Minneapolis Development Review
250 South 4th Street
Room 300
Minneapolis, MN 55415

Preliminary Development Review Report

Development Coordinator Assigned: **DONALD ZART**
(612) 673-2726
don.zart@minneapolismn.gov

Status *

Tracking Number:	PDR 1001343
Applicant:	HIC / CA PROSPECT PARK JV, LLC 161 NORTH CLARK ST., #4900 CHICAGO, IL 60601
Site Address:	2929 UNIVERSITY AVE SE
Date Submitted:	29-JUL-2015
Date Reviewed:	

Purpose

The purpose of the Preliminary Development Review (PDR) is to provide Customers with comments about their proposed development. City personnel, who specialize in various disciplines, review site plans to identify issues and provide feedback to the Customers to assist them in developing their final site plans.

The City of Minneapolis encourages the use of green building techniques. For additional information please check out our green building web page at: http://www.ci.minneapolis.mn.us/mdr/GreenBuildingOptions_home.asp.

DISCLAIMER: The information in this review is based solely on the preliminary site plan submitted. The comments contained in this report are preliminary ONLY and are subject to modification.

Project Scope

Mixed Use project. Proposed 258 apartments, 120 room hotel, 29,000 sq ft grocery, 1,100 sq ft liquor store, 3,000 sq ft of other retail with a 341 space parking garage.

Review Findings (by Discipline)

❑ Historical Preservation Committee

- There is not a preservation flag on the property. There is a preservation review required as part of any wrecking permit.

❑ Addressing

- The Address for the Apartment, Hotel and Grocery will be off of University. the restaurant will be off of 29th. City staff is looking at the site to assess what the best addresses will be.

***Approved**: You may continue to the next phase of developing your project.
***Resubmission Required**: You cannot move forward or obtain permits until your plans have been resubmitted and approved.

❑ Zoning - Planning

- Applications identified to date:
    - Rezoning from the I1 Light Industrial District to the C3A Commercial Activity Center District and remove the IL Industrial Living Overlay District would be removed.
    - Conditional use permit to increase the height of the building from 4 stories to 15 stories.
    - Variance to increase the maximum FAR from 2.7 to 3.41
    - Variance to increase the gross floor area of a retail sales and services use within the building from 8,000 square feet to approximately 31,500 square feet.
    - Variance to reduce the off-street loading requirement from 4 large and 1 small to 3 large and 2 small.
- Variance of the PO Pedestrian Oriented Overlay District standards:
    - Building located more than 8 feet from a front property line.
    - Minimum of 40 percent windows for non-residential uses.
    - Maximum of 60 feet parking lot frontage.
    - Maximum sign area variance (possible).
- Site plan review.

❑ Parks - Forestry

- Contact Craig Pinkalla (cpinkalla@minneapolisparks.org), Telephone (612)-499-9233 regarding removal or protection of trees during construction in the city right of way.
- Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance.
- The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance:
- http://library.municode.com/index.aspx?clientId=11490
- As adopted, the fee in lieu of dedication for new residential units is $1,521 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is $202.80 per development employee (as defined in ordinance). Any dedication fee (if required) must be paid at the time of building permit issuance. There is also an administration fee that is 5% of the calculated park dedication fee.
- As proposed, for your project, Prospect Park Station, the calculated dedication fee is as follows:
- 258 Residential x $1521 = $392,418
- Hotel 120 rooms times $202.80 = $ 24,336
- Retail/Restuarant = No charge due to credit from structure(s) being wrecked.
- Subtotal = $416,754
- 5% of $416,754 (admin fee) = Capped at $1,000
- Total = $417,754
- This is a preliminary calculation based on your current proposal; a final calculation will be made at the time of building permit submittal.
- For further information, please contact Don Zart at (612)673-2726

❑ Fire Safety

- Provide required fire suppression system throughout building.
- Fire department connection must be located on the address side of building and within 150 feet of a fire hydrant.
- Provide required fire alarm system throughout building including all High-Rise requirements.
- Maintain fire apparatus access at all times.

❑ Business Licensing

- For the grocery, liquor and any food related business work with Don Zart regarding the process for the Health Departments Plan Review.

❑ Right of Way

- An encroachment permit shall be required for all streetscape elements in the Public right-of-way such as: plants & shrubs, planters, tree grates and other landscaping elements, sidewalk furniture (including bike racks and bollards), and sidewalk elements other than standard concrete walkways such as pavers, stairs, raised landings, retaining walls, access ramps, and railings (NOTE: railings may not extend into the sidewalk pedestrian area). Please contact Bob Boblett at (612) 673-2428 for further information.
- Note to the Applicant: Public right-of-way along University Ave. S.E. is limited (specifically the sidewalk and boulevard spaces). The site plan proposes a number of permanent encroachments along University Ave S.E. including stairs, seating platforms, gabion walls, etc.; as a completely reconstructed site, it is recommended that permanent encroachments into the Public right-of-way be limited as much as possible.
- Note to the Applicant: Any elements of an earth retention system and related operations (such as construction crane boom swings) that fall within the Public right-of-way will require an encroachment permit application. If there are to be any earth retention systems which will extend outside the property line of the development then a plan must be submitted showing details of the system. All such elements shall be removed from the Public right-of-way following construction with the exception of tie-backs which may remain but must be uncoupled and de-tensioned. Please contact Bob Boblett at (612) 673-2428 for further information.
- In addition, any elements of an earth retention system and related excavations that fall within the Public right-of-way will require a "Right-of-Way Excavation Permit". This permit is typically issued to the General Contractor just prior to the start of construction. However, it is the Applicant's responsibility to insure that all required permits have been acquired by its consultants, contractors, sub-contractor's prior to the start of work.

❑ Sidewalk

- Note to the Applicant: Reconstruction of 4th St. S.E. (extending from 29th Ave. S.E. to Malcolm Ave. S.E.) is included in the 2016 Capital Improvement Program (CIP) by the City's Public Works Department. Roadway design efforts are currently being performed by the City with construction scheduled for the 2016 construction season. In general it is expected that the City will be responsible for design and construction of all standard public infrastructure as part of the 4th St. S.E. Reconstruction Project. The Applicant shall coordinate all site design and construction activity with the Transportation Engineering & Design Division; please contact Bev Warmka at (612) 673-3762 for further information.
- The roadway design for 4th St. S.E. depicted in the current site plan is incorrect; the Applicant shall insure that the site plan depicts the most current design for 4th St. S.E. as approved by the City of Minneapolis; please contact Bev Warmka at (612) 673-3762 for further information.
- Proposed re-design impacts to the Public infrastructure (including sidewalk and drop-off bay) along University Ave. S.E. will not be allowed; existing sidewalk, street lighting, traffic and LRT infrastructure and established boulevard spaces along University Ave. S.E. shall be protected and maintained during construction or replaced in-kind as is necessary to complete construction.
- Tree planting details shall be included in the plans. The Applicant shall provide engineered/structured soil in the form of a tree trench or tree pit for all proposed street trees. Sidewalk layouts and landscaping in the Public right-of-way shall follow established design standards; refer to the following: City of Minneapolis Urban Forest Policy (http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/convert_282934.pdf)
- Note to the Applicant: Any currently defective sidewalks or other concrete infrastructure within the public right of way, or any concrete infrastructure damaged during construction, must be removed and replaced.
- ADA compliant pedestrian ramps are required at each crosswalk impacted by the Project. ADA compliant pedestrian ramps that have been recently installed (by the Central Corridor LRT project) should be protected. Include the appropriate details and standard plates in the site plan, refer Mn/DOT Standard Plan 5-297.250 Pedestrian Curb Ramp Details at: http://standardplans.dot.state.mn.us/stdplan.aspx

❑ Street Design

- Note to the Applicant: Reconstruction of 4th St. S.E. (extending from 29th Ave. S.E. to Malcolm Ave. S.E.) is included in the 2016 Capital Improvement Program (CIP) by the City's Public Works Department. Roadway design efforts are currently being performed by the City with construction scheduled for the 2016 construction season. In general it is expected that the City will be responsible for design and construction of all standard public infrastructure as part of the 4th St. S.E. Reconstruction Project. The Applicant shall coordinate all site design and construction activity with the Transportation Engineering & Design Division; please contact Bev Warmka at (612) 673-3762 for further information.
- The roadway design for 4th St. S.E. depicted in the current site plan is incorrect; the Applicant shall insure that the site plan depicts the most current design for 4th St. S.E. as approved by the City of Minneapolis; please contact Bev Warmka at (612) 673-3762 for further information.
- In addition, 4th St. S.E. (from 29th Ave. S.E. to Malcolm Ave. S.E.) has been the subject of a parallel design process (called Green4th) with the intent of providing for streetscape enhancement beyond the scope of typical standard capital improvements. The City has been a participant in the Green4th design process in cooperation with the Prospect North Partnership. The Applicant shall provide a narrative describing the inclusion of the Green4th components in the site plan and future site plan submittals shall reflect the Green4th approved design.
- University Ave. S.E. and 29th St. S.E. were recently reconstructed as part of the Central Corridor LRT (Green Line) Project. All public infrastructure constructed as part of that Project are subject to Federal Transportation Administration (FTA) funding regulations and as such are subject to potential cost reimbursement to the FTA if infrastructure is impacted. Proposed re-design impacts to the Public infrastructure (including sidewalk and drop-off bay) along University Ave. S.E. and 29th Ave. S.E. will not be allowed; existing sidewalk, street lighting, traffic and LRT infrastructure and established boulevard spaces shall be protected and maintained during construction or replaced in-kind as is necessary to complete construction.
- Proposed driveway aprons shown along 4th St. S. E. and 30th Ave. S. E. are designed incorrectly; all driveway aprons shall be designed and constructed to City standards. All driveway aprons shall be shown graphically correct on all related plan sheets. Please refer to the details included in the current site plan (Sheet 9.01). For detailed information related to City of Minneapolis standard specifications, details, and standard plates refer to the following: http://www.minneapolismn.gov/publicworks/plates/index.htm
- All curb & gutter in the Public right-of-way shall be designed and constructed to City standards, curb & gutter to be City standard B624 Curb and Gutter. Please refer to the details included in the current site plan (Sheet 9.01). Top of Curb profiles shall be provided for any section of curb replacement in excess of 50 feet. The Applicant shall review grades along 30th Ave. S.E. to insure that proposed curbs and curb extensions match with existing roadway grades and do not negatively affect existing drainage patterns.

❑ Water

- The plans do not clearly identify if the proposed development is a single building or multiple buildings (by address and legal description). City Ordinance does not allow multiple domestic and fire service connections to the same building, nor does the City allow service lines to be crossed or interconnected between buildings. The Demolition plan indicates that several existing water connections are to be protected. If the development is considered one building with the same legal description; a single domestic and a single fire service connection (clearly identified) is allowed. If the proposed development is comprised of multiple buildings with separate legal descriptions, multiple connections are allowed. However, if considered multiple buildings and multiple connections are proposed, the below grade (parking) levels will also need to be distinctly separate buildings and can't be designed for common parking between buildings.
- Domestic water and fire service connections should run in a line perpendicular from the watermain straight into the proposed building to the meter location. Please contact Rock Rogers at (612) 673-2286 to confirm domestic water and fire service layout, manhole construction, connections, and sizes.

❑ Traffic and Parking

- The nature of the proposed development is such that traffic impacts will be an issue and a Travel Demand Management Plan (TDMP) will be required; please contact Allan Klugman at (612) 673-2743 to discuss the requirements of a Travel Demand Management Plan (TDMP).
- The following comments are provided by Metro Transit:
    - No bus stops are directly affected; however University Ave. S.E. must remain open for buses during construction and staging. The Applicant shall ensure that proposed boulevard plantings and street furniture do not inhibit pedestrian movements.
    - The Applicant shall ensure that all existing crosswalks to LRT platform are maintained.
    - Use of equipment that during demo and/or construction needs to be prevented from contacting or striking the overhead catenary system (OCS) for light rail. Prior to demo and construction, please coordinate additional review with appropriate Metro Transit Rail personnel brian.funk@metrotransit.org
- Current ordinance states that all maneuvers associated with loading, parking or sanitation pick up for a private development shall occur on private property. Please provide a narrative explaining the trash removal operations and show turning maneuvers for all truck type vehicles that will be using the loading dock/parking entrance areas. Per City Ordinance the Applicant shall provide for (and identify) a solid waste collection point (SWCP) on the site plans. The location of the SWCP is subject to the review and approval of the Public Works Department.
- Please contact Bill Prince at (612) 673-3901 regarding existing and proposed street lighting. All street lighting (existing and proposed) shall be shown clearly on the site plan. Note: If decorative street lighting exists on the proposed site it must be preserved or replaced at existing levels. Prior to site plan approval, the Applicant shall contact Bill Prince at (612) 673-3901 to determine street lighting requirements as this development will be required to adhere to the Minneapolis street lighting policy. Street lighting is strongly encouraged in areas immediately adjacent to existing lighting systems, in high density areas such as Uptown and the University of Minnesota, and along major pedestrian corridors and business nodes as identified in the Minneapolis Street Lighting Policy. All proposed street lighting in the Public right-of-way shall be designed and constructed to City standards. The Applicant shall submit a detailed plan specifying pole locations, light standards and fixture types, and include all required Minneapolis standard plates for installation details.
- The proposed drop-off bay along University Ave. S.E. will not be allowed (see Street Design comments).
- Curb extensions proposed along 30th Ave. S.E. shall provide a minimum clearance of 20' from the intersection curb radius to the start of the curb taper; all curb tapers shall be designed as 3:1 tapers. Curb extensions located at vehicle access points are not allowed; driveway aprons shall match with the proposed curb line at these locations.
- Striping shown to delineate on-street parking spaces shall be removed from the plans.
- Impacts to the Nice Ride Station are approved through other means; please add language to the plans for construction coordination related to the existing Nice Ride Station. For further information please contact Melissa Summers at (612) 436-2072.
- Note to the Applicant: The construction of this development will likely require the use of Public right-of-way (roadway and sidewalks) for construction purposes. A request for an estimate of street use and obstruction permit fees can be made to the City's Traffic Department; please contact Scott Kramer at (612) 673-2383 for further information.

Note to the Applicant: Please add the following notes to the site plan:

- Street lighting installed as part of the Project shall be inspected by the City. Contractors shall arrange for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information. Any lighting installations not meeting City specifications will be required to be reinstalled at Owner expense.
- An obstruction permit is required anytime construction work is performed in the Public right-of-way. Please contact Scott Kramer at (612) 673-2383 regarding details of sidewalk and lane closures. Log on to http://minneapolis.mn.roway.net/ for a permit.
- Contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/temporary relocation of any City of Minneapolis signal system that may be in the way of construction.

- All costs for relocation and/or repair of City Traffic facilities shall be borne by the Contractor and/or Property Owner.
- Contact Doug Maday at (612) 673-5755 prior to construction for the removal of any City of Minneapolis right of way signs that may be in the way of construction.

❑ Environmental Health

- The site is a closed petroleum leak site identified by Minnesota Pollution Control Agency leak site number 15999. The MPCA closed the site in 2005 based on available information at the time and determined that any remaining contamination did not pose a public health threat or environmental hazard. It is likely that petroleum contamination remains on site and with the proposed change in use will need to be addressed as part of the redevelopment project. It is recommended that the development contact the MPCA Petroleum Brownfield Program and request a letter of no association. See below for permit requirements that are required by the City of Minneapolis for actions that may be required by MPCA as part of letter of no association for the site.
- State records indicate no active tanks on site and that two tanks were abandoned in place. The project should have a contingency plan for addressing unidentified tanks and if tanks were not properly abandoned in place.
- If dewatering is required during site construction see below for city permit requirements. Subgrade structures should be designed to prevent infiltration of groundwater without the need for a permanent dewatering system being installed. If a continuously operating permanent dewatering system is needed it must be approved as part of the sanitary sewer and storm drain site plan approval prior to construction beginning.
- No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or during any hours on Saturdays, Sundays and state and federal holidays, except under permit. Contact Environmental Services at 612-673-3867 for permit information.
- Permits and approval are required from Environmental Services for the following activities: Temporary storage of impacted soils on site prior to disposal or reuse; Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water, underground or aboveground tank installation or removal, well construction or sealing. Contact Tom Frame at 612-673-5807 for permit applications and approvals.
- A review of the project, permits issued and an inspection from Environmental Service for identification of equipment and site operations that require annual registration with the City of Minneapolis will occur for this project.

❑ Sewer Design

Groundwater:

- Please provide a copy of any geotechnical reports for the site. It must be adequately demonstrated that pumping of groundwater will not be necessary in order to keep the below grade areas dry. Please note that typical soil borings, completed for the purpose of designing building pads and foundations, may not give an accurate determination of the high groundwater elevation on a site. This should be thoroughly evaluated. Any proposed groundwater discharges must be identified and quantified in order to fully review. This would include discharges associated with elevator pits.

Stormwater Management:

- The project is subject to the stormwater treatment requirements of Chapter 54 of the Minneapolis Code of Ordinances. Please provide the necessary documentation and analysis demonstrating compliance with Chapter 54, including stormwater calculations, BMP maintenance plans, etc.
- Please provide a copy of any geotechnical reports for the site. In the absence of field measured infiltration rates, the design infiltration rates from the MN Stormwater Manual (http://stormwater.pca.state.mn.us/index.php/Design_infiltration_rates) should be used for the design of the infiltration practice.
- An operations and maintenance plan is required for the stormwater treatment devices. The O&M plan shall define the maintenance regimen, including type and interval of maintenance and party to conduct such maintenance. Please provide a copy of the O&M Plan.

- Please add the following note to the appropriate plan sheet: The Contractor, property owner or responsible party shall contact Minneapolis Surface Waters and Sewers 48 hours prior to any excavation or construction related to or in the location of the proposed Stormwater Management BMP (Contact Paul Chellsen, 673-2406 or paul.chellsen@minneapolismn.gov).
- Please add the following note to the appropriate plan sheet: Upon the project's completion the General Contractor, Property Owner or Responsible Party shall provide to the Department of Public Works a Final Stormwater Management Report including record drawings. This report will serve as a means of verification that the intent of the approved stormwater management design has been met. This final report shall substantiate that all aspects of the original design have been adequately provided for by the construction of the project.
- Please provide details on the proposed ADS Stormtech MC-3500 System and stormwater modeling demonstrating compliance with the City's stormwater treatment requirements.
- It appears that the site is seeking approval based on providing a stand-alone stormwater management system. Should approvals be granted based on this arrangement and the regional stormwater treatment system moves forward and can accommodate this site, amendments to the approved plan will be required in order to implement that plan.

Utility Connections:

- The proposed storm sewer connection running within the right-of-way of 4th St SE, including a private storm MH, is not permitted. The connection should run within the property to a point where it can connect to the City storm main with as short a run within the right-of-way as possible.
- Please identify the invert elevation of the proposed sanitary sewer connection at the City main and the invert of the main at that location. Please include this information for the proposed storm sewer connection as well.
- The proposed sanitary connection to the existing clay main should be made by cutting in a wye of similar material, installation of couplings with shear rings, and concrete collars. Please note this on the plans. A new manhole on the City main is not permitted for the connection.

Utility:

- All existing and proposed public utilities (water, sanitary, and storm sewer) on and adjacent to the property shall be shown on the plans with corresponding pipe sizes, types and invert elevations. For City sanitary and storm sewer infrastructure records contact (612) 673-2405. All existing service connections to the property shall also be shown and noted on the plans as being removed or remaining in place. For service connection records contact (612) 673-2451.

Non Stormwater Discharges:

- Detail all mechanical and non-stormwater discharges. Non-stormwater discharges are not permitted unless approved by the City of Minneapolis. Non-stormwater discharges not declared and approved will not be permitted. If there currently are none and nothing is proposed declare this status on the plans.
- For comments or questions on Public Works Surface Water & Sewers Division related requirements please contact Jeremy Strehlo, (Professional Engineer) at (612) 673-3973, or jeremy.strehlo@minneapolismn.gov

❑ Construction Code Services

- No plan review comments. Suggest a preliminary plan review meeting when the interior plans are further developed. The number to schedule this appointment is (612)673-5839
- Contact the Met Council for a SAC Determination. Please see this link for more information - http://www.ci.minneapolis.mn.us/www/groups/public/@regservices/documents/webcontent/convert_281675.pdf

END OF REPORT

RISE AT PROSPECT PARK
STATEMENT OF PURPOSE AND DESCRIPTION OF PROJECT

REVISED OCTOBER 23, 2015

PROJECT DESCRIPTION

RISE at Prospect Park is a large mixed use project proposed for 2929 University Avenue Southeast that includes 150 market-rate apartments, 186 luxury apartments, a 30,200 SF grocery store, a 1,100 SF liquor store and 9,150 SF of retail/restaurant space. All the parking for the development is contained on site, consisting of two levels (287 spaces) of underground parking and 71 surface spaces on top of the parking garage. The proposed development is a single structure of 527,151 SF divided into two sections; a 6-story low rise wing and a 14-story tower. The 6-story wing will contain 150 apartments and a retail/restaurant space. The 14-story tower will house apartment entrances, grocery and other retail/restaurant spaces in the first three floors and ten floors of luxury apartments with 186 units above. A rooftop deck and dog run will be located on the rooftop of the low rise wing.

The developer and grocer are excited to come to Minneapolis and be an integral part of the University and Prospect Park neighborhoods. This development will be an anchor and focal point of the Prospect Park neighborhood and will be the catalyst for further redevelopment in the area.

SITE AND NEIGHBORHOOD

The project site is located in the Prospect Park East River Road neighborhood, five blocks east of the University of Minnesota. It is an entire city block bounded by 29th Ave SE on the west, University Ave SE on the south, 30th Ave SE on the east and 4th Street SE on the north. The Green Line light rail line runs on in front of the site on both University and 29th with the Prospect Park Station directly in front of the proposed project. The area is quickly transitioning from a gritty industrial area to a mix of businesses and multifamily housing projects. Three blocks to the northeast, the Surly Brewery and Event Center recently opened, and two blocks west the Station on Fourth, a student housing project, was completed. Construction of a 117 room Hampton Inn & Suites hotel has begun one-half block to the southwest across University for completion in 2016. Across 4th Street, The Cornerstone Group has cleared the site for the future development of a multi-family housing project, and adjacent to them, AEON has cleared a site for another multi-family housing project.

The site currently has two structures on it. The smaller building consists of automobile repair shops. The larger building consists of automobile repair shops, offices, a day care, coffee shop and a fitness club. Both buildings and their accessory surface parking lots will be demolished and cleared for the new development.

STREETSCAPE AND PUBLIC REALM

In collaboration with the PPERRIA neighborhood and Green Fourth initiative groups, and in response to recommendations from Planning staff and commissioners, great attention has been paid to how this development – with street frontages on all sides – integrates with the public

realm. University Avenue is activated with entrances to the apartment lobbies, retail/restaurant spaces and grocery store. The public sidewalk will be widened and outdoor seating is planned outside the restaurant and on a raised "front porch" for the grocery's deli at the corner of University and 30th. On 29th Avenue, there will be a restaurant, walk up apartment unit entries, a stairway leading up to the building's interior courtyard and a public plaza at the corner with 4th Street. The 4th Street side of the apartment building will also have ground level walk up units. The walk up units on both streets have individual entrance gardens that further enhance the public realm.

The streetscape on 4th Street, including the surface parking lot in the northeast corner of the site that serves the grocery store, has been designed to integrate with the Green Fourth design initiative. A convenient and easy to find parking lot is essential to the operation of a grocery store. The space bordering the parking lot, which we are calling the "backyard," will provide wide, green public space and amenities. Since the last presentation to the Planning Commission committee of the whole, the number of parking spaces fronting on 4th Street has been reduced from 15 to 8 and the remaining stalls have been moved further from the property line to allow for an 11-foot buffer of planting beds, trees and grass. Seven parking spaces along northeast edge of the lot have been realigned, leaving a large green space 26 feet in depth from the property line and 91 feet long. This "backyard" will be a permanent open, public space and is being designed to be used for neighborhood gatherings such as the Prospect Park ice cream social and the National Night Out event.. It will be planted with trees and grass with a product called Grass Pave that allows vehicles to drive on the grass and that can sustain heavy foot traffic without damaging the soil or grass. This area will be able to be used to park food trucks or tents during events. The developer also recommended and supported the elimination of street parking on 4th in front of this parking lot providing approximately an additional 24 feet of public right of way for sidewalk and boulevard. This design will result in one of the largest green spaces along 4th Street SE.

The parking lot has also been modified along 30th Avenue. East and north of the parking lot is a sod area with trees and a Nice Ride Station. At the parking lot entrance from 30th Avenue, the two accessible parking spaces and access aisle have been moved 20 feet to the west to allow the access aisle to serve as the entrance walk to the grocery store off the parking lot. This shift of spaces allows for a more accessible and plaza-like path directly from 30th to the grocery store entrance.

Required Applications

The applications required for the project are:

1. Rezoning from I1 Light Industrial District to C3A Commercial Activity Center District and remove IL Industrial Living Overlay District
2. Conditional use permit for a planned unit development ("PUD")
3. Variance of the PO Overlay District standards related to minimum window percentage for nonresidential uses and to maximum parking lot frontage
4. Variance to increase the maximum floor area of a retail use
5. Site plan review

PUD Alternatives and Amenities

Alternatives are being requested for height, off-street loading, building placement and for a master sign plan. Twenty-five amenity points are required. The following amenity points are requested.

Table 527-1 Amenities

Active liner uses as part of a parking garage (10 Points)
Inclusion of housing, office, or other active uses around the perimeter of all floors of a parking garage that face a public street, sidewalk, or pathway. In any district where liner uses are already required on the first floor, points shall only be awarded for liner uses on all other floors above the first where parking is located. False or display windows shall not qualify.

Description: This is a complicated site in that it is one full city block and it rises ten feet in elevation from west to east. There are two levels of underground or enclosed parking in the development. The majority of the garage is underground, but the upper level rises above grade on the west side of the site. The above grade portion is lined on 4th Street by the low rise apartment entrance and lobby and seven apartment units. On 29th Avenue, the garage is lined by the low rise apartment lobby, four 2-story walk up units, the pedestrian stair to the plaza, a restaurant, and the lobby/entry to the high rise apartment building. On University Avenue, the liner uses are the entrance, lobby and common space for the apartment tower and the restaurant. Although half this block could potentially have a parking garage exposed to the public street, the design of the building has placed active uses in front of that portion of the parking garage, only exposing the garage entrance/exit on 29th Avenue.

Pedestrian Improvements (3 Points)
A site and building design that allows for exceptional and accessible pedestrian and/or bicycle access through and/or around a site that exceeds the requirements of Chapter 530, Site Plan Review. The improvements shall use a combination of landscaping, decorative materials, access control and lighting to create a safe, clear and aesthetically pleasing access through and/or around the site that complies with the Americans with Disabilities Act accessibility requirements.

Description: The project will result in significant improvements over existing public sidewalk conditions and exceptional pedestrian and bicycle access through and around the site. Public sidewalks will be widened and green boulevards will be added or extended where there currently are none on 29th, 30th and University Avenues. Currently, there is no public sidewalk along most of 4th Street; the City will construct new sidewalk and streetscape as part of its reconstruction of 4th Street. A plaza with a water feature will be constructed at the corner of 4th and 29th, expanding the new pedestrian realm in that location. Walk up apartments with direct entry from the public sidewalk will be located along both 4th Street and 29th Avenue. A wide stairway from 29th will allow pedestrians to walk into the site to reach courtyard entrances to the building or to walk through the site. A wide sidewalk will connect the north grocery store entrance to the public sidewalk. A permanent Nice Ride bike station will be located in the northeast corner of the site.

Reflective Roof (3 Points)
Utilize roofing materials for seventy-five (75) percent or more of the total roof surface having a Solar Reflectance Index (SRI) equal to or greater than the values as required by the US Green Building Council (USGBC) for low-sloped and steep sloped roofs.

Description: All roofs are going to be covered with a white membrane roof meets or exceeds the Solar Reflectance Index (SRI) required by the US Green Building Council.

Shared Bicycles (3 Points)
Public Access to shared bicycles available for short term use as defined in section 541.180. Applies to mixed-use and non-residential uses only. A minimum of ten (10) shared bicycles per one (1) commercial use must be provided to qualify as an amenity. Bicycle parking spaces and racks shall be located in an area that is convenient and visible from the principal entrance of the building.

Description: The developer is working with the Green Fourth Design Initiative and the Nice Ride Bike System to locate a permanent Nice Ride Station on the property. The Nice Ride Station will be located on 30th Avenue, just north of the main entrance to the grocery store. A Nice Ride rack comes in 10-foot lengths and each 10-foot length holds 4 bikes. It is proposed to have a 60 to 80-foot station with 24 to 32 bikes. This system is not only an amenity for the project, but a greater amenity for the overall neighborhood and the City. Its location adjacent to a grocery store is an excellent benefit to the system. This location is an advantageous connectivity point for the entire University area.

Pet Exercise Area (1 Point plus request for 1 additional point for exceeding standards)
A pet exercise area shall have a minimum dimension of twelve (12) feet by sixty (60) feet. It shall be enclosed with decorative fencing, include lighting in compliance with Chapter 535, Regulations of General Applicability and provide accommodations for proper disposal of animal waste. The pet exercise area shall not be located in a required yard.

Description: An outdoor pet exercise area accessible to all the apartment residents will be located on the roof of the 6-story wing of the building. The proposed area measures approximately 18 feet by 160 feet, totaling 2,880 SF, which substantially exceeds the minimum standard of 720 SF. In addition to providing facilities for bagging and disposing of pet waste, there will be access to water for pet drinking and washing. There will be "play equipment" obstacles for the pets to play on.

Recycling Storage Area (1 Point)
Provide an easily accessible area that serves the entire building and is dedicated to the collection and storage of non-hazardous materials for recycling, including but not limited to paper, corrugated cardboard, glass, plastics and metals. The recycling storage area shall be located entirely below grade or entirely enclosed within the building.

Description: An enhanced recycling program will serve the apartments that will make it easier for residents to recycle. There will be two resident trash rooms to dispose of waste. Each trash room has a dedicated chute for trash and a dedicated chute for recyclables. Residents also have access to larger recycling containers in two separate enclosed trash rooms on the first floor. The grocery store recycles all their cardboard in a baler.

Water Feature (1 point)
A water feature, including but not limited to a reflecting pond, a children's play feature or a drinking fountain shall be located where it is highly visible to and useable by the public.

Description: The developer is going to install a gabion wall water feature in the entrance plaza of the low rise apartment building at the corner of 29th Avenue and 4th Street. It will be visible from two street frontages as well as being an enhancement to the plaza. This water feature is part of the district stormwater system pilot project described below and will reuse stormwater collected by that system.

Amenities Proposed By Applicant

The city planning commission may consider other amenities not listed in Table 527-1, Amenities that are proportionally related to the alternative requested. The commission may assign one (1), three (3), five (5), or ten (10) points based on the proportionality.

Participation In Enhanced Storm Water Management (5 points requested)

Description: The developer has committed to participation in a district stormwater system and management plan being planned and implemented by the Mississippi Watershed Management Organization (MWMO). This plan establishes a system that will treat four blocks of stormwater at its inception and add more as surrounding sites are redeveloped, with the goal of reducing the amount of stormwater entering the public storm sewers. The district system will manage the rate and quality of stormwater prior to it being discharged into the public system. The system also provides for reuse of stormwater for beneficial use, such as irrigation. As part of this system the developer is granting MWMO easements on their property to allow for conveyance pipes and is committing financial support to enable the district project. RISE at Prospect Park is the largest and furthest along of the developments being planned within the district and is the catalyst for implementation of the stormwater project. It will be a model for future district stormwater systems.

REZONING REQUIRED FINDINGS

The proposed rezoning from I1 and ILOD to C3A is consistent with the required findings under § 525.280 of the Zoning Code.

1) Whether the amendment is consistent with the applicable policies of the comprehensive plan.

The City's comprehensive plan, the *Minneapolis Plan for Sustainable Growth* (the "Plan"), designates the site as Mixed Use. Mixed Use guidance allows for mixed use development that may include either a mix of commercial and residential uses within a building or within a district. The site is located on the University Avenue SE Commercial Corridor. Commercial Corridors connect a number of neighborhoods and serve as focal points for activity. Development and revitalization of these corridors helps to strengthen surrounding urban neighborhoods. Commercial Corridors can accommodate intensive commercial uses and high levels of traffic. The City encourages new medium- to high-density residential development along Commercial Corridors, particularly as part of mixed use development. The site is also at the center of the Prospect Park/29th Avenue Transit Station Area (TSA). Density, human-scale urban design, and public infrastructure are especially critical in Transit Station Areas. These land use features support rezoning to the C3A commercial district classification.

The proposed rezoning is further supported by the following policies from the Plan:

Land Use Policy 1.4: Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.

Land Use Policy 1.5: Promote growth and encourage overall city vitality by directing new commercial and mixed use development to designated corridors and districts.

Land Use Policy 1.10: Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.

Land Use Policy 1.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

The *Stadium Village University Area Small Area Plan* ("Small Area Plan") was adopted by the City Council in August 2012. The project site is within the Prospect Park Station Area, for which the plan includes the following Land Use recommendations that support rezoning to C3A:

1. Support the redevelopment of this area with high density residential mixed use, with retail primarily fronting on University Avenue

2. Encourage a mix of uses that complements those in the Stadium Village commercial core and expands upon the options available.

The following Economic Development recommendations of the Small Area Plan further support the proposed commercial zoning for the site:

3. Encourage the development of a variety of goods and services to serve the needs of area residents, students, employees, and visitors.

5. Encourage the development of retail and service uses along University Avenue SE, at the Prospect Park station, and at the Bedford Street SE and University Avenue SE neighborhood commercial node, complementing the development at the Stadium Village station.

6. Support a mix of local and chain businesses, to provide for a range of needs while retaining the diversity and unique identity of this area and its business district.

The proposed rezoning to C3A will allow for the high density, mixed use, and retail development desired for the Prospect Park Station Area.

2) Whether the amendment is in the public interest and is not solely for the interest of a single property owner.

The proposed rezoning is not solely for the interest of the property owner. Rezoning of the site to C3A will allow for redevelopment of a key property adjacent to the Prospect Park LRT station in a manner consistent with Comprehensive Plan and Small Area Plan policies that call for high density and mixed use.

3) Whether the existing uses of property and the zoning classification of property within the general area of the property in question are compatible with the proposed zoning classification, where the amendment is to change the zoning classification of a particular property.

Zoning along University Avenue includes C2, C3A, and OR2 and uses include residential, retail, hotel and office. Zoning along 4th Street is currently OR2 and I1 but is guided for mixed use and other residential projects are proposed for adjacent properties. The proposed C3A zoning is compatible with the existing and anticipated uses and zoning of surrounding property.

4) Whether there are reasonable uses of the property in question permitted under the existing zoning classification, where the amendment is to change the zoning classification of particular property.

The property could continue the existing auto-related, office and retail uses under I1 zoning; however, none of those uses require industrial zoning. Furthermore, the land use guidance for this site calls for a change from industrial to commercial, mixed use zoning and land use policies call for intensified redevelopment that cannot be achieved with I1 zoning. The proposed C3A zoning will allow reasonable use of the property that is more in keeping with City policies.

5) Whether there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its present zoning classification, where the amendment is to change the zoning classification of particular property.

The development of the light rail line along University and the Prospect Park transit station are catalyzing redevelopment of the area to uses with greater density and commercial character than allowed by I1 zoning. The recently-adopted Small Area Plan recognizes this trend and preferred development by encouraging residential, retail and service uses along University Avenue SE in the Prospect Park Area.

CONDITIONAL USE PERMIT FOR PLANNED UNIT DEVELOPMENT
REQUIRED FINDINGS

The project, including alternatives for height, building placement, off-street loading and signs, meets the required findings for a conditional use permit ("CUP") for a planned unit development.

1) The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety comfort or general welfare.

The proposed development will not be detrimental to or endanger the public health, safety, comfort or general welfare, and granting the CUP will allow a development that will benefit the neighborhood and reinforce goals of the comprehensive and small area plans. In particular, infill development on this site adjacent to a light rail station will promote City goals for increased density and mixed use, transit-oriented development. The new construction will replace low density, nondescript buildings and unlandscaped surface parking with a building of high architectural quality that will be an anchor and focal point for the neighborhood. The proposed plaza, public green space, landscaping and other streetscape improvements in and around the site will further beautify the neighborhood. The building and site design on this block will activate the pedestrian realm. The grocery, retail/restaurant and the addition of residents will enhance the Prospect Park Station Area and lead the desired redevelopment of a "Green Fourth" Street. The new construction will comply with all building and site development codes.

2) The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property of uses permitted in the district.

This mixed use development will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. The proposed uses are compatible with the existing mixed use character of the area. The proposed grocery will meet a particular need in Prospect Park. High-density, mixed use redevelopment of this site is consistent with City goals and, by being responsive to the land use policies for this area, the project will promote the orderly development of the neighborhood, the transit station area and 4th Street.

3) Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.

Adequate utilities, access, drainage and other facilities will be provided. The development team will continue to work closely with Public Works, Plan Review and Planning staff to comply with City and other applicable requirements. Stormwater will be managed through an innovative district system. Access for the parking garage is provided to and from 29th Avenue. There is access to the parking lot from both 30th Avenue and 4th Street, allowing for on-site maneuvering of delivery trucks.

4) Adequate measures have been or will be taken to minimize traffic congestion in the public streets.

A traffic impact study and Travel Demand Management Plan have been prepared for the proposed development. The study concludes that, on an overall basis, the proposed uses have minimal traffic impacts on intersection operations, all intersections have adequate capacity to accommodate the number of trips that will be generated and, therefore, impacts on existing operations are minimal. The parking to be provided on site is sufficient to meet peak demand and complies with the minimum and maximum parking requirements of the Zoning Code. All truck maneuvering and loading will occur on site.

5) The conditional use is consistent with the applicable policies of the comprehensive plan.

The project site is included in two land use plans: the *Minneapolis Plan for Sustainable Growth*, which is the citywide comprehensive plan, and the *Stadium Village University Area Small Area Plan*. As described above, both these plans identify the future land use for the project site a mixed use. The site is on a Commercial Corridor and within a Transit Station Area. These land use features support redevelopment with high intensity, transit oriented, pedestrian friendly uses and design. In addition to the land use polices identified in the rezoning findings, the following policies from the comprehensive plan also support the proposed project uses and design:

Housing Policy 3.1: Grow by increasing the supply of housing.

3.1.1 Support the development of new medium- and high-density housing in appropriate locations throughout the city.

Housing Policy 3.2: Support housing density in locations that are well connected by transit, and are close to commercial, cultural and natural amenities.

3.2.1 Encourage and support housing development along commercial and community corridors, and in and near growth centers, activity centers, retail centers, transit station areas, and neighborhood commercial nodes.

Urban Design Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.1 Encourage both mixed-use buildings and a mix of uses in separate buildings where appropriate.

10.9.2 Promote building and site design that delineates between public and private spaces.

10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

6) The conditional use shall in all other respects, conform to the applicable regulations of the district in which it is located.

Upon approval of the submitted applications, the project will conform with the applicable regulations of the C3A zoning district.

In addition to the CUP standards the project complies with the additional findings required for planned unit developments.

1) That the planned unit development complies with all of the requirements and the intent and purpose of the PUD chapter. In making such determination, the following shall be given primary consideration:

a. 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.

The proposed mix of uses includes residential, grocery, restaurant and other retail. There will be a mix of studio, 1, 2 3, and 4-bedroom apartments in the tower and in the low rise building segments. The grocery and other retail uses will be convenient and highly-valued amenities for residents, the surrounding community and transit users. The development will enhance and engage the public realm on all sides with wide sidewalks, green boulevards, multiple entrances, the "front porch" deli seating area, the corner plaza and the "back yard" open green space.

b. The traffic generation characteristics of the proposed planned unit development in relation to street capacity, provisions of vehicle access, parking and loading areas, pedestrian access, bicycle facilities and availability of transit alternatives.

The traffic impact study concludes that, on an overall basis, the proposed uses have minimal traffic impacts on intersection operations, all intersections have adequate capacity to accommodate the number of trips that will be generated and, therefore, impacts on existing operations are minimal. The parking to be provided on site is sufficient to meet peak demand and complies with the minimum and maximum parking requirements of the Zoning Code. All truck maneuvering and loading will occur on site. The surface parking lot is buffered and screened from the public sidewalk by deep green spaces, the garage stairway and the Nice Ride bike station. The project site is benefitted by exceptional transit amenities due to the adjacent LRT and Nice Ride stations. Over 400 bike spaces will be provided for residents in the building. Exceptional pedestrian access will be established around and through the site.

c. 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.

As detailed previously, the planned unit development will include a plaza with a water feature at the apartment entry at the corner of 29th Avenue and 4th Street and a large,

landscaped open space along 4th Street that can be used for neighborhood events as well as for passive recreation. Outdoor seating around the site, including the raised deck at the grocery entry on University, will be amenities for residents, guests and the general public. Residents will have the benefit of amenities including a fitness center, pet exercise area, bike repair and business center.

d. 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 view and corridors.

The tower will be a strong, signature presence on University, demarcating the location of Prospect Park Station. The massing of the building will step down toward the station and the lower rise development anticipated for 4th Street. The material palate is simplified and refined and applied to break up the massing of the large building. The new development will not interfere with public view corridors.

e. An appropriate transition area shall be provided between the planned unit development and adjacent residential uses or residential zoning that considers landscaping, screening, access to light and air, building massing and applicable policies of the comprehensive plan and adopted small area plans.

Appropriate transitions between the project and nearby residential uses are provided by the public streets surrounding the development. Two sides of the development incorporate walk up units, emphasizing the residential character of the low rise wing of the building. The project will add sidewalk, landscaping and trees along the now-barren street fronts.

f. The relation of the proposed planned unit development to existing and proposed public facilities, including but not limited to provision for stormwater runoff and storage, and temporary and permanent erosion control.

As discussed above, project will participate in an innovative district stormwater system that will reduce the amount of stormwater reaching the City's storm sewers. The project t will comply with all requirements for stormwater management and erosion control.

g. The consideration, where possible, of sustainable building practices during the construction phases and the use of deconstruction services and recycling of materials for the demolition phase.

The contractor is committed to recycling the demolition debris of the building. All steel, concrete, and concrete block being demolished will be recycled. During construction the contractor will use a dumpster roll off service that recycles new construction debris. The roll off service sorts and recycles each dumpster, with at least 50% of the debris being sent to recycled.

2) That the planned unit development complies with all of the applicable requirement contained in Chapter 598, Land Subdivision Regulations.

No subdivision of the site is proposed.

Additional factors to be considered when determining the maximum height per §548.110:

(1) Access to light and air of surrounding properties.

Public right-of-way separates the proposed development on all sides from surrounding properties. The arrangement of the tower and low rise wing provides access to light and air for residential uses in the project. Allowing the requested increases in height will not impede access to light and air for the surrounding properties.

(2) Shadowing of residential properties, significant public spaces, or existing solar energy systems.

A shadow study has been submitted that shows the degree of shadowing by the project. It will not shadow existing residential properties. Like other residential towers, the project will cast long shadows at certain times of the day and year, but the effects are mitigated by the placement of the tower on the south side of the site and separation by public streets. The project does not shadow any significant public spaces. No existing solar energy systems are known to be shadowed by the project.

(3) The scale and character of surrounding uses.

The scale and character of the project is compatible with the redeveloping University Avenue, which includes several 5-story buildings, an 8-story office building across 29th Avenue from the project site, and the 11-story WaHu development at Washington Avenue.

(4) Preservation of views of landmark buildings, significant open spaces or water bodies.

The project will not block views of landmark buildings, significant open spaces or water bodies.

VARIANCE TO INCREASE FLOOR AREA OF RETAIL USE
REQUIRED FINDINGS

A variance is requested to increase the floor area limit on individual retail uses from 8,000 SF to approximately 30,200 SF to allow a single retail grocery tenant on the ground floor of the building.

1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.

The site is uniquely situated to accommodate a large retail use that will be a convenient and economical source of goods for the existing and burgeoning residential community in Prospect Park. The *Stadium Village University Avenue Small Area Plan* specifically identifies a pent up demand for a full size grocery use and concludes that "[d]ue to the substantial limitations in the Stadium Village area, it may be more appropriate to develop a companion retail hub at the Prospect Park station, *especially for larger format retailers and those need [sic] more extensive parking*." (emphasis added). The neighborhood needs a full sized grocery, a grocery use requires a large site that accommodates a large retail floor area and a surface parking lot, and the project site is one of the few sites in the neighborhood able to accommodate this use. These are unique circumstances not created by the developer that create practical difficulties in complying with the ordinance and providing for the retail needs of the neighborhood.

2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.

The C3A District regulations generally promote smaller-scale, "neighborhood-oriented" retail uses. In light of the expansive and expanding residential density within walking and transit distance of the project site, some larger retail uses are needed to serve the needs of transit users and the surrounding neighborhood. The Small Area Plan specifically recognizes the need for a grocery in proximity to the Prospect Park transit station. The proposed variance is, therefore, in keeping with the spirit and intent of the ordinance. It is also in keeping with the comprehensive plan guidance for Commercial Corridors that are intended to accommodate intensive commercial uses, strengthen surrounding urban neighborhoods, and expand the range of goods and services available.

3) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.

The proposed 30,100 SF retail use will enhance the character of Prospect Park because it will be incorporated in a mixed-use building. It will improve the use and enjoyment of the surrounding neighborhood by providing a much-needed, larger scale grocery use accessible to pedestrians, transit users, area employees and neighborhood residents.

VARIANCE OF PEDESTRIAN ORIENTED OVERLAY DISTRICT STANDARDS
REQUIRED FINDINGS

A variance is requested from the 40% window requirement of the PO District for a portion of the grocery facade and from the 60-foot maximum for the north and east parking lot frontage.

1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.

Windows: The grocery has two facades that face the public street and a third with a principal entrance that faces the parking lot. Every effort has been made to design the floor plan to maximize windows on these facades but grocery stores require back-of-house storage and refrigeration areas that cannot have windows, creating practical difficulties in complying with the ordinance.

Parking lot frontage: Although grocery customers will include some people who come to the store on foot or by light rail or bus, the store's customer base will draw people from the larger neighborhood and area employees who will drive to the site and require parking. A full size grocery is a priority for the neighborhood and easily-accessible, visible surface parking is a requirement of grocery tenants. The amount of parking required for a full size grocery creates practical difficulties complying with the ordinance.

Design and operational requirements for full size grocery stores are unique and not contemplated by the PO Overlay standards.

2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.

The grocery is a highly-sought use by the neighborhood and is a reasonable use of the property. Sites for a grocery in this area are limited and the Small Area Plan specifically identifies Prospect Park station as an appropriate location "for larger format retailers and those need [sic] more extensive parking." In lieu of windows on part of the University Avenue facade, the developer is proposing to install a large outdoor deck for dining for the grocery store deli and lighted art work on the wall. Even with a small reduction in the percentage of windows, there will be substantial windows on the University facade and multiple entrances and public seating to engage the public realm. The north parking lot frontage will be buffered and screened by an 11-foot deep landscaped yard and by the almost 2,500 SF public green space. The parking along the east frontage will be buffered by a 15'-8" yard and Nice Ride bike station. With these mitigations, the proposal is in keeping with the spirit and intent of the ordinance and City land use plans.

3) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.

The proposed variances from the PO Overlay standards will not alter the essential character of the area; rather, the project will enhance the architectural and pedestrian character of the block. The greenscape along the parking lot will integrate with the anticipated improvements of the Green Fourth initiative. The variances will not be detrimental or injurious to the use of other property or to the public welfare.

WENCK File #5482-01
October 28, 2015

Travel Demand Management Plan for RISE at Prospect Park in Minneapolis, MN

Prepared for:

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Table of Contents

1.0 PURPOSE AND BACKGROUND 1-1

2.0 TRAFFIC..... 2-1

3.0 PARKING 3-1

4.0 TRANSIT 4-1

5.0 PEDESTRIAN..... 5-1

6.0 BICYCLE..... 6-1

7.0 TRAVEL DEMAND MANAGEMENT PLAN 7-1

8.0 SIGNATURES 8-1

9.0 APPENDIX 9-1

FIGURES

FIGURE 1 PROJECT LOCATION 1-2
FIGURE 2 PROPOSED SITE PLAN 1-3
FIGURE 3 EXISTING CONDITIONS 1-4
FIGURE 4 WEEKDAY AM PEAK HOUR TURN MOVEMENT VOLUMES 2-3
FIGURE 5 WEEKDAY PM PEAK HOUR TURN MOVEMENT VOLUMES.....2-4

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1.0 Purpose and Background

Existing Site

The subject site is the block bounded by 29th Avenue SE, 4th Street SE, University Avenue SE, and 30th Avenue SE located in the Prospect Park area of Minneapolis. The existing site contains two buildings and associated parking areas. The project location is shown in **Figure 1**.

Parking is located throughout the site, with access points provided on 29th Avenue, 4th Street, and 30th Avenue. On-street parking is allowed on 4th Street, 30th Avenue, and the south side of University Avenue.

Proposed Development

The proposed project will consist of removing the existing buildings and constructing a new multi-story building with multiple uses. The proposed uses for the project are shown in Table 1.

Table 1
Proposed Land Uses

Land Use	Size
Apartments	336 du/547 bedrooms
Restaurant	9,143 sf
Grocery Store	30,118 sf
Liquor Store	1,097 sf

du = dwelling units
sf = square feet

The proposed project will include 358 total parking spaces, with 287 spaces in a parking structure and 71 surface spaces. Access for the proposed project will be provided directly from 29th Avenue, 4th Street, and 30th Avenue. Trash collection and deliveries will occur in the surface parking area.

The proposed site plan is shown in **Figure 2**. Existing conditions near the proposed project are shown in **Figure 3**.

The proposed project will provide a minimum of 580 new bicycle parking spaces on-site. 560 of the spaces will be inside the proposed building and 20 outside. The proposed project is expected to be complete by the end of 2017.

