



721 North First Street Apartments: Certificate of Appropriateness Application

**HPC Public Hearing
April 19, 2016**

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March 14, 2016

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Project Description

Prepared by Curt Gunsbury, Developer

We are proposing a 124-unit multifamily building consisting of eight stories and approximately 198,199 square feet. The new building will be constructed on the site of an existing parking lot. We are expecting to break ground in July of 2016 and complete construction in the summer of 2017.

The existing site:

The proposed project is located at 721 North First Street. This site is in the North Loop neighborhood, Council Ward 3, and part of the Saint Anthony Falls Historic District. The site is zoned C3A and made up of one lot. The existing neighborhood is transitioning from industrial to residential and commercial uses; there are presently many residential properties near this site including several new construction projects and several historic rehabilitation projects. The proposed project will replace an existing asphalt parking lot. The combined site is 35,917 square feet (.825 acres). The existing pavement will be removed for construction of the proposed building.

The proposed building:

The proposed building is a 124-unit, market-rate apartment building, with one-and-one-half stories of above-ground parking and one story of underground parking. The total gross proposed building square footage is 198,199. There will be 230 parking stalls in the project, a portion of which will replace the lost parking for the office building across the street. The parking ratio for the building is 1.86. The FAR for the building is 3.3. The eight-story building will be constructed of wood framing and concrete.

Proposed architectural details of the new building:

The building height and street front elevation will complement the scale and massing of the nearby late nineteenth- and early twentieth-century warehouse buildings in the vicinity. The ratio of total building height and total building volume to the site is similar to many of the iconic warehouse buildings that define the Warehouse Historic District and the Saint Anthony Falls Historic District. The active-use first floor and second floor will appear as a one-story base that creates a street front presence similar to that of the neighboring buildings. This area of the building will use a metal and glass window system surrounded by modular brick. The upper floors of the building will be clad in brick and metal panels. The building structure follows the historic typology of warehouses throughout the district where the structural frame takes prominence on the exterior. The structure and in-filled skin will be clad in brick, concrete, metal, and glass—traditional materials found throughout the neighborhood. The eighth story is a mechanical and lobby area for the rooftop patio which will step back significantly from the First Street facade.

Proposed site work:

The site is approximately 35,917 square feet. The first-floor footprint of the proposed building is approximately 26,685 square feet. The building will have a public entrance off of North First Street. The building will have a parking entrance off of Eighth Avenue North, and the existing curb cut will be eliminated on North First Street. Landscaping will be consistent with other buildings in the North Loop and include boulevard trees, boulevard plantings, and a wide, pedestrian-friendly sidewalk.

Proposed variances and CUPs:

The project will require a variance for number of parking spaces and for compact spaces. The parking ratio is 1.86 stalls per unit. The compact ratio is 37%. The project will require a conditional use permit for a height of 90 feet. The project will require site plan review.

We are seeking a conditional use permit and variance in order to develop this site in a manner consistent with long-range planning and historic guidelines for the city and neighborhood. We share a common goal with the neighborhood in that we intend to create a project that is thoughtfully laid out, visually appealing, and in line with historic district guidelines. The building will use high quality, long-lasting materials typically found in the neighborhood. Our previous developments have met many LEED requirements and include the first LEED Gold apartment building in the city. The project at 721 North First Street will be built to a similarly high sustainability standard as our previous projects.

The streetscape landscaping, transparent first floor, and strong street presence will provide an inviting pedestrian experience and greatly enhance the public realm along North First Street and Eighth Avenue North.

History of the Site

First sawmilling, then flour milling, drew industry to the Mississippi River in the mid- to late nineteenth century. Railroads serving these industries, as well as a burgeoning passenger trade, developed a dense network of tracks and depots on the edge of downtown Minneapolis.

The Northern Pacific Railway Company was a prominent player. In 1883-1884, Bassett's Creek between North First and Second Streets was channelized and covered, enabling the railroad to construct an extensive railyard between those streets. A long, narrow freight depot and office stretched along First Street. Between Eighth Avenue and Plymouth, the company developed a maintenance facility including a turntable and coal shed.

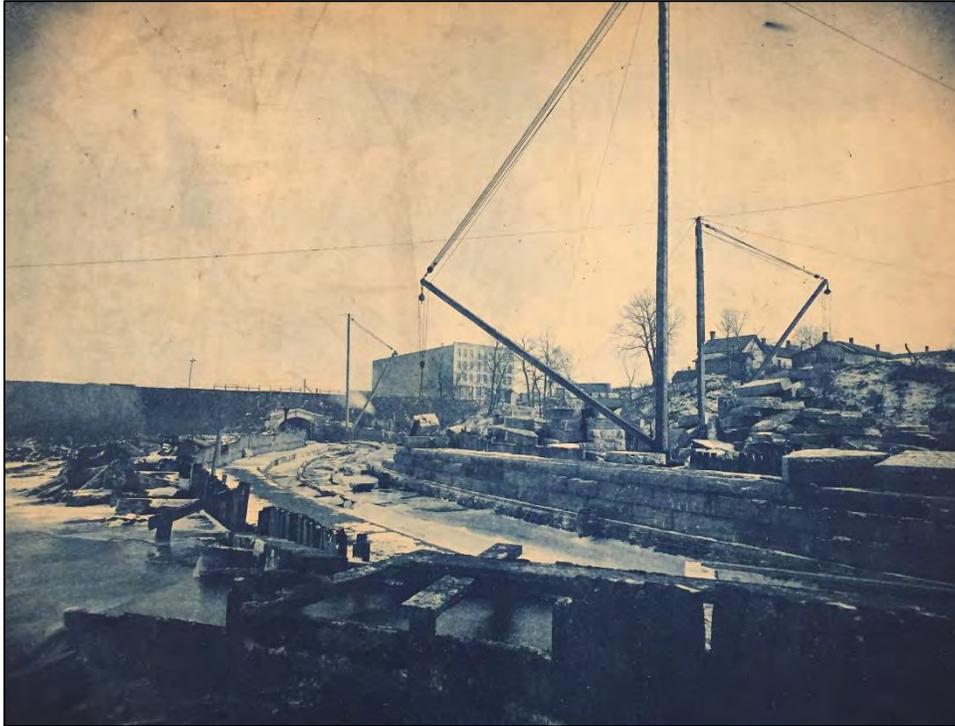
By the late twentieth century, the yards had been abandoned and stood empty for a number of years until the Minneapolis Star Tribune built a printing plant on the northwest side of Eighth Avenue North. The plant and a related parking lot covered the former site of the shops and cut across the rail corridor and beyond, causing North First Street to terminate at Eighth Avenue. In 1997, developer HuntGregory repurposed a several block-long swath of the corridor to the southeast into RiverStation, a \$48 million project that created 348 market-rate residential condominiums. The complex welcomed its first homeowners in 1998.¹

