

## MEMORANDUM

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**TO:** City Planning Commission, Committee of the Whole

**FROM:** Aaron Hanauer, Senior City Planner, (612) 673-2494

**DATE:** September 22, 2016

**SUBJECT:** 729 Washington Avenue North Development | 701-729 ½ Washington Avenue North | 722-728 3<sup>rd</sup> Street North | 425 ½ 8<sup>th</sup> Avenue North | 250 ½ 7<sup>th</sup> Avenue North

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### SITE DATA

<b>Existing Zoning</b>	B4N/Downtown Business District DP Overlay District
<b>Lot Area</b>	80,300 square feet / 1.84 acres
<b>Ward(s)</b>	3 <sup>rd</sup>
<b>Neighborhood(s)</b>	North Loop
<b>Designated Future Land Use</b>	Mixed Use
<b>Land Use Features</b>	Downtown Growth Center Commercial Corridor (Washington Avenue North)
<b>Small Area Plan(s)</b>	<a href="#">North Loop Plan Update</a> (2010)

### HISTORIC PROPERTY INFORMATION

<b>Current Name</b>	Street Great Northern Spur Line
<b>Historic Name</b>	Great Northern Spur Line
<b>Original Construction Date</b>	N/A
<b>Original Architect</b>	N/A
<b>Original Builder</b>	N/A
<b>Original Engineer</b>	N/A
<b>Historic Use</b>	Bassett Creek Tunnel   surface parking
<b>Current Use</b>	Surface parking lot
<b>Proposed Use</b>	Mixed use development

**CLASSIFICATION**

<b>Local Historic District</b>	Minneapolis Warehouse Historic District
<b>Period of Significance</b>	1865-1930
<b>Criteria of Significance</b>	<p><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.</p> <p><i>Criteria 4:</i> The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction.</p> <p><i>Criteria 6:</i> The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.</p>
<b>Date of Local Designation</b>	1978
<b>Date of National Register Listing</b>	1989
<b>Applicable Design Guidelines</b>	<a href="#"><i>Minneapolis Warehouse District Design Guidelines (2010)</i></a>

**BACKGROUND**

In July 2015, an 11-story, mixed use structure at 729-753 Washington Avenue North and 425 ½ 8<sup>th</sup> Avenue North received HPC approval. However, the applicant withdrew their land use applications prior to a City Planning Commission public hearing in December and the project was scrapped.

**SITE DESCRIPTION**

The new project site, which is primarily surface parking, spans from Washington Avenue North to 3<sup>rd</sup> Street North; there is also a small portion of the site that fronts 7<sup>th</sup> Avenue North. The Bassett Creek Tunnel is located along the plan west side of the site.

The project site is located within the Minneapolis Warehouse District, specifically in the Twentieth Century Warehouse Character Area. The Twentieth Century Warehouse Area represents the later history of the district when the width of buildings grew up to half a city block and their heights were typically between four and ten stories tall. The proposal is subject to the Minneapolis Warehouse Historic District Design Guidelines as well as the North Loop Small Area Plan. Both plans were adopted by the City Council in 2010. The portion of the site that makes up the former Great Northern Spur Line is the only portion of the site that contributes to the historic district (see Warehouse Historic District: Resource Index Map).

**AREA DESCRIPTION**

There are only three other buildings on this large city block. The Loose Wiles Building at 701 Washington Avenue North, Bunker’s Bar and Grill at 757 Washington Avenue North and the Herschel Lofts at 748 3<sup>rd</sup> Street North. On the river side of Washington Avenue are the larger, early 20<sup>th</sup> century warehouses including the Northern Bag Company at 700 Washington Avenue North, Great Northern Warehouse at 716-718 Washington Avenue North, and the Great Northern Warehouse Company Building at 730 Washington Avenue North.

## PROJECT DESCRIPTION

The applicant is proposing one building on the project site that spans from Washington Avenue North to 3<sup>rd</sup> Street North. The portion of the building along Washington Avenue North would be a 10-floor building with ground floor retail (approximately 8,500 square feet), office on the floors above, and a roof-top terrace. This portion of the building would be clad in red brick with large multi-paned windows; the rear elevation along the rail corridor is proposed to have a glass curtain wall for floors six through 10. Floors two through five are proposed to extend over the Great Northern Spur Line Corridor and be clad in an aluminum and glass curtain wall. The portion of the building fronting 3<sup>rd</sup> Street North would be seven stories and contain a mix of retail (approximately 7,700 square feet), residential (44 units), and off-street parking. The applicant is proposing to have a residential lobby and amenity space on the ground floor along 3<sup>rd</sup> Street and retail space at the back of the building, which would front a proposed plaza space along Washington Avenue North. The upper floors of the building would consist of efficiency apartments lining 3<sup>rd</sup> Street North and above grade parking behind the residential units that would continue on to the exposed roof. This portion of the building is proposed to have brick panels on the first two floors and a Corten steel truss system design on the upper floors. Behind the steel truss design would be large windows for the residential portion of the building and painted corrugated metal panel for the parking portions of the building.

The project is proposed to have 134 parking spaces below grade (which would be located under both portions of the building), 274 spaces above grade, and parking on both sides of the rail corridor nearest 7<sup>th</sup> Avenue North. The parking would primarily be for the new development and the adjacent Loose Wiles Building, which is owned by the same property owner. There are two proposed curb cuts on 3<sup>rd</sup> Street North to access the vehicle parking.

The applicant has not had a formal Preliminary Development Review. However, they have had preliminary discussions with Public Works in how the project will impact the Bassett Creek Tunnel.

## FEEDBACK AND APPLICATION

Additional applications may be required, depending on the plans that the applicant formally submits. However, based on staff's preliminary review, the following land use applications have been identified:

### Heritage Preservation Commission:

- Certificate of appropriateness to allow for the new construction

### City Planning Commission:

- Site plan review
- Conditional use permit to increase the maximum height from 10 stories to 11 stories and 140 feet to 159 feet in height.

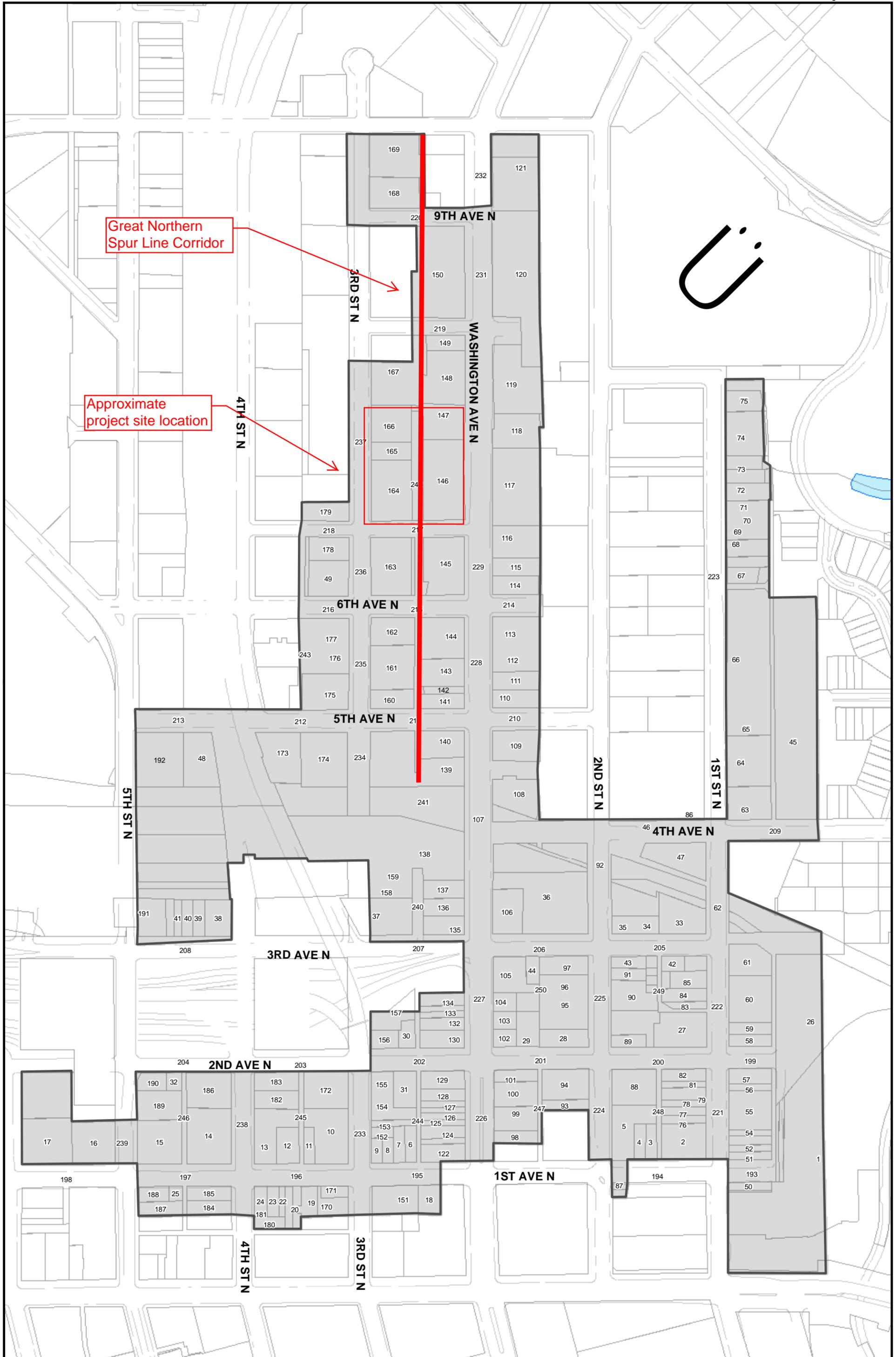
*Staff is also seeking feedback on the following:*

- *Building placement:* One of the key items CPED and the applicant are seeking feedback from the HPC and CPC is on whether there should be any building development above the rail corridor. The Minneapolis Warehouse District Guidelines have the following guidelines in terms of rail corridors: 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. 1.4.1 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. From a land use and urban design standpoint, removing the portion of the building above the corridor would help break up the proposed large building and likely activate the plaza area with more pedestrian activity.

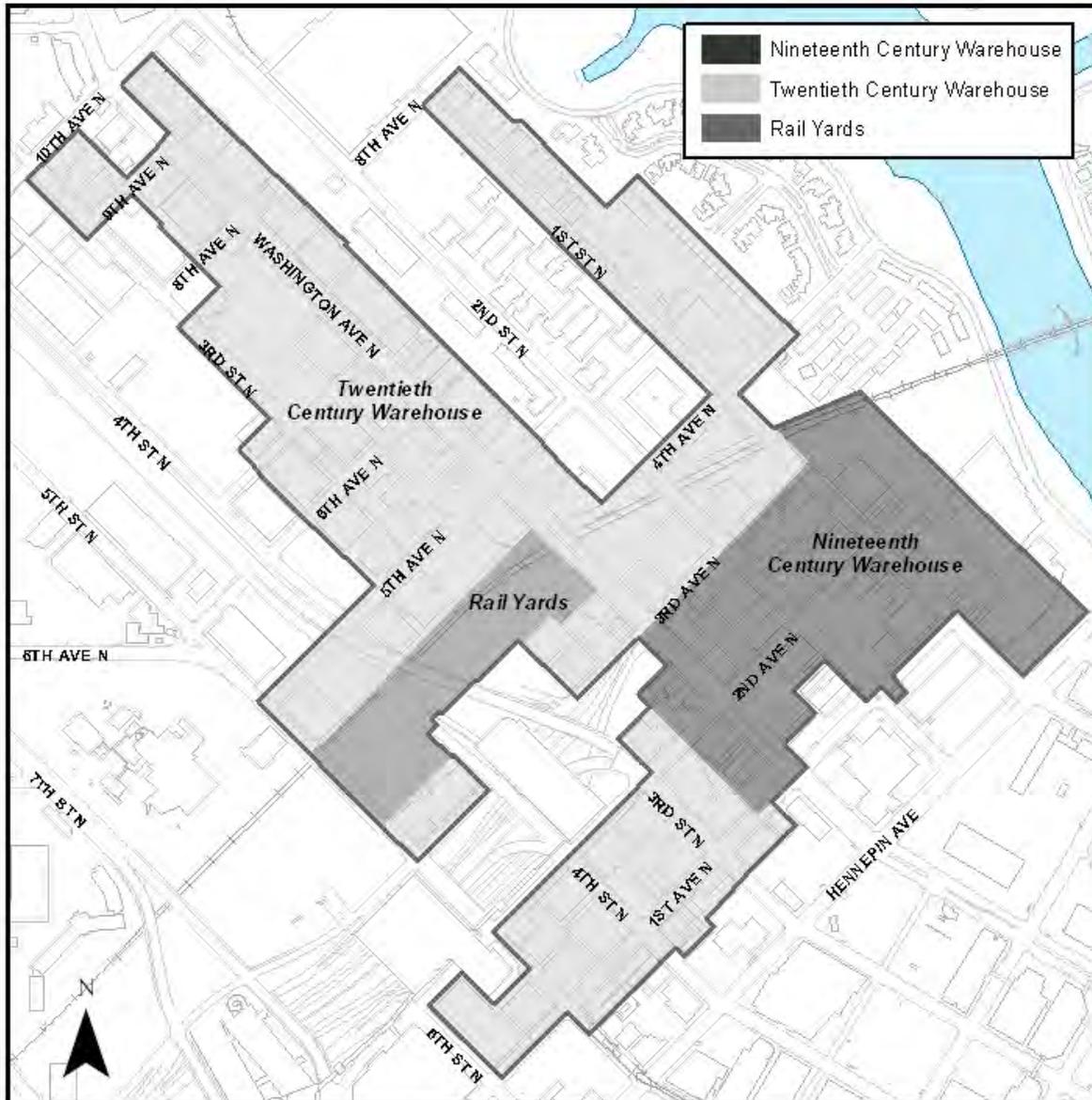
- *Height:* Excluding the mechanical equipment, the building is 10 stories and 140 feet in height. Including the mechanical equipment, the building is 11 stories and 159 feet in height. The Minneapolis Warehouse District Guidelines call for a maximum of 10 stories at this location; 10 stories and 140 feet is also the maximum height allowed from a zoning code standpoint without a conditional use permit.
- *Exterior materials and design:* Does the design of the building along Washington Avenue North go far enough to differentiate itself from the surrounding historic buildings? Is the glass curtain wall on the rear elevation a positive to the building and the historic district? Also, staff is seeking feedback on the proposed design of the building along 3<sup>rd</sup> Street North.
- *Access and circulation (pedestrians and vehicles):* There are two proposed vehicular access points on 3<sup>rd</sup> Street North, which is considered a commercial street in the Minneapolis Warehouse District. The project site is unique in terms of shape; however, from a heritage preservation commission standpoint, there are three guidelines that are not supportive of vehicle access/curb cuts on commercial streets: 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. 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. From a zoning code standpoint, the consolidation of curb cuts is encouraged. In addition, CPED has concerns in that vehicles (passenger and loading trucks) may take precedent over pedestrians and bikers internally with the proposed site circulation. Furthermore, CPED highly encourage the applicant to incorporate a strong pedestrian connection from Washington Avenue North to 3<sup>rd</sup> Street North.

