



## MEMORANDUM

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**TO:** City Planning Commission, Committee of the Whole  
**FROM:** [Hilary Dvorak](#), Principal Planner, (612) 673-2639  
**DATE:** November 13, 2014  
**SUBJECT:** Hines T3 Office Project

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The applicant would like to introduce and seek feedback from the Heritage Preservation Commission (HPC) and City Planning Commission (CPC) for the new construction project at the property located at 333 Washington Avenue North. This input will be used by the applicant as they prepare a formal application for both the HPC and the CPC.

The applicant is proposing to construct a new seven-story, 210,000 square foot office building with one level of underground parking. The building would be constructed of heavy timber. The exterior materials proposed for the building include COR-TEN corrugated panel and metal plank and glass.

The site is located within the boundaries of the North Loop Green Planned Unit Development (PUD). The first phase, Dock Street Flats, was reviewed and approved by the City of Minneapolis in 2012. As part of the first phase a private road, Dock Street, was built that extends from Washington Avenue North, on the north end of the PUD site, into the site. The site can be accessed from either Dock Street or 3<sup>rd</sup> Avenue North.

### **SITE HISTORY**

The site is located in the Warehouse Historic District. The Minneapolis Warehouse Historic District's period of significance is from 1865-1930. The district is historically significant as an area of commercial development during the early growth of the city and the region. The Minneapolis Warehouse Historic District developed during the late nineteenth and early twentieth centuries when Minneapolis became a major distribution and jobbing center for the upper Midwest. The district is also architecturally significant for its concentration of commercial buildings designed by the city's leading architects in styles that evolved from the Italianate Style of the 1860s to the curtain-wall structures of the early twentieth century.

The [Warehouse Historic District Design Guidelines](#) were approved by the Heritage Preservation Commission in March of 2010. The design guidelines break the district up into smaller character areas. This site is located in The Rail Yards character area. Primarily, Part IV: Rail Yards Area, of the guidelines applies to this proposal (attached).

### **HPC APPLICATIONS**

The following HPC applications have been identified at this time:

- Certificate of appropriateness for new infill development and signage.

## **LAND USE**

The site is zoned B4S-1 Downtown Service District and is located in the DP Downtown Parking Overlay District. In the B4S-1 zoning district there is no height limitation and the minimum floor area ratio (FAR) is 2.0 and the maximum FAR is 4.0. The proposed FAR of the development is 4.75. The development would need an exception to the maximum FAR

Signs are subject to the requirements of Chapter 543 of the Zoning Code. In the B4S zoning district one can have two-and-a-half square feet of signage for every one foot of primary building wall. Wall signs are limited to 120 square feet in size. Projecting signs are limited to 48 square feet in size. The height limitation for both wall signs and projecting signs is 28 feet. Freestanding signs are limited to 32 square feet and can be no taller than 8 feet. The zoning code also limits the number of freestanding signs on a zoning lot to one. The applicant is proposing to have three signs located towards the top of the building. The signs would need exceptions to the height and location requirements of the zoning code.

*The Minneapolis Plan for Sustainable Growth* identifies the site as mixed use on the future land use map. The site is also located within the boundaries of the [North Loop Small Area Plan](#), where it is located in The Cut land use district. This district calls for commercial, office, hotel complexes and residential buildings greater than ten stories and that area geared towards a nearby transit station.

## **CPC APPLICATIONS**

The following CPC applications have been identified at this time:

- Conditional use permits to amend an existing PUD.
- Site plan review.
- Replat.

The Planned Unit Development alternatives that are needed for the project include:

- FAR
- Sign standards

A total of 10 points worth of amenities are required for the Planned Unit Development. The applicant has not identified which amenities would be provided as part of this development.

## Minneapolis Warehouse Historic District Design Guidelines

**Rail Yards Area:** The Minneapolis Warehouse Historic District contains the former rail yard for the Great Northern (now known as Burlington Northern Santa Fe-BNSF) & Minneapolis St. Louis Railroads (now known as Union Pacific). The area also contains the active BNSF rail corridor. This area is bounded by Washington Avenue to the north and Fifth Street North to the south and follows the former alignment of Fourth Avenue North prior to the railroads.

The 1890 settlement of a lawsuit led to the creation of the landscape of this area. The grade was lowered for the Great Northern and Minneapolis & St. Louis rail yards. The rail yards were separated from the rail corridor by an additional grade change supported by a stone retaining wall. The lowering of the grade necessitated additional access to the rail yards and resulted in the formation of Traffic Street. The original rail corridor and rail yards crossed Washington Avenue North, Third, Fourth, and Fifth Streets North at-grade. This made reliable access to the land to the west of the rail yards very difficult. The lowering of the rail corridor and rail yards grade resulted in the bridging of the site. This bridging reconnected this portion of the city and provided improved access to the land that resulted in additional commercial development for the warehousing and manufacturing industries.

The site no longer contains buildings, and only one rail line is active at this time, but the alteration to the landscape created by the railroads on the site is extant. Located within the site is the North Star Commuter Rail Station. The station currently connects to the Hiawatha Light Rail Line at street level. Future plans for this site include an expanded rail station with connection for multiple modes of transit and transportation. The site's original design intent of the lowered grade remains intact. The lowered grade relative to the adjacent properties is a significant feature on the site. This feature exemplifies the transformative power of the railroads on the landscape of the district and is emblematic of the interconnectedness of the railroads and the warehouse industry in the commercial growth of Minneapolis in the late nineteenth and early twentieth centuries.

### Part IV: Rail Yards Area

The Rail Yards Area is different from the rest of the Warehouse Historic District. This is the site of the former rail yard for the Great Northern (now known as the Burlington Northern Santa Fe-BNSF) and the Minneapolis & St. Louis Railroads (now known as the Union Pacific). The area also contains a portion of the active BNSF rail corridor. Historically, the site contained railroad depots, sheds, offices and railroad tracks. It did not contain warehousing, manufacturing or other buildings or structures found in the other parts of the district.

This area contains a portion of the only rail yard in downtown Minneapolis that has yet to be developed. Development of other rail yards have resulted in building designs that leave the former rail yard indistinguishable from the other areas of the City and do not offer any clues to the importance of what was once there. It is important to convey the significance of this area in new development and provide for a visual context that sets this area off from the adjacent historic buildings.

#### Significance

The site is significant for the manipulation of the grade, which was a result of the 1890 settlement of a lawsuit between the railroads and the City of Minneapolis. This feature exemplifies the transformative power of the railroads on the landscape of the district and is emblematic of the interconnectedness of the railroads and the warehouse industry in the commercial growth of Minneapolis in the late nineteenth and early twentieth century. This physical alteration allowed the warehouse district and the City to be more connected and helped facilitate the further growth of warehousing, manufacturing, and the rail

industry in the area. The significant feature of the site is the lowered grade relative to the adjacent properties and the bridging and other connections the lowered grade subsequently required.

## **SITE DESIGN**

**Corridors:** The area contains three distinct corridors that represent the railroad activity in the area and the connections created by the lowered grade of the site. The following guidelines provide guidance on how to preserve and interpret these features in the rail yard character area.

*Requirement:*

4.1. A 30 foot wide corridor over the existing BNSF rail corridor shall remain open to visual access and not decked over or built over by buildings.

*Advisory:*

4.2. Alterations to the width of the active BNSF rail corridor to accommodate train infrastructure are appropriate if the 30 foot wide corridor is retained.

4.3. Bridging and skyways over the corridor or rail yard are appropriate (more guidance provided under Connections: 4.7 – 4.12).

The bridging of the rail yard and corridor for Third and Fourth Streets North was integral to reconnecting the area west of the rail yards area with the rest of downtown. The bridging of the streets allowed for the view corridors to remain uninterrupted along these street corridors, while freight depots were constructed underneath the bridges. The viaducts erected over the site for Third and Fourth Streets North has been removed. The site is now bisected by the interstate 94 viaducts that connect to Third and Fourth Streets North on the east side of the rail yards. However, the view corridors for Third and Fourth Streets North remain.

*Requirement:*

4.4. The 80 foot wide Third Street North View Corridor shall remain unobstructed to the sky and be preserved through the site. New development in the rail yard is allowed below the historic bridge deck height, but shall not encroach on this feature above that level.

4.5. The Fourth Street North Corridor shall be preserved through the site. The corridor is obscured by the current I-94 Viaducts. The preservation of this corridor can be done interpretatively through design and it is not required to remain unobstructed like the Third Street North Corridor.

*Advisory:*

4.6. Reconstructing a bridge over the rail yards and rail corridor at Third Street North is strongly encouraged.

**Connections:** In 1890, the grade of the rail corridor and the rail yards were lowered and the bridges were constructed to facilitate better connections through and to the Rail Yard Area. These alterations facilitated the further growth of the railroad, warehousing, manufacturing and other industries in the warehouse district. Allowing connections to and through the site in future development is in keeping with the spirit, intent and outcome of the design of this historic feature.

