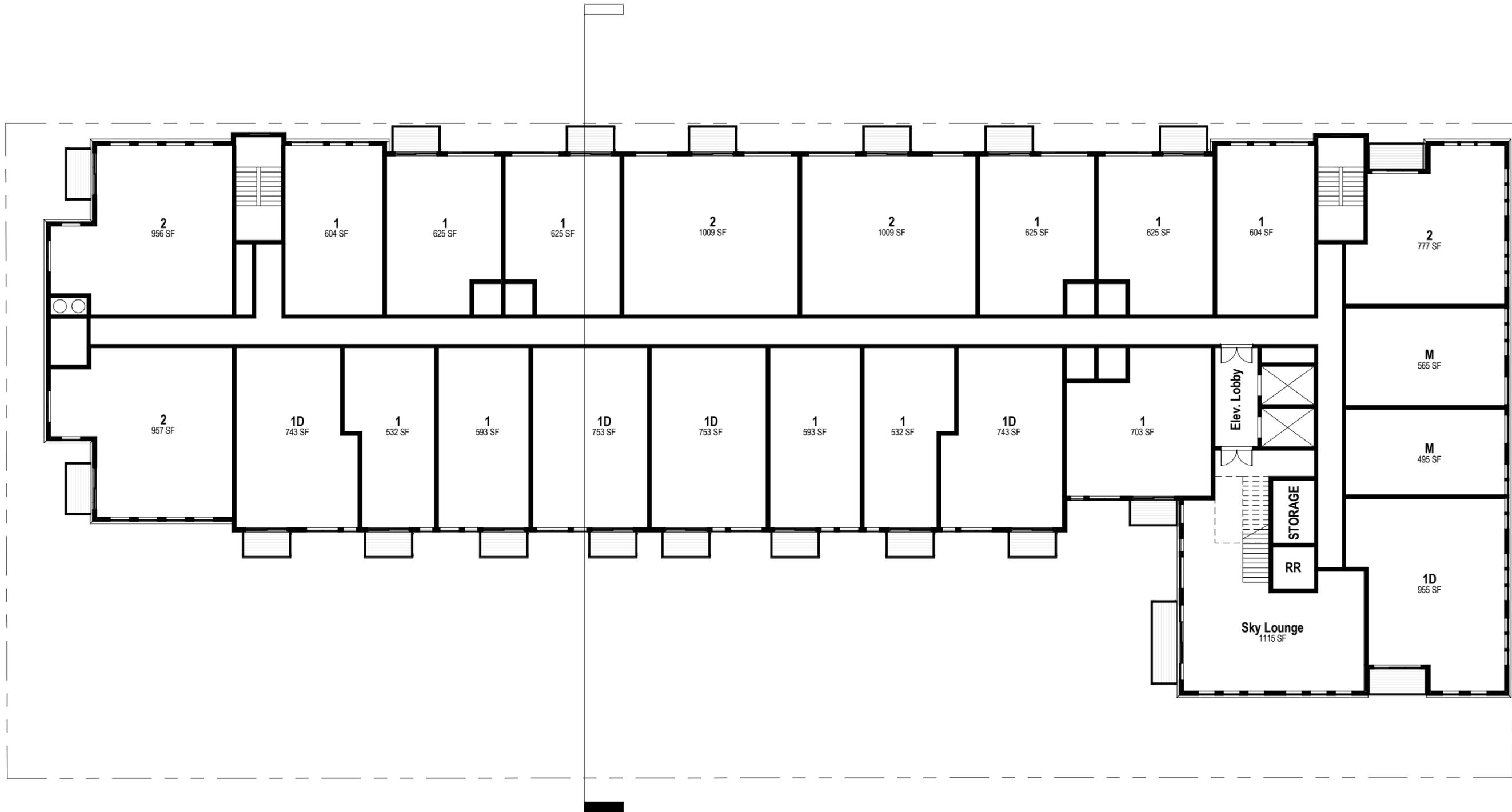
1" = 20'-0"