# Warehouse Historic District: Resource Index Map

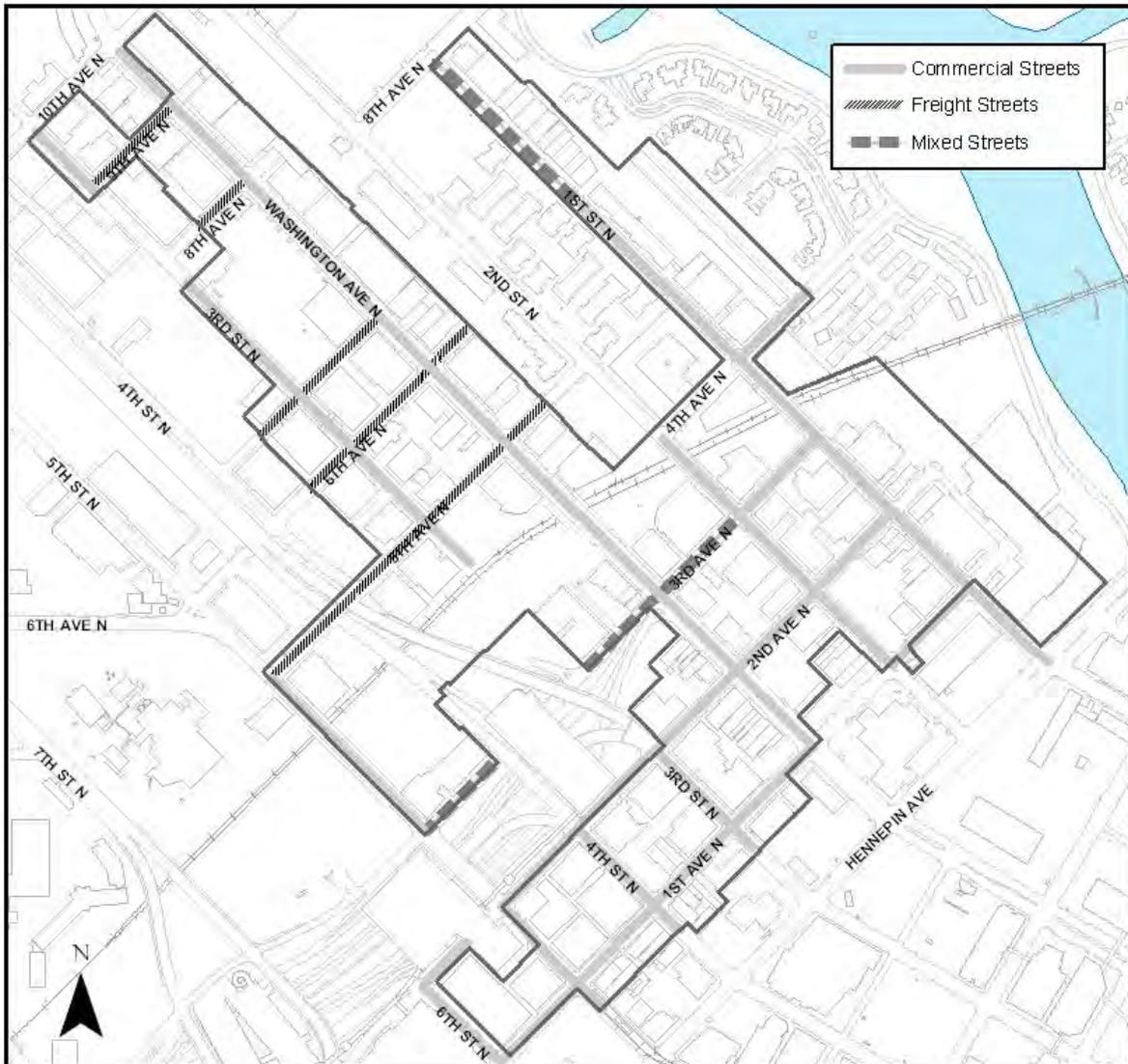


## Distinctive Character Areas of the Minneapolis Warehouse District

The evolution of the district over the period of significance has resulted in development patterns that share a discrete geographic boundary. These geographic areas have their own character based on the development patterns and scale of the buildings. These distinctive character areas are the Nineteenth Century Warehouse Area, Twentieth Century Warehouse Area, and the Rail Yards Area. Portions of the guidance included in these design guidelines are specifically directed toward these distinct geographic areas.



## Map of Commercial, Freight, & Mixed Street System



The following guidelines recognize the development pattern and function of the character of streets and provide guidance on how to retain and reinforce this character as the area transitions from historic industrial uses to a mix of uses.

### *Requirements:*

- 1.8. The existing rectilinear street grid system punctuated by mid-block alleys shall be preserved.
- 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.



**729 Washington Avenue North  
728 Third Street North  
Minneapolis MN**

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**Description of Project**

729 Washington Avenue is a mixed-use development of several contiguous lots in the North Loop. Located mid-block between 7th Avenue and 8th Avenue, the parcel fronts on both Washington Avenue and 3rd Street. The area is currently used as a surface parking lot.

The development includes an office building facing Washington Avenue and a residential/parking garage building facing 3rd Street North. A public plaza is between the office building on Washington Avenue and the historic Loose Wiles building. Providing opportunities for conversation, recreation, restaurant use, and special events, this programmed open space is an excellent amenity for the neighborhood. The plaza and connecting paths through the site are responding to the "North Loop Streamscape" vision: a component of the new Downtown Service Area Master Plan created by the Minneapolis Park and Recreation Board.

A ten story office building will face Washington Avenue. With retail on the ground floor and office on the upper nine floors, the brick clad structure, designed with modest pilasters and decorative details, relates to the warehouse context of the neighborhood. Windows are punched openings with multi-paned frames. The Washington Avenue elevation is clearly the front of the building, whereas the side elevations are more modest and express the structural frame similar to other buildings in the district.

On 3rd Street is another structure with residential facing the street and an accessory parking garage behind. This building has a contemporary design, although its structural expression relates to the industrial nature of the neighborhood. The base of the building facing 3rd Street will provide residential amenities and the ground floor area facing the plaza will provide retail space. Parking entrances are located on both 3rd Street and from the alley above Bassett Creek.

The original alley configuration is maintained on the ground level, providing both pedestrian and service access to the buildings. Above grade, several office floors cover the alley in a contemporary glass aesthetic. The alley is clearly expressed as the useful space between buildings as it was when the area was originally developed.

Parking is provided on the site for both the new development and the adjacent Loose Wiles building. One level is below grade under the entirety of the site. Six above grade levels are provided behind the residential units on 3rd Street. The total number of spaces is 400; spaces used by the offices during the day would be available for use by visitors and residents during non-office hours.

**Proposed Uses** (see tabulations for additional detail)

Office: 192,820 gsf  
 Retail: 15,750 gsf  
 Residential: 27,110 gsf, 44 units  
 Parking: 170,770 gsf, 408 accessory spaces

**Land Use Applications**

Heritage Preservation Commission:  
 Certificate of Appropriateness for construction of building and massing

City Planning Commission:  
 Site Plan Review

Additional applications may be required, depending on the plans that the applicant formally submits.

**Area Tabulations**

**729 Washington Avenue North**

**Building Height: 140'**

	Office	Residential	Retail	Service
10	19,000			
9	19,000			
8	19,000			
7	19,000			
6	19,000			
5	22,180			
4	22,180			
3	22,180			
2	22,180			
1	9,100		8,050	1800
<b>Total</b>	<b>192,820</b>	<b>0</b>	<b>8,050</b>	<b>1,800</b>

**728 3rd Street North**

**Building Height: 79'**

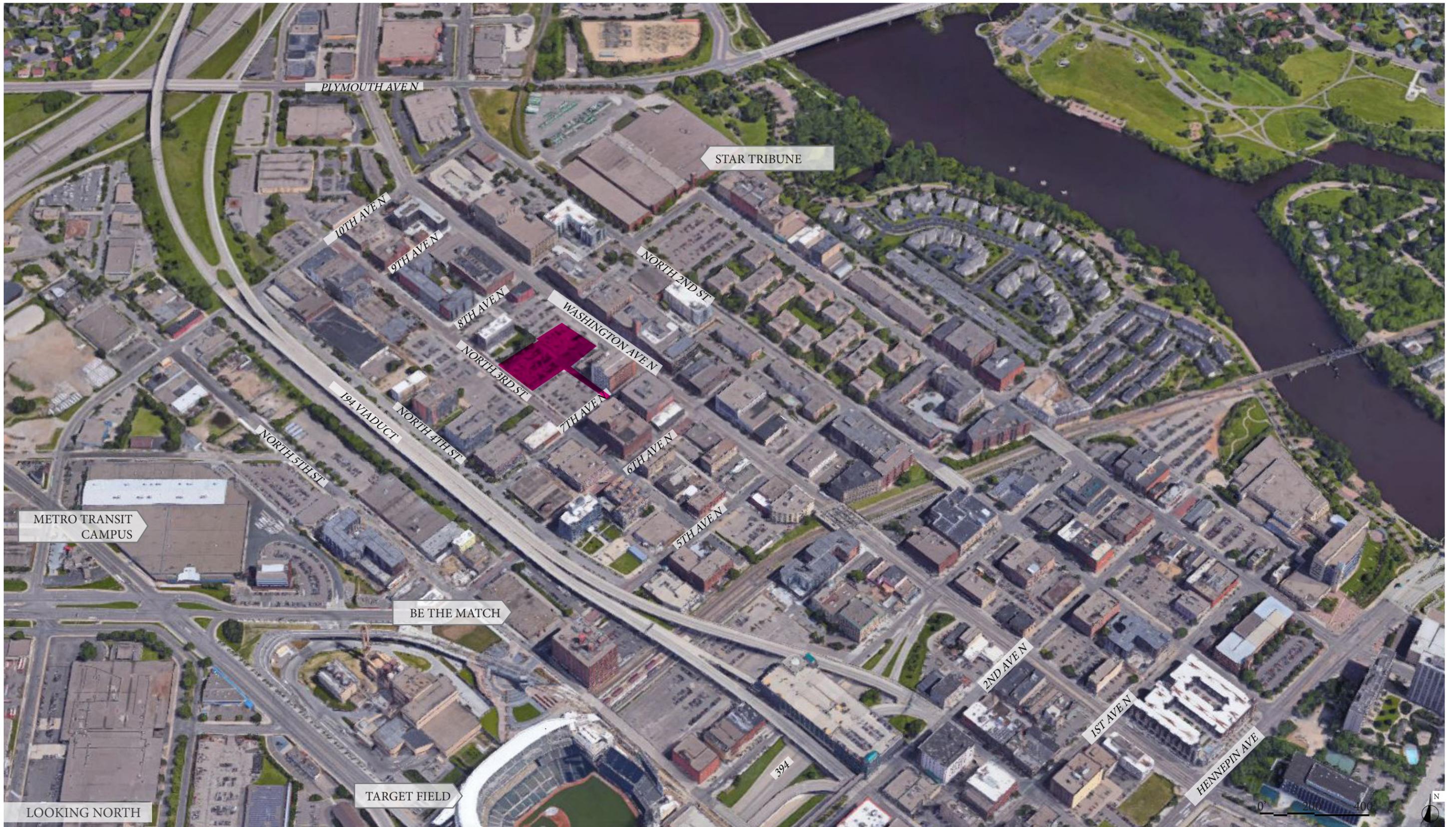
	Office	Residential	Retail	Service	Parking	Parking Space
7		1,000			19,880	55
6		4,250			19,060	49
5		4,250			19,060	49
4		4,250			19,060	49
3		4,250			19,060	49
2		3,950			10,600	23
1		5,160	7,700	2,740	5,850	0
<b>Total</b>	<b>0</b>	<b>27,110</b>	<b>7,700</b>	<b>2,740</b>	<b>112,570</b>	<b>274</b>
<b>Below Grade Parking</b>					<b>58,200</b>	<b>134</b>
<b>Total</b>	<b>192,820</b>	<b>27,110</b>	<b>15,750</b>	<b>4,540</b>	<b>170,770</b>	<b>408</b>