The area southeast of Eighth Avenue and northwest of RiverStation remained surface parking. The proposed project would transform the northwestern end of the parking area into market-rate rental housing.



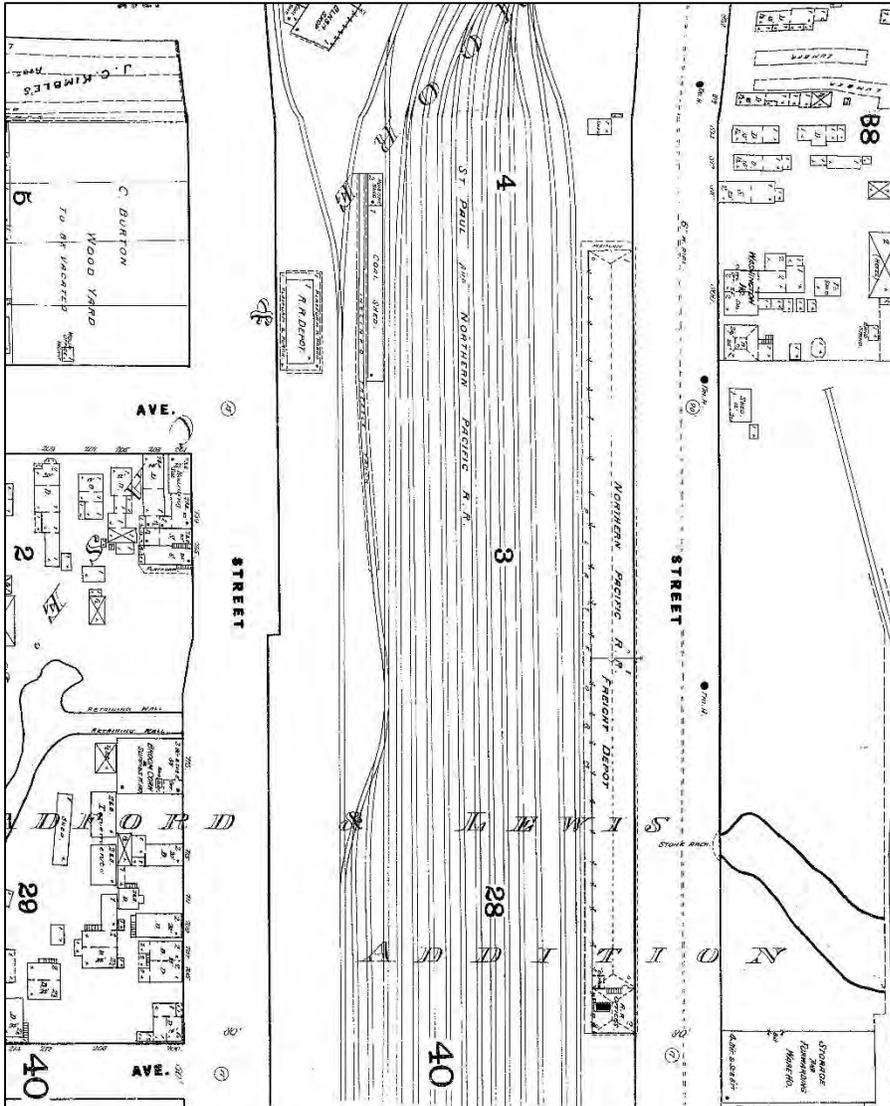
Bassett's Creek tunnel under construction, June 15, 1884, near the southern corner of the site of the proposed development. North Second Street is in the background. The taller building is the Broom Corn and Supplies Warehouse at 725 North Second; small-scale residences are to the left. (Northern Pacific Railway Company Collections, Minnesota Historical Society)

¹ Community Planning and Economic Development, City of Minneapolis, "RiverStation," accessed January 17, 2016, http://www.minneapolismn.gov/cped/projects/cped_riverstation.