The Washington Avenue North steel truss bridge is the only existing bridge to remain in the district. The Third, Fourth and Fifth Streets North bridges have all been replaced or removed. The Washington Avenue North bridge steel superstructure is original; however it sits on concrete deck, supports and abutments that were replaced in the early twenty-first century.

*Requirement:*

4.7. The Washington Avenue North steel truss bridge superstructure shall remain on the site.

4.8. The Third Street North bridge abutment on the west side of the rail corridors is intact and shall be preserved in place.

4.9. Skyways or bridges are allowed over the BNSF rail corridor.

4.10. Decking over the BNSF corridor is not allowed.

4.11. The number of skyways or bridges that are allowed is not specified. The width of the skyways or bridges shall not exceed the historic width of the viaducts that bridged the area. When the skyways and bridges exceed the width of the viaducts or their number is too great they create a decked feel and the design, feeling, and association of the corridor is lost.

*Other Considerations:*

4.12. Skyways between new construction and historic buildings on the east side of the Rail Yards Area will be considered if connecting to a secondary facade and it will not conceal or damage the freight transfer features of these buildings.

**Grade Separation:** The lowered grade of the rail yards and even lower grade of the active rail corridor are integral character defining features of the district. Development in the rail yards area will likely occur at multiple levels with the connections and access at the current rail yards grade level, connections and access at the bridge deck height of Fifth Street North and rail access at the level of the active rail corridor. The multiple levels of activity are in keeping with the character of the rail yard area. The historic grade elevations of the rail yards area are encouraged to be incorporated into the design of new construction.

*Requirement:*

4.13. The lowered elevations in the Rail Yard Area shall not be lost in the development of the area.

*Advisory:*

4.14. Design interpretation, visual, or physical access is encouraged to convey the lower elevation of the area.

## **DESIGN FOR NEW BUILDINGS**

The rail yards contained brick freight depots, covered sheds and railroad office buildings. The buildings were long and narrow, built to accommodate trains and railcars. The buildings exhibited a variety of forms with gabled and flat roofs, and brick and steel exterior materials. The depot and rail yard facilities were removed prior to the listing of the district on the National Register of Historic Places in 1989.

Development of other rail yards downtown have integrated those yards with surrounding development by developing the buildings to the traditional building forms of the surrounding district. New development in the rail yards area should be true to itself and not be designed to resemble warehouse buildings or freight houses.

It is important that new construction offset itself through design in this area, but it is important that new construction preserve the features of the site outlined in the Site Design Guidelines.

**Setbacks:** In the Nineteenth and Twentieth Century Warehouse Areas the street wall created by the built-to-line building location and fenestration patterns of the buildings is an important character defining feature. Only the Washington Avenue North portion of the Rail Yards Area is along a street where a distinct street wall is evident and was historically represented by a former building wall.

The east boundary of the rail yards area abuts buildings in the Twentieth Century Warehouse character area of the district. The rear of these buildings contains integrated designs to accommodate freight transfer from railroad cars. These features are important to defining the character of the district.

Constructing new buildings immediately adjacent to the rear of these buildings would obscure these important character defining features.

*Requirement:*

4.15. 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.

4.16. No specific setback shall be required for buildings or other features along Fifth Street North. There was never a street wall there to protect.

4.17. A separation shall be maintained between new buildings or structures and the historic buildings on the east side of Rail Yards Area. Skyways over this separation will be considered per the guidelines in Connections (4.7-4.12).

**Building Height:** The height of new buildings can affect the relationships of the district. The following guideline exists to ensure that the relationships and context are preserved and not lost due to the height of new buildings.

*Requirement:*

4.18. The height of new buildings shall not exceed 20 stories.

*Other Considerations:*

4.19. Additional height will be considered if evidence is provided that shows the additional height is compatible with adjacent historic resources and the other contexts of the district.

There are no other guidelines addressing building design or materials. Buildings shall stand apart from the design of the adjacent historic buildings. It is important to recognize that the buildings in the district have lasted over 100 years. New construction in this area should be designed to last for the same.

**HINES T3 OFFICE PROJECT**  
**Joint Heritage Preservation Commission / Planning Commission COW Review**  
**November 13, 2014**

**Project Overview:**

Hines North Loop Green LLC (Hines) proposes to construct the T3 Office Project, a seven-story heavy timber office building containing approximately 210,000 rentable square feet. The project will be Phase 2 of the North Loop Green Planned Unit Development (PUD) located at 333 Washington Avenue North in the Rail Yards Area of the Minneapolis Warehouse Historic District. The T3 Office Project will redevelop a site currently used as a surface parking lot into a multi-tenant office development that provides new Class A office space and street level commercial activity in proximity to numerous alternative modes of transportation including light rail, commuter rail, bus, regional trails and bikeways, and the pedestrian skyway system. The T3 Office Project is anticipated to be constructed in 2015 - 2016. Hines also controls and intends to redevelop the remainder of the Rail Yards Area that lies southwest of the project site, but there are no current plans or schedule for future project phases.

The two-lane private road, Dock Street, that was constructed as part of the PUD Phase 1 Dock Street Apartments project will provide the main access to and from the site. Dock Street was constructed by and is maintained by Hines, but is open to the public. The portion of Dock Street running from Washington Avenue North connecting to the project access drive located within the 3<sup>rd</sup> Street North View Corridor was built during the construction of the Phase 1 project. Future extension of Dock Street will occur as redevelopment of the Rail Yards Area proceeds.

The connection to/from the Cedar Lake Trail to the North Loop Neighborhood that was constructed with the Phase 1 Dock Street Apartments project will remain intact. The connection from the trail allows users to travel through the site on sidewalks or shared bicycle access along Dock Street.

Hines seeks conceptual review of the attached plans prepared by Michael Green Architecture (MGA) to construct the seven-story office building and requests feedback and guidance with regard to both the Certificate of Appropriateness application and the PUD and other land use applications that will be submitted for the project.

**Project Materials:**

**Principle Façade Materials:**

COR-TEN [weathering steel]

1. COR-TEN Corrugated panel is the primary façade material
2. COR-TEN Metal Plank is the secondary facade material located in the horizontal panels between window bays.

**Windows:**

1. Large industrial inspired metal framed windows that maximize the amount of natural light coming into the floorplate.

Entryways and retail storefront:

1. These areas use glass and metal storefront. The storefront is divided into bays that are separated by the piers of the primary façade.

Building accent and trim:

1. Painted (flat or non-shiny) grey window frames and trim.

Landscape architectural elements:

1. Street trees and localized plantings, decorative lighting, concrete benches, surmountable curbs.

## **MINNEAPOLIS WAREHOUSE HISTORIC DISTRICT DESIGN GUIDELINES**

Following is a summary of how the project complies with the design guidelines for the Rail Yards Area of the Warehouse District.

### **Description of the Rail Yards Area**

The Rail Yards Area is different from the rest of the Warehouse Historic District. This is the site of the former rail yard for the Great Northern (now known as the Burlington Northern Santa Fe-BNSF) and the Minneapolis & St. Louis Railroads (now known as the Union Pacific). The area also contains a portion of the active BNSF rail corridor. Historically, the site contained railroad depots, sheds, offices and railroad tracks. It did not contain warehousing, manufacturing or other buildings or structures found in the other parts of the district.

This area contains a portion of the only rail yard in downtown Minneapolis that has yet to be developed. Development of other rail yards have resulted in building designs that leave the former rail yard indistinguishable from the other areas of the City and do not offer any clues to the importance of what was once there. It is important to convey the significance of this area in new development and provide for a visual context that sets this area off from the adjacent historic buildings.

### **Significance**

The site is significant for the manipulation of the grade . . . . The significant feature of the site is the lowered grade relative to the adjacent properties and the bridging and other connections the lowered grade subsequently required.

### **Site Design Guidelines**

**Corridors:** The area contains three distinct corridors that represent the railroad activity in the area and the connections created by the lowered grade of the site. The following guidelines provide guidance on how to preserve and interpret these features in the rail yard character area.

### Requirements:

A 30 foot wide corridor over the existing BNSF rail corridor shall remain open to visual access and not decked over or built over by buildings.

*Comment: The proposed design of the T3 Office Project maintains the 30-foot BNSF corridor and additional width as required for the Cedar Lake Trail which is contained in an easement along the east side of the BNSF rail corridor.*

The 80 foot wide Third Street North View Corridor shall remain unobstructed to the sky and be preserved through the site. New development in the rail yard is allowed below the historic bridge deck height, but shall not encroach on this feature above that level.

*Comment: The proposed design maintains the 80-foot Third Street North Corridor as an open to the sky, unobstructed view corridor. The massing of the proposed design is meant to strengthen the view corridor by shaping the edge of the corridor along the 80-foot setback line.*

The Fourth Street North Corridor shall be preserved through the site. The corridor is obscured by the current I-94 Viaducts. The preservation of this corridor can be done interpretatively through design and it is not required to remain unobstructed like the Third Street North Corridor.