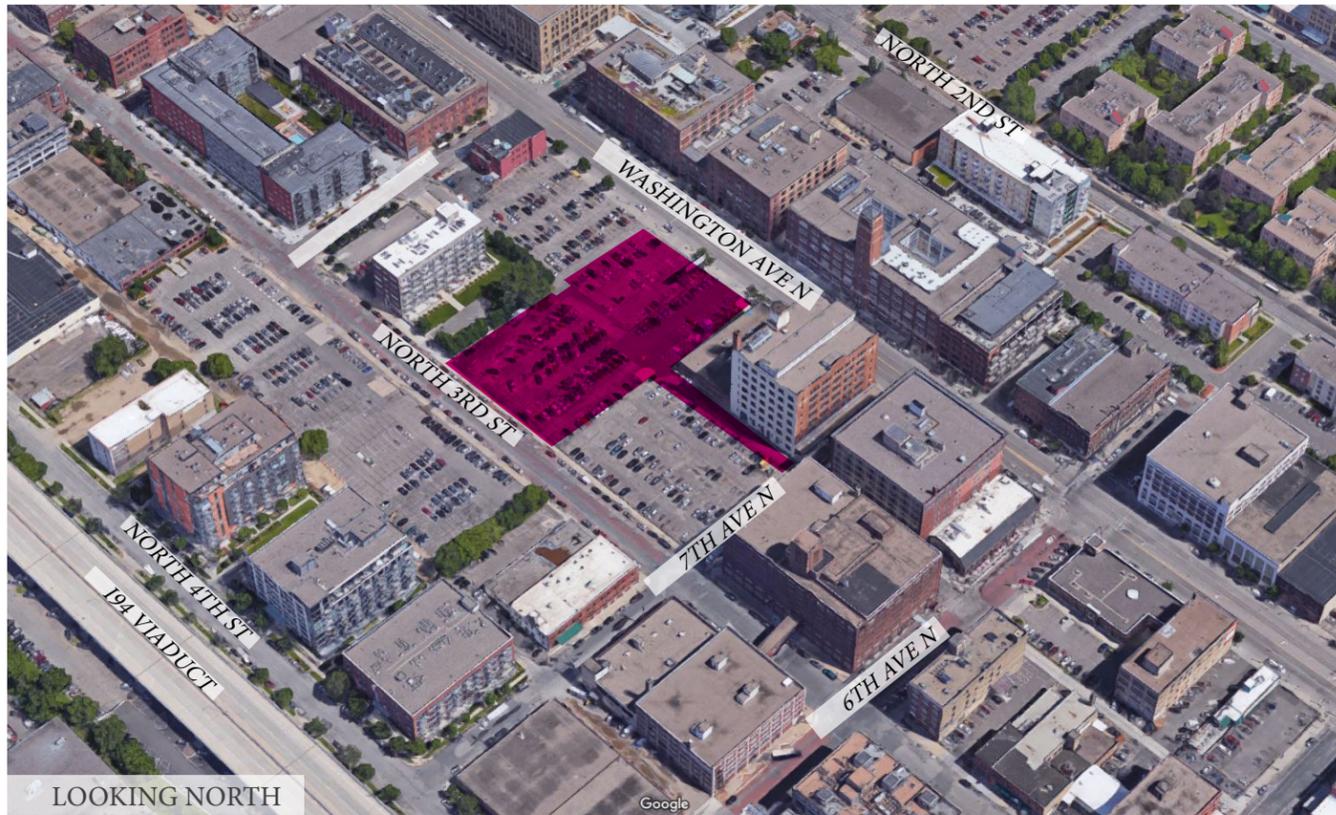
**Parking and Loading Spaces Required**

	Gross Floor Area	Residential Units	Parking Spaces	Loading Spaces	Bicycle Spaces	Parking Spaces, max
Office	192,820		0	2	13	193
Retail	15,750		0	0	3	32
Residential		44	0	0	15	70
Loose Wiles			0	existing		154
<b>Total</b>			<b>0</b>	<b>2</b>	<b>31</b>	<b>448</b>

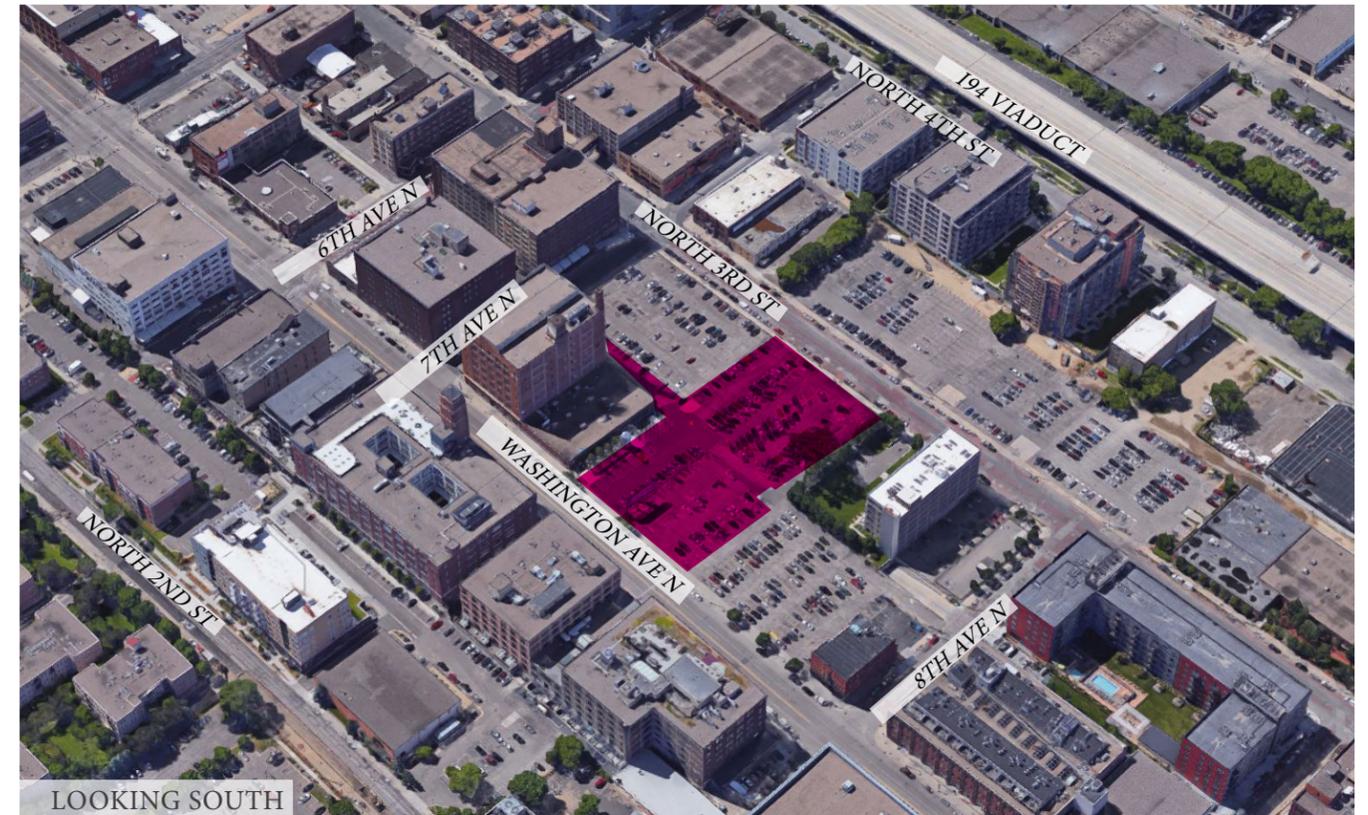
**Project Addresses:**

729 Washington Avenue North  
 729 1/2 Washington Avenue North  
 722-728 3rd Street North  
 701 Washington Avenue North (plaza only)  
 425 1/2 8th Avenue North (partial)  
 250 1/2 7th Avenue North (partial)

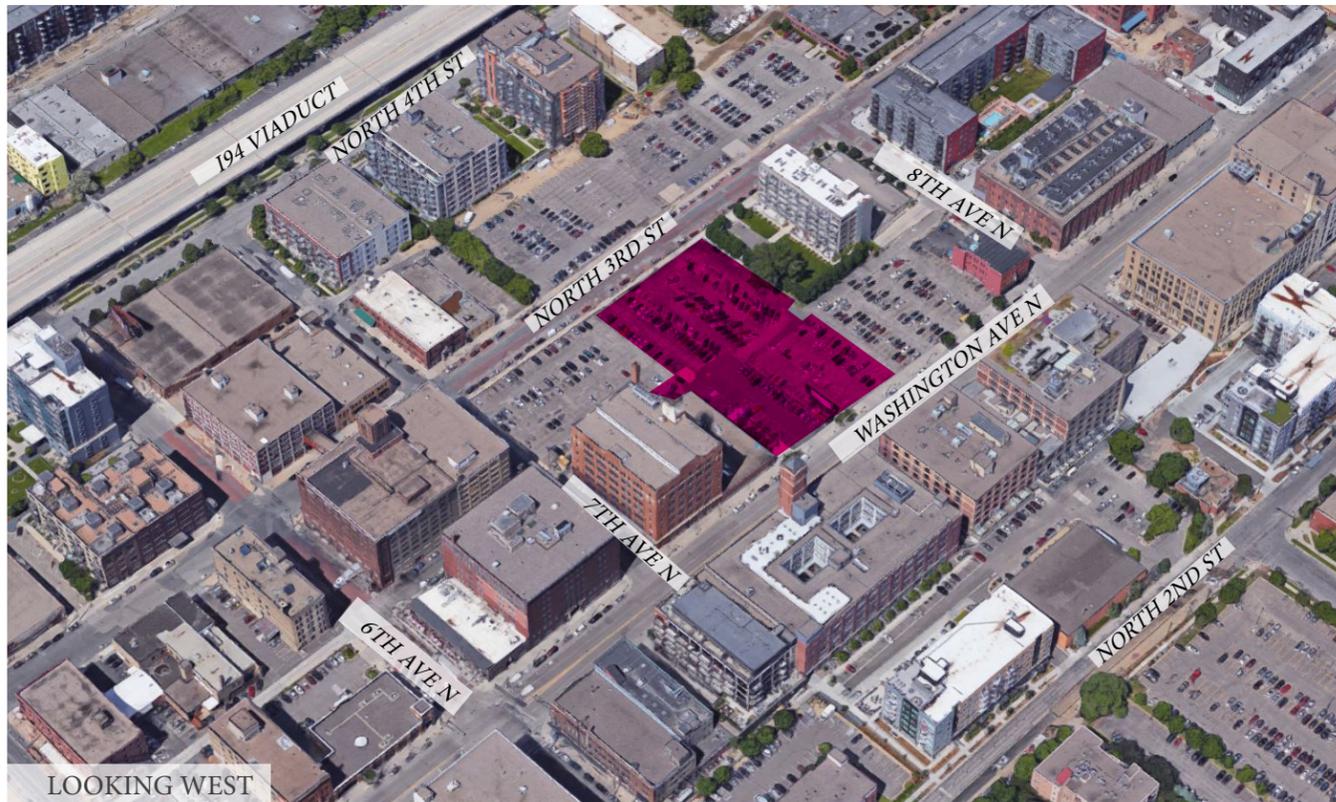




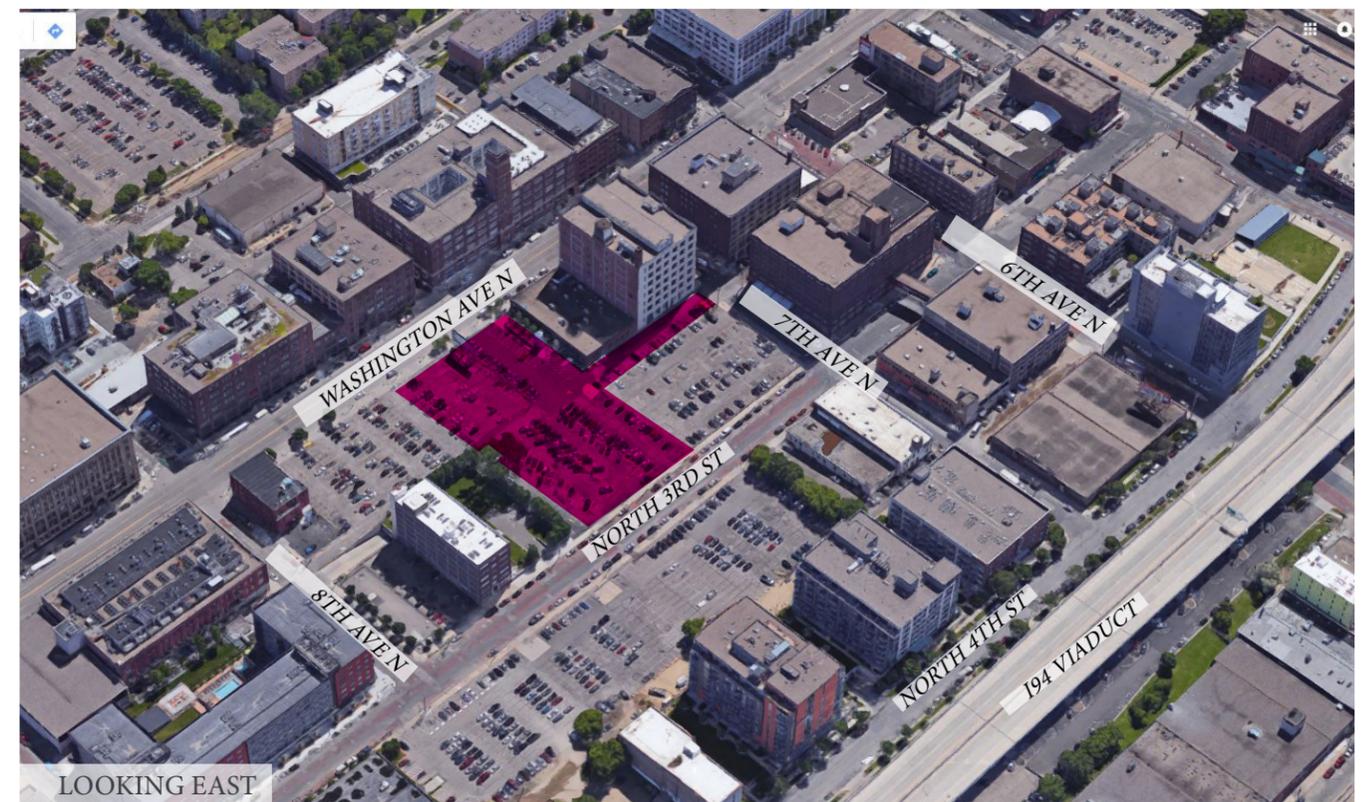
LOOKING NORTH



LOOKING SOUTH



LOOKING WEST



LOOKING EAST



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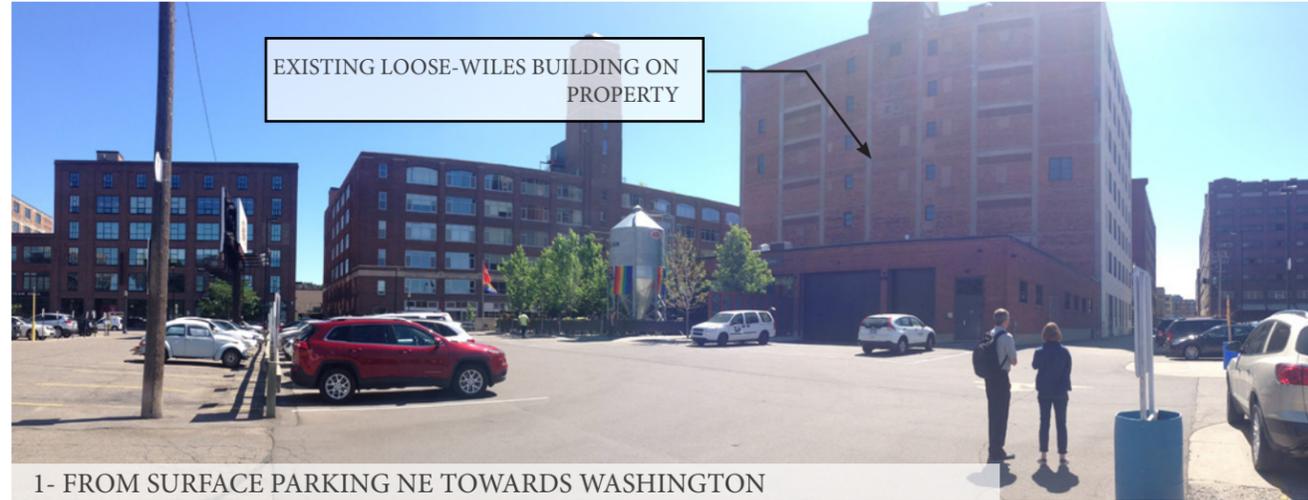
729 WASHINGTON AVE. NORTH  
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CONTEXT AERIALS (ENLARGED)