Above: Bassett's Creek tunnel under construction on December 9, 1883 (above), and June 15, 884 (below). North First Street is in the background, with a four-story warehouse building (no longer extant) near the corner of First Street and Seventh Avenue. (Northern Pacific Railway Company Collections, Minnesota Historical Society)

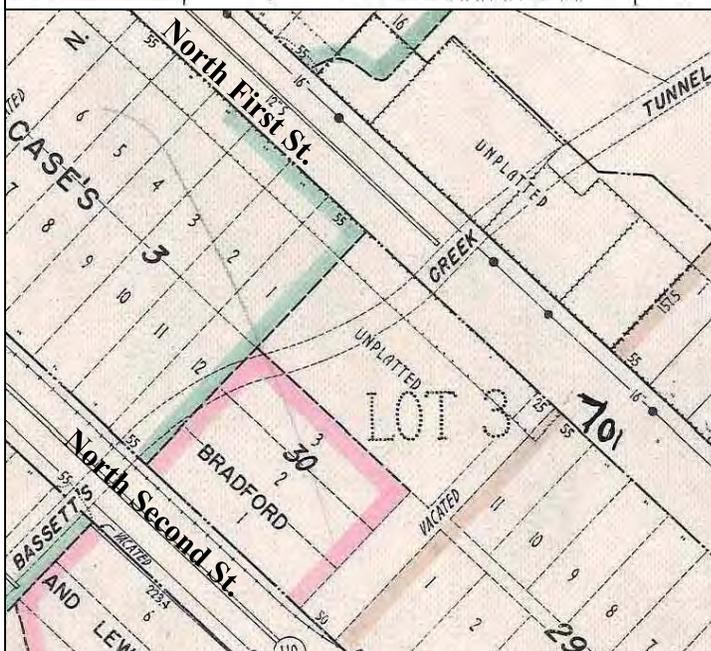




Left: Detail from Sheet 43B in Volume 2 of the Minneapolis atlas produced by the Sanborn Map and Publishing Company (New York) in 1885, updated in 1889. The Northern Pacific railyards fill the area between First and Second Streets, completely obscuring Bassett's Creek—which is visible beyond these streets.

Below left: Bassett's Creek tunnel is depicted in this detail from Sheet 2 in the Minneapolis atlas issued by the WPA in 1940.

Below right: Google map showing current location of Star Tribune printing plant and River Station condos. The proposed apartment site is in the parking lot between these developments.



Photographs of Current Conditions



Looking northwest on North First Street. The RiverStation condos are on the left. The proposed development site is on the left near the Star Tribune plant, which is in the background.



Above: The Itasca complex on the northeast side of First Street.

Below: Looking west from First Street to the development site, which on the northwestern end of the surface parking lot, along Eighth Avenue.





*Above: Looking south at the site from the corner of First Street and Eighth Avenue.
Below: Looking northeast at the site from the corner of Second Street and Eighth Avenue.*



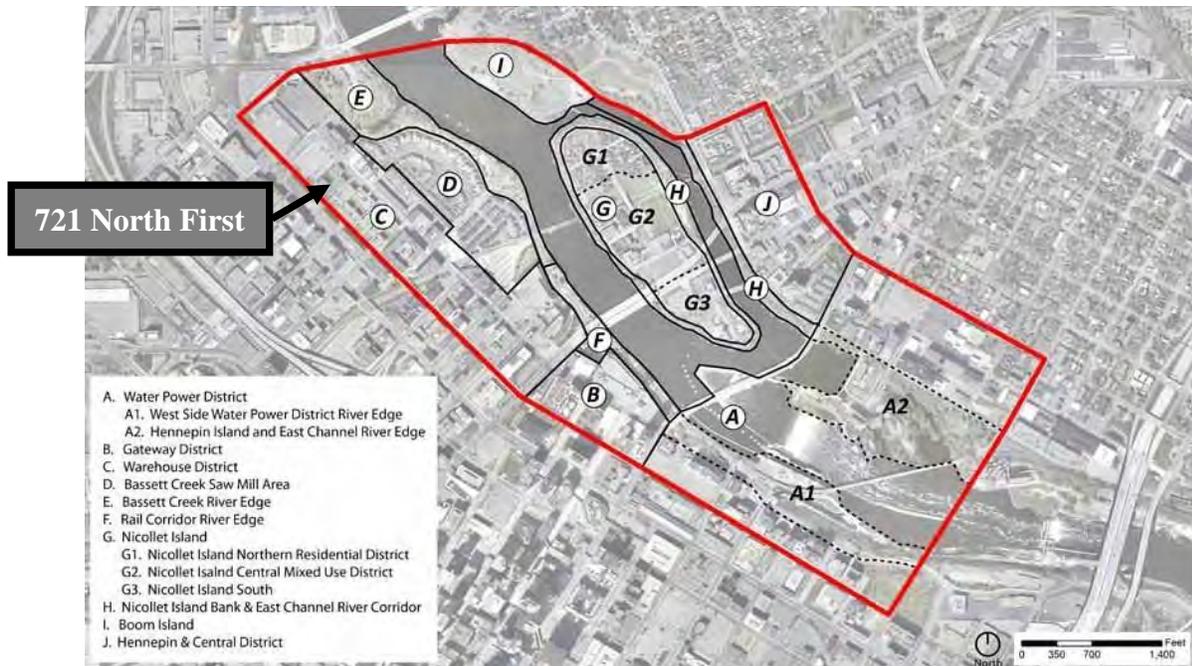


Above: Looking northeast at the site from Second Street.

Below: Looking northwest on Second Street. The site is beyond the RiverStation condo development to the right.



Saint Anthony Falls Historic District Design Guidelines



Landscape, Streetscape and Open Space

- 6.1 Retain existing features of historic landscapes including but not limited to plant materials, waterways and grade changes.**
 Not applicable; no historic landscape remains.
- 6.2 Design new landscapes to be in harmony with the overall historic character of the district.**
- A new landscape design should not impede one's ability to understand the historical function and character of the context.*
 - A new landscape design should not convey a false sense of history. Designs that reflect their own time, while helping to convey the history of a site, are appropriate.*
 - A new landscape design that helps interpret the history of a site is encouraged. This does not have to be a literal interpretation.*

The proposed landscaping is around the periphery of the building, which fills most of the site. The site allows for only limited landscaping, maintaining the typical ratio of building to site that has been the historical pattern in the warehouse district. The proposed landscape design provides a transition between the building and the sidewalk/adjacent lots. Plantings include trees (bur oak, elm, and Swedish columnar aspen) ornamental trees (Japanese lilac trees, viburnum, and serviceberry), shrubs (arborvitae and boxwood), and perennials, grasses, and ground covers (catmint, grass, boston ivy, daylily). The smaller-scale plants will be mostly along the main street frontages, acknowledging the residential

scale of the building. The variety of the plant materials and asymmetrical groupings provide irregularity in the design and avoid the disease potential associated with a monoculture.