*Comment: The proposed design maintains the Fourth Street North Corridor.*

**Connections:** *Guidelines related to bridge and skyway connections are not relevant to this project.*

**Grade Separation:** The lowered grade of the rail yards and even lower grade of the active rail corridor are integral character defining features of the district.

### Requirements:

The lowered elevations in the Rail Yard Area shall not be lost in the development of the area.

*Comment:*

- *The proposed site design connects to Dock Street, the new access roadway that was built for the Phase 1 Dock Street Apartments project, which provides a gateway down into the Cut off Washington Avenue North near the east end of the North Washington Steel truss bridge. Dock Street emphasizes the 12-foot drop from the Washington Avenue grade down into the Cut.*
- *The proposed site design features connect with the exterior interpretive pedestrian / vehicular landscape that was constructed with the Phase 1 Dock Street Apartments project which celebrates the Third Street North visual and spatial corridor through the Cut. The elevation of this feature is down in the Cut, emphasizing the lowered elevation. This landscape feature serves a significant interpretive role while providing access to the Cedar Lake Trail for pedestrians and bicycles and access for*

*vehicles and pedestrians into both the Phase 1 Dock Street Apartments Project and the Phase 2 T3 Office Project.*

Advisory:

Design interpretation, visual, or physical access is encouraged to convey the lower elevation of the area.

*Comment: The landscape design that was constructed within the 80' Third Street North right-of-way as part of the Phase 1 Dock Street Apartments Project features visual rail elements that are embedded in the pavement that recall the existence of the temporary linear, narrow, north-south freight houses and rail spurs that were demolished and eradicated without clear photographic records. The proposed design does not affect this visual element.*

**Guidelines for Design For New Buildings**

New development in the rail yards area should be true to itself and not be designed to resemble warehouse buildings or freight houses. It is important that new construction offset itself through design in this area, but it is important that new construction preserve the features of the site outlined in the Site Design Guidelines. Buildings shall stand apart from the design of the adjacent historic buildings.

**Setbacks:** Only the Washington Avenue North portion of the Rail Yards Area is along a street where a distinct street wall is evident and was historically represented by a former building wall.

Requirements:

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.

*Comment: The proposed design is not adjacent to the Washington Avenue North area of the Rail Yards.*

No specific setback shall be required for buildings or other features along Fifth Street North. There was never a street wall there to protect.

*Comment: The proposed design is not adjacent to the Fifth Street North area of the Rail Yards.*

A separation shall be maintained between new buildings or structures and the historic buildings on the east side of Rail Yards Area.

*Comment: The proposed design maintains a separation between the new building and the historic Union Plaza Building (Creamery Package Manufacturing Company and Annex; 1895, 1898).*

**Building Height:** The height of new buildings can affect the relationships of the district.

Requirement:

The height of new buildings shall not exceed 20 stories.

*Comment: The proposed 7-story height of the new building complies with this requirement.*

## **COMPREHENSIVE PLAN AND SMALL AREA PLAN POLICIES**

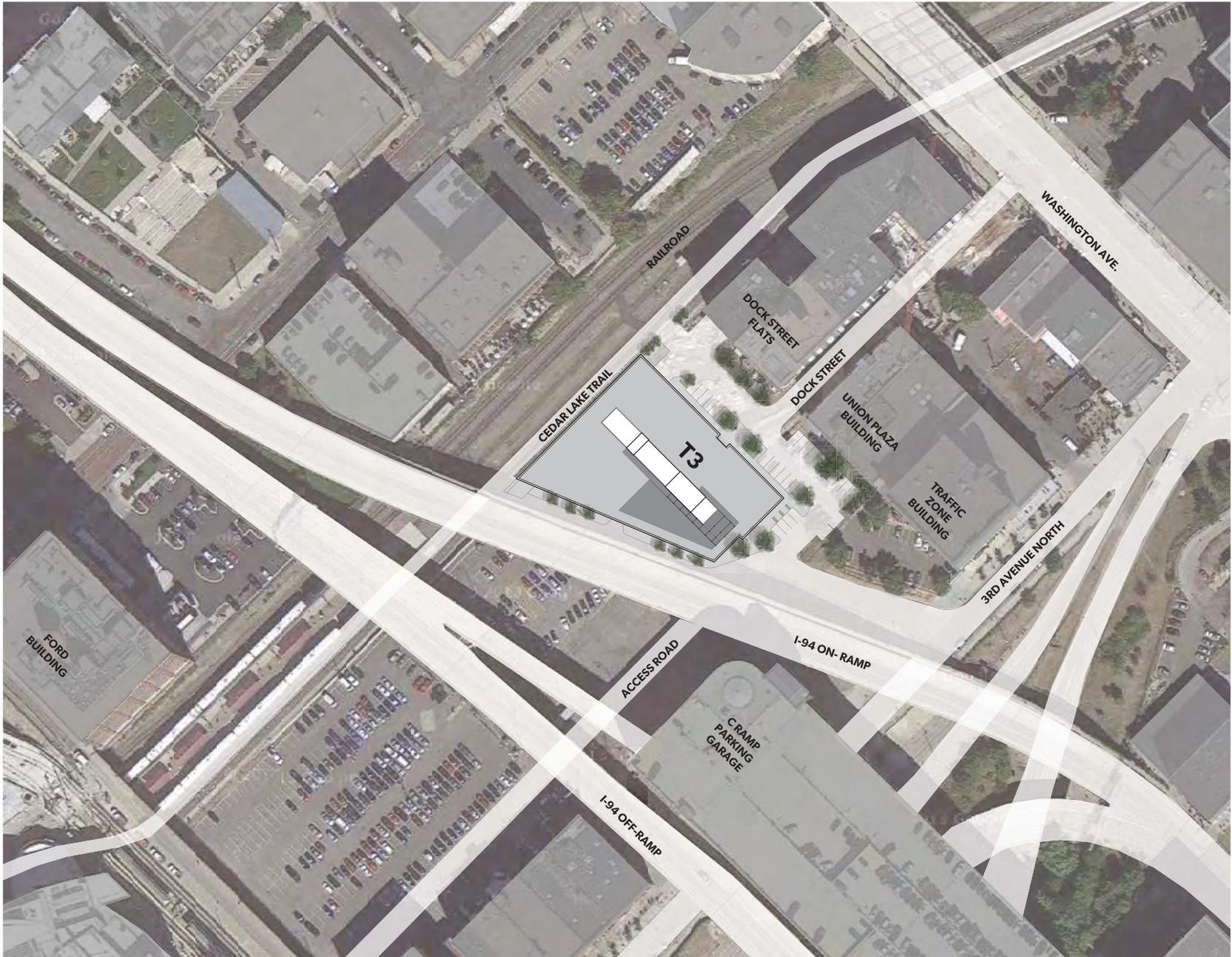
### **Minneapolis Plan for Sustainable Growth**

The *Minneapolis Plan for Sustainable Growth* (“Plan”) guides the future land use of the project areas as “Mixed Use.” The Mixed Use category “allows for mixed use development, including mixed use with residential. Mixed use may include with a mix of retail, office or residential uses within a building or within a district. There is no requirement that every building be mixed use.” The North Loop Green PUD currently includes a mix of residential, office and retail uses. Phase 2 will add additional office and retail to the mixed use PUD, meeting the intent of the Mixed Use land use designation. The PUD area abuts Washington Avenue North, which is identified as a Commercial Corridor, and the T3 Office Project is similarly consistent with Plan policies calling for mixed use developments along Commercial Corridors. The Project also promotes goals in the Plan related to transit use and intensifying development near the Target Field Station area by replacing surface parking with a mixed-use office building in close proximity to the transit station for commuters.

### **North Loop Small Area Plan** (update to the Downtown East/North Loop Master Plan)

The *North Loop Small Area Plan* also designates the PUD area for mixed use development. The project area is located in a district called “The Cut.” The plan states that the “The Cut” continues to be a prominent location to improve the connection between the office core and the North Loop neighborhood. New development should take advantage of the airspace above the Intermodal Station with commercial, office, hotel complexes, and even residential buildings. The rest of the site should create housing density appropriate to support a regional transit hub. The T3 Office Project will continue to fill the gap between the downtown core and the North Loop neighborhood and will redevelop an existing parking lot with new office and retail use that will benefit from and support adjacent transit facilities.

The North Loop plan includes the PUD in “District C” for purposes of desired development intensity. Appropriate building types in District C “include a mix of uses with commercial business on the ground floor. They are greater than ten stories and geared toward a nearby transit station.” The T3 Office Project will be seven stories and geared toward the nearby transit station.