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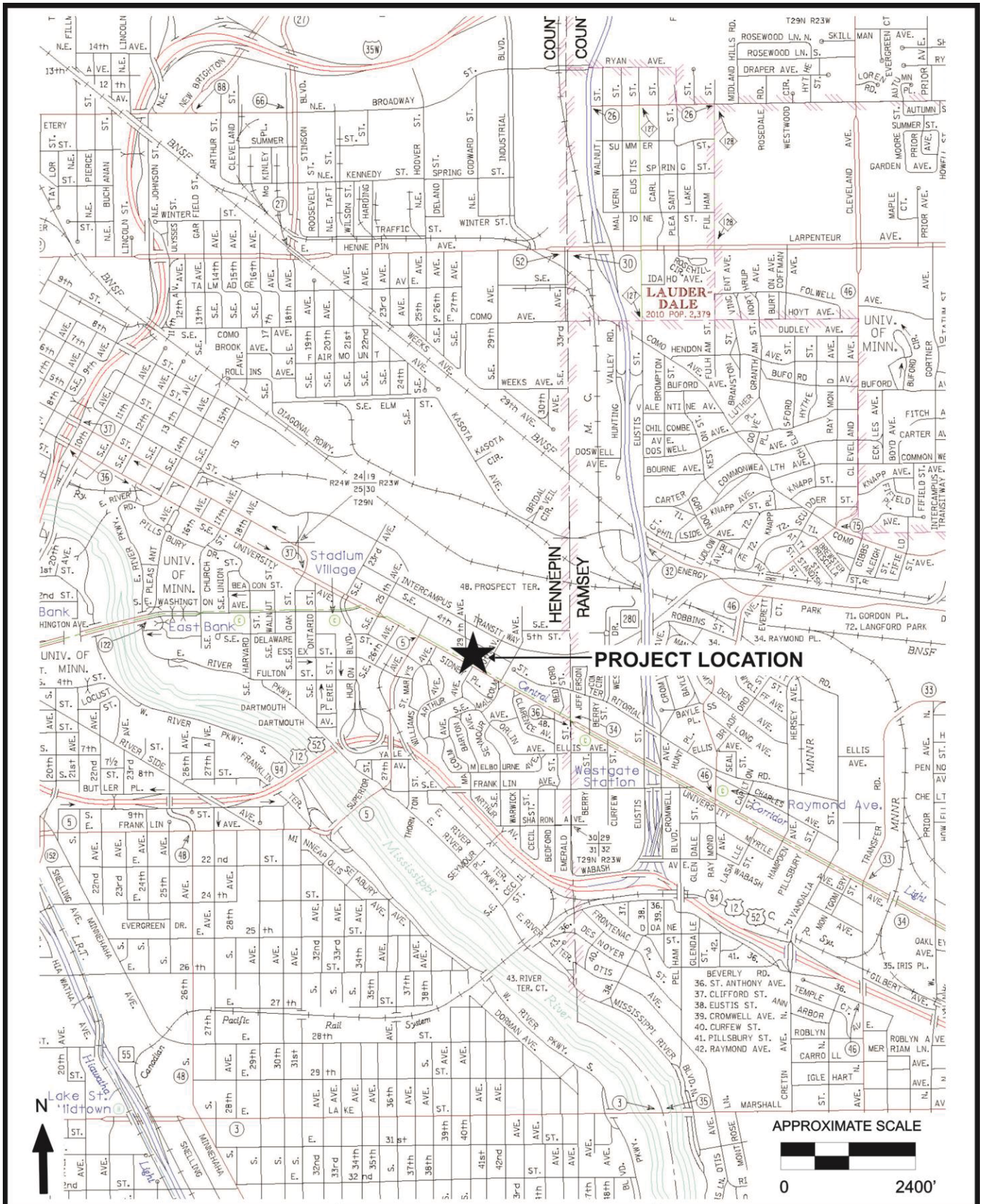

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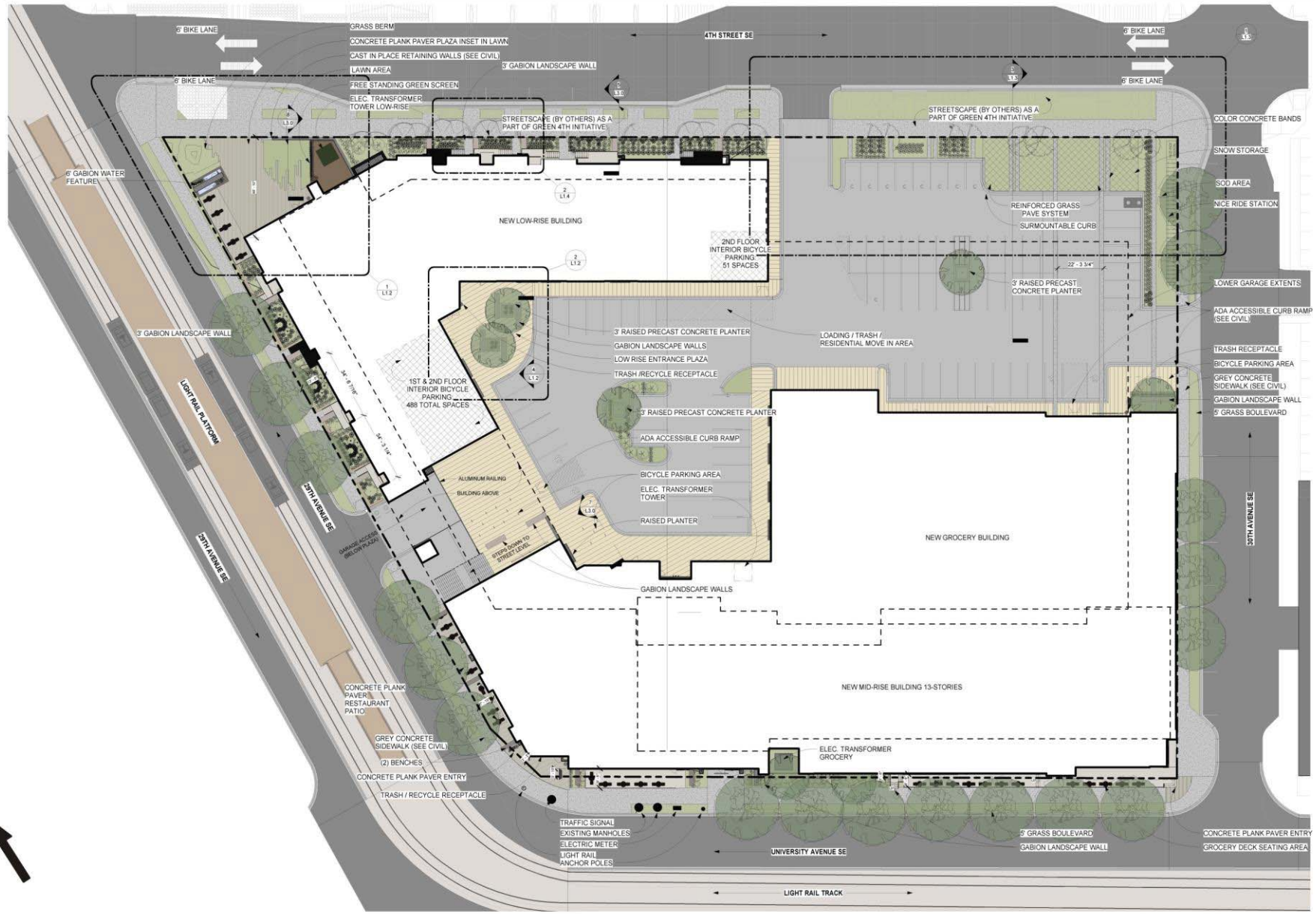
TRAVEL DEMAND MANAGEMENT PLAN FOR RISE AT PROSPECT STATION

FIGURE 1

PROJECT LOCATION



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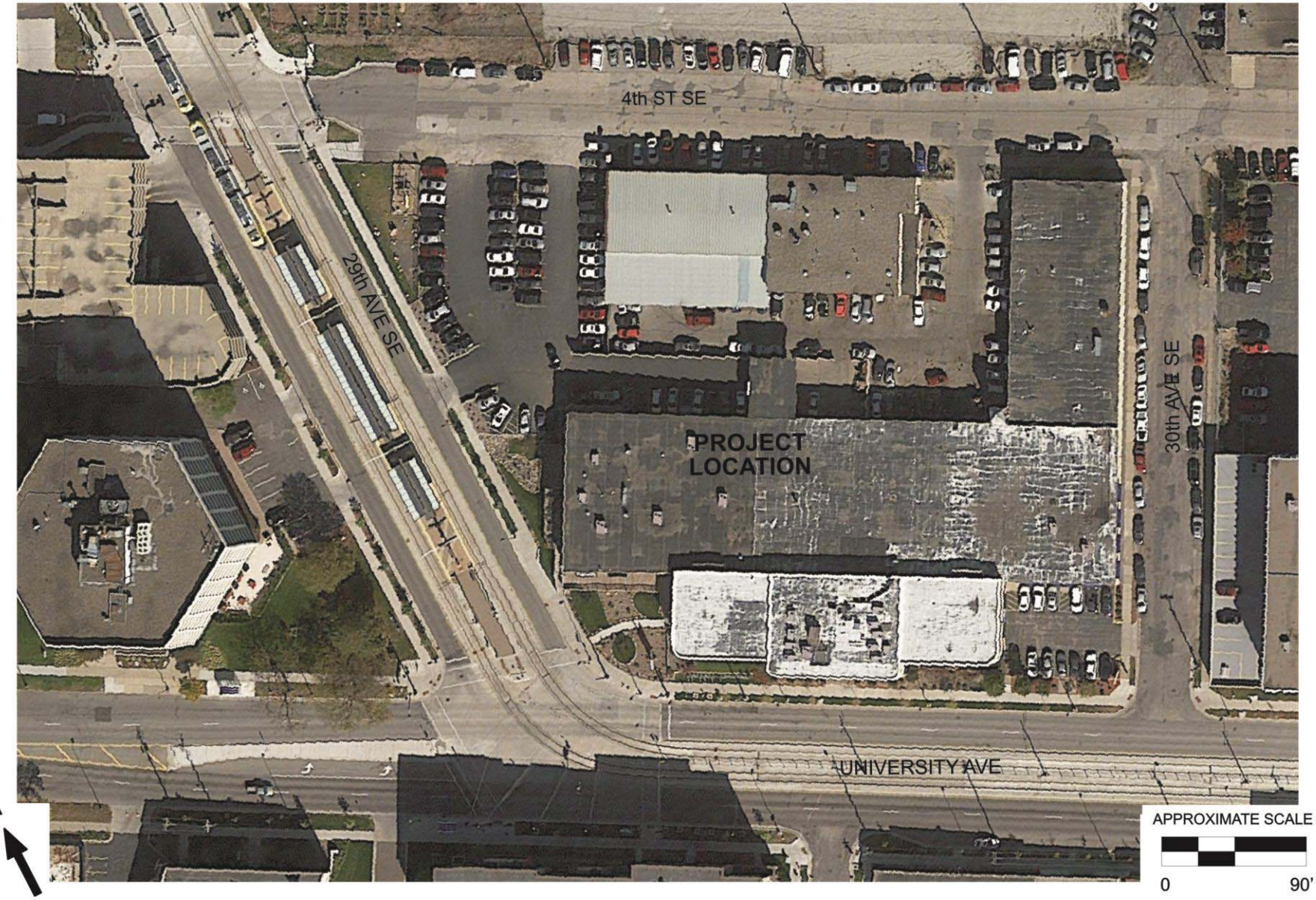
TRAVEL DEMAND MANAGEMENT PLAN FOR RISE AT PROSPECT STATION

FIGURE 2

PROPOSED SITE PLAN



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TRAVEL DEMAND MANAGEMENT PLAN FOR RISE AT PROSPECT STATION

FIGURE 3

EXISTING CONDITIONS

City Of Minneapolis' Transportation Policies

The following policies on transportation are included in Chapter 2 (Transportation) of the *Minneapolis Plan for Sustainable Growth*:

2.1 Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.
2.2 Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.3 Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.
2.4 Make transit a more attractive option for both new and existing riders.
2.5 Ensure that bicycling throughout the city is safe, comfortable and pleasant.
2.6 Manage the role and impact of automobiles in a multi-modal transportation system.
2.7 Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.
2.8 Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.
2.9 Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.
2.10 Support the development of a multi-modal Downtown transportation system that encourages an increasingly dense and vibrant regional center.
2.11 Minneapolis recognizes the economic value of Minneapolis-St. Paul International Airport and encourages its healthy competition to reach global markets in an environmentally responsible manner.

Goals of the Travel Demand Management Plan

HIC/CA Prospect Park JV, LLP understands and acknowledges the overall transportation goals of the City. The goal of this Travel Demand Management Plan (TDMP) is to support the City of Minneapolis in achieving its transportation goals. Two purposes that the City has established for all Travel Demand Management Plans are as follows:

1) Determine the transportation implications of the proposed development and develop solutions to resolve any impacts, and

2) Examine how the proposed development meets the City's goals to reduce automobile traffic while identifying and implementing ways for the proposed development to increase alternative transportation modes.

The Travel Demand Management Plan for this development site identifies steps to be taken by the project owner to ensure that the proposed development is well integrated with existing transportation services, and that future users of the development are able to take full advantage of transit, pedestrian, and bicycle facilities. The overall mode split goal for this project is 45% Single Occupant Vehicle, 35% Transit, and 20% Pedestrian/Bicycle.

2.0 Traffic

Framework for Traffic Forecasts

To adequately address the impacts of the subject development, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following intersections:

- 29th Avenue SE/4th Street SE (traffic signal controlled)
- University Avenue SE/29th Avenue SE (traffic signal controlled)
- 30th Avenue/4th Street SE (all-way stop controlled)
- University Avenue SE/30th Avenue SE (30th Avenue stop sign controlled)

Traffic forecasts are typically considered for the year following expected completion of the proposed development. Accordingly, traffic forecasts were completed for the following three scenarios:

- Existing (2015) – based on traffic counts collected from 7-9 a.m. and 4-6 p.m. on June 9 and June 10, 2015 for this project.
- 2018 No-Build – existing volumes increased by 1.0 percent per year to account for background traffic growth. This growth rate was based on the historic traffic volume growth on the surrounding street system.
- 2018 Build – trips generated by the proposed development are added to the 2018 No-Build volumes.

Development Traffic Volumes

To accurately account for trips that could be generated by the proposed project, trip generation was completed using data presented in the Institute of Transportation Engineers' (ITE) *Trip Generation*, Ninth Edition. Discussions with City staff resulted in the application of reductions to the gross trip generation to account for internal trips and the impact of adjacent transit options. Based on these discussions, the gross trip generation was reduced by 10% to account for internal trips and 25% to account for transit impacts.

Table 2 presents the projected weekday a.m. and p.m. peak hour gross trip generation.

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Table 2
Weekday Gross Trip Generation for Prospect Park Station

Land Use	ITE Code	Size	Weekday AM Peak Hour (745-845 am)			Weekday PM Peak Hour (430-530 pm)			Weekday Daily
			In	Out	Total	In	Out	Total	Total
Proposed Project									
Apartments	220	336 du	34	137	171	135	73	208	2234
Restaurant	932	9,143 sf	54	45	99	54	36	90	1163
Grocery Store	850	30,118 sf	63	39	102	146	140	286	3078
Liquor Store	850	1,097 sf	0	0	0	5	5	10	111
Subtotal			**151**	**221**	**372**	**340**	**254**	**594**	**6586**
Existing Uses Removed									
Office		31,360 sf	43	6	49	8	39	47	346
Warehouse		7,840 sf	1	1	2	1	2	3	28
Daycare		4,500 sf	29	26	55	26	30	56	333
Fitness Club		7,000 sf	5	5	10	14	11	25	231
Coffee Shop		2,300	127	122	249	47	47	94	2027
Auto Repair		14 stalls	19	10	29	21	27	50	300
Subtotal			**224**	**170**	**394**	**117**	**158**	**275**	**3265**

Notes: du = dwelling units, sf = square feet

Based on existing traffic patterns in the area, the surrounding roadway network, and locations of major trip attractions relative to the subject site, the following directional distribution percentages were established for development trips:

- 41 percent to/from the east University Avenue SE
- 45 percent to/from the west on University Avenue SE
- 8 percent to/from the west on 4th Street SE
- 6 percent to/from the east on 4th Street SE

Total Projected Volumes

Total traffic volume projections have been established which account for all the traffic components previously described. The weekday a.m. and p.m. peak hour traffic volumes for existing, 2018 No-Build, and 2018 Build scenarios are shown in **Figures 4 and 5**.

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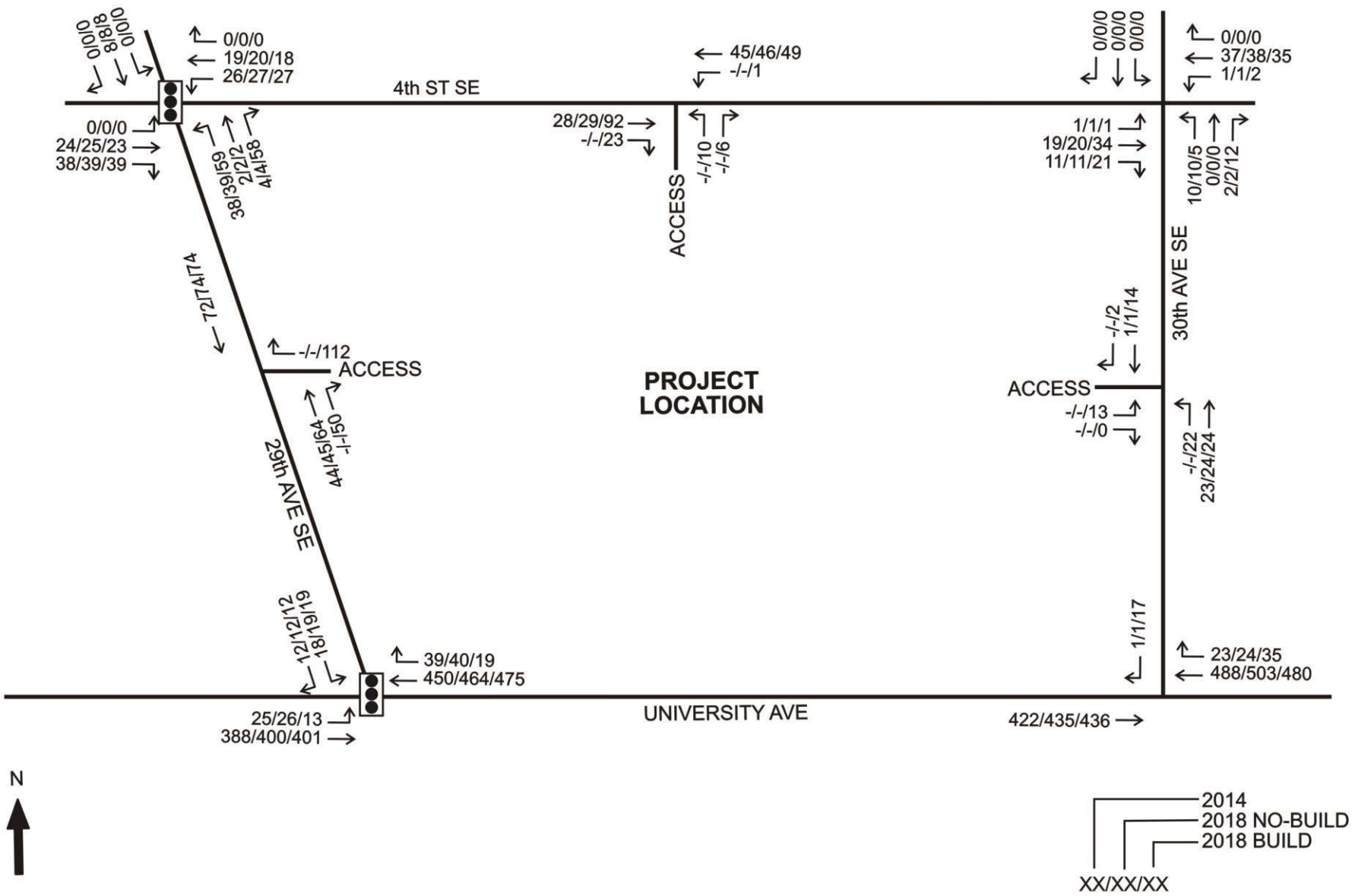

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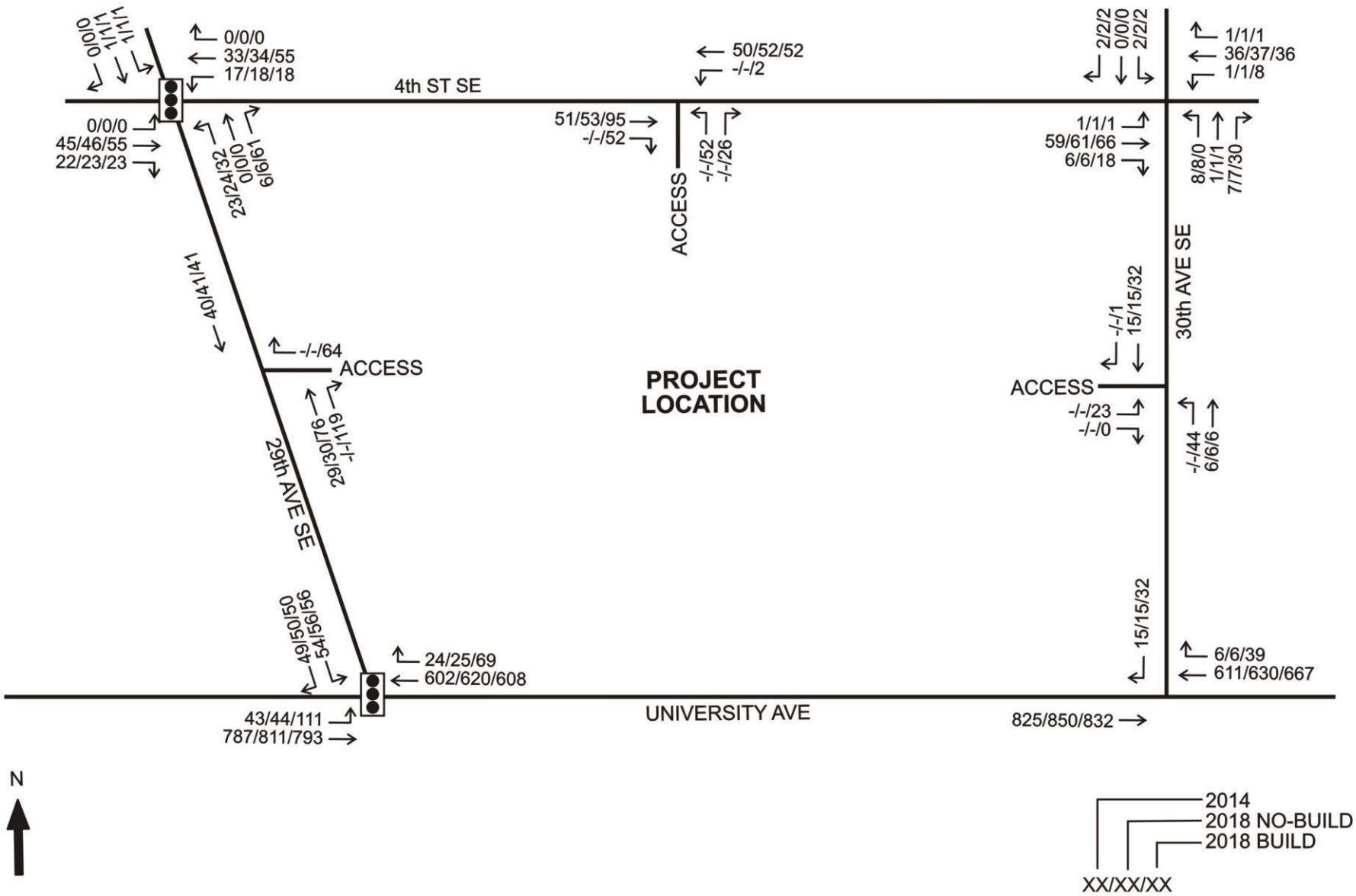
TRAVEL DEMAND MANAGEMENT PLAN FOR RISE AT PROSPECT STATION

FIGURE 4

WEEKDAY AM PEAK HOUR TURN MOVEMENT VOLUMES



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TRAVEL DEMAND MANAGEMENT PLAN FOR RISE AT PROSPECT STATION

FIGURE 5

WEEKDAY PM PEAK HOUR TURN MOVEMENT VOLUMES

Intersection Impacts

In order to better understand traffic related impacts at the subject intersections, capacity analyses were performed for the existing, 2018 No-Build, and 2018 Build scenarios. Capacity analysis results are presented in terms of level of service (LOS), which ranges from A to F. LOS A represents the best intersection operation, with very little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. The capacity analyses were completed using existing geometrics and intersection control. The results are described below.

29th Avenue SE/4th Street SE (traffic signal controlled)
During the a.m. peak hour, all movements operate at a LOS B or better and the intersection operates at LOS A under all scenarios. During the p.m. peak hour, all movements operate at a LOS B or better and the intersection operates at LOS B under all scenarios. No improvements are necessary to accommodate the proposed project.

University Avenue SE/29th Avenue SE (traffic signal controlled)
During the a.m. peak hour, all movements operate at a LOS D or better and the intersection operates at LOS B under all scenarios. During the p.m. peak hour, all movements operate at a LOS D or better and the intersection operates at LOS B under all scenarios. No improvements are necessary to accommodate the proposed project.

30th Avenue/4th Street SE (all-way stop controlled)
During the a.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios. During the p.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios. No improvements are necessary to accommodate the proposed project.

University Avenue SE/30th Avenue SE (30th Avenue stop sign controlled)
The capacity analyses indicate that all movements operate at a LOS B or better and the overall intersection operates at LOS A under all a.m. peak hour scenarios. During the p.m. peak hour, all movements operate at a LOS B or better and the overall intersection operates at LOS A under all scenarios. No improvements are necessary to accommodate the proposed project.

4th Street SE/Access
During the a.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios. During the p.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios.

29th Avenue SE/Access
During the a.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios. During the p.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios.

30th Avenue SE/Access
During the a.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios. During the p.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios.

Overall Traffic Impacts

On an overall basis, the proposed uses have minimal impacts on intersection operations. All intersections have adequate capacity to accommodate the number of trips generated and therefore impacts on existing operations are minimal.

Accommodation of Deliveries and Trash Collection

Trash collection will occur in the surface area parking within the site. Trash collection will occur as often as necessary to fully serve the entire development. Deliveries will occur at the loading docks and designated surface areas provided within the site.

Delivery frequency will vary with the type of use. It is estimated that the hotel may receive one large delivery per day with multiple smaller deliveries as needed. The residential and restaurant uses may each receive two large deliveries per day, with smaller deliveries as needed. The grocery use may receive two large deliveries per week, with four to eight smaller deliveries per day.

All deliveries will be coordinated to minimize congestion at the loading areas. All loading areas within the site are designed to accommodate the expected vehicle types and sizes.

Curb Bumpouts

Curb bump outs are shown on the site plan in various locations, including the east side of 30th Avenue. Curb bump outs are used to narrow the street width to decrease pedestrian crossing distances while still allowing on-street parking. For example, the existing width of 4th Street west of 30th Avenue is 42 feet. Installing bump outs could reduce the street width at the pedestrian crossing location to 26 feet, resulting in improved pedestrian crossing operations. The proposed bump out locations are expected to have minimal impact to the on-street parking supply.

3.0 Parking

Parking Supply

As described earlier, the proposed project includes 358 total parking spaces, with 287 spaces in a parking structure and 71 surface spaces. In addition, on-street parking is allowed on 4th Street, 30th Avenue, and the south side of University Avenue.

Zoning Code Requirements

To determine the adequacy of the proposed parking supply, parking requirements were calculated based on the Zoning Code parking ratios. This site is located within a Transit Station Area parking overlay district (TSA) and the University Area overlay district, resulting in reductions to the calculated parking requirements. The current parking requirements are a minimum of 255 spaces for all uses and a maximum of 210 spaces for all non-residential uses. The minimum and maximum calculations are as follows:

- For the grocery use, the calculated minimum is 1 space per 500 square feet over 4,000, which equates to 52 spaces. The calculated maximum for the grocery use is 1 space per 200 square feet, which equates to 151 spaces. Since the site is within a TSA, the minimum and maximum are 75% of these totals, for a minimum of 39 spaces and a maximum of 113 spaces.

- For the restaurant use, the calculated minimum is 1 space per 500 square feet to 2,000 plus 1 space per 300 square feet over 2,000, which equates to 28 spaces. The calculated maximum for the restaurant use is 1 space per 75 square feet, which equates to 122 spaces. Since the site is within a TSA, the minimum and maximum are 75% of these totals, for a minimum of 21 spaces and a maximum of 92 spaces.

- For the liquor store use, the minimum is 1 space per 500 square feet or a minimum of 4 spaces, which equates to 4 spaces. The maximum for the liquor store use is 1 space per 200 square feet, which equates to 6 spaces. Since the site is within a TSA, the minimum and maximum are 75% of these totals, for a minimum of 3 spaces and a maximum of 5 spaces.

- For the apartment use, the minimum is 0.5 space per bedroom, which equates to 274 spaces. There is no maximum for the apartment use. The parking requirement for the apartment is 70% of the total due to the proximity to both light rail and bus transit, for a minimum total of 192 spaces.

Institute of Transportation Engineers (ITE) Data Calculations

In addition to the Zoning Code requirement, parking data from the Institute of Transportation Engineers (ITE) was also used to determine the expected parking demand. Data provided in the ITE publication *Parking Generation*, 4th Edition, indicates the various proposed uses peak at different times during the day. The apartment use peaks overnight while the restaurant and grocery uses peak during the day. Based on the ITE data, the peak weekday parking demand for the overall site occurs between 4 pm and 6 pm. The peak parking demand during that time period is 349 spaces. The corresponding parking demand table is included in the appendix.

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Overall Parking Impact

As shown above, the peak demand for existing parking spaces occurs between 4 pm and 6 pm. The peak parking demand during that time period is 349 spaces, which is 9 spaces less than the parking supply of 358 spaces. In addition, the number of spaces provided falls within the minimum and maximum zoning requirements. Therefore, adequate parking is provided for the site.

Parking Operation

161 spaces in the lowest parking level in the ramp are reserved for residents only. It will be controlled with a pass card system. Parking for residents is purchased separately and is not included in the rent. The residents not located in the lower level will be accommodated in the upper level with a parking pass. The remaining upper level spaces and the surface spaces will be shared by all on-site uses and will be limited to three hour parking. Registered hotel guests will receive a parking pass to place in their vehicle allowing them to park on-site. Overnight guests of the apartment residents will also receive a parking pass to allow overnight parking.

During special events on campus, such as football games, on-site parking will be monitored by building staff to ensure spaces are being used by on-site uses only. Signing located at the parking entrances will state that all parking is for on-site uses only, with any other users towed at owner's expense.

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4.0 Transit

The proposed project site is well served by existing transit routes. The subject site presently is served by the Metro Transit Green Line light rail and bus route 16 on University Avenue. The Green Line includes a station on 29th Avenue SE, immediately adjacent to the proposed site. Bus route 16 includes multiple stop locations on University Avenue near the subject site. The existing route maps are shown in the Appendix.

In addition to Metro Transit service, the University of Minnesota operates a dedicated transit way between campuses which is located one block north of 4th Street SE. The nearest transit stop for this facility is located on 23rd Avenue. Bicycle traffic is also allowed on the transit way.

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5.0 Pedestrian

Sidewalks presently are provided on both sides of 29th Avenue SE, University Avenue SE, and 30th Avenue SE. The proposed project will add an eight foot wide sidewalk on the south side of 4th Avenue SE.

Crosswalks and pedestrian signal heads are provided across all three legs at the University Avenue SE/29th Avenue SE intersection and across all four legs at the 29th Avenue SE/4th Street SE intersection. Sidewalk connections to all bus stop and light rail locations around the subject development are already in place.

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6.0 Bicycle

Bicycle traffic is allowed on the surrounding street system. In addition, the University of Minnesota operates a dedicated transit way between campuses which is located one block north of 4th Street SE. Bicycle traffic is also allowed on the transit way.

To effectively fulfill the TDM goal of promoting alternative modes of transportation, the project owner will provide 580 new bicycle parking spaces on-site. 560 of the spaces will be inside the proposed building, with 280 in a bicycle room located in the upper garage and 280 in a bicycle room located on the plaza level in the residential building. 20 spaces will be provided outside, with 10 spaces near the grocery store entrance and 10 spaces near the residential building entrance. If the bicycle parking demand exceeds the available supply, the project owner will add more spaces.

The project will also provide space for a Nice Ride bicycle station. The station will be located on 30th Avenue near the surface lot entrance.

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7.0 Travel Demand Management Plan

The following TDM plan identifies the program, responsibilities, and detailed implementation of measures for the transportation issues presented in this report. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager specifically commits to implementing the following actions:

1. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will provide 358 on-site parking spaces.

2. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager agrees that the on-site parking spaces are for residents, employees, and customers only.

3. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will provide 580 new bicycle parking spaces on-site. 560 of the spaces will be inside the proposed building, with 280 in a bicycle room located in the upper garage and 280 in a bicycle room located on the plaza level in the residential building. 20 spaces will be provided outside, with 10 spaces near the grocery store entrance and 10 spaces near the residential building entrance. If the bicycle parking demand exceeds the available supply, the project owner will add more spaces.

4. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will provide space for a Nice Ride bicycle station. The station will be located on 30th Avenue near the surface lot entrance.

5. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager, will create and distribute information that includes the following:

    - Maps that show the area bus routes, bus schedules, and bicycle and pedestrian facilities.
    - Information on starting and joining commuter programs.
    - Other information or actions that encourage use of alternative modes of transportation.

6. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will provide real time transit information in the hotel and residential buildings.

7. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will provide bus route and light rail maps to tenants upon request and make them available at the management office.

8. It is understood that the City's desire is to minimize truck loading/unloading activity during peak periods for traffic on adjacent streets. To help the City fulfill this desire, HIC/CA Prospect Park JV, LLP, Successor, or Property Manager, will encourage truck drivers and tenants to schedule truck service functions during off-peak periods.

9. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will designate a transportation coordinator, who would be available to work with City staff on an “as-needed” basis and to implement the TDM strategies.

10. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will commit to monitor travel behavior of on-site users, including an original survey at the time of full occupancy, ongoing surveys at designated check points, and travel behavior status reports.

8.0 Signatures

HIC/CA PROSPECT PARK JV, LLP

Dated: _____ By _____

MINNEAPOLIS COMMUNITY PLANNING &
ECONOMIC DEVELOPMENT DEPARTMENT

Dated: _____ By _____
CPED Development Service Director

MINNEAPOLIS PUBLIC WORKS DEPARTMENT

Dated: _____ By _____
Traffic Operations Engineer

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9.0 Appendix

- Parking Demand Table
- Bus route maps

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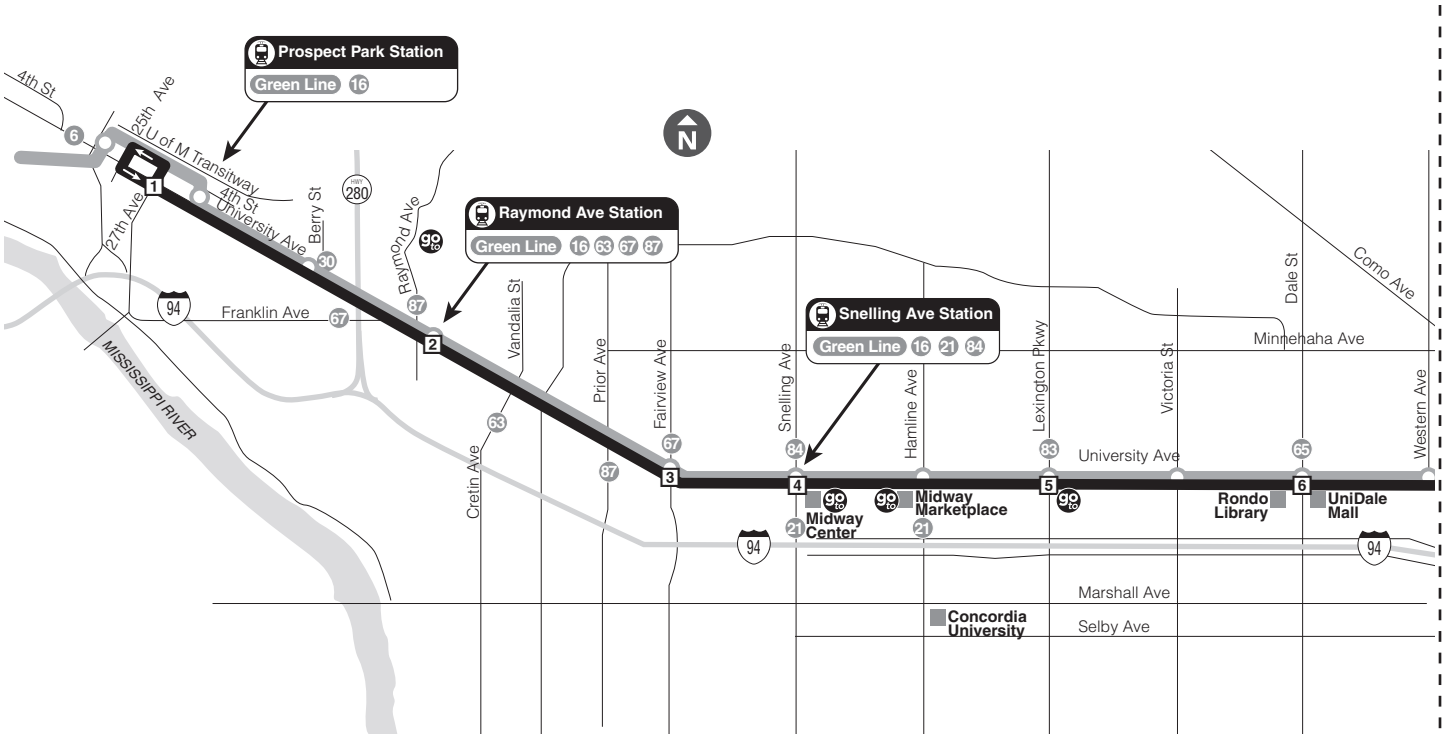
WEEKDAY PARKING DEMAND

Land Use	Size	Unit	Gross Parking Rate	Adjustment Factor for Walking, Transi Multi-Purpose, and Vacancies	Month of Year Adjust. Factor (MAX)	Time of Day Factor						Net Parking Needs by Time of Day					
						6 am-8 am	8 am-11 am	11 am-2 pm	2 pm-4 pm	4 pm-6 pm	6 pm-9 pm	6 am-8 am	8 am-11 am	11 am-2 pm	2 pm-4 pm	4 pm-6 pm	6 pm-9 pm
Apartment	336	dwelling unit	1.2/du	30%	100%	100%	65%	50%	50%	70%	80%	282	183	141	141	198	226
Restaurant	9143	sq. ft.	13.3/1000	30%	100%	0%	10%	75%	60%	90%	100%	0	9	64	51	77	85
Grocery Store	31215	sq. ft.	3.78/1000	30%	100%	0%	50%	100%	90%	90%	50%	0	41	83	74	74	41
											TOTAL PARKING DEMAND	282	233	288	266	349	352

Note: Gross parking rates from ITE Parking Generation, 4th edition

16 Local Bus Route

Metro Transit



Map continued on page 2

PLEASE NOTE:

For alternative service along University Ave please consult a METRO Green Line schedule.

Bike Racks

Buses and trains have free storage racks so you can bring your bicycle along.

Look for instructions on the rack or visit metrotransit.org/bike

Timepoint on schedule
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.

Regular Route
Bus will pick up or drop off customers at any bus stop along this route.

METRO Line(s)
METRO trains will pick up or drop off.

Connecting Routes to transfer to/from
See those route schedules for details.

Bike Locker
These sites have weatherproof bike storage for rent.

Go-To Card Retail Location
Buy a Go-To Card or add value to an existing card at these locations.

Rail Station
Customers get on and off trains here. Buses connect with trains at stations.

Retail Locations

Buy a Go-To Card or add value to an existing card at these locations.

St Paul
Community Financial Ctr, 259 University Ave W, Suite C
Cub Foods, 1440 University Ave W
Rainbow Foods, 1566 University Ave W
Unbank, 1098 University Ave W

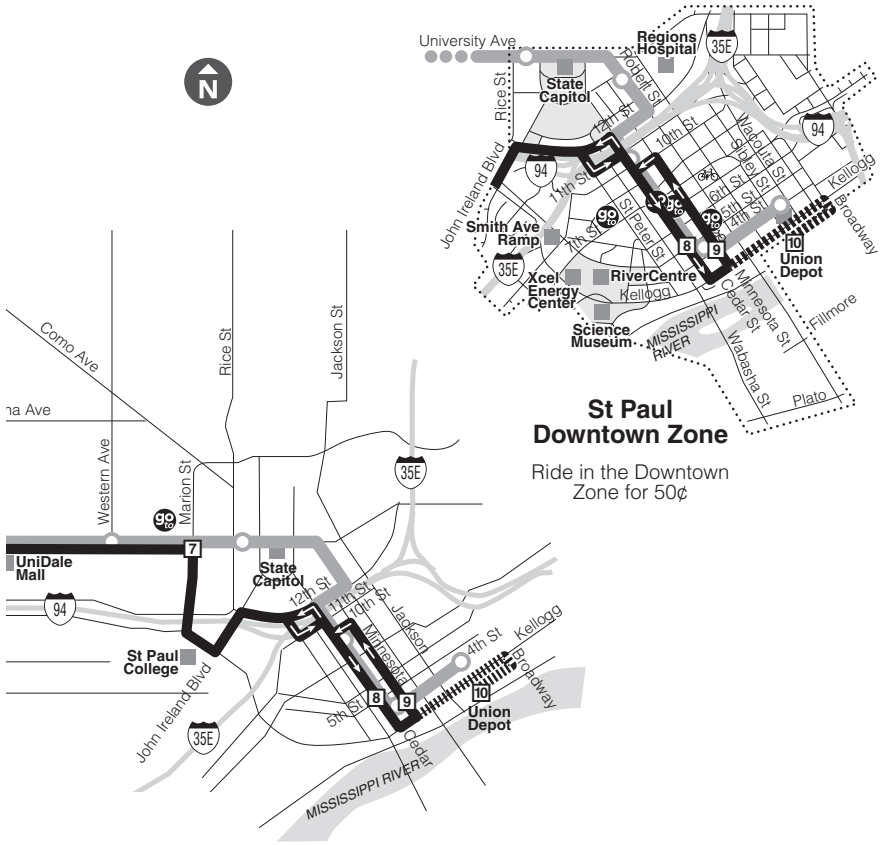
Downtown St Paul
Charlie's Chocolates & Cravings, 30 E 7th St, Suite 159
Charlie's Chocolates & Cravings, Town Square (skyway)
Metro Transit Store, 101 5th St E, US Bank Ctr (skyway)
Unbank, 467 St Peter St

Holiday service operates on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at metrotransit.org or in *Connect* on buses and trains prior to these holidays.

Schedule subject to change. Traffic and weather conditions may delay buses. Please have exact fare ready. Bus fareboxes and drivers do not make change. This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

Effective 6/6/15
metrotransit.org
612-373-3333



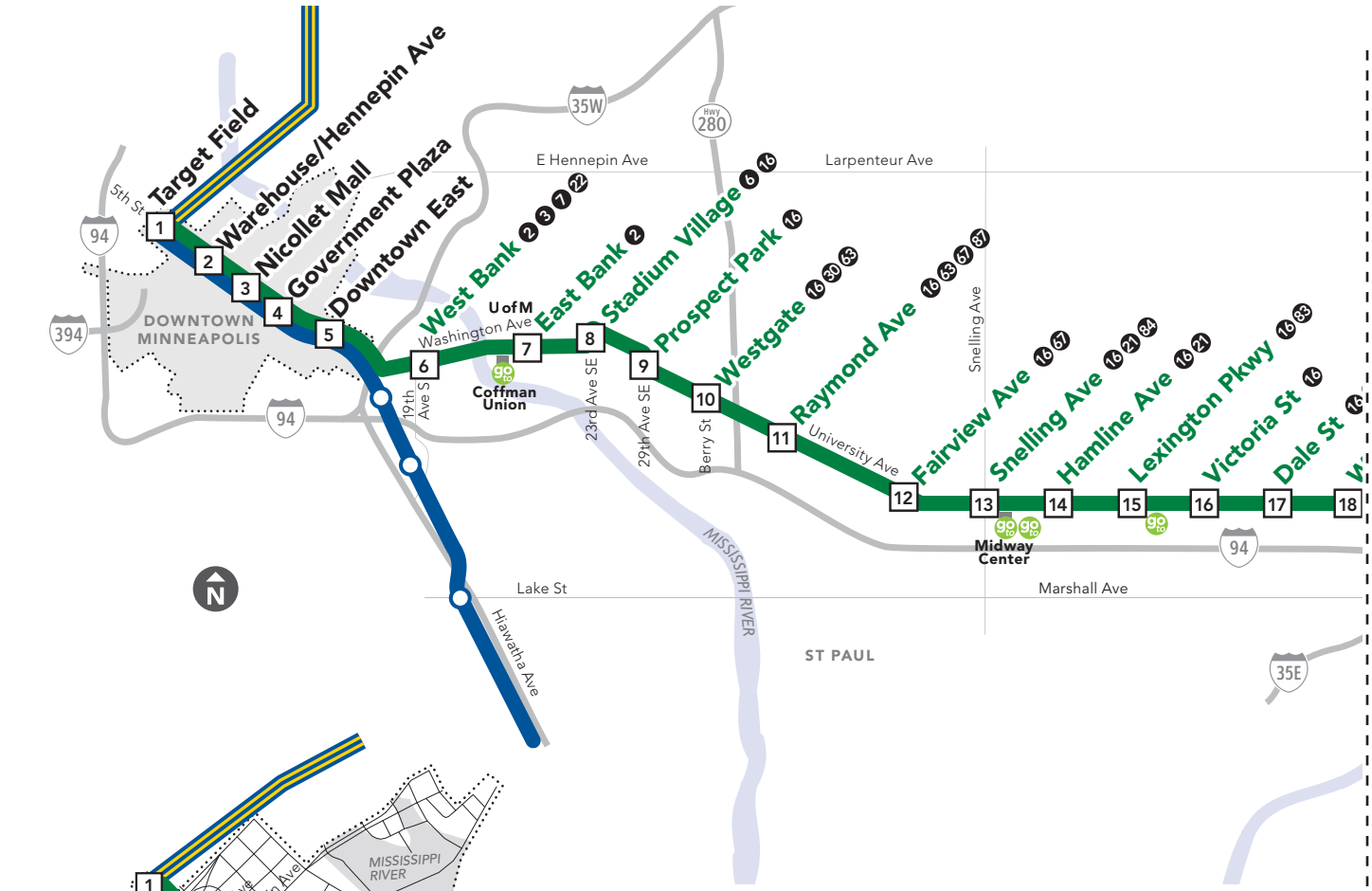
Map continued on page 1

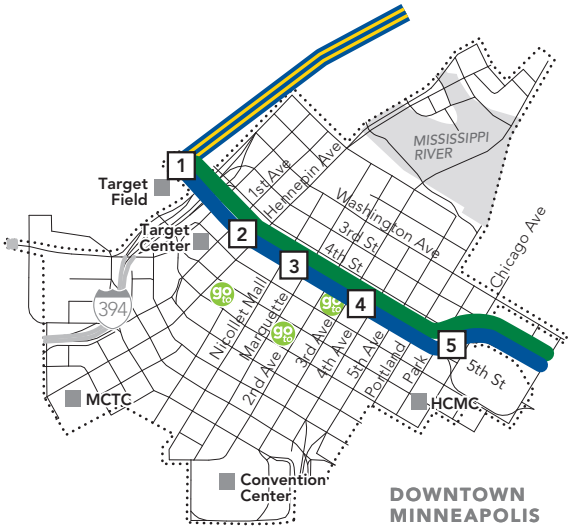
METRO Green Line

LIGHT RAIL

hi FREQUENCY NIGHT OWL

Metro Transit





DOWNTOWN MINNEAPOLIS

Ride in the Downtown Zone for 50¢

3 **Timepoint on schedule**
Find the timepoint for your station, and use that column of the schedule.

METRO Green Line (Light Rail)
Train will pick up or drop off customers at any station along this route.

METRO Blue Line (Light Rail)
Train will pick up or drop off customers at any station along this route.

Northstar Commuter Line
Transfers from Northstar to METRO are free. Transfers from METRO to Northstar require an additional fare

Go-To Card Retail Location
Buy a Go-To Card or add value to an existing card at these locations.

Connecting Routes
54 538 See those route schedules for details.

Schedule subject to change.

This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

A portion of the funding for this route was provided by the Counties Transit Improvement Board.

Counties Transit Improvement Board

Map continued on page 2

Effective 3/7/15

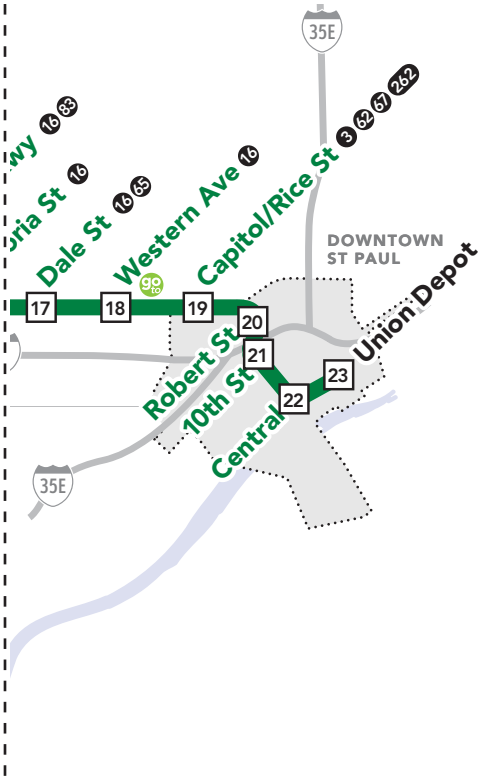
metrotransit.org
612-373-3333

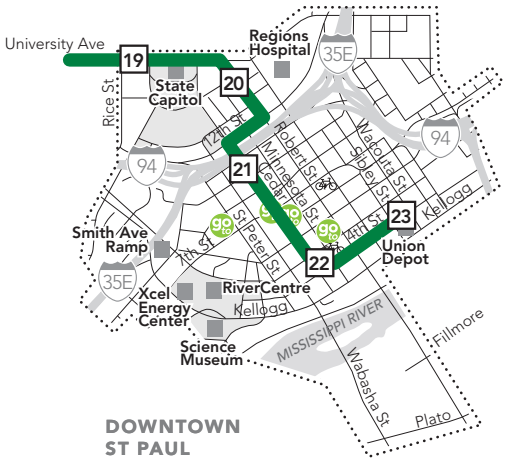
METRO Green Line

LIGHT RAIL

Map 2 of 2 pages

Metro Transit





Ride in the Downtown Zone for 50¢

Map continued on page 1

Buses and trains have free storage racks so you can bring your bicycle along.

Look for instructions on the rack. Lockers are also available for rent at most METRO stations. Details at metrotransit.org/bike.

Say hi to less waiting.

This route is part of the Hi-Frequency network. Segments of routes 5, 6, 10, 18, 19, 21, 64, 84 and 515, and all of route 54 and METRO Blue and Green lines operate at least every 15 minutes weekdays from 6 am–7 pm and Saturdays from 9 am–6 pm. See maps for details.

Go-to Card Retail Locations

Buy a Go-To Card or add value to an existing card at these locations.

