



Department of Community Planning & Economic Development  
250 South 4th Street, Room 300  
Minneapolis, MN 55415-1385

## MEMORANDUM

---

*To:* City Planning Commission, Committee of the Whole  
*Prepared By:* Aaron Hanauer, Senior City Planner, (612) 673-2494  
*Date:* August 30, 2017  
*Subject:* Thrivent Financial, 625 4<sup>th</sup> Avenue South

---

### SITE DATA

<b>Existing Zoning</b>	B4-1/Downtown Business District DP/Downtown Parking Overlay District
<b>Lot Area</b>	Entire block: 108,900 square feet / 2.5 acres Proposed development site: 51,588 square feet/1.18 acres
<b>Ward(s)</b>	7
<b>Neighborhood(s)</b>	Downtown West; adjacent to Elliot Park
<b>Designated Future Land Use</b>	Commercial
<b>Land Use Features</b>	Growth Center (Downtown)
<b>Small Area Plan(s)</b>	<u>N/A</u>

### PROJECT DESCRIPTION

**Subject Property and Surrounding Area** The project site is bound by 6<sup>th</sup> Street to the north, 7<sup>th</sup> Street to the south, 4<sup>th</sup> Avenue on the west, and 5<sup>th</sup> Avenue on the east. The current 17-story Thrivent Financial building was completed in 1981 and was designed by Skidmore, Owings, & Merrill. The eastern half of the lot has remained a surface parking lot for approximately 125 vehicles since construction in the 1980s. In addition to this city block, Thrivent owns the entire block to the east known as the Thrivent East Lot (surface parking lot for 409 spaces bound by 6<sup>th</sup> and 7<sup>th</sup> Street South and 5<sup>th</sup> Avenue and Portland Avenue) and a quarter lot to the southeast known as the Thrivent Smith Lot (surface parking lot for 95 spaces at 501 7<sup>th</sup> Street South).

The subject property is zoned B4-1/Downtown Business District. As stated in the zoning code, the purpose of the B4 Downtown Business District is to “provide an environment for retail and office activities of citywide and regional significance.” The purpose section also states that “the B4 District allows the highest density office development within the downtown area.”

The project site is located less than three blocks from the Government Plaza Light Rail Station and six blocks to the U.S. Bank Stadium Station.

Downtown East and the eastern portion of the riverfront has experienced an impressive amount of large redevelopment in the last five years that has brought a great amount of residential units, hotel rooms, retail, and office space.

**History of Thrivent:** Thrivent Financial, one of Minneapolis' Fortune 500 Companies, is also one of the city's oldest extant business operations. Lutheran Brotherhood, the former company name prior to the merger with Aid Association for Lutherans, was formed in Minneapolis in 1917.

**Proposed Development:** The applicant is proposing a planned unit development comprising of the existing Thrivent building and a new mixed use building containing 750 parking spaces (1 floor below grade and 6 ½ floors above grade), 87 residential units, and approximately 4,700 square feet of ground floor retail space at the corner of 5<sup>th</sup> Avenue South and 6<sup>th</sup> Street South. The proposed exterior materials are masonry, metal panel, precast concrete, Nichiha cement panel cladding, and glass.

As outlined in Section 549.410 (5)-Parking garages, principal parking garages shall have all parking spaces located entirely below grade except where the garage includes integrated transit facilities within the structure. Given the applicant is intending to have parking available to the uses of the existing and new buildings on the project site, the proposed parking is considered to be accessory to the development and would not be considered a principal parking garage.

## APPLICATIONS

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

1. A conditional use permit to allow for a planned unit development-combining the existing building and proposed building;
2. Site plan review.

## APPLICABLE POLICIES

*The Minneapolis Plan for Sustainable Growth (2009)* encourages development in Growth Centers (Downtown) to provide a concentration of jobs, housing, and supportive services (Land Use Policy 1.15). Land use policies also encourage development of high to very high-density housing in growth centers.

The subject property is not within a small area plan; however, the development site borders the *Downtown East/North Loop Small Area Plan Area (2003)*. Some of the most important goals and policies of this small area plan include creating complete communities, encouraging renewed interest in living, working, and shopping in downtown, connections with transit, supporting, and having high density mixed use development near transit nodes.

## QUESTIONS

What are the City Planning Commission thoughts on supporting a conditional use permit for this proposed planned unit development? The purpose of a planned unit development is outlined in Section 527.10: "to provide for flexibility in the use of land and the placement and size of buildings in order to better utilize the special features of sites and to obtain a higher quality of development that incorporates high levels of amenities than might otherwise occur under the strict application of zoning regulations for the users of the site, the neighborhood, or the city as a whole, and which meets public objectives for protection and preservation of natural and historic features. The regulations are intended to encourage innovation in housing design in order to meet the housing needs of the city's diverse population; to encourage a compatible mixture of commercial, institutional and residential development that is both attractive and highly functional; to promote the efficient use of land, innovation in site design, and sustainable development; and protect the natural environment." The following are among the findings that need to be supported for a planned unit development. 1.) The character of the uses in the proposed planned unit development, including in the case of residential uses, the variety of housing types and their relationship to other site elements and to surrounding development. 2.) The site amenities of the proposed planned unit development, including the location and functions of open space, the preservation or restoration of the natural environment or historic features, sustainability and urban design. 3.) The appearance and compatibility of individual buildings and parking areas in the proposed planned unit development to other site elements and to surrounding development, including but not limited to building scale and massing, microclimate effects of the development, and protection of views and corridors.

If the planning commission is supportive of a conditional use permit for a planned unit development as the applicant has proposed, CPED would like to discuss the following design elements:

- Reducing vehicle access points two vehicular access points. It is recognized that the three access points will provide direct access to or from the highways, but this is not a positive from an urban design standpoint and has adverse impacts for the building design at the ground floor. It is recognized that most streets from Washington Avenue to 9<sup>th</sup> Street have direct access to or from highways or county roads.
- Replacing the individual mechanical systems for the residential units that do not require penetrations through the exterior walls or putting the magic pack units on the internal portions of the balconies;
- Replacing the blank wall along 6<sup>th</sup> Street South with active uses. CPED is supportive of outdoor areas like the proposed pet exercise area; however, not at the expense of a design that leads to blank wall as proposed.
- Exterior materials: The applicant is proposing to break up the larger building walls with the changes in exterior materials; however, the proposed design may have too many breaks and material changes (e.g. the change in materials/colors on the upper floors of the building at the corner of 6<sup>th</sup> Street and 5<sup>th</sup> Avenue and the upper floors of the building along 5<sup>th</sup> Avenue closer to 7<sup>th</sup> Street South). CPED would prefer that the project comply with the Guide to Exterior Building Walls and Materials and to have separate design modules.
- Replacing the parking spaces on the upper most level with residential amenities and/or better masking these spaces from the street and the upper floors of neighboring taller buildings.
- Exposure and design of the western elevation of the parking structure will show the sloped floors of the parking structure. In addition, the smaller proposed structure will keep the blank eastern wall of the existing Thrivent Building exposed for decades to come, when it was likely intended to be masked by a future taller building than what is currently proposed.
- Dead space underneath the skyway and having parking spaces visible from South 6<sup>th</sup> Street.

Even though CPED does have the aforementioned concerns, staff recognizes the following as positive design elements 1.) ground floor commercial space along 6<sup>th</sup> Street South, 2.) residential walkup units along 5<sup>th</sup> Avenue South and 7<sup>th</sup> Street South, and 3.) the recessed balconies.



Thrivent Corporate Lot - Minneapolis, MN

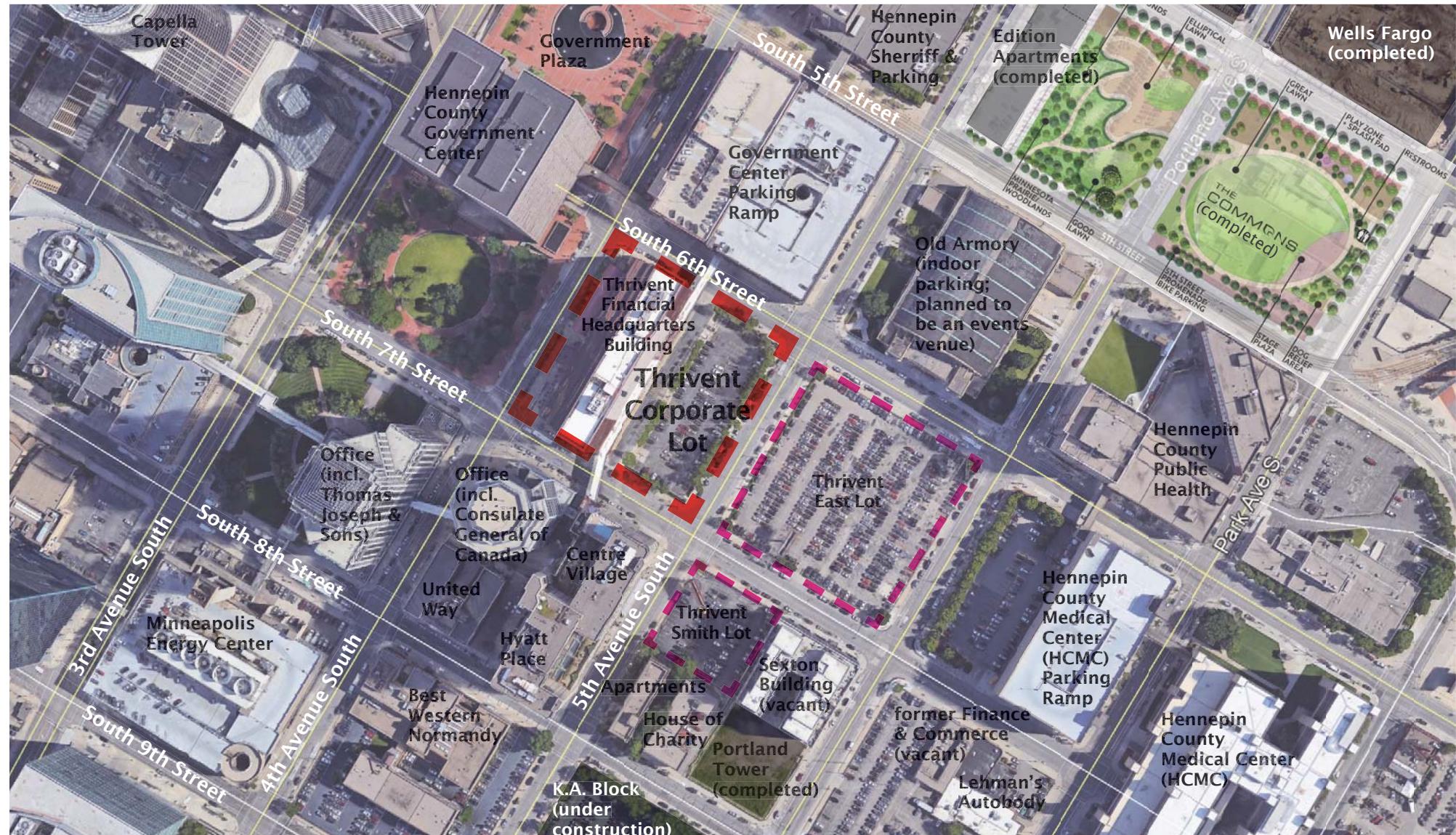
August 18, 2017

## CONTEXT MAP



 **THRIVEN**  
FINANCIAL®

IT eSG



## Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

CONTEXT MAP - ZOOM IN



**esG**



## Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

### CONTEXT STUDY





Thrivent Corporate Lot site

## Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

### EXISTING CONDITIONS



## **Project Overview**

Thrivent Financial is partnering with 625 Development to redevelop a surface parking lot adjacent to Thrivent's headquarters building with a mixed use project that will include residential, retail and structured parking uses.

Thrivent's headquarters building is located at 625 4th Avenue South in Downtown Minneapolis. Thrivent owns the entire block (the "625 Block"); the office building is located on the northwest side and the surface parking lot that will be redeveloped comprises the rest of the block. The surface parking area on this block is described as the "Corporate Lot." Thrivent also owns the block across 5th Avenue South (referred to as the "East Lot") and a quarter-block sized lot at the southwest of the intersection of 5th Avenue South and South 7th Street (the "Smith Lot"). Both the East Lot and the Smith Lot are surface parking lots that serve Thrivent's headquarters building.

The proposed project will redevelop the 625 Block as a planned unit development comprising the existing office building and a new, mixed-use building containing 1 level of underground parking, 87 units housing surrounding 7½ levels of above-grade parking, and approximately 4,700 SF of retail space at the street level. A new skyway corridor and connections across the northern façade will connect the parking, street and Downtown skyway system. Approximately 4,000 SF of residential office and amenity space will activate the interior of the new skyway. On the sixth floor, a lounge and outdoor terrace will be provided for residents to gather and enjoy views of the surrounding neighborhood.

