

MEMORANDUM

TO: City Planning Commission, Committee of the Whole

FROM: Lisa Steiner, Senior City Planner, (612) 673-3950

DATE: April 28, 2016

SUBJECT: Iron Clad Mixed-Use Development: 811 Washington Avenue South, 243, 247, 247 ½, and 249 Chicago Avenue

SITE DATA

Existing Zoning	B4N Downtown Neighborhood District DP Downtown Parking Overlay District
Lot Area	71,823 square feet / 1.64 acres
Ward	3
Neighborhood	Downtown East
Designated Future Land Use	Mixed Use
Land Use Features	Mill District Activity Center, Commercial Corridors (Chicago and Washington)
Small Area Plan	<u>Update to the Historic Mills District Master Plan (2001)</u> <u>Downtown East/North Loop Master Plan (2003)</u>

PROJECT DESCRIPTION

The subject property is currently a surface parking lot. The property was historically used by the Chicago, Milwaukee, and Saint Paul Railway as a connection into the rail facilities in the Mill District and was the site of a grain elevator. In 1884, the company built a viaduct to carry depot-bound trains over Washington Avenue near 8th Avenue South. The viaduct was demolished in 1984, but remnants of the stone wall that supported the viaduct remain along Washington and Chicago Avenues. The site is irregularly shaped due to the former location of the railroad.

The applicant is proposing a new mixed-use development on the site which would include a hotel, multi-family residential, office, ground floor retail/restaurant uses, and an enclosed parking structure. The residential portion of the building would be 15 stories and would be located along Washington Avenue. The hotel portion would be 8 stories and located along Chicago Avenue. The offices would be 4 stories and located along Norm McGrew Place. The three portions of the building would wrap a parking garage that includes three levels of above-grade parking. An additional level of underground parking would be provided for the residential units as well. There would be a total of 465 parking spaces, with 212 for the

residential units, 25 visitor spaces, 115 hotel spaces, 65 retail & restaurant spaces, 30 office spaces, and 18 public parking spaces. The proposed exterior materials include brick and metal panel.

APPLICATIONS

Based on staff's preliminary review, the following land use applications have been identified:

- Conditional Use Permit to increase maximum height from 10 stories to 15 stories
- Variance of northeast interior side yard from 15 feet to 4 feet for residential windows on floors four through nine
- Variance of off-street loading requirement
- Variance of roof sign standards
- Site plan review

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

APPLICABLE POLICIES

Downtown East/North Loop Master Plan (2003): This property is located within the “Washington Village” development precinct in the plan. The identified future land use for the site is identified as Mixed Use – Residential with a height between 5 and 13 stories. At-grade retail is recommended at Washington & Chicago. Chicago Avenue is identified as a primary pedestrian corridor.

Update to the Historic Mills District Master Plan (2001): The future land use for this site is envisioned as ground floor retail with housing or commercial uses above and a proposed 500-car parking garage with a plaza above. The recommended height is 8 or 9 stories. The plan also emphasizes the importance of Chicago Avenue to link the riverfront to downtown.

FEEDBACK REQUESTED

The applicant and CPED staff would like to introduce and seek feedback from the Planning Commission on the project. This input will be used by the applicant as they prepare formal applications. Some initial topics for discussion identified by staff include the proposed curb cut on Chicago Avenue, which is currently approximately 33 feet wide. Additionally, there are several blank walls shown in the renderings, particularly along the south property line, which staff has identified as a potential issue.



4. 14. 2016

City of Minneapolis
Community Planning & Economic Development
250 S Fourth Street Rm. #300
ATTN: Lisa Steiner

RE: Washington – Chicago Hotel and apartments.

Project Description: The project sits on the property at the southeast corner of Chicago and Washington Avenues in downtown. The site is currently a surface parking lot. The site has approximately 8 feet of grade differential between the high point on the south corner and the low point at the north corner. The proposed development demolishes the parking lot to construct a mixed-use building of 166 market rate residential apartments, 153 hotel units, 13,918 sf of retail space and 465 structured parking stalls and 30,000 square feet of office space. The hotel resides on the northwest side, the apartments on the northeast side, and the office on the southeast side. The first level of the apartment building is designated for retail uses as well as the residential lobby entrance. The southwest side abuts an adjacent property and consists of a three level portion of the parking structure. The project fronts three streets and each street frontage has an active use along the frontage. The hotel lobby, a restaurant, retail space and the residential lobby make up the majority of the length along Washington and Chicago. The office building fronts Norm Mc Grew Place. These active uses front a parking structure along all street edges.

The hotel has a twenty foot ground floor lobby and mezzanine with glass and openness to Chicago. This area contains the lobby, lounges, check-in, bar and food service area. The hotel lobby will have direct access to the restaurant on the corner of Chicago and Washington. The hotel is intended to be a Marriot brand hotel with a large pool / rooftop amenity and fitness area that is used jointly with the apartment residents. The restaurant and retail also have a twenty foot first floor height with glass facades and active uses.

The apartments are market-rate units ranging in size from 540 sq. ft. to 1470 sq. ft. with 116 one bedroom units and 50 two bedroom units. The apartments are intended to appeal to a full range of apartment user types. The apartments will have a main entry located on Washington Avenue, and will have dedicated parking access in the lowest level of the parking structure.

The parking structure is three stories above grade and one story below grade. The parking structure is entirely enclosed, with the top of the structure providing a roof deck amenity for the hotel guests as

well as the residents and office workers. The structure can be entered from Chicago with the main exit at Norm McGrew. The entrance has an internal drop-off zone for hotel guests, and residents with a secondary exit along Chicago. Residents have access to the underground level of parking that contains 212 parking stalls. This level is designated for residents only and has a garage door entrance located off of the drop-off zone. Hotel, retail, and office parking will be located on the main level the two upper levels of parking containing 253 stalls. The drop-off zone will be accessible to public users and residents without going through a ticketing area. The residential area will be secured for residents only, and the public parking will have a toll gate at the entrance. Once the public paid area is entered the exit is located at Norm McGrew Pl. This was established to minimize congestion along Chicago, and to ease overall traffic flow. There is a trash and loading area that can be accessed from Norm McGrew Place and is outside of the main traffic zones of Chicago and Washington.

Zoning: The site is zoned B4N and the downtown parking overlay. The site is also identified in the mill district design guidelines as it relates to the setback from Chicago Avenue. The guidelines indicate the setback on Chicago should increase as the site approaches the river. The first floor of the proposed plan has an eight foot setback increasing to twenty feet on the corner of Chicago and Washington.

Building Design: The building design is broken into three parts, the hotel, apartment and office. Each of these parts is intended to screen the parking at the interior of the lot. The locations where these buildings joins there is a distinct building element that provides a transition between the use and height. Although there are three parts the building is designed to look like one integrated development. The site was used as an industrial elevator with rail access cutting through the site. The north portion of the site still indicates the location of the rail corridor. The design highlights this angular gap through the site. At the ground level this rail corridor is expressed as a walkway and does provide access to retail frontage. The building design reflect this historical pattern of the city and utilizes the angle as part of the architectural expression. The first level is designed with very active uses along the street frontage and contains a twenty foot floor height and large amounts of glass. The building façade is pulled back from the property lines. Along Chicago the building is initially setback increases to twenty feet in keeping with the intent of the Chicago Avenue design guidelines that look to provide more openness of the street along Chicago increasing as you approach the river. This setback enhances the hotel entrance, and as it opens up becomes an outdoor terrace for the restaurant. This area does have a noticeable grade change. The design incorporates the historic wall as the base for the outdoor patio of the restaurant. The building design also provides five feet of additional setback along Washington and opens up to twenty feet of setback into the walkway along the old rail corridor opening the possibility for outdoor use along the sidewalk, and along the walkway.