Downtown Minneapolis

- Commuter Connection – 220 6th St S (US Bank Plaza)
- Metro Transit Store, 719 Marquette Ave
- Unbank, 727 Hennepin Ave

Minneapolis – SE

- Coffman Union, 300 Washington Ave SE

St Paul

- Community Financial Center, 259 University Ave W, Suite C
- Cub Foods, 1440 University Ave W
- Rainbow Foods, 1566 University Ave W
- Unbank, 1098 University Ave W

Downtown St Paul

- Charlie's Chocolates & Cravings, 30 E 7th St, Suite 159
- Charlie's Chocolates & Cravings, Town Square (skyway)
- Metro Transit Store, 101 5th St E, US Bank Center (skyway)
- Unbank, 467 St Peter St

Holiday service operates on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

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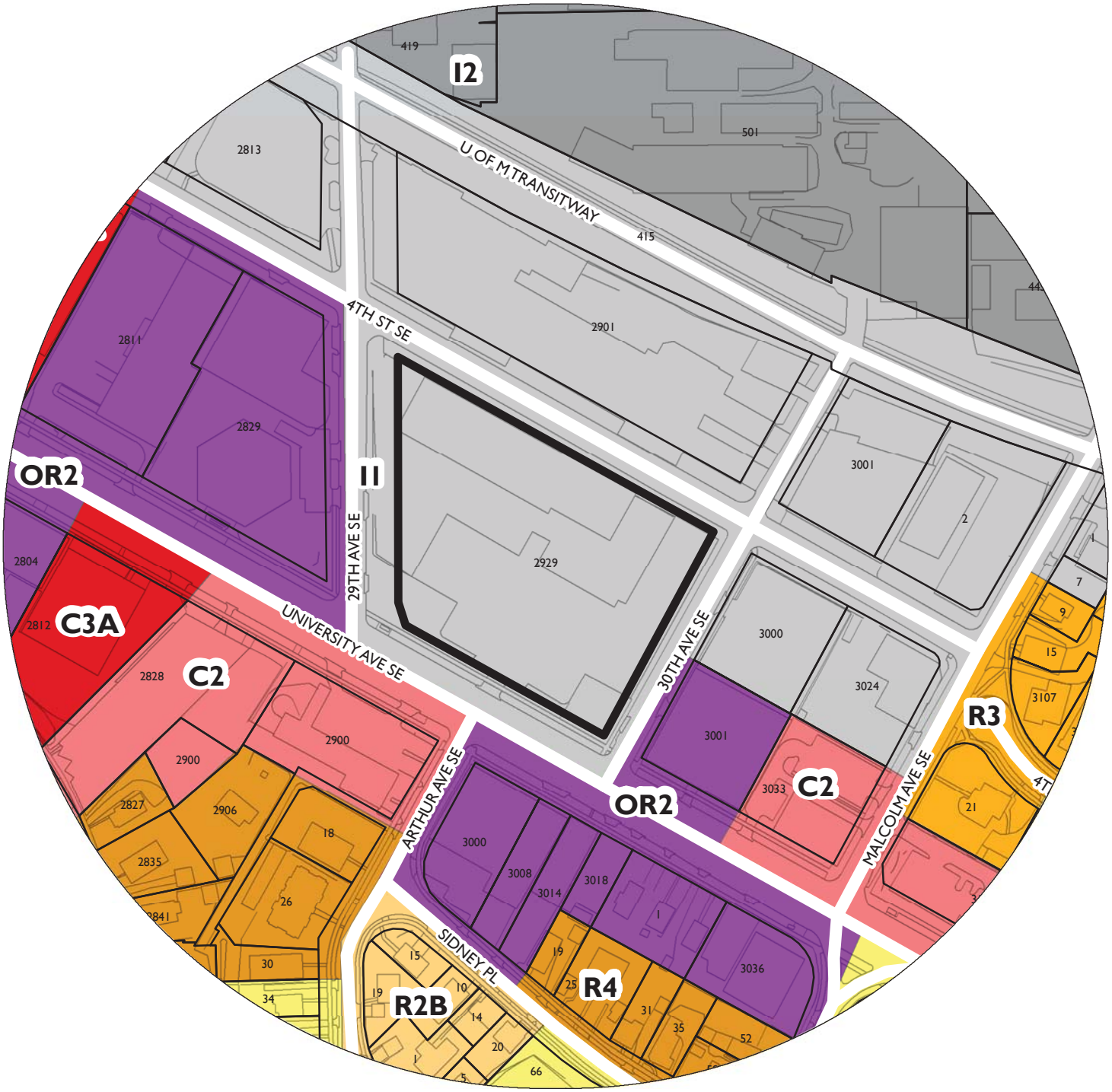
Effective 3/7/15

metrotransit.org

612-373-3333

HIC/CA Prospect Park JV, LLC **2nd**

NAME OF APPLICANT WARD



200 100 0 200 400 Feet

PROPERTY ADDRESS

2929 University Avenue Southeast

FILE NUMBER

BZZ-7438

RISE AT PROSPECT PARK

2929 University Avenue Southeast
Minneapolis, Minnesota 55414

LOW RISE APARTMENT
2900 4th Street Southeast
Minneapolis, Minnesota 55414

HIGH RISE APARTMENT
2929 University Avenue Southeast
Minneapolis, Minnesota 55414

RESTAURANT
1929th Street Southeast
Minneapolis, Minnesota 55414

GROCERY STORE
2430th Avenue Southeast
Minneapolis, Minnesota 55414

PROJECT TEAM

DEVELOPER:

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c/o CA Ventures LLC
161 North Clark Street #4900
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PROPERTY OWNER:

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BRADY BUSSELMAN bbusselman@sambatek.com

STRUCTURAL ENGINEER:

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ST. PAUL, MINNESOTA 55114

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SCOTT CLEMENTS sclements@stevensconstruction.com

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SHAKOPEE, MINNESOTA 55379

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CELL (651) 402-2431
TODD STENNES tstennes@collinsmn.com
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CELL (651) 402-2432

SHEET INDEX

COVER SHEET
PROJECT SUMMARY
SURVEY
EXISTING CONDITIONS

CIVIL:
C2.01 - DEMOLITION PLAN
C4.01 - GRADING AND STORMWATER PLAN
C5.01 - EROSION CONTROL PLAN
C5.02 - EROSION CONTROL DETAILS
C6.01 - UTILITY PLAN
C6.02 - ALTERNATE STORMWATER MANAGEMENT PLAN
C7.01 - 30TH AVENUE SE IMPROVEMENTS
C9.01 - DETAIL SHEET

LANDSCAPE:
L1.0 - SITE PLAN
L1.1 - SITE LAYOUT PLAN
L1.2 - ENLARGED SITE PLANS & SECTIONS
L1.3 - ENLARGED SITE PLANS & SECTIONS
L1.4 - ENLARGED SITE PLANS
L2.0 - LANDSCAPE PLAN
L2.1 - LANDSCAPE PLAN -ENLARGED
L3.0 - SITE DETAILS
L3.1 - SITE DETAILS
L4.0 - PLANTING DETAILS
L5.0 - LIGHTING PLAN
L6.0 - SHADOW STUDY
L7.0 - IMAGERY

ARCHITECTURAL:
A1.0 - FLOOR PLANS
A1.1 - FLOOR PLANS
A1.2 - FLOOR PLANS
A1.3 - FLOOR PLANS
A1.4 - FLOOR PLANS
A1.5 - FLOOR PLANS
A1.6 - FLOOR PLANS
A3.0 - EXTERIOR ELEVATIONS
A3.1 - EXTERIOR ELEVATIONS
A3.2 - EXTERIOR ELEVATIONS
A3.3 - EXTERIOR ELEVATIONS
A5.0 - SECTIONS
A5.1 - SECTIONS
A5.2 - SECTIONS
A7.1R - EXTERIOR RENDERING
A7.2R - EXTERIOR RENDERING
A7.3R - EXTERIOR RENDERING
A7.4R - EXTERIOR RENDERING
A7.5R - EXTERIOR RENDERING
A8.0 - SIGNAGE PLAN
A8.1 - SIGNAGE PLAN
A8.2 - SIGNAGE PLAN
A8.3 - SIGNAGE PLAN
A8.4 - SIGNAGE PLAN
A9.0 - CONTEXT STUDY
A10.0 - GROCERY PERIMETER DIAGRAM
A11.0 - MECHANICAL LOUVER DETAILS

SUBMITTALS:

POR/COW SUBMITTAL	07-27-2015
SECOND COW SUBMITTAL	08-31-2015
THIRD COW SUBMITTAL	10-23-2015

TUSHIE MONTGOMERY ARCHITECTS

PLANNING COMMISSION SUBMITTAL | -CS1 | RISE at Prospect Park
October 23, 2015

RISE at Prospect Park

Project Summary

Site Area:	126,782 SF
Gross Building Floor Area:	527,151 SF
Gross Building Floor Area (Parking Excluded):	397,858 SF

GROSS BUILDING AREA

APARTMENT LOW-RISE		
APT LOWER LOBBY	6,342 SF	1ST FLOOR / GARAGE-UPPER
APT UNITS 1ST FLOOR	3,210 SF	1ST FLOOR / GARAGE-UPPER
APT 2ND FLOOR	9,843 SF	2ND FLOOR / PLAZA
APT 3RD FLOOR	29,410 SF	3RD FLOOR
APT 4TH FLOOR	29,456 SF	4TH FLOOR
APT 5TH FLOOR	29,456 SF	5TH FLOOR
APT 6TH FLOOR	29,456 SF	6TH FLOOR
APT 7TH FLOOR	29,456 SF	7TH FLOOR
APT SUPPORT	247 SF	8TH FLOOR
	166,874 SF	
APARTMENT TOWER		
APT LOBBY	6,958 SF	1ST FLOOR / GARAGE-UPPER
APT 2ND FLOOR	3,130 SF	2ND FLOOR / PLAZA
APT COMMONS	16,816 SF	2ND FLOOR / PLAZA
APT COMMONS	5,001 SF	3RD FLOOR
APT 4TH FLOOR	15,854 SF	4TH FLOOR
APT 5TH FLOOR	15,877 SF	5TH FLOOR
APT 6TH FLOOR	15,877 SF	6TH FLOOR
APT 7TH FLOOR	15,857 SF	7TH FLOOR
APT 8TH FLOOR	10,402 SF	8TH FLOOR
APT COMMONS	5,704 SF	8TH FLOOR
APT 9TH FLOOR	15,700 SF	9TH FLOOR
APT 10TH FLOOR	15,700 SF	10TH FLOOR
APT 11TH FLOOR	15,700 SF	11TH FLOOR
APT 12TH FLOOR	15,700 SF	12TH FLOOR
APT 13TH FLOOR	15,700 SF	13TH FLOOR
APT 14TH FLOOR	650 SF	14TH FLOOR
	190,626 SF	
LIQUOR STORE		
GROCERY LIQUOR STORE	1,097 SF	2ND FLOOR / PLAZA
	1,097 SF	
PARKING GARAGE		
PARKING GARAGE LOWER	62,340 SF	GARAGE-LOWER (-1)
PARKING GARAGE UPPER	62,787 SF	1ST FLOOR / GARAGE-UPPER
PARKING GARAGE PLAZA	4,166 SF	2ND FLOOR / PLAZA
	129,293 SF	
RETAIL		
RETAIL	9,143 SF	1ST FLOOR / GARAGE-UPPER
	9,143 SF	
SPECIALTY GROCERY		
GROCERY	28,197 SF	2ND FLOOR / PLAZA
GROCERY MEZANINE	1,921 SF	3RD FLOOR
	30,118 SF	
Grand total	527,151 SF	

Parking

DEVELOPMENT PARKING SUMMARY

LOWER GARAGE	161
SURFACE	71
UPPER GARAGE	126
Grand Total Development Parking	358

Bike Parking

BICYCLE / SCOOTER PARKING

INDOOR	560
OUTDOOR	20
Grand total	580

Apartments

UNIT MIX BY TYPE - OVERALL

UNIT	COUNT	BEDS	PERCENTAGE
1 BED	99	99	29%
2 BED	102	204	30%
3 BED	20	60	6%
4 BED	23	92	7%
STUDIO	92	92	27%
Grand total	336	547	100%

UNIT MIX BY TYPE - LOW-RISE

1 BED	21	14%
2 BED	44	29%
3 BED	20	13%
4 BED	23	15%
STUDIO	42	28%
Grand total	150	100%

UNIT MIX BY TYPE - TOWER

1 BED	78	42%
2 BED	58	31%
STUDIO	50	27%
Grand total	186	100%

Site
Pervious/Impervious Summary

TOTAL SITE AREA - 126,782 SF (2.91 ACRES)
TOTAL COMBINED BUILDING FOOTPRINTS - 68,684 SF
TOTAL NON-BUILDING SITE AREA - 58,098 SF
TOTAL IMPERVIOUS NON-BUILDING SITE AREA - 37,650 SF
TOTAL IMPERVIOUS AREA - 106,334 SF (84%)
TOTAL PERVIOUS LANDSCAPE AREA 20,448 SF (16%)

RIGHT OF WAY LANDSCAPE AREA
(4TH STREET NOT INCLUDED)
RIGHT OF WAY LANDSCAPE AREA: 1,132 SF
ADJUSTED SITE AREA: 127,914 SF (2.93 ACRES)
ADJUSTED LANDSCAPE AREA: 21,580 (17%)

EAW SUMMARY

APTS = 258
HOTEL = 120
NO EAW REQUIRED

APARTMENTS - LOW RISE	150 UNITS 6 FLOORS
APARTMENTS - HIGH RISE	186 UNITS 6 FLOORS
LIQUOR STORE	1,097 SF
RESTAURANTS / RETAIL	9,143 SF
SPECIALTY GROCERY	30,118 SF
TOTAL RETAIL SPACE	40,358 SF
EAW APARTMENTS	0.896
EAW COMMERCIAL	0.1008950
EAW TOTAL	0.9968950

EAW Max Commercial 124,799 SF

EAW formula
(X units / 375) = _____ + (X SF / 400,000 sf) = _____
= _____ THRESHOLD

Notes:
1. An EAW is required if the threshold is equal to 1.0 or greater
2. 1,066 sf of Retail / Hotel equals approximately one Apartment unit

Northstar Surveying
(320)693-3710
310 East Depot Street
Litchfield, MN 55355
ns_doug@qwestoffice.net
ns_chuck@qwestoffice.net

SITE NAME: Prospect Park

HARLEM IRVING

PROJECT ADDRESS

2929 University Ave SE
Minneapolis, MN

ALTA/ACSM Land Title Survey

BASED UPON TITLE COMMITMENT NO. 14000030487
OF STEWART TITLE GUARANTY COMPANY
BEARING AN EFFECTIVE DATE OF FEBRUARY 10, 2014 @ 8:00 A.M.

To Prospect Park Properties LLC, a Minnesota limited liab ility company; Harlem Irving Companies, Inc; HIC/CA PROSPECT PARK JV, LLC, a Delaware limited liability company and Stewart Title Guaranty Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 7(b)(1), 8, 9, 11(b), 13, 16, 17 and 18 of of Table A thereof.

The field work was completed on May 12, 2015.

Doug Huhn
Registration No. 43808 - In the State of Minnesota

DATE OF ORIGINAL: May 27, 2015
REVISION: Misc. DATE June 2, 2015
REVISION: DATE , 20
REVISION: DATE , 20
REVISION: DATE , 20

JOB NO: 15103
DRAFTED BY: CRM
CHECKED BY: DSH

Commitment Legal Description

Beginning at a point of intersection of the Easterly line of Mary Street with the Northerly line of University Avenue S.E. which point is marked by a judicial monument; thence Southeasterly along the Northerly line of University Avenue S.E., 364.75 feet, more or less, to the point of intersection of the Northerly line of University Avenue S.E. with the Westerly line of Thirtieth Avenue S. E., which point is marked by a judicial monument; thence Northeasterly along the Westerly line of Thirtieth Avenue S.E., 311.5 feet, more or less, to the point of intersection of the Westerly line of Thirtieth Avenue S.E. with the Southerly line of Fourth Street SE., which point is marked by a judicial monument; thence Northwesterly along the Southerly line of Fourth Street S.E., 541.09 feet, more or less, to the point of intersection of the Southerly line of Fourth Street S.E. with the Easterly line of Mary Street, which point is marked by a judicial monument; thence Southerly along the Easterly line of Mary Street 358.30 feet, more or less, to the point of beginning, also known and described as Lots 1, 2, 3 and 4, "Geo. H. Watson's Addition, Minneapolis, Minn." according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

THE ABOVE DESCRIPTION DESCRIBES THE SAME PROPERTY AS IN TITLE COMMITMENT FILE NO. 14000030487 of STEWART TITLE GUARANTY COMPANY DATED FEBRUARY 10, 2014.

Containing 3.24 Acres, more or less.
Containing 140,967 Sq. Ft., more or less

Notes Corresponding to Schedule B

(8) Terms and conditions of Final Certificate dated 5-2-2013, filed 5-7-2013, as Document No, T05073192.(Plotted, Affects as shown)

(9) Subject to a reservation by the State of Minnesota of mineral and mineral rights as to a portion of Lot 5, Block 4, as shown on the Certificate of Title.(Affects, Not plotted, Blanket in nature over lot 5)

(10) Minerals of whatsoever kind, subsurface and surface substances, including but not limited to coal, lignite, oil, gas, uranium, clay, rock, sand and gravel in, on, under and that may be produced from the Land, together with all rights, privileges, and immunities relating thereto, whether or riot appearing in the Public Records or listed in Schedule B. The Company makes no representation as to the present ownership of any such interests. There may be eases, grants, exceptions or reservations of interests that are not listed.(Affects, Not plotted, No plottable information)

STRUCTURE TABLE

LABEL	TYPE	RIM	INVERT	INVERT
A	SANITARY	867.8	849.6	
B	WATER	866.2	TOP-861.2	
C	WATER	866.6	TOP-861.1	
D	CB SQ.	865.3	861.0	
E	CB SQ.	865.2	861.8	
F	SANITARY	865.0	846.8	
G	STORM	865.0	859.8	
H	SANITARY	870.7	850.7	
I	SANITARY	872.0	851.4	
J	ABANDON	872.3	861.3	
K	ABANDON	872.1	861.7	
L	WATER	871.7	865.6	
M	SANITARY	862.1	846.2	
N	CB SQ.	862.5	858.3	
O	CB SQ.	861.5	857.0	
P	SANITARY	872.8	852.7	
Q	STORM	872.7	868.0	
R	WATER	872.7	863.6	
S	SANITARY	873.0	852.7	
T	WATER	872.0	863.3	
U	SANITARY	872.7	851.9	
V	STORM	872.0	867.1 NE	865.9 OUT

Utility Notes

WE HAVE SHOWN UTILITIES ON AND/OR SERVING THE SITE TO THE BEST OF OUR ABILITY WITH THE BEST INFORMATION AVAILABLE AT THE TIME OF SURVEY SUBJECT TO THE FOLLOWING:

1. UTILITY OPERATORS DO NOT CONSISTENTLY RESPOND TO LOCATE REQUESTS THROUGH GOPHER ONE CALL SERVICE FOR A BOUNDARY/DESIGN SURVEY SUCH AS THIS.

2. UTILITY OPERATORS THAT DO RESPOND WILL OFTEN NOT LOCATE SERVICES FROM THEIR MAIN LINE TO THE CUSTOMER'S FACILITY. THEY OFTEN CONSIDER THESE AS PRIVATE INSTALLATIONS.

3. UTILITIES ARE SHOWN BASED ON FIELD MARKINGS IN CONJUNCTION WITH MAPS PROVIDED BY LOCATORS. NOTE MAPS ARE VERY OFTEN INACCURATE OR INCONCLUSIVE.

4. CAUTION SHOULD BE EXERCISED AT ALL TIMES BEFORE AND DURING EXCAVATION THAT TAKES PLACE ON OR NEAR UTILITY INSTALLATIONS.

IT IS THE CONTRACTORS RESPONSIBILITY TO LOCATE ALL UTILITIES, WHETHER SHOWN ON THIS SURVEY OR NOT PRIOR TO COMMENCEMENT OF WORK. THIS SURVEY HAS BEEN PREPARED USING AVAILABLE UTILITY DATA. THIS SURVEYOR DOES NOT MAKE STATEMENTS OF ACCURACY BASED UPON MAPS AND UTILITY LOCATES OF OTHERS.

Surveyor's Notes

1. No observable evidence of earth moving work, building construction or building additions within recent months.

2. We are not aware of any changes in street right-of-way presently or proposed.

3. No observable evidence of site use as a solid waste dump, sump or sanitary landfill.

4. Property has physical access to 29th Ave SE, 30th Ave SE and 4th St. SE all being publicly maintained Right-of-Way.

5. Based on observed evidence only the site does not contain any cemeteries or burial grounds.

6. Orientation of this bearing system is based on the Hennepin County Coordinate System NAD 83 96ham adj.

7. Subsurface buildings, improvements and/or Environmental issues may exist on site that we were not made aware of and therefore were not examined or considered during the process of this survey.

8. All statements within the certification, and other references located elsewhere here on, related to: utilities, improvements, structures, buildings, party walls, parking, easements, servitude's, and encroachments; are based solely on above ground, visible evidence, unless another source of information is specifically referenced hereon.

9. No remaining judicial land marks as called out for in deed were found at time of survey. The location of the corners is based on previous survey information.

Standard Legend

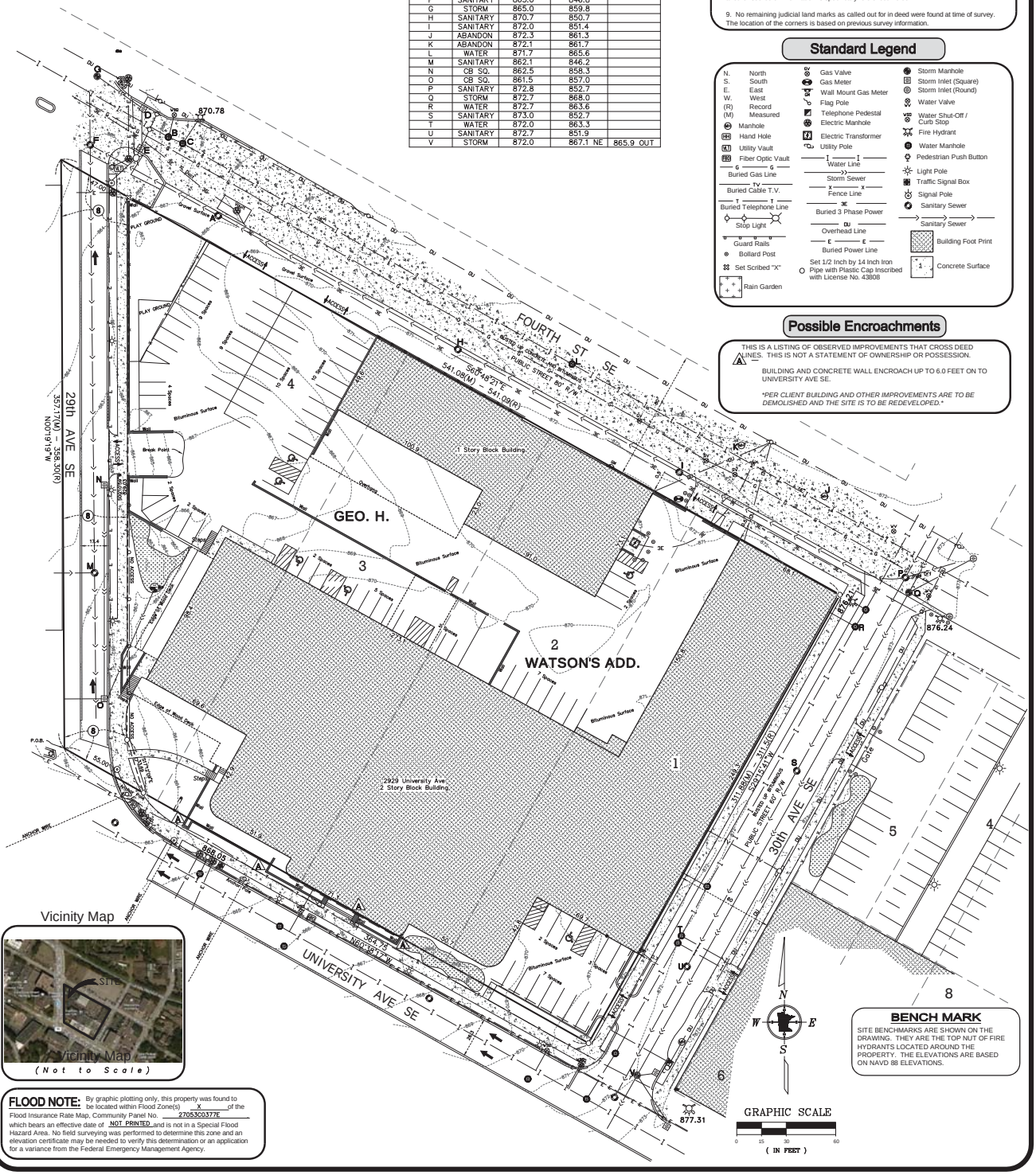
N. North
S. South
E. East
W. West
(R) Record
(M) Measured
Manhole
Hand Hole
Utility Vault
Fiber Optic Vault
Buried Gas Line
Buried Cable T.V.
Buried Telephone Line
Stop Light
Guard Rails
Bollard Post
Set Scribed "X"
Rain Garden
Gas Valve
Gas Meter
Wall Mount Gas Meter
Flag Pole
Telephone Pedestal
Electric Manhole
Electric Transformer
Utility Pole
Water Line
Storm Sewer
Fence Line
Buried 3 Phase Power
Overhead Line
Buried Power Line
Set 1/2 Inch by 14 Inch Iron Pipe with Plastic Cap Inscribed with License No. 43808
Storm Manhole
Storm Inlet (Square)
Storm Inlet (Round)
Water Valve
Water Shut-Off / Curb Stop
Fire Hydrant
Water Manhole
Pedestrian Push Button
Light Pole
Traffic Signal Box
Signal Pole
Sanitary Sewer
Sanitary Sewer
Building Foot Print
Concrete Surface

Possible Encroachments

THIS IS A LISTING OF OBSERVED IMPROVEMENTS THAT CROSS DEED LINES. THIS IS NOT A STATEMENT OF OWNERSHIP OR POSSESSION.

BUILDING AND CONCRETE WALL ENCROACH UP TO 6.0 FEET ON TO UNIVERSITY AVE SE.

PER CLIENT BUILDING AND OTHER IMPROVEMENTS ARE TO BE DEMOLISHED AND THE SITE IS TO BE REDEVELOPED.



Vicinity Map

(Not to Scale)

N
W E
S

GRAPHIC SCALE
0 15 30 60
(IN FEET)

BENCH MARK

SITE BENCHMARKS ARE SHOWN ON THE DRAWING. THEY ARE THE TOP NUT OF FIRE HYDRANTS LOCATED AROUND THE PROPERTY. THE ELEVATIONS ARE BASED ON NAVD 88 ELEVATIONS.

FLOOD NOTE: By graphic plotting only, this property was found to be located within Flood Zone(s) X of the Flood Insurance Rate Map, Community Panel No. 27053C0377E which bears an effective date of NOT PRINTED and is not in a Special Flood Hazard Area. No field surveying was performed to determine this zone and an elevation certificate may be needed to verify this determination or an application for a variance from the Federal Emergency Management Agency.

1 - LOOKING EAST TOWARD SITE

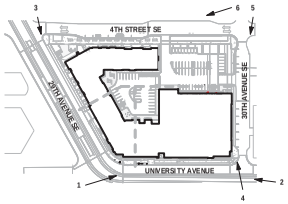
2 - LOOKING NORTH TOWARD SITE

3 - LOOKING SOUTH TOWARD SITE

4 - LOOKING NORTH TOWARD SITE

5 - LOOKING SOUTHWEST TOWARD SITE

6 - LOOKING WEST TOWARD SITE



TUSHIE MONTGOMERY ARCHITECTS

EXISTING CONDITIONS | -EC- | RISE at Prospect Park
October 23, 2015

Sambatek
www.sambatek.com
12800 Whitewater Drive, Suite 300
Minnetonka, MN 55343
763.476.6010 telephone
763.476.8532 facsimile
Engineering | Surveying | Planning | Environmental

Client

HARLEM IRVING COMPANIES

CA VENTURES

Project

RISE AT PROSPECT PARK

Location

MINNEAPOLIS, MINNESOTA
2929 UNIVERSITY AVENUE

Certification

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Brady D. Busselman
Registration No. 44579 Date:

If applicable, contact us for a wet signed copy of this plan which is available upon request at Sambatek's, Minnetonka, MN office.

Summary

Designed: DS Drawn: JTA
Approved: BDB Book / Page: XX/XX
Phase: PRELIMINARY Initial Issued: 07/27/2015

Revision History

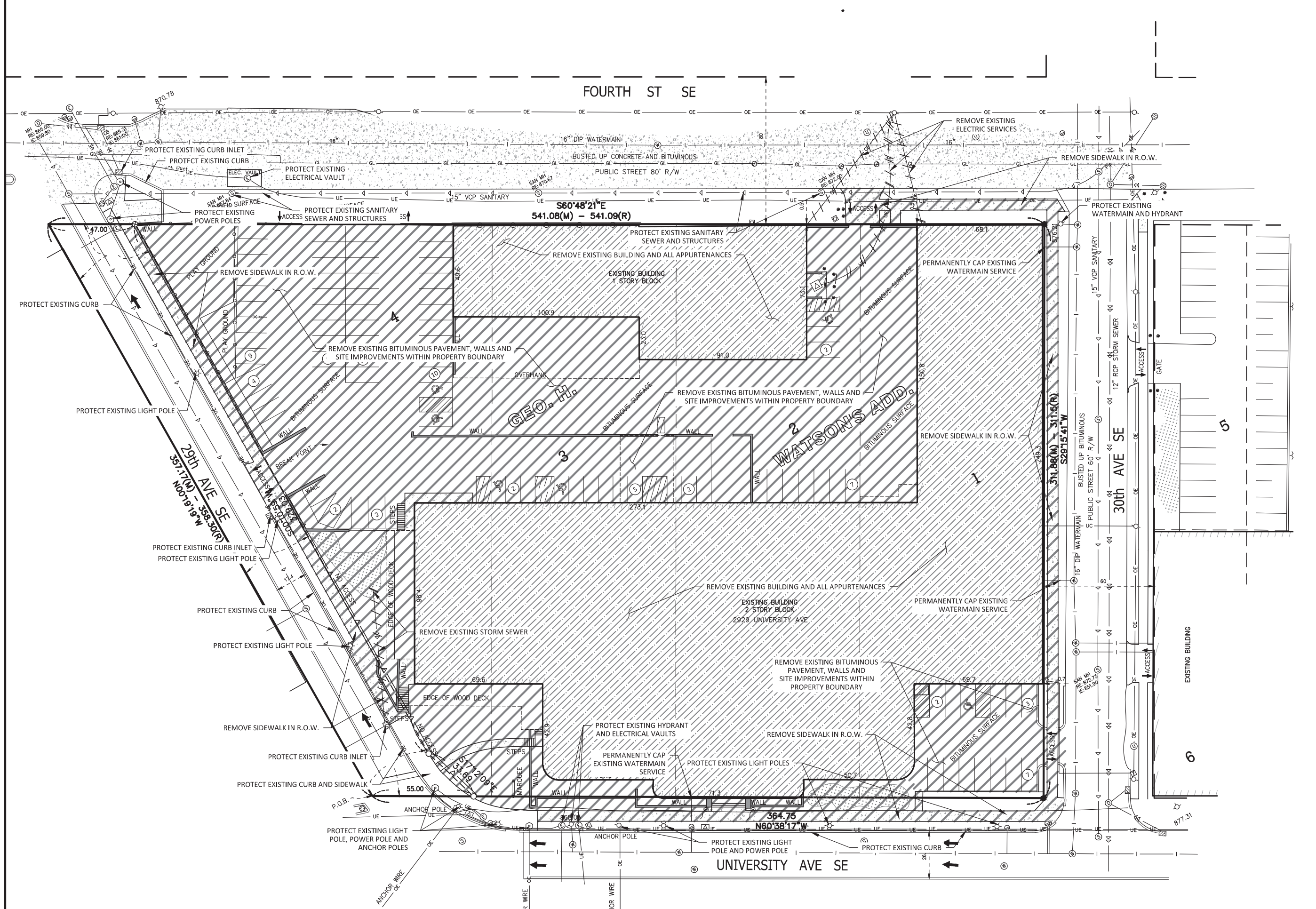
No.	Date	By	Submittal / Revision
	07/27/15	JTA	CITY OF MINNEAPOLIS PDR SUBMITTAL
	08/31/15	JTA	100% DESIGN DEVELOPMENT
	09/21/15	JTA	PLANNING COMMISSION
	10/23/15	JTA	PLANNING COMMISSION

Sheet Title

DEMOLITION PLAN

Sheet No. Revision
C2.01

Project No. TUS20346



LEGEND

	EXISTING
GAS METER	
HYDRANT	
LIGHT	
STORM SEWER	
DRAIN TILE	
WATERMAIN	
FORCE MAIN	FM
SANITARY SEWER	
OVERHEAD ELECTRIC	OE
UNDERGROUND TELEPHONE	UT
UNDERGROUND CABLE TV	UC
UNDERGROUND ELECTRIC	UE
UNDERGROUND GAS	GL
WIRE FENCE	
IRON FENCE	
WOOD FENCE	
CHAIN LINK FENCE	
GUARD RAIL	
HANDRAIL	
CONCRETE	
GUARD POLES	
SIGNS	
CONCRETE CURB	
BITUMINOUS CURB	
BUILDING	
REMOVE EXISTING UTILITY LINE	
REMOVE EXIST CONCRETE CURB	
SAW CUT EXIST BITUMINOUS PAVEMENT	
REMOVE EXISTING PAVEMENT AND SITE FEATURES	
REMOVE EXISTING BUILDING	
REMOVE EXISTING	X

DEMOLITION NOTES

1. DEMOLITION NOTES ARE FOR CLARIFICATION ONLY AND ARE SHOWN FOR THE CONTRACTOR'S BENEFIT. THESE NOTES ARE NOT INTENDED TO BE COMPREHENSIVE. THE CONTRACTOR SHALL REMOVE OR RELOCATE ALL EXISTING ON-SITE IMPROVEMENTS NECESSARY TO ACCOMMODATE THE PROPOSED CONSTRUCTION.

2. THE DESIGN SHOWN IS BASED ON THE ENGINEER'S UNDERSTANDING OF THE EXISTING CONDITIONS. THE EXISTING CONDITIONS SHOWN ON THIS PLAN ARE BASED UPON ALTA AND TOPOGRAPHIC PREPARED BY NORTHSTAR SURVEYING DATED 02-10-2014. IF CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS WITHOUT EXCEPTION, HE SHALL HAVE MADE, AT HIS OWN EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR AND SUBMIT IT TO THE OWNER FOR REVIEW.

3. THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSING IN A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES AND IN ACCORDANCE WITH APPLICABLE CODES, OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PARKING, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THE REMAINING PLANS CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE SPECIFICATIONS.

4. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.

5. THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.

6. THE CONTRACTOR IS RESPONSIBLE FOR THE DISCONNECTION OF UTILITY SERVICES TO THE EXISTING BUILDINGS PRIOR TO DEMOLITION OF THE BUILDINGS.

7. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY EXCAVATION FOR ON-SITE LOCATIONS OF EXISTING UTILITIES. THE LOCATIONS OF SMALL UTILITIES SHALL BE OBTAINED BY THE CONTRACTOR BY CALLING MINNESOTA GOPHER STATE ONE CALL AT 800-252-1166 OR 651-454-0002.

8. ALL EXISTING SEWERS, PIPING, AND UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES. GIVE NOTICE TO ALL UTILITY COMPANIES REGARDING DESTRUCTION AND REMOVAL OF ALL SERVICE LINES AND CAP ALL LINES BEFORE PROCEEDING WITH THE WORK. UTILITIES DETERMINED TO BE ABANDONED SHALL BE REMOVED IF UNDER THE BUILDING INCLUDING 10' BEYOND FOUNDATIONS.

9. ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC CABLE AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE. CONTRACTOR SHALL PAY CLOSE ATTENTION TO EXISTING UTILITIES WITHIN THE ANY ROAD RIGHT OF WAY DURING CONSTRUCTION.

10. CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, ETC., TO THE BEST PRACTICES.

11. CONTINUOUS ACCESS SHALL BE MAINTAINED FOR THE SURROUNDING PROPERTIES AT ALL TIMES DURING DEMOLITION OF THE EXISTING FACILITIES.

12. PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED.

13. CONTRACTOR SHALL LIMIT SAW-CUT & PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS BUT IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR.

14. CONTRACTOR TO PROTECT EXISTING FEATURES WHICH ARE TO REMAIN. DAMAGE TO ANY EXISTING CONDITIONS TO REMAIN WILL BE REPLACED AT CONTRACTOR'S EXPENSE.

15. EXISTING ON-SITE UTILITIES (INCLUDING MANHOLES) THAT ARE NOT TO REMAIN IN SERVICE SHALL BE REMOVED. ABANDONED PIPES LOCATED OUTSIDE PROPOSED BUILDING PAD LIMITS WITH AN EXCESS OF 3' COVER MAY BE DECOMMISSIONED AND ABANDONED IN PLACE, PROVIDED THAT THESE ABANDONED UTILITIES ARE GROUTED AND CAPPED. ALL EXISTING WATER SERVICES ARE TO BE ABANDONED AT THE GATE VALVE. SANITARY SERVICE SHALL BE ABANDONED AT THE LOT LINE. ALL STREET RESTORATION SHALL BE COMPLETED IN COMPLIANCE WITH LOCAL STANDARDS.

HAZARDOUS BUILDING MATERIAL NOTES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH OSHA, EPA, SAMBATEK & LOCAL REQUIREMENTS FOR BUILDING DEMOLITION AND HANDLING AND DISPOSAL OF HAZARDOUS MATERIAL. CONTRACTOR SHALL PREPARE A HASP AND STORE IN JOB TRAILER ON SITE.

THE FOLLOWING MISCELLANEOUS HAZARDOUS MATERIALS WILL REQUIRE SEPARATE HANDLING AND DISPOSAL PRIOR TO BUILDING DEMOLITION.

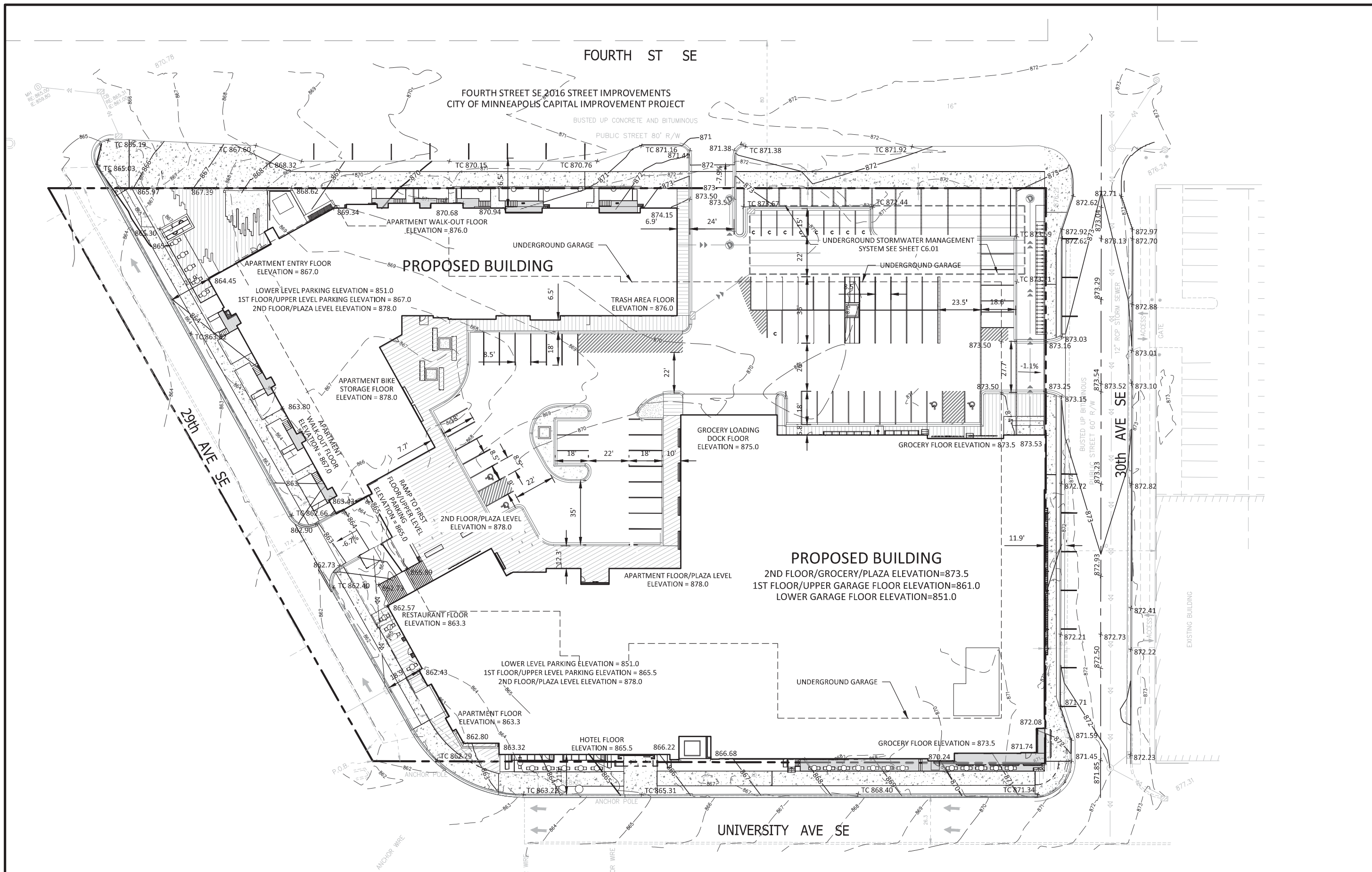
EXISTING BUILDING:

FLUORESCENT BULBS	BALLASTS
FIRE EXTINGUISHER	DRINKING FOUNTAIN
REFRIGERANT	OVER-HEAD GARAGE DOOR OPENERS
BATTERY-OPERATED EMERGENCY BACKUP LIGHTS	HYDRAULIC LIFTS / FLUIDS
ELECTRIC PANELS	DOOR CLOSERS
SECURITY SYSTEMS	EXIT SIGNS
ROOFTOP HVAC UNIT	TRANSFORMER
OIL TANKS	

IN CASE OF BUILDING DEMOLITION, ALL HAZARDOUS WASTE MATERIALS MUST BE SEPARATED FROM THE GENERAL DEMOLITION WASTE AND THEIR HAZARDOUS COMPONENTS MUST BE RECYCLED OR DISPOSED OF IN ACCORDANCE WITH STATE AND FEDERAL REGULATIONS.

THE POTENTIAL EXISTS FOR HAZARDOUS BUILDING MATERIALS TO BE LOCATED INSIDE WALLS, ABOVE CEILINGS, UNDER FLOORS, AND OTHER INACCESSIBLE AREAS. THE CONTRACTOR SHALL BE AWARE THAT IF PREVIOUSLY UNIDENTIFIED SUSPECT HAZARDOUS BUILDING MATERIALS ARE EXPOSED DURING DEMOLITION, THEY SHOULD BE INSPECTED, SAMPLED, AND ANALYZED PRIOR TO ANY FURTHER DISPOSAL.

ANY CURRENTLY DEFECTIVE SIDEWALKS OR OTHER CONCRETE INFRASTRUCTURE WITHIN THE PUBLIC RIGHT OF WAY OR ANY CONCRETE INFRASTRUCTURE DAMAGED DURING CONSTRUCTION MUST BE REMOVED AND REPLACED.



LEGEND

	PROPOSED	EXISTING
PROPERTY LIMIT		
CURB & GUTTER		
STORM SEWER		
DRAINTILE		
BUILDING		
RETAINING WALL		
WETLAND LIMITS		
TREELINE		
SPOT ELEVATION	962.5 x	962.5 x
CONTOUR	902	902
RIP RAP		
OVERFLOW ELEV.	EOF 902.5	
SOIL BORINGS		ST 5 1042.56

CITY OF MINNEAPOLIS NOTES

A. RECONSTRUCTION OF 4TH ST. S.E. (EXTENDING FROM 29TH AVE. S.E. TO MALCOLM AVE. S.E.)IS INCLUDED IN THE 2016 CAPITAL IMPROVEMENT PROGRAM (CIP) BY THE CITY'S PUBLIC WORKS DEPARTMENT. ROADWAY DESIGN EFFORTS ARE CURRENTLY BEING PERFORMED BY THE CITY WITH CONSTRUCTION SCHEDULED FOR THE 2016 CONSTRUCTION SEASON. IN GENERAL IT IS EXPECTED THAT THE CITY WILL BE RESPONSIBLE FOR DESIGN AND CONSTRUCTION OF ALL STANDARD PUBLIC INFRASTRUCTURE AS PART OF THE 4TH ST. S.E. RECONSTRUCTION PROJECT. THE ARCHITECT AND DESIGNER SHALL COORDINATE ALL SITE DESIGN AND CONSTRUCTION ACTIVITY WITH THE TRANSPORTATION ENGINEERING & DESIGN DIVISION; PLEASE CONTACT BEV WARMKA AT (612) 673-3762 FOR FURTHER INFORMATION.

B. ANY CURRENTLY DEFECTIVE SIDEWALKS OR OTHER CONCRETE INFRASTRUCTURE WITHIN THE PUBLIC RIGHT OF WAY, OR ANY CONCRETE INFRASTRUCTURE DAMAGED DURING CONSTRUCTION, MUST BE REMOVED AND REPLACED.

C. ADA COMPLIANT PEDESTRIAN RAMPS ARE REQUIRED AT EACH CROSSWALK IMPACTED BY THE PROJECT. ADA COMPLIANT PEDESTRIAN RAMPS THAT HAVE BEEN RECENTLY INSTALLED (BY THE CENTRAL CORRIDOR LRT PROJECT) SHOULD BE PROTECTED. FOR ALL NEW PEDESTRIAN RAMPS REFER TO MN/DOT STANDARD PLAN 5-297.250 PEDESTRIAN CURB RAMP DETAILS AT: HTTP://STANDARDPLANS.DOT.STATE.MN.US/STDPLAN.ASPX

D. ALL CURB & GUTTER IN THE PUBLIC RIGHT-OF-WAY SHALL BE DESIGNED AND CONSTRUCTED TO CITY STANDARDS, CURB & GUTTER TO BE CITY STANDARD B624 CURB AND GUTTER. PLEASE REFER TO THE DETAIL INCLUDED ON SHEET 9.01.

E. AN OBSTRUCTION PERMIT IS REQUIRED ANYTIME CONSTRUCTION WORK IS PERFORMED IN THE PUBLIC RIGHT-OF-WAY. PLEASE CONTACT SCOTT KRAMER AT (612) 673-2383 REGARDING DETAILS OF SIDEWALK AND LANE CLOSURES. LOG ON TO HTTP://MINNEAPOLIS.MN.ROWAY.NET/ FOR A PERMIT.

F. ALL COSTS FOR RELOCATION AND/OR REPAIR OF CITY TRAFFIC FACILITIES SHALL BE BORNE BY THE CONTRACTOR AND/OR PROPERTY OWNER.

G. CONTACT DOUG MADAY AT (612) 673-5755 PRIOR TO CONSTRUCTION FOR THE REMOVAL OF ANY CITY OF MINNEAPOLIS RIGHT OF WAY SIGNS THAT MAY BE IN THE WAY OF CONSTRUCTION.

H. THE SITE IS A CLOSED PETROLEUM LEAK SITE IDENTIFIED BY MINNESOTA POLLUTION CONTROL AGENCY LEAK SITE NUMBER 15999. THE MPCA CLOSED THE SITE IN 2005 BASED ON AVAILABLE INFORMATION AT THE TIME AND DETERMINED THAT ANY REMAINING CONTAMINATION DID NOT POSE A PUBLIC HEALTH THREAT OR ENVIRONMENTAL HAZARD. IT IS LIKELY THAT PETROLEUM CONTAMINATION REMAINS ON SITE AND WITH THE PROPOSED CHANGE IN USE WILL NEED TO BE ADDRESSED AS PART OF THE REDEVELOPMENT PROJECT. IT IS RECOMMENDED THAT THE DEVELOPMENT CONTACT THE MPCA PETROLEUM BROWNFIELD PROGRAM AND REQUEST A LETTER OF NO ASSOCIATION.

I. THE PROJECT IS SUBJECT TO THE STORMWATER TREATMENT REQUIREMENTS OF CHAPTER 54 OF THE MINNEAPOLIS CODE OF ORDINANCES.

THE DEVELOPER HAS DESIGNED A STORM WATER MANAGEMENT .... DEVELOPER IS WILLING TO PARTICIPATE IN THE GREEN FOURTH INITIATIVE SET OUT BY MWMO IF IT IS FUNDED, DESIGNED, AND CONSTRUCTED WITHIN THE REQUIRED PROJECT SCHEDULE. SEE SHEET C6.02 ALTERNATE STORMWATER MANAGEMENT PLAN.

ANY CURRENTLY DEFECTIVE SIDEWALKS OR OTHER CONCRETE INFRASTRUCTURE WITHIN THE PUBLIC RIGHT OF WAY OR ANY CONCRETE INFRASTRUCTURE DAMAGED DURING CONSTRUCTION MUST BE REMOVED AND REPLACED.

GRADING NOTES

A. PROPOSED CONTOURS ARE TO FINISHED SURFACE ELEVATION. SPOT ELEVATIONS ALONG PROPOSED CURB DENOTE GUTTER GRADE. SEE ALTA/ACSM TITLE LAND SURVEY FOR TOP NUT OF HYDRANT BENCHMARK ELEVATIONS.

B. ....

C. ALL GRADIENT ON SIDEWALKS ALONG THE ADA ROUTE SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% (1:20), EXCEPT AT CURB RAMPS (1:12), AND A MAXIMUM CROSS SLOPE OF 2.08% (1:48). THE MAXIMUM SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS AISLE SHALL BE IN 2.08% (1:48). THE CONTRACTOR SHALL REVIEW AND VERIFY THE GRADIENT IN THE FIELD ALONG THE ADA ROUTES PRIOR TO PLACING CONCRETE OR BITUMINOUS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE IS A DISCREPANCY BETWEEN THE GRADIENT IN THE FIELD VERSUS THE DESIGN GRADIENT.

D. ....

SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE FOR MINNESOTA AT 1-800-252-1166). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).PLEASE CONTACT ROCK ROGERS AT (612) 673-2286 TO CONFIRM DOMESTIC WATER AND FIRE SERVICE LAYOUT, MANHOLE CONSTRUCTION, CONNECTIONS, AND SIZES.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

E. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.

F. SAFETY NOTICE TO CONTRACTORS: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE.

G. THE CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER. ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.

A GEOTECHNICAL ENGINEERING LIMITED SUBSURFACE INVESTIGATION REPORT HAS BEEN COMPLETED BY:

COMPANY: PROTEC ENVIRONMENTAL CONSULTANTS, INC.
ADDRESS: 750 S PLAZA DR. #217, MENDOTA HEIGHTS, MN 55120
PHONE: 651-686-5656
DATED: FEBRUARY 6, 2014

THE CONTRACTOR SHALL OBTAIN A COPY OF THE SOILS REPORT.

H. THE CONTRACTOR SHALL COMPLETE DEWATERING AS REQUIRED TO COMPLETE THE SITE GRADING CONSTRUCTION.

I. PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE STREET AND PARKING AREA SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS OF THE STREET OR PARKING AREA ARE UNSTABLE. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER.

J. REPLACE ALL SUBGRADE SOIL DISTURBED DURING THE CONSTRUCTION THAT HAVE BECOME UNSUITABLE AND WILL NOT PASS A TEST ROLL. REMOVE UNSUITABLE SOIL FROM THE SITE AND IMPORT SUITABLE SOIL AT NO ADDITIONAL COST TO THE OWNER.

K. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING VEHICULAR AND PEDESTRIAN TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.

L. THE TREES AND OTHER NATURAL VEGETATION WITHIN THE PROJECT AND/OR ADJACENT TO THE PROJECT ARE OF PRIME CONCERN TO THE CONTRACTOR'S OPERATIONS. HE WILL BE REQUIRED TO PROTECT THE TREES WHICH ARE TO BE SAVED TO BE SURE THAT EQUIPMENT IS NOT NEEDLESSLY OPERATED UNDER NEARBY TREES AND SHALL EXERCISE EXTREME CAUTION IN WORKING ADJACENT TO TREES. SHOULD ANY PORTION OF THE TREE BRANCHES REQUIRE REMOVAL TO PERMIT OPERATION OF THE CONTRACTOR'S EQUIPMENT, HE SHALL OBTAIN THE SERVICES OF A PROFESSIONAL TREE TRIMMING SERVICE TO TRIM THE TREES PRIOR TO THE BEGINNING OF OPERATION. SHOULD THE CONTRACTOR'S OPERATIONS RESULT IN THE BREAKING OF ANY LIMBS, THE BROKEN LIMBS SHOULD BE REMOVED IMMEDIATELY AND CUTS SHALL BE PROPERLY PROTECTED TO MINIMIZE ANY LASTING DAMAGE TO THE TREE. NO TREES SHALL BE REMOVED WITHOUT AUTHORIZATION BY THE ENGINEER. COSTS FOR TRIMMING SERVICES SHALL BE CONSIDERED INCIDENTAL TO THE GRADING CONSTRUCTION AND NO SPECIAL PAYMENT WILL BE MADE.

M. EXCAVATE TOPSOIL FROM AREAS TO BE FURTHER EXCAVATED OR REGRADED AND STOCKPILE IN AREAS DESIGNATED ON THE SITE. THE CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR RESPREADING ON THE SITE AS SPECIFIED. EXCESS TOPSOIL SHALL BE PLACED IN EMBANKMENT AREAS, OUTSIDE OF BUILDING PADS, ROADWAYS AND PARKING AREAS. THE CONTRACTOR SHALL SUBCUT CUT AREAS, WHERE TURF IS TO BE ESTABLISHED, TO A DEPTH OF 4 INCHES. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 4 INCHES.