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	A8c	

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6TH FLOOR PLAN

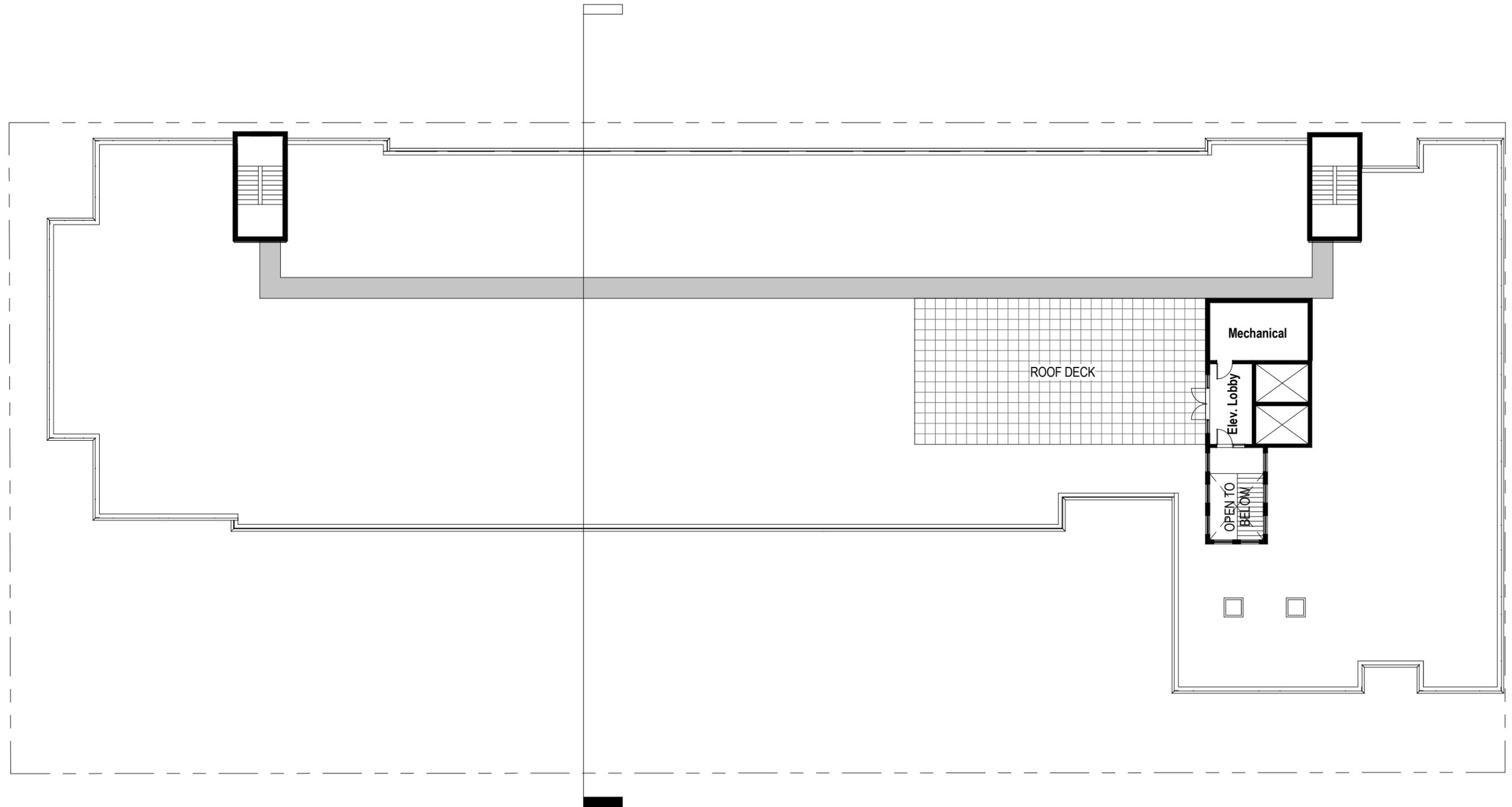
1" = 20'-0"