Height: The Proposed Building has a range of height and stories. The hotel is 8 stories and 96 feet, the apartments are 15 stories and 170 feet and the office is 4 stories and 60 feet. The

B4N Zoning allows for 10 stories or 140 feet in height (whichever is less) and can be increased by a conditional use permit per zoning code 546.110. The applicant is requesting a Conditional Use Permit for the additional height.

Floor Area Ratio: The site is 71,814 sf. The proposed building contains 309,373 square feet of use and an F. A. R of 4.31. The allowable F.A.R is unlimited with a minimum of 2.0. The total areas are approximately: residential 198,100, Hotel 69,573, office 30,000, retail 11,700. Note that the residential and the hotel share some areas.

Parking: A total of 465 stalls are provided. 212 of the stalls will be dedicated to the residential use. The remaining stalls will be open for use by the hotel (115), retail (20), restaurant (45), office (30), residential visitors (25) and the public (18). The parking is intended for the uses on the site with a very small percentage available to the public on a first come first serve basis. This would occur on the low-peak times of the other uses. The hotel does contain a food and beverage component that is open to the public but is included in the parking for the hotel. The parking counts for the residential were determined by dedicating the entire lower level of the footprint to parking which yielded 212 stalls. There will also be 166 dedicated residential bike stalls, and an additional 40 bike stalls.

Setbacks: The building has less than a one foot setback on all sides except Chicago. On Chicago Avenue the first floor building setback starts at eight feet and increases as it approaches the river from to 20 feet at the first floor of the restaurant. The upper floor setback is at 8 feet.

Variations Required:

There are no known variations required.

Process: The applicant will be meeting with DMNA in the near future. A presentation was scheduled for April 13, but cancelled by DMNA a new date and time has not been set.

Please let me know if any of the items need additional information or clarifications.

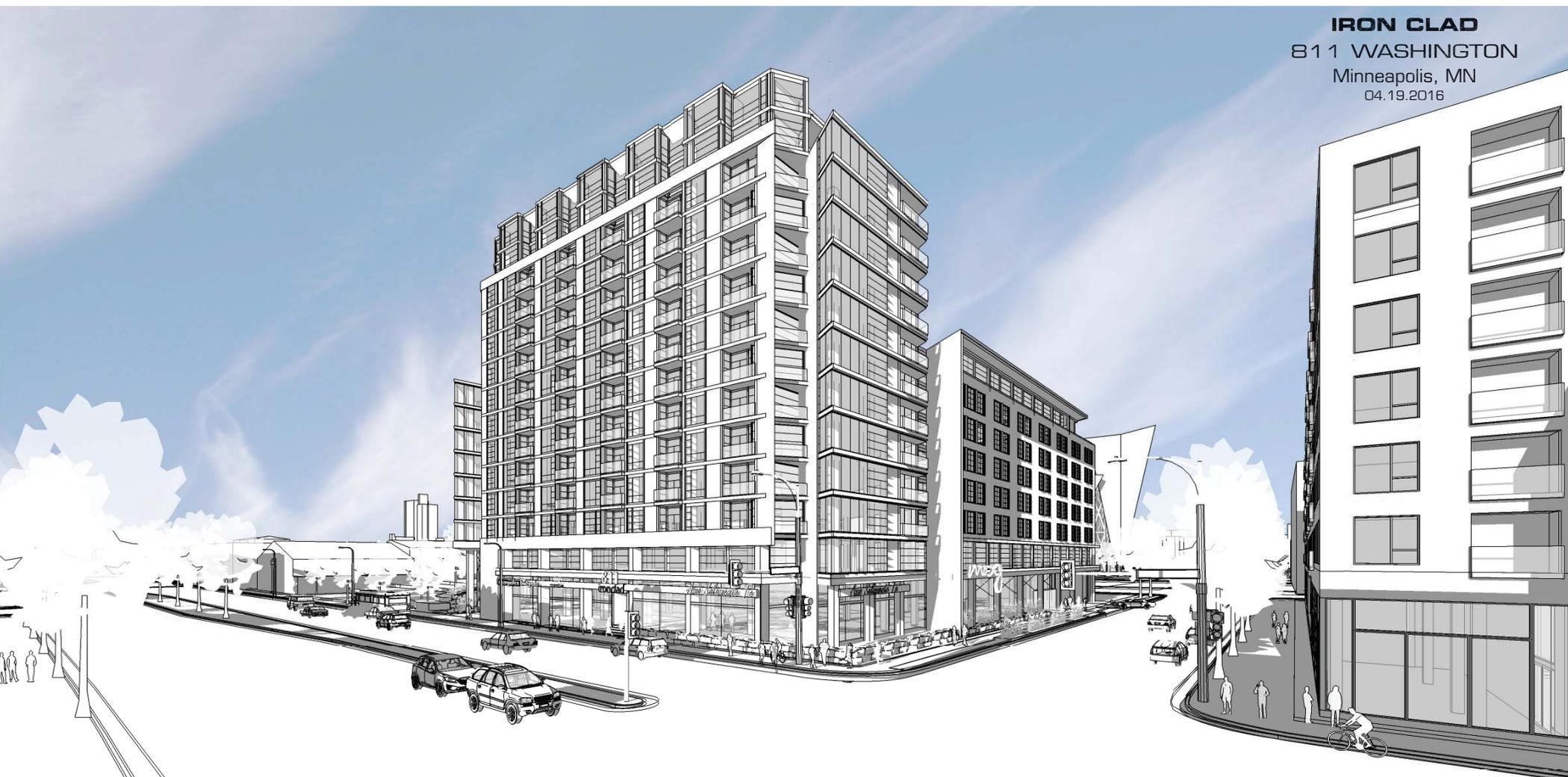
Sincerely,

COLLAGE ARCHITECTS

A handwritten signature in black ink, appearing to read 'Pete Keely', with a stylized flourish at the end.

Pete Keely, A.I.A.
President

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811 WASHINGTON
Minneapolis, MN
04.19.2016





SITE BOUNDARIES



1938



1942 - EAST DOWN WASHINGTON AVE



SITE TODAY - REMAINING STONE WALL

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Throughout Minneapolis' history, this site was a substantial contributor to the area's involvement in the National grain exchange. Constructed in 1867, The Union Grain Elevator (or "Elevator E") that once stood on the site was one of the earliest and largest wood grain elevators built in Minneapolis (able to hold up to 130,000 bushels of grain). The elevator was located directly on the Chicago, Milwaukee, and Saint Paul railway that ran towards the adjacent Mill District along the Mississippi.

Before grain elevators were constructed in concrete, wood elevators of this kind were often prone to fire. After just 10 years of use, The Union elevator was burned to the ground, reconstructed, and IRON CLAD to better protect the structure against future fires.