N. ....

EXCAVATION IN AREAS DIRECTED BY THE ENGINEER IN ORDER TO OBTAIN STRUCTURAL MATERIAL. TRENCH BORROW EXCAVATION SHALL BE COMPLETED IN GREEN SPACE AREAS. TRENCH BORROW CONSTRUCTION SHALL BE COMPLETED ONLY WITHIN THE PLAT BOUNDARIES. TREES SHALL NOT BE REMOVED OR DAMAGED AS A RESULT OF THE EXCAVATION, UNLESS APPROVED BY THE ENGINEER. THE EXCAVATION SHALL COMMENCE A MINIMUM OF 10 FEET FROM THE LIMIT OF THE BUILDING PAD. THE EXCAVATION FROM THIS LIMIT SHALL EXTEND AT A MINIMUM SLOPE OF 1 FOOT HORIZONTAL TO 1 FOOT VERTICAL (1:1) DOWNWARD AND OUTWARD FROM THE FINISHED SURFACE GRADE ELEVATION. THE TRENCH BORROW EXCAVATION SHALL BE BACKFILLED TO THE PROPOSED FINISHED GRADE ELEVATION, AND SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE QUALITY COMPACTION METHOD AS OUTLINED IN MN/DOT SPECIFICATION 2105.3F2. SNOW FENCE SHALL BE FURNISHED AND PLACED ALONG THE PERIMETER OF THE TRENCH BORROW AREA WHERE THE SLOPES EXCEED 2 FOOT HORIZONTAL TO 1 FOOT VERTICAL (2:1).

O. FINISHED GRADING SHALL BE COMPLETED, THE CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRANSITION AREAS. PROVIDE A SMOOTH FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN, OR BETWEEN SUCH POINTS AND EXISTING GRADES. AREAS THAT HAVE BEEN FINISHED GRADED SHALL BE PROTECTED FROM SUBSEQUENT CONSTRUCTION OPERATIONS, TRAFFIC AND EROSION. REPAIR ALL AREAS THAT HAVE BECOME RUTTED BY TRAFFIC OR ERODED BY WATER OR HAS SETTLED BELOW THE CORRECT GRADE. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION OR TO THE REQUIREMENTS OF THE NEW WORK.

P. TOLERANCES

1. THE RESIDENTIAL BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
2. THE COMMERCIAL BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.10 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
3. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
4. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
5. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.

R. AFTER THE SITE GRADING IS COMPLETED, IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, THE CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.

S. THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ANY HAUL ROADS THAT MAY BE REQUIRED TO COMPLETE THE SITE .... CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE GOVERNING AUTHORITY OF EACH ROADWAY. THE CONTRACTOR SHALL POST WHATEVER SECURITY, AND COMPLY WITH ALL CONDITIONS WHICH ARE REQUIRED BY EACH GOVERNING AUTHORITY OF EACH ROADWAY.

T. IF THE CONTRACTOR ENCOUNTERS ANY DRAIN TILE WITHIN THE SITE, HE OR SHE SHALL NOTIFY THE ENGINEER WITH THE LOCATION, SIZE, INVERT AND IF THE TILE LINE IS ACTIVE. NO ACTIVE DRAIN TILE SHALL BE BACKFILLED WITHOUT REVIEW, DISCUSSION AND APPROVAL FROM THE PROJECT ENGINEER.

SEED APPLICATION PROCEDURE:
MIXTURE APPLICATION PROCEDURES SHALL FOLLOW (MN/DOT) SPECIFICATION 2575.3. SEED SHALL BE SECURED BY USE OF HYDRO MULCH, OR SECURED BY (MN/DOT) SPECIFICATION 3885 CATEGORY 1 OR CATEGORY 3 EROSION BLANKET. ABSENT A SOIL TEST, FERTILIZER WITH AN ANALYSIS OF 18-1-8 (NPK) (FOR LOAMS, CLAY LOAM SOIL), OR 17-10-7 (NPK) (FOR SANDS WITH LESS THAN 30% ORGANIC AND CLAY MATTER), NATURAL BASE SHALL BE APPLIED AT A RATE OF 120 LBS/ACRE.

a. THE CONTRACTOR SHALL RESEED OR REPLANT ANY AREAS ON WHICH THE ORIGINAL SEED HAS FAILED TO GERMINATE AS DIRECTED BY THE OWNER'S ENGINEER.

b. IF ALTERNATIVE METHODS OF INFILTRATION BASIN CONSTRUCTION ARE PROPOSED BY THE CONTRACTOR, THOSE ALTERNATIVE METHODS WILL REQUIRE WRITTEN APPROVAL BY THE OWNER'S ENGINEER.

c. COSTS FOR REMOBILIZATION (IF REQUIRED) TO COMPLETE INFILTRATION BASIN CONSTRUCTION WILL BE CONDUCTED AT THE CONTRACTOR'S EXPENSE.

NORTH
0 30 60
SCALE IN FEET

Sambatek
www.sambatek.com
12800 Whitewater Drive, Suite 300
Minnetonka, MN 55343
763.476.6010 telephone
763.476.8532 facsimile
Engineering | Surveying | Planning | Environmental

Client
HARLEM IRVING COMPANIES

CA VENTURES

Project
RISE AT PROSPECT PARK

Location
MINNEAPOLIS, MINNESOTA
2929 UNIVERSITY AVENUE

Certification
I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Brady D. Busselman
Registration No. 44579 Date:

If applicable, contact us for a wet signed copy of this plan which is available upon request at Sambatek's, Minnetonka, MN office.

Summary
Designed: DS Drawn: JTA
Approved: BDB Book / Page: XX/XX
Phase: PRELIMINARY Initial Issued: 07/27/2015

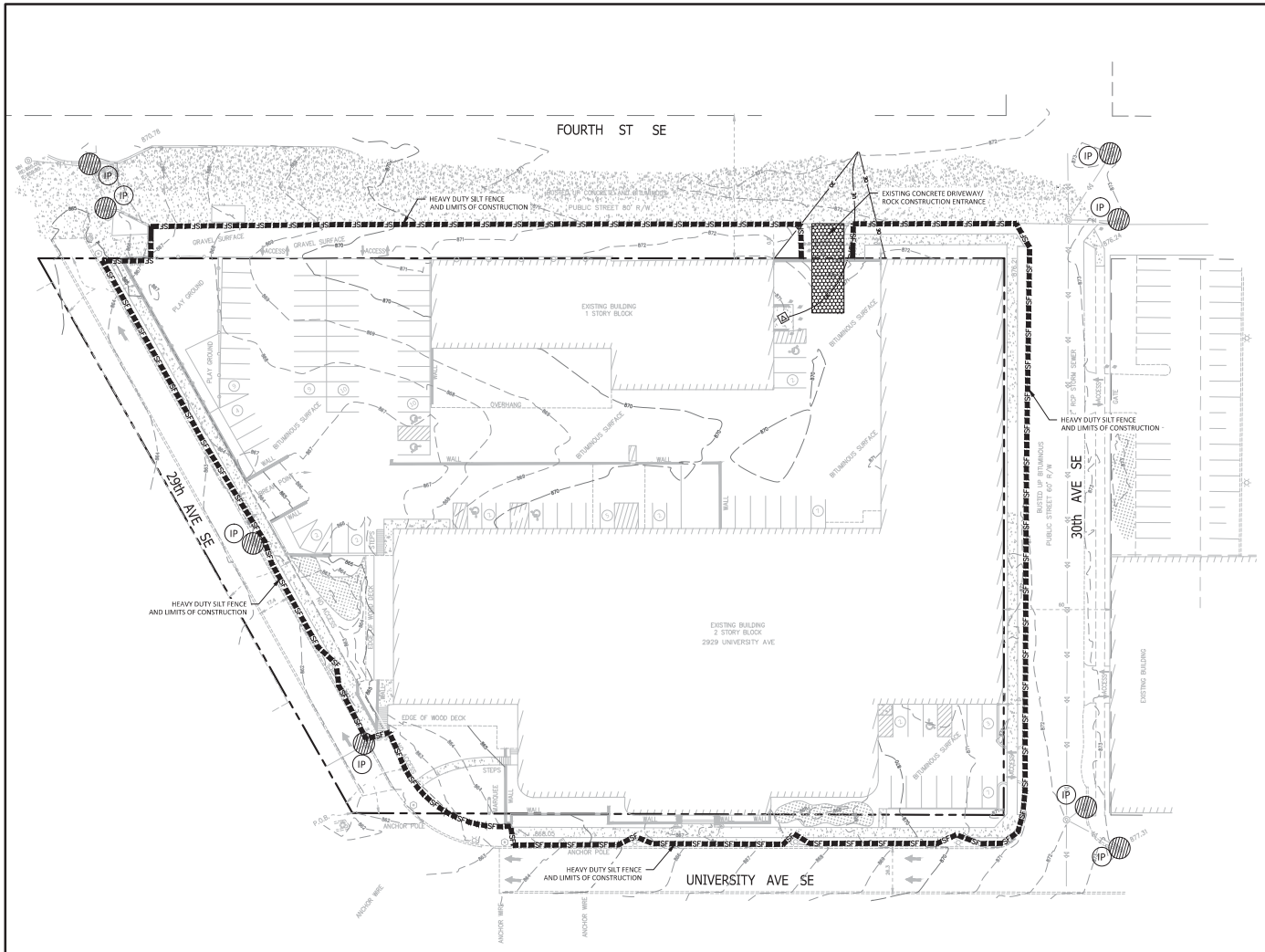
Revision History

No.	Date	By	Submittal / Revision
	07/27/15	JTA	CITY OF MINNEAPOLIS PDR SUBMITTAL
	08/31/15	JTA	100% DESIGN DEVELOPMENT
	09/21/15	JTA	PLANNING COMMISSION
	10/23/15	JTA	PLANNING COMMISSION

Sheet Title
GRADING AND STORMWATER PLAN

Sheet No. Revision
C4.01

Project No. TUS20346



LEGEND

	PROPOSED	EXISTING
CURB & GUTTER		
STORM SEWER		
DRAINTILE		
CONTOUR	902	902
RIP RAP		
OVERFLOW ELEV.	EOF 902.5	
SILT FENCE	SF	SF
SILT DIKE	SD	SD
LIMITS OF DISTURBANCE		
SOIL BORINGS	ST-9	PA-10
DIRECTION OF OVERLAND FLOW		
TEMPORARY DIVERSION DITCH		
CHECK DAM		
LIMITS OF DRAINAGE SUB-BASIN		
BIO-ROLL		
INLET PROTECTION DEVICE	IP	
TEMPORARY STONE CONSTRUCTION ENTRANCE		
TEMPORARY SEDIMENT BASIN	SB	
TEMPORARY STORAGE AND PARKING AREA	TS	
TEMPORARY STABILIZATION MEASURES (SEED, MULCH, MATS OR BLANKETS AS OUTLINED IN THE SWPPP)	TSM	

SEQUENCE OF CONSTRUCTION

PHASE I:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCES.
2. PREPARE TEMPORARY PARKING AND STORAGE AREA.
3. CONSTRUCT THE SILT FENCES ON THE SITE.
4. CONSTRUCT THE SEDIMENTATION AND SEDIMENT TRAP BASINS.
5. HALT ALL ACTIVITIES AND CONTACT THE CIVIL ENGINEERING CONSULTANT TO PERFORM INSPECTION OF BMPs. GENERAL CONTRACTOR SHALL SCHEDULE AND CONDUCT STORM WATER PRE-CONSTRUCTION MEETING WITH ENGINEER AND ALL GROUND DISTURBING CONTRACTORS BEFORE PROCEEDING WITH CONSTRUCTION.
6. CLEAR AND GRUB THE SITE.
7. BEGIN GRADING THE SITE.
8. START CONSTRUCTION OF BUILDING PAD AND STRUCTURES.

PHASE II:

1. TEMPORARILY SEED DENUDED AREAS.
2. INSTALL UTILITIES, UNDERDRAINS, STORM SEWERS, CURBS AND GUTTERS.
3. INSTALL RIP RAP AROUND OUTLET STRUCTURES.
4. INSTALL INLET PROTECTION AROUND ALL STORM SEWER STRUCTURES.
5. PREPARE SITE FOR PAVING.
6. PAVE SITE.
7. INSTALL INLET PROTECTION DEVICES.
8. COMPLETE GRADING AND INSTALL PERMANENT SEEDING AND PLANTING.
9. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (ONLY IF SITE IS STABILIZED), IF REQUIRED BY THE CONTRACT

NOTE TO CONTRACTOR

THE EROSION CONTROL PLAN SHEETS ALONG WITH THE REST OF THE SWPPP MUST BE KEPT ONSITE UNTIL THE NOTICE OF TERMINATION IS FILED WITH THE MPCA, THE CONTRACTOR MUST UPDATE THE SWPPP, INCLUDING THE EROSION CONTROL PLAN SHEETS AS NECESSARY TO INCLUDE ADDITIONAL REQUIREMENTS, SUCH AS ADDITIONAL OR MODIFIED BMPS DESIGNED TO CORRECT PROBLEMS IDENTIFIED. AFTER FILING THE NOTICE OF TERMINATION, THE SWPPP, INCLUDING THE EROSION CONTROL PLAN SHEETS, AND ALL REVISIONS TO IT MUST BE SUBMITTED TO THE OWNER, TO BE KEPT ON FILE IN ACCORDANCE WITH THE RECORD RETENTION REQUIREMENTS DESCRIBED IN THE SWPPP NARRATIVE.

AREA SUMMARY IN ACRES

PAVEMENT AREA	•••••••••••••••••••
BUILDING AREA	•••••••••••••••••••
SEEDED AREA	•••••••••••••••••••
TOTAL DISTURBED	•••••••••••••••••••
PRE - CONSTRUCTION IMPERVIOUS	•••••••••••••••••••
POST - CONSTRUCTION IMPERVIOUS	•••••••••••••••••••

* REFER TO SHEET C5.02 FOR GENERAL NOTES, MAINTENANCE NOTES, LOCATION MAPS, AND STANDARD DETAILS

EROSION CONTROL MATERIALS QUANTITIES

ITEM	UNIT	QUANTITY
SILT FENCE	LINEAR FEET	1,600
SILT DIKE	LINEAR FEET	0
BIO-ROLL	LINEAR FEET	0
CONSTRUCTION ENTRANCE	UNIT	1
INLET PROTECTION DEVICE	UNIT	8

NORTH

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SCALE IN FEET

MINNEAPOLIS STANDARD EROSION CONTROL NOTES

1. CONTRACTOR MUST CALL A CONSTRUCTION START 48 HOURS PRIOR TO ANY LAND DISTURBANCES 612-673-3867. FAILURE TO DO SO MAY RESULT IN FINES, THE REVOCATION OF PERMIT AND A STOP WORK ORDER BEING ISSUED.
2. INSTALL PERIMETER EROSION CONTROL AT THE LOCATIONS SHOWN ON THE PLANS PRIOR TO THE COMMENCEMENT OF ANY LAND DISTURBANCE OR CONSTRUCTION ACTIVITIES.
3. BEFORE BEGINNING CONSTRUCTION, INSTALL A TEMPORARY ROCK CONSTRUCTION ENTRANCE AT EACH POINT WHERE VEHICLES EXIT THE CONSTRUCTION SITE. USE 2 INCH OR GREATER DIAMETER ROCK IN A LAYER AT LEAST 6 INCHES THICK ACROSS THE ENTIRE WIDTH OF THE ENTRANCE. EXTEND THE ROCK ENTRANCE AT LEAST 50 FEET INTO THE CONSTRUCTION ZONE USING A GEO-TEXTILE FABRIC BENEATH THE AGGREGATE TO PREVENT MIGRATION OF SOIL INTO THE ROCK FROM BELOW.
4. REMOVE ALL SOILS AND SEDIMENTS TRACKED OR OTHERWISE DEPOSITED ONTO PUBLIC AND PRIVATE PAVEMENT AREAS. REMOVAL SHALL BE ON A DAILY BASIS WHEN TRACKING OCCURS AND MAY BE ORDERED BY MINNEAPOLIS INSPECTORS AT ANY TIME IF CONDITIONS WARRANT. SWEEPING SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE CONSTRUCTION AND DONE IN A MANNER TO PREVENT DUST BEING BLOWN TO ADJACENT PROPERTIES.
5. INSTALL INLET PROTECTION AT ALL PUBLIC AND PRIVATE CATCH BASIN INLETS, WHICH RECEIVE RUNOFF FROM THE DISTURBED AREAS. CONTRACTOR SHALL CLEAN, REMOVE SEDIMENT OR REPLACE STORM DRAIN INLET PROTECTION DEVICES ON A ROUTINE BASIS SUCH THAT THE DEVICES ARE FULLY FUNCTIONAL FOR THE NEXT RAIN EVENT. SEDIMENT DEPOSITED IN AND/OR PLUGGING DRAINAGE SYSTEMS IS THE RESPONSIBILITY OF THE CONTRACTOR. HAY BALES OR FILTER FABRIC WRAPPED GRATES ARE NOT ALLOWED FOR INLET PROTECTION.
6. LOCATE SOIL OR DIRT STOCKPILES NO LESS THAN 25 FEET FROM ANY PUBLIC OR PRIVATE ROADWAY OR DRAINAGE CHANNEL. IF REMAINING FOR MORE THAN SEVEN DAYS, STABILIZE THE STOCKPILES BY MULCHING, VEGETATIVE COVER, TARPS, OR OTHER MEANS. CONTROL EROSION FROM ALL STOCKPILES BY PLACING SILT BARRIERS AROUND THE PILES. TEMPORARY STOCKPILES LOCATED ON PAVED SURFACES MUST BE NO LESS THAN TWO FEET FROM THE DRAINAGE/GUTTER LINE AND SHALL BE COVERED IF LEFT MORE THAN 24 HOURS.
7. MAINTAIN ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES IN PLACE UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED. INSPECT TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES ON A DAILY BASIS AND REPLACE DETERIORATED, DAMAGED, OR ROTTED EROSION CONTROL DEVICES IMMEDIATELY.
8. TEMPORARILY OR PERMANENTLY STABILIZE ALL CONSTRUCTION AREAS WHICH HAVE UNDERGONE FINAL GRADING, AND ALL AREAS IN WHICH GRADING OR SITE BUILDING CONSTRUCTION OPERATIONS ARE NOT ACTIVELY UNDERWAY AGAINST EROSION DUE TO RAIN, WIND AND RUNNING WATER WITHIN 7-14 DAYS. USE SEED AND MULCH, EROSION CONTROL MATTING, AND/OR SODDING AND STAKING IN GREEN SPACE AREAS. REMOVE ALL TEMPORARY SYNTHETIC, STRUCTURAL, NON-BIODEGRADABLE EROSION AND SEDIMENT CONTROL DEVICES AFTER THE SITE HAS UNDERGONE FINAL STABILIZATION WITH PERMANENT VEGETATION ESTABLISHMENT. FINAL STABILIZATION FOR PURPOSES OF THIS REMOVAL IS 70% ESTABLISHED COVER OVER DENUDED AREA.
9. READY MIXED CONCRETE AND CONCRETE BATCH/MIX PLANTS ARE PROHIBITED WITHIN THE PUBLIC RIGHT OF WAY. ALL CONCRETE RELATED PRODUCTION, CLEANING AND MIXING ACTIVITIES SHALL BE DONE IN THE DESIGNATED CONCRETE MIXING/WASHOUT LOCATIONS AS SHOWN IN THE EROSION CONTROL PLAN. UNDER NO CIRCUMSTANCE MAY WASHOUT WATER DRAIN ONTO THE PUBLIC RIGHT OF WAY OR INTO ANY PUBLIC OR PRIVATE STORM DRAIN CONVEYANCE.
10. CHANGES TO APPROVED EROSION CONTROL PLAN MUST BE APPROVED BY THE EROSION CONTROL INSPECTOR PRIOR TO IMPLEMENTATION. CONTRACTOR TO PROVIDE INSTALLATION AND DETAILS FOR ALL PROPOSED ALTERNATE TYPE DEVICES.
11. IF DEWATERING OR PUMPING OF WATER IS NECESSARY, THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS AND/OR APPROVALS PRIOR TO DISCHARGE OF ANY WATER FROM THE SITE. IF THE DISCHARGE FROM THE DEWATERING OR PUMPING PROCESS IS TURBID OR CONTAINS SEDIMENT LADEN WATER, IT MUST BE TREATED THROUGH THE USE OF SEDIMENT TRAPS, VEGETATIVE FILTER STRIPS, OR OTHER SEDIMENT REDUCING MEASURES SUCH THAT THE DISCHARGE IS NOT VISIBLY DIFFERENT FROM THE RECEIVING WATER. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED AT THE DISCHARGE POINT TO PREVENT SCOUR EROSION. THE CONTRACTOR SHALL PROVIDE A DEWATERING/PUMPING PLAN TO THE EROSION CONTROL INSPECTOR PRIOR TO INITIATING DEWATERING ACTIVITIES.

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Engineering | Surveying | Planning | Environmental

Client

HARLEM IRVING COMPANIES

CA VENTURES

Project

RISE AT PROSPECT PARK

Location

MINNEAPOLIS, MINNESOTA
2929 UNIVERSITY AVENUE

Certification

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Brady D. Busselman
Registration No. 44579 Date:

If applicable, contact us for a wet signed copy of this plan which is available upon request at Sambatek's, Minnetonka, MN office.

Summary

Designed: DS Drawn: JTA
Approved: BDB Book / Page: XX/XX
Phase: PRELIMINARY Initial Issued: 07/27/2015

Revision History

No.	Date	By	Submittal / Revision
	07/27/15	JTA	CITY OF MINNEAPOLIS PDR SUBMITTAL
	08/31/15	JTA	100% DESIGN DEVELOPMENT
	09/21/15	JTA	PLANNING COMMISSION
	10/23/15	JTA	PLANNING COMMISSION

Sheet Title
EROSION CONTROL PLAN

Sheet No. Revision
C5.01

Project No. TUS20346

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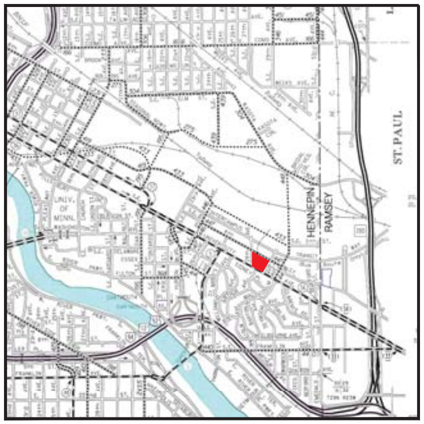
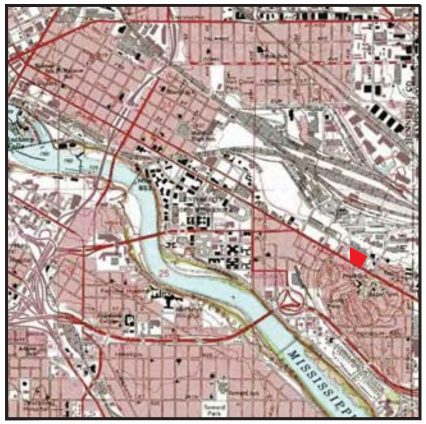


SITE LOCATION MAP
NOT TO SCALE



USGS MAP
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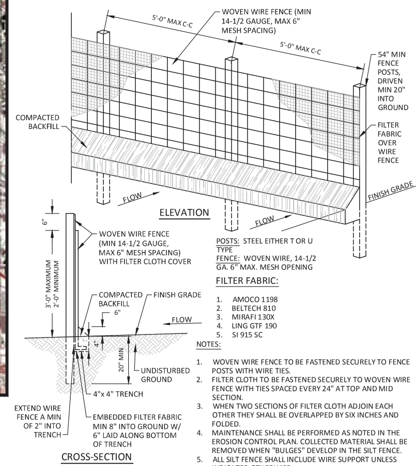


POSTS: STEEL EITHER T OR U TYPE
FENCE: WOVEN WIRE, 14-1/2 GA. 6" MAX. MESH OPENING

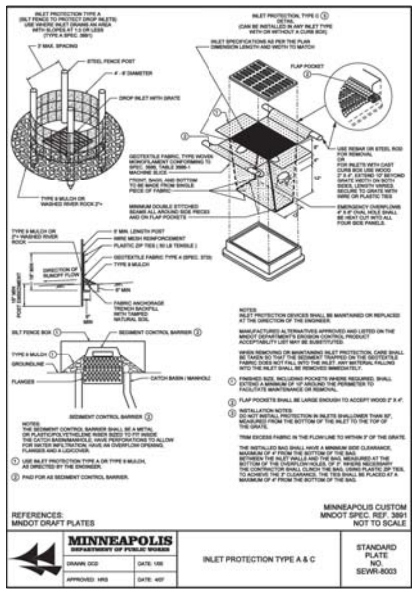
FILTER FABRIC:

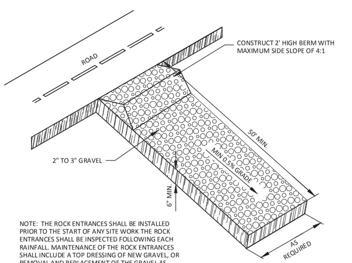
1. AMOCO 1198
2. BELTECH 810
3. MIRAFI 130X
4. LING GTF 190
5. SI 915 SC

NOTES:

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NOTED IN THE EROSION CONTROL PLAN. COLLECTED MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.
5. ALL SILT FENCE SHALL INCLUDE WIRE SUPPORT UNLESS INDICATED OTHERWISE.

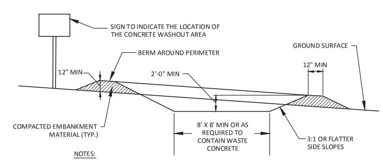
HEAVY DUTY SILT FENCE DETAIL
NOT TO SCALE





NOTE: THE ROCK ENTRANCES SHALL BE INSTALLED PRIOR TO THE START OF ANY SITE WORK THE ROCK ENTRANCES SHALL BE INSPECTED FOLLOWING EACH RAINFALL. MAINTENANCE OF THE ROCK ENTRANCES SHALL INCLUDE A TOP DRESSING OF NEW GRAVEL, OR REMOVAL AND REPLACEMENT OF THE GRAVEL AS NEEDED, TO KEEP THE ENTRANCE FREE FROM COLLECTED MUD.

ROCK ENTRANCE DRIVE
NOT TO SCALE



NOTES:

1. CONCRETE WASHOUT AREA SHALL BE INSTALLED PRIOR TO ANY CONCRETE PLACEMENT ON SITE.
2. CONCRETE WASHOUT AREA SHALL BE LINED WITH MINIMUM 10 MIL THICK PLASTIC LINER.
3. VEHICLE TRACKING CONTROL IS REQUIRED IF ACCESS TO CONCRETE WASHOUT AREA IS OFF PAVEMENT.
4. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE WASHOUT AREA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT AREA TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.
5. THE CONCRETE WASHOUT AREA SHALL BE REPAIRED AND ENLARGED OR CLEANED OUT AS NECESSARY TO MAINTAIN CAPACITY FOR WASTED CONCRETE.
6. AT THE END OF CONSTRUCTION, ALL CONCRETE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT AN ACCEPTED WASTE SITE.
7. WHEN THE CONCRETE WASHOUT AREA IS REMOVED, THE DISTURBED AREA SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER ACCEPTED BY THE CITY.

CONCRETE WASHOUT AREA
NOT TO SCALE

DEVELOPER: HIC/CA PROSPECT PARK JV, LLC. 161 NORTH CLARK STREET #4900 CHICAGO, IL 60601
OWNER: PROSPECT PARK PROPERTIES PO BOX 14536 MINNEAPOLIS, MN 55414 612-331-1728
SITE OPERATOR / GENERAL CONTRACTOR
SUPERINTENDENT:

SOIL EROSION / SEDIMENTATION CONTROL OPERATION TIME SCHEDULE

CONSTRUCTION SEQUENCE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TEMPORARY CONTROL MEASURES																		
STRIP & STOCKPILE TOPSOIL																		
ROUGH GRADE / SEDIMENT CONTROL																		
TEMPORARY CONSTRUCTION ROADS																		
FOUNDATION / BUILDING CONSTRUCTION																		
SITE CONSTRUCTION																		
PERMANENT CONTROL STRUCTURES																		
FINISH GRADING																		
LANDSCAPING / SEED / FINAL STABILIZATION																		
STORM FACILITIES																		

NOTE: CONTRACTOR OR GENERAL CONTRACTOR TO COMPLETE TABLE WITH THEIR SPECIFIC PROJECT SCHEDULE

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GENERAL EROSION NOTES:

1. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME. WHERE A CONFLICT EXISTS BETWEEN LOCAL JURISDICTIONAL STANDARD SPECIFICATIONS AND SAMBATEK STANDARD SPECIFICATIONS, THE MORE STRINGENT SPECIFICATION SHALL APPLY.
2. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL X. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CONTACT ALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE LOCATIONS OF SMALL UTILITIES SHALL BE OBTAINED BY THE CONTRACTOR BY CALLING MINNESOTA GOPHER STATE ONE CALL AT 800-252-1166 OR 651-454-0002
3. THE DESIGN SHOWN IS BASED UPON THE ENGINEER'S UNDERSTANDING OF THE EXISTING CONDITIONS. THE EXISTING CONDITIONS SHOWN ON THIS PLAN ARE BASED UPON AN ALTA OR TOPOGRAPHIC SURVEY PREPARED BY NORTHSTAR SURVEYING DATED 02-10-2014 . IF CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS WITHOUT EXCEPTION, THEY SHALL HAVE MADE, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR AND SUBMIT IT TO THE OWNER FOR REVIEW. SEE ATTACHED SURVEY SHEETS.
4. THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES OCCURRING TO THE ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
5. THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPRISED OF THIS DRAWING (EROSION & SEDIMENTATION CONTROL PLAN-ESC PLAN), THE STANDARD DETAILS, THE PLAN NARRATIVE, AND ITS APPENDICES, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETING & SUBMITTING THE APPLICATION FOR THE MPCA GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE SWPPP AND THE STATE OF MINNESOTA NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS. THE SWPPP AND ALL OTHER RELATED DOCUMENTS MUST BE KEPT AT THE SITE DURING CONSTRUCTION.
7. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES (BMP'S) AS REQUIRED BY THE SWPPP & PERMITS. THE CONTRACTOR SHALL OVERSEE THE INSPECTION & MAINTENANCE OF THE BMP'S AND EROSION PREVENTION FROM BEGINNING OF CONSTRUCTION AND UNTIL CONSTRUCTION IS COMPLETED, IS APPROVED BY ALL AUTHORITIES, THE NOTICE OF TERMINATION (NOT) HAS BEEN FILED WITH THE MPCA BY EITHER THE OWNER OR OPERATOR AS APPROVED ON PERMIT. ADDITIONAL BMP'S SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
8. CONTRACTOR SHALL COMPLY WITH TRAINING REQUIREMENTS IN PART III.A.2 OF THE GENERAL PERMIT.
9. BMP'S AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
10. ESC PLAN MUST CLEARLY DELINEATE ALL STATE WATERS. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
11. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THE ESC PLANS SHALL BE CLEARLY DELINEATED (E.G. WITH FLAGS, STAKES, SIGNS, SILT FENCE, ETC.) ON THE DEVELOPMENT SITE BEFORE WORK BEGINS. GROUND DISTURBING ACTIVITIES MUST NOT OCCUR OUTSIDE THE LIMITS OF DISTURBANCE.
12. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
13. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) MUST BE LIMITED TO A DEFINED AREA OF THE SITE AND SHALL BE CONTAINED AND PROPERLY TREATED OR DISPOSED. NO ENGINE DEGREASING IS ALLOWED ON SITE.
14. ALL LIQUID AND SOLID WASTES GENERATED BY CONCRETE WASHOUT OPERATIONS MUST BE CONTAINED IN A LEAK-PROOF CONTAINMENT FACILITY OR IMPERMEABLE LINER. A COMPACTED CLAY LINER THAT DOES NOT ALLOW WASHOUT LIQUIDS TO ENTER GROUND WATER IS CONSIDERED AN IMPERMEABLE LINER. THE LIQUID AND SOLID WASTES MUST NOT CONTACT THE GROUND, AND THERE MUST NOT BE RUNOFF FROM THE CONCRETE WASHOUT OPERATIONS OR AREAS. LIQUID AND SOLID WASTES MUST BE DISPOSED OF PROPERLY AND IN COMPLIANCE WITH MPCA REGULATIONS. A SIGN MUST BE INSTALLED ADJACENT TO EACH WASHOUT FACILITY TO INFORM CONCRETE EQUIPMENT OPERATORS TO UTILIZE THE PROPER FACILITIES.
15. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
16. DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
17. SOLID WASTE: COLLECTED SEDIMENT, ASPHALT & CONCRETE MILLINGS, FLOATING DEBRIS, PAPER, PLASTIC, FABRIC, CONSTRUCTION & DEMOLITION DEBRIS & OTHER WASTES MUST BE DISPOSED OF PROPERLY & MUST COMPLY WITH MPCA DISPOSAL REQUIREMENTS.
18. HAZARDOUS MATERIALS: OIL, GASOLINE, PAINT & ANY HAZARDOUS SUBSTANCES MUST BE PROPERLY STORED, INCLUDING SECONDARY CONTAINMENT, TO PREVENT SPILLS, LEAKS OR OTHER DISCHARGE. RESTRICTED ACCESS TO STORAGE AREAS MUST BE PROVIDED TO PREVENT VANDALISM. STORAGE & DISPOSAL OF HAZARDOUS WASTE MUST BE IN COMPLIANCE WITH MPCA REGULATIONS.
19. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN, AND IN THE SWPPP, SHALL BE INITIATED AS SOON AS PRACTICABLE AND PRIOR TO SOIL DISTURBING ACTIVITIES UPSLOPE.
20. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS STOPPED SHALL BE TEMPORARILY SEEDED, WITHIN 14 DAYS OF INACTIVITY. SEEDING SHALL BE IN ACCORDANCE WITH MN/DOT SEED MIXTURE NUMBER 100 OR 110 DEPENDING ON THE SEASON OF PLANTING (SEE MN/DOT SPECIFICATION SECTION 2575.3) SEEDING METHOD AND APPLICATION RATE SHALL CONFORM TO MN/DOT SPECIFICATION SECTION 2575.3. TEMPORARY MULCH SHALL BE APPLIED IN ACCORDANCE WITH MN/DOT SPECIFICATION SECTION 2575.3F1 AND 2575.3G. ALTERNATIVELY, HYDRAULIC SOIL STABILIZER IN ACCORDANCE WITH MN/DOT SPECIFICATION SECTION 2575.3H MAY BE USED IN PLACE OF TEMPORARY MULCH.
21. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY STABILIZED. THESE AREAS SHALL BE STABILIZED IN ACCORDANCE WITH THE TIME TABLE DESCRIBED ABOVE. REFER TO THE GRADING PLAN AND/OR LANDSCAPE PLAN FOR VEGETATIVE COVER.
22. CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT FROM CONVEYANCES & FROM TEMPORARY SEDIMENTATION BASINS THAT ARE TO BE USED AS PERMANENT WATER QUALITY MANAGEMENT BASINS. SEDIMENT MUST BE STABILIZED TO PREVENT IT FROM BEING WASHED BACK INTO THE BASIN, CONVEYANCES, OR DRAINAGEWAYS DISCHARGING OFF-SITE OR TO SURFACE WATERS. THE CLEANOUT OF PERMANENT BASINS MUST BE SUFFICIENT TO RETURN THE BASIN TO DESIGN CAPACITY.
23. ON-SITE & OFF-SITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BMP'S. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.
24. TEMPORARY SOIL STOCKPILES MUST HAVE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS & CANNOT BE PLACED IN SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB & GUTTER SYSTEMS OR CONDUITS & DITCHES.
25. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
26. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, CHECK DAMS, INLET PROTECTION DEVICES, ETC.) TO PREVENT EROSION.
27. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY, THIS INCLUDES BACKFILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION.

MAINTENANCE NOTES:

ALL MEASURES STATED ON THIS EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. THE DESIGNATED CONTACT PERSON NOTED ON THIS PLAN MUST ROUTINELY INSPECT THE CONSTRUCTION ON SITE ONCE EVERY SEVEN DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. ALL SILT FENCES MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES 1/3 OF THE HEIGHT OF THE FENCE. THESE REPAIRS MUST BE MADE WITHIN 24 HOURS OF DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
2. TEMPORARY AND PERMANENT SEDIMENTATION BASINS MUST BE DRAINED AND THE SEDIMENT REMOVED WHEN THE DEPTH OF SEDIMENT COLLECTED IN THE BASIN REACHES 1/2 THE STORAGE VOLUME. DRAINAGE AND REMOVAL MUST BE COMPLETED WITHIN 72 HOURS OF DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS (SEE PART IV.D. OF THE GENERAL PERMIT).
3. SURFACE WATERS, INCLUDING DRAINAGE DITCHES AND CONVEYANCE SYSTEMS, MUST BE INSPECTED FOR EVIDENCE OF SEDIMENT BEING DEPOSITED BY EROSION. THE CONTRACTOR MUST REMOVE ALL DELTAS AND SEDIMENT DEPOSITED IN SURFACE WATERS, INCLUDING DRAINAGE WAYS, CATCH BASINS, AND OTHER DRAINAGE SYSTEMS, AND RESTABILIZE THE AREAS WHERE SEDIMENT REMOVAL RESULTS IN EXPOSED SOIL. THE REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN SEVEN (7) DAYS OF DISCOVERY UNLESS PRECLUDED BY LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS. THE CONTRACTOR SHALL USE ALL REASONABLE EFFORTS TO OBTAIN ACCESS. IF PRECLUDED, REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN SEVEN (7) CALENDAR DAYS OF OBTAINING ACCESS. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL LOCAL, REGIONAL, STATE AND FEDERAL AUTHORITIES AND RECEIVING ANY APPLICABLE PERMITS, PRIOR TO CONDUCTING ANY WORK.
4. CONSTRUCTION SITE VEHICLE EXIT LOCATIONS MUST BE INSPECTED FOR EVIDENCE OF OFF-SITE SEDIMENT TRACKING ONTO PAVED SURFACES. TRACKED SEDIMENT MUST BE REMOVED FROM ALL OFF-SITE PAVED SURFACES, WITHIN 24 HOURS OF DISCOVERY, OR IF APPLICABLE, WITHIN A SHORTER TIME TO COMPLY WITH PART IV.C.6 OF THE GENERAL PERMIT.
5. THE CONTRACTOR IS RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF TEMPORARY AND PERMANENT WATER QUALITY MANAGEMENT BMPS, AS WELL AS ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS, FOR THE DURATION OF THE CONSTRUCTION WORK AT THE SITE. THE PERMITTEE(S) ARE RESPONSIBLE UNTIL ANOTHER PERMITTEE HAS ASSUMED CONTROL ACCORDING TO PART II.B.5 OVER ALL AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED OR THE SITE HAS UNDERGONE FINAL STABILIZATION, AND A NOT HAS BEEN SUBMITTED TO THE MPCA.
6. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT MUST BE REMOVED IN A MANNER AND AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT IN STREETS COULD BE WASHED INTO STORM SEWERS BY THE NEXT RAIN AND/OR POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS).
7. ALL INFILTRATION AREAS MUST BE INSPECTED TO ENSURE THAT NO SEDIMENT FROM ONGOING CONSTRUCTION ACTIVITIES IS REACHING THE INFILTRATION AREA AND THESE AREAS ARE PROTECTED FROM COMPACTION DUE TO CONSTRUCTION EQUIPMENT DRIVING ACROSS THE INFILTRATION AREA.

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Client
HARLEM IRVING COMPANIES

CA VENTURES

Project
RISE AT PROSPECT PARK

Location
MINNEAPOLIS, MINNESOTA
2929 UNIVERSITY AVENUE

Certification
I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Brady D. Busselman
Registration No. 44579 Date:

If applicable, contact us for a wet signed copy of this plan which is available upon request at Sambatek's, Minnetonka, MN office.

Summary
Designed: DS Drawn: JTA
Approved: BDB Book / Page: XX/XX
Phase: PRELIMINARY Initial Issued: 07/27/2015

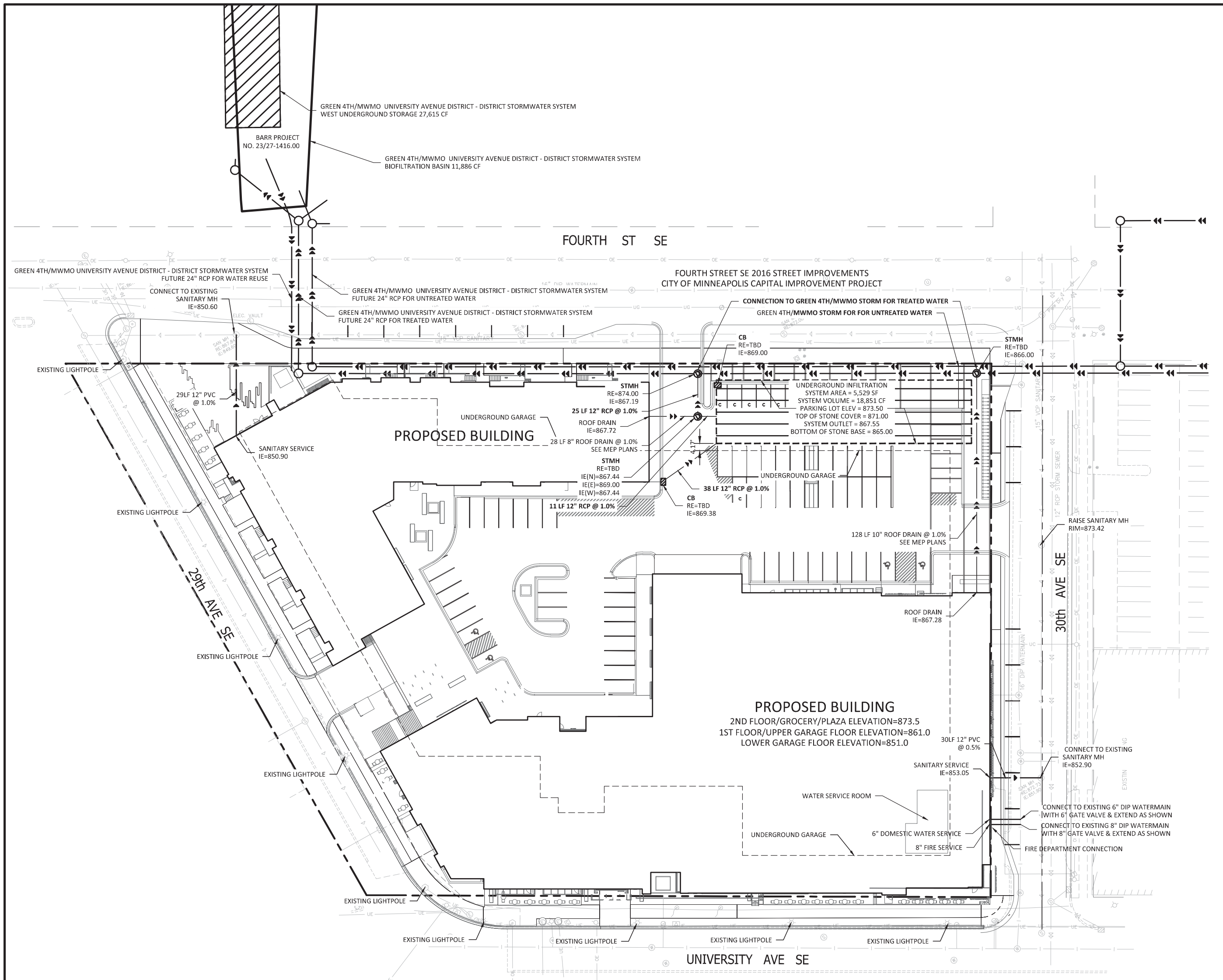
Revision History

No.	Date	By	Submittal / Revision
	07/27/15	JTA	CITY OF MINNEAPOLIS PDR SUBMITTAL
	08/31/15	JTA	100% DESIGN DEVELOPMENT
	09/21/15	JTA	PLANNING COMMISSION
	10/23/15	JTA	PLANNING COMMISSION

Sheet Title
EROSION CONTROL DETAILS

Sheet No. Revision
C5.02

Project No. TUS20346



CITY OF MINNEAPOLIS STORMWATER MANAGEMENT NOTES

A. CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL CONTACT MINNEAPOLIS SURFACE WATERS AND SEWERS 48 HOURS PRIOR TO AND EXCAVATION OR CONSTRUCTION RELATED TO OR IN THE LOCATION OF THE PROPOSED STORMWATER MANAGEMENT BMP. CONTACT PAUL CHELLSEN, 612-673-2406 OR PAUL.CHELLSEN@MINNEAPOLISMN.GOV.

B. UPON THE PROJECT'S COMPLETION THE GENERAL CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL PROVIDE TO THE DEPARTMENT OF PUBLIC WORKS A FINAL STORMWATER MANAGEMENT REPORT INCLUDING RECORD DRAWINGS. THIS REPORT WILL SERVE AS A MEANS OF VERIFICATION THAT THE INTENT OF THE APPROVED STORMWATER MANAGEMENT DESIGN HAS BEEN MET. THIS FINAL REPORT SHALL SUBSTANTIATE THAT ALL ASPECTS OF THE ORIGINAL DESIGN HAVE BEEN ADEQUATELY PROVIDED FOR BY THE CONSTRUCTION OF THE PROJECT.

THE DEVELOPER HAS DESIGNED A STORM WATER MANAGEMENT

DEVELOPER IS WILLING TO PARTICIPATE IN THE GREEN FOURTH INITIATIVE SET OUT BY MWMO IF IT IS FUNDED, DESIGNED, AND CONSTRUCTED WITHIN THE REQUIRED PROJECT SCHEDULE. SEE SHEET C6.02 ALTERNATE STORMWATER MANAGEMENT PLAN.

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL . THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE FOR MINNESOTA). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

IF THE CONTRACTOR ENCOUNTERS ANY DRAIN TILE WITHIN THE SITE, HE OR SHE SHALL NOTIFY THE ENGINEER WITH THE LOCATION, SIZE, INVERT AND IF THE TILE LINE IS ACTIVE. NO ACTIVE DRAIN TILE SHALL BE BACKFILLED WITHOUT APPROVAL FROM THE PROJECT ENGINEER.

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LEGEND

	PROPOSED	EXISTING
CURB & GUTTER		
STORM SEWER		
SANITARY SEWER		
FORCEMAIN (SAN.)	FM	FM
WATERMAIN		
EASEMENT		
DRAINTILE		
GAS LINE	GL	GL
ELECTRIC	UE	UE
TELEPHONE	UT	UT

UTILITY CONSTRUCTION NOTES

A. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULE, EXIT PORCHES, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.

B. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE LOCATIONS OF SMALL UTILITIES SHALL BE OBTAINED BY THE CONTRACTOR, BY CALLING GOPHER STATE ONE CALL AT (651)454-0002.

C. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.

D. SAFETY NOTICE TO CONTRACTORS: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE.

E. ALL AREAS OUTSIDE THE PROPERTY BOUNDARIES THAT ARE DISTURBED BY UTILITY CONSTRUCTION SHALL BE RESTORED IN KIND. SODDED AREAS SHALL BE RESTORED WITH 6 INCHES OF TOPSOIL PLACED BENEATH THE SOD.

F. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.

G. PRIOR TO PLACEMENT OF AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE STREET AND PARKING AREA SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS OF THE STREET OR PARKING AREA ARE UNSTABLE. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER.

H. THE CONTRACTOR AND THEIR SUPPLIER SHALL DETERMINE THE MINIMUM DIAMETER REQUIRED FOR EACH STORM SEWER STRUCTURE.

I. SPECIFICATIONS AND CONSTRUCTION DETAILS ARE PROVIDED BY THE UNDERGROUND STORMWATER MANAGEMENT SYSTEM MANUFACTURER. WITH FINAL DESIGN ALL SYSTEM SPECIFICATIONS AND CONSTRUCTION DETAILS WILL BE INCLUDED IN CONSTRUCTION DOCUMENTS.

J. ENGINEER AND MANUFACTURER TO PROVED THE OWNER WITH THE OPERATIONS AND MAINTENANCE PLAN FOR THE STORMWATER MANAGEMENT SYSTEM. THE PLAN WILL BE REVIEWED AND APPROVED BY CITY OF MINNEAPOLIS PUBLIC WORKS (STORMWATER MANAGEMENT).

CITY OF MINNEAPOLIS NOTES

A. CONTACT ALLAN KLUGMAN AT (612) 673-2743 PRIOR TO CONSTRUCTION FOR THE TEMPORARY REMOVAL/TEMPORARY RELOCATION OF ANY CITY OF MINNEAPOLIS SIGNAL SYSTEM THAT MAY BE IN THE WAY OF CONSTRUCTION.

B. IF DEWATERING IS REQUIRED DURING SITE CONSTRUCTION SEE BELOW FOR CITY PERMIT REQUIREMENTS. SUBGRADE STRUCTURES SHOULD BE DESIGNED TO PREVENT INFILTRATION OF GROUNDWATER WITHOUT THE NEED FOR A PERMANENT DEWATERING SYSTEM BEING INSTALLED. IF A CONTINUOUSLY OPERATING PERMANENT DEWATERING SYSTEM IS NEEDED IT MUST BE APPROVED AS PART OF THE SANITARY SEWER AND STORM DRAIN SITE PLAN APPROVAL PRIOR TO CONSTRUCTION BEGINNING.

C. PERMITS AND APPROVAL ARE REQUIRED FROM ENVIRONMENTAL SERVICES FOR THE FOLLOWING ACTIVITIES: TEMPORARY STORAGE OF IMPACTED SOILS ON SITE PRIOR TO DISPOSAL OR REUSE; REUSE OF IMPACTED SOILS ON SITE; DEWATERING AND DISCHARGE OF ACCUMULATED STORM WATER OR GROUND WATER, UNDERGROUND OR ABOVEGROUND TANK INSTALLATION OR REMOVAL, WELL CONSTRUCTION OR SEALING. CONTACT TOM FRAME AT 612-673-5807 FOR PERMIT APPLICATIONS AND APPROVALS.

D. THE PROJECT IS SUBJECT TO THE STORMWATER TREATMENT REQUIREMENTS OF CHAPTER 54 OF THE MINNEAPOLIS CODE OF ORDINANCES.

E. AN OPERATIONS AND MAINTENANCE PLAN IS REQUIRED FOR THE STORMWATER TREATMENT DEVICES. THE O&M PLAN SHALL DEFINE THE MAINTENANCE REGIMEN, INCLUDING TYPE AND INTERVAL OF MAINTENANCE AND PARTY TO CONDUCT SUCH MAINTENANCE.

F. THE SITE IS SEEKING APPROVAL BASED ON PROVIDING A STAND-ALONE STORMWATER MANAGEMENT SYSTEM. SHOULD APPROVALS BE GRANTED BASED ON THIS ARRANGEMENT AND THE REGIONAL STORMWATER TREATMENT SYSTEM MOVES FORWARD AND CAN ACCOMMODATE THIS SITE, AMENDMENTS TO THE APPROVED PLAN WILL BE REQUIRED IN ORDER TO IMPLEMENT THAT PLAN.

G. NON-STORMWATER DISCHARGES ARE NOT PERMITTED UNLESS APPROVED BY THE CITY OF MINNEAPOLIS. NON-STORMWATER DISCHARGES NOT DECLARED AND APPROVED WILL NOT BE PERMITTED.

H. ALL UTILITIES MUST BE INSTALLED BY A MINNEAPOLIS LICENSED CONTRACTOR.

I. CONTRACTOR SHALL CONTACT MINNEAPOLIS SURFACE WATERS AND SEWERS 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION RELATED TO OR IN THE LOCATION OF THE PROPOSED STORM WATER MANAGEMENT BMP. CONTACT JEREMY STREHLO, 612-673-3973 JEREMY.STREHLO@MINNEAPOLISMN.GOV.

J. UPON THE PROJECT'S COMPLETION, THE GENERAL CONTRACTOR SHALL PROVIDE TO THE DEPARTMENT OF PUBLIC WORKS A FINAL STORMWATER MANAGEMENT REPORT INCLUDING RECORD DRAWINGS. THIS REPORT WILL SERVE AS A MEANS OF VERIFICATION THAT THE INTENT OF THE APPROVED STORM WATER MANAGEMENT DESIGN HAS BEEN MET. THIS FINAL REPORT SHALL SUBSTANTIATE THAT ALL ASPECTS OF THE ORIGINAL DESIGN HAVE BEEN ADEQUATELY PROVIDED FOR BY THE CONSTRUCTION OF THE PROJECT.