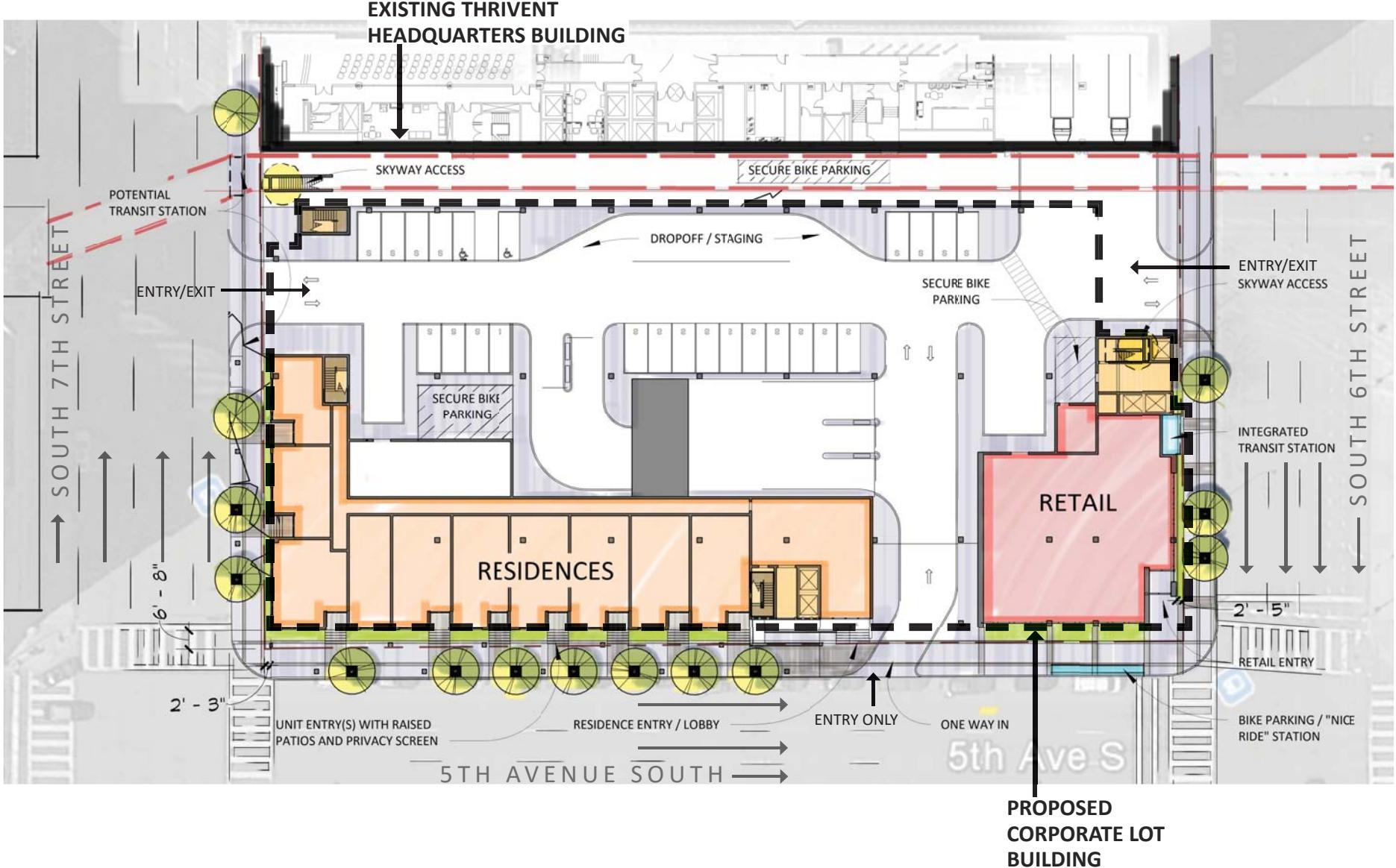
Residential housing units will be a mixture of unit sizes comprising approximately 17 studio (450-525 SF), 51 one-bedroom (550-650 SF), and 19 two-bedroom (900-2200 SF) units designed to meet the housing needs of urban dwellers that are flocking to or currently working in the area. The structured parking will have 97 below-grade parking spaces, 653 street- and above-grade parking spaces and multiple secured, indoor bike parking locations – approximately 750 total vehicle parking spaces as accessory parking for the residential units, guest uses and commercial uses in the new construction and for the office, food service, and commercial uses within the adjacent office building.

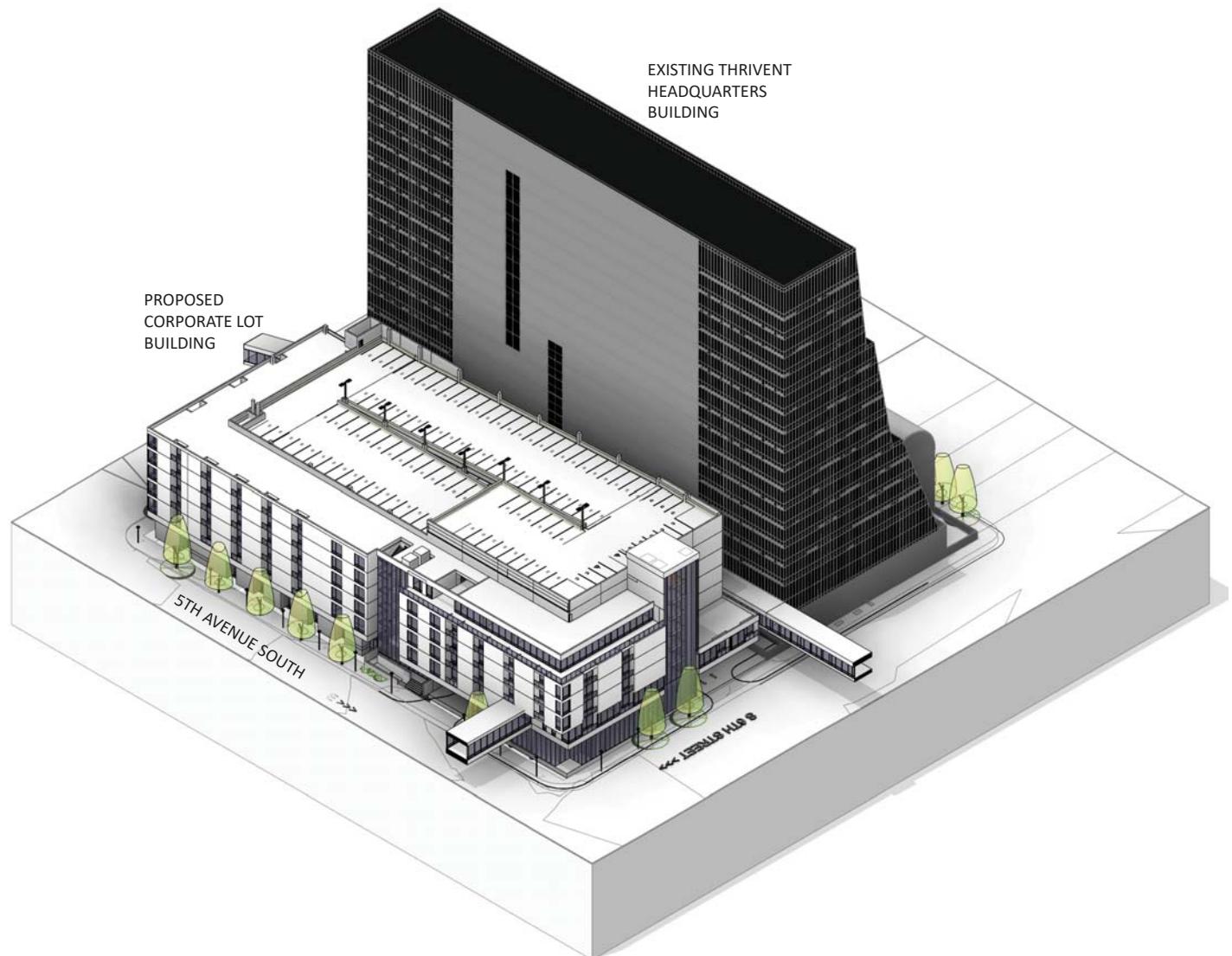
The building will be constructed of six levels of wood-framed construction for the residential/retail portion, over and next to a concrete structure for the parking levels.

Exterior materials will consist of masonry, metal panel, precast concrete, nichiha cement panel cladding and glass. Exterior facades will feature window and balcony patterning that enlivens the residential and retail elevations while providing plenty of daylight into and outdoor spaces for the dwelling units. The 10, street level units will have walkup entrances from the public sidewalk. Parking and loading will be accessed from 5th Avenue South, South 6th Street, and South 7th Street, which are all direct feeders to/from the Hwy 94 and 35W freeways, keeping vehicular circulation internal to the block. Parking and service areas will be screened well from the street with a series of perforated metal mesh panels, further enlivening the building's presence.

The site is located one block from a METRO light-rail station. Bus stops on 6th and 7th Streets serve multiple routes. The project team is consulting with Met Transit about the future location of the existing bus stops and the potential to incorporate transit shelters within the building. Designated bike lanes also surround the block. The design will emphasize the pedestrian scale and commuting transit user's and biker's experience with appropriate lighting, urban landscaping, storefront amenities and street-edge architecture. The new street-level access to the skyway system on 6th Street will be highly visible, to promote street-to-skyway connection of the pedestrian realm.

Thrivent recognizes that redevelopment of both the Corporate Lot and the East Lot and Smith Lot surface parking lots is an important component of planning goals of the City, the Downtown Council and surrounding neighborhoods. With the emergence of the East Town district, there are opportunities to fill this large gap in the urban fabric with a mixed-use environment that will expand and benefit from all that Downtown has to offer - employment places, retail, housing, hospitality, entertainment venues, transit, bike lanes, walkability, skyway connections, and outdoor parks and plazas. The proposed mixed-use redevelopment of the Corporate Lot includes structured parking that will not only serve the new residential and retail uses and substitute for the existing parking on the Corporate Lot, but will also create parking capacity that will make it feasible for Thrivent to plan for redevelopment that will replace the surface parking resources on the East Lot and Smith Lot.





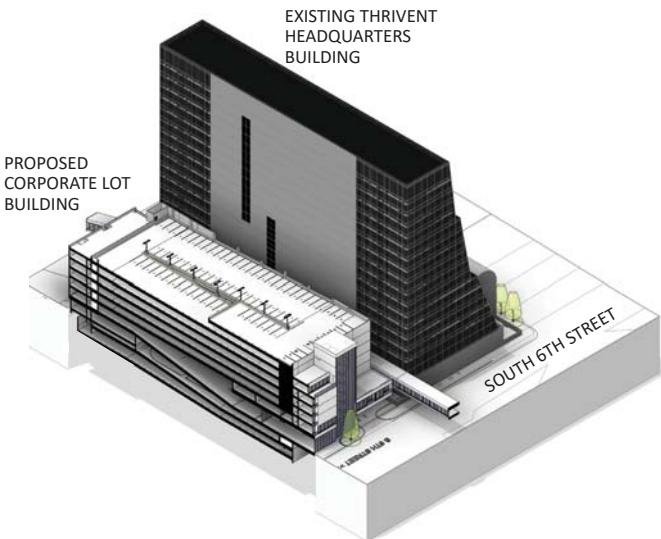
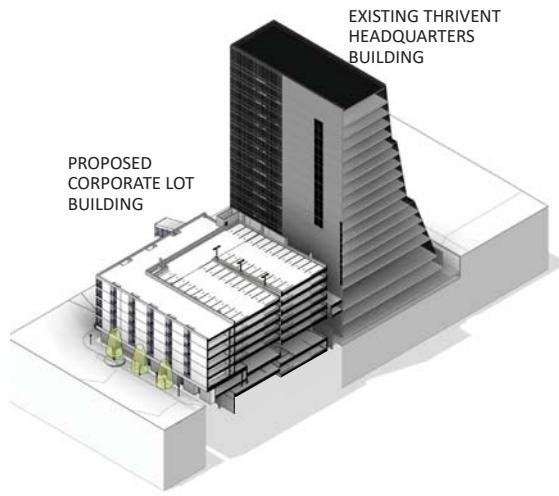
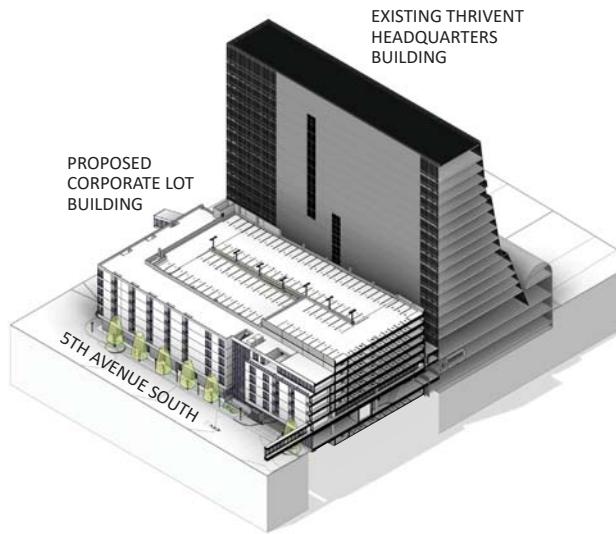
## Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