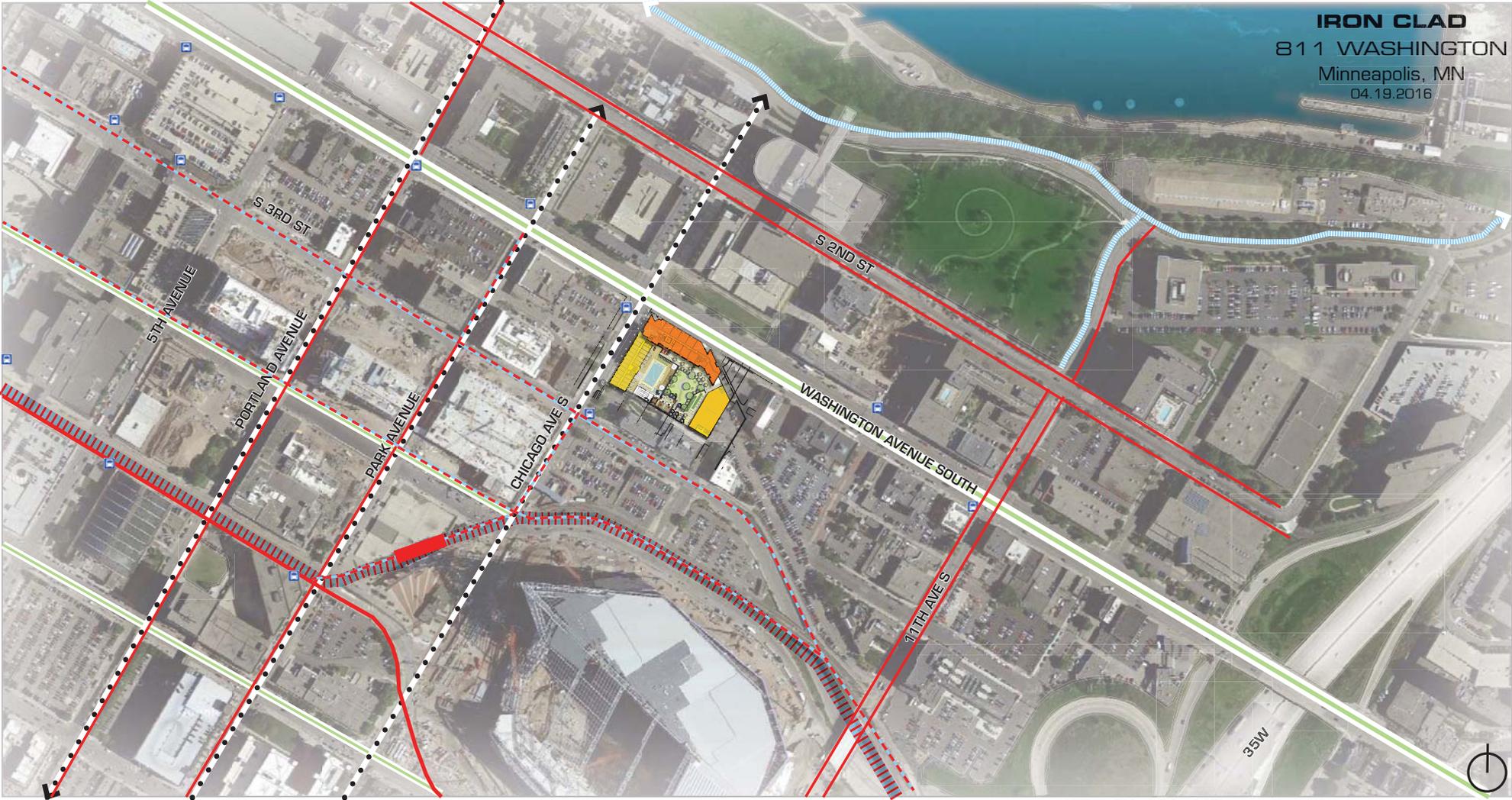
Today, the only visible remnant of this site's historical importance is the stone wall that supported the railway viaduct spanning Washington Avenue.

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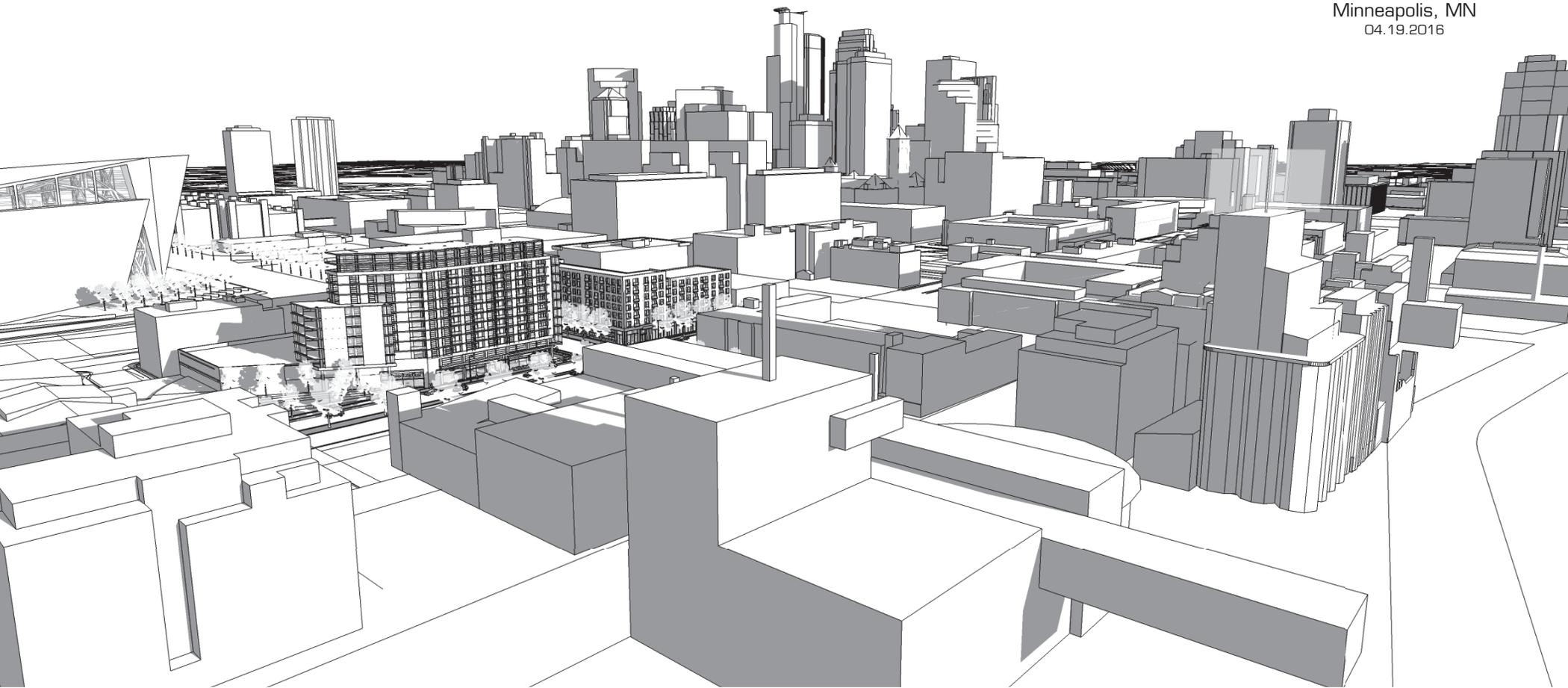
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SITE PLAN: NTS