The landscape design reflects its twenty-first-century origins and is compatible with the historic character of the warehouse district.

6.3 Use landscape designs to promote energy efficiency and water conservation.

A landscaped area incorporating an infiltration basin will be by the parking area at the southern corner of the site.

6.4 New or replacement street furnishings, such as street lights and street furniture, shall be compatible with the context of the individual character areas.

a. In historic industrial areas, simple contemporary utilitarian designs are appropriate for street furnishings.

c. Designs that create a false sense of history, such as highly ornate historic styles, are not appropriate.

The streetlights will be the Minneapolis standard used throughout the district.

6.5 Consider integrating interpretive materials into street furnishings.

a. Designs that interpret the history of the area are appropriate.

Not applicable—there will be no street furnishings other than the city standard streetlights.

6.6 Streetscape plantings should be compatible with the context of the individual character areas.

a. In historic industrial areas, street trees should be clustered and have irregular spacing to evoke a sense of the volunteer nature of vegetation of these industrial settings.

b. Boulevard plantings will be considered in historic industrial areas.

e. Street trees shall not be located directly in front of entrances.

Boulevard trees are not located directly in front of the primary First Street entrance.

Given the small space available for landscape features, irregularity will be provided by a variety of species rather than by spacing. Also, some of the groupings of trees are asymmetrical.

6.7 New designs for open spaces and parks should be compatible and reflective of the historic context of the individual character areas.

a. Incorporate the remnants of historic infrastructure and buildings into new designs for open spaces and parks.

b. Retain the historic orientation and access patterns of sites.

c. Interpret the historic use of the site through new design elements.

d. The volunteer pattern of historic landscapes should be reflected in industrial settings.

e. In historic commercial and residential areas, traditional and contemporary vegetation plans for open spaces and parks are appropriate.

Not applicable. A park was previously proposed in the south corner of the site, but the need to avoid the Bassett's Creek tunnel has caused a revision to the building's footprint,

complicating provisions for parking. As a result, that corner will hold surface parking to provide sufficient parking for the project.

General Guidelines

Requirements 7.1 – 7.5 are not applicable.

7.6 Minimize the visual impacts of building equipment as seen from the public way.

a. Do not locate equipment on a primary facade. Primary wall penetrations for HVAC equipment are not permitted.

b. Prioritize use of low-profile or recessed mechanical units on rooftops.

c. Rooftop equipment on residential and commercial buildings shall be set back from the primary building facade by a minimum of one structural bay or 15', whichever is greater.

The two central bays of the First Street facade will hold HVAC vents. The vents will be concealed by grilles that serve as spandrels below the windows, incorporating this feature into the architectural design. On the Eighth Avenue facade, the doors on the first-floor units will be recessed and the vents will be in the recessed area, perpendicular to the street. On the upper floors, grilles concealing HVAC vents will be vertical, adjacent to the windows, and matching the height of the windows. Again, this will make them an architectural feature. On the opposite side of the building, which overlooks a remaining surface parking lot, the HVAC vents will be visible. This is a secondary facade and is recessed behind the longer front facade on First Street, which will help to obscure the wall. The vent grilles will match the color of the metal panels. There will be no vents on the west facade.

7.7 Minimize the visual impacts of utility lines, junction boxes and similar equipment.

a. Locate utility lines and junction boxes on secondary walls and group them.

b. Locate utility pedestals (ground mounted) to the rear of the building.

c. Enclose lines in conduit.

d. Paint these elements to match the existing background color.

The visibility of utility lines, junction boxes and similar equipment will be minimized as much as possible.

7.10 On a new building, locate balconies such that the traditional character of the block, as perceived at the street level, is maintained.

a. When a building wall is positioned near the sidewalk edge, locating a balcony at the third floor or above is preferred.

b. Consider providing a balcony that is inset instead of one that projects from the front facade. This can reinforce the concept of a simple rectangular form.

Balconies will not be installed on the First Street facade and will only be included on the third through sixth levels of the northwest and southwest facades. A few balconies will project from the second level of the southeast facade—in addition to the balconies on the third through sixth levels on that facade—but this is the back of the building, so the balconies will have little visual impact.

7.11 A new balcony should be simple in design so as not to detract from the historic character.

- a. The balcony should appear mostly transparent.*
- b. Simple metal work is most appropriate on commercial/mixed-use buildings.*
- e. Use colors that are compatible with the overall color scheme of the building. In most cases, dark metal matte finishes are appropriate.*

The balconies are a simple projecting box with utilitarian tie-backs and glass railings. Metal will be dark, similar to the color of the metal panels facing the building.

7.12 Minimize the visual impact of a roof deck as seen from the street.

- a. On a commercial or industrial building, set any guard rails and other supporting elements back one structural bay or 15', whichever is greater, from the facade so that they are not visible from the sidewalk below.*

The roof deck will be at least one bay back (more than 15 feet) from all facades and have glass railings, which will further reduce the deck's visibility.