SITE DIAGRAM



**esG**

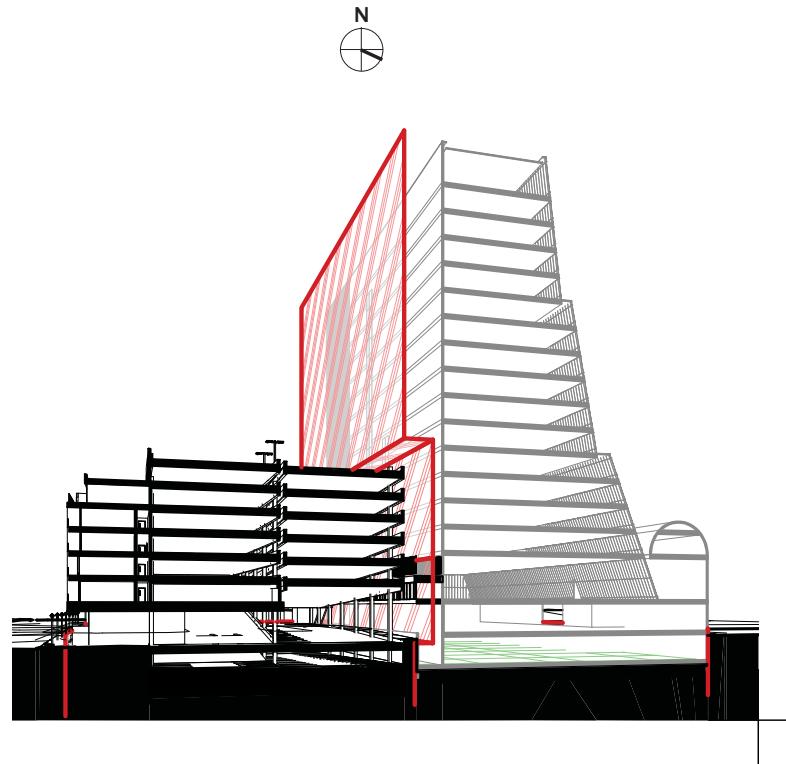
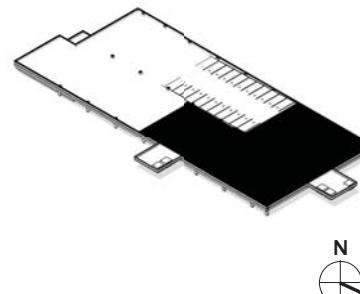
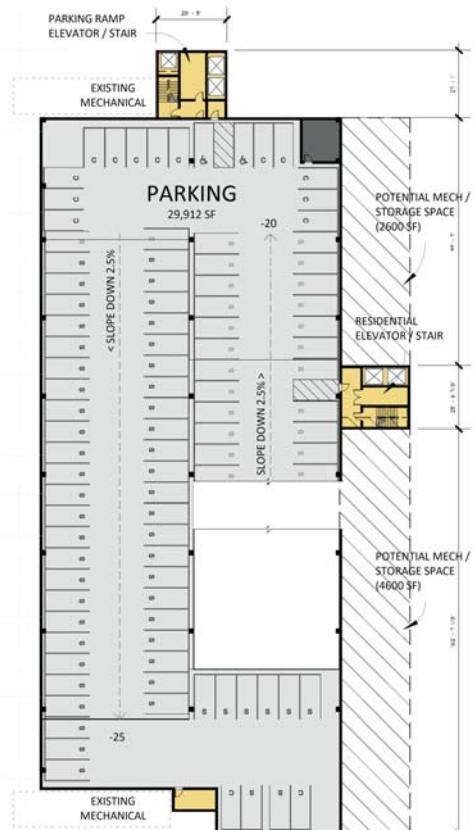


## Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

### SITE SECTIONAL DIAGRAMS





Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

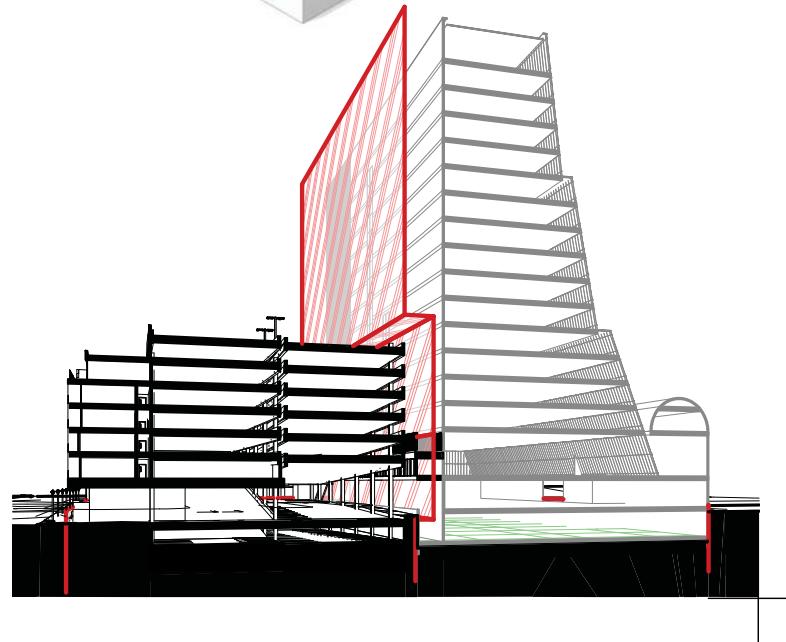
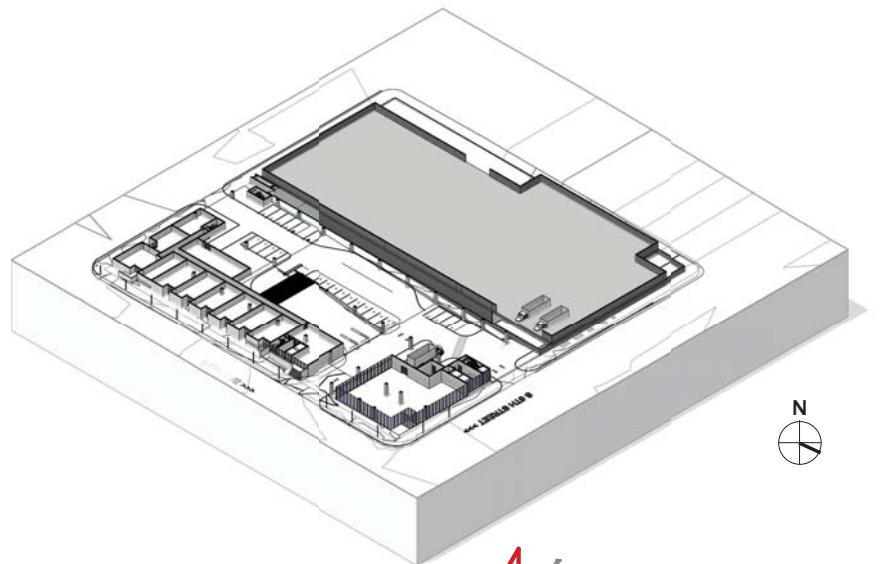
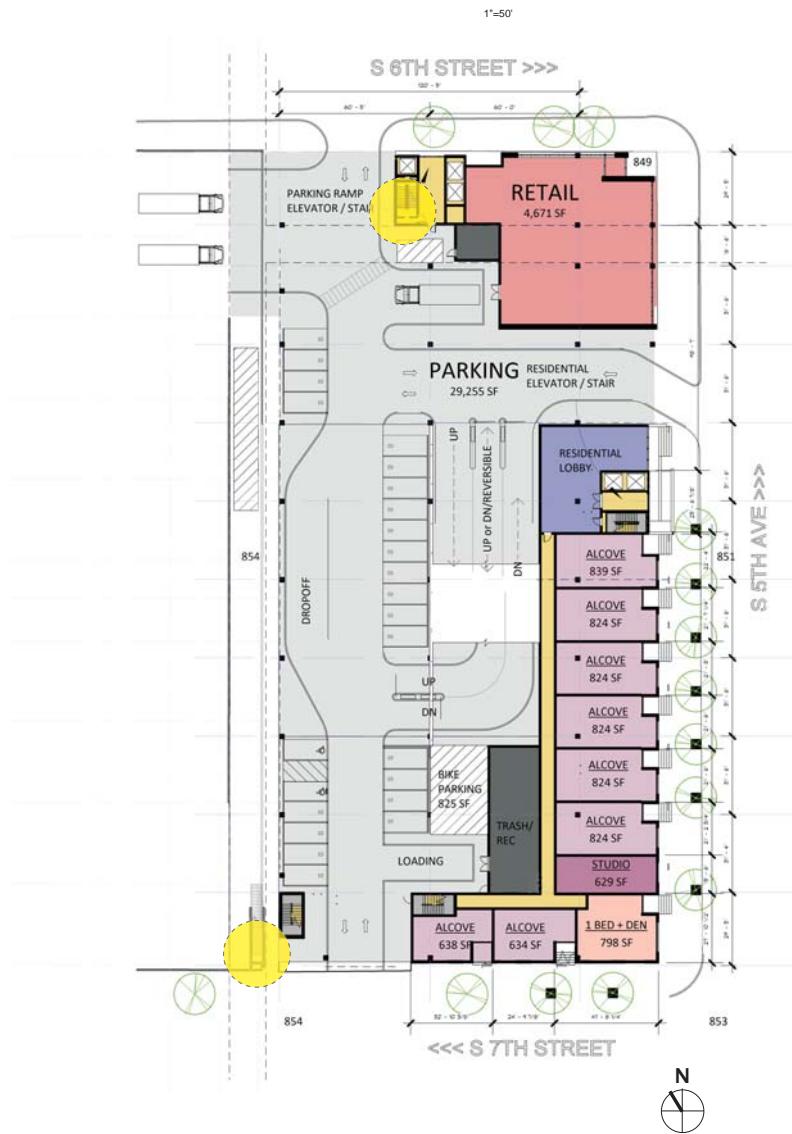
LOWER LEVEL P1

1"=50'-0"



THRIVENT  
FINANCIAL\*

esc



## **Thrivent Corporate Lot - Minneapolis, MN**

August 18, 2017

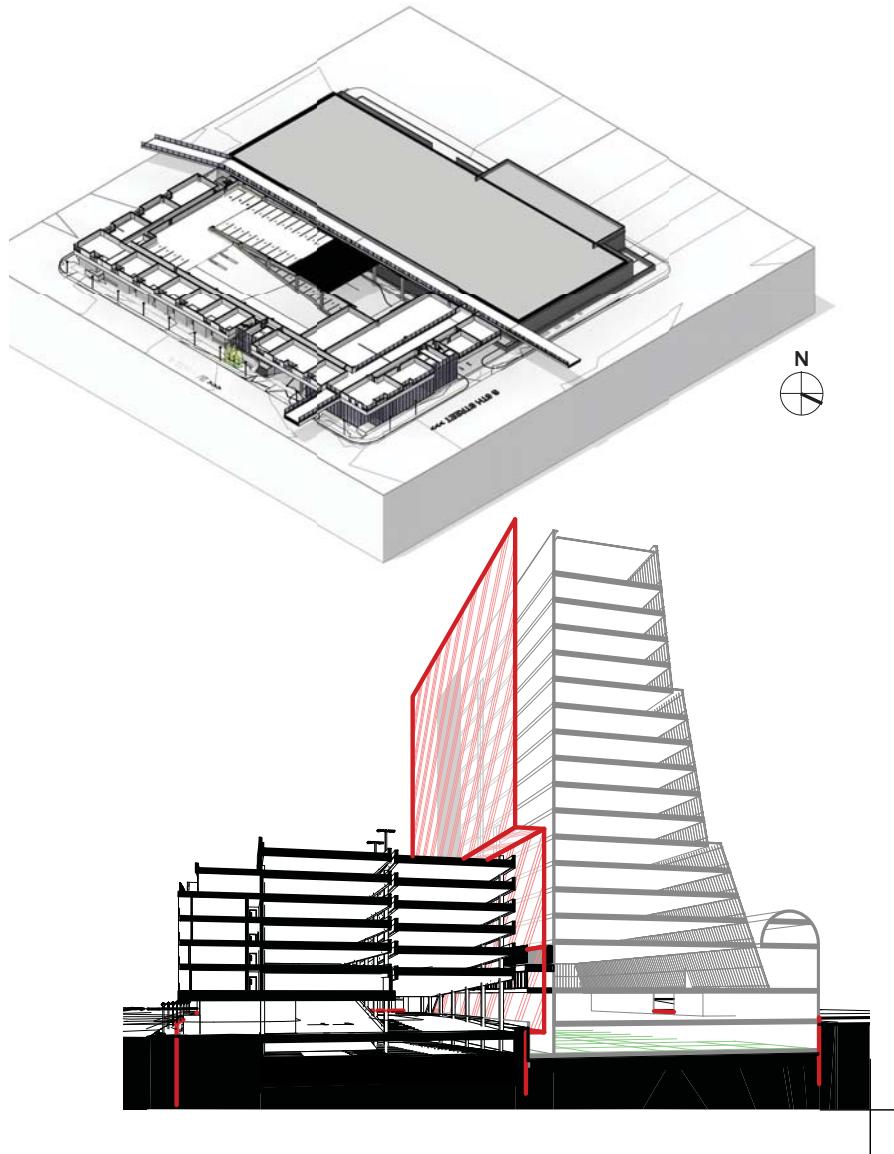
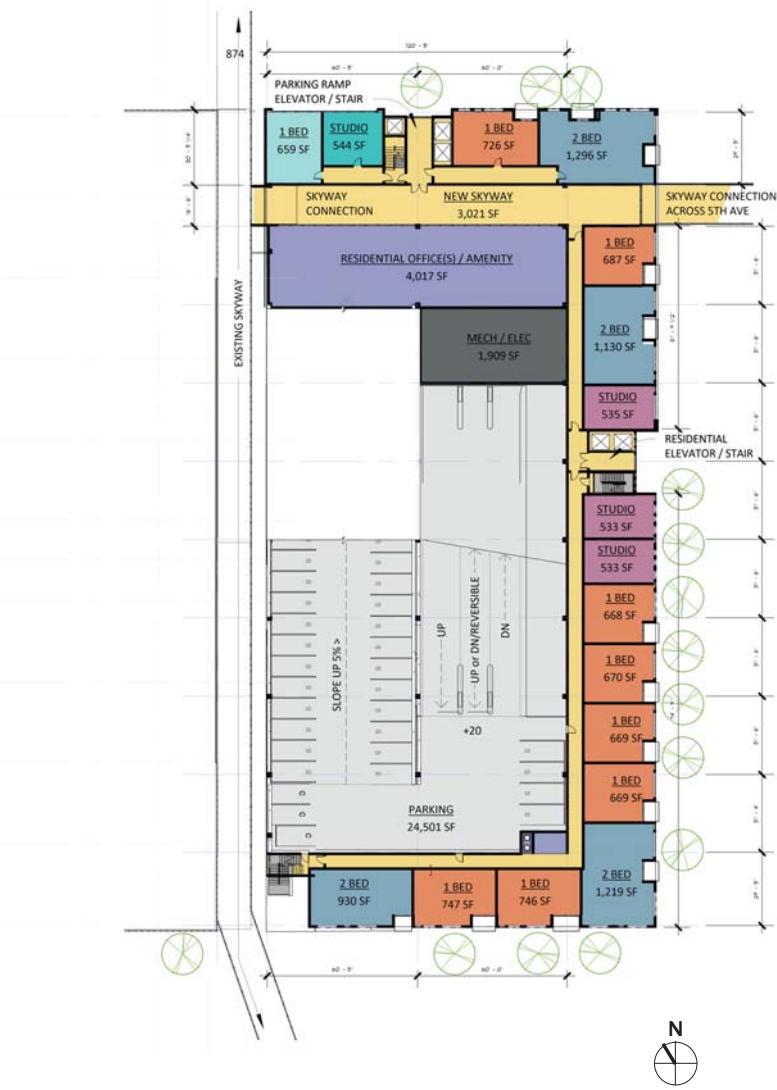
STREET LEVEL