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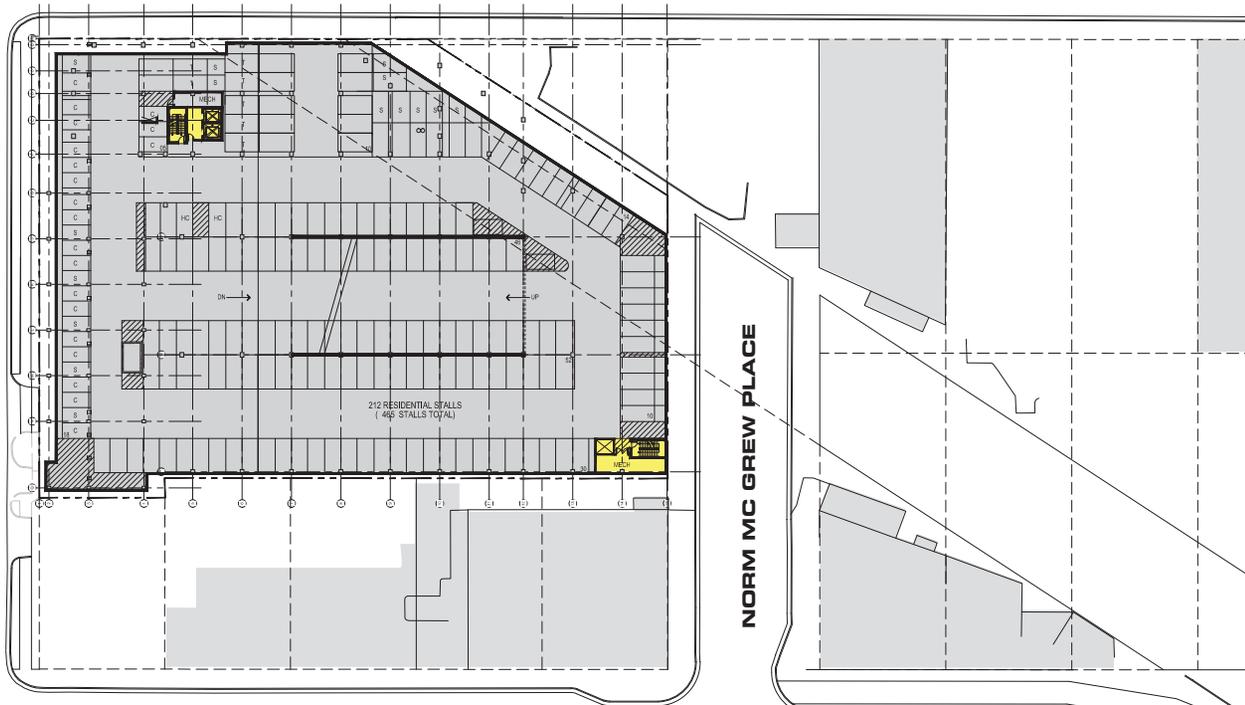
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S WASHINGTON AVENUE

CHICAGO AVENUE

NORM MC GREW PLACE



LOWER LEVEL PARKING PLAN 1" = 60'

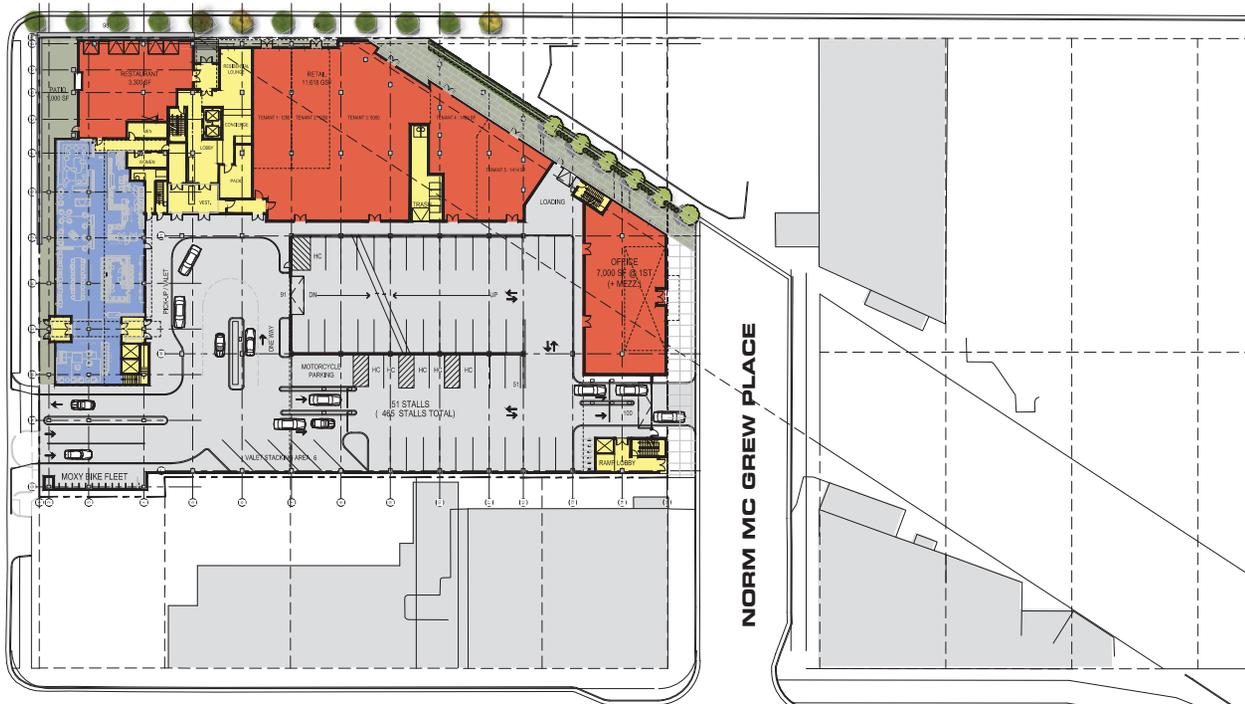
SITE	71,863 SF
RETAIL	14,918 SF
Restaurant	3,300 SF
Exterior Patio	1,000 SF
Retail_1	11,618 SF
MOXY HOTEL	153 KEYS
RESIDENCES	166 ROOMS
PARKING	65,318 SF
<i>(LOWER LEVEL FOOTPRINT)</i>	
FIRST FLOOR	051
SECOND FLOOR	090
THIRD FLOOR	112
LOWER LEVEL	212
<i>(RESIDENTIAL)</i>	
TOTAL	465