4  
SEPTEMBER 12, 2016



2- FROM WASHINGTON TO SE



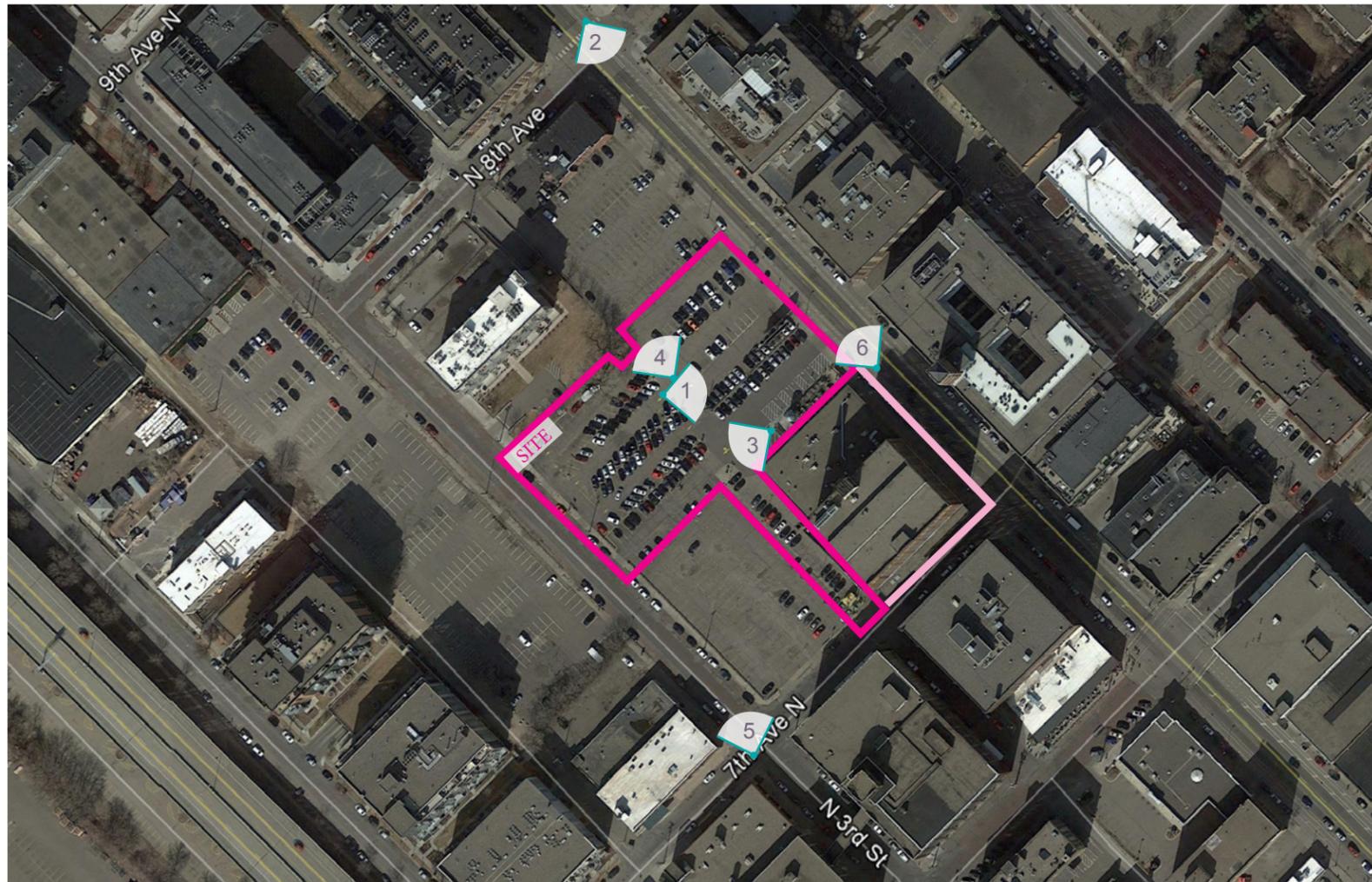
1- FROM SURFACE PARKING NE TOWARDS WASHINGTON



6- WASHINGTON NW ALONG SIDEWALK



3- FROM LOADING AREA SOUTH



4- FROM PARKING LOT LOOKING NW



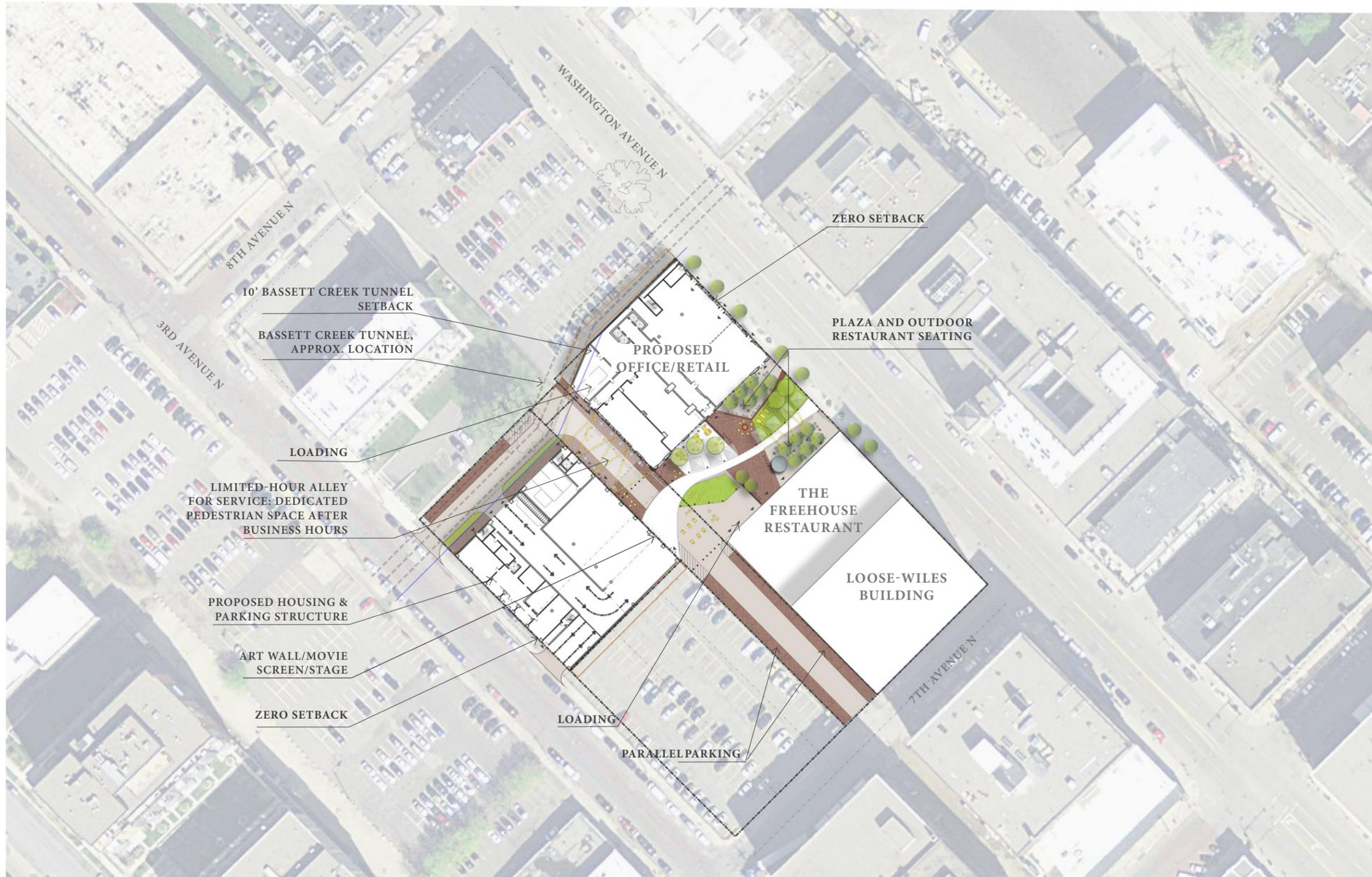
5- FROM 3RD STREET



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CONTEXT, PROPERTY AND EXISTING STRUCTURES



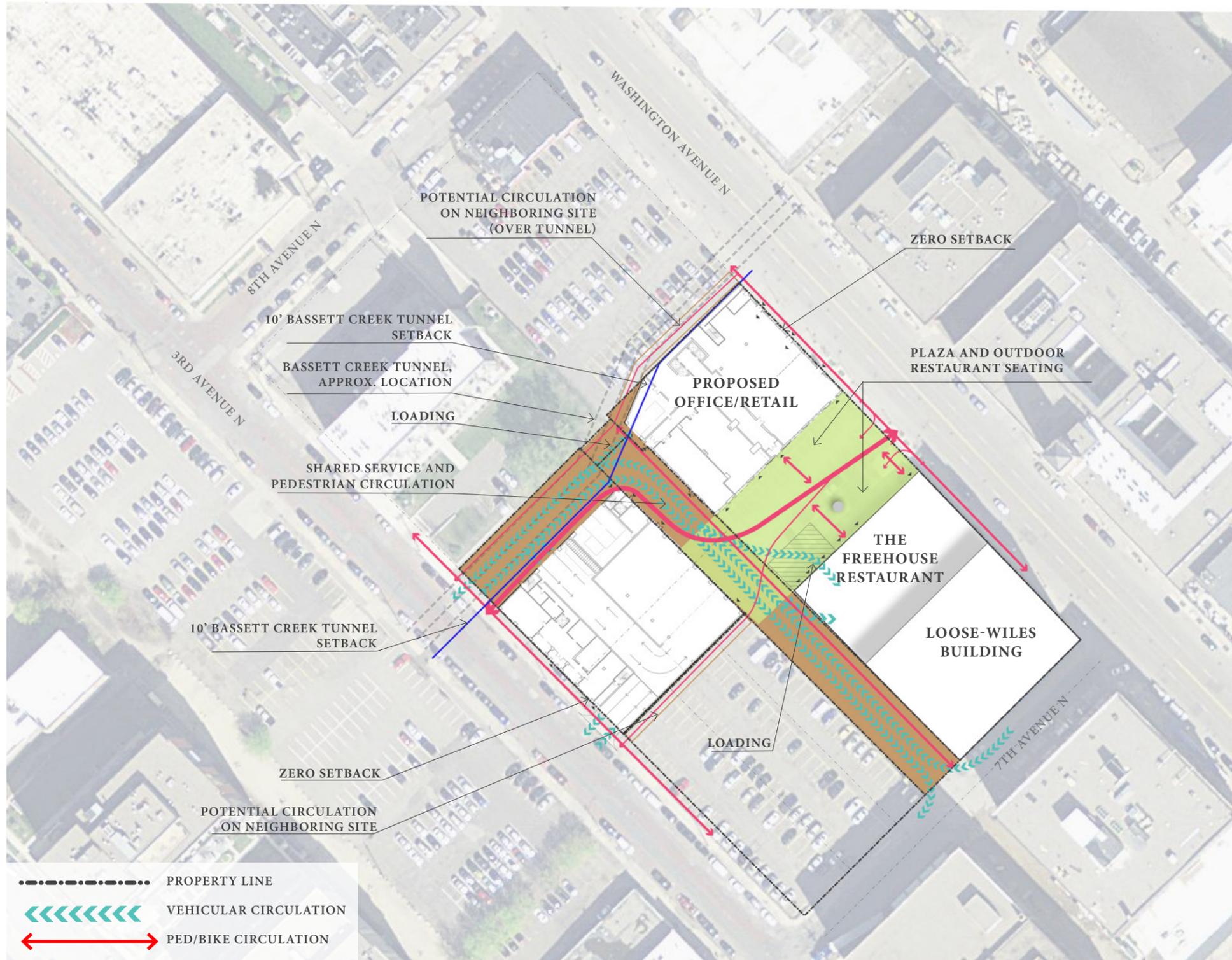
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SITE PLAN