1"=50'-0"



 **THRIVENT**  
FINANCIAL®

esc 10



**Thrivent Corporate Lot - Minneapolis, MN**

August 18, 2017

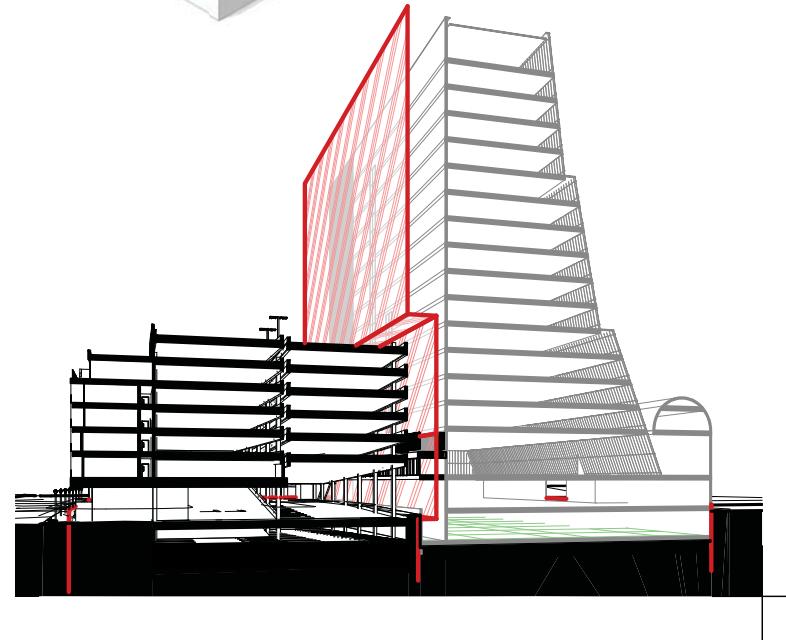
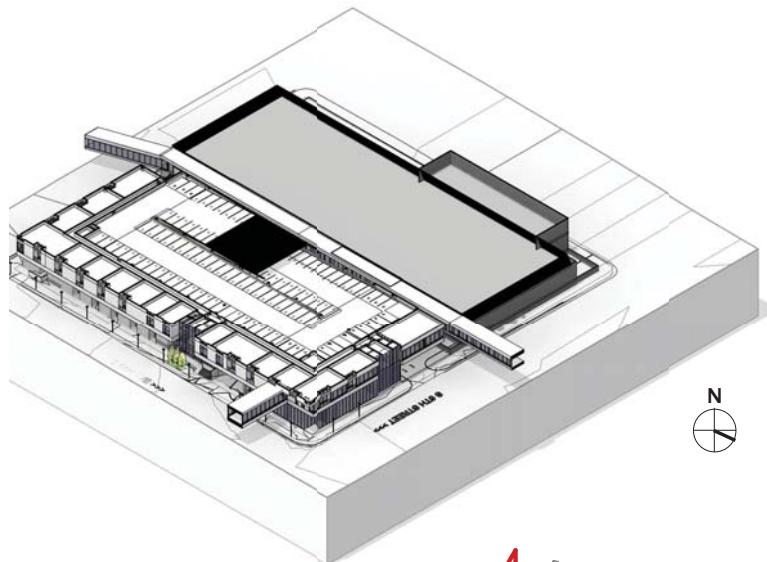
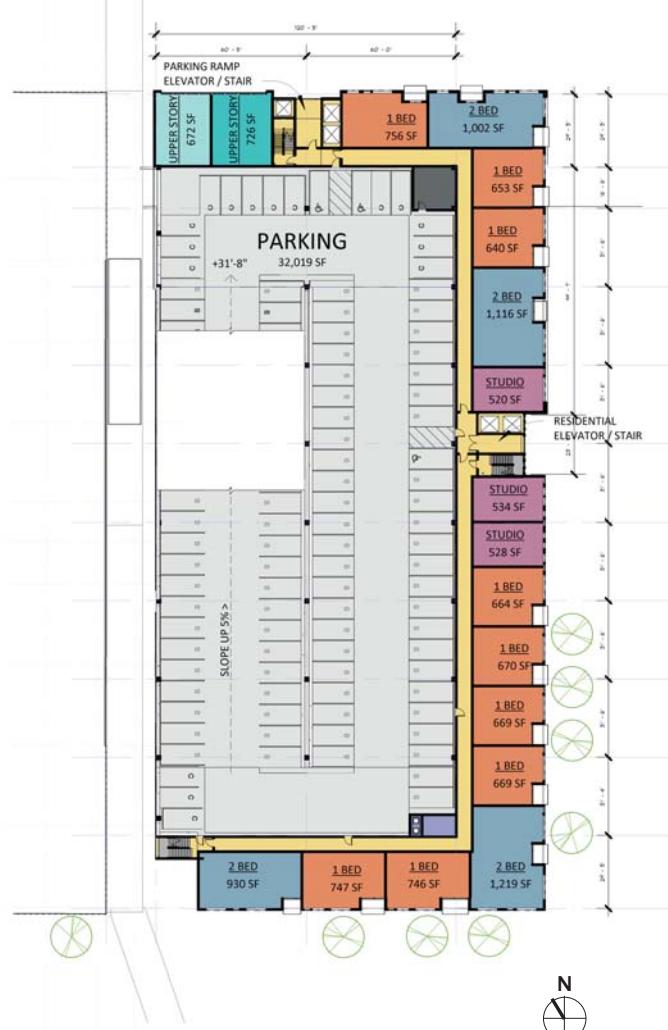
## SKYWAY LEVEL

1"=50'-0"



 THREVENT  
FINANCIAL®

13



## Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

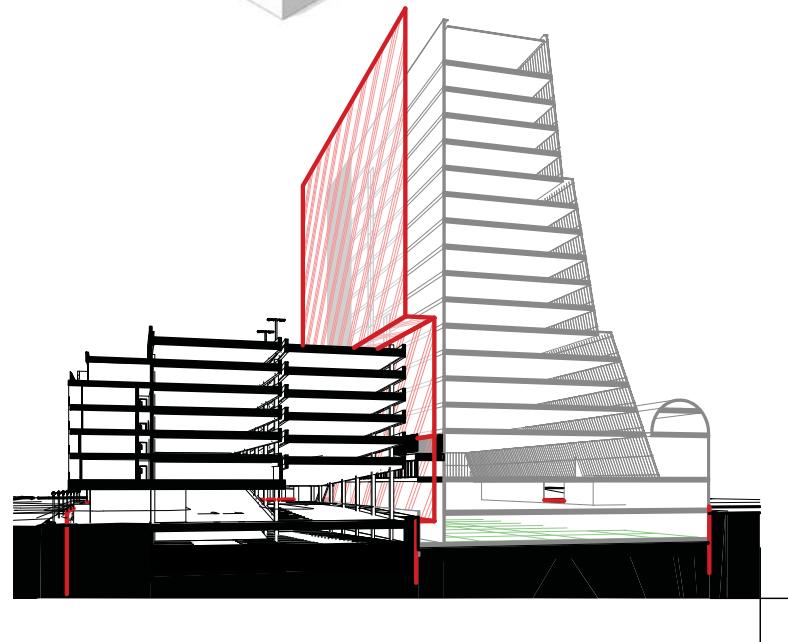
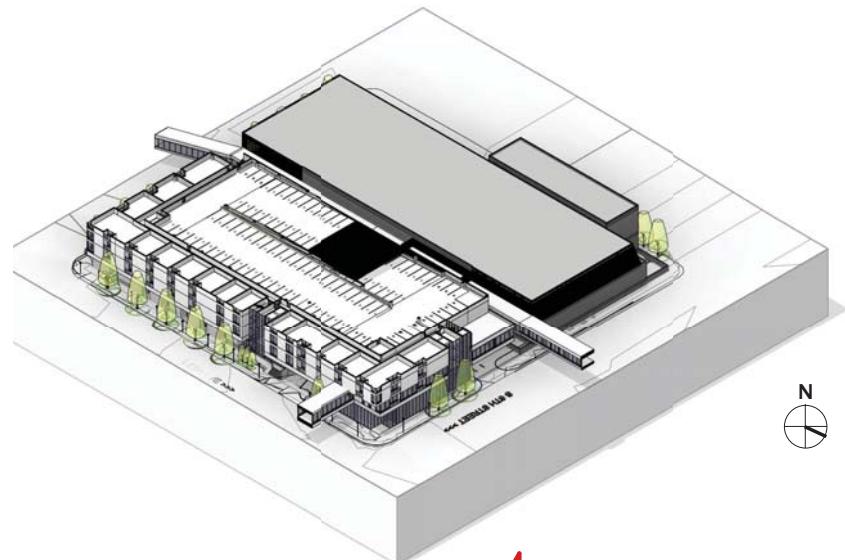
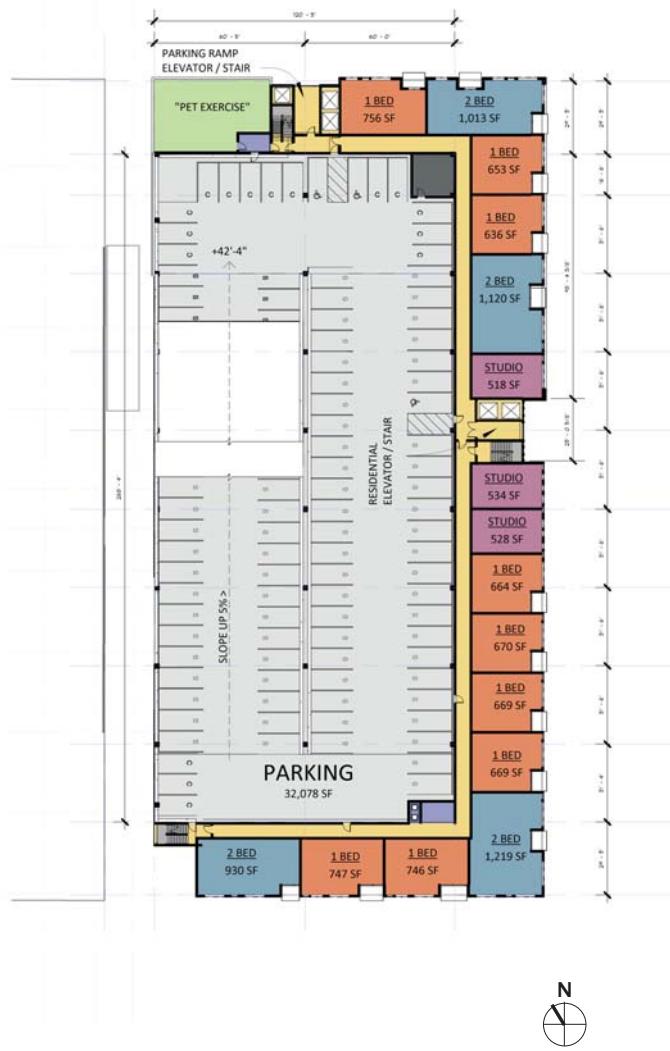
LEVEL 3

1"=50'-0"