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		A9c

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ROOF PLAN

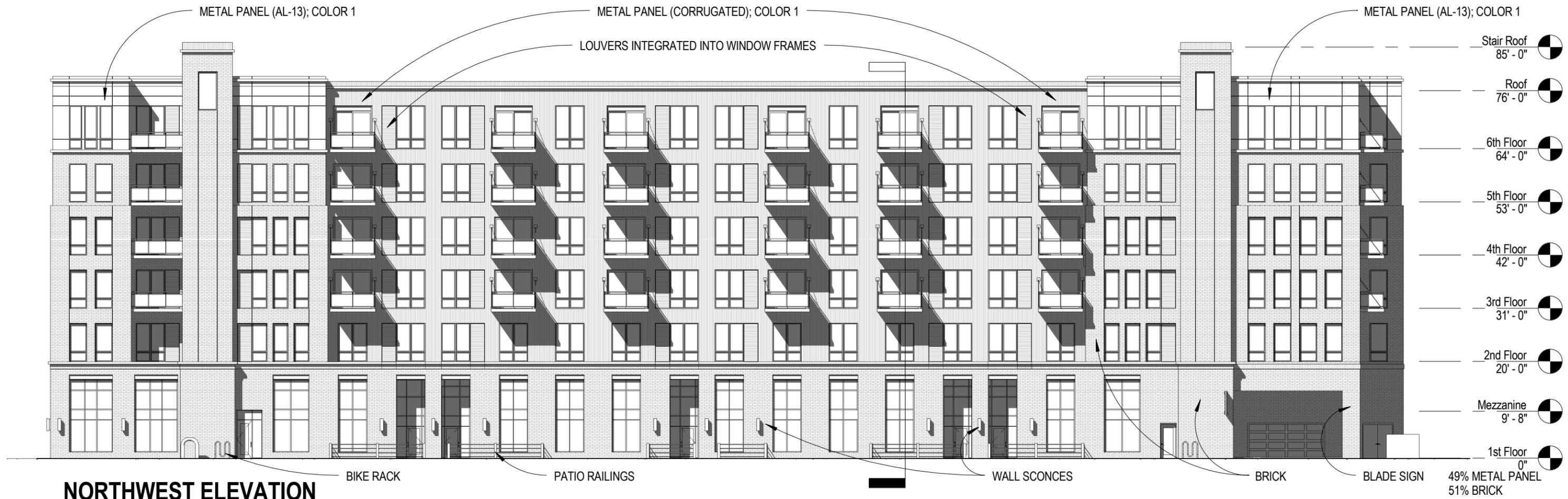
1" = 20'-0"

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		A10c

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1" = 20'-0"