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S WASHINGTON AVENUE

CHICAGO AVENUE

NORM MC GREW PLACE



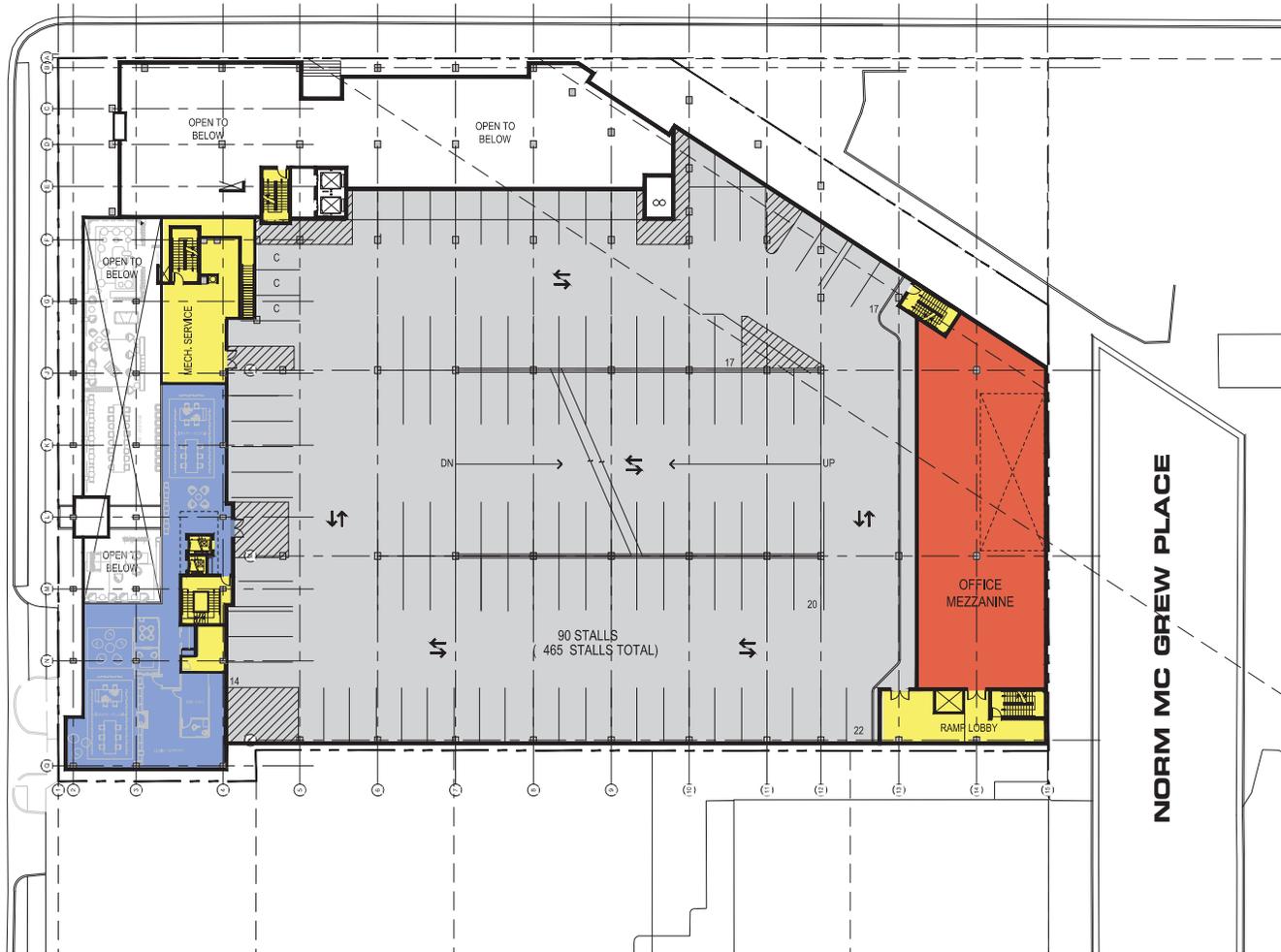
FIRST LEVEL FLOOR PLAN 1" = 60'

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S WASHINGTON AVENUE

CHICAGO AVENUE



SECOND LEVEL FLOOR PLAN 1" = 40'

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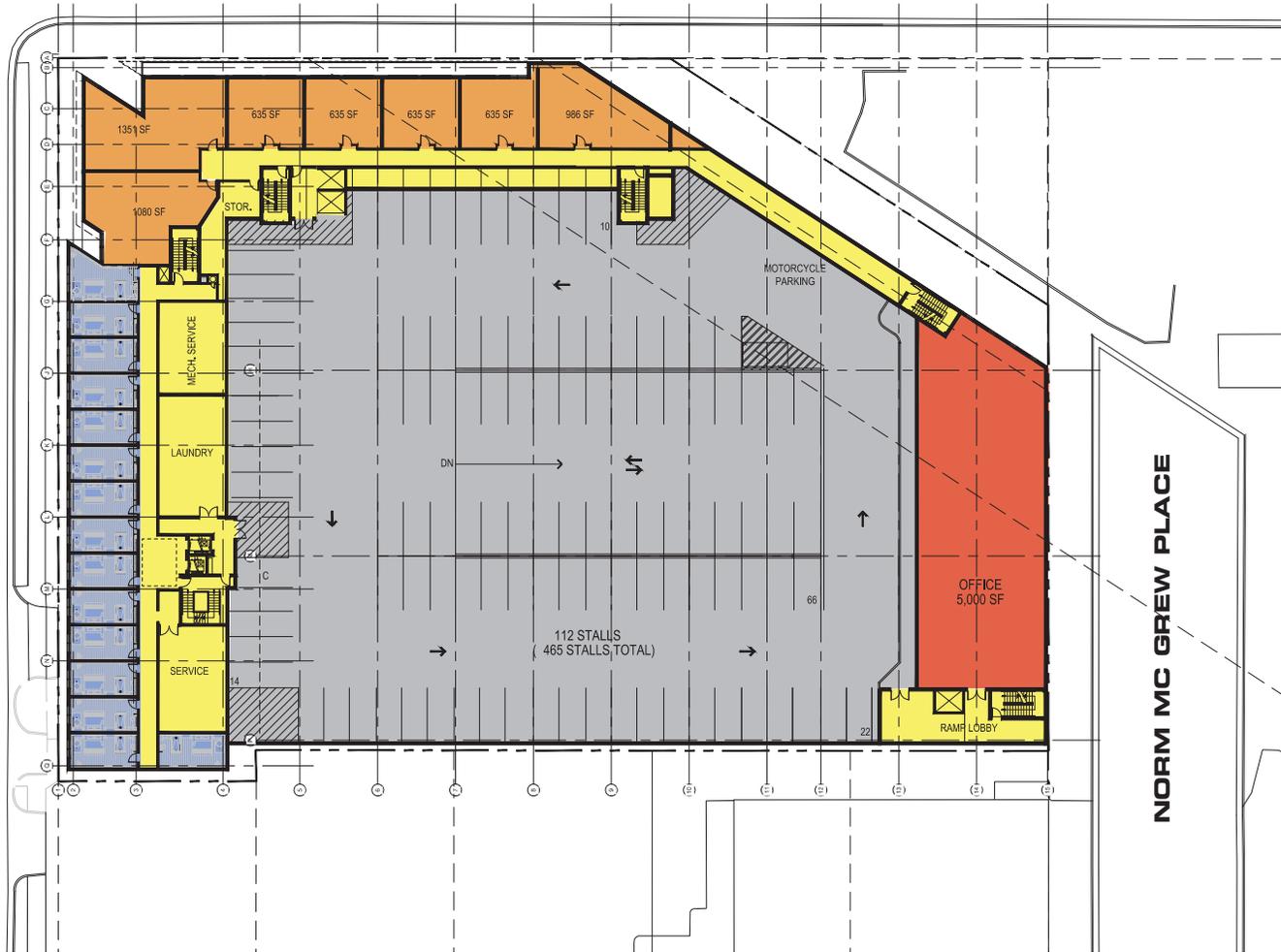
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NORM MC GREW PLACE



THIRD LEVEL FLOOR PLAN 1" = 40'