THRIVENT  
FINANCIAL\*

esc



Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

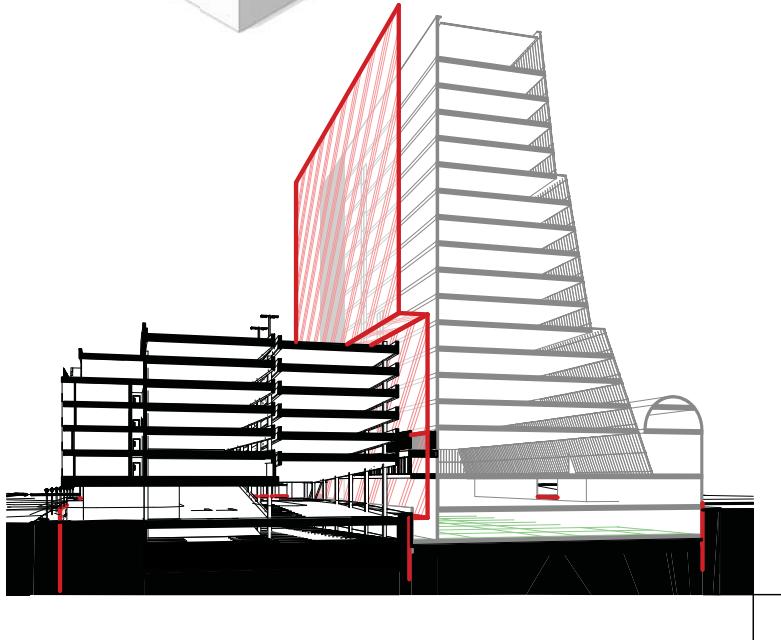
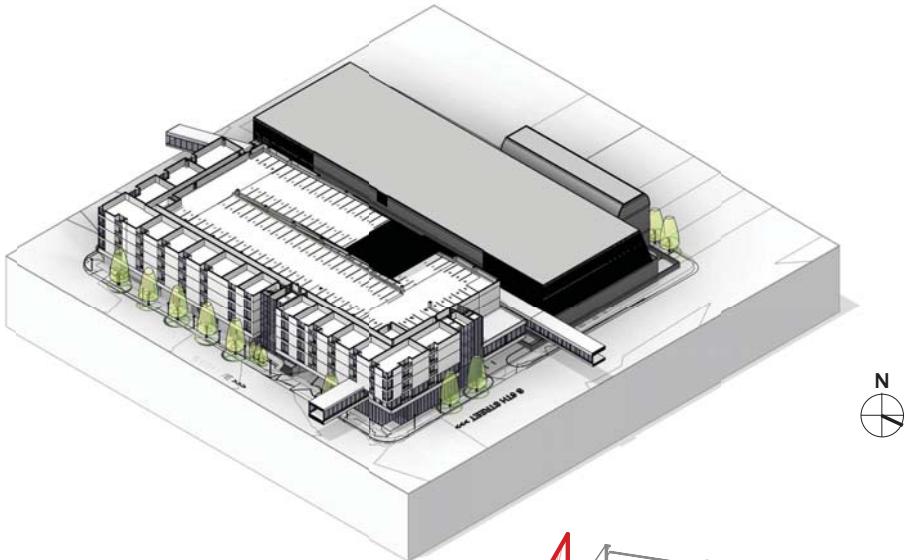
LEVEL 4

1"=50'-0"



 **THRIVENT**  
FINANCIAL®

esG 13



**Thrivent Corporate Lot - Minneapolis, MN**

August 18, 2017

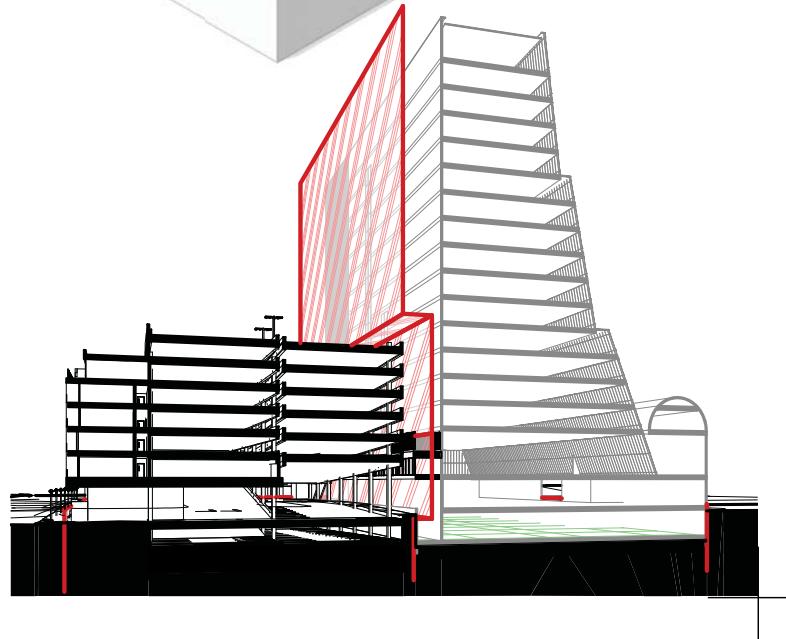
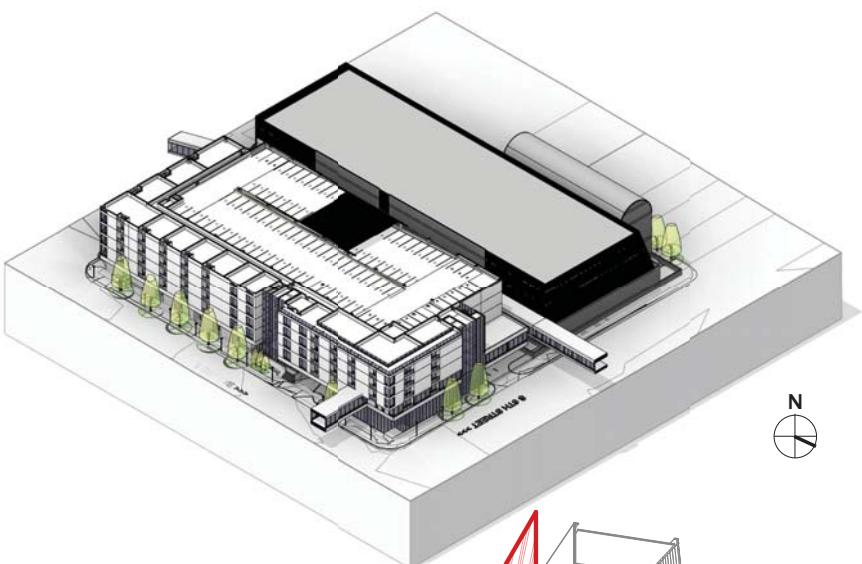
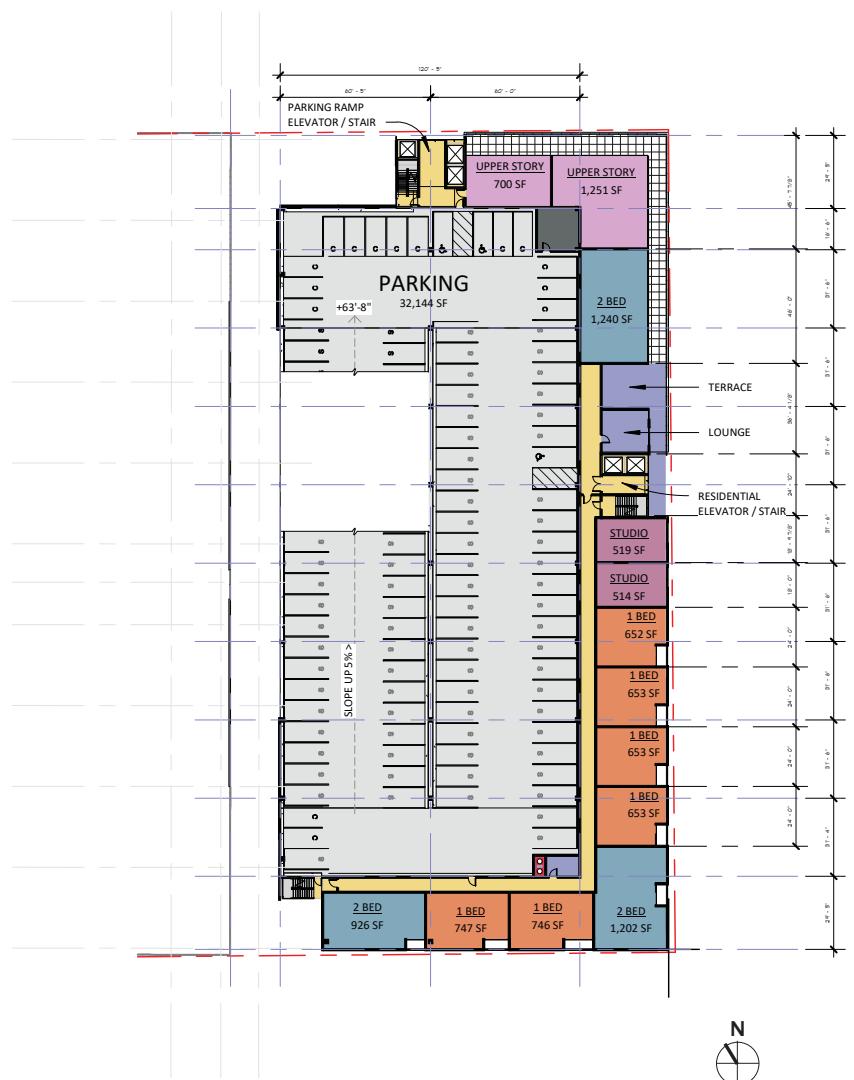
LEVEL 5

1"=50'-0"



 THRIVENT  
FINANCIAL®

esc 14



## Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

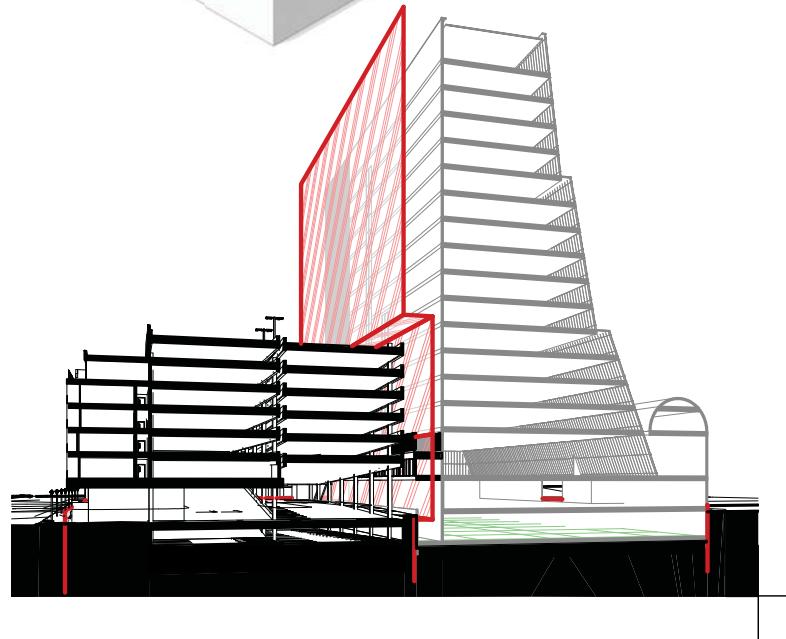
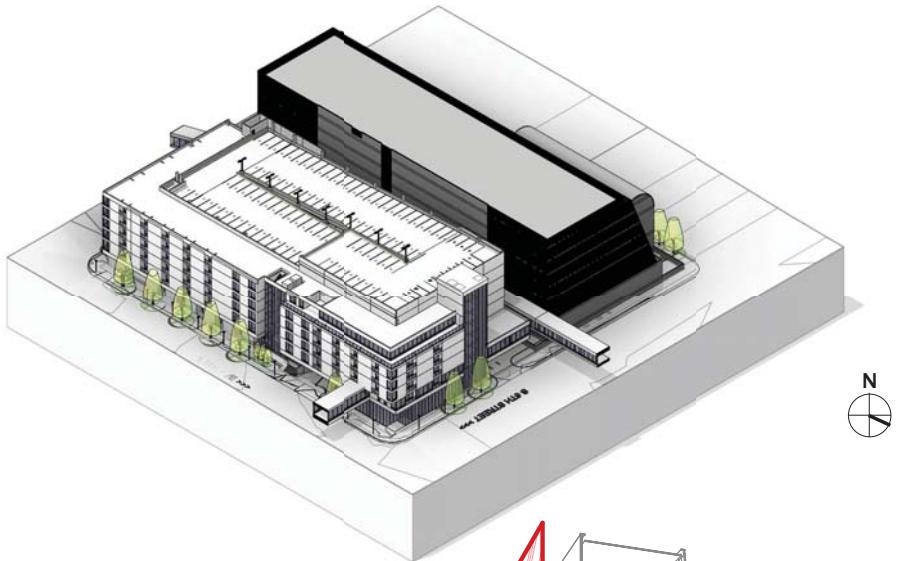
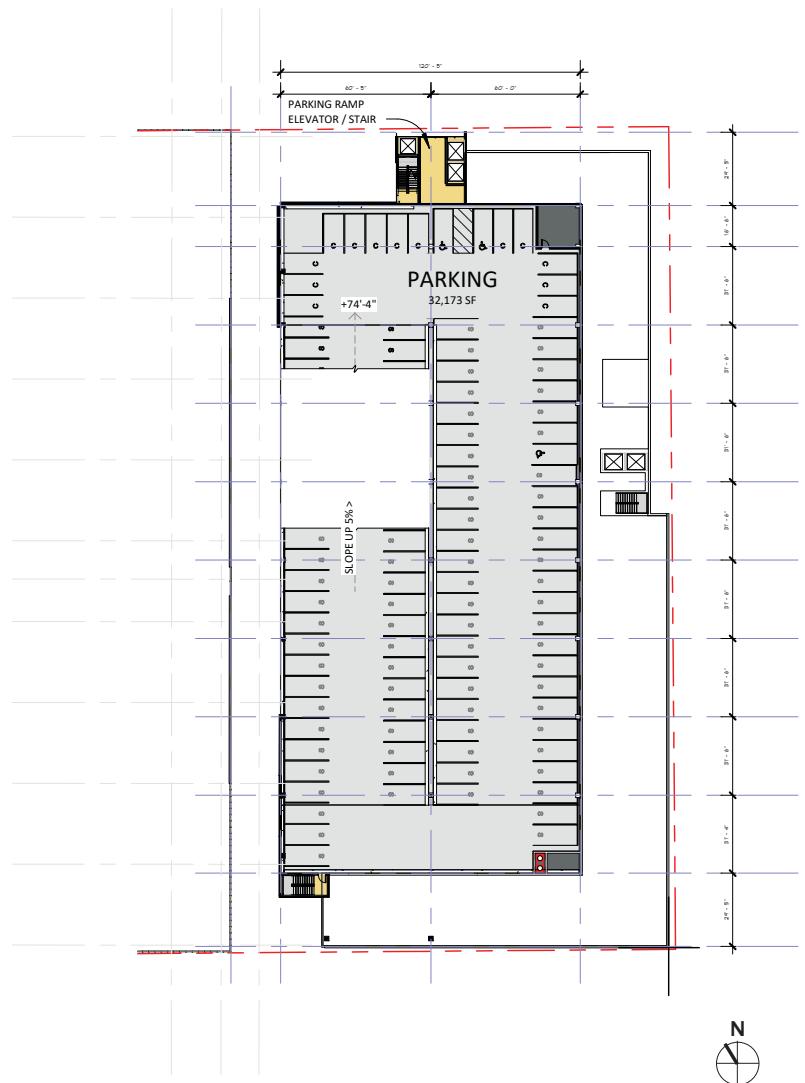
LEVEL 6