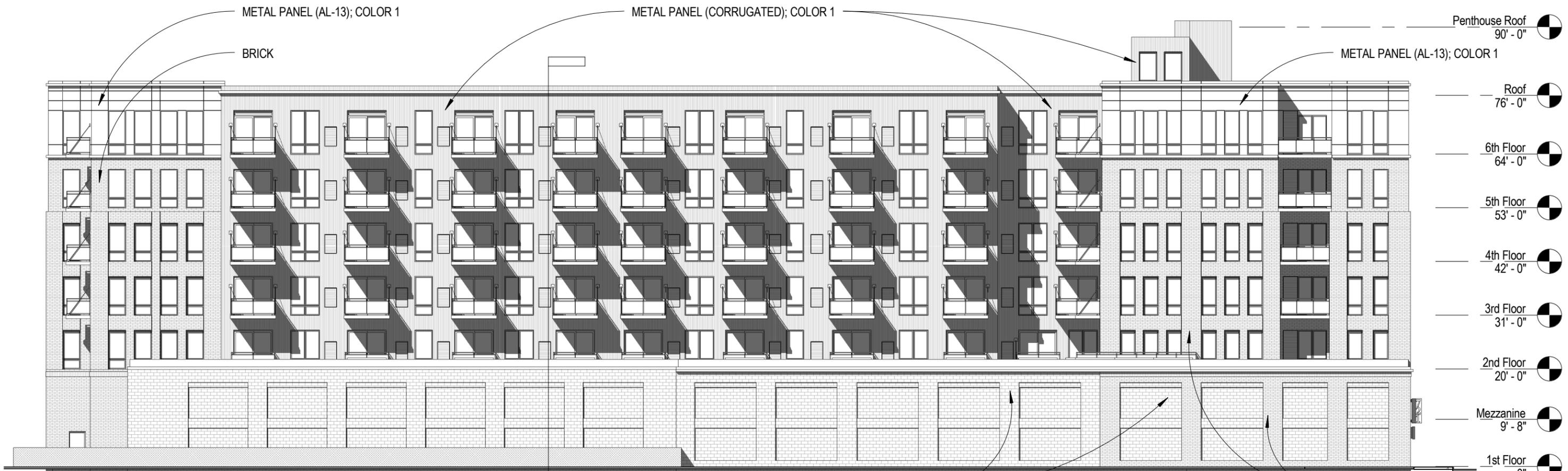


1" = 20'-0"

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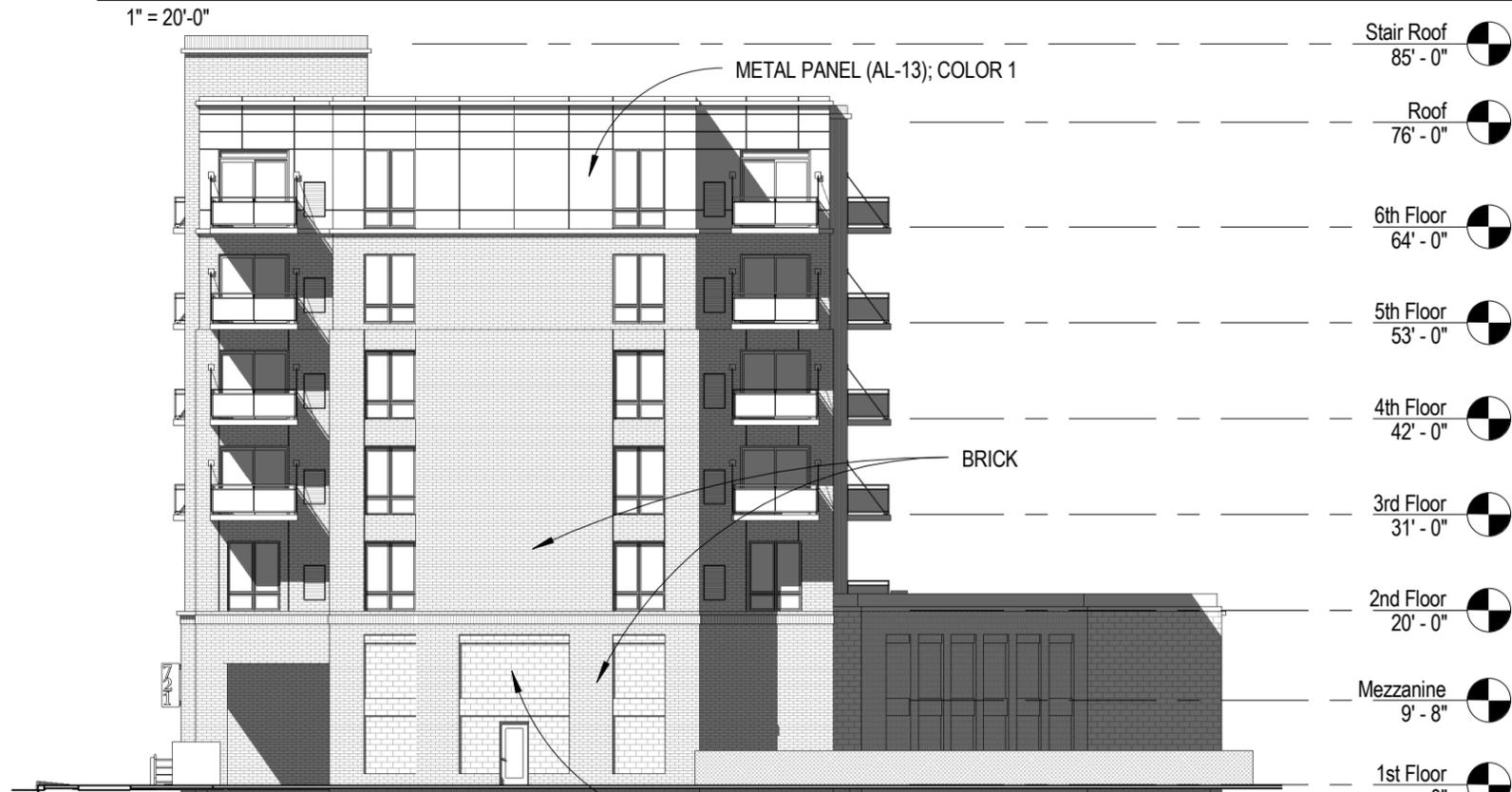
	SUBMITTED FOR THE CITY OF MINNEAPOLIS HERITAGE PRESERVATION COMMISSION & COMMITTEE OF THE WHOLE	NORTH ELEVATIONS
	A11c	