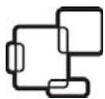
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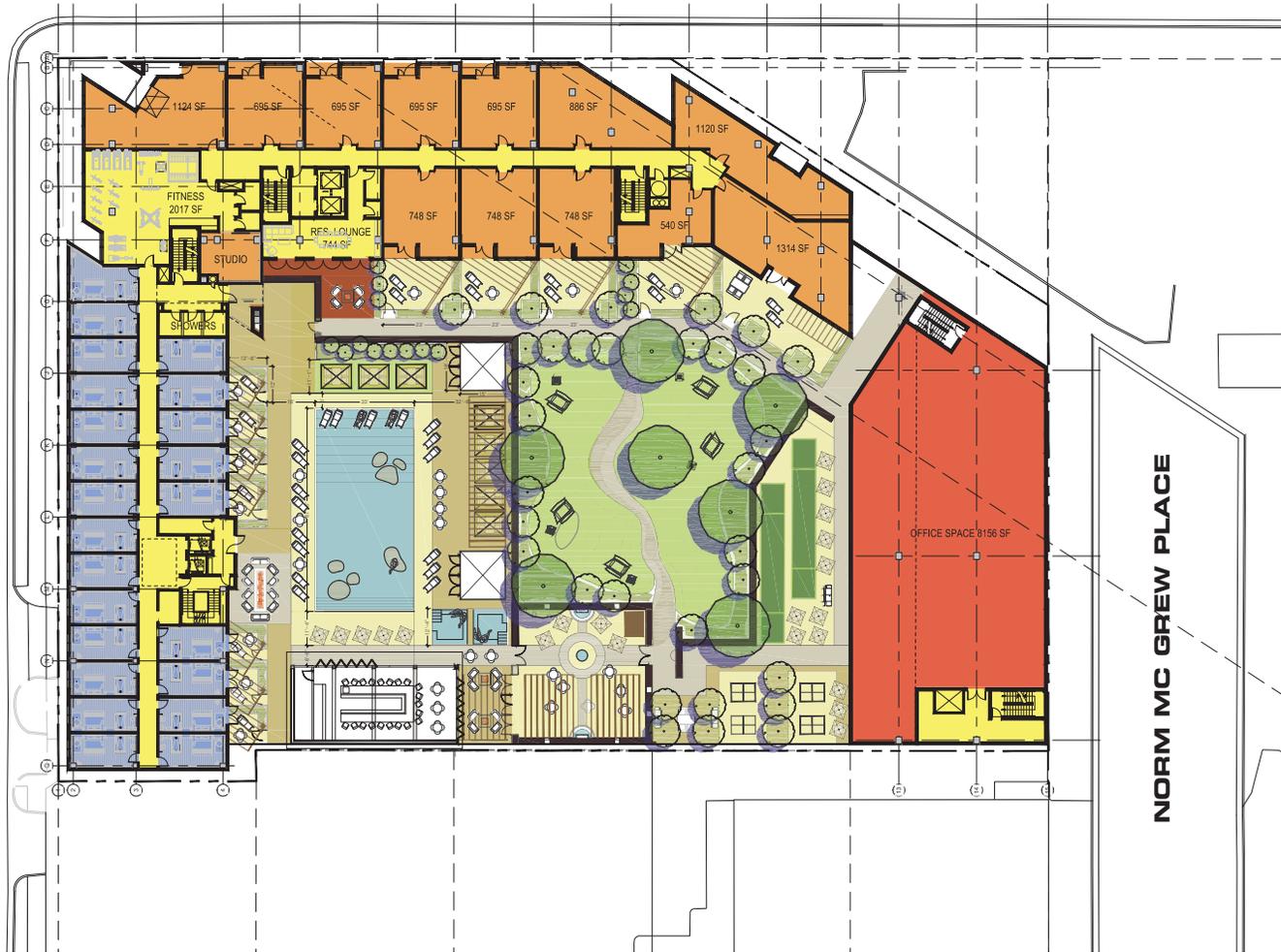
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NORM MC GREW PLACE



FOURTH (PLAZA) LEVEL FLOOR PLAN 1" = 40'

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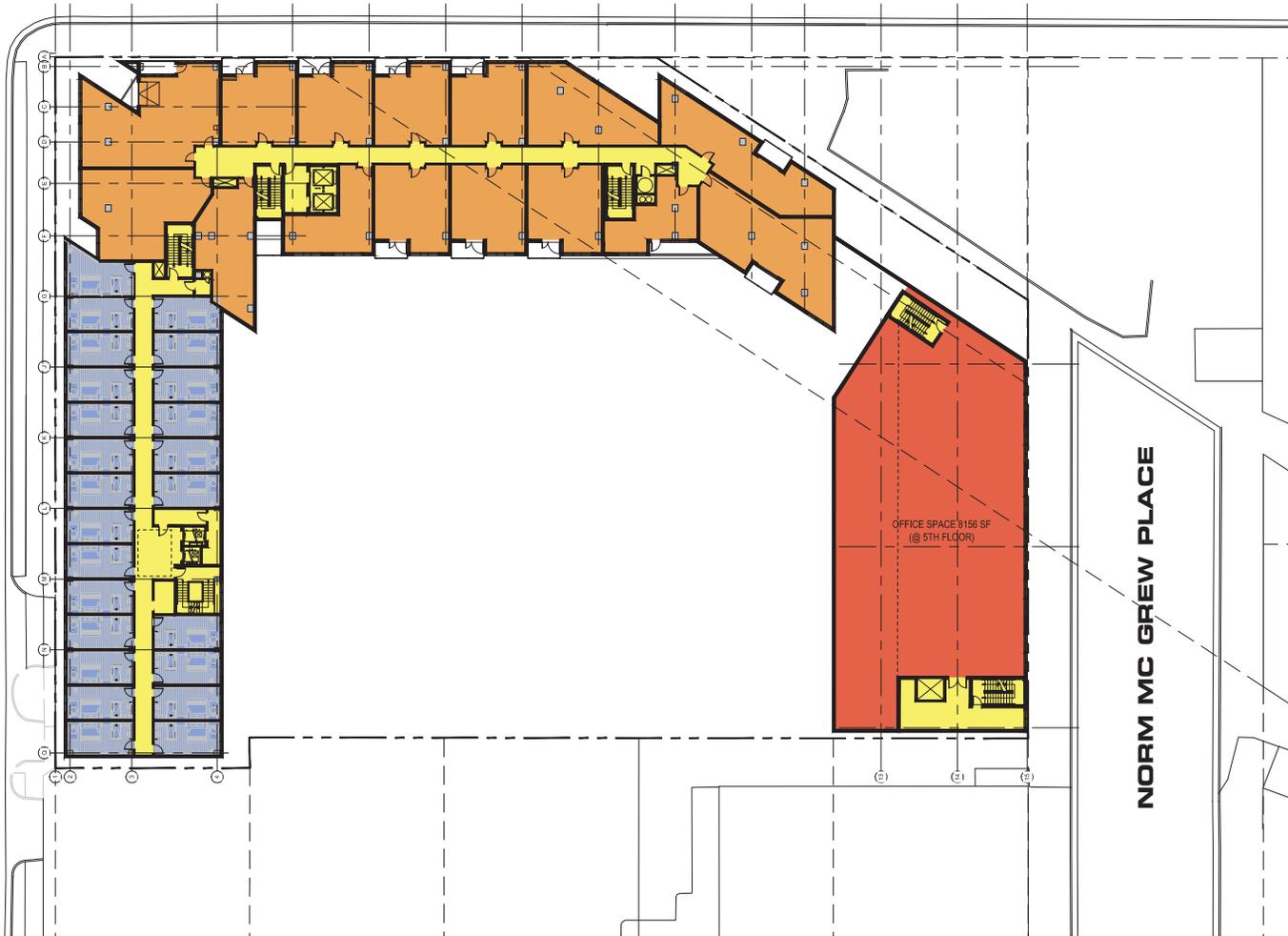
PLAZA / FOURTH FLOOR PLAN NTS