7.18 Identification, interpretive and wayfinding signage are encouraged.

The project includes building identification signage at the front canopy and five blade signs. The canopy sign consists of individual letters mounted on a channel and washed with LED lighting. The top of the letters are 14' above grade, conforming to the 14' height limitation given in the design guidelines. The letters are about 2' high and extend total of about 14'. Blade signs are mounted perpendicular to the building near the two corners of the First Street facade, near the two corners of the Eighth Avenue facade (including one by the garage entry), and one on the north end of the southwest facade. The signs are internally lit metal boxes with cut letter openings outfitted with acrylic letters. The signs are 3' tall, 6' long, and about 8' deep; the letters project another 1" from each side.

The proposed signage exceeds the number and dimensions of signage allowed under the HPC's sign guidelines, but the guidelines state that the "HPC will consider special situations including building condition, building orientation, historic precedence and exceptional design proposals." In this case, the scale of the building can accommodate the proposed signage, the building has three facades where signage is appropriate, and the sign designs will complement the character of the historic district, so there is justification for allowing more signage that allowed under the guidelines.

7.19 Contemporary sign designs that do not create sense a false sense of history are appropriate.

The proposed signage is compatible with historic district while clearly reflecting its twenty-first-century origins. The identification signage at the front canopy is in keeping with the design of the canopy, which is a modern interpretation of a traditional form. Blade signs are common in the historic district.

New Infill Building Guidelines

9.1 Maintain the alignment of building fronts along the street.

- a. Locate a new building to reflect established setback patterns along the block.*

The building will edge the sidewalk on First Street and set back slightly from Eighth Avenue, following the pattern of historic buildings in the vicinity.

9.2 Respect alignment patterns associated with historic infrastructure.

Not applicable—this site held a railyard.

9.3 Maintain the traditional orientation pattern of buildings facing the street.

a. Locate the primary entrance to face the street and design it to be clearly identifiable.
The primary entrance will be situated in the center of the First Street facade and will be clearly identifiable.

9.4 Design a new building to reflect its time while respecting key features of its context.

The scale, massing, and materials of the proposed building are similar to other buildings in the Warehouse Character Area.

9.5 A contemporary interpretation of traditional designs is appropriate.

While compatible with the historic district and Warehouse Character Area, the design of the proposed building is clearly a product of the twenty-first century.

9.6 An interpretation of a historic style that is authentic to the district will be considered if it is subtly distinguishable as being new.

Not applicable.

9.7 Incorporate traditional facade articulation techniques in a new design.

a. Use these methods:

- *a tall first floor*
- *vertically proportioned upper story windows*
- *window sills and frames that provide detail*
- *horizontal expression elements, such as canopies, moldings and cornices*
- *vertical expression features, such as columns and pilasters*
- *a similar ratio of solid wall to window area*

The design features the classic base/column/capital configuration that is common with historic buildings in the area. The first floor is taller than the upper floors. The brick towers on the Eighth Avenue facade are similar to features in historic warehouse buildings and also complement the newer Star Tribune plant across the street.

9.8 Maintain the traditional size of buildings as perceived at the street level.

a. The height of a new building should be within the height range established in the context, especially at the street frontage.

b. Floor-to-floor heights should appear similar to those of traditional buildings.

The building's overall height and floor-to-floor heights will be compatible with surrounding historic buildings when experienced at the street level.

9.9 The overall height of a new building shall be compatible with the character area.

The new building is in the category of “low-rise building” as defined by the design guidelines. As such, it is compatible with the Warehouse Character Area.

9.10 Position taller portions of a structure away from neighboring buildings of lower scale.

Not applicable—the historic buildings across First Street are similar in scale to the proposed building.

9.11 Provide variation in building height in a large development.

a. In order to reduce the perceived mass of a larger building, divide it into subordinate modules that reflect traditional building sizes in the context. Too much variation in building height is inappropriate.

b. Vary the height of building modules in a large structure, and include portions that are similar in height to historic structures in the context. However, avoid excessive modulation of a building mass, when that would be out of character with simpler historic building forms in the area. Too much variation in building massing is inappropriate.

The proposed building is mostly the same height, but stair towers along Eighth Avenue rise above the roofline and provide variation.

9.12 Maintain the scale of traditional building widths in the context.

a. Design a new building to reflect the established range of the traditional building widths in the character area.

b. Where a building must exceed this width, use changes in design features so the building reads as separate building modules reflecting traditional building widths and massing. Changes in the expression and details of materials, changes in window design, facade height or materials are examples of techniques that should be considered.

c. Where these articulation techniques are used, they shall be expressed consistently throughout the structure, such that the composition appears as several building modules. Attention to the designs of transitions between modules is important. Too much variation, which results in an overly busy design, is inappropriate.

The building is oriented to First Street, and the width of that facade is similar to other historic buildings on First Street. On Eighth Street, variation is provided by the rhythm of the brick and metal panels as well as setbacks in the facade, which moderate the scale.

9.13 A block-long building facade is inappropriate.

a. A block-long building width will be considered if the facade reads as separate building modules.

As noted in 9.12, the design of the new building uses building materials and setbacks to carefully articulate smaller modules in the design.

9.14 A new commercial or mixed-use building should be incorporate a base, middle, and cap.

a. Traditionally, buildings were composed of these three basic elements. Interpreting this tradition in new buildings will help reinforce the visual continuity of the area.