6

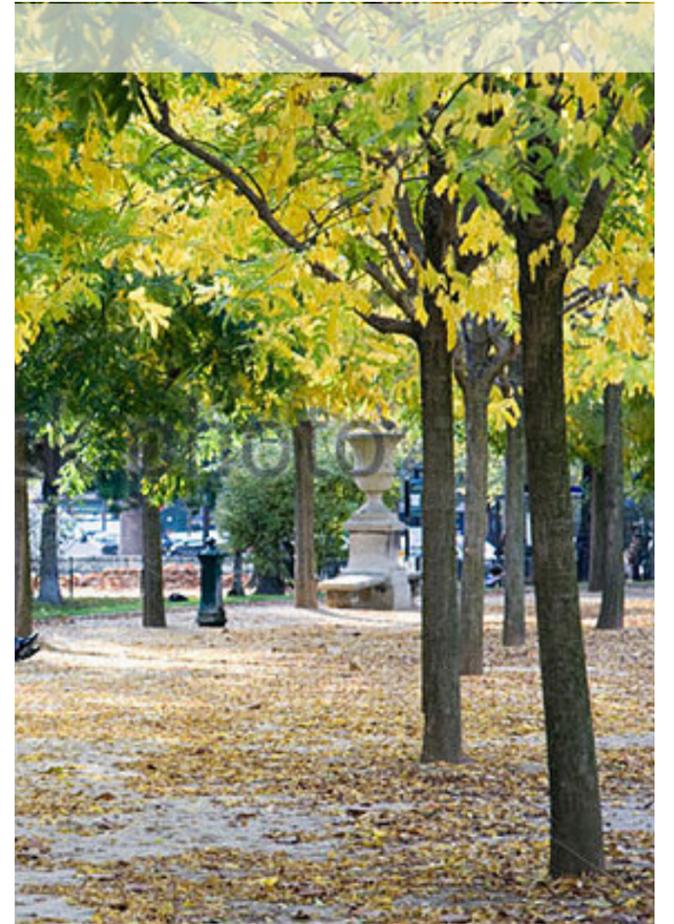
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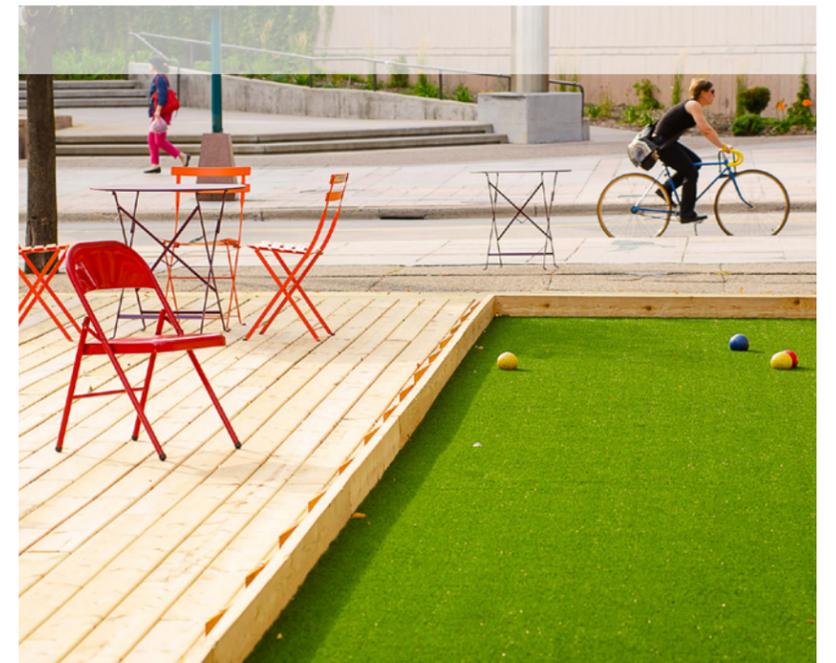
## ZONING

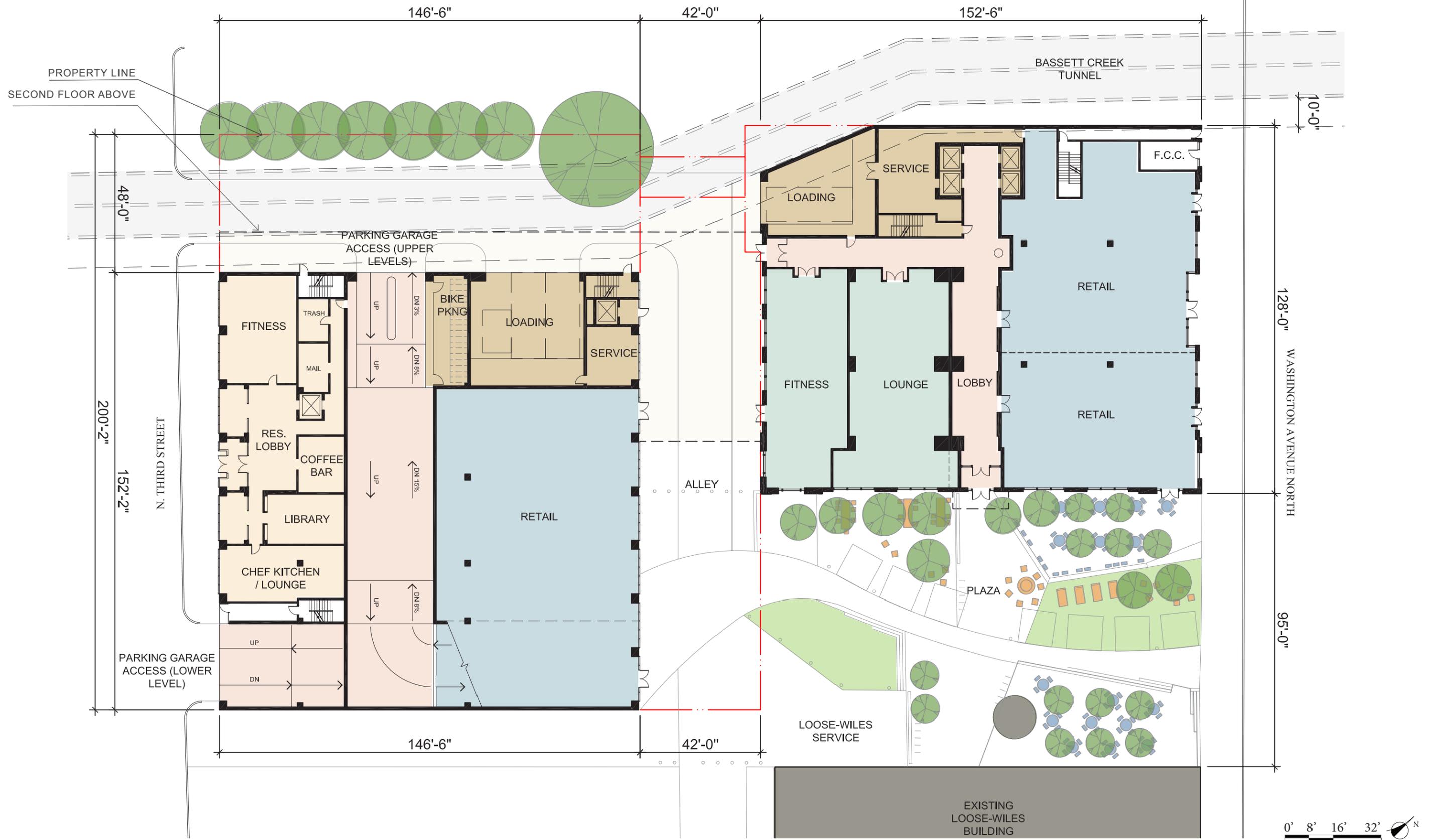
- The site is in Downtown District B4N and in Downtown Parking Overlay District. And it is also in the Historic Minneapolis Warehouse District, subject to Historic District Guidelines.
- The building shall be built to the property line adjacent to the public right-of-way (zero) setback).
- A maximum setback of five feet is allowed for recessed entryways.
- 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.
- The Washington Avenue North street wall shall be reinforced with new development along this portion of the site. A built-to-line setback of zero feet is required.
- The height of new buildings shall not exceed 10 stories or 140'.
- Fences and grade separations between the building and public right-of-way are inappropriate and shall not be allowed.
- When stormwater management systems are required, they shall be master planned and located to the rear of buildings.
- The shared alley is an historic rail spur and the location and width shall not be interrupted by new buildings, structures or other objects that cut off views and access through the corridors.

CHARACTER



PROGRAMMING





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GROUND FLOOR PLAN

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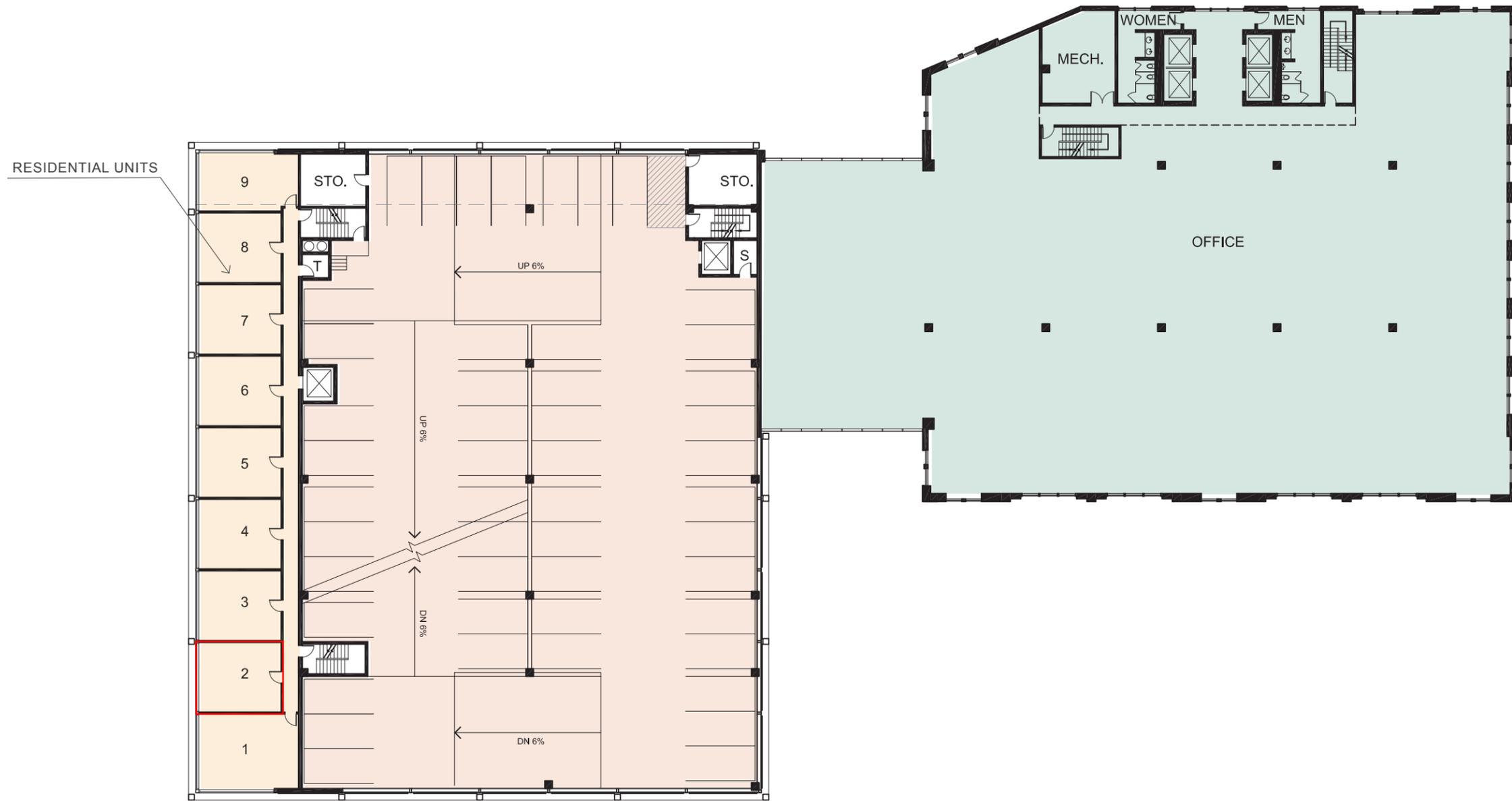
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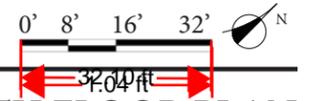
2ND FLOOR PLAN  
10  
SEPTEMBER 12, 2016



UNITED  
PROPERTIES

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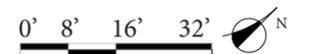
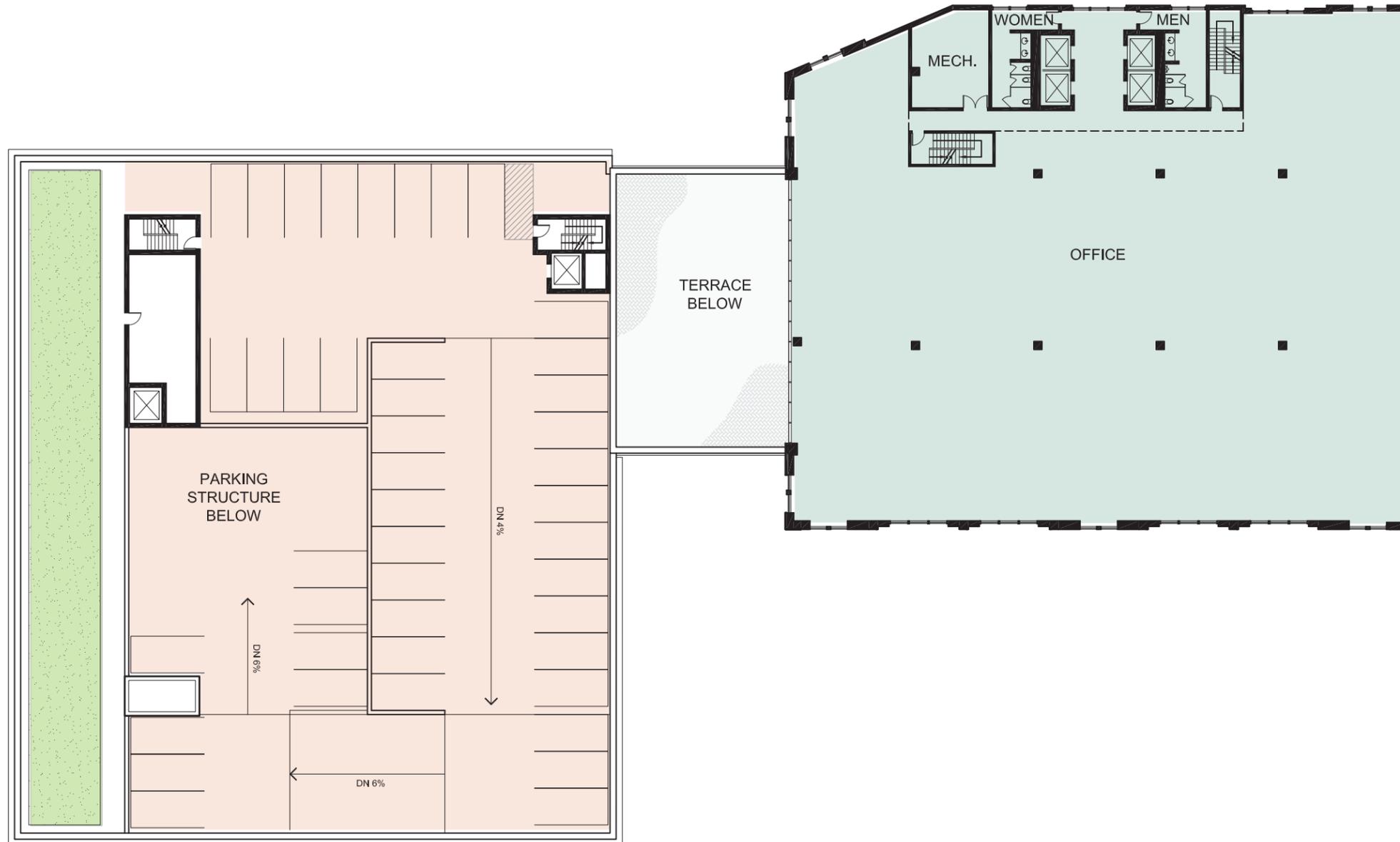
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3TH-5TH FLOOR PLAN