# MINNEAPOLIS T3

HISTORIC PRESERVATION COMMISSION

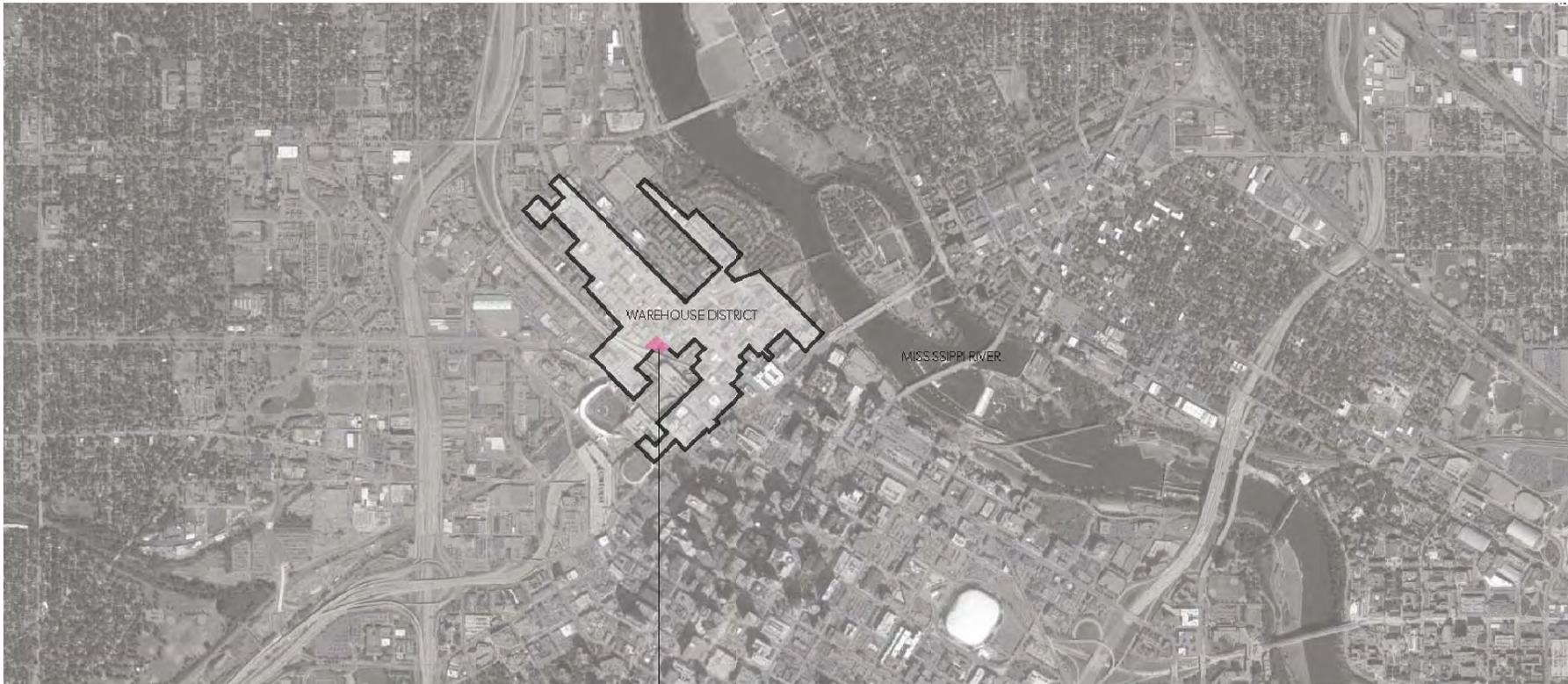
PLANNING COMMISSION  
COMMITTEE OF THE WHOLE

PRE-APPLICATION  
REVIEW SUBMISSION

27 OCTOBER 2014

HINES NORTHSTAR CROSSINGS LIMITED PARTNERSHIP  
90 SOUTH 7TH STREET, SUIT 150  
MINNEAPOLIS, MN 55402

MGA | MICHAEL GREEN ARCHITECTURE  
DLR GROUP



WAREHOUSE DISTRICT

MISSISSIPPI RIVER

Project site

LOCATION PLAN



**DRAWING LIST**

ARCHITECTURAL

A001	COVER	NTS
	DRAWING LIST/PROJECT INFO/LOCATION	NTS
A004	SITE PHOTOS - STREET VIEWS	
A005	SITE PHOTOS - AERIAL VIEWS	
A201	ELEVATIONS - NORTH	1/16" = 1'-0"
A202	ELEVATIONS - EAST	1/16" = 1'-0"
A203	ELEVATIONS - WEST	1/16" = 1'-0"
A204	ELEVATIONS - SOUTH	1/16" = 1'-0"
A041	HPC - PROJECT DESCRIPTION TEXT	NTS
A042	HPC - CONTEXT PERSPECTIVES	NTS
A043	HPC - CONTEXT PERSPECTIVES	NTS
A044	HPC - CONTEXT PERSPECTIVES	NTS
A050	AREA PLAN - NORTH LOOP GREEN	1/80" = 1'-0"
A051	RENDER SITE PLAN	1/16" = 1'-0"
A100A	PLAN - PARKING LEVEL OPTION A	1/16" = 1'-0"
A101	PLAN - LEVEL 1	1/16" = 1'-0"
A102	PLAN - LEVELS 2-7	1/16" = 1'-0"
A108	PLAN - ROOF	1/16" = 1'-0"
A014	RENDERINGS	NTS
A012	RENDERINGS	NTS
A013	RENDERINGS	NTS
A010	RENDERINGS	NTS
A011	RENDERINGS	NTS
A015	RENDERINGS	NTS

**PROJECT TEAM**

CLIENT

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 90 South 7th Street, Suite 150  
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DESIGN CONSULTANT

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 Contact: Scott Boyle

STRUCTURAL

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MECHANICAL + ELECTRICAL

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 Minneapolis, MN 55402  
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ELEVATOR

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 Houston, TX 77024  
 Contact: Herb Smith

LANDSCAPE

Loucks Associates  
 7200 Hemlock Lane, Suite 300  
 Maple Grove, MN 55869  
 Contact: Henry D. Nelson



1 **EXISTING SITE LOOKING FROM BIKE PATH**  
A004



2 **EXISTING SITE LOOKING FROM BIKE PATH**  
A004



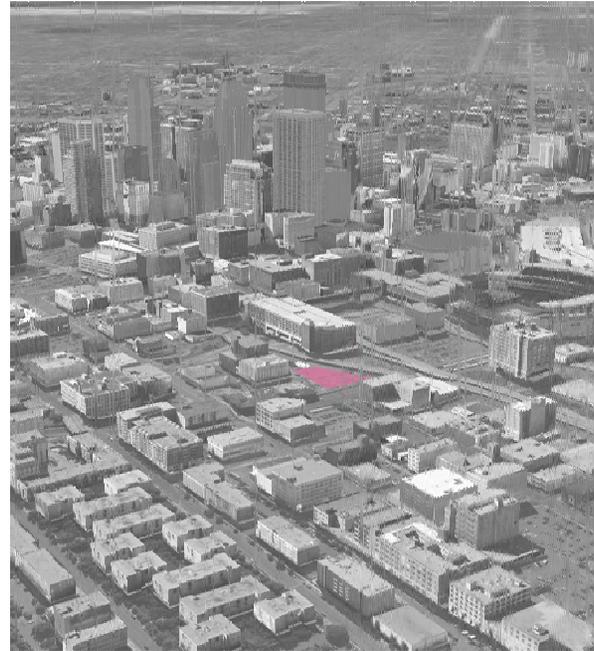
3 **EXISTING SITE LOOKING FROM PARKING LOT**  
A004



1 **LOOKING NORTH**  
A003



2 **LOOKING EAST**  
A002



3 **LOOKING SOUTH**  
A003

**MICHAEL GREEN ARCHITECTURE**  
 63 E CORDOVA STREET  
 VANCOUVER BC  
 CANADA V6A 1K3  
**DLR Group**  
 520 NICOLLET MALL, SUITE 200  
 MINNEAPOLIS MN  
 USA 55402

DATE	REVISION	DESCRIPTION
2014 10 27		ISSUED FOR HPC/PLANNING
2014 10 15		ISSUED FOR SCHEMATIC DESIGN

**MINNEAPOLIS T3**  
 MINNEAPOLIS, MN  
 2014-015



① FLAT PANEL CORTEN



② CORRUGATED CORTEN



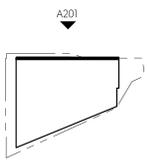
③ WOODEN CURTAIN WALL GLAZING



④ BOARD-FORM CONCRETE



**NORTH ELEVATION**  
3/32" = 1'-0"





1 FLAT PANEL CORTEN



2 CORRUGATED CORTEN



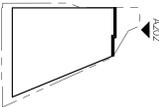
3 WOODEN CURTAIN WALL GLAZING



4 BOARD-FORM CONCRETE



1 EAST ELEVATION  
3/32" = 1'-0"





1 FLAT PANEL CORTEN



2 CORRUGATED CORTEN



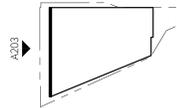
3 WOODEN CURTAIN WALL GLAZING



4 BOARD-FORM CONCRETE



5 PUBLIC ART



5 5 3 5 5 4 3 3 3

← DOCK STREET FLATS

EXISTING PARKING →

WEST ELEVATION  
3/32" = 1'-0"