The building's design displays the traditional base-column-capital articulation, with a tall first-floor base. The top floor of the sections facing First and Second Streets are clad in smooth metal panels, a contrast to the brick on the middle floors (the "column"), creating a "cornice." The same articulation appears on the end modules of the Eighth Avenue

facade, with corrugated metal panels serving as the “column” section. The brick will extend into the garage opening to maintain the visual integrity of the brick module at that end of the facade. On the less-visible southeast facade, facing the neighboring parking lot, the base will be CMU. The CMU will incorporate panels to provide visual interest. The “capital” will be interrupted on the sixth floor for a ribbon of windows for a common-area lounge for residents. Given that this facade fronts on a surface parking lot, it will only be visible at an angle, so the composition of the entire facade will not be viewed from the public right-of-way. The ribbon of windows will not distract from the overall sense of the facade’s design.

9.15 Establish a sense of human scale in the building design.

- a. Use vertical and horizontal articulation techniques to reduce the apparent mass of a larger building and to create visual interest.*
 - b. Express the position of each floor in the external skin of a building to establish a scale similar to historic buildings in the district.*
 - c. Use materials that convey scale in their proportion, detail and form.*
 - d. Generally, the facade in most contexts should appear as a relatively flat surface, with any projecting or recessed “articulations” appearing to be subordinate to the dominant form. Exceptions are in lower scale single-family settings.*
 - e. Design architectural details and other features to be in scale with the building. Using windows, doors, storefronts (in commercial buildings) and porches (in lower scale residential buildings) that are similar in scale to those seen traditionally is appropriate.*
- The fenestration pattern establishes a human scale that relates to historic buildings in the vicinity. Stoops for the first-floor units along Eighth Avenue recall the loading docks that historically appeared throughout the warehouse district. Brick sections provide a human-scale element along the sidewalk. The setbacks along Eighth Avenue are subtle, helping to reduce the mass of that facade.

9.16 Use simple, rectangular roof forms in commercial, warehouse and industrial contexts.

- a. Flat roofs are appropriate on the majority of the buildings in the district.*
- The proposed building has a flat roof.

9.17 Design a roof to be similar in form to those used traditionally in the character area.

- a. “Exotic” roof forms, such as A-frames and steep shed roofs, are inappropriate. However, exotic forms may be appropriate for “signature” civic facilities.*
 - b. Some variation in roof form is appropriate for a larger building mass, but avoid overly complex forms that would be out of character with the context.*
 - c. Use gable and hip roofs in the lower-scaled residential neighborhoods.*
- The proposed flat roof is similar to those used traditionally in the warehouse district.

9.18 Locate a primary building entrance to face the street.

- a. Position a primary entrance to be at the street level in an urban setting.*
 - b. Recessed entries are encouraged to avoid door swing conflicts with the sidewalk and to provide shelter.*
- The primary entrance on First Street is at the street level and recessed.

9.19 Design a building entrance to appear similar in character to those used traditionally.

a. Clearly define the primary entrance.

b. Use a contemporary interpretation of a traditional building entry, which is similar in scale and overall character to those seen historically.

The primary entrance is centered in the main facade as is common in nearby historic buildings. (The single-story section at the south end of the facade is recessed, so it does not visually “read” as part of the facade’s overall design, which is symmetrical.) The recessed design is a contemporary interpretation of a more traditional recessed door and is highlighted by a canopy, as is also common in the district. The visibility of the entry is further reinforced by a two-window-wide recessed bay in the second through fourth floors above the entryway.

9.20 Building materials shall be similar in scale, color, texture and finish to those seen historically in the context.

a. Masonry (i.e., brick and stone) that has a modular dimension similar to those used traditionally is appropriate.

b. A facade that faces a public street should have one principal material, excluding door and window openings, and may have one to two additional materials for trim and details. Permitted materials include, but are not limited to, brick, stone, terracotta, painted metal, exposed metal, poured concrete and precast concrete.

c. The material also should be appropriate to the context.

Brick and metal are common building materials in the historic district. The color and size of the proposed brick is similar to brick used historically. The proposed painted metal panels are compatible with traditional materials in the district and serve as the cornice and coping accents on the First Street facade. These materials wrap around to the other facades, unifying the design while modulating the building’s scale. Concrete block was also used during the historic district’s period of significance, so the CMU on the southeast facade is appropriate, especially since common brick and other less-expensive materials were historically used on secondary facades.

9.21 Contemporary materials that are similar in character to traditional ones will be considered.

a. Generally, one primary material should be used for a building with one or two accent materials. Accent materials should be used with restraint.

b. A second material may be used on side or rear walls in a context in which such a tradition is demonstrated historically. It is inappropriate in the Water Power Area.

c. A glass curtain wall will be considered as a principal material.

d. Contemporary, alternative materials should appear similar in scale, durability and proportion to those used traditionally.

e. Cementious-fiber board, with exemplary detailing, will be considered in lower scaled residential settings. Other imitation or synthetic siding materials, such as plastic, aluminum or vinyl, are inappropriate in the lower scale residential contexts.

Brick and metal are the two primary materials. Their roles in the overall design varies by elevation. On the First and Second Street ends, brick is the primary material and flat

metal panels establish a cornice. The brick sections wrap around to the other facades, trimming the ends of the corrugated metal-panel sections that dominate these facades. The smooth and corrugated metal panels are the same color, providing subtle variety by having different shadow lines without jarring differentiation. A CMU base along the parking lot (southeast) side relates to both the brick and metal panel colors and will be partially obscured by landscaping. The interplay between these materials gives cohesiveness, interest, and elegance to the design without being “busy.”

9.22 Use high quality, durable materials.

- a. Materials should be proven to be durable in the local Minneapolis climate.*
- b. The material should maintain an intended finish over time, or acquire a patina, which is understood to be a likely outcome.*
- c. Materials at the ground level should withstand on- going contact with the public, sustaining impacts without compromising the appearance*

The proposed design uses high-quality, durable materials, including fiberglass windows, that will weather well and be energy-efficient.