1"=50'-0"



THRIVENT  
FINANCIAL\*

esc 15



## Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

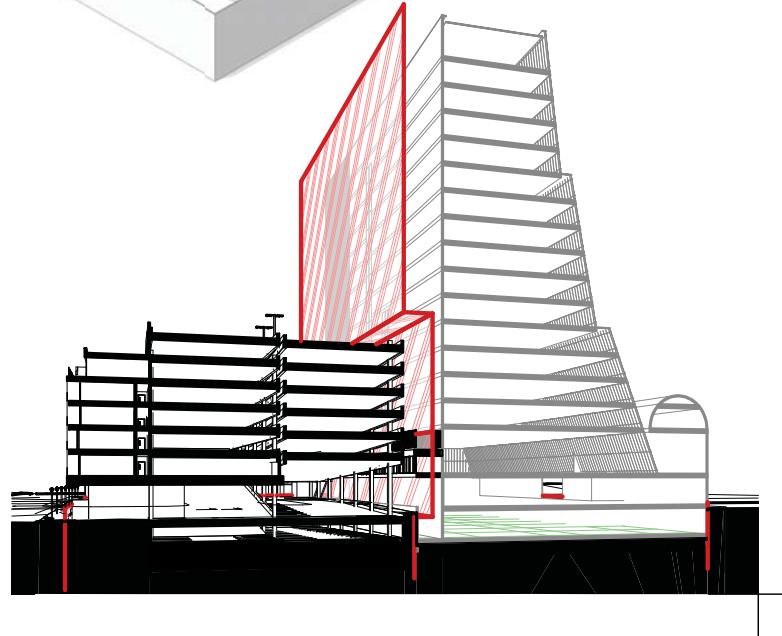
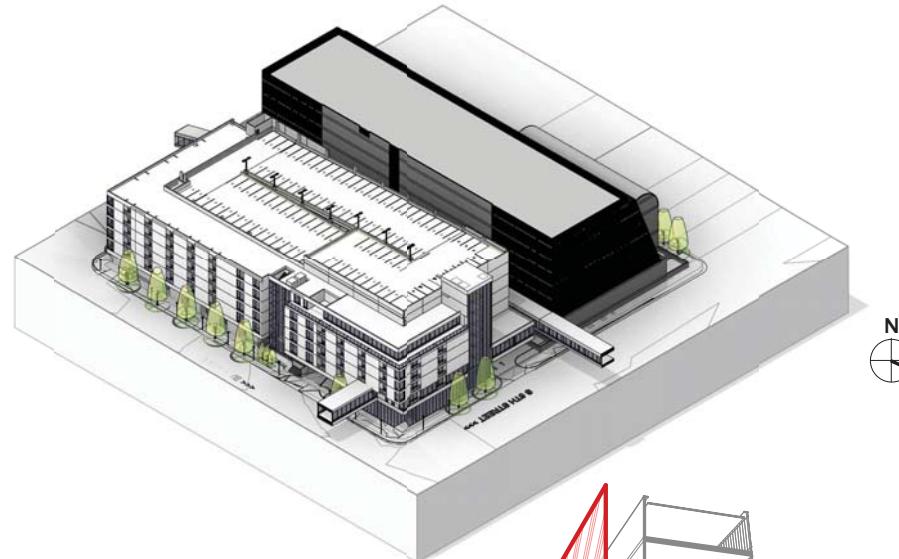
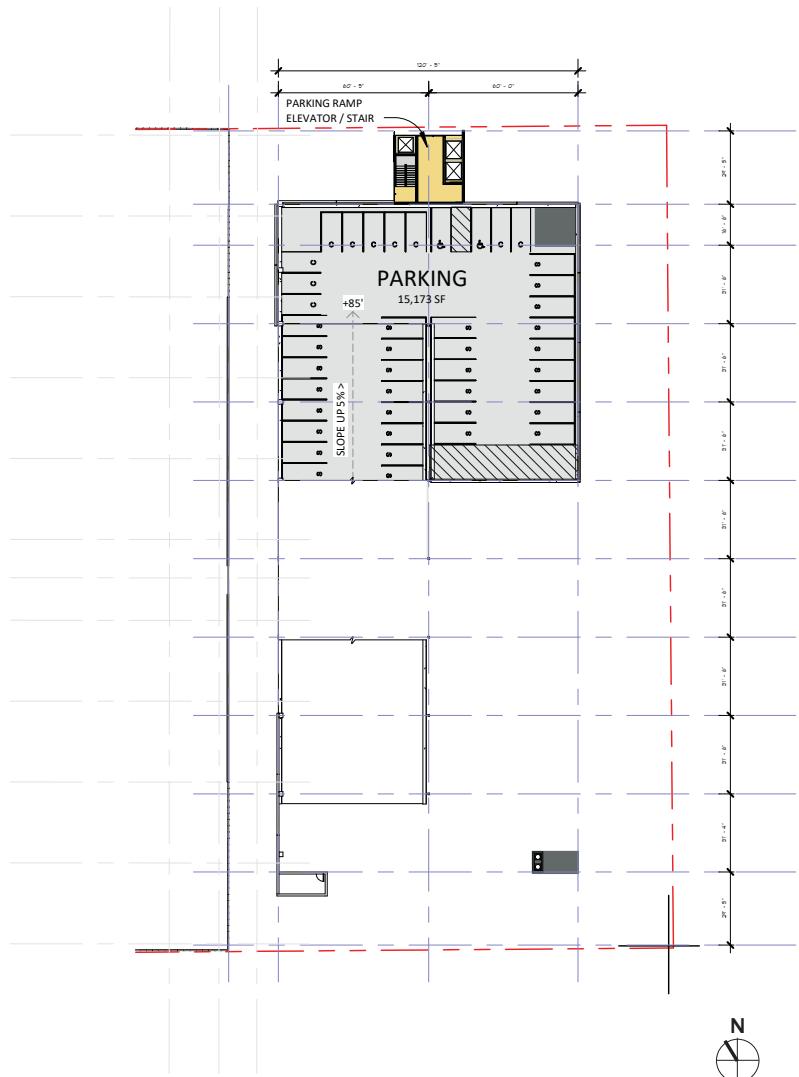
LEVEL 7

1"=50'-0"



THRIVENT  
FINANCIAL\*

**esc**  
16



## Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

LEVEL 7.5

1"=50'-0"