SOUTHEAST ELEVATION

1" = 20'-0"

53% METAL PANEL
22% BRICK
25% ROCKFACE CMU



SOUTHWEST ELEVATION

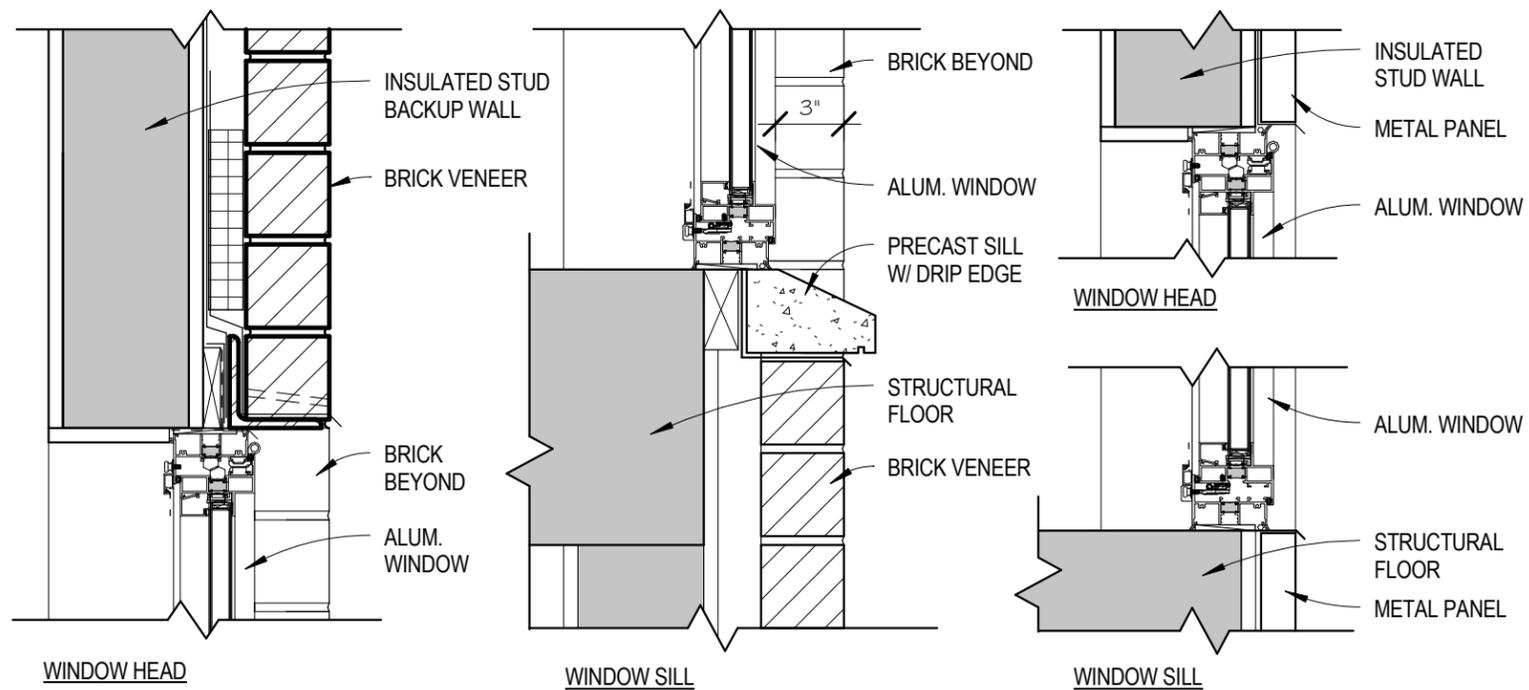
1" = 20'-0"