9.23 The use of a contemporary storefront design is encouraged in commercial settings.

Not applicable; the building will not have commercial tenants. The first-floor windows will feature a contemporary design that is compatible with the historic setting.

9.24 Arrange windows to reflect the traditional rhythm and general alignment of windows in the area.

- a. Use appropriate window rhythms and alignments, such as:*
 - *Vertically proportioned, single or sets of windows, “punched” into a more solid wall surface, and evenly spaced along upper floors*
 - *Window sills or headers that align*
 - *Rows of windows or storefront systems of similar dimensions, aligned horizontally along a wall surface*
- b. Creative interpretations of traditional window arrangement will be considered.*

The proposed fenestration pattern is traditional and the windows are recessed from the facade (see A3.0), creating shadow lines similar to historic punched window openings.

9.25 Use durable window materials.

- a. Appropriate window materials include metal and wood frame.*
- b. Inappropriate window materials include plastic snap-in muntins and synthetic vinyl.*

The proposed building will have commercial-grade metal storefront units at the front door and lobby and high-quality fiberglass windows of the same color and matching finish throughout the rest of the building.

9.26 A canopy/awning should be in character with the building

A canopy will extend from the front entry, highlighting the central entrance that is a traditional pattern in the historic district. The flat canopy is a modern interpretation of the angled awnings and canopies that historically appeared throughout the district.

9.27 A new accessory structure should be subordinate in height, mass and scale to the primary building on the lot.

Not applicable; no accessory structures are proposed.

9.28 A new accessory structure should be located to the rear of the lot.

Not applicable; no accessory structures are proposed.

Warehouse District Character Area (Area C)

10.26 Provide historic platting and the continuation of First Street North in future redevelopment opportunities, when feasible.

Not applicable.

10.27 Maintain the alignment of buildings at the sidewalk edge.

The building will be flush with the sidewalk along First Street and slightly set back along Eighth Avenue, both traditional alignments in the historic warehouse district.

10.28 Sidewalks and streets should be simple and functional, with an authentic use of materials.

a. The use of faux materials (e.g., stamped concrete) is inappropriate.

There will be decorative concrete pavement at the main First Street entry (see C2.1) that helps to emphasize that entry.

10.29 Provide views and access through to the river.

Not applicable.

10.30 Preserve the double-fronted orientation of historic buildings.

a. Warehouses were typically oriented to the street and rail yards resulting in a double-fronted building. Preserve platforms and entrances that occur on both sides of these building types.

Not applicable.

10.31 Provide edges to reinforce the historic pattern of the street wall in the older section and to better define the public/ private interface in the newer residential neighborhood.

a. Informal hedges and fences of simple, industrial materials are appropriate for defining edges.

Not applicable.

10.32 Integrate interpretative features for former Northern Pacific rail yard between 1st and 2nd Streets North, when feasible.

Historic images, including images showing the tunneling of Bassett's Creek and the railyard, will be included as part of the interior design.

10.33 New infill shall be within the range of heights seen historically in the area with a maximum height of six stories.

a. Mid-rise and low-rise building heights are most appropriate.

The proposed building will be six stories, qualifying as a “low rise” as defined by the guidelines, thereby complying with this requirement.

Certificate of Appropriateness Findings per Section 599.350

(1) The alteration is compatible with and continues to support the criteria of significance and period of significance for which the landmark or historic district was designated.

The proposed project is within the boundaries of the Saint Anthony Falls Historic District. It is not in the boundaries of the Minneapolis Warehouse Historic District, but that district includes properties directly across First Street from the project site. The Saint Anthony Falls Historic District is designated as both a National Register and a local landmark district. It is significant under National Register Criteria A and C in the areas of architecture, commerce, industry, and transportation. It also is of interest under Criterion D for its archaeological resources. The National Register district was created in 1971, and at that time nominations did not delineate a period of significance. For its work related to the district, the HPC has assumed a period of significance of 1848 to 1941.

The HPC recently revised its design guidelines for the district. The guidelines identify “character areas” within the district, and 721 North First Street is in the “Warehouse District.” The site was developed as a railyard for the Northern Pacific Railway in the 1880s and retained that function beyond the end of the period of significance. The rail use was subsequently discontinued and the tracks and related facilities were removed, and most of the former railyard area has been filled in with new residential, commercial, and industrial development. The project site, now a surface parking lot, no longer exhibits physical integrity from the railyard period. In erecting a rental residential building on this site that meets the HPC’s design guidelines for new construction for the Saint Anthony Falls Historic District, the proposed construction will be compatible with and continue to support the criteria of significance and period of significance for the district that was designated.

(2) The alteration is compatible with and supports the interior and/or exterior designation in which the property was designated.

The new construction is compatible with the historic district designation because it will conform to the district’s design guidelines for new construction.

(3) The alteration is compatible with and will ensure continued integrity of the landmark or historic district for which the district was designated.

The new construction will replace a modern surface parking lot that is noncontributing to the district, so it will not damage the continued integrity of the historic district,

(4) The alteration will not materially impair the significance and integrity of the landmark, historic district or nominated property under interim protection as evidenced by the consistency of alterations with the applicable design guidelines adopted by the commission.

The new construction will not materially impair the significance and integrity of the historic district because it will replace a noncontributing surface parking lot and will conform to the district’s design guidelines for new construction.

(5) The alteration will not materially impair the significance and integrity of the landmark, historic district or nominated property under interim protection as evidenced by the consistency of alterations with the recommendations contained in The Secretary of the Interior's Standards for the Treatment of Historic Properties.

The elimination of a noncontributing surface parking lot is not prohibited by the Secretary of the Interior's Standards for the Treatment of Historic Properties, so this action will not materially impair the significance and integrity of the historic district.