S WASHINGTON AVENUE

CHICAGO AVENUE

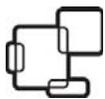
NORM MC GREW PLACE



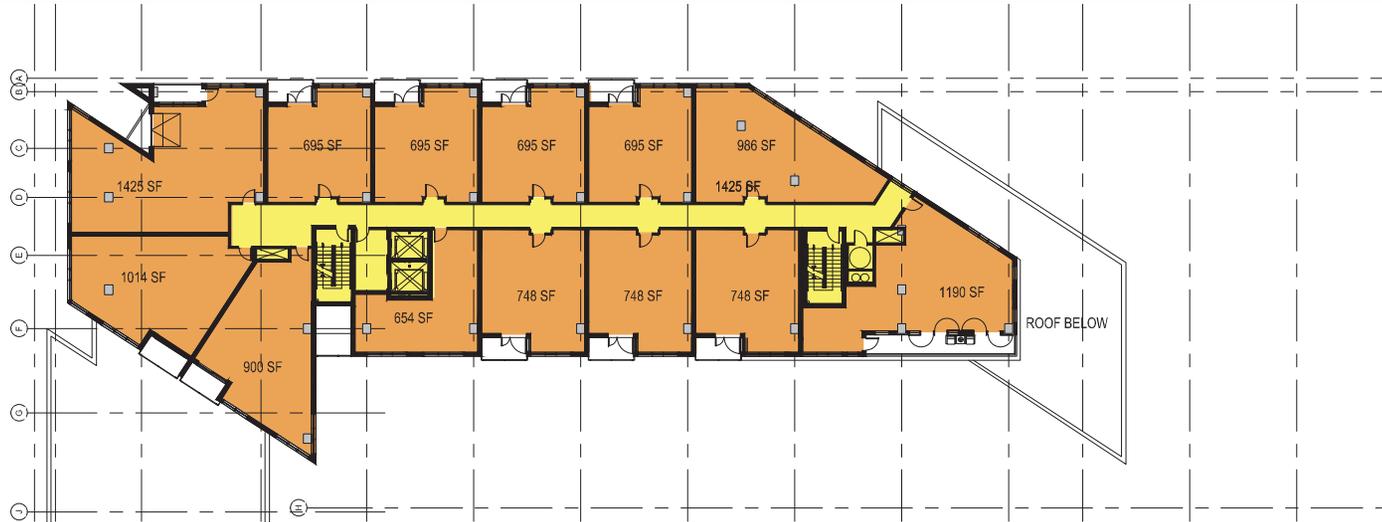
TYPICAL FLOOR PLAN 05-09 1" = 40'

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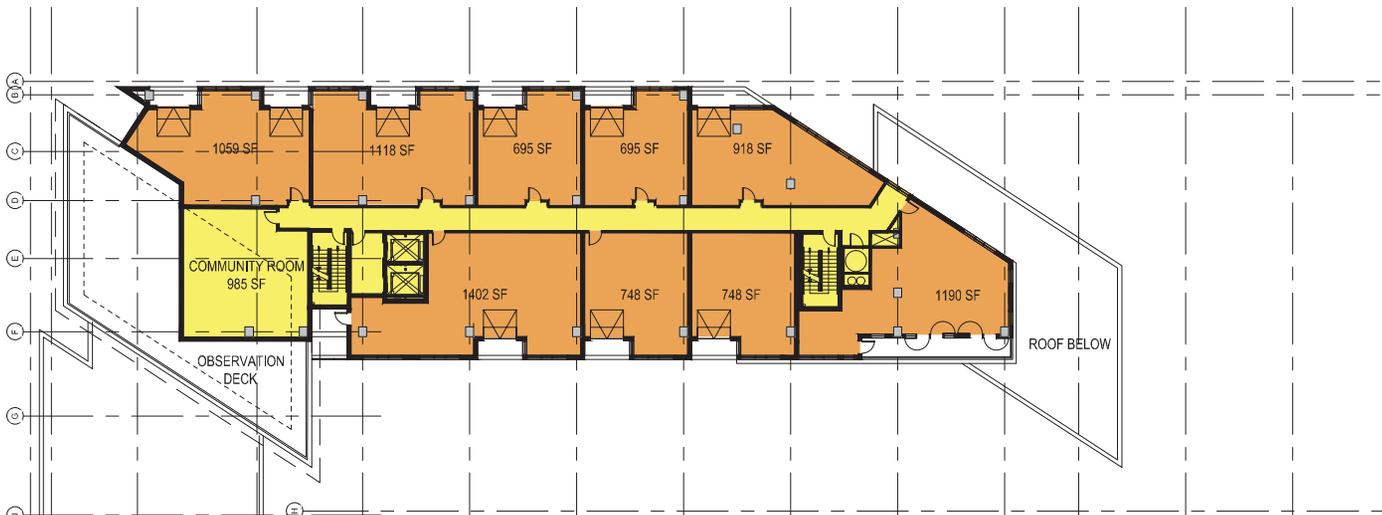
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TOWER FLOOR PLAN 10-13 1" = 30'



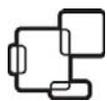
TOWER FLOOR PLAN 14-15 1" = 30'

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VIEW SOUTH DOWN CHICAGO AVENUE



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VIEW SOUTH DOWN CHICAGO AVENUE



VIEW SOUTH DOWN CHICAGO AVENUE



VIEW NORTH UP CHICAGO AVENUE



VIEW NORTH AT PARKING PLAZA

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MATERIAL INDEX

RETAIL

- Concrete Columns
- Aluminum Storefront Base
- Stone Accent
- Metal Panel #1 (Dark)
- Metal Panel #2 (Light)

MOXY HOTEL

- Steel Clad Concrete Columns
- Aluminum Storefront @ Base
- Fiberglass Windows
- Norman Brick #1
- Accent Metal Panel

RESIDENCES (Tower)

- Metal Panel #1 (Dark)
- Metal Panel #2 (Light)
- Perforated Metal Railings

OFFICES

- Steel Clad Concrete Columns
- Aluminum Storefront
- Norman Brick #1
- Accent Metal Panel #1

PARKING

- Norman Brick #1
- Cast Concrete / Burnished Block
- Aluminum Storefront



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PERSPECTIVES





VIEW SOUTH DOWN CHICAGO AVENUE



VIEW WEST DOWN WASHINGTON AVENUE



VIEW WEST DOWN WASHINGTON AVENUE



VIEW WEST DOWN WASHINGTON AVENUE

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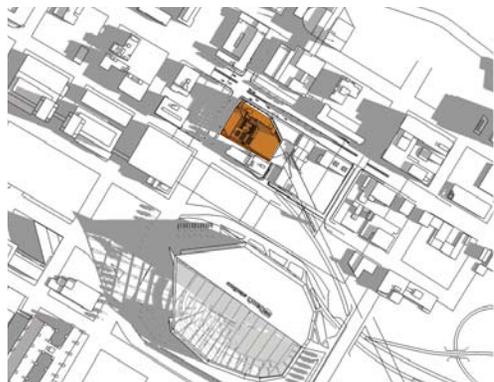
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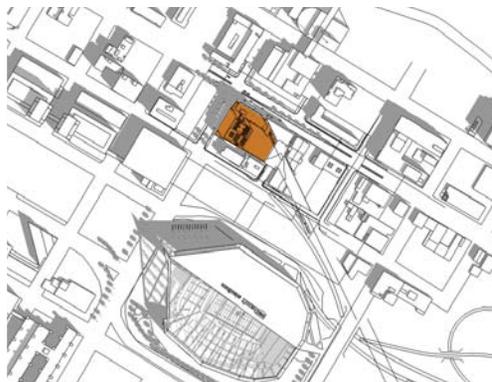