THRIVENT  
FINANCIAL\*

**esc**



Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

3D VIEW



THRIVENT  
FINANCIAL® **esc** 18



## Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

3D VIEWS



THRIVENT  
FINANCIAL® **esc** 19



Thrivent Corporate Lot - Minneapolis, MN

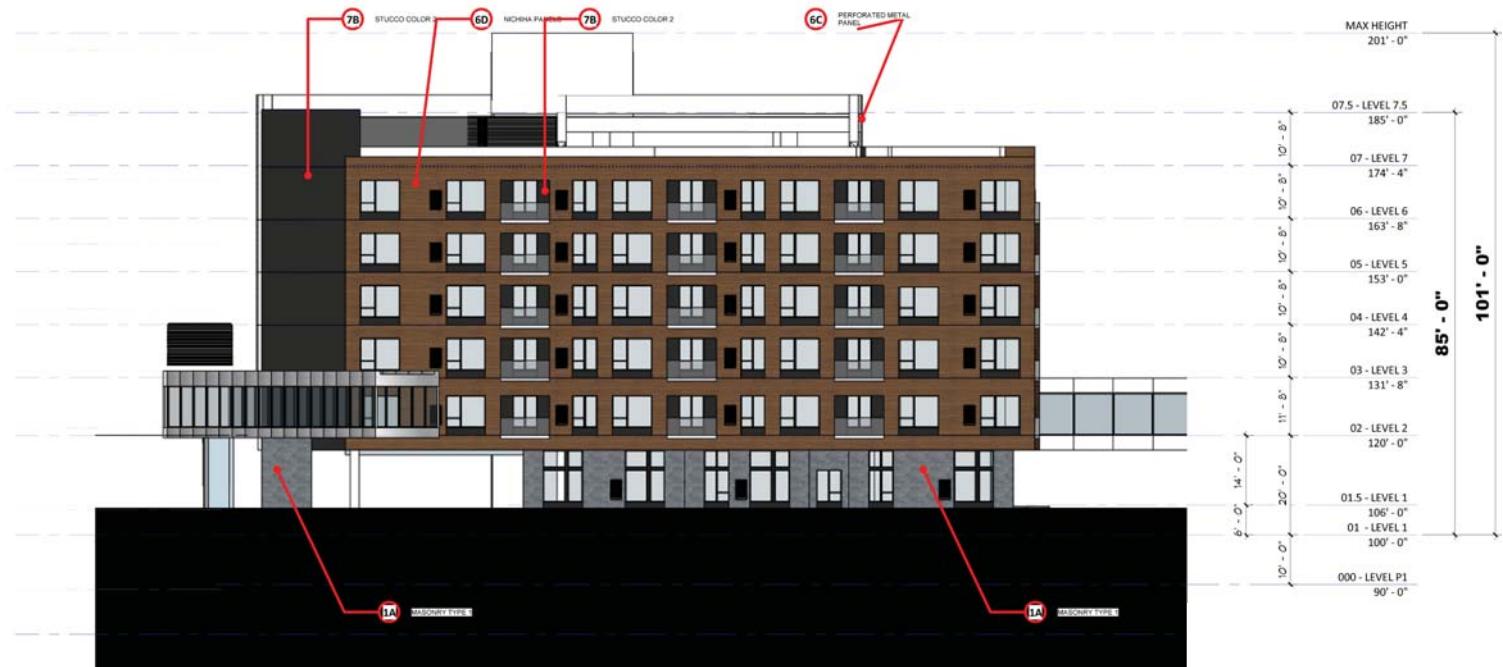
August 18, 2017

NORTH ELEVATION



THRIVENT  
FINANCIAL\*

esc



## **Thrivent Corporate Lot - Minneapolis, MN**

August 18, 2017

SOUTH ELEVATION



 THREVENT  
FINANCIAL®

esG 21



Thrivent Corporate Lot - Minneapolis, MN

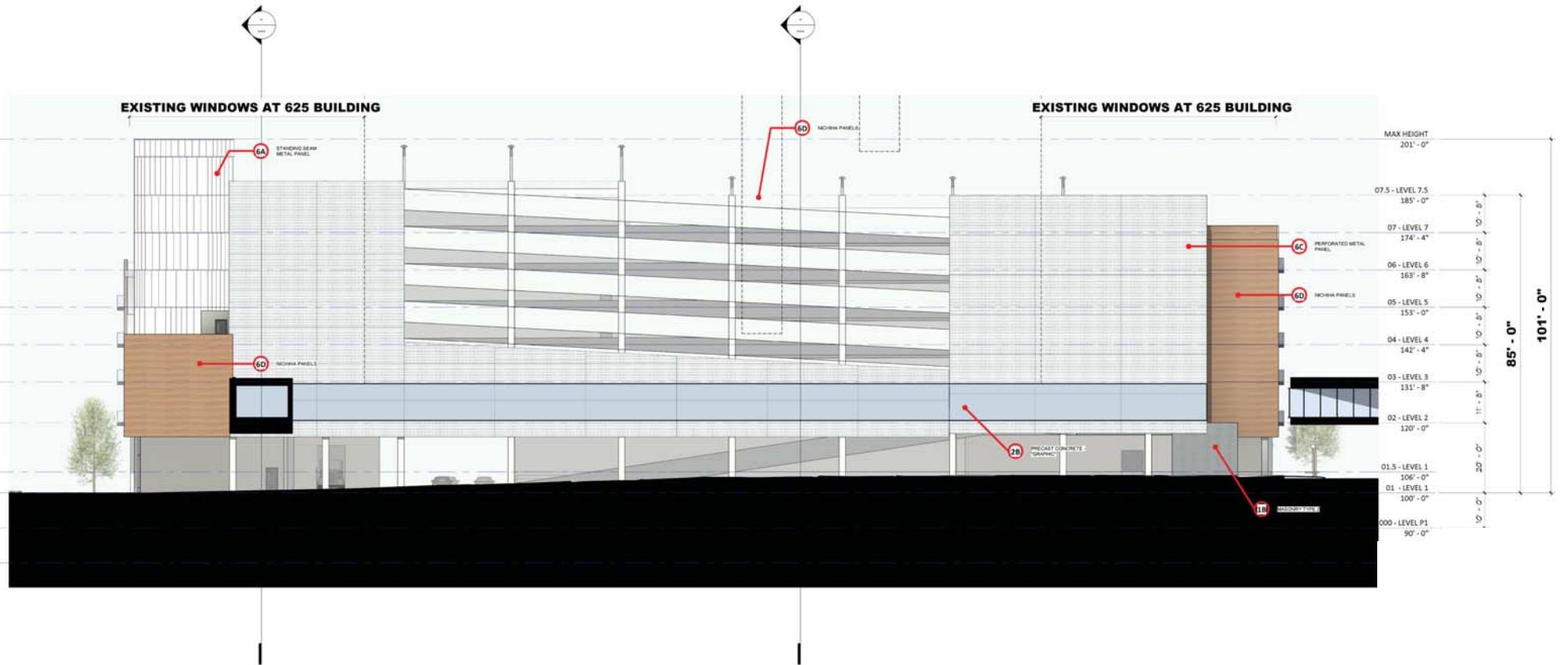
August 18, 2017

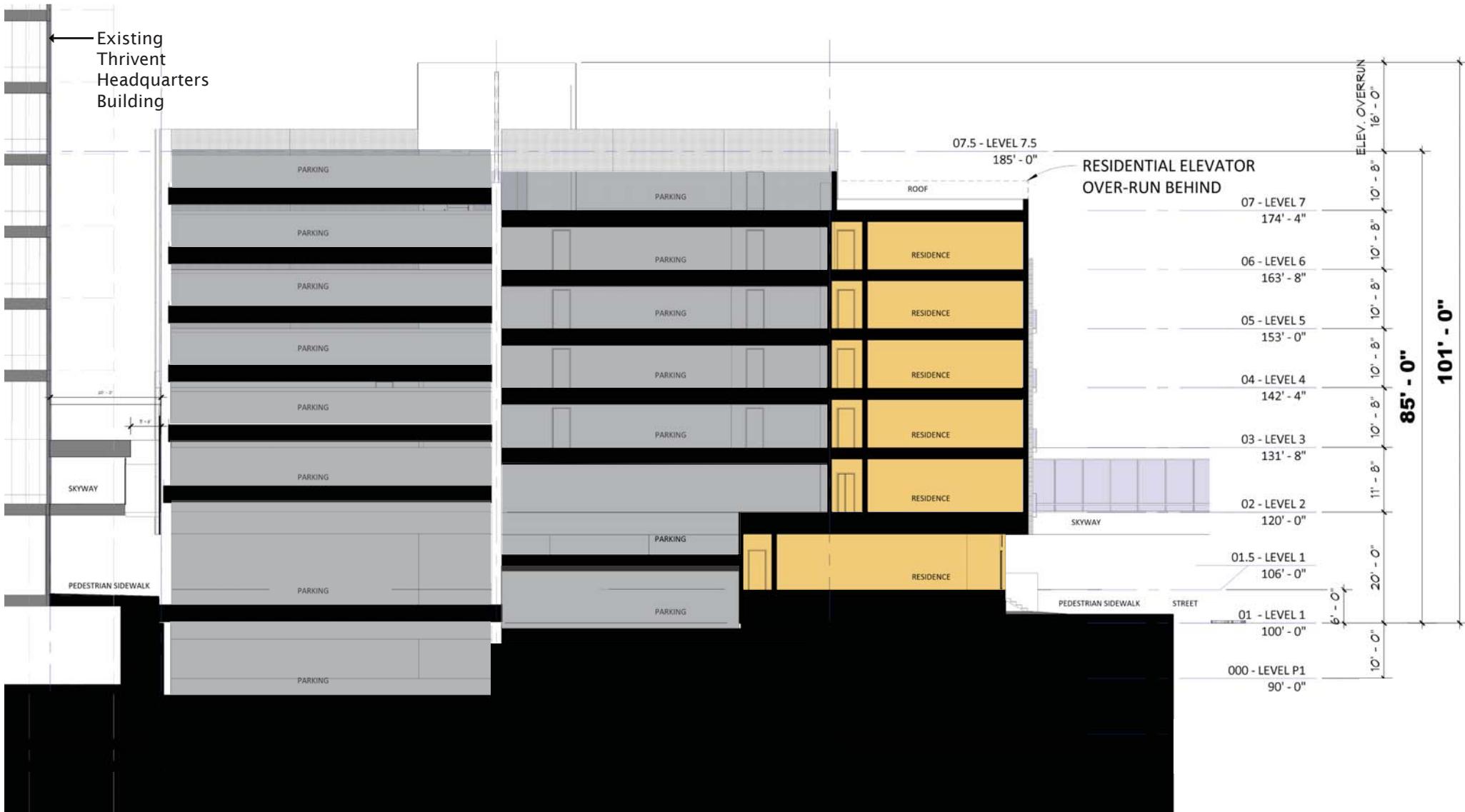
EAST ELEVATION



THRIVENT  
FINANCIAL®

esc





**Thrivent Corporate Lot - Minneapolis, MN**

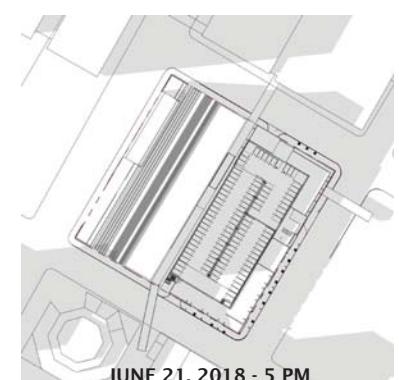
August 18, 2017

## BUILDING SECTION



 THRIVEN  
FINANCIAL®

esg 3



## Thrivent Corporate Lot - Minneapolis, MN

August 18, 2017

### SHADOW STUDIES



**esG**  
25

### CORPORATE LOT METRICS

FLOOR HEIGHT / ELEVATION	TOTAL GSF	1						2				Notes
		PARKING GSF	PARKING SF	PARKING (OTHER)	STALLS	RETAIL SF	SKYWAY SF (With in Property)	RESIDENTIAL GSF	AMENITY GSF	APT RSF	APT UNITS	
90' 0" LEVEL P1	37,844	34,556	32,015	2,542	97	0	0	709	0	0	0	
100' 0" LEVEL 1	47,656	32,043	31,898	145	26	4,700	0	10,913	1,412	7,660	10	Grade
120' 0" LEVEL 2	49,912	25,425	24,501	924	111	0	2,480	22,008	4,181	9,725	17	
131' 8" LEVEL 3	48,712	33,178	32,019	1,159	111	0	0	15,533	164	11,958	16	
142' 4" LEVEL 4	48,721	33,198	32,078	1,120	111	0	0	15,523	164	11,969	16	
153' LEVEL 5	48,725	33,198	32,198	1,000	111	0	0	15,527	168	12,295	17	
163' 8" LEVEL 6	47,270	33,196	32,144	1,052	112	0	0	14,074	1,291	11,420	11	
174' 4" LEVEL 7	33,625	33,625	32,173	1,451	71	0	0	0	0	0	0	
185' 0" LEVEL 7.5	19,335	19,335	15,173	4,163	0	0	0	0	0	0	0	
Totals	381,800	277,755	264,198	13,556	750	4,700	2,480	94,286	7,380	65,027	87	
Above Grade GSF	343,956			GSF/Stall	370					RSF AVG	747	
Below Grade GSF	37,844									EFF	0.69	

#### NOTES

\*TWO UNITS ON LEVEL 5 ARE 2 STORIES AND ARE NOT SHOWN ON LEVEL 6 TO AVOID DOUBLE COUNTING UNITS

"OTHER" Includes all other sf elements such as Circulation/Mech/Storage Spaces

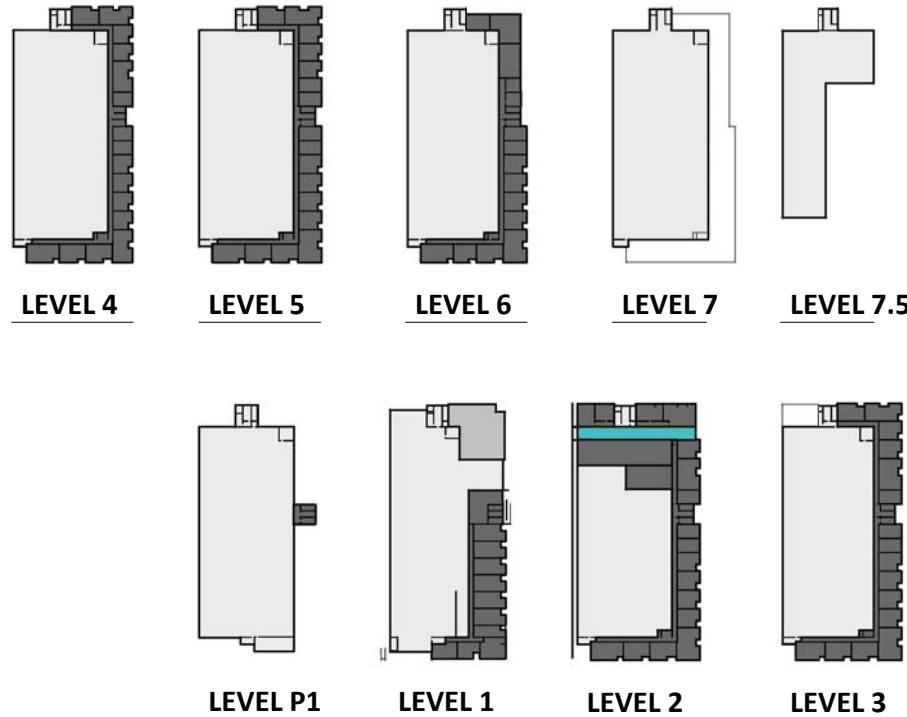
Below Grade	97
Street & Above	653
Total Parking	750

#### UNIT MIX

	1 BED	1 BED + DEN	2 BED	2 BED - 2 LVL	ALCOVE	STUDIO	Grand Total
01 - LEVEL 1		1			8	1	10
02 - LEVEL 2	9		4			4	17
03 - LEVEL 3	9		4			3	16
04 - LEVEL 4	9		4			3	16
05 - LEVEL 5	9		2	2		4	17
06 - LEVEL 6	6		3			2	11
Grand Total	42	1	17	2	8	17	87

### AREA SCHEDULE - GROSS BUILDING

000 - LEVEL P1		
1	PARKING	34,556 SF
2	RESIDENTIAL	709 SF
		35,265 SF
01 - LEVEL 1		
1	PARKING	32,043 SF
2	RESIDENTIAL	10,913 SF
3	RETAIL	4,700 SF
		47,656 SF
02 - LEVEL 2		
1	PARKING	25,425 SF
2	RESIDENTIAL	22,008 SF
4	SKYWAY	2,480 SF
		49,912 SF
03 - LEVEL 3		
1	PARKING	33,178 SF
2	RESIDENTIAL	15,533 SF
		48,712 SF
04 - LEVEL 4		
1	PARKING	33,198 SF
2	RESIDENTIAL	15,523 SF
		48,721 SF
05 - LEVEL 5		
1	PARKING	33,198 SF
2	RESIDENTIAL	15,527 SF
		48,725 SF
06 - LEVEL 6		
1	PARKING	33,196 SF
2	RESIDENTIAL	14,074 SF
		47,270 SF
07 - LEVEL 7		
1	PARKING	33,625 SF
		33,625 SF
07.5 - LEVEL 7.5		
1	PARKING	19,335 SF
		19,335 SF
		<b>381,800 SF</b>