**MICHAEL GREEN ARCHITECTURE**  
63 E CORDOVA STREET  
VANCOUVER BC  
CANADA V6A 1K3

**DLR Group**  
520 NICOLLET MALL, SUITE 200  
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2014.10.27 ISSUED FOR HPC/PLANNING  
2014.10.15 ISSUED FOR SCHEMATIC DESIGN  
DATE REVISION DESCRIPTION

**MINNEAPOLIS T3**  
MINNEAPOLIS, MN  
2014-015

**A203**  
WEST ELEVATION



① FLAT PANEL CORTEN



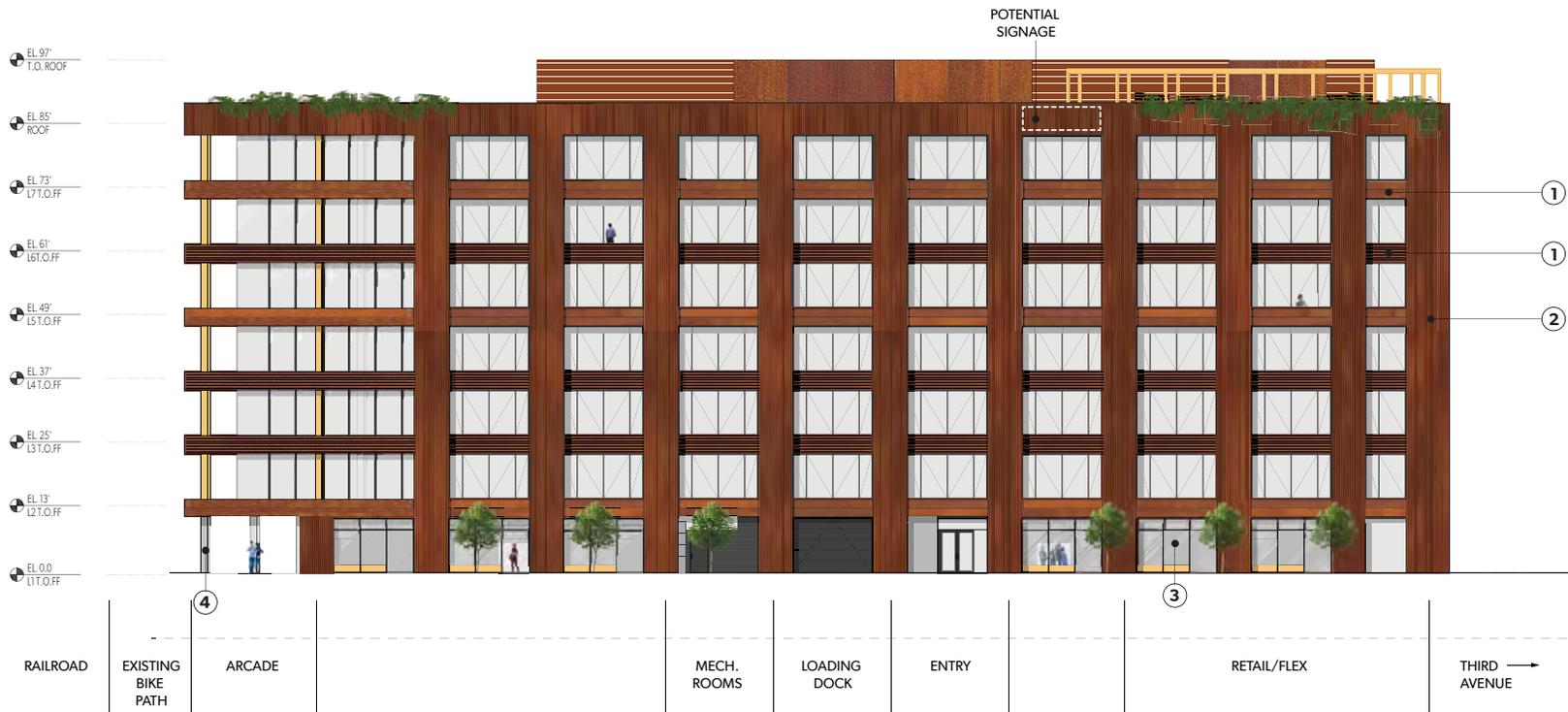
② CORRUGATED CORTEN



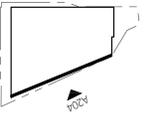
③ WOODEN CURTAIN WALL GLAZING



④ BOARD-FORM CONCRETE

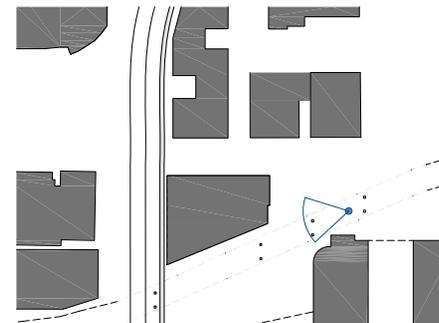


1 SOUTH ELEVATION  
3/32" = 1'-0"





1  
A041  
**CONTEXT VIEW FROM 1-94W**



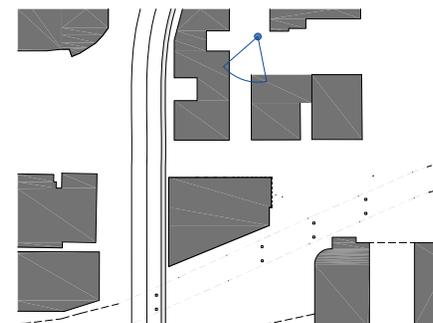
**MICHAEL GREEN ARCHITECTURE**  
63 E CORDOVA STREET  
VANCOUVER BC  
CANADA V6A 1K3  
**DLR Group**  
520 NICOLLET MALL, SUITE 200  
MINNEAPOLIS MN  
USA 55402

DATE	REVISION	DESCRIPTION
2014 10 27		ISSUED FOR HPC/PLANNING
2014 10 15		ISSUED FOR SCHEMATIC DESIGN

**MINNEAPOLIS T3**  
MINNEAPOLIS, MN  
2014 015



1 **CONTEXT VIEW FROM DOCK STREET**  
A042



**MICHAEL GREEN ARCHITECTURE**  
63 E CORDOVA STREET  
VANCOUVER BC  
CANADA V6A 1K3

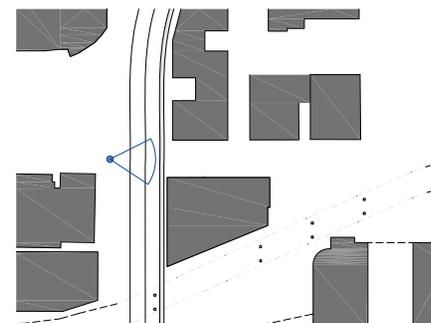
**DLR Group**  
520 NICOLLET MALL, SUITE 200  
MINNEAPOLIS MN  
USA 55402

2014.10.27	ISSUED FOR HPC/PLANNING
2014.10.15	ISSUED FOR SCHEMATIC DESIGN
DATE	REVISION DESCRIPTION

**MINNEAPOLIS T3**  
MINNEAPOLIS, MN  
2014.015



1  
A043 **CONTEXT VIEW FROM ACROSS RAILROAD 1**



**MICHAEL GREEN ARCHITECTURE**  
63 E CORDOVA STREET  
VANCOUVER BC  
CANADA V6A 1K3

**DLR Group**  
520 NICOLLET MALL, SUITE 200  
MINNEAPOLIS MN  
USA 55402

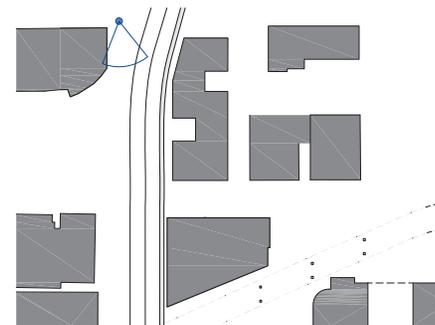
DATE	REVISION	DESCRIPTION
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**MINNEAPOLIS T3**  
MINNEAPOLIS, MN  
2014 015