STORMWATER SUMMARY

ATLAS 14 STORM EVENTS	EXISTING RATE	PROPOSED RATE
2-YEAR	9.69 CFS	7.45 CFS
10-YEAR	14.97 CFS	11.27 CFS
100-YEAR	26.75 CFS	19.86 CFS

INFILTRATION VOLUME
REQUIRED: 9,753 CF
PROVIDED: 9,874 CF

NORTH

0 30 60
SCALE IN FEET

Sambatek
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12800 Whitewater Drive, Suite 300
Minnetonka, MN 55343
763.476.6010 telephone
763.476.8532 facsimile
Engineering | Surveying | Planning | Environmental

Client

HARLEM IRVING COMPANIES

CA VENTURES

Project

RISE AT PROSPECT PARK

Location

MINNEAPOLIS, MINNESOTA
2929 UNIVERSITY AVENUE

Certification

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Brady D. Busselman
Registration No. 44579 Date:

If applicable, contact us for a wet signed copy of this plan which is available upon request at Sambatek's, Minnetonka, MN office.

Summary

Designed: DS Drawn: JTA
Approved: BDB Book / Page: XX/XX
Phase: PRELIMINARY Initial Issued: 07/27/2015

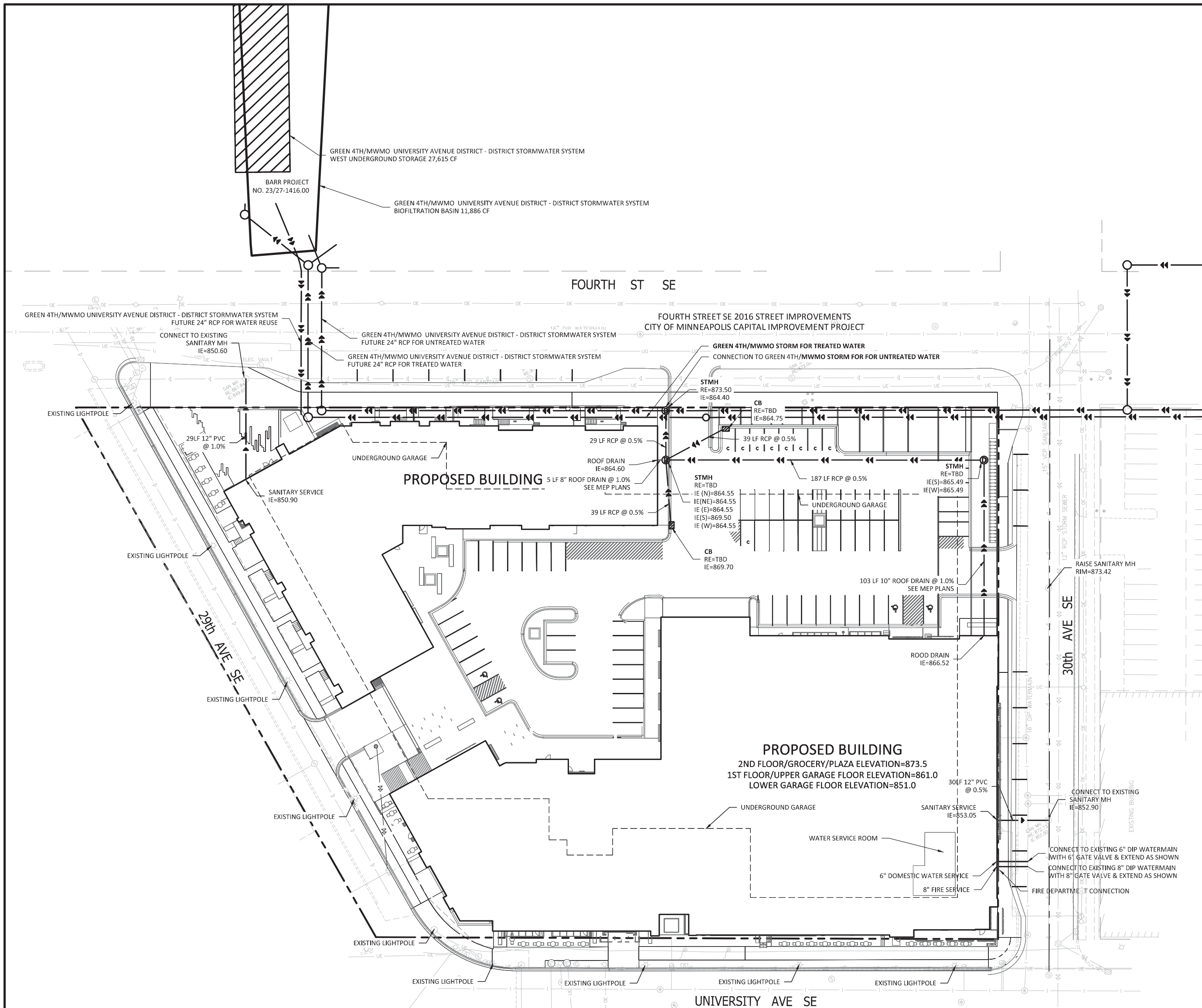
Revision History

No.	Date	By	Submittal / Revision
	07/27/15	JTA	CITY OF MINNEAPOLIS PDR SUBMITTAL
	08/31/15	JTA	100% DESIGN DEVELOPMENT
	09/21/15	JTA	PLANNING COMMISSION
	10/23/15	JTA	PLANNING COMMISSION

Sheet Title
UTILITY PLAN

Sheet No. Revision
C6.01

Project No. TUS20346



THE DEVELOPER HAS DESIGNED A STORM WATER MANAGEMENT

DEVELOPER IS WILLING TO PARTICIPATE IN THE GREEN FOURTH INITIATIVE SET OUT BY MWMO IF IT IS FUNDED, DESIGNED, AND CONSTRUCTED WITHIN THE REQUIRED PROJECT SCHEDULE. SEE THIS SHEET.

CITY OF MINNEAPOLIS STORMWATER MANAGEMENT NOTES

A. CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL CONTACT MINNEAPOLIS SURFACE WATERS AND SEWERS 48 HOURS PRIOR TO AND EXCAVATION OR CONSTRUCTION RELATED TO OR IN THE LOCATION OF THE PROPOSED STORMWATER MANAGEMENT BMP. CONTACT PAUL CHELLSEN, 612-673-2406 OR PAUL.CHELLSEN@MINNEAPOLISMN.GOV.

B. UPON THE PROJECT'S COMPLETION THE GENERAL CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL PROVIDE TO THE DEPARTMENT OF PUBLIC WORKS A FINAL STORMWATER MANAGEMENT REPORT INCLUDING RECORD DRAWINGS. THIS REPORT WILL SERVE AS A MEANS OF VERIFICATION THAT THE INTENT OF THE APPROVED STORMWATER MANAGEMENT DESIGN HAS BEEN MET. THIS FINAL REPORT SHALL SUBSTANTIATE THAT ALL ASPECTS OF THE ORIGINAL DESIGN HAVE BEEN ADEQUATELY PROVIDED FOR BY THE CONSTRUCTION OF THE PROJECT.

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL . THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE FOR MINNESOTA). THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

IF THE CONTRACTOR ENCOUNTERS ANY DRAIN TILE WITHIN THE SITE, HE OR SHE SHALL NOTIFY THE ENGINEER WITH THE LOCATION, SIZE, INVERT AND IF THE TILE LINE IS ACTIVE. NO ACTIVE DRAIN TILE SHALL BE BACKFILLED WITHOUT APPROVAL FROM THE PROJECT ENGINEER.

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LEGEND

	PROPOSED	EXISTING
CURB & GUTTER		
STORM SEWER		
SANITARY SEWER		
FORCEMAIN (SAN.)	FM	FM
WATERMAIN		
EASEMENT		
DRAINTILE		
GAS LINE	GL	GL
ELECTRIC	UE	UE
TELEPHONE	UT	UT

UTILITY CONSTRUCTION NOTES

A. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULE, EXIT PORCHES, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.

B. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE LOCATIONS OF SMALL UTILITIES SHALL BE OBTAINED BY THE CONTRACTOR, BY CALLING GOPHER STATE ONE CALL AT (651)454-0002.

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E. ALL AREAS OUTSIDE THE PROPERTY BOUNDARIES THAT ARE DISTURBED BY UTILITY CONSTRUCTION SHALL BE RESTORED IN KIND. SODDED AREAS SHALL BE RESTORED WITH 6 INCHES OF TOPSOIL PLACED BENEATH THE SOD.

F. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.

G. PRIOR TO PLACEMENT OF AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE STREET AND PARKING AREA SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS OF THE STREET OR PARKING AREA ARE UNSTABLE. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER.

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CITY OF MINNEAPOLIS NOTES

A. CONTACT ALLAN KLUGMAN AT (612) 673-2743 PRIOR TO CONSTRUCTION FOR THE TEMPORARY REMOVAL/TEMPORARY RELOCATION OF ANY CITY OF MINNEAPOLIS SIGNAL SYSTEM THAT MAY BE IN THE WAY OF CONSTRUCTION.

B. IF DEWATERING IS REQUIRED DURING SITE CONSTRUCTION SEE BELOW FOR CITY PERMIT REQUIREMENTS. SUBGRADE STRUCTURES SHOULD BE DESIGNED TO PREVENT INFILTRATION OF GROUNDWATER WITHOUT THE NEED FOR A PERMANENT DEWATERING SYSTEM BEING INSTALLED. IF A CONTINUOUSLY OPERATING PERMANENT DEWATERING SYSTEM IS NEEDED IT MUST BE APPROVED AS PART OF THE SANITARY SEWER AND STORM DRAIN SITE PLAN APPROVAL PRIOR TO CONSTRUCTION BEGINNING.

C. PERMITS AND APPROVAL ARE REQUIRED FROM ENVIRONMENTAL SERVICES FOR THE FOLLOWING ACTIVITIES: TEMPORARY STORAGE OF IMPACTED SOILS ON SITE PRIOR TO DISPOSAL OR REUSE; REUSE OF IMPACTED SOILS ON SITE; DEWATERING AND DISCHARGE OF ACCUMULATED STORM WATER OR GROUND WATER, UNDERGROUND OR ABOVEGROUND TANK INSTALLATION OR REMOVAL, WELL CONSTRUCTION OR SEALING. CONTACT TOM FRAME AT 612-673-5807 FOR PERMIT APPLICATIONS AND APPROVALS.

D. THE PROJECT IS SUBJECT TO THE STORMWATER TREATMENT REQUIREMENTS OF CHAPTER 54 OF THE MINNEAPOLIS CODE OF ORDINANCES.

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F. THE SITE IS SEEKING APPROVAL BASED ON PROVIDING A STAND-ALONE STORMWATER MANAGEMENT SYSTEM. SHOULD APPROVALS BE GRANTED BASED ON THIS ARRANGEMENT AND THE REGIONAL STORMWATER TREATMENT SYSTEM MOVES FORWARD AND CAN ACCOMMODATE THIS SITE, AMENDMENTS TO THE APPROVED PLAN WILL BE REQUIRED IN ORDER TO IMPLEMENT THAT PLAN.

G. NON-STORMWATER DISCHARGES ARE NOT PERMITTED UNLESS APPROVED BY THE CITY OF MINNEAPOLIS. NON-STORMWATER DISCHARGES NOT DECLARED AND APPROVED WILL NOT BE PERMITTED.

H. ALL UTILITIES MUST BE INSTALLED BY A MINNEAPOLIS LICENSED CONTRACTOR.

I. CONTRACTOR SHALL CONTACT MINNEAPOLIS SURFACE WATERS AND SEWERS 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION RELATED TO OR IN THE LOCATION OF THE PROPOSED STORM WATER MANAGEMENT BMP. CONTACT JEREMY STREHLO, 612-673-3973 JEREMY.STREHLO@MINNEAPOLISMN.GOV.

J. UPON THE PROJECT'S COMPLETION, THE GENERAL CONTRACTOR SHALL PROVIDE TO THE DEPARTMENT OF PUBLIC WORKS A FINAL STORMWATER MANAGEMENT REPORT INCLUDING RECORD DRAWINGS. THIS REPORT WILL SERVE AS A MEANS OF VERIFICATION THAT THE INTENT OF THE APPROVED STORM WATER MANAGEMENT DESIGN HAS BEEN MET. THIS FINAL REPORT SHALL SUBSTANTIATE THAT ALL ASPECTS OF THE ORIGINAL DESIGN HAVE BEEN ADEQUATELY PROVIDED FOR BY THE CONSTRUCTION OF THE PROJECT.

STORMWATER SUMMARY

ATLAS 14 STORM EVENTS	EXISTING RATE	PROPOSED RATE
2-YEAR	9.69 CFS	TO BE DETERMINED BY MWMO REGIONAL SYSTEM
10-YEAR	14.97 CFS	
100-YEAR	26.75 CFS	

INFILTRATION VOLUME
REQUIRED: 9,929 CF
VOLUME QUANTITY SENT TO OFFSITE SYSTEM

NORTH

0 30 60
SCALE IN FEET

Sambatek
www.sambatek.com
12800 Whitewater Drive, Suite 300
Minnetonka, MN 55343
763.476.6010 telephone
763.476.8532 facsimile
Engineering | Surveying | Planning | Environmental

Client

HARLEM IRVING COMPANIES

CA VENTURES

Project

RISE AT PROSPECT PARK

Location

MINNEAPOLIS, MINNESOTA
2929 UNIVERSITY AVENUE

Certification

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Brady D. Busselman
Registration No. 44579 Date:

If applicable, contact us for a wet signed copy of this plan which is available upon request at Sambatek's, Minnetonka, MN office.

Summary

Designed: DS Drawn: JTA
Approved: BDB Book / Page: XX/XX
Phase: PRELIMINARY Initial Issued: 07/27/2015

Revision History

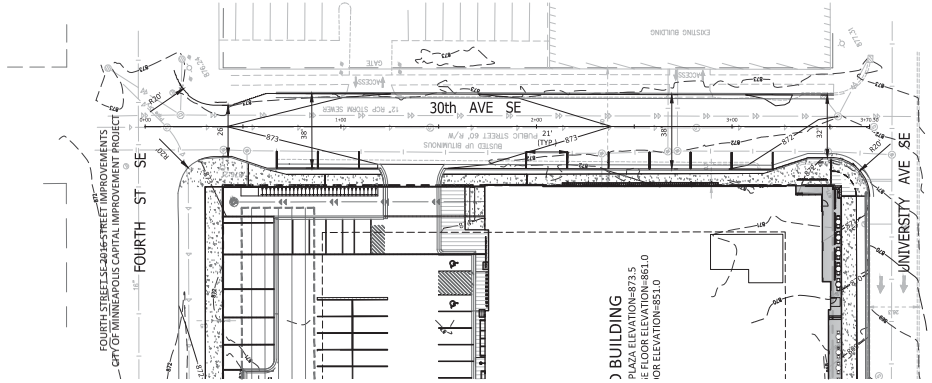
No.	Date	By	Submittal / Revision
	07/27/15	JTA	CITY OF MINNEAPOLIS PDR SUBMITTAL
	08/31/15	JTA	100% DESIGN DEVELOPMENT
	09/21/15	JTA	PLANNING COMMISSION
	10/23/15	JTA	PLANNING COMMISSION

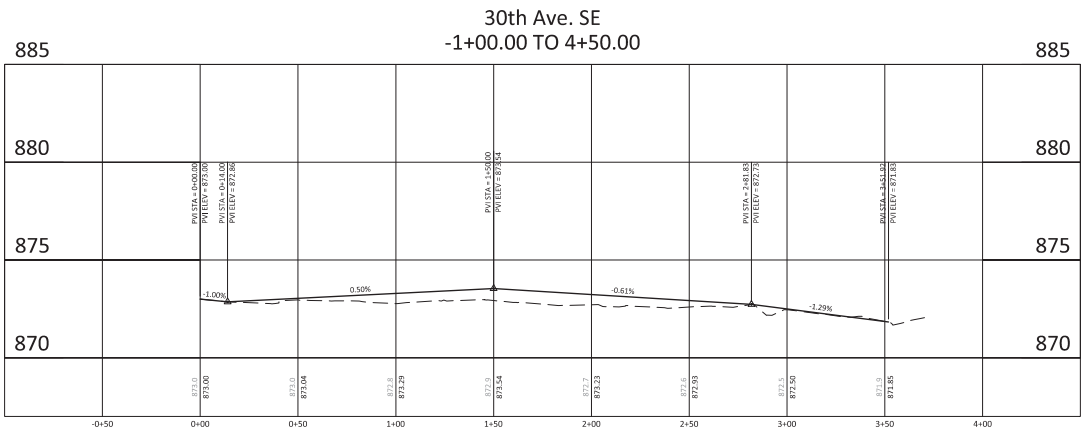
Sheet Title

ALTERNATE STORMWATER MANAGEMENT PLAN

Sheet No. Revision
C6.02

Project No. TUS20346





LEGEND

	PROPOSED	EXISTING
PROPERTY LIMIT		
CURB & GUTTER		
STORM SEWER		
DRAINTILE		
BUILDING		
RETAINING WALL		
WETLAND LIMITS		
TREE LINE		
SPOT ELEVATION	962.5	962.5
CONTOUR		
RIP RAP		
OVERFLOW ELEV.	EOF 902.5	
SOIL BORINGS		

CITY OF MINNEAPOLIS NOTES

A. RECONSTRUCTION OF 4TH ST. S.E. (EXTENDING FROM 29TH AVE. S.E. TO MALCOLM AVE. S.E.)IS INCLUDED IN THE 2016 CAPITAL IMPROVEMENT PROGRAM (CIP) BY THE CITY'S PUBLIC WORKS DEPARTMENT. ROADWAY DESIGN EFFORTS ARE CURRENTLY BEING PERFORMED BY THE CITY WITH CONSTRUCTION SCHEDULED FOR THE 2016 CONSTRUCTION SEASON. IN GENERAL IT IS EXPECTED THAT THE CITY WILL BE RESPONSIBLE FOR DESIGN AND CONSTRUCTION OF ALL STANDARD PUBLIC INFRASTRUCTURE AS PART OF THE 4TH ST. S.E. RECONSTRUCTION PROJECT. THE ARCHITECT AND DESIGNER SHALL COORDINATE ALL SITE DESIGN AND CONSTRUCTION ACTIVITY WITH THE TRANSPORTATION ENGINEERING & DESIGN DIVISION. PLEASE CONTACT BEV WARMKA AT (612) 673-3762 FOR FURTHER INFORMATION.

B. ANY CURRENTLY DEFECTIVE SIDEWALKS OR OTHER CONCRETE INFRASTRUCTURE WITHIN THE PUBLIC RIGHT OF WAY, OR ANY CONCRETE INFRASTRUCTURE DAMAGED DURING CONSTRUCTION, MUST BE REMOVED AND REPLACED.

C. ADA COMPLIANT PEDESTRIAN RAMPS ARE REQUIRED AT EACH CROSSWALK IMPACTED BY THE PROJECT. ADA COMPLIANT PEDESTRIAN RAMPS THAT HAVE BEEN RECENTLY INSTALLED (BY THE CENTRAL CORRIDOR LRT PROJECT) SHOULD BE PROTECTED. FOR ALL NEW PEDESTRIAN RAMPS REFER TO MN/DOT STANDARD PLAN S-297.250 PEDESTRIAN CURB RAMP DETAILS AT: HTTP://STANDARDPLANS.DOT.STATE.MN.US/STDPLAN.ASPX.

D. ALL CURB & GUTTER IN THE PUBLIC RIGHT-OF-WAY SHALL BE DESIGNED AND CONSTRUCTED TO CITY STANDARDS, CURB & GUTTER TO BE CITY STANDARD B624 CURB AND GUTTER. PLEASE REFER TO THE DETAIL INCLUDED ON SHEET 9.01.

E. AN OBSTRUCTION PERMIT IS REQUIRED ANYTIME CONSTRUCTION WORK IS PERFORMED IN THE PUBLIC RIGHT-OF-WAY. PLEASE CONTACT SCOTT KRAMER AT (612) 673-2383 REGARDING DETAILS OF SIDEWALK AND LANE CLOSURES. LOG ON TO HTTP://MINNEAPOLIS.MN.ROWAY.NET/ FOR A PERMIT.

F. ALL COSTS FOR RELOCATION AND/OR REPAIR OF CITY TRAFFIC FACILITIES SHALL BE BORNE BY THE CONTRACTOR AND/OR PROPERTY OWNER.

G. CONTACT DOUG MADAY AT (612) 673-5755 PRIOR TO CONSTRUCTION FOR THE REMOVAL OF ANY CITY OF MINNEAPOLIS RIGHT OF WAY SIGNS THAT MAY BE IN THE WAY OF CONSTRUCTION.

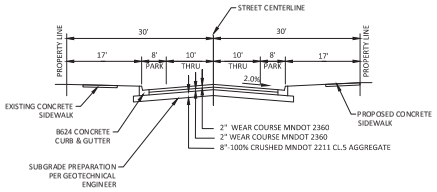
H. THE SITE IS A CLOSED PETROLEUM LEAK SITE IDENTIFIED BY MINNESOTA POLLUTION CONTROL AGENCY LEAK SITE NUMBER 15989. THE MPCA CLOSED THE SITE IN 2005 BASED ON AVAILABLE INFORMATION AT THE TIME AND DETERMINED THAT ANY REMAINING CONTAMINATION DID NOT POSE A PUBLIC HEALTH THREAT OR ENVIRONMENTAL HAZARD. IT IS LIKELY THAT PETROLEUM CONTAMINATION REMAINS ON SITE AND WITH THE PROPOSED CHANGE IN USE WILL NEED TO BE ADDRESSED AS PART OF THE REDEVELOPMENT PROJECT. IT IS RECOMMENDED THAT THE DEVELOPMENT CONTACT THE MPCA PETROLEUM BROWNFIELD PROGRAM AND REQUEST A LETTER OF NO ASSOCIATION.

I. THE PROJECT IS SUBJECT TO THE STORMWATER TREATMENT REQUIREMENTS OF CHAPTER 54 OF THE MINNEAPOLIS CODE OF ORDINANCES.

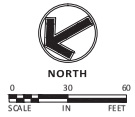
THE DEVELOPER HAS DESIGNED A STORM WATER MANAGEMENT

DEVELOPER IS WILLING TO PARTICIPATE IN THE GREEN FOURTH INITIATIVE SET OUT BY MWMO IF IT IS FUNDED, DESIGNED, AND CONSTRUCTED WITHIN THE REQUIRED PROJECT SCHEDULE. SEE SHEET C6.02 ALTERNATE STORMWATER MANAGEMENT PLAN.

ANY CURRENTLY DEFECTIVE SIDEWALKS OR OTHER CONCRETE INFRASTRUCTURE WITHIN THE PUBLIC RIGHT OF WAY OR ANY CONCRETE INFRASTRUCTURE DAMAGED DURING CONSTRUCTION MUST BE REMOVED AND REPLACED.



TYPICAL STREET SECTION
N.T.S.



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763.476.6010 telephone
763.476.6538 facsimile
Engineering | Surveying | Planning | Environmental

Client
HARLEM IRVING COMPANIES

CA VENTURES

Project
RISE AT PROSPECT PARK

Location
MINNEAPOLIS, MINNESOTA
2929 UNIVERSITY AVENUE

Certification
I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Brady D. Busselman
Registration No. 44579 Date:
If applicable, contact us for a wet signed copy of this plan which is available upon request at Sambatek's, Minnetonka, MN office.

Summary
Designed: DS Drawn: JTA
Approved: BDB Book / Page: XX/XX
Phase: PRELIMINARY Initial Issued: 07/27/2015

Revision History

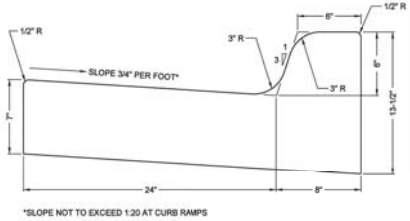
No.	Date	By	Submittal / Revision
	07/27/15	JTA	CITY OF MINNEAPOLIS PDR SUBMITTAL
	08/13/15	JTA	100% DESIGN DEVELOPMENT
	09/21/15	JTA	PLANNING COMMISSION
	10/23/15	JTA	PLANNING COMMISSION

Sheet Title
30TH AVENUE SE IMPROVEMENTS

Sheet No. Revision
C7.01

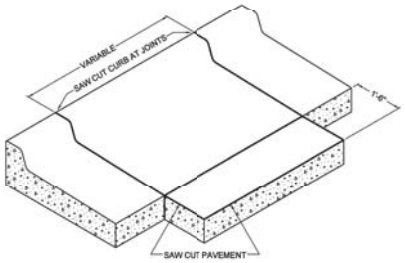
Project No. TUS20346

Oct 23, 2015 - 10:15am - User LT V:\PROJECTS\TUS20346\dwg\C6\Grading\ry\20346 C7.01.dwg

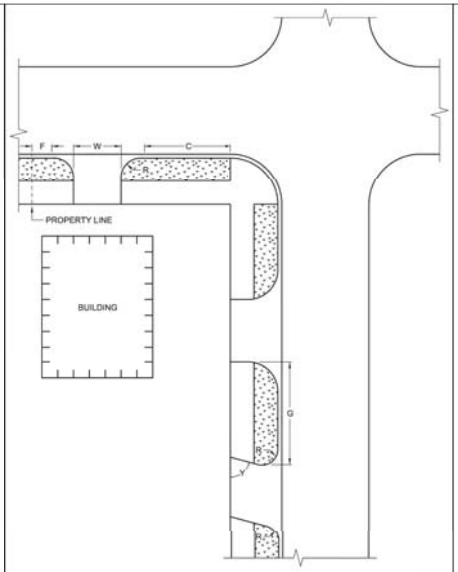


*SLOPE NOT TO EXCEED 1:20 AT CURB RAMPS

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKES | DRAWN: JFC | DATE: 9/19/07 | APPROVED: GAS | DATE: 9/19/08 | B-624 CURB AND GUTTER | STANDARD PLATE NO. ROAD-1003



MINNEAPOLIS DEPARTMENT OF PUBLIC WORKES | DRAWN: JFC | DATE: 9/19/07 | APPROVED: GAS | DATE: 9/19/08 | SAW CUT AT CURB AND GUTTER RIMOVAL | STANDARD PLATE NO. ROAD-1010



1 OF 2

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKES | DRAWN: JFC | DATE: 7/29/14 | APPROVED: JSH | DATE: 7/29/14 | DRIVEWAY REFERENCE | STANDARD PLATE NO. ROAD-2000-R1

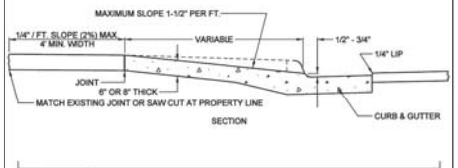
DRIVE APPROACH DIMENSIONS			
CODE	DIMENSION	RESIDENTIAL	COMMERCIAL
Y	DRIVE APPROACH ANGLE	60-90°	60-90°
W	DRIVE APPROACH WIDTH	12' MIN. 25' MAX.*	12' MIN.* 25' MAX.*
R	RADIUS OF CURVATURE OF CURB FOR DRIVE APPROACH	2.5' MIN. 5' MAX.	5' STD.*
R1, R2	RADIUS OF CURVATURE	5' MIN. 15' MAX.	5' MIN. 30' MAX.
F	COMMON FRONTAGE CLEARANCE	5' MIN.	5' MIN.
G	DISTANCE BETWEEN DOUBLE DRIVE APPROACHES	30' MIN.*	30' MIN.*
C	CORNER CLEARANCE AT THE INTERSECTION OF TWO MAJOR STREETS	30' MIN.*	30' MIN.*
N/A	CORNER CLEARANCE AT ALL OTHER INTERSECTIONS	20' MIN.*	20' MIN.*
N/A	CLEARANCE FROM BUS STOP ZONE	40' MIN.*	40' MIN.*

NOTE: PERIODIC CHANGES IN THE ABOVE DIMENSIONS WILL BE MADE AS NECESSARY TO IMPROVE TRAFFIC AND SAFETY ON THE PUBLIC STREETS AND SIDEWALKS.

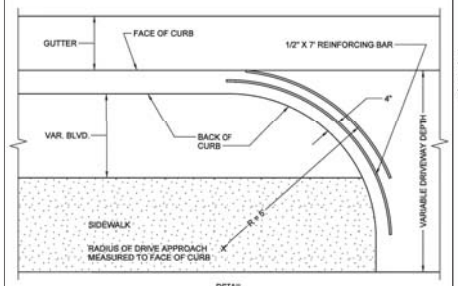
*OR AS APPROVED BY THE CITY ENGINEER.

2 OF 2

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKES | DRAWN: JFC | DATE: 7/29/14 | APPROVED: JSH | DATE: 7/29/14 | DRIVEWAY REFERENCE | STANDARD PLATE NO. ROAD-2000-R1

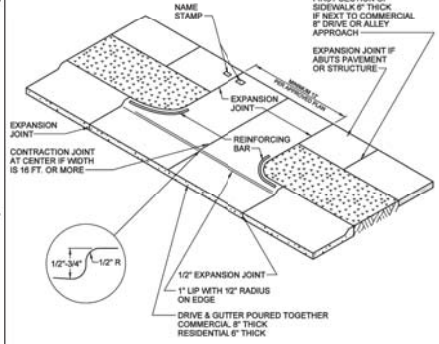


SECTION

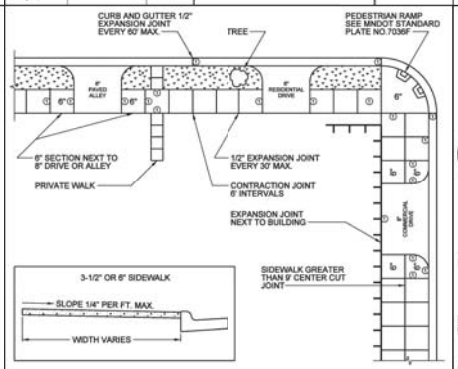


DETAIL

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKES | DRAWN: JFC | DATE: 9/19/07 | APPROVED: GAS | DATE: 9/19/08 | TYPICAL DRIVEWAY CONSTRUCTION | STANDARD PLATE NO. ROAD-2001

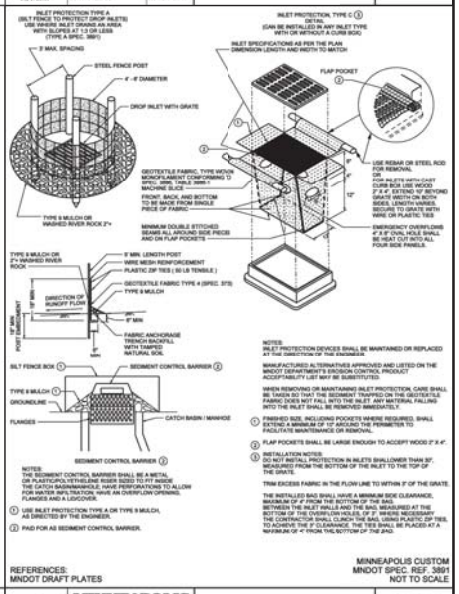


MINNEAPOLIS DEPARTMENT OF PUBLIC WORKES | DRAWN: JFC | DATE: 9/19/07 | APPROVED: GAS | DATE: 9/19/08 | TYPICAL DRIVEWAY | STANDARD PLATE NO. ROAD-2002



NOTE:
1. EXPANSION MATERIAL REQUIRED (SEE MNDOT SPEC BOOK, 2301.3K JOINT CONSTRUCTION).
FIRST SECTION NEXT TO COMMERCIAL DRIVEWAY OR ALLEY 6" THICK.
1/2" THICK EXPANSION JOINTS AT 30' INTERVALS (MAXIMUM).
EXPANSION TO BE USED WHEN SIDEWALK ABUTS BUILDING.
CONTRACTION JOINT TO BE CENTERED ON SIDEWALK WIDER THAN 9'.
CONTRACTION JOINT TO BE PLACED EVERY 6' OR LESS.

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKES | DRAWN: JFC | DATE: 9/19/07 | APPROVED: GAS | DATE: 9/19/08 | TYPICAL SIDEWALK AND DRIVEWAY CONSTRUCTION | STANDARD PLATE NO. ROAD-2003



NOTES:
THE SEDIMENT CONTROL BARRIER SHALL BE A METAL OR PLASTIC/POLYETHELENE RISER SIZED TO FIT INSIDE THE CATCH BASIN/MANHOLE. HAVE PERFORATIONS TO ALLOW FOR WATER INFILTRATION. HAVE AN OVERFLOW OPENING. FLANGES AND A LIDGIVER.

1. USE INLET PROTECTION TYPE A OR TYPE 9 MULCH, AS DIRECTED BY THE ENGINEER.
2. PAID FOR AS SEDIMENT CONTROL BARRIER.

NOTES:
INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE MNDOT DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

1. FINISHED SIZE, INCLUDING POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
2. FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2" X 4".
3. INSTALLATION NOTES:
DO NOT INSTALL PROTECTION IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG. BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CLINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MINIMUM OF 4" FROM THE BOTTOM OF THE BAG.

REFERENCES:
MNDOT DRAFT PLATES

MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 3891
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKES | DRAWN: DCD | DATE: 1/08 | APPROVED: HRS | DATE: 4/07 | INLET PROTECTION TYPE A &C | STANDARD PLATE NO. SEWR-8003

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Sambatek
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18800 Wilkinson Drive, Suite 800
Minnetonka, MN 55345
763.476.6010 telephone
763.476.6538 facsimile
Engineering | Surveying | Planning | Environmental

Client

HARLEM IRVING COMPANIES

CA VENTURES

Project

RISE AT PROSPECT PARK

Location

MINNEAPOLIS, MINNESOTA
2929 UNIVERSITY AVENUE

Certification

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Brady D. Busselman
Registration No. 44579 Date:

If applicable, contact us for a wet signed copy of this plan which is available upon request at Sambatek's, Minnetonka, MN office.

Summary

Designed: DS Drawn: JTA
Approved: BDB Book / Page: XX/XX
Phase: PRELIMINARY Initial Issued: 07/27/2015

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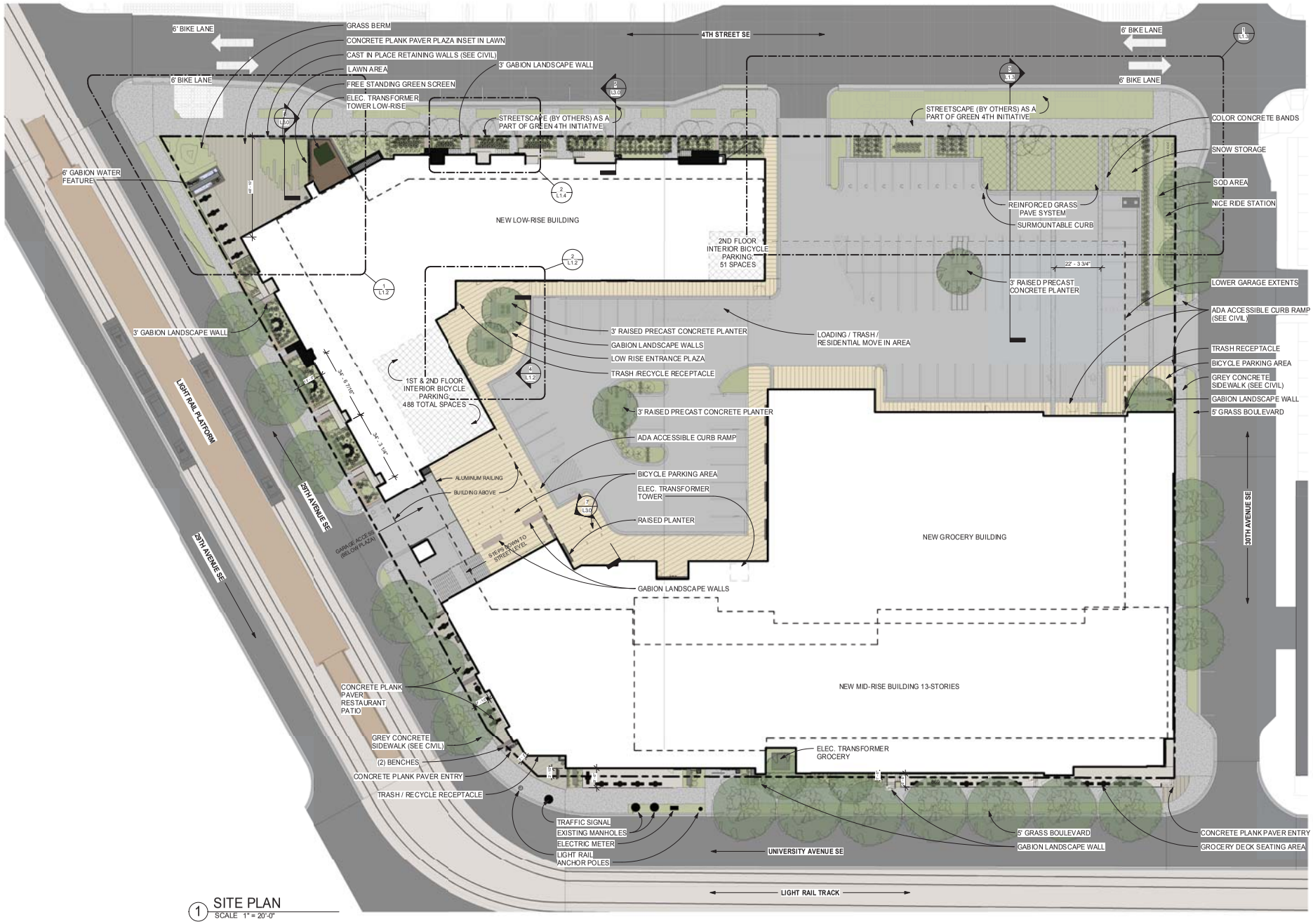
	10/23/15	JTA	PLANNING COMMISSION

Sheet Title
DETAIL SHEET

Sheet No. Revision
C9.01

Project No. TUS20346

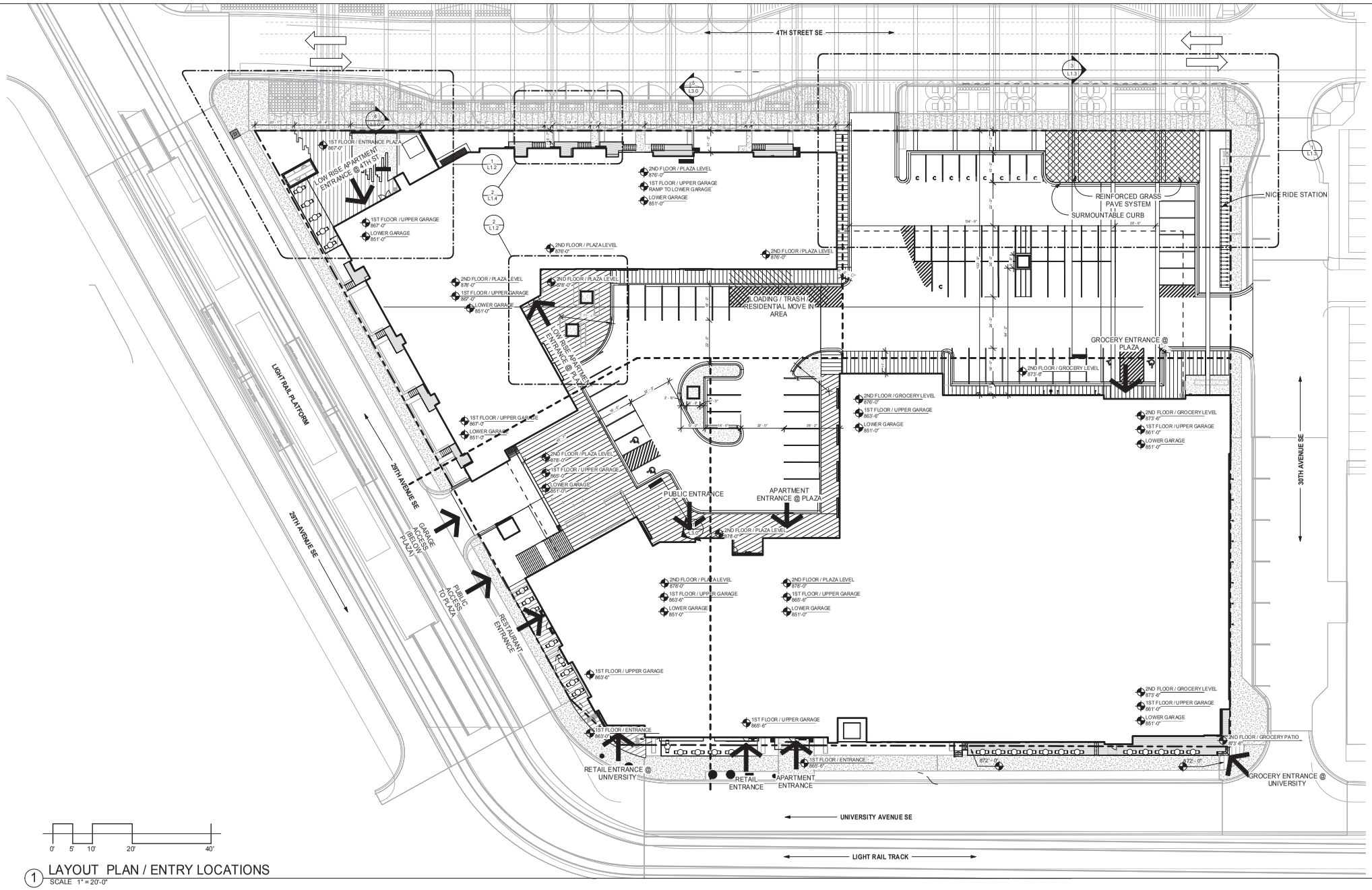


1 SITE PLAN
SCALE 1" = 20'-0"

TUSHIE MONTGOMERY ARCHITECTS

0' 5' 10' 20' 40'

L1.0 - SITE PLAN | L1.0 | RISE at Prospect Park
October 23, 2015



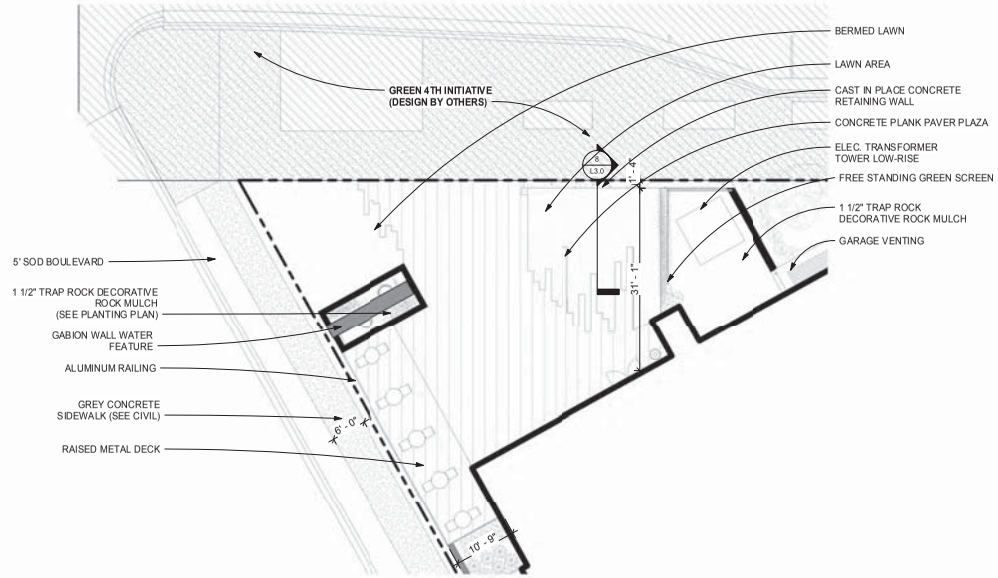
0' 5' 10' 20' 40'

1 LAYOUT PLAN / ENTRY LOCATIONS
SCALE 1" = 20'-0"

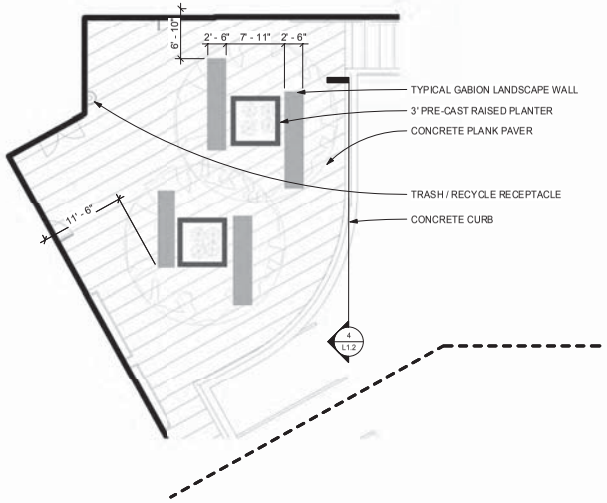
TUSHIE MONTGOMERY ARCHITECTS

VENTURES

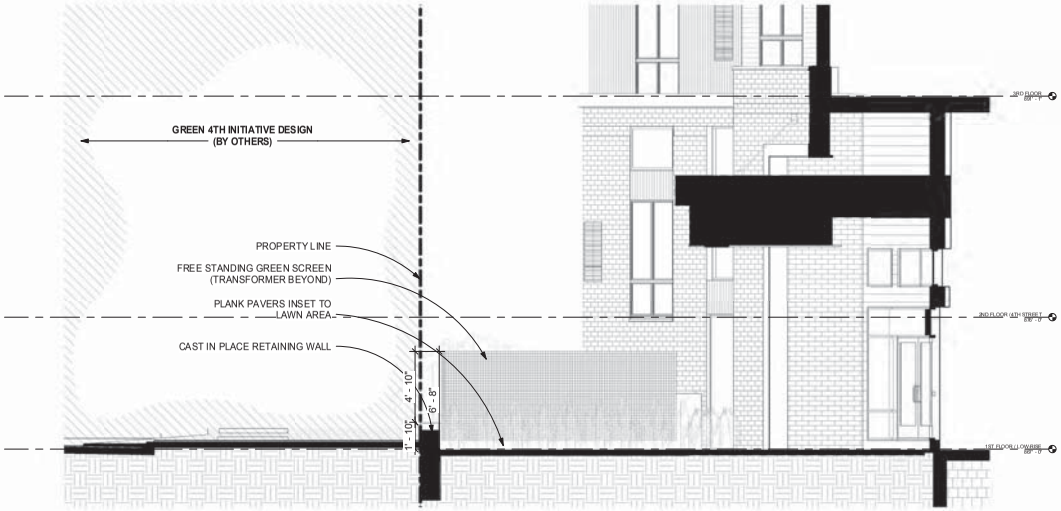
L1.1 - SITE LAYOUT PLAN | L1.1 | RISE at Prospect Park
October 23, 2015



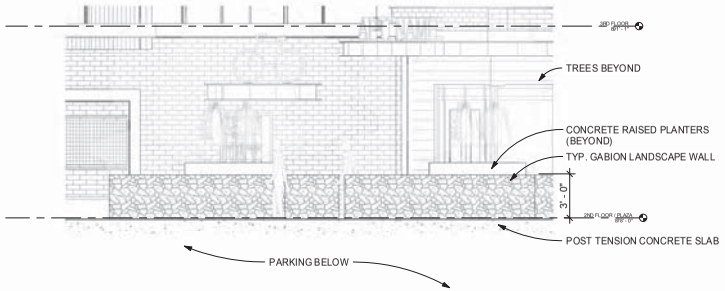
1 29TH AVE. SE & 4TH ST. SE CORNER ENTRANCE
SCALE 1" = 10'-0"



2 LOW-RISE PLAZA ENTRANCE
SCALE 1/8" = 1'-0"



3 SECTION @ 29TH AVE. SE & 4TH ST. SE CORNER ENTRANCE
SCALE 1/4" = 1'-0"



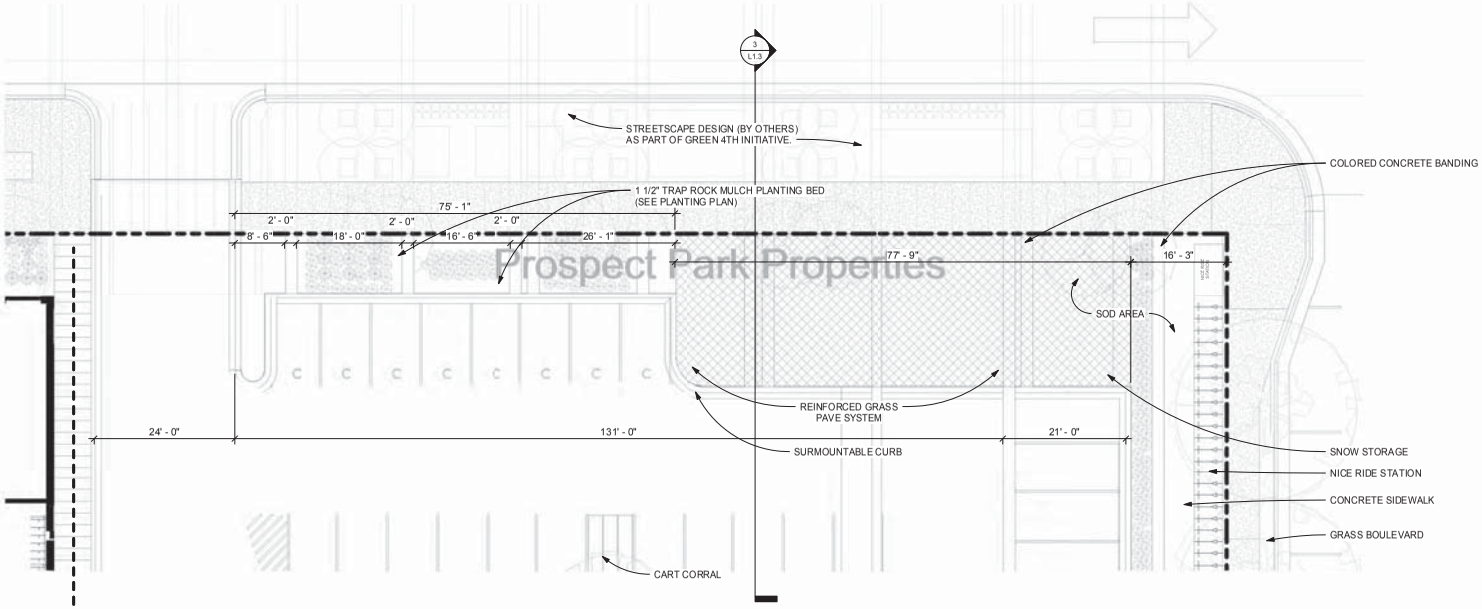
4 SECTION @ LOW-RISE PLAZA ENTRANCE
SCALE 1/4" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