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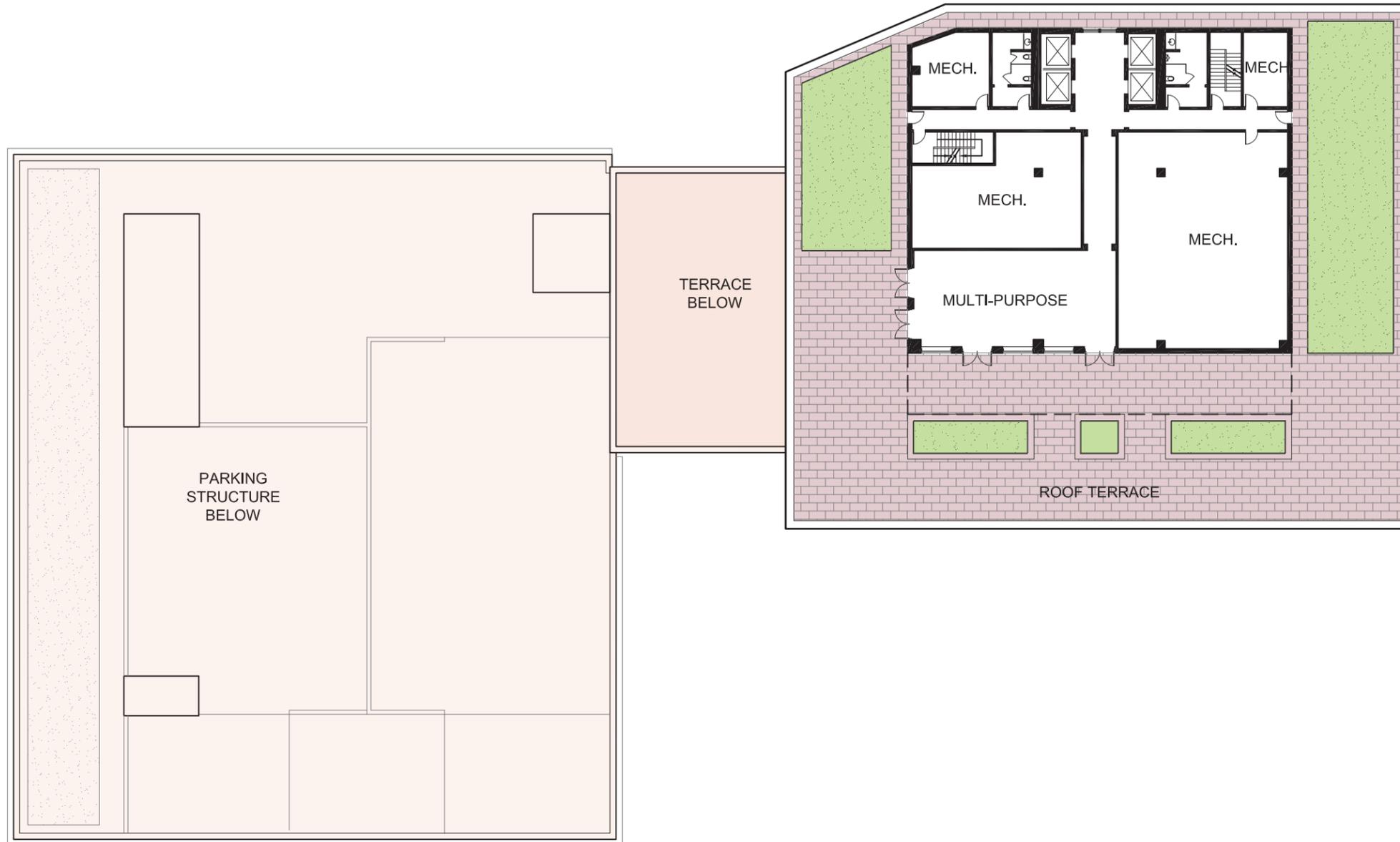


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6TH-10TH FLOOR PLAN  
12  
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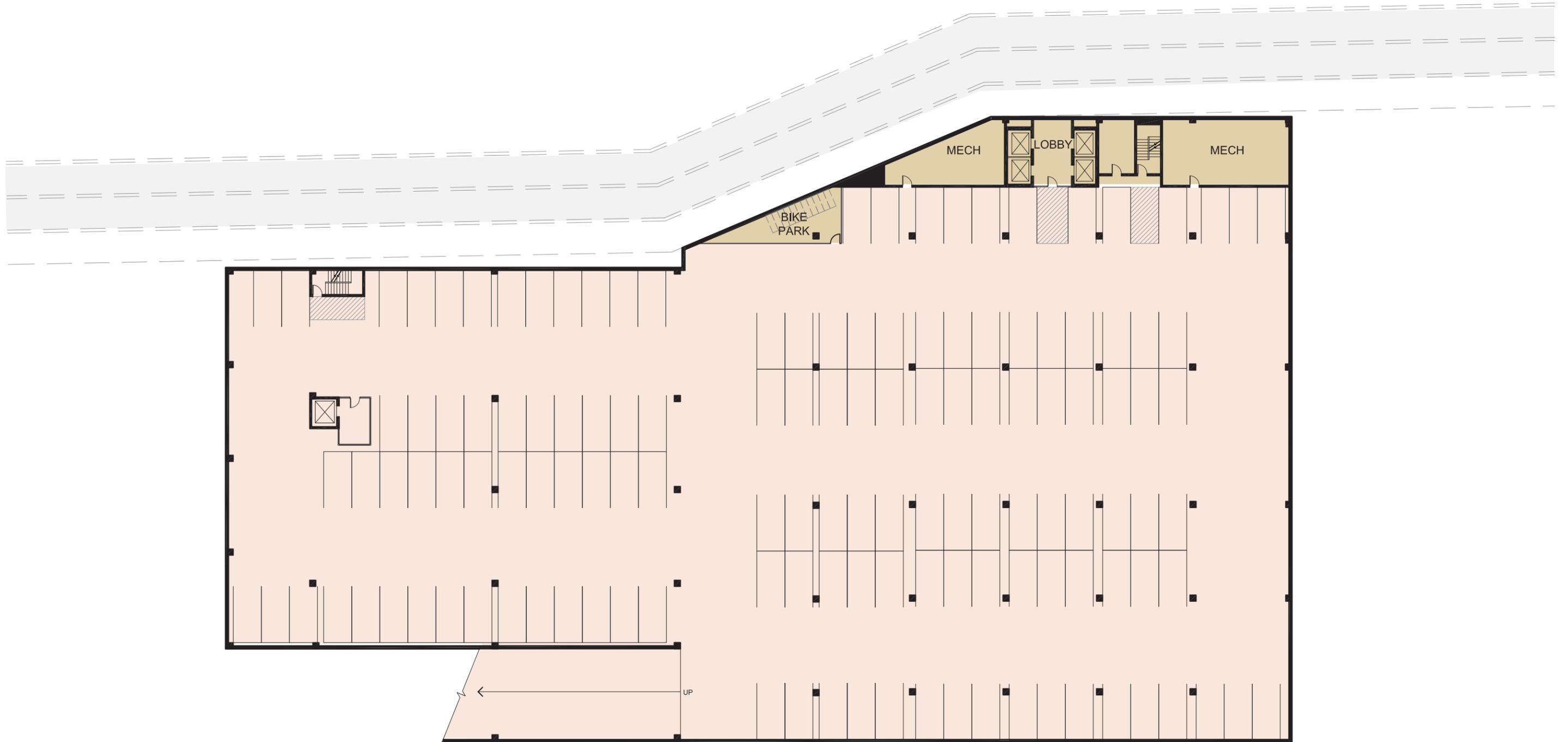


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ROOF PLAN  
13

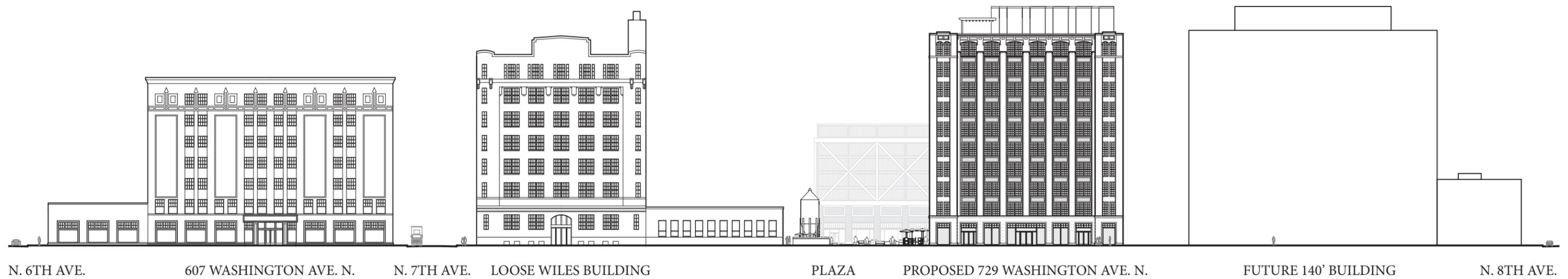
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PARKING PLAN  
14  
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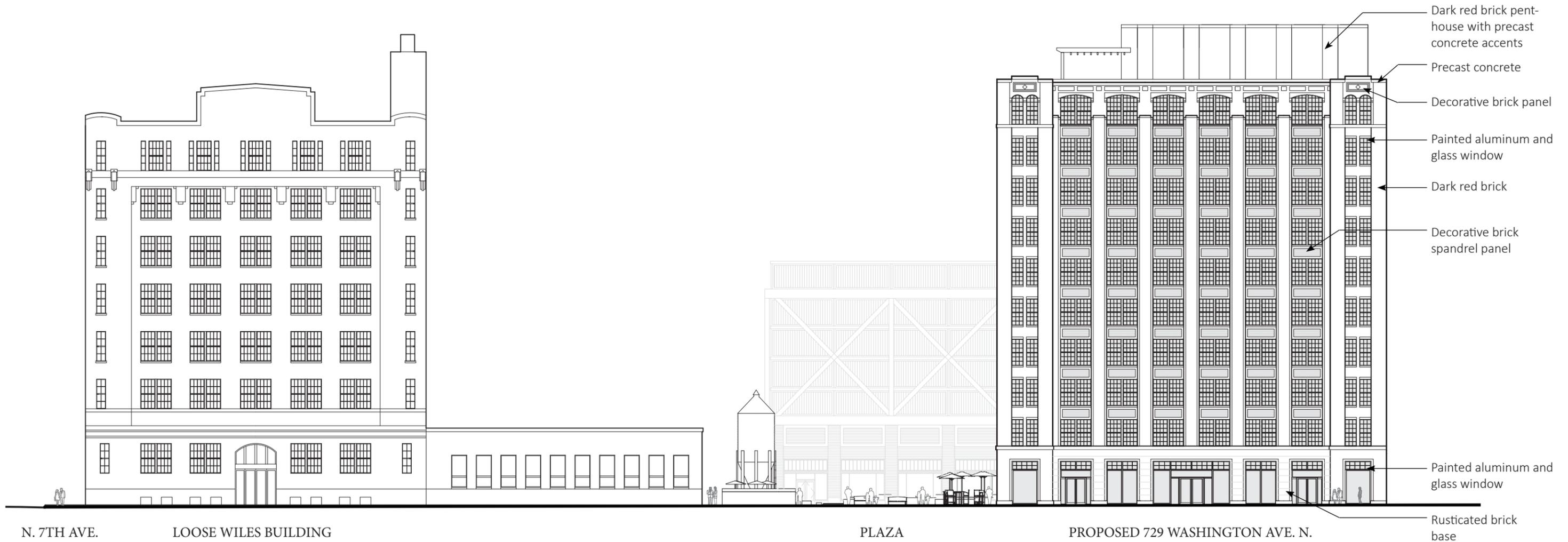