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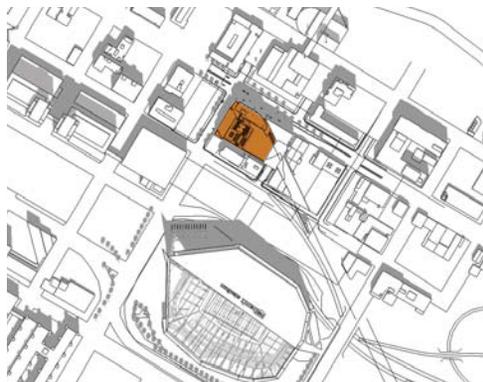
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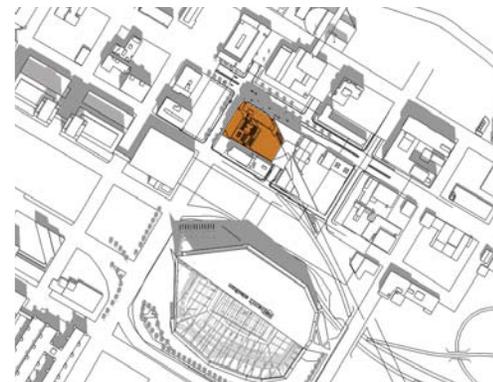
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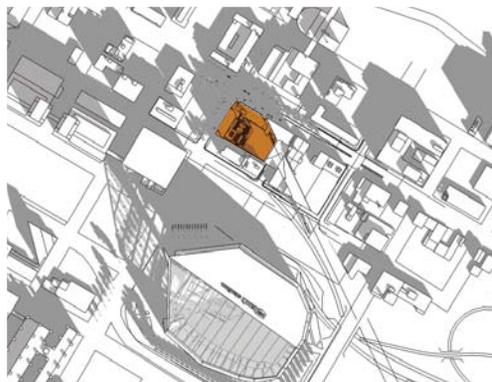
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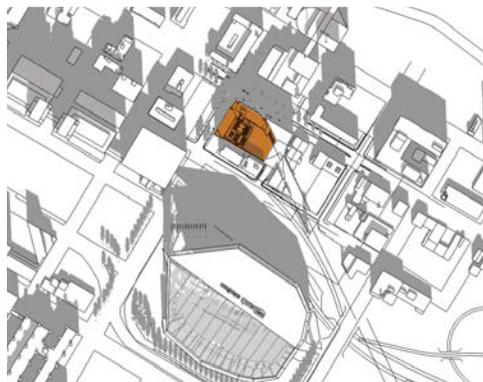
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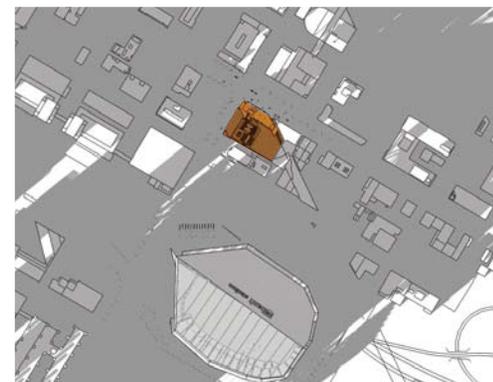
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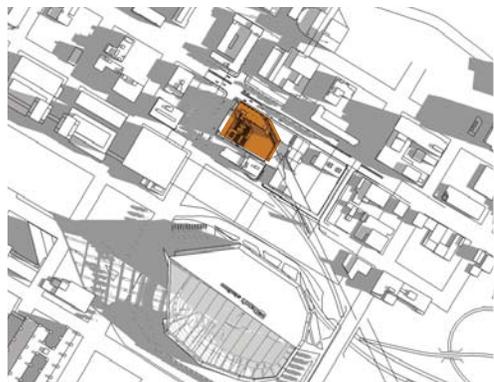
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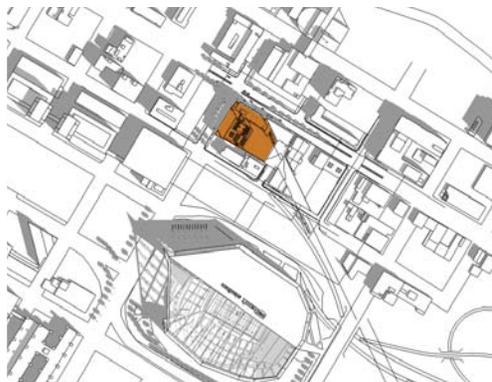
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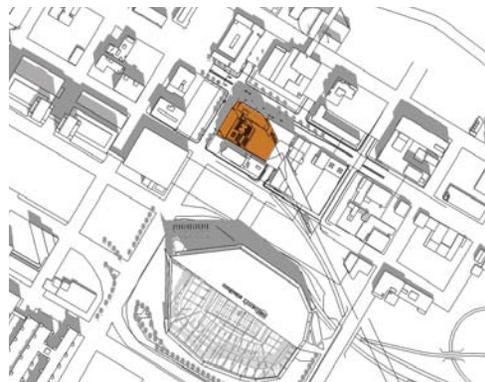
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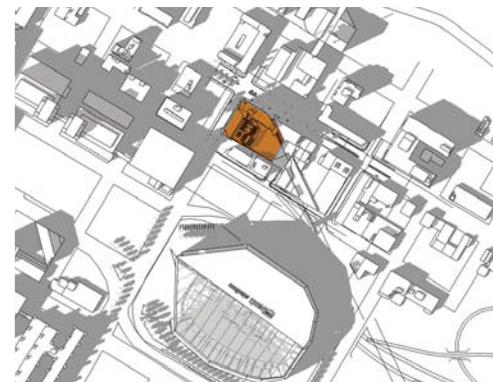
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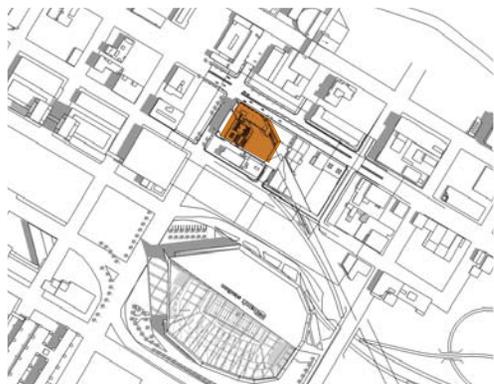
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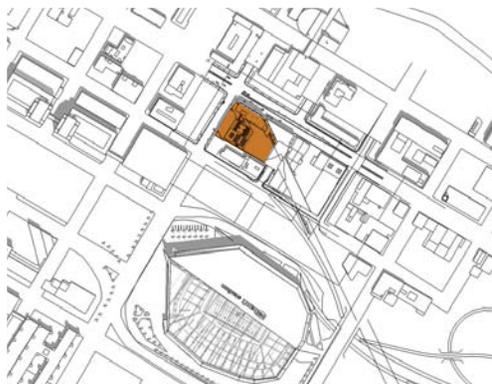
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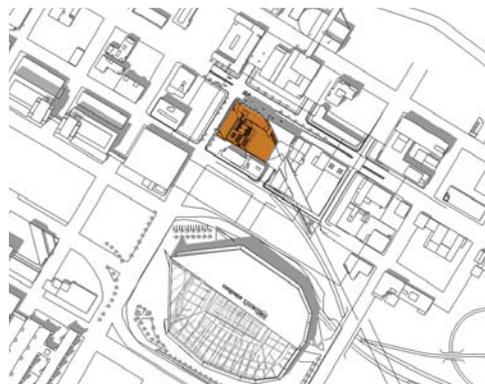
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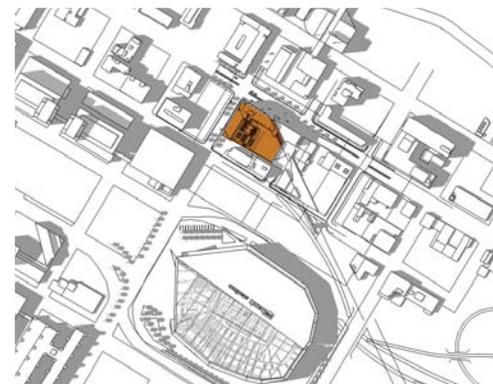
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