## Maximum Allowable Stalls in Downtown Zoning Districts (B4-1)

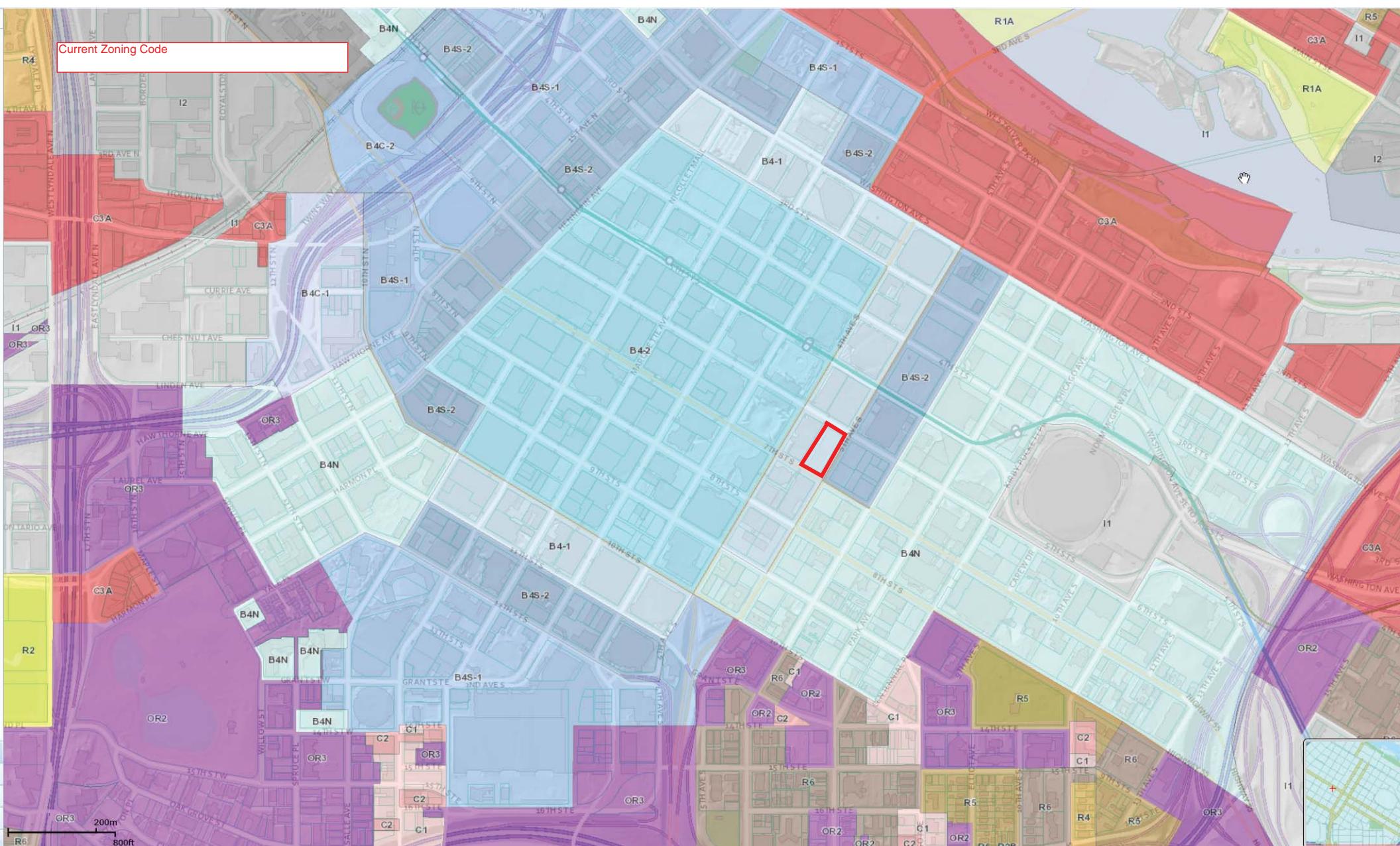
Per Mpls. Zoning Code; Table 541-2 Specific Off-Street Parking Requirements - Downtown Districts

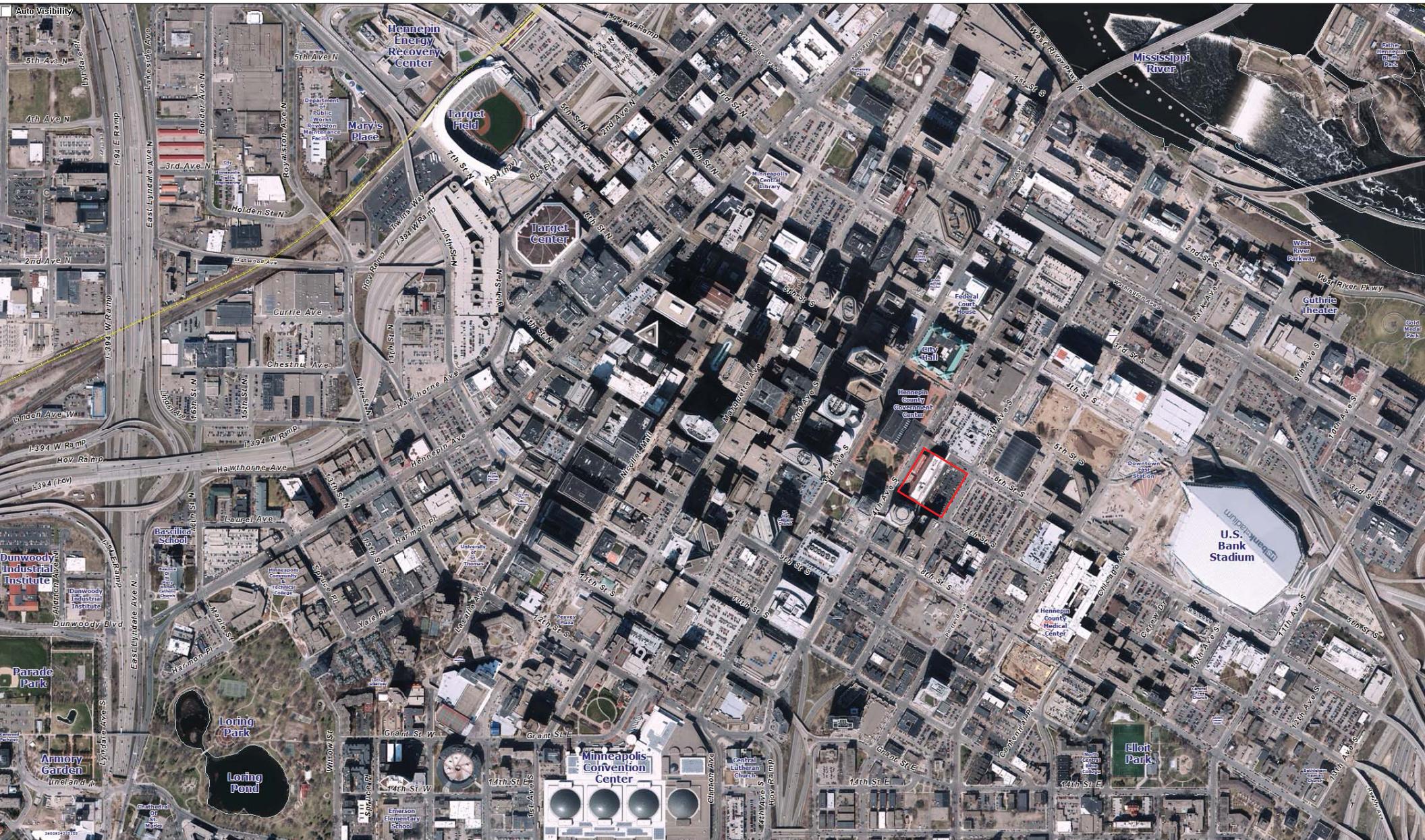
8/21/2017

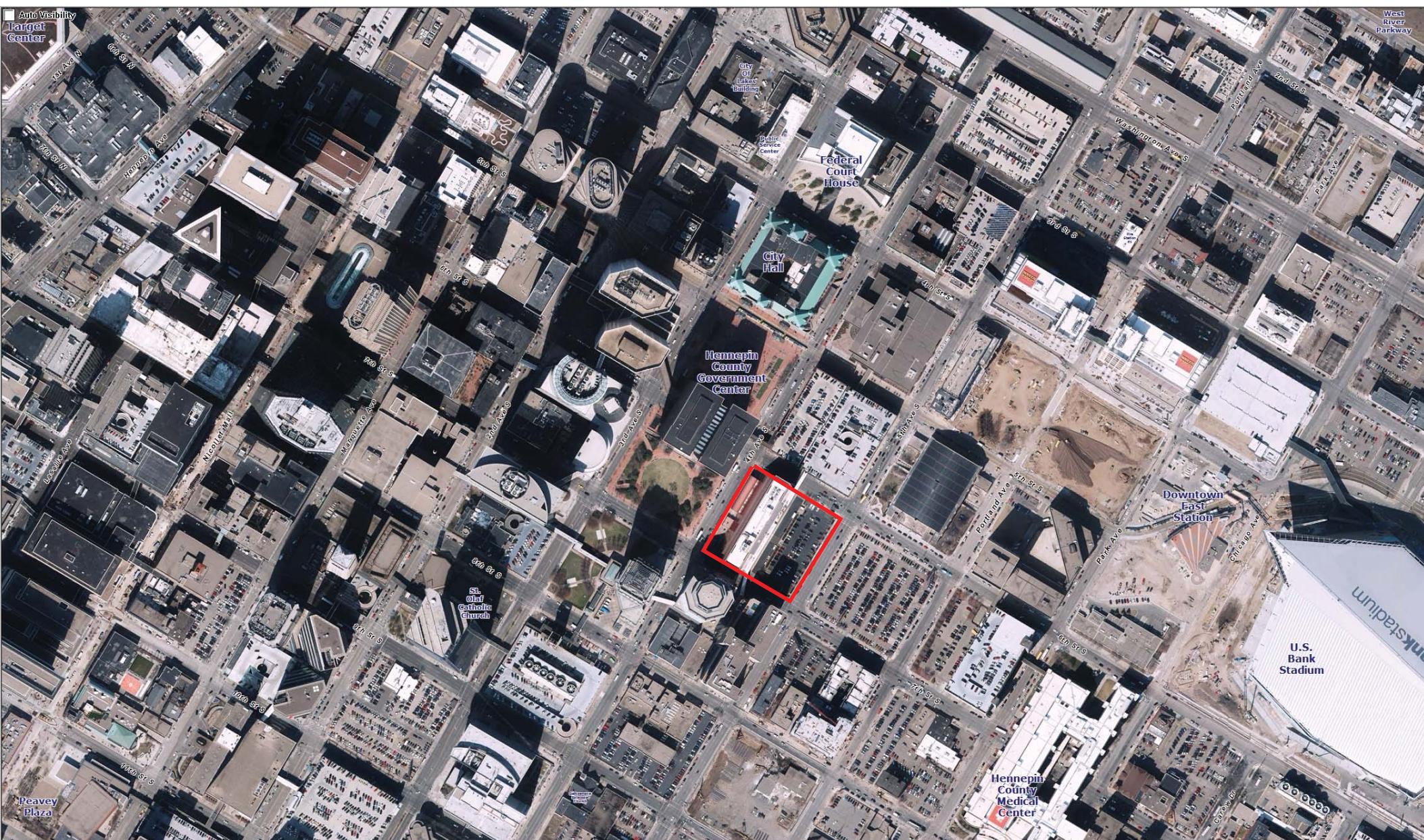
Parcel	GFA (SF)		Use Type	Max. stalls per SF of GFA	Allowable stalls (max.)
<b>625 Building</b>					
Total Building Interior GSF =	522,658	GSF	(From CW Property Description Floor Area Summary)		
Loading Dock GSF	4,336	SF	NIC		-
Café	18,000	SF	Food & Beverage	200 =	90
Credit Union	3,500	SF	Retail Sales & Services	500 =	7
			Commercial Recreation, Entertainment and Lodging		
24 Hour Fitness	2,811	SF			
<i>capacity (area ÷ 15 sf/ occ)</i>	187	30%	=		56
<b>use 1/200 SF from non-downtown area parking table</b>	2,811	SF	Commercial Recreation, Entertainment and Lodging	200 =	14
Operation Bootstrap	2,304	SF	Office	1000 =	2
Net Thrivent Office	491,707	SF	Office	1000 =	491
<b>Subtotal 625 Building</b>					604

Corporate Lot						
Residential Units	87	Res. Units	Multi-family	1.5 =	130	
Residential Guest Spaces (Req'd if >50 units) (NIC in max.)			Multi-family Guest req. at 1:50 units if over 50	=	2	
Residential Accessible Stalls (NIC in max.)			101-150			
1st Floor Commercial	4671	SF	Multi-family Accessible stalls = 5	=	5	
Skyway Level Retail	None		Retail sales and services	500 =	9	
<b>Subtotal Corporate Lot</b>					146	
<b>Total Max. Allowable Parking Stalls based upon Uses full block) =</b>						750

	Downtown Districts			
	B4-1/B4-2	B4S-1/B4S-2	B4C-1/B4C-2	B4N
	Downtown Business District	Downtown Service District	Downtown Commercial District	Downtown Neighborhood District
<b>FAR</b>				
Base FAR Maximum	8/16	4/8	4/8	<b>Minimum 2</b>
20% bonus for enclosed, underground or structured parking	Y	Y	Y	Y
20% bonus for 50% ground floor commercial	N	N	N	N
20% bonus for 20% affordable units	Y	Y	Y	Y
<b>Total possible FAR</b>				
<b>Lot Coverage</b>				
Required lot area per dwelling unit (sq. ft.)	n/a	n/a	n/a	n/a
Maximum Lot Coverage	n/a	n/a	n/a	n/a
Maximum Impervious Surface Coverage	n/a	n/a	n/a	n/a
<b>Yard Requirements</b>				
Front	0	0	0	0
Rear				
Interior Side ( <i>Minimum interior side yards greater than 8 feet shall only apply to principal structures</i> )	5+2X	5+2X	5+2X	5+2X
Corner Side	0	0	0	0
<b>Height Requirements</b>				
Base building height maximum (in stories)	unlimited	unlimited	unlimited	10
Feet				
Stories				
<b>Retail</b>				
Maximum size of retail store (sq. ft.)-base	unlimited	unlimited	unlimited	unlimited
Bonus for no parking b/w structure and street				
Bonus for additional stories & parking				
Bonus for large, mixed use building				









Downtown East and East Riverfront  
Thrivent parcels (red) and parcels that were recently  
redeveloped/are being redeveloped (black)