**A043**  
CONTEXT RENDERINGS



1 CONTEXT VIEW FROM ACROSS RAILROAD 2  
A044

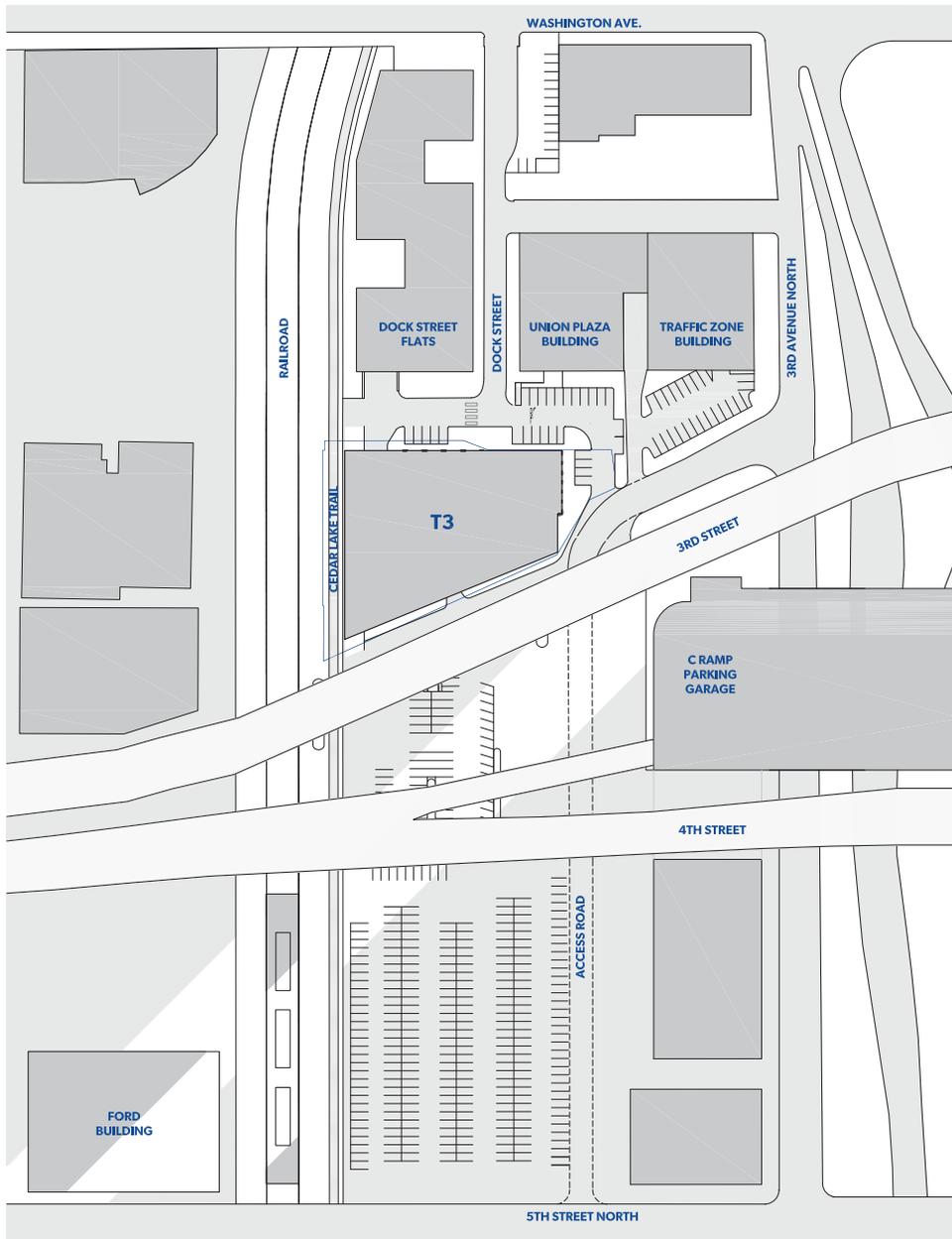


**MICHAEL GREEN ARCHITECTURE**  
63 E CORDOVA STREET  
VANCOUVER BC  
CANADA V6A 1K3

**DLR Group**  
520 NICOLLET MALL, SUITE 200  
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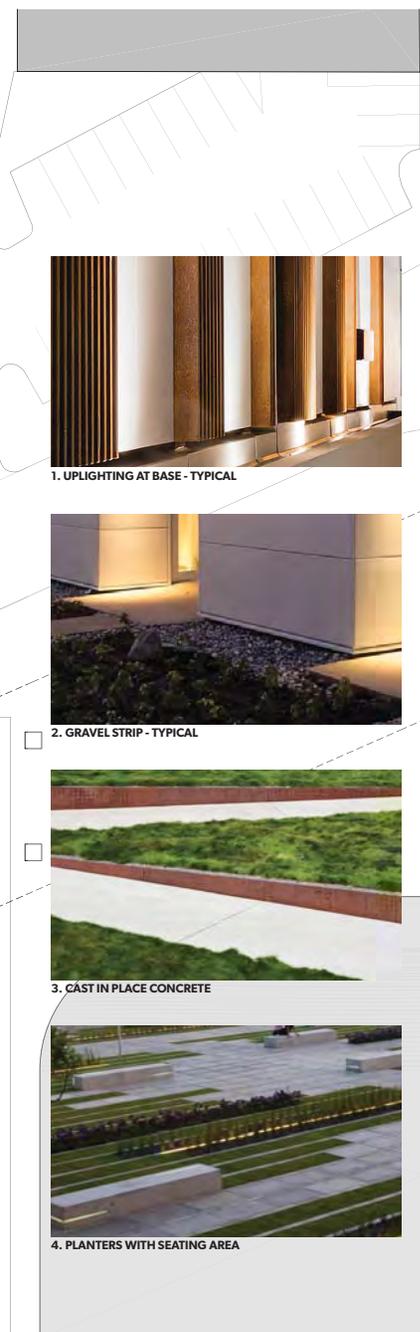
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**MINNEAPOLIS T3**  
MINNEAPOLIS, MN  
2014 015



1  
A050 AREA PLAN  
1/60"=1'0"





1. UPLIGHTING AT BASE - TYPICAL

2. GRAVEL STRIP - TYPICAL

3. CAST IN PLACE CONCRETE

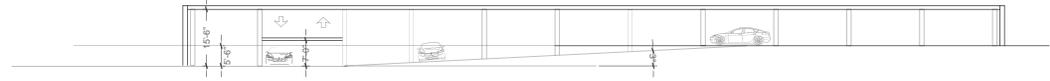
4. PLANTERS WITH SEATING AREA

**MICHAEL GREEN ARCHITECTURE**  
 63 E CORDOVA STREET  
 VANCOUVER BC  
 CANADA V6A 1K3  
**DLR Group**  
 520 NICOLLET MALL, SUITE 200  
 MINNEAPOLIS MN  
 USA 55402

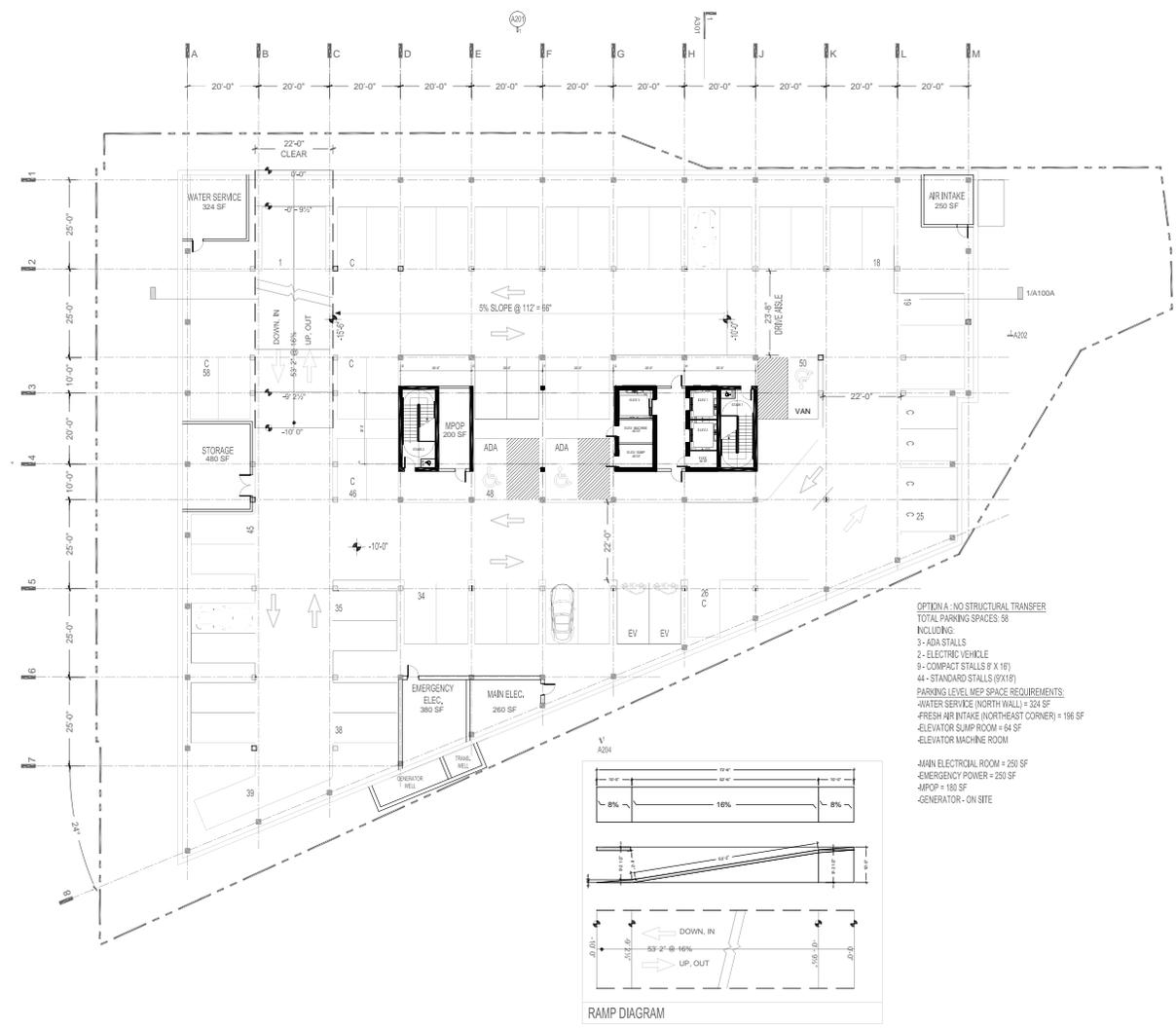
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 DATE REVISION DESCRIPTION