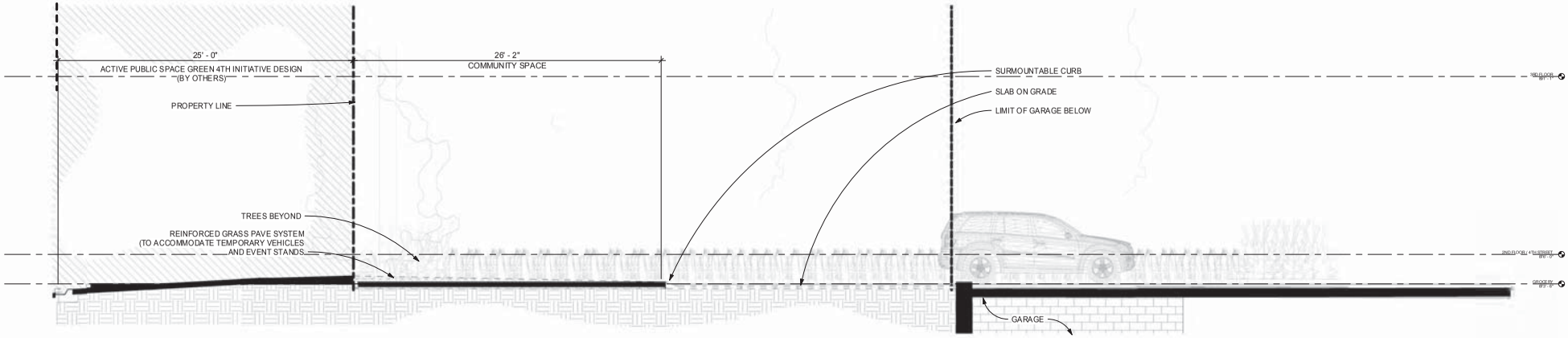
L1.2 - ENLARGED SITE PLANS & SECTIONS

L1.2

RISE at Prospect Park
October 23, 2015



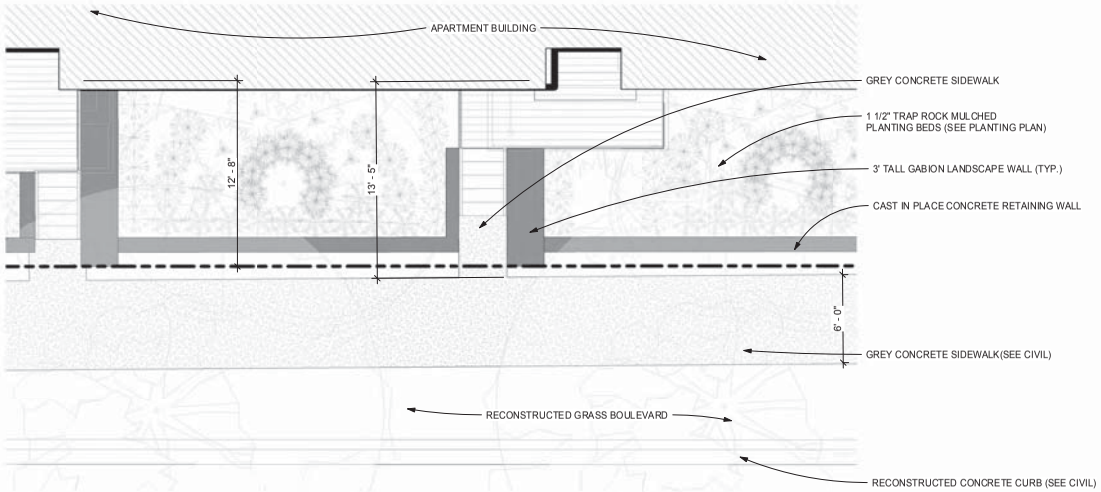
1 PUBLIC PLAZA / PARKING
SCALE 1" = 10'-0"



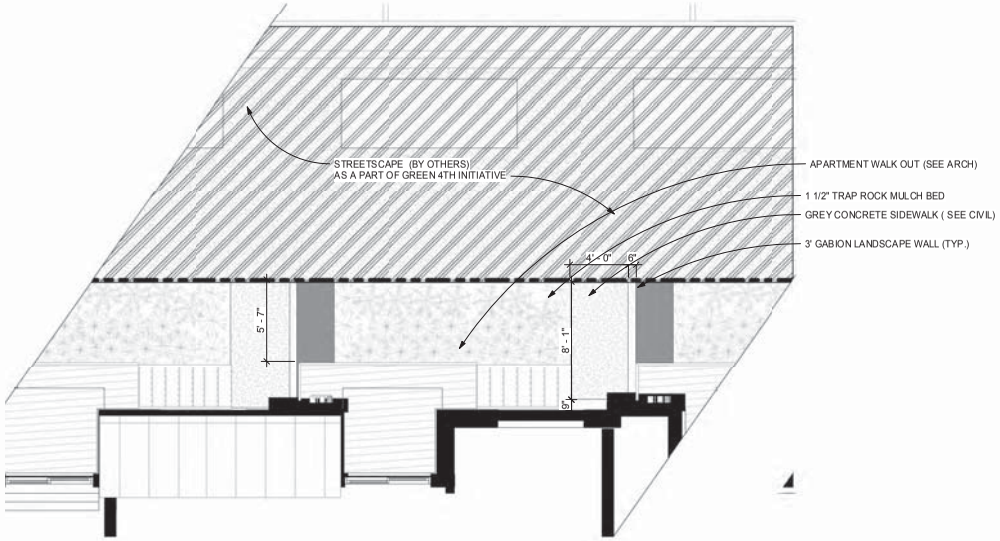
3 SECTION @ PUBLIC PLAZA / PARKING
SCALE 1/4" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

L1.3 - ENLARGED SITE PLANS & SECTIONS | L1.3 | RISE at Prospect Park
October 23, 2015



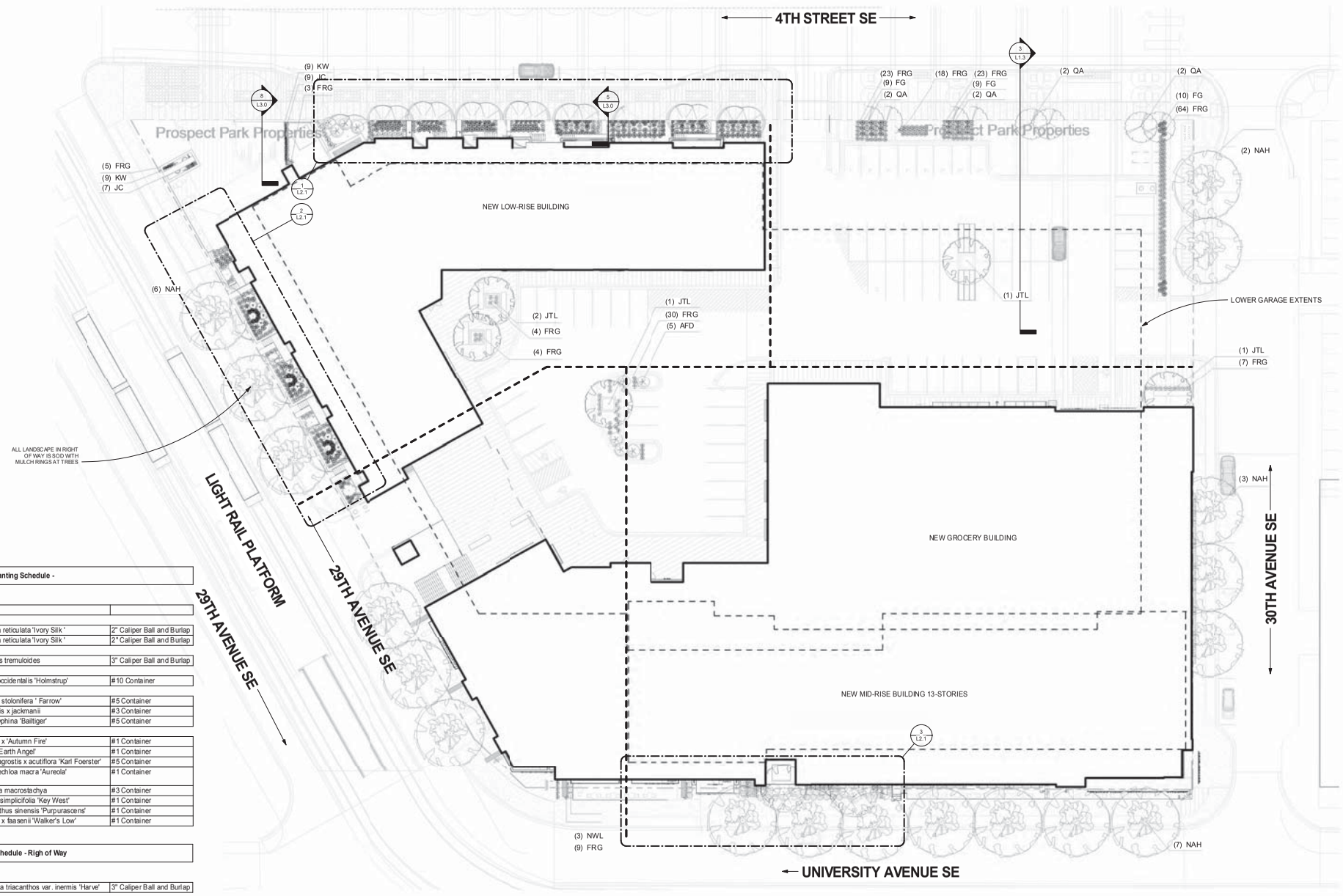
1 APARTMENT WALKOUT @ 29TH AVE SE
SCALE 1/4" = 1'-0"



2 APARTMENT WALKOUT @ 4TH STREET
SCALE 1/4" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

L1.4 - ENLARGED SITE PLANS | L1.4 | RISE at Prospect Park
October 23, 2015



- Site Planting Schedule -

	1			
1. Deciduous Tree				
JTL	7	Japanese Tree Lilac	Syringa reticulata 'Ivory Silk '	2" Caliper Ball and Burlap
JTLC	12	Japanese Tree Lilac - Clump	Syringa reticulata 'Ivory Silk '	2" Caliper Ball and Burlap
1. Shade Tree				
QA	9	Quaking Aspen	Populus tremuloides	3" Caliper Ball and Burlap
2. Evergreen Tree				
HA	21	Holmstrup Arbrovitae	Thuja occidentalis 'Holmstrup'	#10 Container
3. Shrub				
AFD	15	Arctic Fire Dogwood	Cornus stolonifera ' Farrow'	#5 Container
JC	14	Jackmanni Clematis	Clematis x jackmanii	#3 Container
TES	4	Tiger Eyes Sumac	Rhus typhina 'Bailtiger'	#5 Container
4. Perennial				
SAF	1	Autumn Fire Sedum	Sedum x 'Autumn Fire'	#1 Container
EAH	12	Earth Angel Hosta	Hosta 'Earth Angel'	#1 Container
FRG	390	Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	#5 Container
HGV	21	Hakonechloa Golden Variegated	Hakonechloa macra 'Aureola'	#1 Container
KW	17	Kentuck Wisteria	Wisteria macrostachya	#3 Container
AKW	121	Key West Astilbe	Astilbe simplicifolia 'Key West'	#1 Container
FG	139	Miscanthus Flame Grass	Miscanthus sinensis 'Purpurascens'	#1 Container
NWL	31	Nepeta Walkers Low	Nepeta x faasenii 'Walker's Low'	#1 Container

Grand total: 815

- Planting Schedule - Righ of Way

1. Deciduous Tree				
NAH	18	Northern Acclaim Honeylocust	Gleditsia triacanthos var. inermis 'Harve'	3" Caliper Ball and Burlap

Grand total: 18

PLANTING NOTES:
1. SEE L2.1 FOR FOUNDATION PLANTINGS
2. ALL LANDSCAPE IN RIGHT-OF-WAY IS SOD WITH MULCH RINGS AT TREES

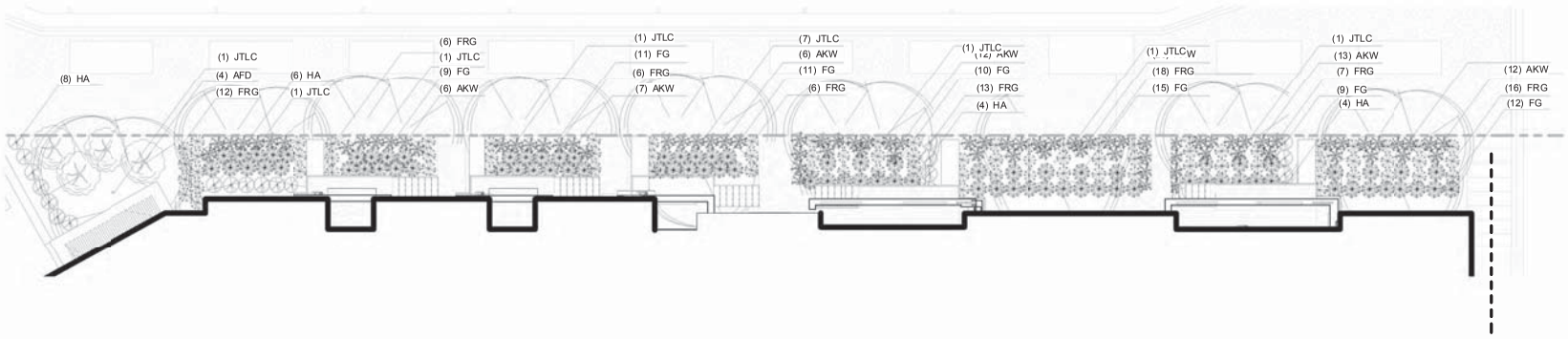
1 PLANTING PLAN
SCALE 1" = 20'-0"

TUSHIE MONTGOMERY ARCHITECTS

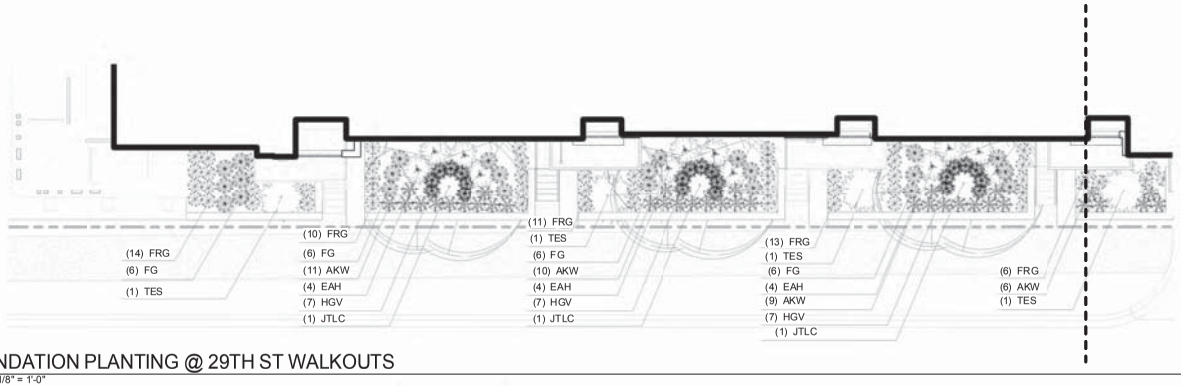
0' 5' 10' 20' 40'

L2.0 - LANDSCAPE PLAN | L2.0

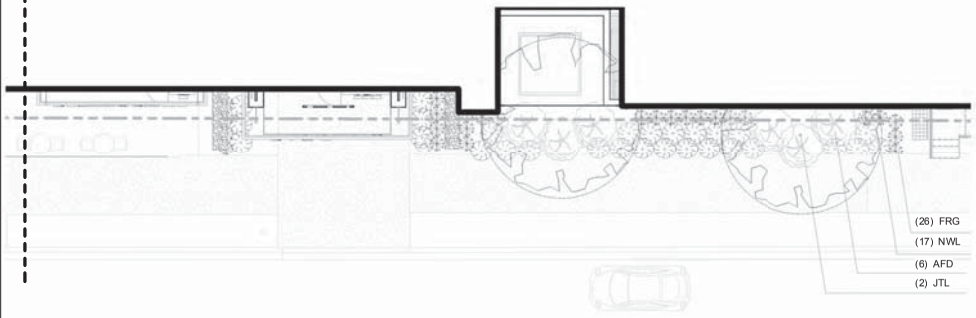
RISE at Prospect Park
October 23, 2015



1 FOUNDATION PLANTING @ 4TH ST WALKOUTS
SCALE 1/8" = 1'-0"



2 FOUNDATION PLANTING @ 29TH ST WALKOUTS
SCALE 1/8" = 1'-0"



3 FOUNDATION PLANTING PLAN AT UNIVERSITY AVE
SCALE 1/8" = 1'-0"

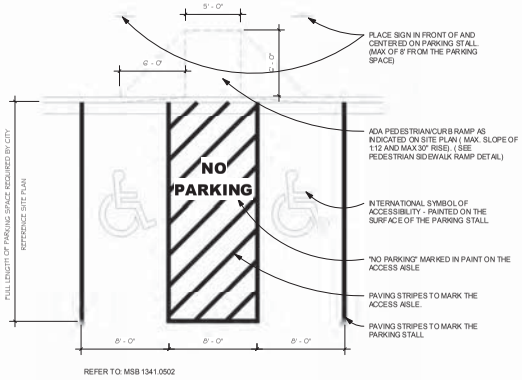
- Site Planting Schedule -

	1			
1. Deciduous Tree				
JTL	7	Japanese Tree Lilac	Syringa reticulata 'Ivory Silk '	2" Caliper Ball and Burlap
JTLC	12	Japanese Tree Lilac - Clump	Syringa reticulata 'Ivory Silk '	2" Caliper Ball and Burlap
1. Shade Tree				
QA	9	Quaking Aspen	Populus tremuloides	3" Caliper Ball and Burlap
2. Evergreen Tree				
HA	21	Holmstrup Arbrovitae	Thuja occidentalis 'Holmstrup'	#10 Container
3. Shrub				
AFD	15	Arctic Fire Dogwood	Cornus stolonifera ' Farrow'	#5 Container
JC	14	Jackmanni Clematis	Clematis x jackmanii	#3 Container
TES	4	Tiger Eyes Sumac	Rhus typhina 'Bailltiger'	#5 Container
4. Perennial				
SAF	1	Autumn Fire Sedum	Sedum x 'Autumn Fire'	#1 Container
EAH	12	Earth Angel Hosta	Hosta 'Earth Angel'	#1 Container
FRG	390	Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	#5 Container
HGV	21	Hakonechloa Golden Variegated	Hakonechloa macra 'Aureola'	#1 Container
KW	17	Kentuck Wisteria	Wisteria macrostachya	#3 Container
AKW	121	Key West Astilbe	Astilbe simplicifolia 'Key West'	#1 Container
FG	139	Miscanthus Flame Grass	Miscanthus sinensis 'Purpurascens'	#1 Container
NWL	31	Nepeta Walkers Low	Nepeta x faasenii 'Walker's Low'	#1 Container

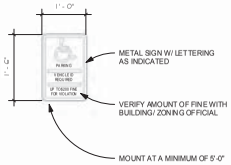
Grand total: 815

TUSHIE MONTGOMERY ARCHITECTS

L2.1 - LANDSCAPE PLAN -ENLARGED | L2.1 | RISE at Prospect Park
October 23, 2015

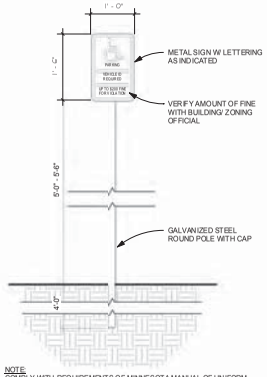


1 ADA PARKING STALL LAYOUT
SCALE 3/16" = 1'-0"



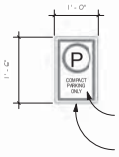
NOTE:
COMPLY WITH REQUIREMENTS OF MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

2 HANDICAP SIGN - PARKING RAMP
SCALE 3/4" = 1'-0"



NOTE:
COMPLY WITH REQUIREMENTS OF MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

3 HANDICAP SIGN
SCALE 3/4" = 1'-0"

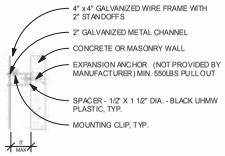


NOTE:
1. COMPLY WITH REQUIREMENTS OF MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
2. INSTALL 4 FEET FROM FACE OF CURB.

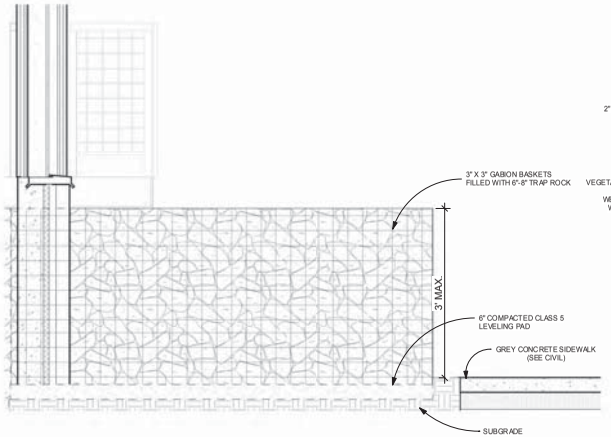
METAL SIGN W/ WHITE BACKING, BLACK P INSIDE A GREEN CIRCLE AND GREEN LETTERING. SEE SHEET L 1.0 FOR LOCATIONS.

MOUNT AT A MINIMUM OF 5'-0"

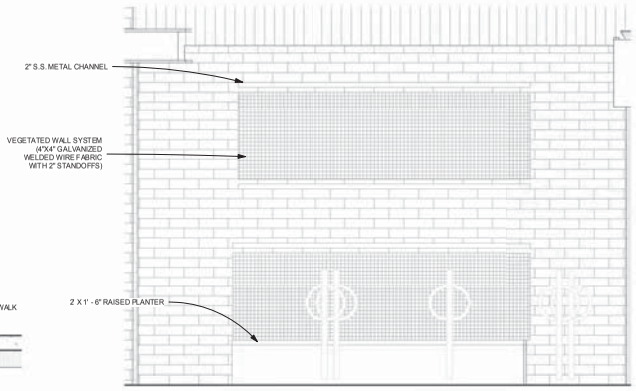
4 COMPACT PARKING SIGN - PARKING RAMP
SCALE 3/4" = 1'-0"



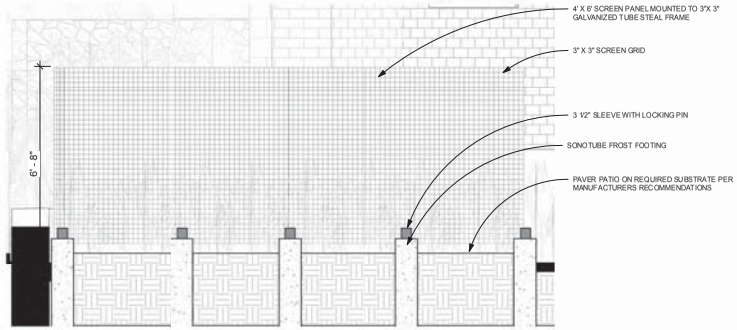
6 GREEN SCREEN MOUNT
SCALE 1 1/2" = 1'-0"



5 GABION LANDSCAPE WALL (TYP.)
SCALE 3/4" = 1'-0"



7 GREEN SCREEN ELEVATION
SCALE 1/2" = 1'-0"

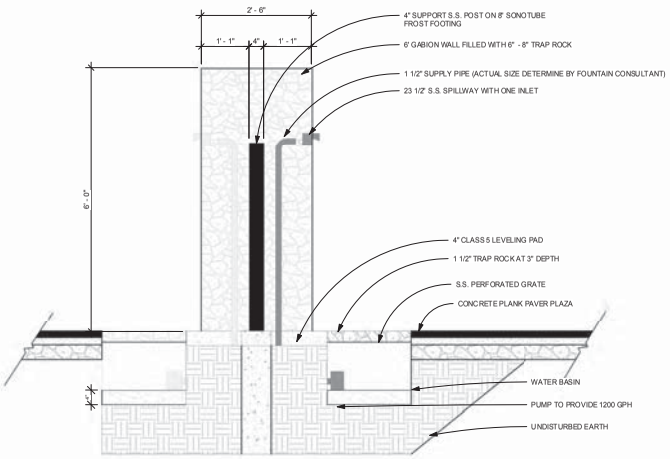


8 FREE STANDING GREEN SCREEN
SCALE 1/2" = 1'-0"

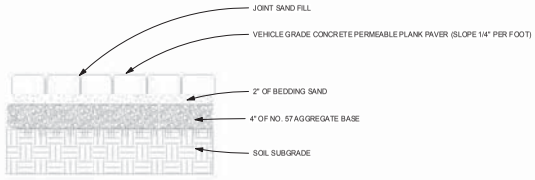
TUSHIE MONTGOMERY ARCHITECTS

VENTURES

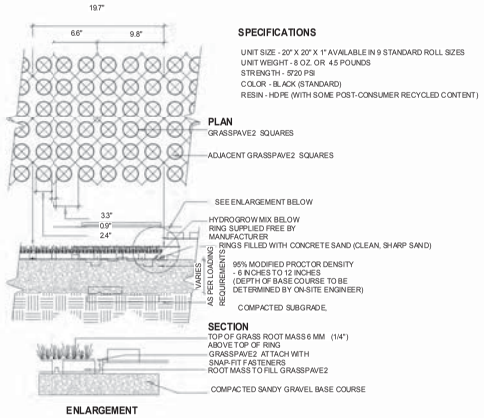
L3.0 - SITE DETAILS | L3.0 | RISE at Prospect Park
October 23, 2015



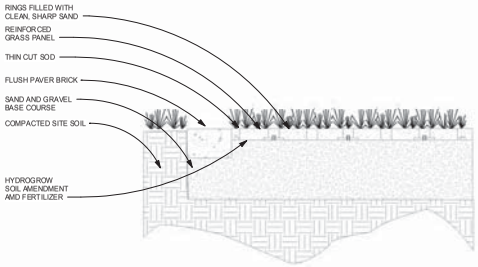
1 GABION WALL WATER FEATURE
SCALE 3/4" = 1'-0"



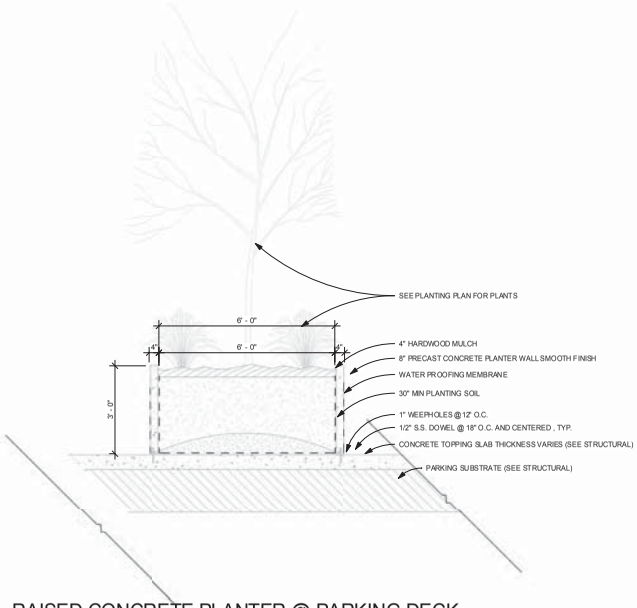
2 CONCRETE PLANK PAVER
SCALE 1 1/2" = 1'-0"



3 REINFORCED GRASS PAVE SYSTEM DETAIL
SCALE 1 1/2" = 1'-0"



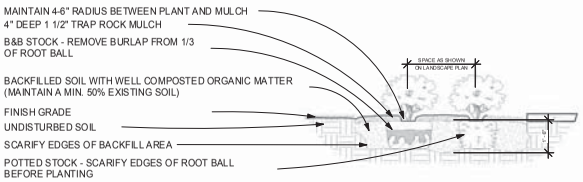
4 REINFORCED GRASS PAVE SYSTEM @ PAVER EDGE
SCALE 1 1/2" = 1'-0"



5 RAISED CONCRETE PLANTER @ PARKING DECK
SCALE 1/2" = 1'-0"

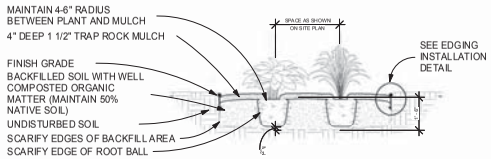
TUSHIE MONTGOMERY ARCHITECTS

L3.1 - SITE DETAILS | L3.1 | RISE at Prospect Park
October 23, 2015



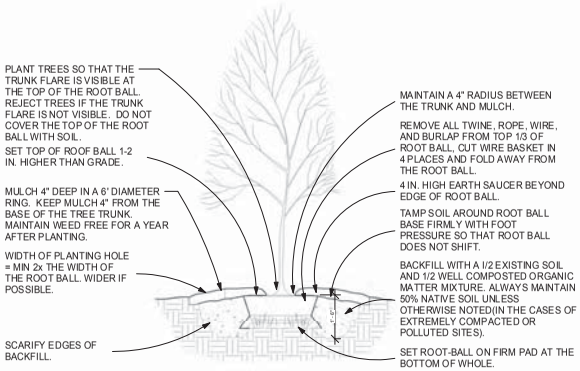
NOTES:
1. AVOID PLANTING IN WET OR SATURATED SOIL TO PREVENT SOIL COMPACTION DURING PLANTING.
2. MULCH LAYER TO EVENLY COVER THE ENTIRE BED AREA, EXCEPT KEEP MULCH 4" FROM BASE OF SHRUB BRANCHES.
3. SPACING BETWEEN PLANTS AS DIRECTED ON LANDSCAPE PLAN.
4. MAKE SURE PLANTING BED SOIL IS LOOSENED AND NOT TOO WET PRIOR TO PLANTING AND AVOID SOIL COMPACTION DURING PLANTING.
5. SPACING BETWEEN PLANTS AS INDICATED ON LANDSCAPE PLAN.
6. USE WOVEN GEO-TEXTILE FILTER FABRIC WHEN USING ROCK OR INORGANIC MULCHES.
7. NO SUBSTITIONS OF PLANTS OR ADJUSTMENTS TO PLANT LOCATIONS, WITHOUT APPROVAL OF THE LANDSCAPE ARCHITECT.

1 SHRUB PLANTING
SCALE 3/8" = 1'-0"



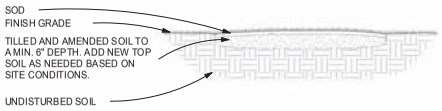
NOTES:
1. MAKE SURE PLANTING BED SOIL IS LOOSENED AND NOT TOO WET PRIOR TO PLANTING, WHILE AVOIDING SOIL COMPACTION DURING PLANTING.
2. MULCH LAYER TO EVENLY COVER THE ENTIRE BED AREA 4"-6" THICK.
3. SPACING BETWEEN PLANTS AS DIRECTED ON LANDSCAPE PLAN.
4. WHEN PLANTING LARGE PERENNIAL BEDS, PLANT THE OUTER EDGES OF THE BED FIRST IN A STAGGERED DOUBLE ROW, THEN FILL THE INTERIOR OF THE BED.
5. WHEN PLANTING GROUNDCOVERS, PLACE MULCH OVER ENTIRE BED FIRST, THEN INSERT THE PLANTS INTO THE SOIL THROUGH THE MULCH.
6. USE WOVEN GEOTEXTILE FILTER FABRIC WHEN USING ROCK OR INORGANIC MULCHES.
7. NO SUBSTITIONS OF PLANTS OR ADJUSTMENTS TO PLANT LOCATIONS, WITHOUT APPROVAL OF THE LANDSCAPE ARCHITECT.

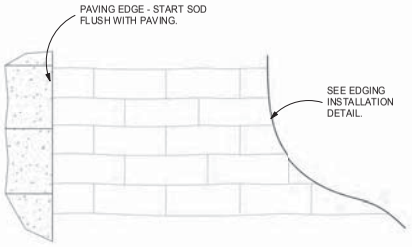
2 PERENNIAL PLANTING
SCALE 3/8" = 1'-0"



NOTES:
1. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. DO NOT REMOVE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE CROWN.
2. STAKE AND WRAP TREES ONLY IF DIRECTED BY LANDSCAPE ARCHITECT, SEE STAKING AND/OR WRAPPING DETAILS AS NEEDED.
3. LOCATE PLANTS AS DIRECTED ON LANDSCAPE PLAN.
4. MAKE SURE PLANTING BED SOIL IS LOOSENED AND NOT TOO WET PRIOR TO PLANTING AND AVOID SOIL COMPACTION DURING PLANTING.
5. MULCH LAYER TO EVENLY COVER THE ENTIRE BED AREA 4"-6" THICK, MAINTAIN A 4" RADIUS BETWEEN MULCH AND TRUNK.
6. NO SUBSTITIONS OF PLANTS OR ADJUSTMENTS TO PLANT LOCATIONS, WITHOUT APPROVAL OF THE LANDSCAPE ARCHITECT.

3 B&B BOULEVARD TREE PLANTING
SCALE 1/2" = 1'-0"





NOTES:
1. TILL TO A DEPTH OF 4-6", ADD TOPSOIL IS NONE IS PRESENT ON SITE, AND AMEND SOIL ACCORDING TO SOIL TEST.
2. REMOVE ALL DEBRIS, ROCKS, STICKS, CONSTRUCTION DEBRIS.
3. SMOOTH AND DO A FINAL GRADING AWAY FROM BUILDINGS, FILL ANY LOW SPOTS, AND 1" BELOW HARD SURFACE AREAS (SIDEWALKS, DRIVEWAYS, CURBS, ETC.).
4. ROLL SOIL SURFACE LIGHTLY.
5. WATER SOIL SURFACE, SO IT IS MOIST BEFORE LAYING SOD.
6. SOD ACROSS SLOPE NOT DOWN SLOPE.
7. STAGGER SOD SO SEAMS DO NOT LINE UP TO PREVENT WASHOUTS.
8. PLACE SOD WITH SEAMS FLUSH AGAINST EACH OTHER, LEAVING NO GAPS BETWEEN ROLLS.
9. COMPRESS SOD WITH WEIGHTED ROLLER AND WATER AFTER LAYING IT.
10. SOD DISTURBED AREAS AND OTHER AREAS AS DIRECTED.

4 SOD INSTALLATION - SECTION
SCALE 3/8" = 1'-0"

SITE LIGHTING NOTES:
1. ALL SITE LIGHTING ARE DESIGNED BY TSK-LIGHTING.
2. PHOTOMETRIC IS CONCEPT PLAN ONLY. IT SHALL NOT BE USED AS A CONSTRUCTION DOCUMENT
3. GENERAL CONTRACTOR SHALL OBTAIN LIGHTING PERMIT THROUGH ELECTRICAL SUBCONTRACTOR

PHILIPS Luminaire Schedule

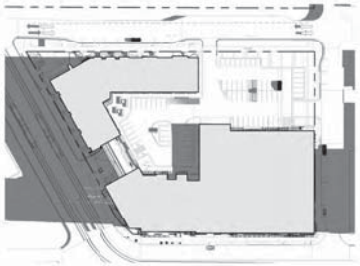
Symbol	Qty	Label	Arrangement	Manufacturer	Description	Arr. Lum. Lumens	Arr. Watts	LLF	BUG Rating
	18	SA	SINGLE	PHILIPS GARDCO	SFRP-SW-80LA-4853-NW	7824	79.5	0.850	B3-U0-G1

2 Gardco SFRP
SCALE 3/4" = 1'-0"

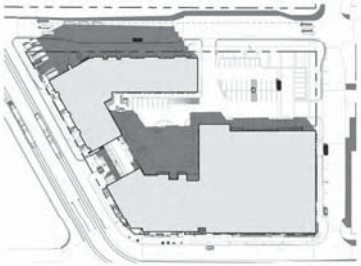
1 LIGHTING PLAN
SCALE 1" = 20'-0"

TUSHIE MONTGOMERY ARCHITECTS

L5.0 - LIGHTING PLAN | L5.0 | RISE at Prospect Park
October 23, 2015

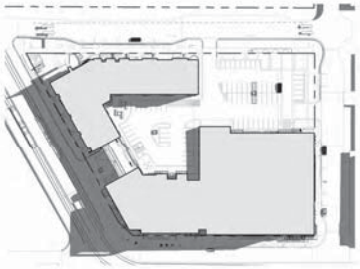


1 9AM SPRING EQUINOX
SCALE 1" = 100'-0"

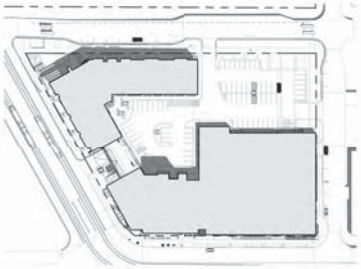


2 12PM SPRING EQUINOX
SCALE 1" = 100'-0"

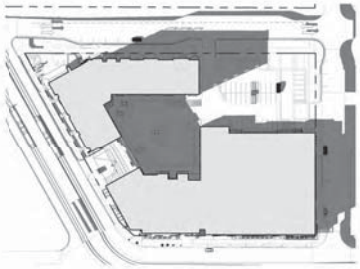
3 5PM SPRING EQUINOX
SCALE 1" = 100'-0"



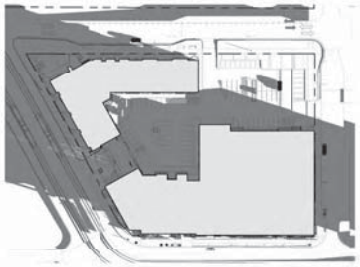
4 9AM SUMMER SOLTICE
SCALE 1" = 100'-0"



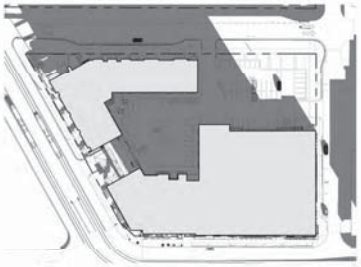
5 12PM SPRING SOLTICE
SCALE 1" = 100'-0"



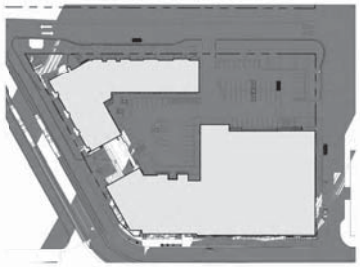
6 5PM SUMMER SOLTICE
SCALE 1" = 100'-0"



7 9AM WINTER SOLTICE
SCALE 1" = 100'-0"



8 12PM WINTER SOLITICE
SCALE 1" = 100'-0"



9 5PM WINER SOLTICE
SCALE 1" = 100'-0"

TUSHIE MONTGOMERY ARCHITECTS

CA VENTURES

HARLEM SPRING DEVELOPER

L6.0 - SHADOW STUDY | L6.0 | RISE at Prospect Park
October 23, 2015

PERMEABLE PAVER ; PUBLIC OPEN SPACE

APARMENT ENTRY PLAZA (INSPIRATION)

GABION LANDSCAPE WALL

SITE FURNISHINGS

APARTMENT ENTRANCE LAWN (INSPIRATION)

LOW-RISE ENTRANCE PLAZA (INSPIRATION)

GABION WALL WATER FEATURE

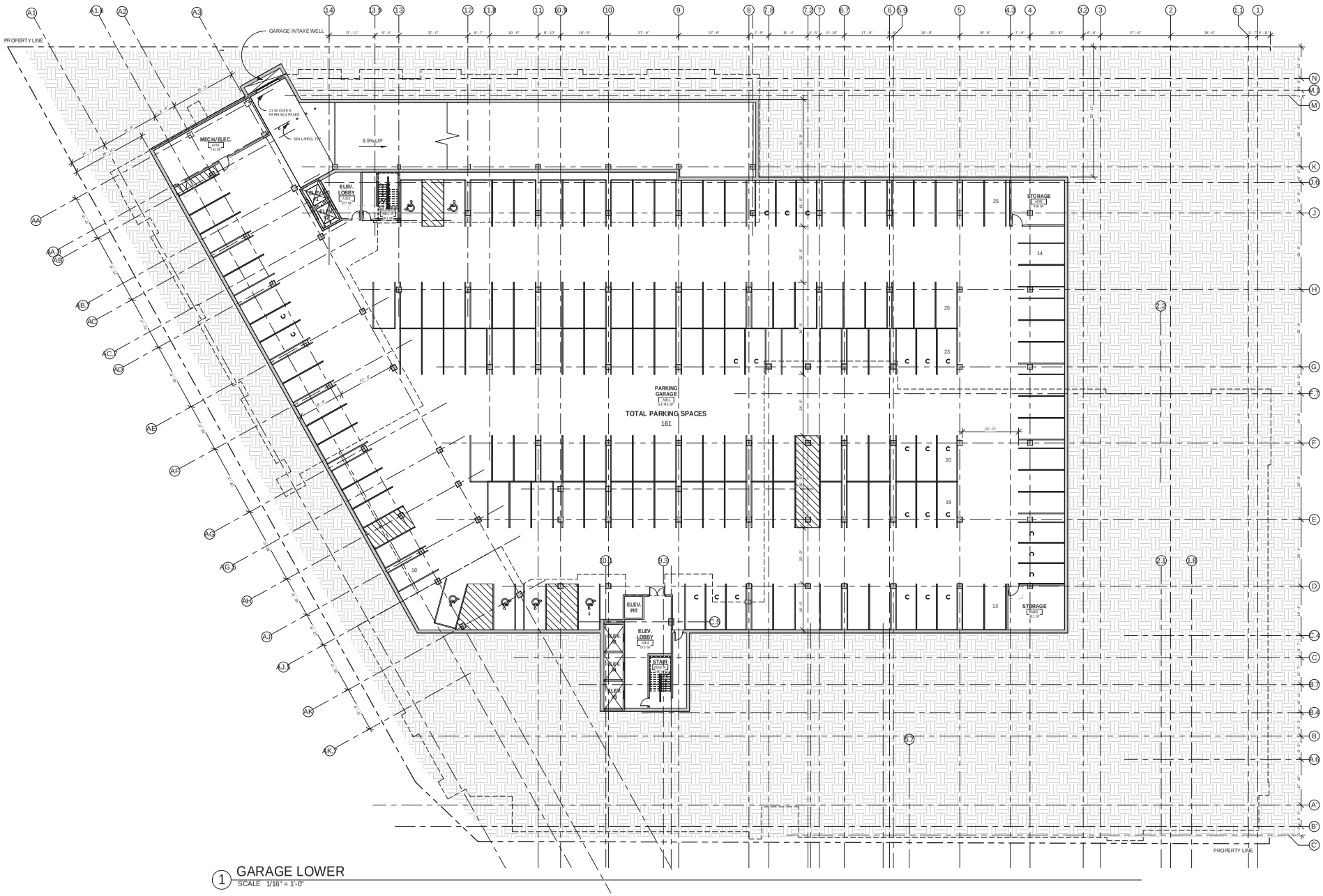
SITE FURNISHINGS

APARTMENT ENTRANCE BERM (INSPIRATION)

GABION SEAT WALL

GABION WALL WATER FEATURE

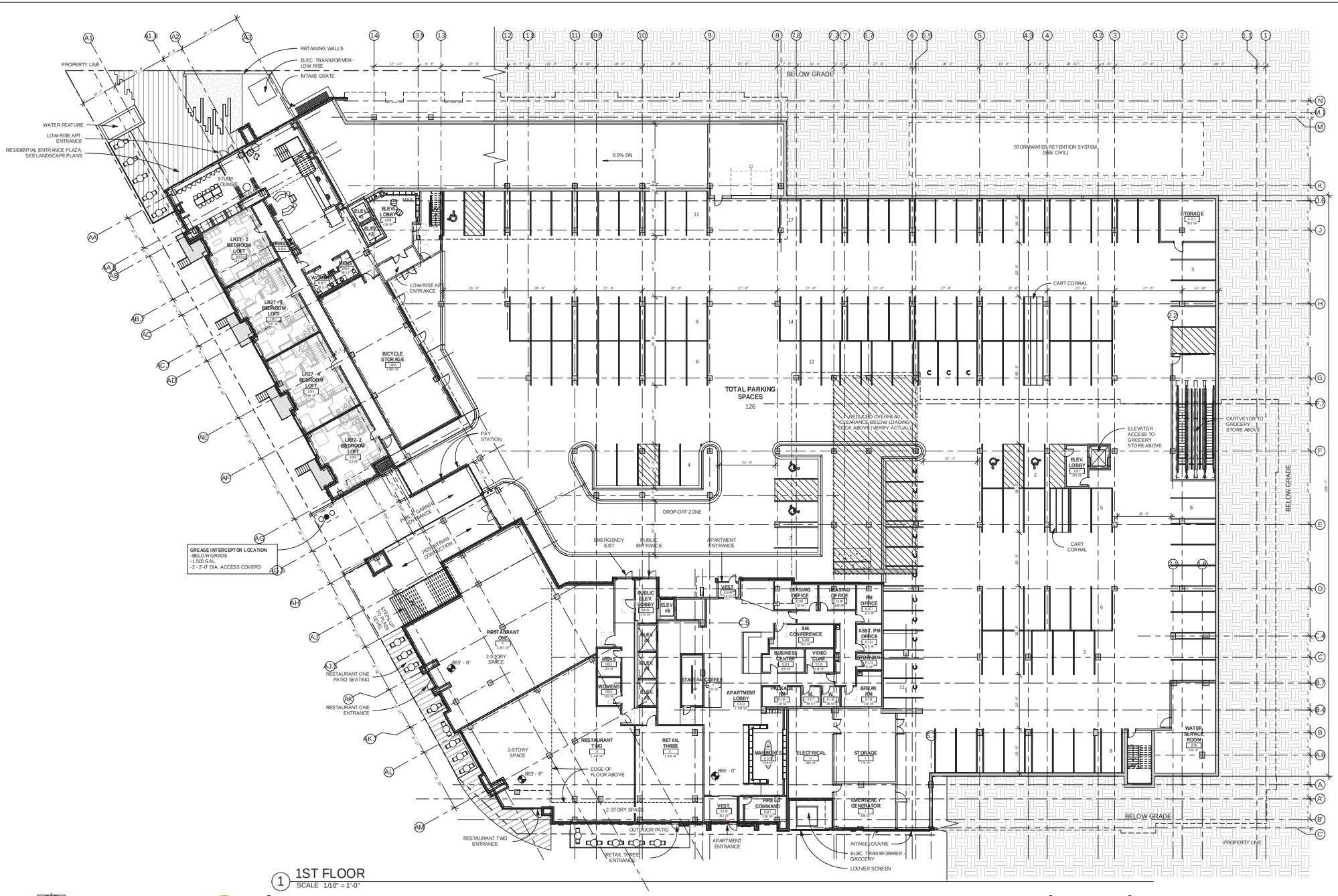
GABION LANDSCAPE WALL



1 GARAGE LOWER
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

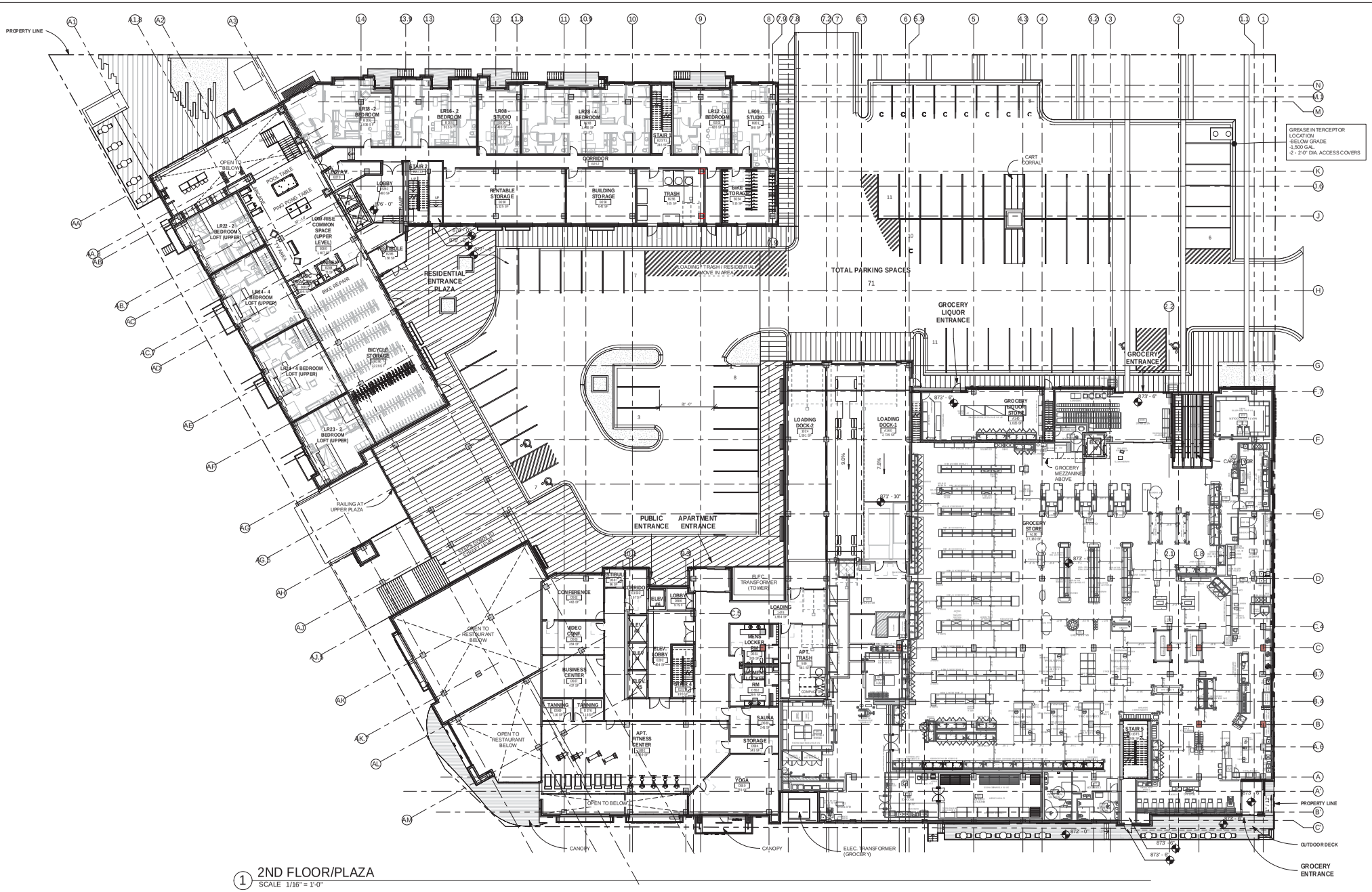
A1.0 - FLOOR PLANS | A1.0 | RISE at Prospect Park
October 23, 2015



1 1ST FLOOR
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

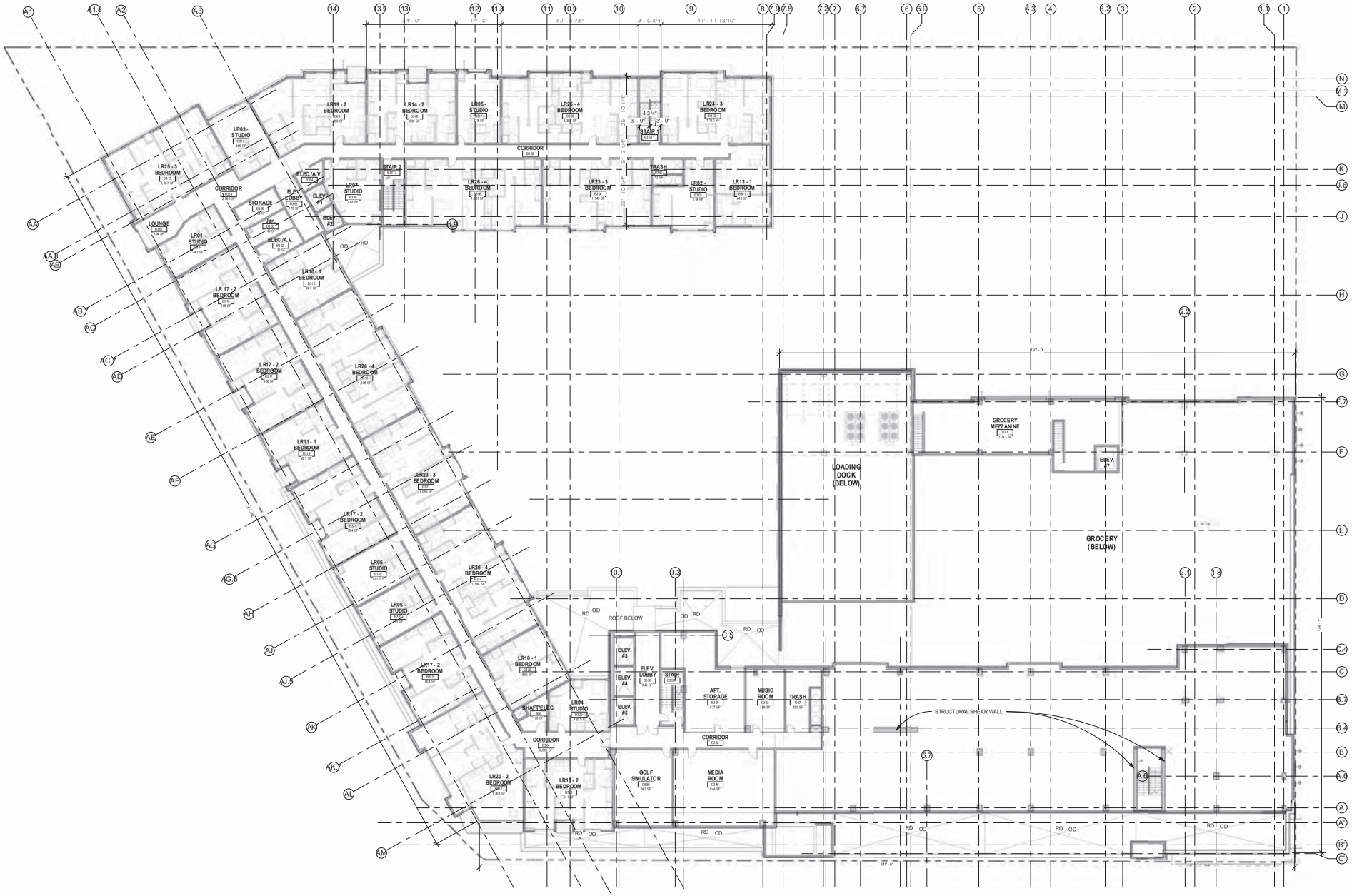
A1.1 - FLOOR PLANS | A1.1 | RISE at Prospect Park
October 23, 2015