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WASHINGTON AVENUE CONTEXT

15  
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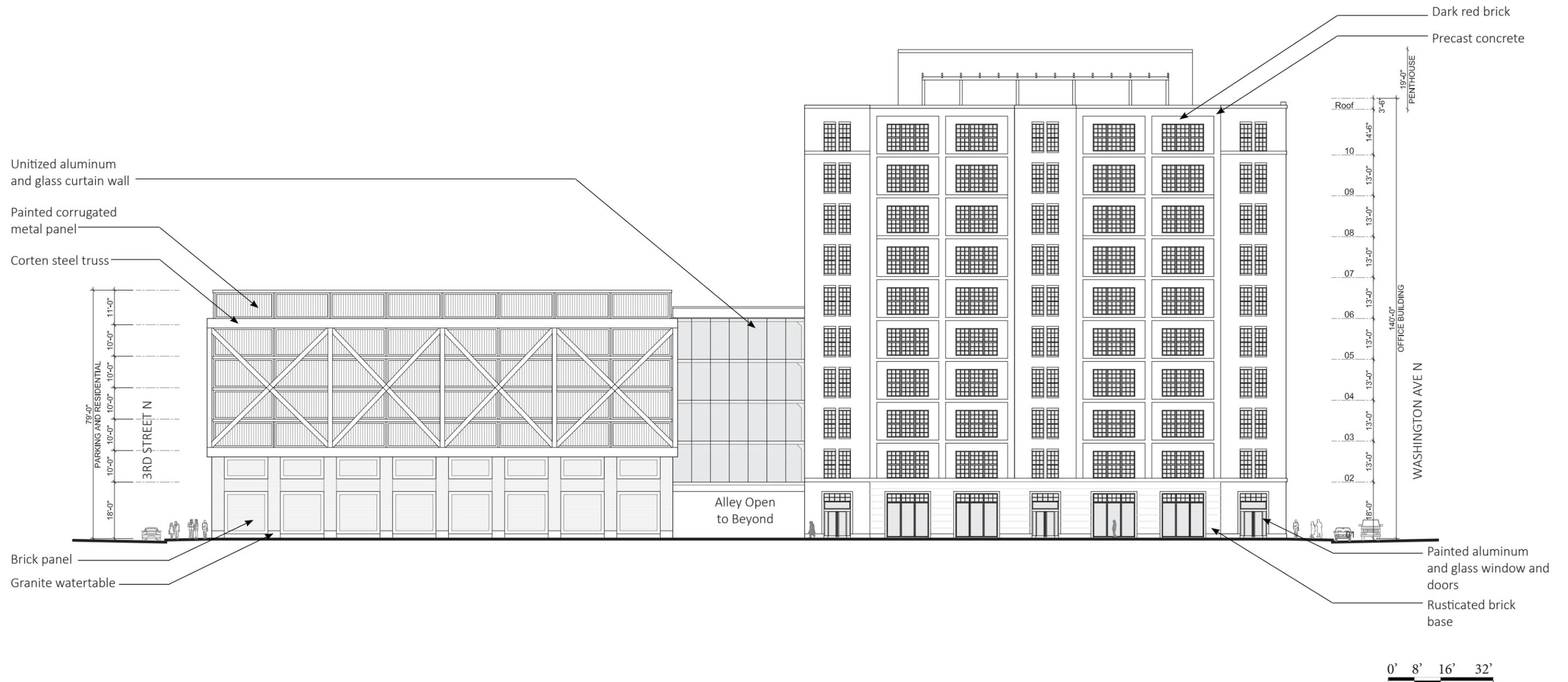
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WASHINGTON AVE. ELEVATION

16

SEPTEMBER 12, 2016



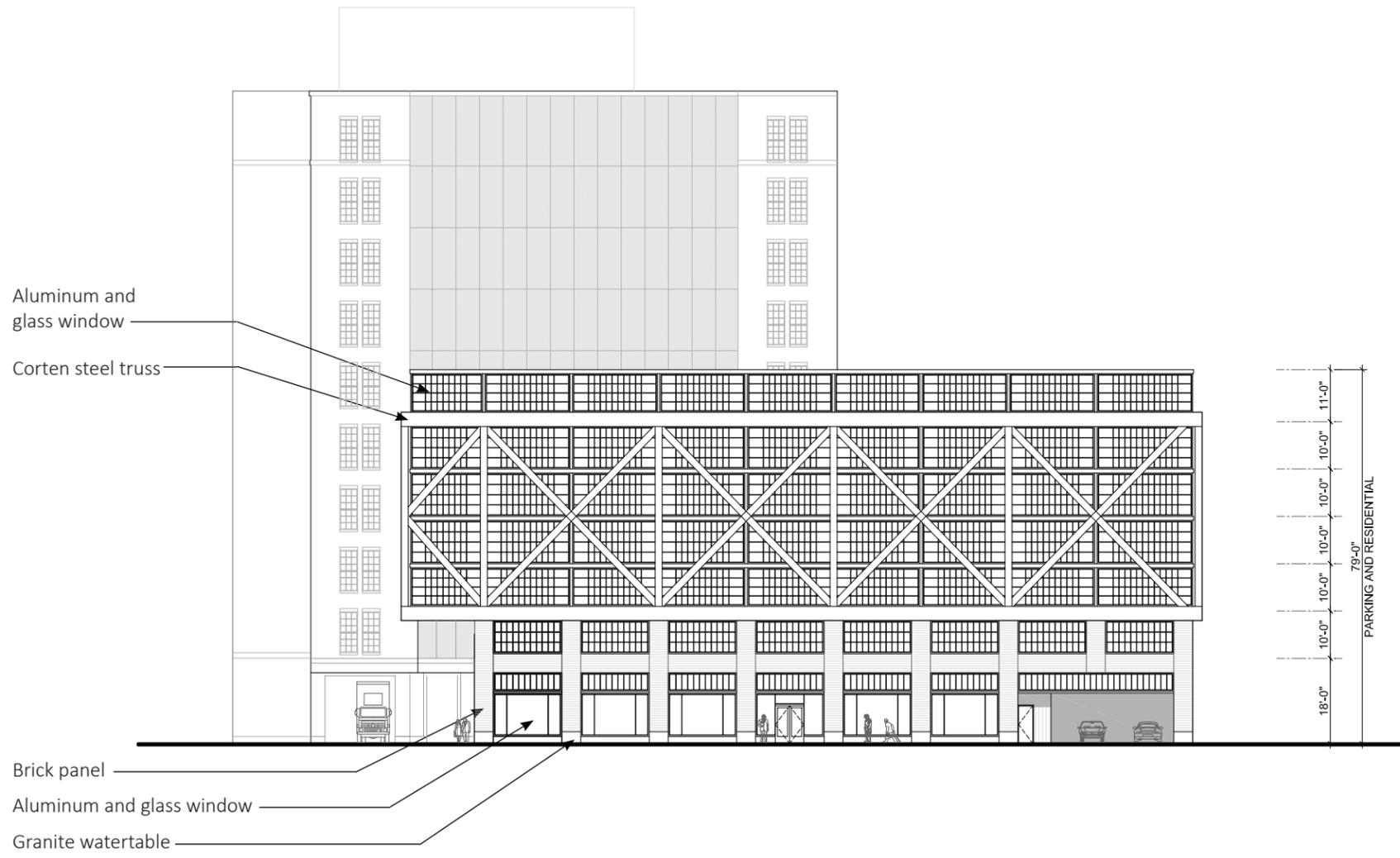
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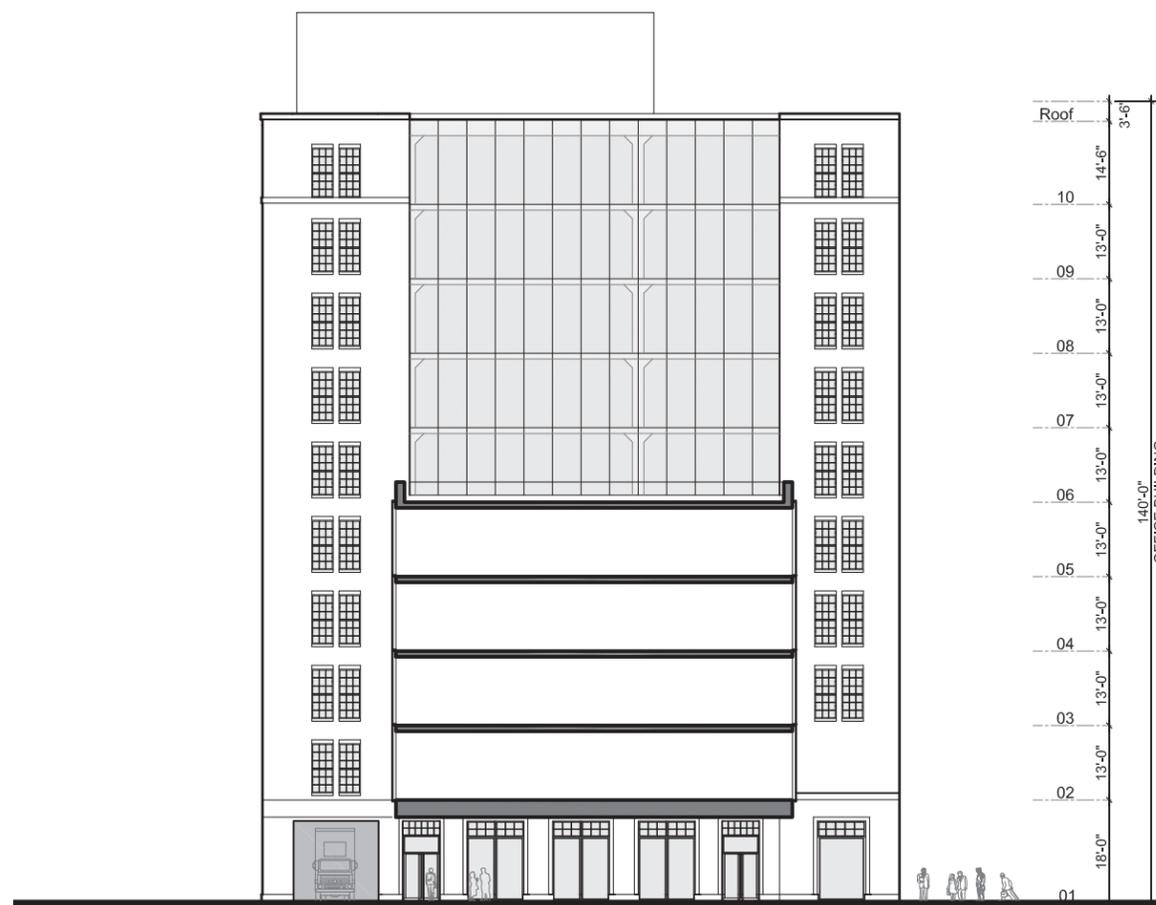
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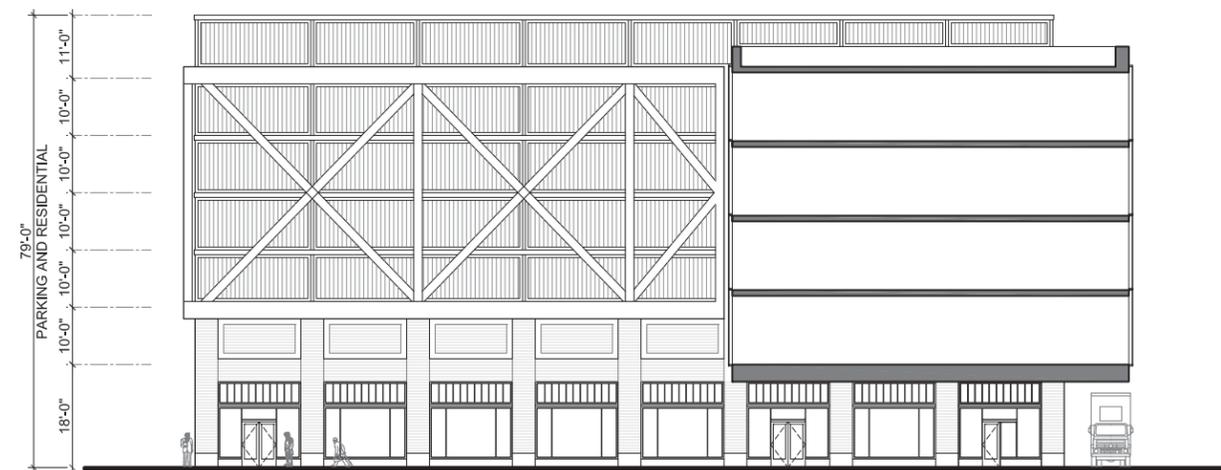
SEPTEMBER 12, 2016







LOOKING EAST



LOOKING WEST

0' 8' 16' 32'



UNITED  
PROPERTIES

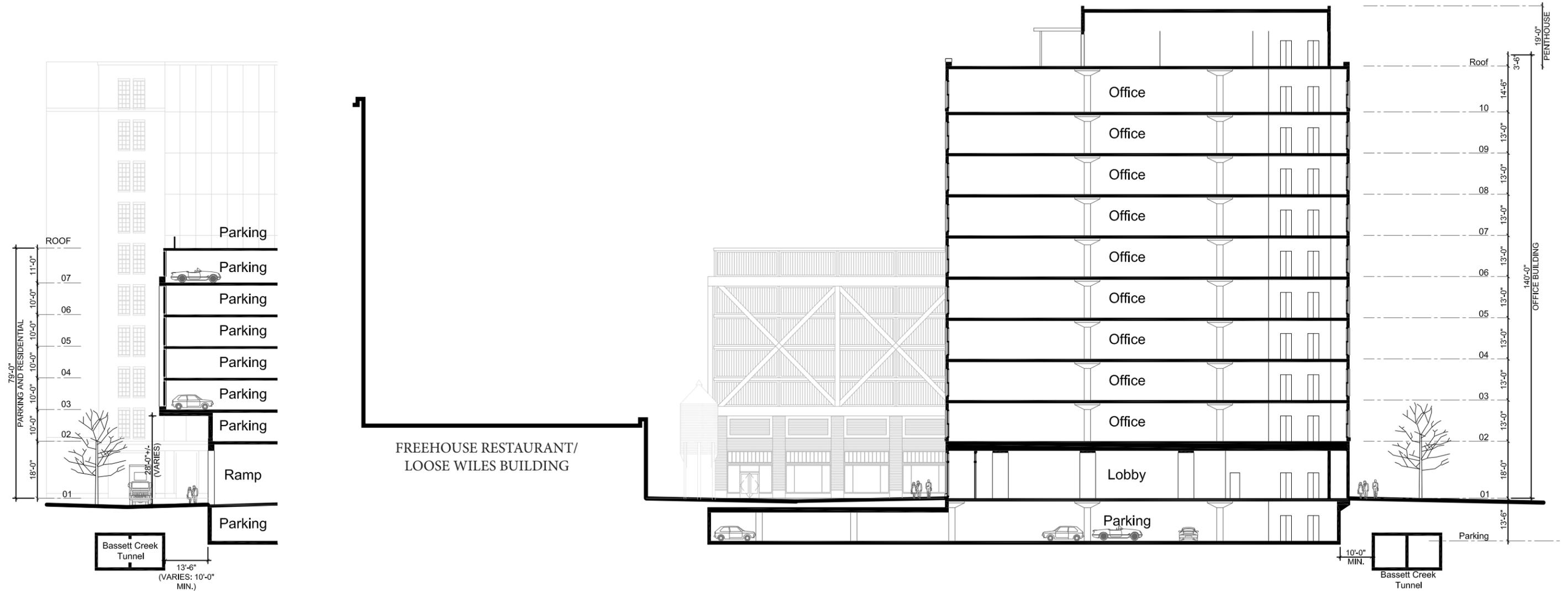
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ALLEY ELEVATIONS