16% METAL PANEL
71% BRICK
13% ROCKFACE CMU

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	HERITAGE PRESERVATION COMMISSION & COMMITTEE OF THE WHOLE	
		A12c

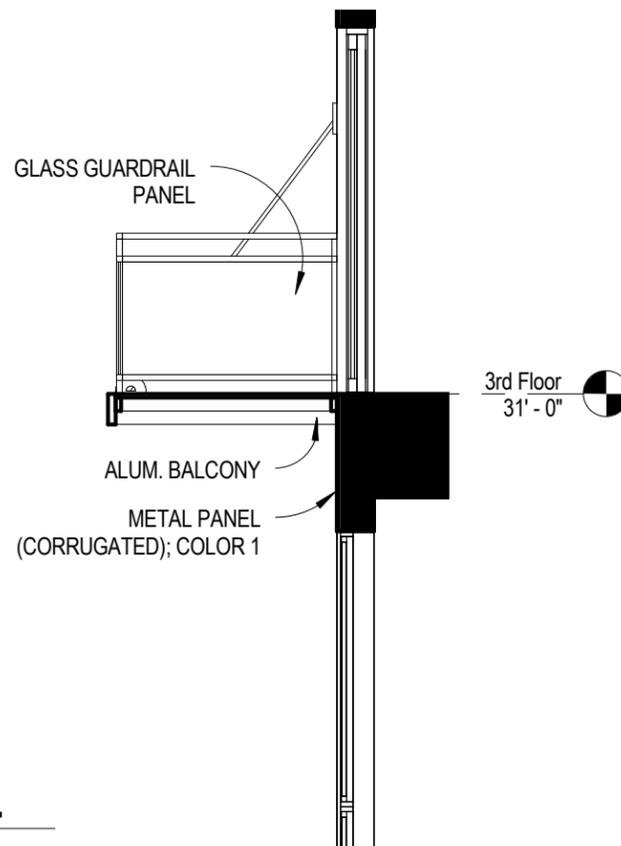


WINDOW @ BRICK

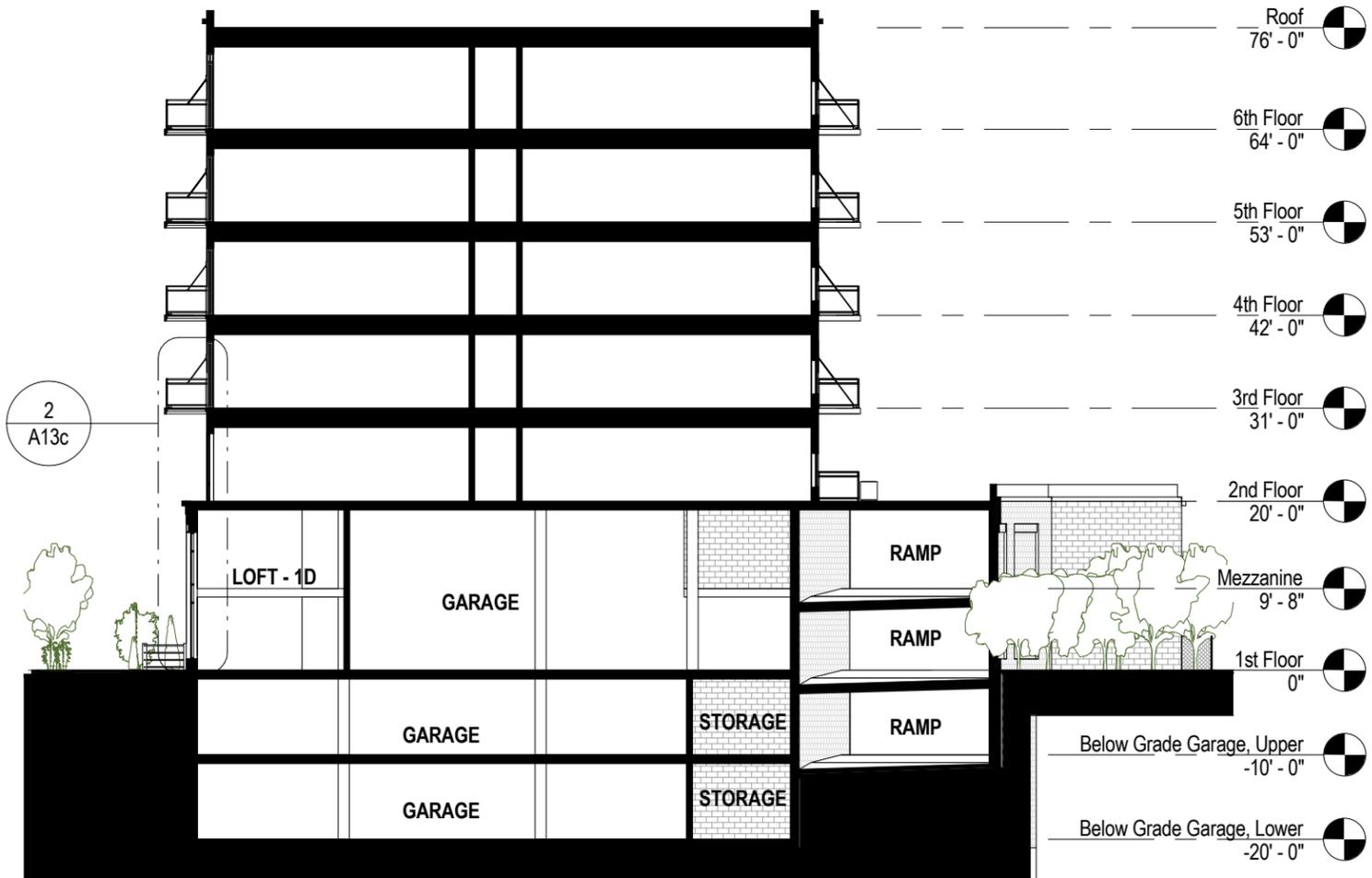
1 1/2" = 1'-0"

WINDOW @ METAL PANEL

1 1/2" = 1'-0"