1 2ND FLOOR/PLAZA
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

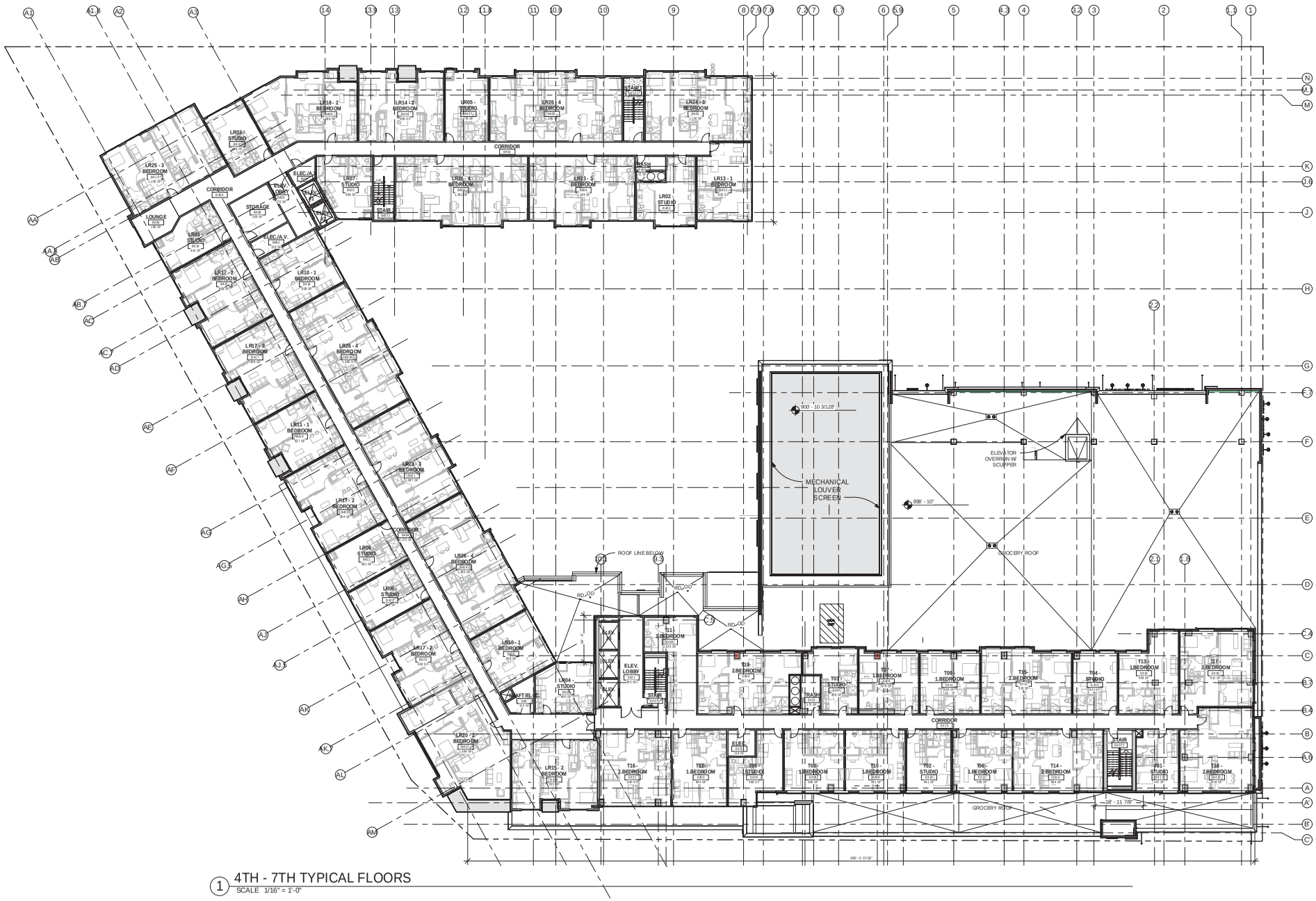
A1.2 - FLOOR PLANS | A1.2 | RISE at Prospect Park
October 23, 2015



1 3RD FLOOR
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

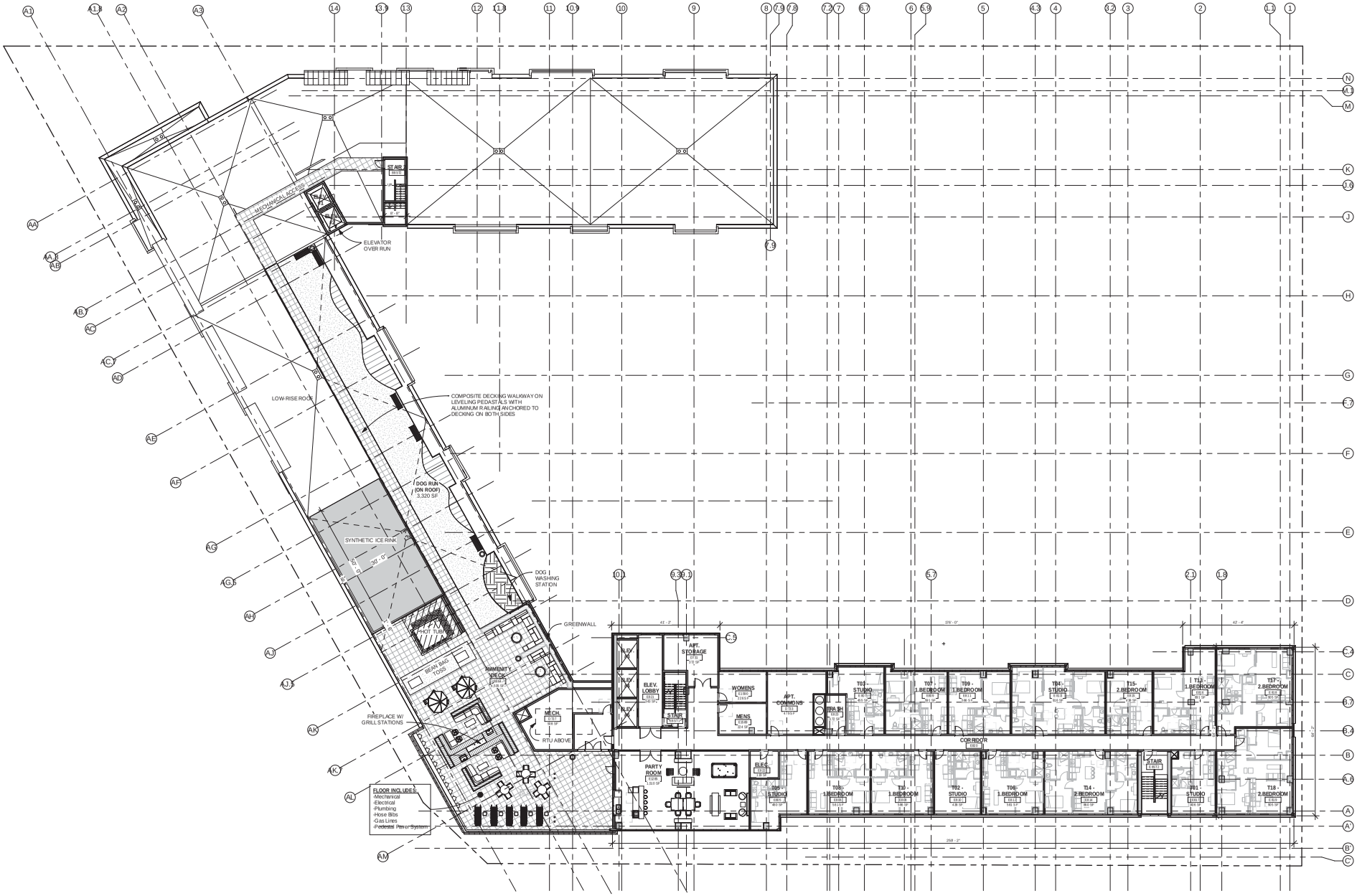
A1.3 - FLOOR PLANS | A1.3 | RISE at Prospect Park
October 23, 2015



1 4TH - 7TH TYPICAL FLOORS
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

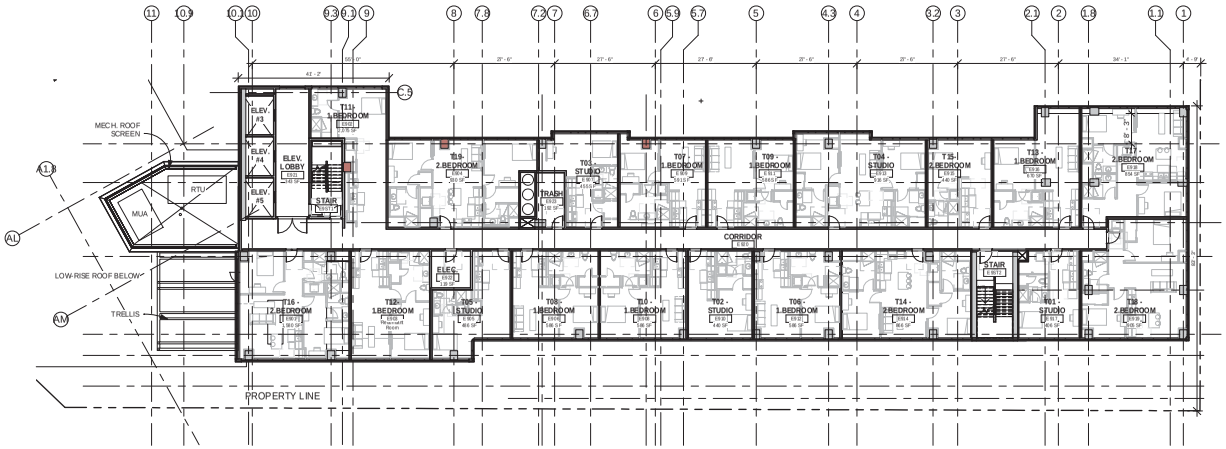
A1.4 - FLOOR PLANS | A1.4 | RISE at Prospect Park
October 23, 2015



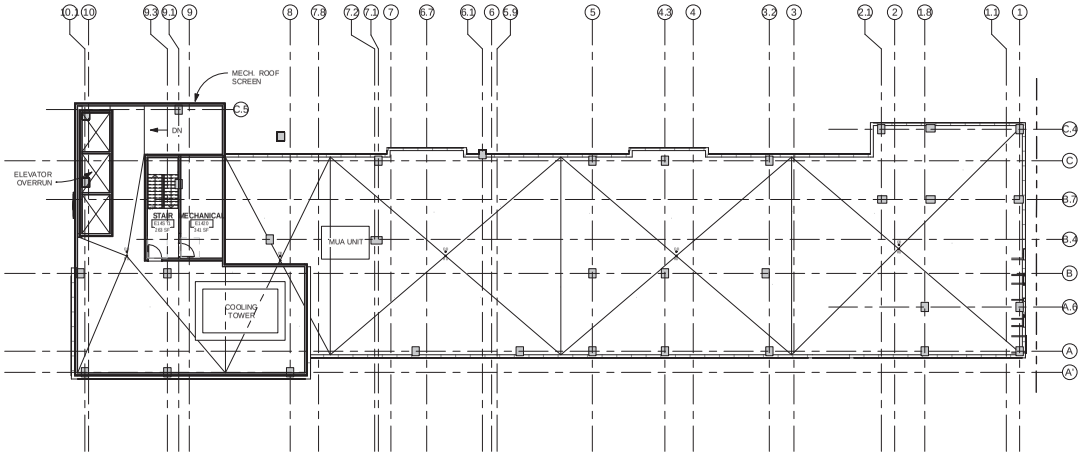
1 8TH FLOOR
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

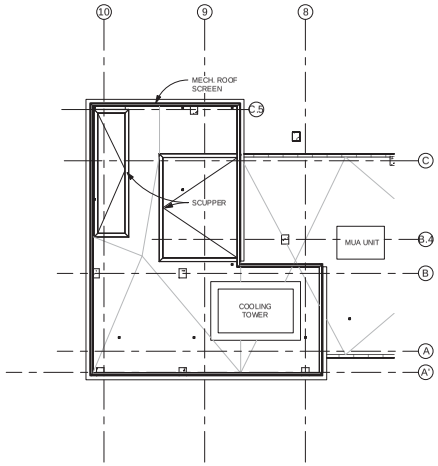
A1.5 - FLOOR PLANS | A1.5 | RISE at Prospect Park
October 23, 2015



1 9TH - 13TH TYPICAL FLOORS
SCALE 1/16" = 1'-0"



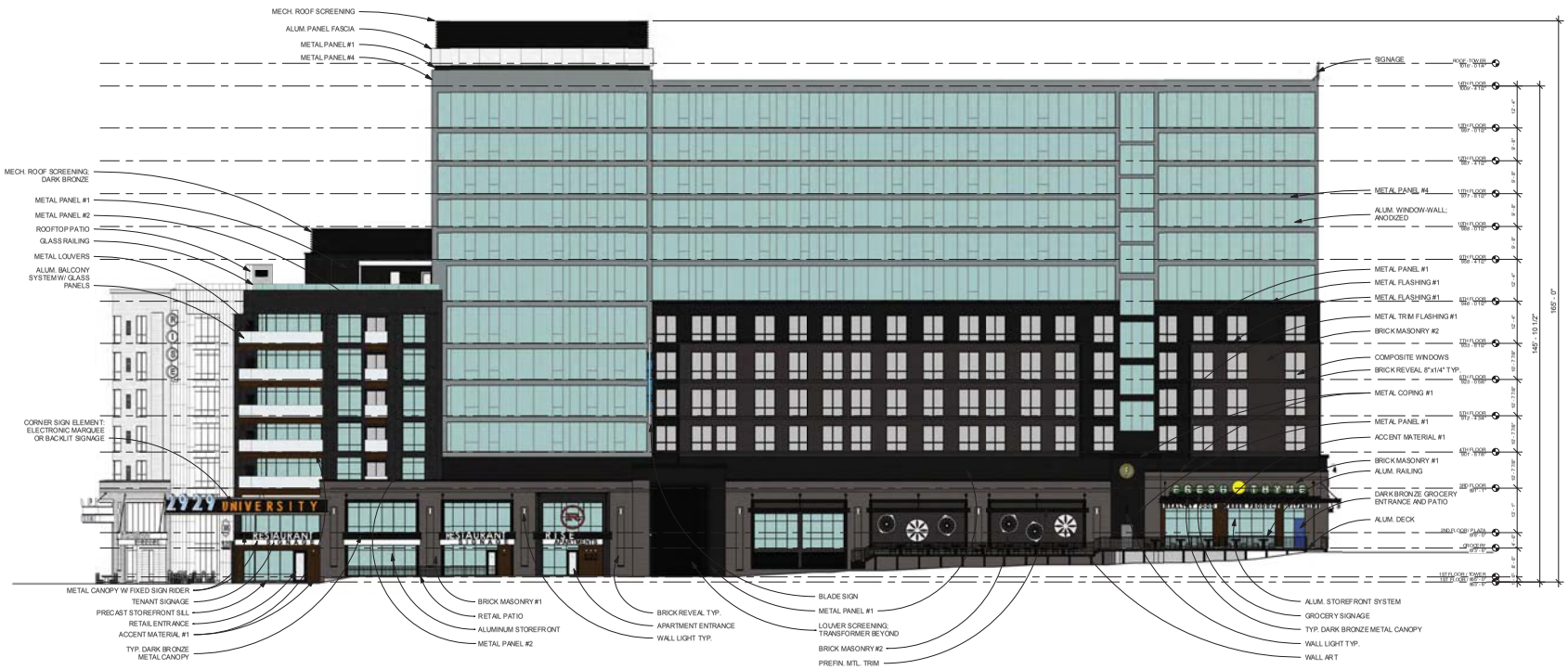
2 14TH FLOOR
SCALE 1/16" = 1'-0"



3 ROOF PLAN
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

A1.6 - FLOOR PLANS | A1.6 | RISE at Prospect Park
October 23, 2015



1 TOWER - UNIVERSITY AVENUE ELEVATION
SCALE 1/16" = 1'-0"

EXTERIOR FINISH SCHEDULE

BRICK #1:	
MANUFACTURER:	HEBRON
COLOR:	OCEAN GREY BLEND
SIZE:	UTILITY BRICK
BRICK MASONRY #2:	
MANUFACTURER:	INTERSTATE BRICK
COLOR:	MIDNIGHT BLACK
SIZE:	UTILITY BRICK
METAL PANEL #1:	
MANUFACTURER:	TBD
TYPE:	CORRUGATED METAL
PATTERN/SIZE:	VERTICAL RIBBED
COLOR:	DARK BRONZE
METAL PANEL #2:	
MANUFACTURER:	TBD
TYPE:	FLUSH METAL PANEL
PATTERN/SIZE:	2' x 6' PANELS
COLOR:	ANTHRA-ZINC
METAL PANEL #3:	
MANUFACTURER:	TBD
TYPE:	CORRUGATED METAL
PATTERN/SIZE:	HORIZONTAL RIBBED
COLOR:	CITYSCAPE DARKER ALTERNATE: SLATE GRAY
METAL PANEL #4:	
MANUFACTURER:	TBD
TYPE:	SLAB EDGE COVER
PATTERN/SIZE:	FLUSH METAL PANEL
COLOR:	SLATE GRAY
METAL FLASHING / COPING COLOR #1:	
MANUFACTURER:	TBD
LOCATION:	AS INDICATED
COLOR:	DARK BRONZE
METAL FLASHING / COPING COLOR #2:	
MANUFACTURER:	TBD
LOCATION:	AS INDICATED
COLOR:	TO MATCH FIRESTONE "CHAMPAGNE"
ROOF SCREENING:	
MANUFACTURER:	FIRESTONE
TYPE:	ES-1
COLOR:	DARK BRONZE
FIBER CEMENT PANEL #1:	
MANUFACTURER:	TBD
TYPE:	CEMENTITIOUS SIDING
PATTERN/SIZE:	10" x 72" STACKED BOND
COLOR:	TO MATCH SLATE GREY METAL PANEL
FIBER CEMENT PANEL #2:	
MANUFACTURER:	TBD
TYPE:	CEMENTITIOUS SIDING
PATTERN/SIZE:	AS ILLUSTRATED
COLOR:	ACCENT COLOR TBD
FIBER CEMENT BOARD:	
MANUFACTURER:	TBD
TYPE:	CEMENTITIOUS SIDING
PATTERN:	AS ILLUSTRATED
COLOR:	TO MATCH METAL PANEL 3 COLOR
ACCENT MATERIAL #1:	
MANUFACTURER:	TBD
TYPE:	COMPOSITE WOOD VENEER PANEL
COLOR:	RUSTIK
ALUMINUM CURTAIN WALL / WINDOWS:	
MANUFACTURER:	TBD
FINISH:	ANODIZED ALUMINUM & DARK BRONZE
COMPOSITE WINDOWS:	
MANUFACTURER:	TBD
FINISH:	DARK BRONZE / WHITE
ALUMINUM RAILINGS, BALCONIES & DECKS:	
MANUFACTURER:	TBD
MATERIAL:	ALUMINUM
PANELS:	GLASS OR 2"x2" WIRE MESH AS ILLUSTRATED
COLOR:	DARK BRONZE
PRECAST CONCRETE SILL:	
MANUFACTURER:	TBD
FINISH:	SAND BLAST
COLOR:	TO MATCH BRICK #1
P-TAC LOUVERS:	
ALL LOUVERS PAINTED TO MATCH ADJACENT MATERIAL	

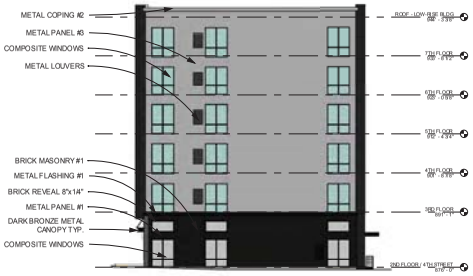
TUSHIE MONTGOMERY ARCHITECTS

A3.0 - EXTERIOR ELEVATIONS | A3.0 | RISE at Prospect Park
October 23, 2015

1 LOW RISE - 29TH AVENUE SE ELEVATION
SCALE 1/16" = 1'-0"

2 LOW RISE - NORTHWEST ELEVATION
SCALE 1/16" = 1'-0"

3 LOW RISE - 4TH STREET SE ELEVATION
SCALE 1/16" = 1'-0"



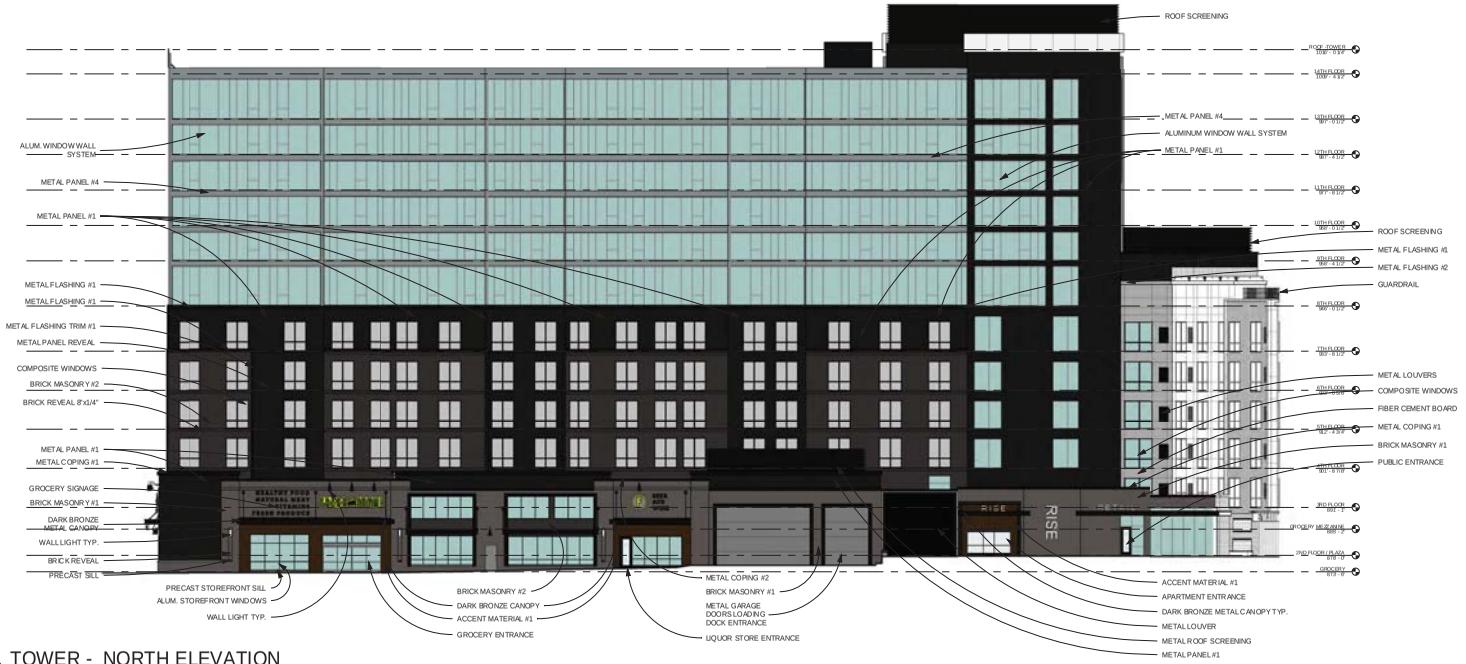
4 LOW RISE - EAST ELEVATION
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

A3.1 - EXTERIOR ELEVATIONS | A3.1 | RISE at Prospect Park
October 23, 2015

1 LOW RISE - SOUTH ELEVATION
SCALE 1/16" = 1'-0"

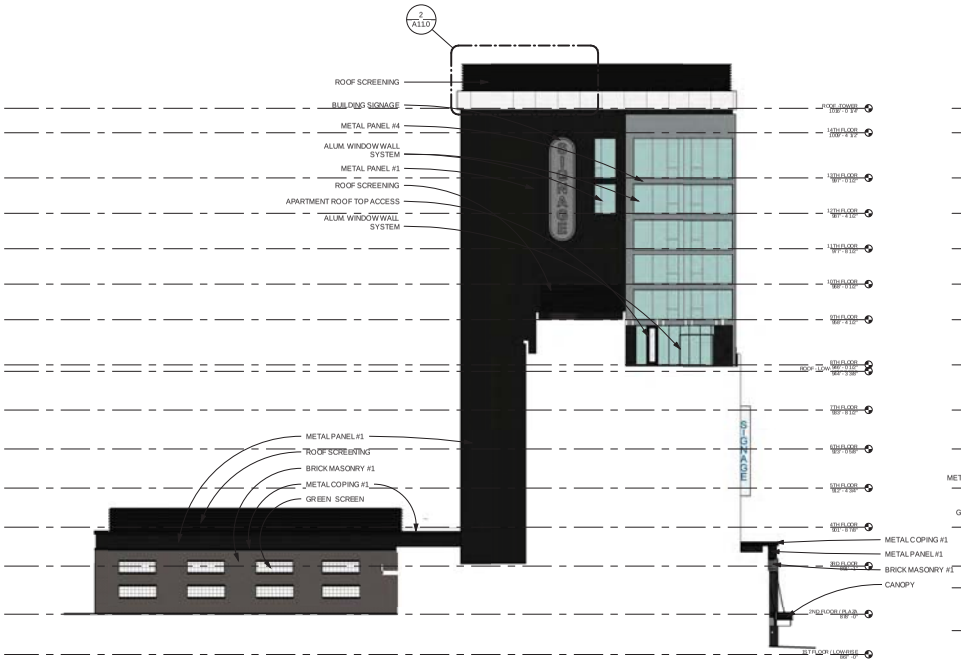
2 LOW RISE - NORTHEAST ELEVATION
SCALE 1/16" = 1'-0"



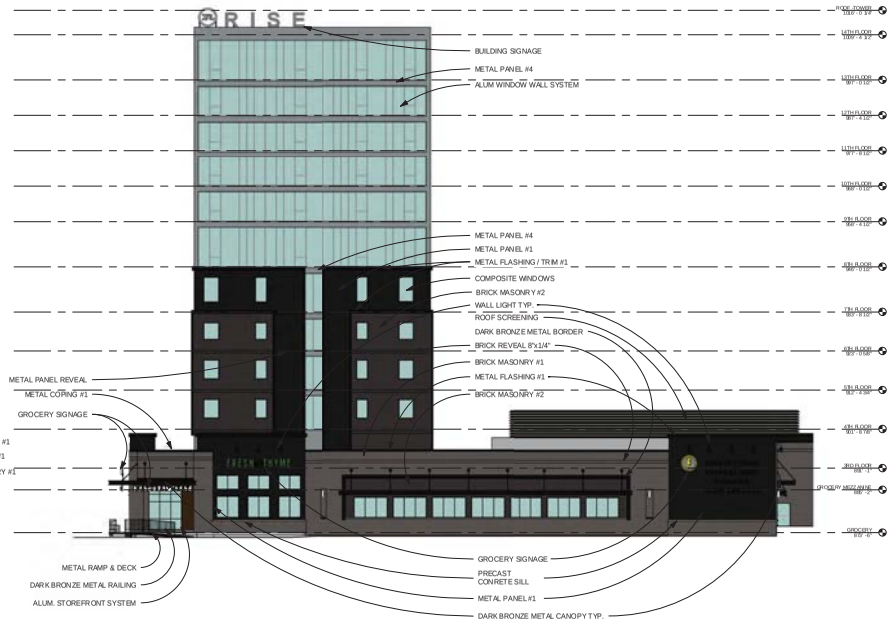
3 TOWER - NORTH ELEVATION
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

A3.2 - EXTERIOR ELEVATIONS | A3.2 | RISE at Prospect Park
October 23, 2015



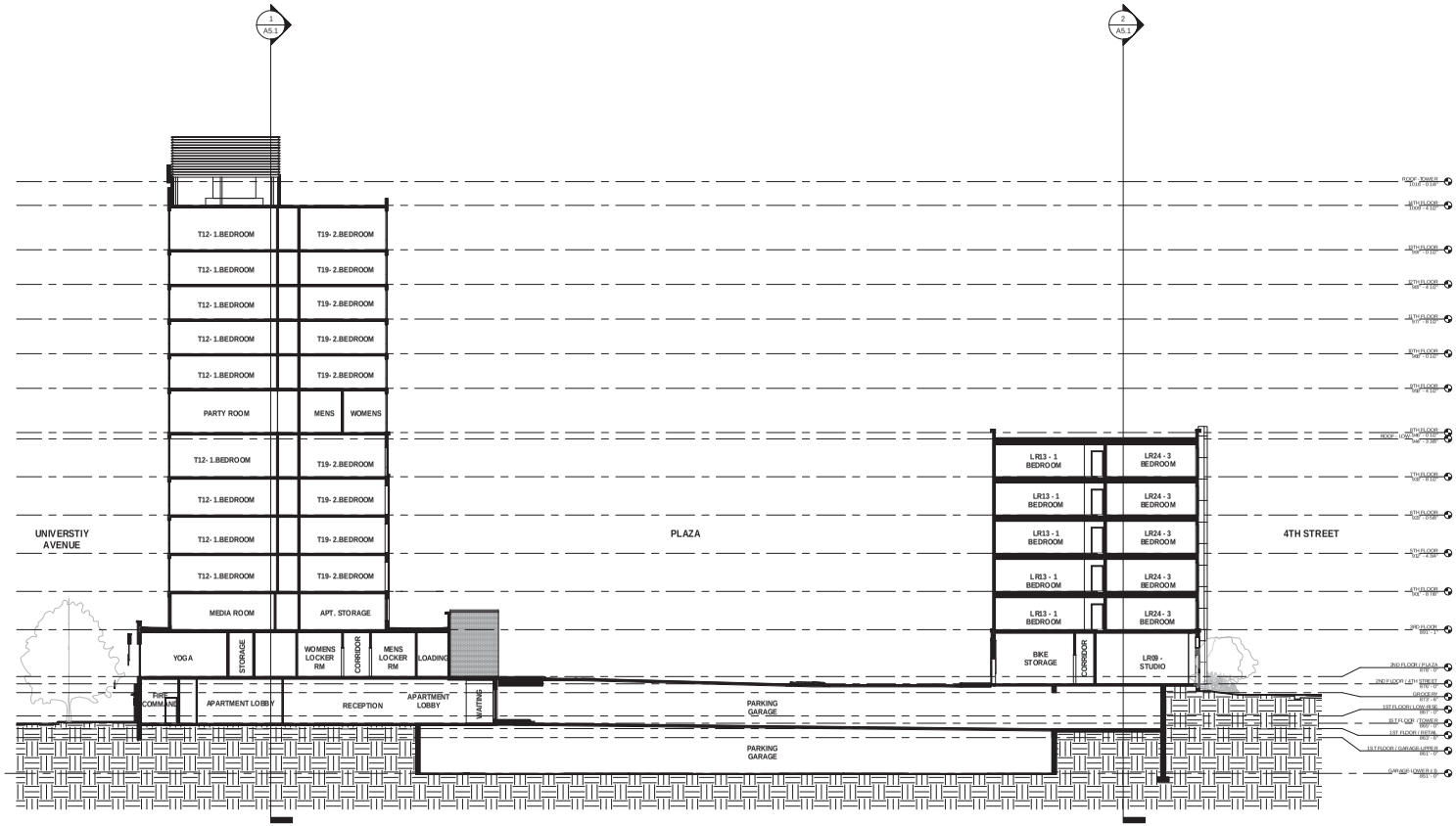
1 TOWER - WEST ELEVATION
SCALE 1/16" = 1'-0"



2 TOWER - 30TH AVENUE SE ELEVATION
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

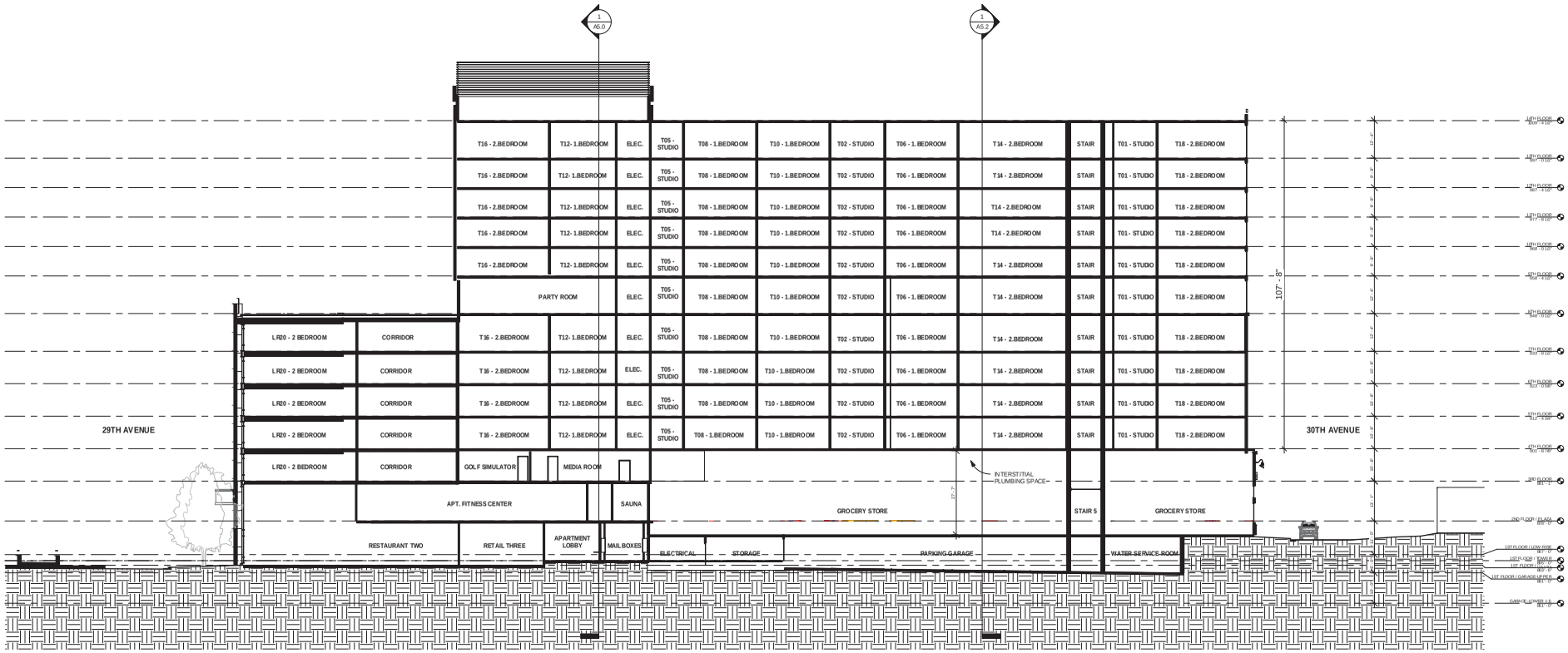
A3.3 - EXTERIOR ELEVATIONS | A3.3 | RISE at Prospect Park
October 23, 2015



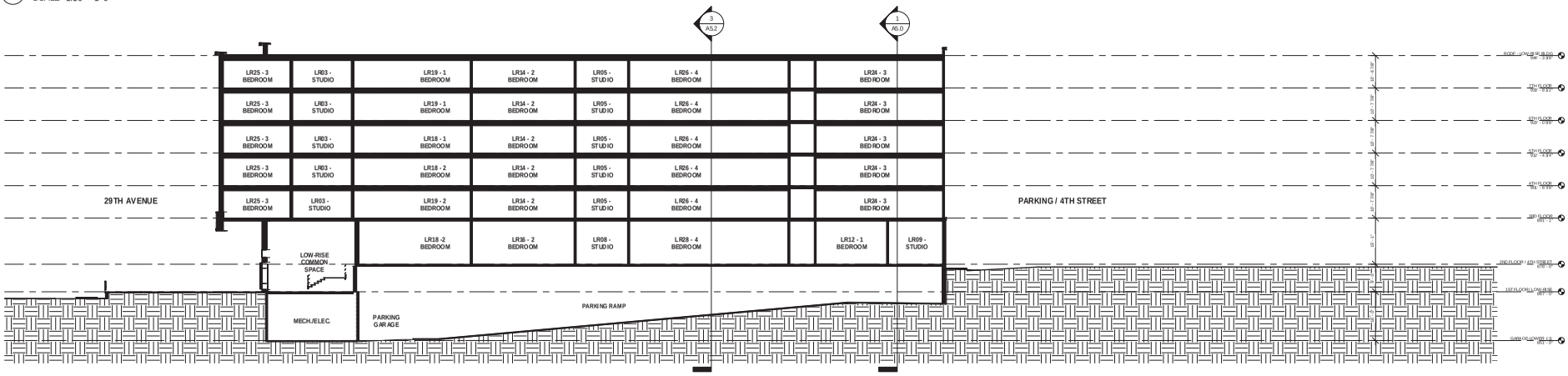
1 SITE SECTION
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

A5.0 - SECTIONS | A5.0 | RISE at Prospect Park
October 23, 2015



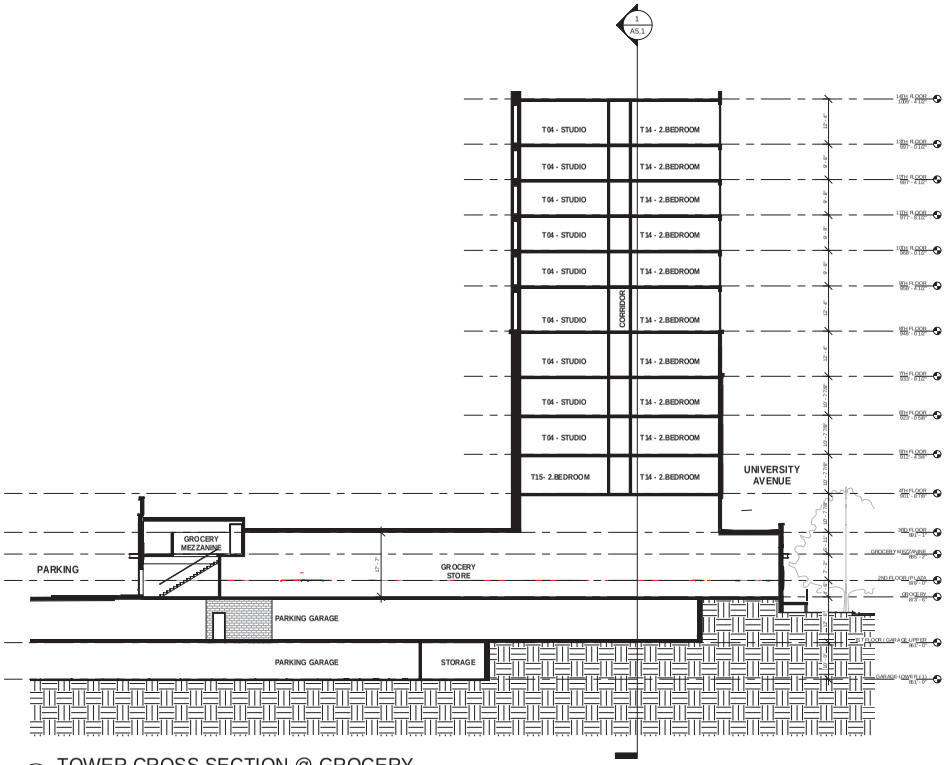
1 TOWER SECTION
SCALE 1/16" = 1'-0"



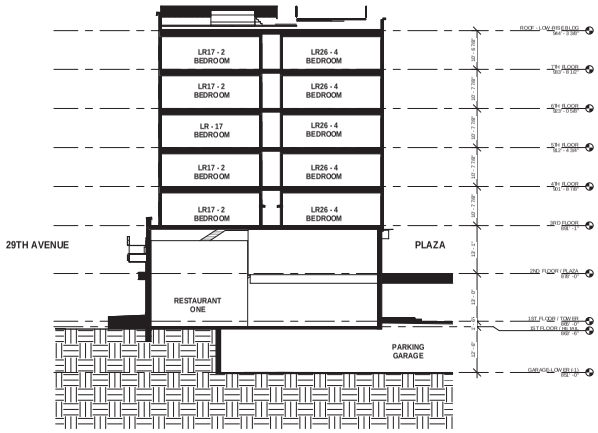
2 LOW RISE APARTMENTS SECTION
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

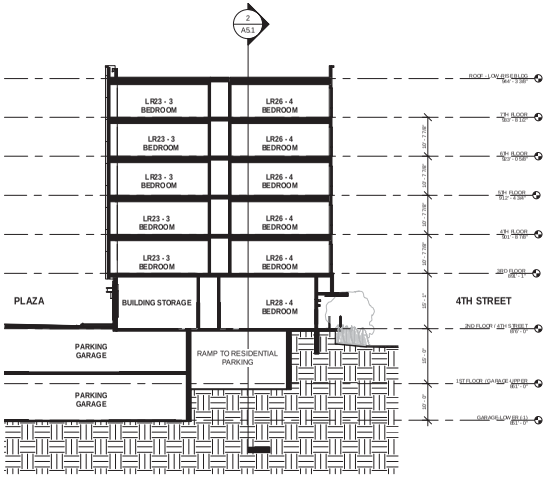
A5.1 - SECTIONS | A5.1 | RISE at Prospect Park
October 23, 2015



1 TOWER CROSS SECTION @ GROCERY
SCALE 1/16" = 1'-0"



2 LOW-RISE CROSS SECTION @ RESTAURANT
SCALE 1/16" = 1'-0"



3 LOW-RISE CROSS SECTION @ RAMP
SCALE 1/16" = 1'-0"

TUSHIE MONTGOMERY ARCHITECTS

A5.2 - SECTIONS | A5.2 | RISE at Prospect Park
October 23, 2015

TUSHIE MONTGOMERY ARCHITECTS

A7.1R - EXTERIOR RENDERING | A7.1R | RISE at Prospect Park
October 23, 2015

TUSHIE MONTGOMERY ARCHITECTS

A7.2R - EXTERIOR RENDERING | A7.2R | RISE at Prospect Park
October 23, 2015

TUSHIE MONTGOMERY ARCHITECTS

A7.3R - EXTERIOR RENDERING | A7.3R | RISE at Prospect Park
October 23, 2015

TUSHIE MONTGOMERY ARCHITECTS

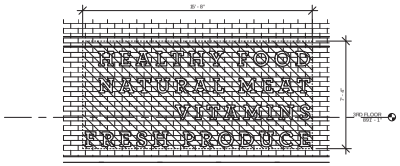
A7.4R - EXTERIOR RENDERING | A7.4R | RISE at Prospect Park
October 23, 2015

TUSHIE MONTGOMERY ARCHITECTS

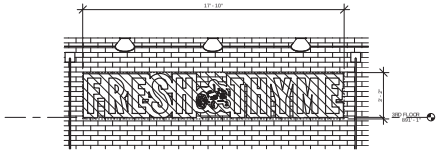
A7.5R - EXTERIOR RENDERING | A7.5R | RISE at Prospect Park
October 23, 2015

A ELEV. A - 4TH ST.
SCALE 1" = 20'-0"

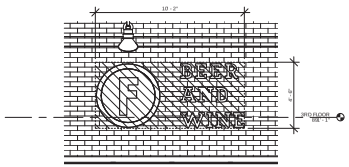
B ELEV. B - 4TH ST. CORNER
SCALE 1" = 20'-0"



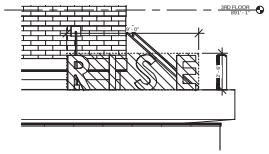
1 A1 - 115 SF
SCALE 1/4" = 1'-0"



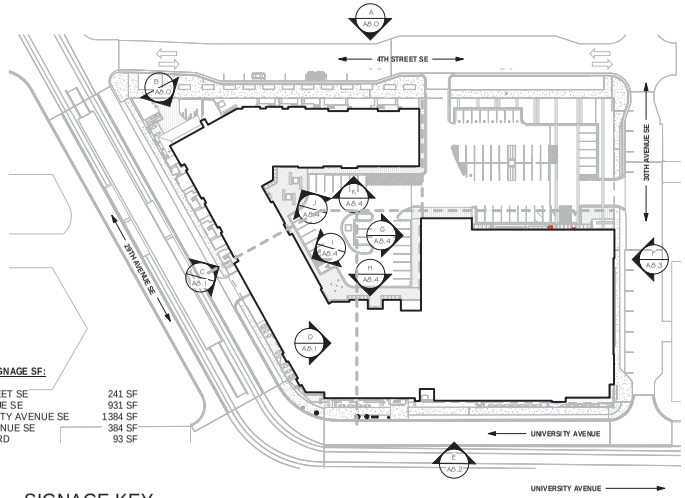
2 A2 - 57 SF
SCALE 1/4" = 1'-0"



3 A3 - 46 SF
SCALE 1/4" = 1'-0"



4 B1 - 23 SF
SCALE 1/4" = 1'-0"



TOTAL SIGNAGE SF:

4TH STREET SE	241 SF
29 AVENUE SE	931 SF
UNIVERSITY AVENUE SE	1384 SF
30TH AVENUE SE	384 SF
COURYARD	93 SF

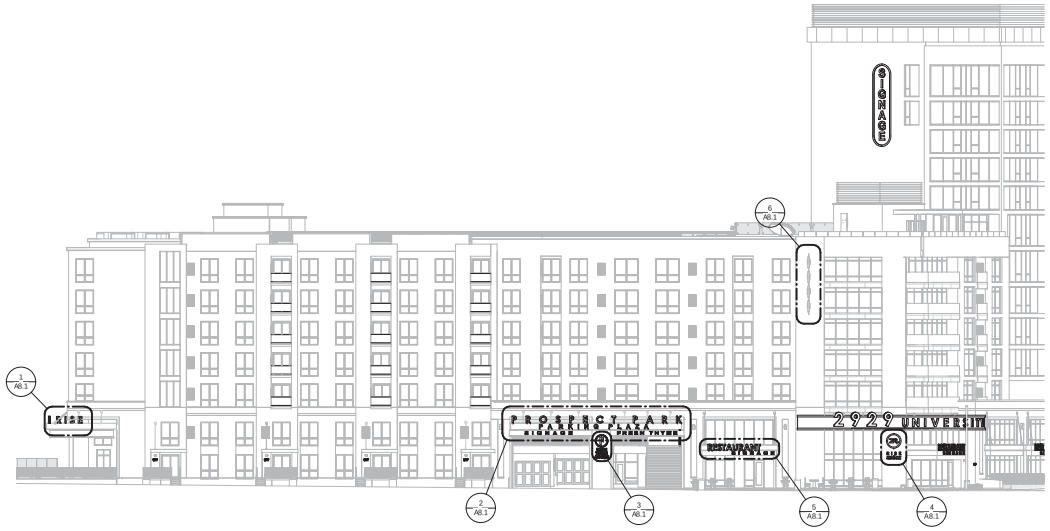
K SIGNAGE KEY
SCALE 1" = 60'-0"

TUSHIE MONTGOMERY ARCHITECTS

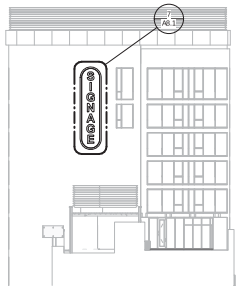
A8.0 - SIGNAGE PLAN

A8.0

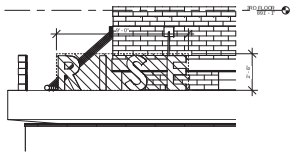
RISE at Prospect Park
October 23, 2015



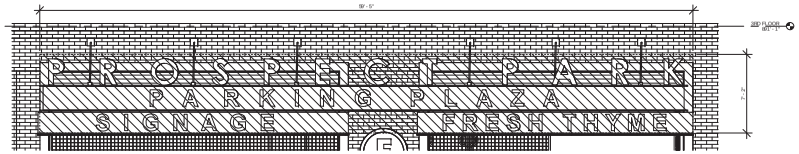
C ELEV. C - 29TH AVE.
SCALE 1" = 20'-0"



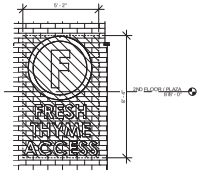
D ELEV. D - 29TH AVE.
SCALE 1" = 20'-0"



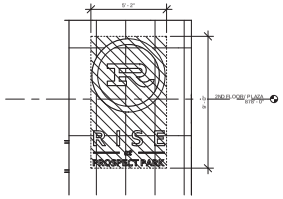
1 C1 - 22 SF
SCALE 1/4" = 1'-0"



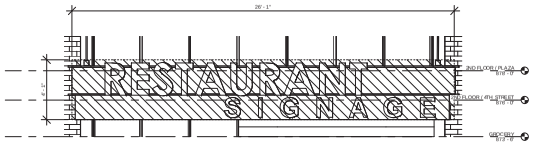
2 C2 - 426 SF
SCALE 3/16" = 1'-0"



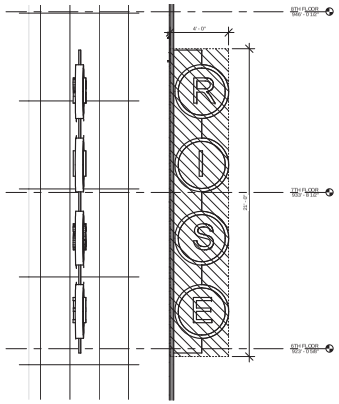
3 C3 - 43 SF
SCALE 1/4" = 1'-0"



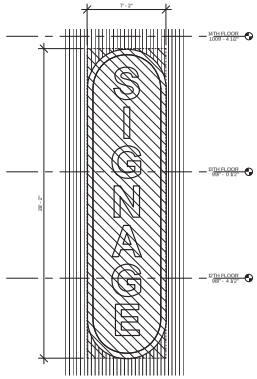
4 C4 - 47 SF
SCALE 1/4" = 1'-0"



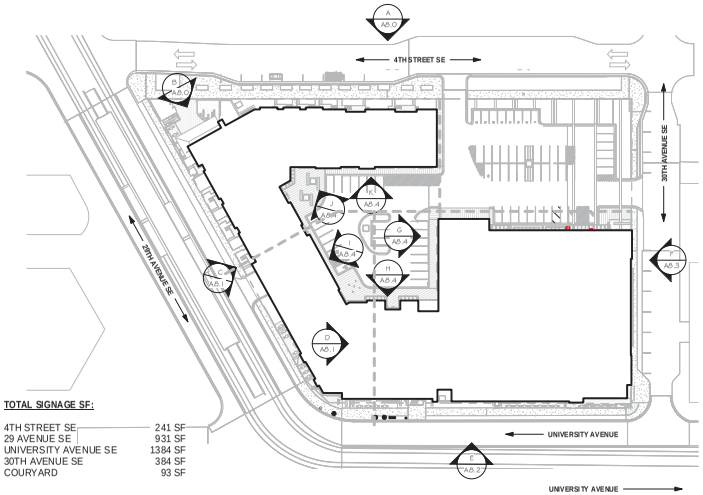
5 C5 - 107 SF
SCALE 1/4" = 1'-0"