20

SEPTEMBER 12, 2016



THROUGH PARKING GARAGE LOOKING EAST

THROUGH OFFICE BUILDING LOOKING WEST

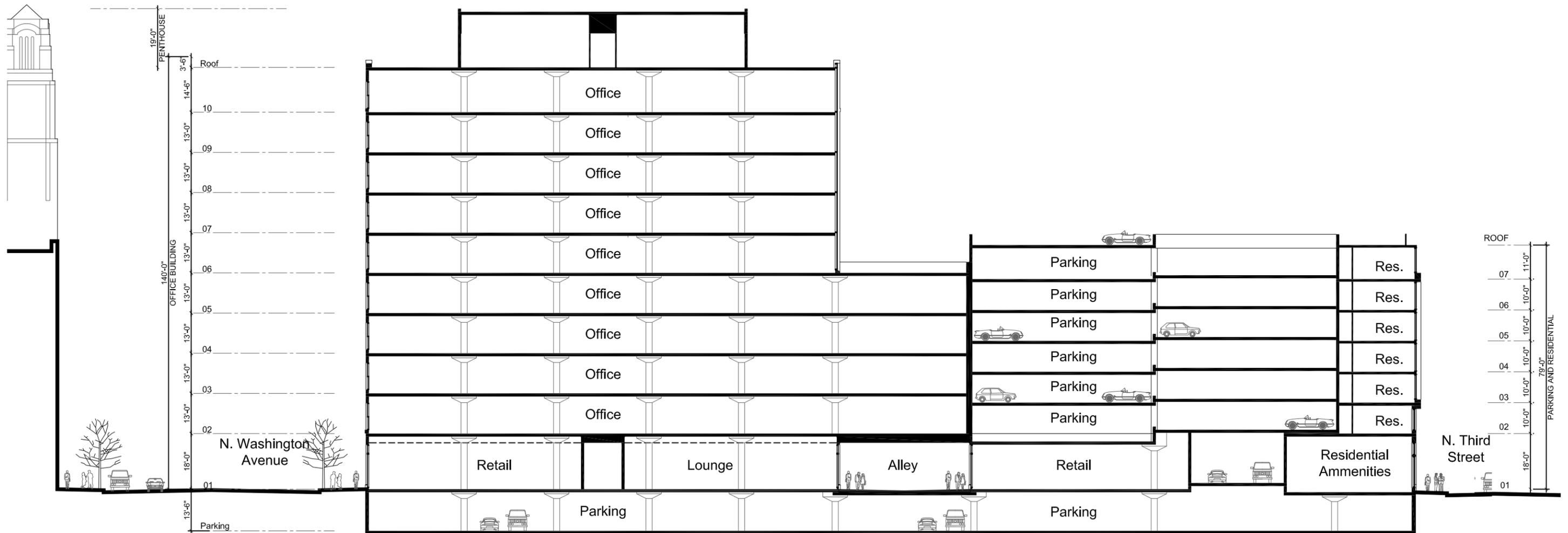


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N-S BUILDING SECTIONS



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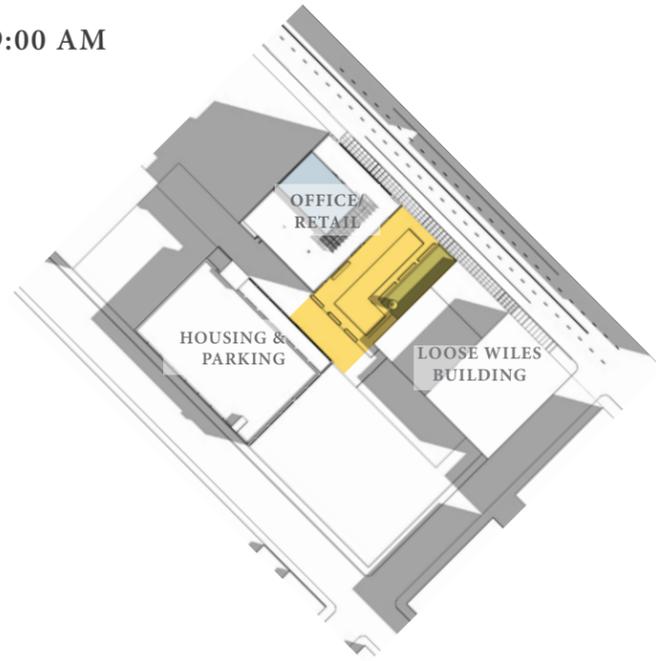
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MINNEAPOLIS, MN

E-W BUILDING SECTION

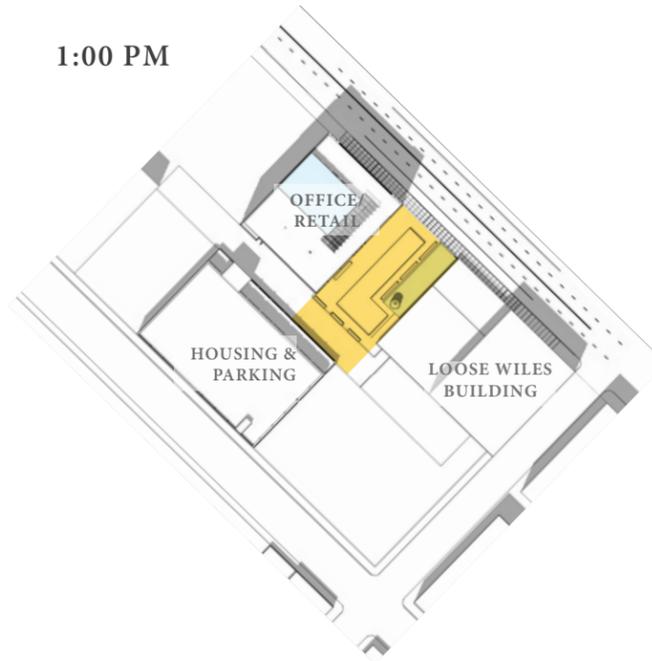
SEPTEMBER 12, 2016

JULY

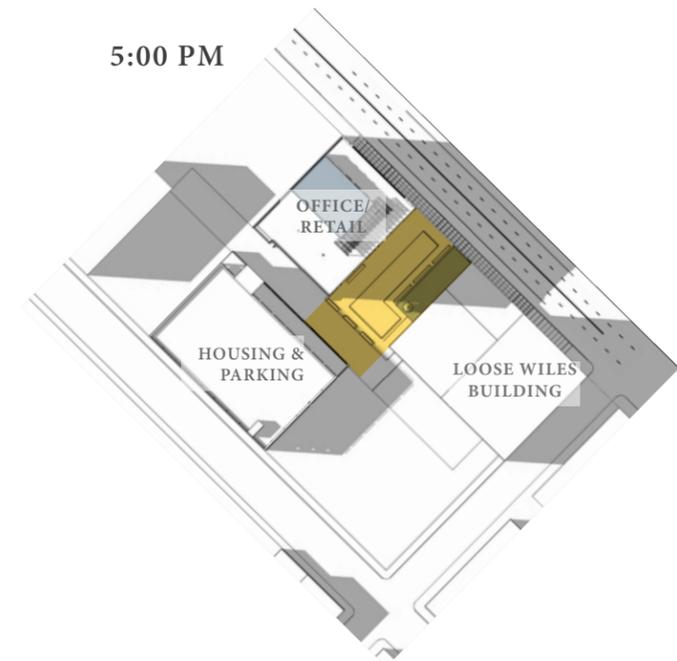
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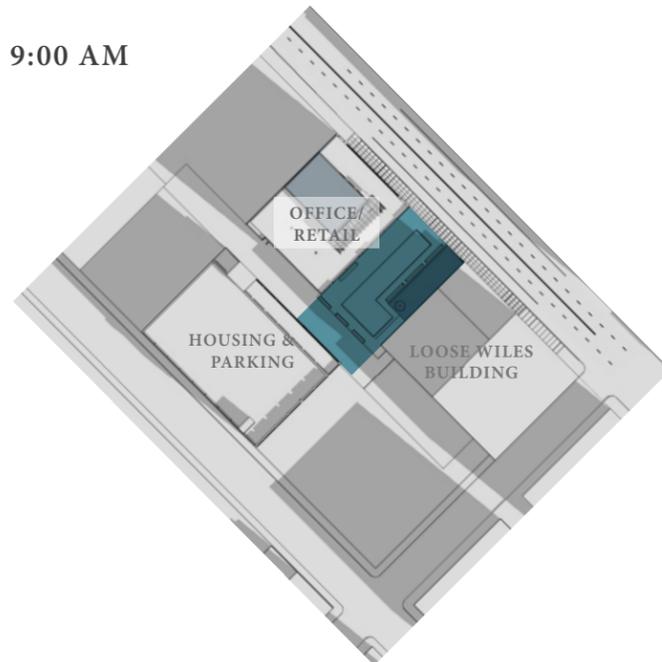


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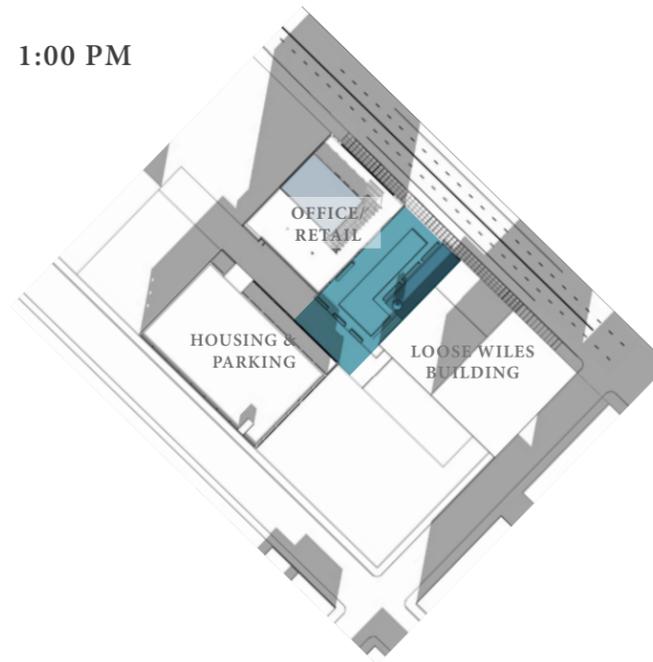


FEBRUARY

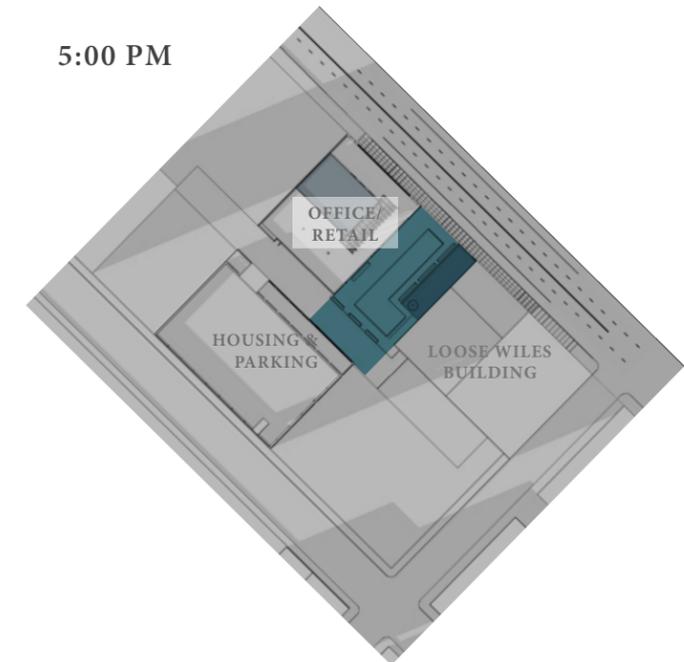
9:00 AM



1:00 PM



5:00 PM



UNITED PROPERTIES

Hartman-Cox Architects  
LHB, Inc.

729 WASHINGTON AVE. NORTH  
728 THIRD STREET NORTH  
MINNEAPOLIS, MN

SUN | SHADE STUDIES

PROPOSED 729 WASHINGTON AVE. N.



PROPOSED VIEW FROM N. WASHINGTON AVE. LOOKING SE



PROPOSED VIEW FROM N. WASHINGTON AVE. LOOKING NW



Hartman-Cox Architects  
LHB, Inc.

729 WASHINGTON AVE. NORTH  
728 THIRD STREET NORTH  
MINNEAPOLIS, MN

RENDERING, WASHINGTON AVENUE

25

SEPTEMBER 12, 2016



UNITED  
PROPERTIES

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LHB, Inc.

729 WASHINGTON AVE. NORTH  
728 THIRD STREET NORTH  
MINNEAPOLIS, MN

RENDERING, VIEW FROM PLAZA

26

SEPTEMBER 12, 2016



PROPOSED VIEW FROM PLAZA LOOKING SW



PROPOSED VIEW FROM N. 3RD ST. LOOKING N



PROPOSED VIEW FROM N. 3RD ST. LOOKING NW



PROPOSED VIEW FROM N. 3RD ST. LOOKING NE



UNITED  
PROPERTIES

Hartman-Cox Architects  
LHB, Inc.

729 WASHINGTON AVE. NORTH  
728 THIRD STREET NORTH  
MINNEAPOLIS, MN

RENDERING, VIEW FROM NORTH

28

SEPTEMBER 12, 2016