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 2014.015

**A051**  
 SITE PLAN



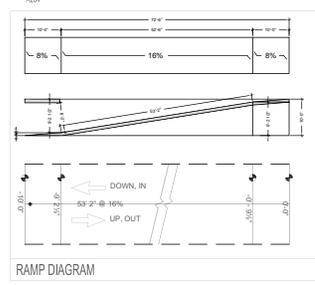
**1 BUILDING SECTION - PARKING LEVEL RAMP - OPTION B**  
 A100A 1/16" = 1'-0"



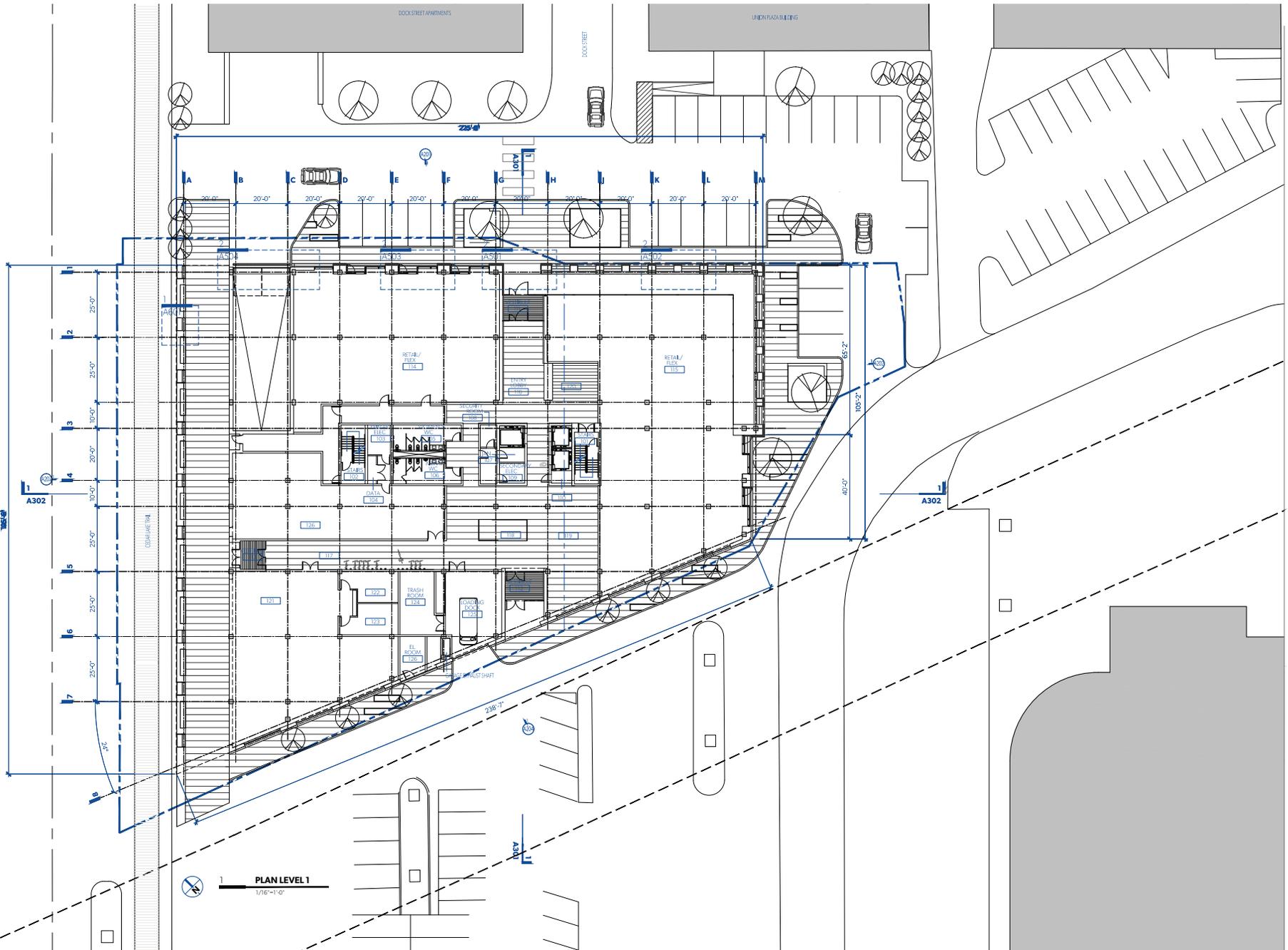
**OPTION A - NO STRUCTURAL TRANSFER**  
 TOTAL PARKING SPACES: 58  
 INCLUDING:  
 3- ADA STALLS  
 2- ELECTRIC VEHICLE  
 9- COMPACT STALLS (8' X 16')  
 44- STANDARD STALLS (9' X 18')

**PARKING LEVEL MEP SPACE REQUIREMENTS:**  
 - WATER SERVICE (NORTH WALL) = 324 SF  
 - FRESH AIR INTAKE (NORTH-EAST CORNER) = 196 SF  
 - ELEVATOR RAMP ROOM = 484 SF  
 - ELEVATOR MACHINE ROOM

**MAIN ELECTRICAL ROOM = 250 SF**  
**EMERGENCY POWER = 250 SF**  
**MPOP = 180 SF**  
**GENERATOR - ON SITE**



**2 PLAN - PARKING LEVEL - OPTION A - NO TRANSFERS**  
 A100B 1/16" = 1'-0"



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**PLAN LEVEL 1**  
 1/16"=1'-0"