6 C6 - 84 SF
SCALE 1/4" = 1'-0"



7 D1 - 202 SF
SCALE 3/16" = 1'-0"



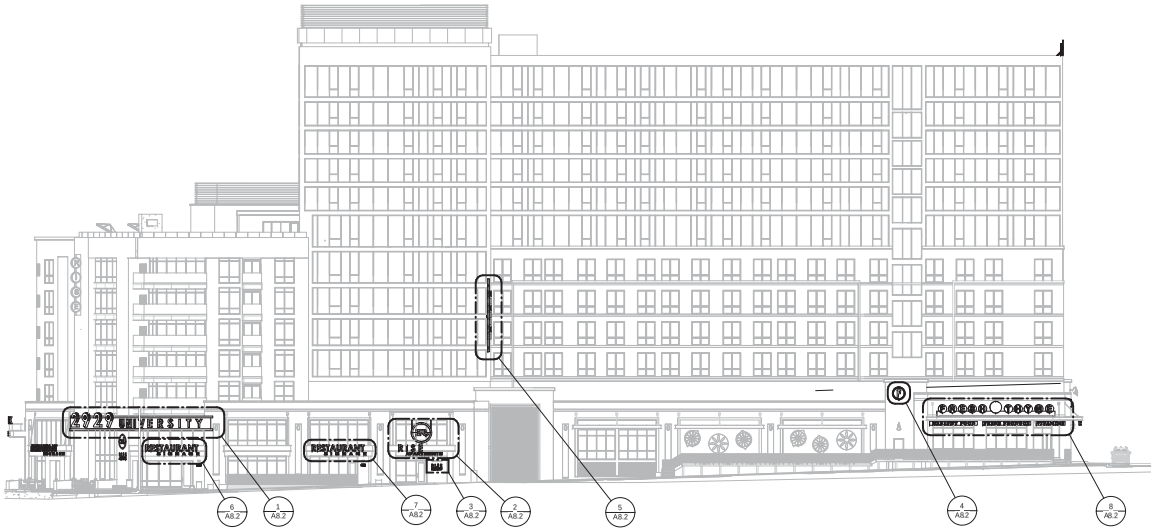
TOTAL SIGNAGE SF:

4TH STREET SE	241 SF
29 AVENUE SE	931 SF
UNIVERSITY AVENUE SE	1384 SF
30TH AVENUE SE	384 SF
COURYARD	93 SF

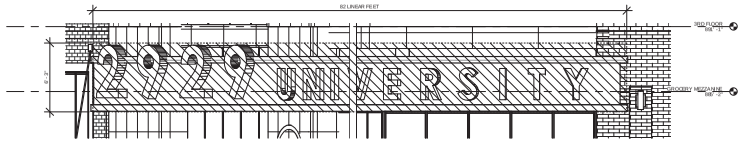
K SIGNAGE KEY
SCALE 1" = 60'-0"

TUSHIE MONTGOMERY ARCHITECTS

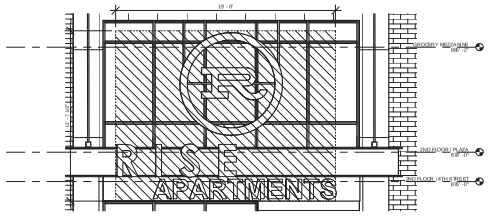
A8.1 - SIGNAGE PLAN | A8.1 | RISE at Prospect Park
October 23, 2015



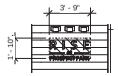
E ELEV. E - UNIVERSITY AVE.
SCALE 1" = 20'-0"



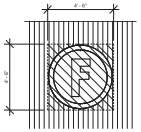
1 E2 - 512 SF
SCALE 3/16" = 1'-0"



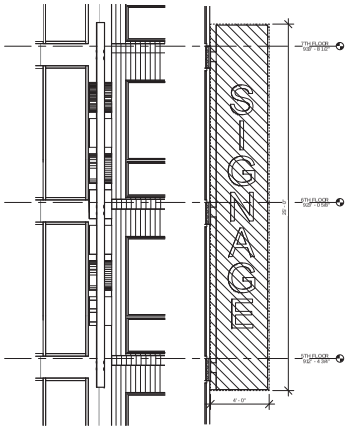
2 E5 - 174 SF
SCALE 1/4" = 1'-0"



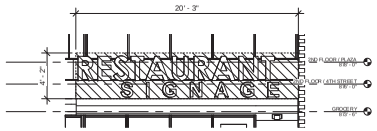
3 E6 - 7 SF
SCALE 3/16" = 1'-0"



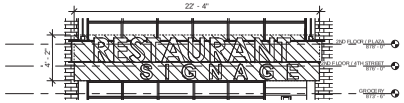
4 E7 - 21 SF
SCALE 1/4" = 1'-0"



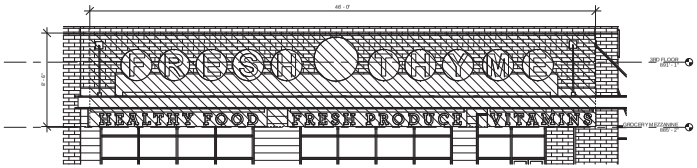
5 E4 - 100 SF
SCALE 1/4" = 1'-0"



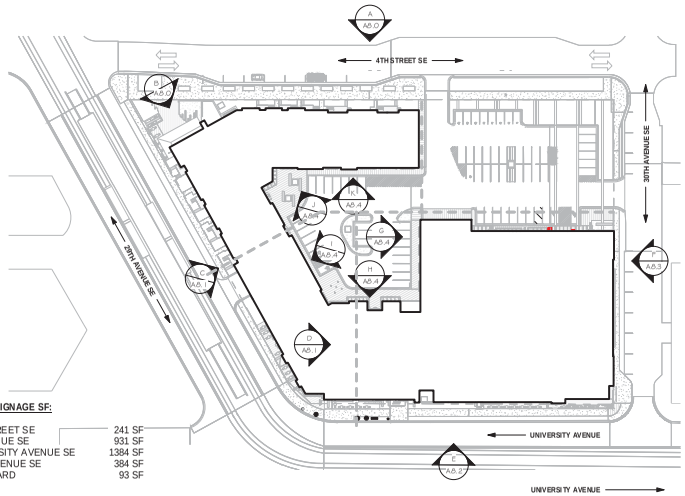
6 E1 - 85 SF
SCALE 3/16" = 1'-0"



7 E3 - 94 SF
SCALE 3/16" = 1'-0"



8 E8 - 391 SF
SCALE 3/16" = 1'-0"



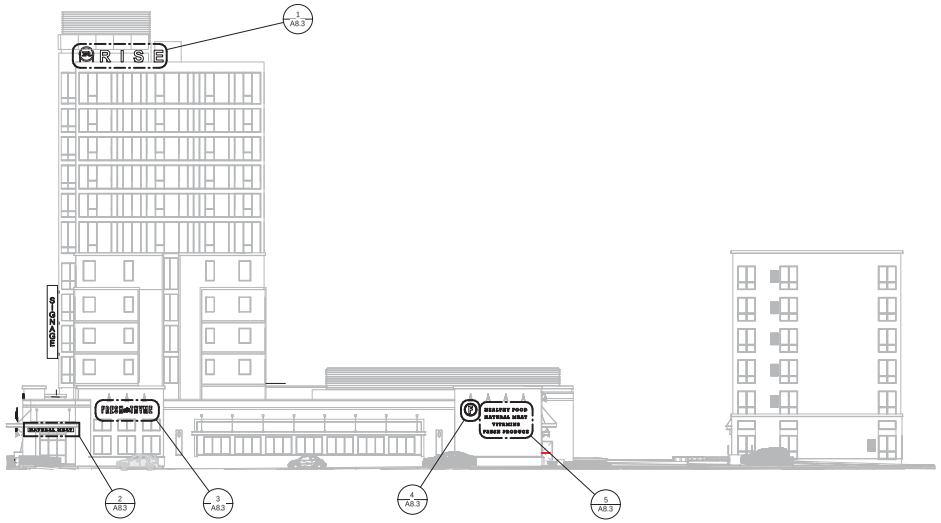
TOTAL SIGNAGE SF:

4TH STREET SE	241 SF
29 AVENUE SE	931 SF
UNIVERSITY AVENUE SE	1384 SF
30TH AVENUE SE	384 SF
COURYARD	93 SF

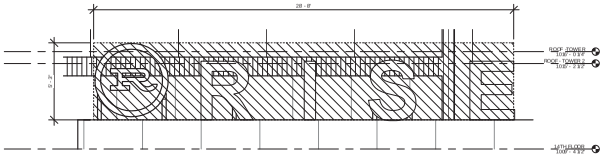
K SIGNAGE KEY
SCALE 1" = 60'-0"

TUSHIE MONTGOMERY ARCHITECTS

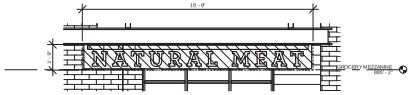
A8.2 - SIGNAGE PLAN | A8.2 | RISE at Prospect Park
October 23, 2015



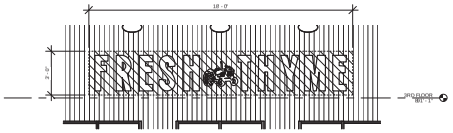
F ELEV. F - 30TH AVE. SE
SCALE 1" = 20'-0"



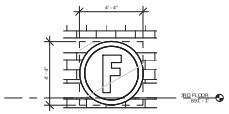
1 F1 - 151 SF
SCALE 1/4" = 1'-0"



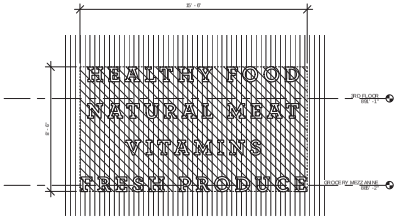
2 F2 - 28 SF
SCALE 1/4" = 1'-0"



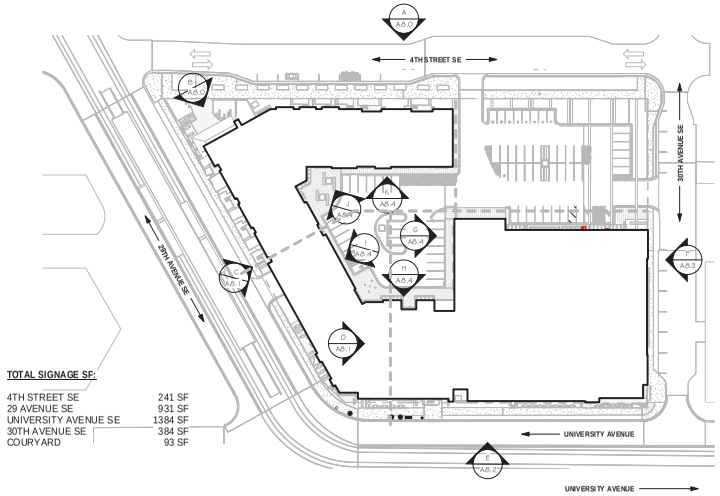
3 F3 - 54 SF
SCALE 1/4" = 1'-0"



4 F4 - 19 SF
SCALE 1/4" = 1'-0"



5 F5 - 132 SF
SCALE 1/4" = 1'-0"



TOTAL SIGNAGE SF:

4TH STREET SE	241 SF
29 AVENUE SE	931 SF
UNIVERSITY AVENUE SE	1384 SF
30TH AVENUE SE	384 SF
COURYARD	93 SF

K SIGNAGE KEY
SCALE 1" = 60'-0"

TUSHIE MONTGOMERY ARCHITECTS

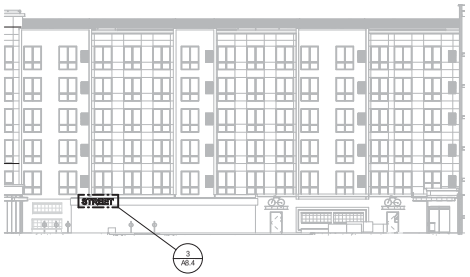
A8.3 - SIGNAGE PLAN

A8.3

RISE at Prospect Park
October 23, 2015

G ELEV. G - COURTYARD
SCALE 1" = 20'-0"

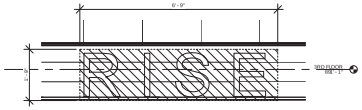
H ELEV. H - COURTYARD
SCALE 1" = 20'-0"



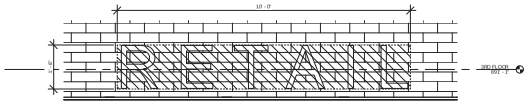
I ELEV. I - COURTYARD
SCALE 1" = 20'-0"

J ELEV. J - COURTYARD
SCALE 1" = 20'-0"

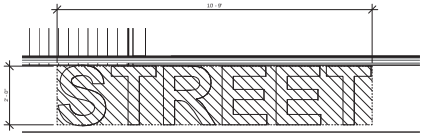
K ELEV. K - COURTYARD
SCALE 1" = 20'-0"



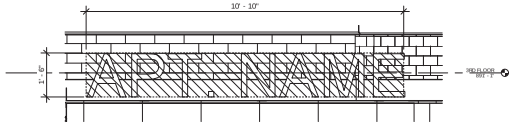
1 H1- 12 SF
SCALE 1/2" = 1'-0"



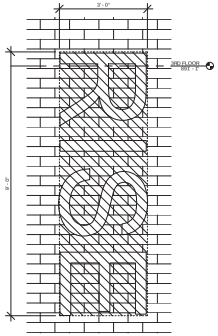
2 H2 - 15 SF
SCALE 1/2" = 1'-0"



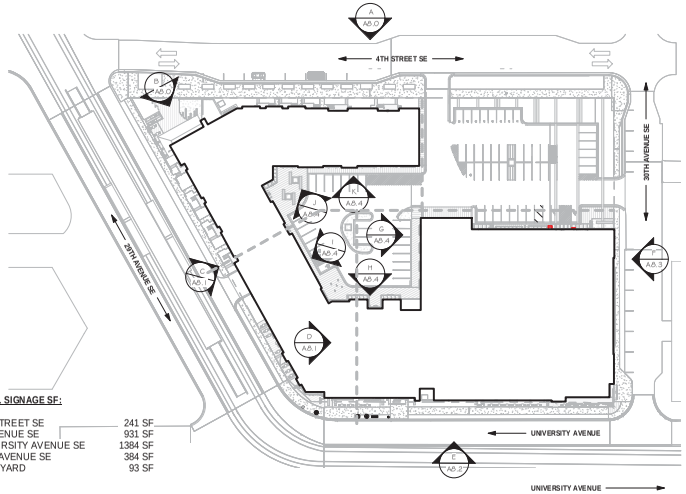
3 I1 - 22 SF
SCALE 1/2" = 1'-0"



4 J1 - 17 SF
SCALE 1/2" = 1'-0"



5 H3 - 27 SF
SCALE 1/2" = 1'-0"



TOTAL SIGNAGE SF:

4TH STREET SE	241 SF
29 AVENUE SE	931 SF
UNIVERSITY AVENUE SE	1384 SF
30TH AVENUE SE	384 SF
COURYARD	93 SF

6 SIGNAGE KEY
SCALE 1" = 60'-0"

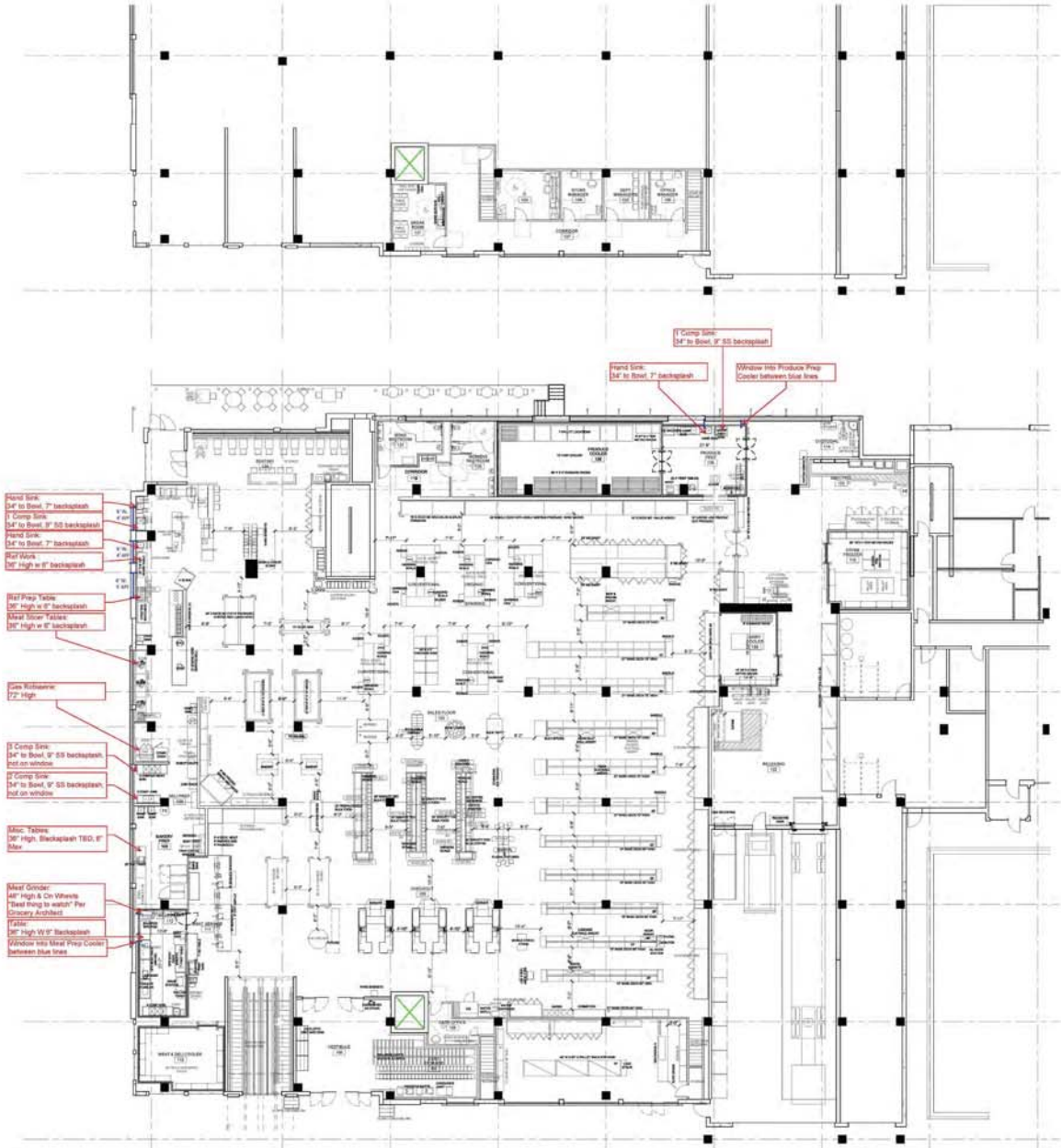
TUSHIE MONTGOMERY ARCHITECTS

A8.4 - SIGNAGE PLAN

A8.4

RISE at Prospect Park
October 23, 2015

29TH AVENUE SE
30TH AVENUE SE
UNIVERSITY AVENUE SE
SE 4TH STREET
MALCOLM AVENUE SE



NOTES:

- 147' WIDE STORE
- SURFACE PARKING AT FRONT DOOR
- LOWER LEVEL PARKING GARAGE WITH ELEVATOR, ESCALATORS AND CARTVEYOR BETWEEN LEVELS
- OFFICE MEZZANINE INCLUDING BREAK ROOM
- ENCLOSED DOCK AREA

CHANGES 06-07-15

- MODIFICATIONS DELETED

CHANGES 08-13-15

- REVERTED BACK TO 07-31-15 PLAN
- ADDED NEW BAKERY TABLES
- ADDED CORRECT BERRY CASE GRAPHIC
- DELETED BARRELS TO 8 TOTAL
- SHOWED RELOCATED FLORAL ARRANGEMENT
- ADDED NEW ENDCAPS TO BULK SHELVING
- MODIFIED PRODUCE WINDOW
- REMOVED BREAKROOM TV
- ADDED LIQUOR STORE REGISTER / DISPLAY UNIT
- ADJUSTED CHECK STANDS
- DEDUCTED UNUSABLE FROM SHELVING COUNTS
- RELOCATED MEAT CASES
- REMOVED WALL AT MEAT COUNTER
- CLEANED UP CASH OFFICE
- ADDED BALER CLEARANCES
- MOVED BOARS HEAD CASE TO MEALS COLUMN
- EXTENDED BREAD LINEUP
- CONFIRMED 3' FROM OLIVE BAR TO COLUMN

CHANGES 09-14-15

- DELETED BOARS HEAD CASE
- DELETED ALL DISPLAY BARRELS
- CHANGED SEATING TO 8' LONG
- ADDED ROLL BIN
- CHANGED SALAD BAR TO 16'
- CHANGED OLIVE BAR TO 16'
- ADDED BULK TABLE
- CHANGED PRODUCE TABLE TAGS
- UPDATED CHECKOUT FIXTURES AND TAGS
- CHANGED FLORAL DISPLAY
- ADDED COAT HOOKS IN BREAK ROOM
- ADDED LOCATION FOR CINTAS CARTS

CHANGES 10-01-15

- UPDATED CUT PRODUCE CASE
- UPDATED PIZZA PREP
- UPDATED BULK FIXTURES
- RELOCATED PEANUT BUTTER GRINDERS (MN)
- RELOCATED MEAT GRINDER (MN)
- ADDED COOLER WINDOWS PER SHELL REQUIREMENTS

BUILDING DATA:

	PROSPECT PARK 9/14/2015	PROTO 5/28/2015	DIFFERENCES
BUILDING AREA			
MAIN FLOOR	28,729 S.F.		
OFFICE MEZZANINE	1,980 S.F.		
TOTAL BUILDING AREA	30,012 S.F.	28,769 S.F.	+ 1,043 S.F.
MAIN SALES AREA	17,405 S.F.		
LIQUOR SALES AREA	1,029 S.F.		
TOTAL SALES FLOOR	18,406 S.F.	18,452 S.F.	- 44 S.F.
SALES FLOOR RATIO	61%	64%	- 3 %
ENCLOSED DOCK AREA	3,468 S.F.		
BAKERY:			
5 DECK DRINKS/DESSERTS	16 L.F.	16 L.F.	
COFFEE	4 L.F.	4 L.F.	
ARTISAN BREADS	6 L.F.	6 L.F.	
FROZEN CAKES / BREAD	2 DOORS	3 DOORS	
BREAD TABLES	5	5	
BREAD DISPLAY	28 L.F.	24 L.F.	+ 4 L.F.
MUFFIN TABLE	0	0	
BAKERY DISPLAYS	3	5	- 1
DELI:			
SERVICE DELI / BOARS HEAD	12 L.F.	12 L.F.	
SANDWICH / PIZZA BAR	12 L.F.	12 L.F.	
SUSHI	4 L.F.	4 L.F.	
CHEESE ISLAND 8' X 12'	1	1	
MEAL ISLAND 8' X 12'	1	1	
SOUP/ SALAD ISLAND 8' X 12'8'	1	1	CUSTOM
OLIVE BAR 24' X 11'10"	1	1	
HOT CHICKEN UNIT 5' DIA	1	1	
5 DECK - LOW PROFILE	24 L.F.	24 L.F.	
DRY WEDGE	0	1	-1
MEAT & SEAFOOD:			
SERVICE SEAFOOD	8 L.F.	8 L.F.	
SERVICE MEAT	16 L.F.	16 L.F.	
5 DECK PACKAGED MEAT	35 L.F.	39 L.F.	- 4 L.F.
3 DECK SMOKED MEATS	8 L.F.	8 L.F.	
FROZEN MEAT ISLAND	24 L.F.	24 L.F.	
PRODUCE:			
L P 5 DECK CUT PRODUCE	12 L.F.	12 L.F.	
3 DECK VALUE ADDED	16 L.F.	16 L.F.	
MISTING SINGLE DECK	40 L.F.	40 L.F.	
5 DECK BAGGED SALADS	16 L.F.	16 L.F.	
6' X 18' TABLES WITH 2' ENDS	5	3	2 CUSTOM
BANANA END TABLE	1	1	
BERRY DISPLAY 33' X 6'	3	3	
ORCHARD BINS SALES FLOOR	8	8	
ORCHARD BINS VESTIBULE	3	3	
ORCHARD BINS BOBWALK	3	3	
KICKER 16' X 3'	14	14	
BULK:			
BULK COFFEE	20 L.F.	20 L.F.	
GRAVITY FEED BULK	60 L.F.	60 L.F.	
BULK SHELVING	20 L.F.	20 L.F.	
BULK LIQUOR 6' DIA	1	1	
BULK TAFFY 2' DIA	1	1	
BARREL DISPLAY	8	16	
PEANUT BUTTER GRINDERS	4	4	
BULK DISPLAY ENDS	4	4	
BULK SPICES	4 L.F.	4 L.F.	
DAIRY:			
BACK FEED MULTI DECK	16 L.F.	16 L.F.	
MULTI DECK	60 L.F.	60 L.F.	
	76 L.F.	76 L.F.	
FROZEN:			
FROZEN DOORS (ISLAND)	5 DOORS	15 DOORS	- 10 DOORS
FROZEN DOORS (WALL)	30 DOORS	15 DOORS	+ 15 DOORS
FROZEN DOORS TOTAL	30 DOORS	30 DOORS	
GROCERY:			
GONDOLA SHELVING 72'H	328 L.F.	352 L.F.	- 24 L.F.
NO. OF END CAPS	12	8	+ 4
SADDLES	7	5	+ 2
NATURAL LIVING:			
GONDOLA SHELVING 48'H	272 L.F.	260 L.F.	+12 L.F.
WALL SHELVING 84'H	16 L.F.	16 L.F.	
TOTAL LIN FT	288 L.F.	276 L.F.	+12 L.F.
NO. OF END CAPS	8	7	+1
MULTI DECK	6 L.F.	6 L.F.	
WORK STATION	1	1	
MAKE UP DISPLAY	6 L.F.	6 L.F.	
CARDS:			
SPINNERS	9 L.F.	9 L.F.	
BEER & WINE:			
5 DECK REFRIGERATED	24 L.F.	24 L.F.	
PALLET SHELVING	48 L.F.	96 L.F.	- 48 L.F.
GONDOLA SHELVING	48 L.F.		+ 48 L.F.
CASE STACKS	1	2	
FRONT END:			
REGISTERS	6 BELTED	6 BELTED	
EXPRESS REGISTERS	0	0	
MOBILE UNIT	2	1	+1
SEATING:			
INSIDE SEATING BOOTH	34	32	+ 2
INSIDE SEATING COUNTER	8	10	- 2
INSIDE SEATING TABLE	0	0	
OUTSIDE SEATING PICNIC TABLE	16	16	
FLORAL:			
STEPPED DISPLAY	6 L.F.	6 L.F.	
BACK OF HOUSE:			
2 TIER PALLET RACKING	40 L.F.	40 L.F.	
LOCKABLE STORAGE	16 L.F.	16 L.F.	
RACKING	24 L.F.	24 L.F.	

PRELIMINARY FIXTURE PLAN | SCALE N.T.S. | 1

architects forum
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8555 North River Road, Suite 220 Indianapolis, Indiana 46240
[p] 317. 842.8500 [f] 317.842.8877

CERTIFIED BY:

NOT FOR CONSTRUCTION

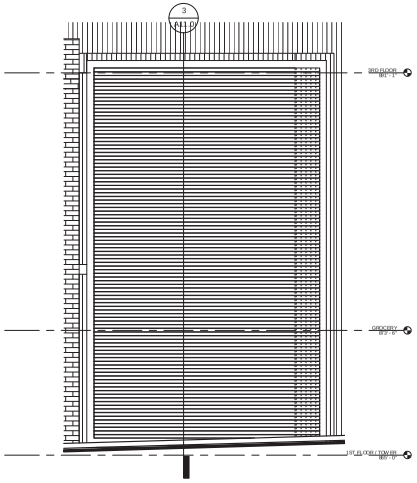
FRESH THYME PROSPECT PARK STATION
University Avenue and 30th Avenue
Minneapolis, MN

PRELIMINARY FIXTURE PLAN
DATE: JUNE 19, 2015
FIXTURE PLAN UPDATES: AUGUST 13, 2015
FIXTURE PLAN UPDATES: SEPTEMBER 14, 2015
FIXTURE PLAN UPDATES: OCTOBER 1, 2015
DRAWN BY: GA
CHECKED BY: TM
PROJ. NO.

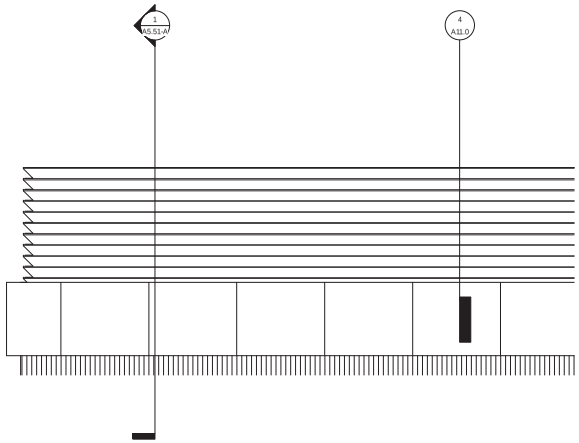
SHEET NO.
F1.1

TUSHIE MONTGOMERY ARCHITECTS

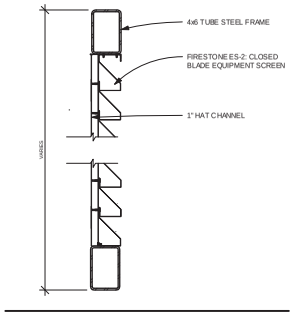
A10.0 - GROCERY PERIMETER DIAGRAM | A10.0 | RISE at Prospect Park
October 23, 2015



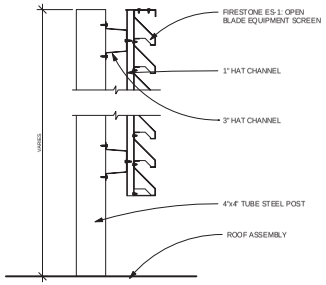
1 MECH. LOUVER ELEV. @ GRADE
SCALE 1/4" = 1'-0"



2 MECH. LOUVER ELEV. @ ROOF TOPS
SCALE 1/4" = 1'-0"



3 CLOSED BLADE MECH. SCREEN
SCALE 1 1/2" = 1'-0"



4 OPEN BLADE MECH. SCREEN
SCALE 1 1/2" = 1'-0"

RISE at PROSPECT PARK

EXTERIOR FINISHES

09/18/2015

TUSHIE MONTGOMERY ARCHITECTS

VENTURES

RUSTIK
ACCENT MATERIAL #1

ANTHRA ZINC FLUSH
METAL PANEL #2

VMZINC

DARK BRONZE CFP-16F
METAL PANEL #1

CITYSCAPE - ALTERNATIVE
METAL PANEL #3 + #4

CITYSCAPE
FIBER CEMENT PANEL #1

SLATE GRAY CFP-16F
METAL PANEL #3

SLATE GRAY FLUSH
METAL PANEL #4

SLATE GRAY - ALTERNATIVE
FIBER BOARD

CHAMPAGNE
METAL FLASHING + COPING COLOR #2

DARK BRONZE
ROOF SCREENING

DARK BRONZE
COMPOSITE WINDOWS

DARK BRONZE
METAL FLASHING + COPING COLOR #1

OCEAN GREY BLEND
BRICK MASONRY #1

MIDNIGHT BLACK
BRICK MASONRY #2

OXFORD GRAY VELOUR - ALTERNATIVE
BRICK MASONRY #1

ONYX VELOUR - ALTERNATIVE
BRICK MASONRY #2

Dan Pellinen

From: Dan Pellinen
Sent: Friday, October 23, 2015 1:26 PM
To: 'cam.gordon@minneapolismn.gov'
Cc: Rick Filler; jeff@prospectparkproperties.com
Subject: RISE at Prospect Park - Revised Proposal 10-23-2015

Hello Council Member Gordon,

We have revised the RISE at Prospect Park proposal, basically deleting the hotel and adding apartment units and leasable restaurant/ retail space. Below is the current Project Description and the Applications we are asking for approval. We are planning to be on the November 5th CoW meeting and the December 7th Planning Commission Meeting.

PROJECT DESCRIPTION

RISE at Prospect Park is a large mixed use project proposed for 2929 University Avenue Southeast that includes 150 market-rate apartments, 186 luxury apartments, a 30,200 SF grocery store, a 1,100 SF liquor store and 9,150 SF of retail/restaurant space. All the parking for the development is contained on site, consisting of two levels (287 spaces) of underground parking and 71 surface spaces on top of the parking garage. The proposed development is a single structure of 527,151 SF divided into two sections; a 6-story low rise wing and a 14-story tower. The 6-story wing will contain 150 apartments and a retail/restaurant space. The 14-story tower will house apartment entrances, grocery and other retail/restaurant spaces in the first three floors and ten floors of luxury apartments with 186 units above. A rooftop deck and dog run will be located on the rooftop of the low rise wing.

The developer and grocer are excited to come to Minneapolis and be an integral part of the University and Prospect Park neighborhoods. This development will be an anchor and focal point of the Prospect Park neighborhood and will be the catalyst for further redevelopment in the area.

REQUIRED APPLICATIONS

The applications required for the project are:

1. Rezoning from I1 Light Industrial District to C3A Commercial Activity Center District and remove IL Industrial Living Overlay District
2. Conditional use permit for a planned unit development ("PUD")
3. Variance of the PO Overlay District standards related to minimum window percentage for nonresidential uses and to maximum parking lot frontage
4. Variance to increase the maximum floor area of a retail use
5. Site plan review

Please don't hesitate to contact me if you have any concerns,

Dan Pellinen | Architect | Senior Associate
TUSHIE MONTGOMERY ARCHITECTS
7645 Lyndale Avenue South, Suite #100 | Minneapolis, MN 55423

Dan Pellinen

From: Dan Pellinen
Sent: Friday, October 23, 2015 1:24 PM
To: 'jessica@prospectparkmpls.org'
Cc: Rick Filler; jeff@prospectparkproperties.com
Subject: RISE at Prospect Park - Revised Proposal 10-23-2015

Hello Jessica,

We have revised the RISE at Prospect Park proposal, basically deleting the hotel and adding apartment units and leasable restaurant/ retail space. Below is the current Project Description and the Applications we are asking for approval. We are planning to be on the November 5th CoW meeting and the December 7th Planning Commission Meeting.

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Please don't hesitate to contact me if you have any concerns,

Dan Pellinen | Architect | Senior Associate
TUSHIE MONTGOMERY ARCHITECTS
7645 Lyndale Avenue South, Suite #100 | Minneapolis, MN 55423

November 3rd, 2015

MEMORANDUM OF UNDERSTANDING

DATE: November 3rd, 2015

BETWEEN: PROSPECT PARK EAST RIVER ROAD IMPROVEMENT ASSOCIATION (PPERRIA)
AND: THE HIC/CA PROSPECT PARK JV, LLC

RE: PROPOSED PROSPECT PARK STATION DEVELOPMENT
2929 UNIVERSITY AVENUE SOUTHEAST
MINNEAPOLIS, MINNESOTA 55414

The HIC/CA Prospect Park JV, LLC (the "Developer") is seeking approvals from the Minneapolis Planning Commission ("MPC") for the Proposed Prospect Park Station Development at 2929 University Avenue Southeast for a mixed-use project with 336 apartments, 29,000 square feet grocery store, 1,100 square feet liquor store and 9,000 square feet of restaurant space with approximately 287 spaces in an underground parking garage and on-grade parking for 71 cars. As part of this process, the Developer has held periodic discussions with the Zoning and Project Review Committee of the Prospect Park East River Road Improvement Association ("PPERRIA") over the past eighteen months, resulting in a plan for the Project that responds to the community's endorsed vision. This plan was presented to the committee on August 6, 2015, revised and submitted to the City for comment, further revised and presented to PPERRIA on August 25, 2015 and again on November 3rd, 2015(The "Project Plan"). The Developer and PPERRIA believe these interactions have resulted in a better overall plan for the Project than was initially proposed – better both for the neighborhood and for the Developer. The intention of this MOU is to detail the commitments that the Developer is making to the neighborhood in order to secure PPERRIA support for the Project:

- The Project supports University District Alliance Principles as detail in the "Conformance to UDA Design Principles of Proposed Prospect Park Station Project" (see attachment) and the Developer agrees to continue to work with and gain the support of PPERRIA as the project design is refined and the project is implemented.

- PPERRIA acknowledges the developer has been heavily involved in the Green 4th Initiative and Mississippi Watershed Management Organization with regards to the shared district storm water system.

- PPERRIA supports rezoning of the Project site to the C3A zoning district.

- PPERRIA supports the following design features of the Project Plan and approval of any conditional use permit, variance, encroachment permit or other permit or approval required to allow them:

  - Parking lot frontage along 4th Street and 30th Avenue in excess of the allowed maximum of 60 feet. The Developer agrees to screen the parking lot perimeter in coordination with the

Green 4th Initiative and to design the character of the parking area as a pedestrian-friendly plaza environment.

- Increase of the maximum allowed area for a projecting sign in this zoning district as shown on the building elevations. The Developer agrees that the sign will contain only the name of the apartment building and restaurant, will have no blinking lights or moving features and that the final design will be reviewed and supported by PPERRIA.

- Increase of the maximum height of the building from 4 stories to 14 stories. Final selections of materials and colors will be reviewed and supported by PPERRIA.

- Increase of the maximum FAR from 2.7 to 3.41 to increase the density desired by the community.

- Increase of the allowable gross floor area of a retail sales and services use within the building from 8,000 square feet to approximately 40,000 square feet to provide the grocery store long sought by the community.

- Reduction of the off street loading requirement from 4 large and 1 small to 3 large and 2 small loading spaces.

- Increase of the amount and type of building signage allowed as shown on exterior building elevations. (NOTE: the blade configuration will announce the restaurants and add to the vitality and variety of the avenue.)

- Building placement more than 8 feet from the property line in locations shown on the north side of the site plan. This will enhance the residential entrance on the northwest corner and will allow for the grocery store to function properly with both parking and pedestrian movement.

- Overhang of the deck at the entrance of the grocery store into the right-of-way to provide a public space for sidewalk service.

- The exterior building design, including the way the glass tower wraps around the punched opening of the building for improved street presence and overall project design.

- The proposed sidewalk and landscaping improvements in the road rights-of-way for University Avenue, 29th Avenue, 4th Street and 30th Avenue.

The Developer will continue to make best efforts to work with the Prospect North Partnership and Evergreen Energy to determine the viability of participation in the future district energy system.

- Exterior building design is represented in the site plan, floor plans, elevations and renderings submitted to the City planning staff and dated October 23rd, 2015 and shown to PPERRIA November 3rd, 2015. If substantial changes to the Project plans, including exterior materials, are proposed, they should be reviewed with the PPERRIA Zoning and Project Review Sub-committee in a timely manner, to allow a minimum of 7 working days for review and comment before changes are implemented. Notification and review shall include all commercial signage.

- Final Project plans shall be reviewed and approved by Minneapolis CPED-Planning Division Staff.

- The General Contractor for the Project will be licensed, insured, bonded and experienced with the type of work to be performed. Subcontractors will be qualified and will be licensed, insured and/or bonded as required to obtain permits for the work to be performed. Contracts between the Developer and its contractors will include a provision that any permits required by the building code for work performed on the project site shall be obtained prior to commencement of such work.

- This MOU does not address the following points: exterior materials, exterior colors, exterior lighting, signage detail and landscaping. These issues will be reviewed in a series of meetings with PPERRIA Zoning Subcommittee to develop a final MOU.

Signed,

HIC/CA PROSPECT PARK JV, LLC

By: Witch Hat LLC, one of its managers
By: The Harlem Irving Companies, Inc., its Administrative Manager

ON BEHALF OF PPERRIA'S
ZONING & PROJECT REVIEW COMMITTEE

Attachments:

- "UDA Design Principles" document

DRAFT 08/15/11

University District Alliance Design Principles

The Alliance is a partnership of communities, learning institutions, and the City of Minneapolis that works to make the area surrounding the University of Minnesota campus in Minneapolis one that:
· capitalizes on its exceptional resources;
· is vibrant, safe, healthy, and sustainable;
· is a preferred place for people of all ages to live, work, learn, do business, and visit.

These principles were adopted by the University District Alliance to provide a tool for neighbors and developers to build a better District.

Mixed-use and urban density *to accommodate all the people who want to work and live in the District*
Describe how the project helps the District achieve the following objectives. Use narrative, charts and maps.

++ + 0 - -- Provide a mix of uses for the diversity of people who live, work, learn, do business and visit in the district.

++ + 0 - -- Provide the density to support a walkable, transit-oriented urban place, with access to services and amenities.

++ + 0 - -- Contribute to the variety of unit types and rents to accommodate those who want to live in the District

Connections *to create a pedestrian friendly, transit-oriented community*
Describe how the project helps the District achieve the following objectives. Use narrative, maps and site plan.

++ + 0 - -- Create a walkable, bikeable district, with connectivity within the District and to the rest of the city and region.

++ + 0 - -- Support a high quality pedestrian network and public realm and a network of public transit.

++ + 0 - -- Reinforce neighborhood connectivity through the site plan, the architecture and the landscape design.

Public realm *enhanced and enlivened by the adjacent buildings*
Describe how the project helps the District achieve the following objectives. Use site plan, elevations, sections and sketches.

++ + 0 - -- Enhance the safety and friendliness of the street through the street-level design of the building.

++ + 0 - -- Enliven the street with active spaces and entry ways.

++ + 0 - -- Incorporate landscaping, appropriate to local conditions, that contributes to a healthy urban ecology

Urban context *where each building and public space contributes, in a neighborly way, to a sense of place*
Describe how the project helps the District achieve the following objectives. Use site plan, elevation, sections and sketches.

++ + 0 - -- Respect and reinforce the intrinsic character, scale, and architectural fabric of the individual neighborhoods.

++ + 0 - -- Reinforce the diversity of the district with infill that is bold, imaginative and uniquely appropriate to its context.

++ + 0 - -- Contribute to a sense of place by enhancing good qualities of adjacent properties and the broader neighborhood.

Architecture and landscape design *that respects adjacent conditions and strengthens neighborhood identity*
Describe how the project helps the District achieve the following objectives. Use elevations, sections, sketches and samples.

++ + 0 - -- Fit in with existing buildings and urban landscapes.

++ + 0 - -- Contribute to the visual vitality, richness and distinctiveness of the street and neighborhood.

++ + 0 - -- Use materials and methods that assure the building will be an enduring part of the public realm.

Sustainability *with durable, energy-efficient buildings designed for future reuse*
Describe how the project helps the District achieve the following objectives. Use LEEDS or other measure of sustainability

++ + 0 - -- Conserve energy and resources through orientation, massing, choice of materials and operating systems.

++ + 0 - -- Promote easy evolution, maintenance and repair over time.

++ + 0 - -- Protect existing ecosystems and habitat.

Dvorak, Hilary A.

From: Maze, Haila R.
Sent: Wednesday, November 04, 2015 12:37 PM
To: Dvorak, Hilary A.
Subject: FW: [ppe-list] PPELIST: Comment and response on proposed highrise at 2929 University Avenue SE

FYI re: Harlem Irving/Barnhart project

Haila Maze, AICP
Long Range Planning Principal Planner

City of Minneapolis – Community Planning and Economic Development
105 Fifth Avenue South – 200
Minneapolis, MN 55401-2534

Office: 612-673-2098
haila.maze@minneapolismn.gov
www.minneapolismn.gov/cped

From: ppe-list@googlegroups.com [mailto:ppe-list@googlegroups.com] **On Behalf Of** Prospect Park Elist
Sent: Wednesday, November 04, 2015 11:40 AM
To: pp GROUP @googlegroups.com
Subject: [ppe-list] PPELIST: Comment and response on proposed highrise at 2929 University Avenue SE

Contents:
* Comment from Trina Porte, Prospect Park resident: Important update on proposed highrise at 2929 University Avenue SE
* Response to Trina's comment from John Wicks, AIA, PPA Zoning and Project Review Chairperson

SEND POSTINGS TO ppelist@gmail.com

Do not hit "reply" to this message. Please keep attachments less than 1MB

COMMENT FROM TRINA PORTE, PROSPECT PARK RESIDENT:
IMPORTANT UPDATE ON PROPOSED HIGHRISE AT 2929 UNIVERSITY AVENUE SE
Background:

The local developer involved in the building partnership of HIC/CA PROSPECT PARK JV, LLC has been working on plans for 2929 University Avenue SE for 2 years. Their plan used to include 250+ rental-only market rate and luxury apartments plus a 120-room hotel, a grocery store, a liquor store, and other retail space.

As of October 23, that was changed to 336 market rate and luxury apartments, the grocery and liquor stores, more retail, and no hotel. These developers are asking permission to build 10 stories taller in height and 21,000+ square feet larger in retail space than current zoning would normally allow. They're also asking for permission to change the allowable frontage next to an LRT station. Their plan is in two sections, 6 stories tall and 14 stories tall—which is almost 3 times taller than every other apartment building on University Avenue from 27th Avenue all the way into St. Paul.

At the September PPA meeting, the local developer told us that all decisions regarding this site were "in the hands of the Chicago developer," including the number of 1-bedroom units, the number of stories, that 100% of the units are rental-only, and other things people expressed strong concerns about.

I learned after that meeting that we were misled, and before I tell you how, I urge all of you to go to the Minneapolis hearing on 2929 University that is scheduled for Monday, December 7th, at 4:30 p.m. in the City Council chambers. 2929 University had been scheduled for a hearing in November, but the developers submitted plan changes on October 23 that removed the hotel from this development, so clearly they are still able to make big changes in their plans. The hearing is scheduled because these developers need permission to vary their project from current zoning allowances. So if we go voice our concerns, perhaps the people who have the power to make the developers adhere to current zoning might hear more of what neighborhood residents want.

We were misled when we were told that the Chicago developer is completely in charge. The proposed plans that were shared in September actually state that a company was formed by the local and the Chicago developers together to jointly develop this project. This means that the local developer does have input on its specifications until the Chicago developer buys the site outright. Luckily, the local developer has used his input to push the Chicago team to include things like building-wide composting and lots of bicycle parking. But the original plans that 220 people saw at Surly Brewery in February 2015, still include the same high density and high number of stories.

We were also misled when we were told in September that the proposed high-density development will result in less crime. While it may be statistically true that the percentage of crimes per person can go down in a high-density area at times when there is more lighting or activity, the actual number of crimes committed goes up to much higher numbers when there is a much higher number of people there. Just since I moved here 2 months ago, there have been multiple car break-ins, home break-ins, and both physical and sexual assaults. So telling us that adding a few hundred more people to one block will mean less crime is insulting, and shows an alarming lack of concern for our safety. I raised this issue again at the Zoning and Project Review meeting on November 3, but nobody seemed to care as the room was silent when I brought this up.

This neighborhood has already expressed its desire for the kind of home ownership, lower density, and lower building heights that are appropriate for a small business-, family-, and retiree-friendly area. I plan to go to the December 7th hearing to tell the City of Minneapolis to respect these concerns, and take them into account by asking these developers to change their plans to conform to existing zoning laws and to plan a site that will be more in harmony with its neighbors. I hope some of you will join me. Thank you. Trina Porte, resident.

RESPONSE TO TRINA'S COMMENT (SEE ABOVE) FROM JOHN WICKS, AIA, PPA ZONING AND PROJECT REVIEW CHAIRPERSON

Ms. Porte is clearly unaware of the long history behind this project and of PPA's long-standing relationship with the property owners - the Barnharts. The relation between the Chicago developer and the Barnharts is complex since it involves the sale of the property that is conditional on the proposed development. Both parties have been up front about this and open in their dealings with PPA and the neighborhood. The facts are that the Barnharts are selling their property to this developer because he is bringing the much-wanted grocery store, and he is responding to the neighborhood's stated desire for high-density residential development on the north side

of University Avenue. Moreover, the Chicago developer has made several trips to Minneapolis to meet with the PPA committee and has listened carefully to our desires and ideas for the site.

Here is the background and the details of this project:....

Project Background:
The Barnhart's informed PPA members several years ago that they would like to redevelop their property. For those who have attended neighborhood Zoning meetings some developers were more responsive to the Neighborhood interests than others. The Barnhart's indicated that they wanted to work with the neighborhood and that is typically how they have behaved. As a result, they searched for a developer with the capability of doing a large scale (mixed use) urban project and found the firm of Harlem-Irving from Chicago as being capable of the challenge and one who was willing to work with them.

The architectural firm of Tushie Montgomery who has worked with the Barnhart's in the past was selected to design the project, which began early in 2015. By early summer (June) the design team consisting of Harlem-Irving, Tushie Montgomery and the Barnhart's were ready to present the initial concepts to Prospect Park. At our Zoning meeting held in early June, they presented the design. The Total Development Floor Area at that time was 553,962 SF on a site Area of 126,782 SF. The design consisted of 435 parking spaces, 258 Apartments, a 120-unit Hotel, a 3,291 SF Restaurant and 28,594 SF Grocery store. There was no liquor store in the design at the time. It was also agreed that a project "Task Force" would be organized from interested Zoning representatives (with the spare time) to meet regularly with the design team to work on design issues. Through the summer the Task Force met on at least four occasions with the design team. In August a four page "Memorandum of Understanding" was prepared and submitted to Jeff Barnhart and the HIC/CA Prospect Park JV, LLC. This MOU called attention to the topics listed above but with some revisions; parking had changed to 315 indoor spaces and 63 on-grade spaces, an 1,100 SF liquor store was included, the restaurant was slightly smaller and the grocery store slightly larger. PPERRIA Zoning committee in the MOU also supported many of the other aspects of the project such as rezoning to C3A, increase in signage, increase in total stories, increase in maximum Floor Area Ratio. We thought that many of these increases would add to the overall success of the project and not "harm" the neighborhood. The MOU did not deal with exterior materials, colors, lighting, signage detail or landscaping. These would be taken up at a later time.

Only last week the Task Force was informed that changes were in the process for the project and a meeting date to discuss them was scheduled for Thursday, November 5th. However the Zoning Committee has agreed to place on it's agenda a review of the project for Tuesday, November 3rd.

The high rise aspect of the design follows the parameters set down by the Master Planning committee and approved by PPERRIA in the past. Task Force members are pleased with the first developer willing to construct high rise non-student housing north of University Ave. We also feel the 30,000+-SF grocery store will be an asset to the neighborhood. The fact that the hotel is no longer in the project is unfortunate, but there is a new hotel under construction across the street and another new hotel under construction south on Huron. The replacement of the hotel with market rate apartments is far different from the tendency for an increase in student housing and should act as an anchor to the development. The market rate apartments are aimed at other people, the "market audience", who until now have been excluded from student housing developments, namely persons who are in the workforce, seniors, empty nesters, U of M related people and others wishing to downsize who live in Prospect Park. While Ms. Porte would prefer that the developer construct market rate condominiums, very few developers are constructing condominiums anywhere in the Twin Cities area. The market is now trending more and more toward rental, even in down town development.

I'm sure everyone in the neighborhood is concerned with safety. We have regular representation from Police Precinct officers who report on and discuss with us neighborhood crime at PPA meetings. The developers have informed us that the project will have numerous video cameras and safety features, with 24/7 staff. In a large

city like Minneapolis, an individual must be cautious at all times and be familiar with how to look after them self. The presence of the Prospect Park LRT station at the west side of the project will bring Metro Transit Police visits to the area on a regular basis.

Due to the fact that much of the area north of University Avenue consisted of obsolete industries on property with industrial zoning, no one has shown any interest in constructing new industries back on those spaces. The closest thing to industry are the biomedical buildings that the University of Minnesota has constructed to the east and Surly's new brewery and restaurant north of the Transitway and west of Malcolm. PPERRIA Master Planning and the newer PP2020 see the area north of University Avenue as a 21st century residential neighborhood surrounding 4th Street and the 29th Avenue Prospect Park LRT station. Higher density housing is the desire there with University Avenue separating the lower density housing to the south. Much of the area north of University Avenue needs to be rezoned to enable new residential oriented development to take place. I encourage you to support the new development.

Please attend the December 7th hearing and support the Proposed Prospect Park Station Development.

Thank you.

John Wicks, AIA
PPA Zoning and Project Review Chairperson

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