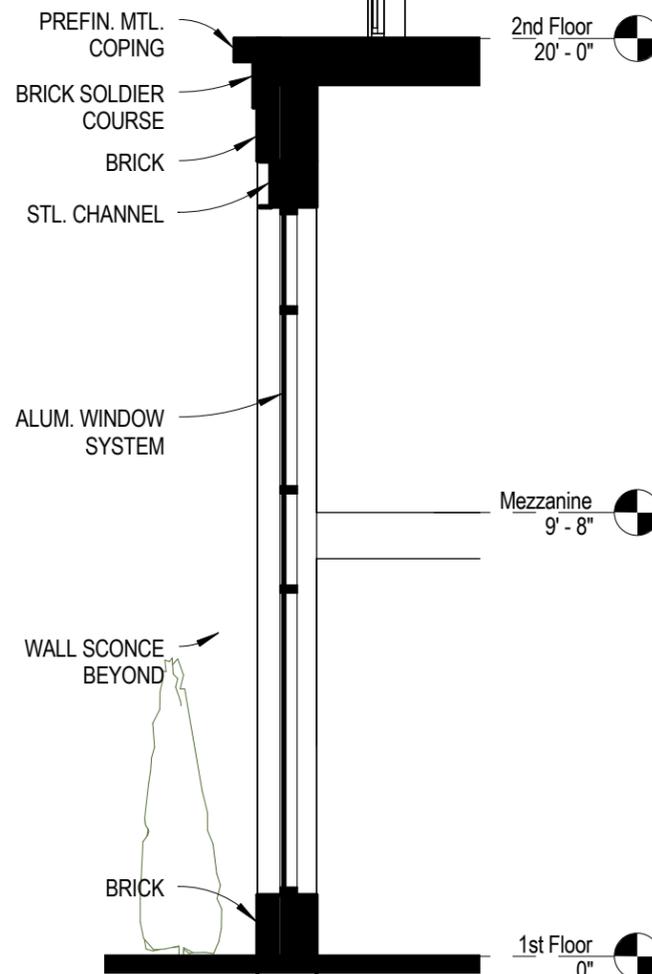


EXAMPLE BALCONY DETAIL



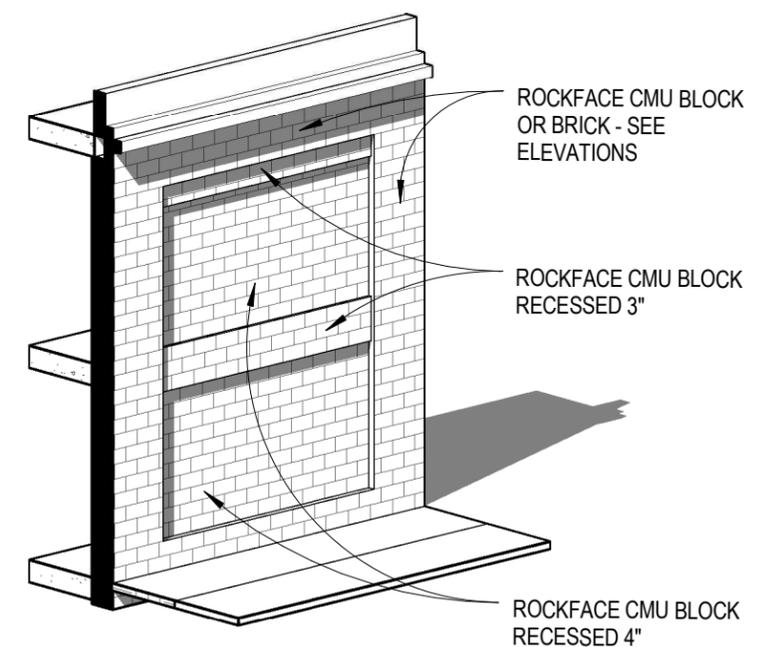
BUILDING SECTION

1" = 20'-0"



ENLARGED SECTION @ BALCONY

1/4" = 1'-0"



ENLARGED AXON @ TYP. CMU RECESS

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	SUBMITTED FOR THE CITY OF MINNEAPOLIS	SECTIONS & DETAILS
	HERITAGE PRESERVATION COMMISSION & COMMITTEE OF THE WHOLE	A13c



SOUTH CONTEXT



WEST CONTEXT



NORTHWEST CONTEXT



NORTHEAST CONTEXT - A



NORTHEAST CONTEXT - B



NORTHEAST CONTEXT - C