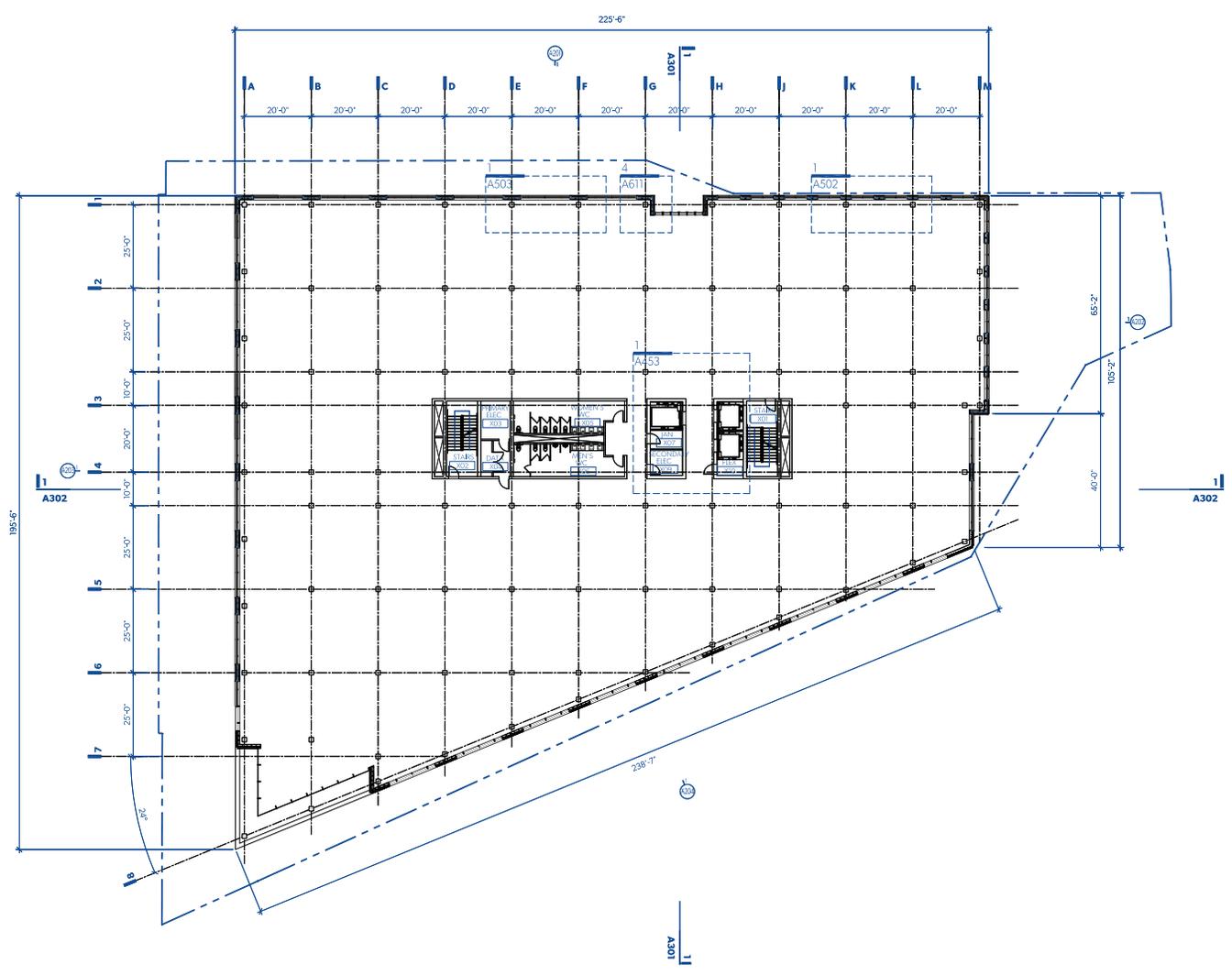


**MICHAEL GREEN ARCHITECTURE**  
 63 E CORDOVA STREET  
 VANCOUVER BC  
 CANADA V6A 1K3  
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 530 NICOLLET MALL, SUITE 200  
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**MINNEAPOLIS T3**  
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 2014.015

**A101**  
 LEVEL 1



**PLAN LEVELS 2-7**  
 1/16" = 1'-0"

**MICHAEL GREEN ARCHITECTURE**  
 63 E CORDOVA STREET  
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 CANADA V6A 1K3

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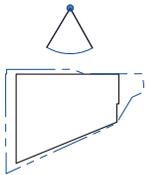
**A102**  
 LEVELS 2 - 7  
 TYP FLOOR





1 NORTH SIDE MAIN ENTRY

A014



**MICHAEL GREEN ARCHITECTURE**  
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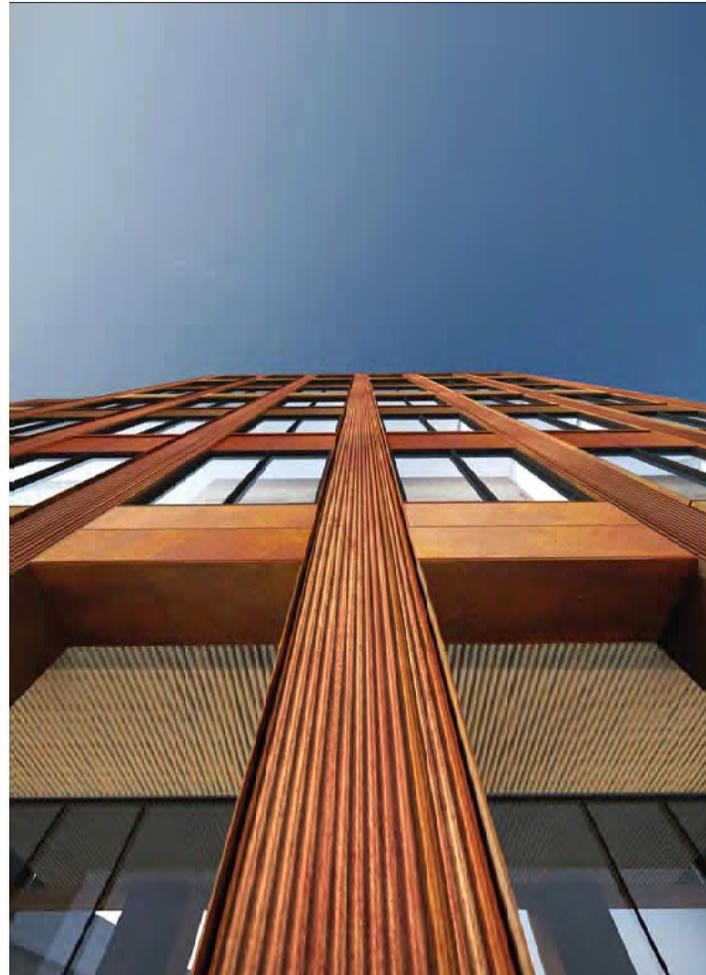
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2014.10.15		ISSUED FOR SCHEMATIC DESIGN
2014.01.5		

**MINNEAPOLIS T3**  
 MINNEAPOLIS, MN  
 2014-015

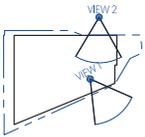
**A014**  
 RENDERINGS



1 INTERIOR-LOOKING DOWNTOWN  
A012



2 EXTERIOR FACADE LOOKING UP  
A012



**MICHAEL GREEN ARCHITECTURE**  
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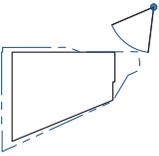
**A012**  
RENDERINGS



1 NORTH EAST CORNER - DAYTIME  
A013



2 NORTH EAST CORNER AT NIGHT  
A013



**MICHAEL GREEN ARCHITECTURE**  
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2014 015

**A013**  
RENDERINGS



**MICHAEL GREEN ARCHITECTURE**  
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 MINNEAPOLIS MN  
 USA 55402

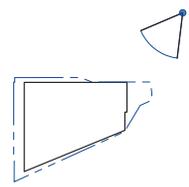
2014.10.27	ISSUED FOR HPC/PLANNING
2014.10.15	ISSUED FOR SCHEMATIC DESIGN
DATE	REVISION DESCRIPTION

**MINNEAPOLIS T3**  
 MINNEAPOLIS, MN  
 2014.015

**A010**  
 RENDERINGS



1 OVERALL BUILDING - NORTHEAST CORNER  
A011



**MICHAEL GREEN ARCHITECTURE**  
63 E CORDOVA STREET  
VANCOUVER BC  
CANADA V6A 1K3

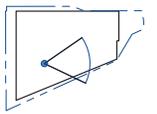
**DLR Group**  
520 NICOLLET MALL, SUITE 200  
MINNEAPOLIS MN  
USA 55402

2014.10.27	ISSUED FOR HPC/PLANNING
2014.10.15	ISSUED FOR SCHEMATIC DESIGN
DATE	REVISION DESCRIPTION

**MINNEAPOLIS T3**  
MINNEAPOLIS, MN  
2014.015



1 ROOF  
A015



**MICHAEL GREEN ARCHITECTURE**  
63 E CORDOVA STREET  
VANCOUVER BC  
CANADA V6A 1K3

**DLR Group**  
520 NICOLLET MALL, SUITE 200  
MINNEAPOLIS MN  
USA 55402

DATE	REVISION	DESCRIPTION
2014 10 27		ISSUED FOR HPC/PLANNING
2014 10 15		ISSUED FOR SCHEMATIC DESIGN

**MINNEAPOLIS T3**  
MINNEAPOLIS, MN  
2014 015

**A015**  
RENDERINGS



**NORTH  
LOOP**  
NEIGHBORHOOD

October 30, 2014  
Bob Pfefferle  
Michelle Horgan  
90 S 7<sup>th</sup> St, Suite 150  
Minneapolis, MN 55402

Motion of Support – **T3 North Loop Green Phase 3**  
Dock Street Area, no address assigned, adjacent property to Dock Street Flats

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Dear Bob and Michelle,

Your proposal on October 22<sup>nd</sup> for the T3 building consisted of a 7 story structure over one level of parking, primarily of class A office space, with 30,000 sf floor plates. The conceptual plans included glulam timber structure, CorTen Steel panels, and large expansive windows. No tenants were announced as of the date of presentation, but much interest has been expressed in the property.

The timeline is determined for a summer 2015 construction start and a 2016 opening. The North Loop Neighborhood Association supports the plans for the T3 Office Building concept at the dock street site. The neighborhood appreciates the high quality level of design, and uniqueness of the project, which will be a good contextual fit.

Sincerely,  
North Loop Neighborhood Association

DJ Heinle, AIA  
Co-Chair P+Z Committee