(6) The certificate of appropriateness conforms to all applicable regulations of this preservation ordinance and is consistent with the applicable policies of the comprehensive plan and applicable preservation policies in small area plans adopted by the city council.

The North Loop Small Area Plan supports new construction that maintains the residential character of the area and enhances the historic character of the National Register and local districts. The proposed apartment building development conforms to this plan.

(7) The destruction is necessary to correct an unsafe or dangerous condition on the property, or that there are no reasonable alternatives to the destruction.

Not applicable.

(8) The description and statement of significance in the original nomination upon which designation of the landmark or historic district was based.

The new construction will not affect the description and statement of significance of the original historic district nomination.

(9) Where applicable, Title 20 of the Minneapolis Code of Ordinances, Zoning Code, Chapter 530, Site Plan Review.

The applicant plans to meet the requirements of this regulation.

(10) The typology of treatments delineated in the Secretary of the Interior's Standards for the Treatment of Historic Properties and the associated guidelines for preserving, rehabilitating, reconstructing, and restoring historic buildings.

By meeting the HPC guidelines for new construction, which are based on the Secretary of the Interior's Standards for the Treatments of Historic Properties and related guidelines, the project will conform.

(11) The alteration is compatible with and will ensure continued significance and integrity of all contributing properties in the historic district based on the period of significance for which the district was designated.

See entries above.

(12) Granting the certificate of appropriateness will be in keeping with the spirit and intent of the ordinance and will not negatively alter the essential character of the historic district.

See entries above.

(13) The certificate of appropriateness will not be injurious to the significance and integrity of other resources in the historic district and will not impede the normal and orderly preservation of surrounding resources as allowed by regulations in the preservation ordinance.

The new construction is at the edge of the district and it will meet the guidelines for new construction. As a result, it will not be injurious to other resources in the historic district and will not impede the preservation of the surrounding resources.



721 FIRST STREET NORTH APARTMENTS

NORTH LOOP, MINNEAPOLIS, MINNESOTA

SHEET INDEX:

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-A1.1	1ST FLOOR & MEZZANINE PLAN	03/09/16
-A1.2	BELOW GRADE GARAGE PLANS	03/09/16
-A1.3	2ND - 5TH FLOOR PLANS	03/09/16
-A1.4	6TH FLOOR & ROOF PLAN	03/09/16
-A2.0	EXTERIOR ELEVATIONS	03/09/16
-A2.1	EXTERIOR COLOR ELEVATIONS	03/09/16
-A2.2	EXTERIOR PERSPECTIVES	03/09/16
-A3.0	SECTIONS & DETAILS	03/09/16
-A4.0	SITE CONTEXT IMAGES	03/09/16
L1.0	LANDSCAPE PLAN	03/09/16
C0.0	SURVEY	03/09/16
C2.0	SITE PLAN	03/09/16
C3.0	GRADING PLAN	03/09/16

DEVELOPMENT SUMMARY:

721 1ST STREET NORTH, MINNEAPOLIS, MINNESOTA
 NORTH LOOP NEIGHBORHOOD
 COUNCIL WARD 3
 ST. ANTHONY HISTORIC DISTRICT

124 APARTMENT UNITS
 6 STORIES ABOVE GRADE W/ 2 LEVELS OF BELOW GRADE PARKING GARAGE
 1ST FLOOR: GARAGE, RESIDENTIAL COMMON AREA, WALK UP UNITS
 1ST FLOOR MEZZANINE: GARAGE, RESIDENTIAL COMMON AREA, UNIT LOFTS
 2ND - 6TH FLOOR: RESIDENTIAL UNITS
 ROOF: COMMON RESIDENTIAL ROOF DECK

ZONING: C3A
 SITE AREA: 35,917 SF
 FLOOR AREA RATIO: 119,919 SF / 35,917 SF = 3.3
 NUMBER OF STORIES: 6 STORIES + MEZZANINE + ROOF DECK = 8 STORIES
 BUILDING HEIGHT ABOVE GRADE:
 PRIMARY ROOF: 76'-0"
 TOP OF STAIR TOWERS: 85'-0"
 TOP OF MECH / ELEV. PENTHOUSE: 90'-0"
 PARKING RATIO:
 230 STALLS / 124 UNITS = 1.85



DEVELOPER:

SOLHEM COMPANIES

CURT GUNSBURY 612-598-9416

701 N 2ND STREET
 SUITE 107
 MINNEAPOLIS, MN 55401

ARCHITECT:

MOMENTUM DESIGN GROUP

JESSE HAMER 612-859-5833

765 N HAMPDEN AVE
 SUITE 180
 ST. PAUL, MN 55114

HISTORICAL CONSULTANT:

HESS, ROISE AND COMPANY

CHARLENE ROISE

100 NORTH FIRST STREET
 MINNEAPOLIS, MN 55401

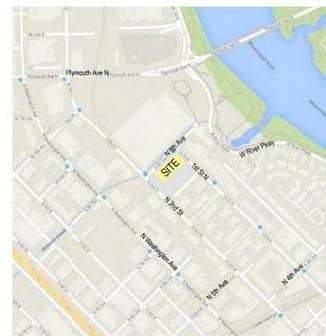
CIVIL ENG. & LANDSCAPE ARCHITECT:

CIVIL SITE GROUP

MATT PAVEK 763-213-3944

4931 WEST 35TH STREET
 ST. LOUIS PARK, MN 55416

PROJECT SITE LOCATION:



PROJECT SUMMARY:

GROSS BUILDING AREA BY FLOOR		GROSS BUILDING AREA BY USE		GROSS BUILDING AREA BY USE	
GARAGE LEVEL-B2	25848 SF	ABOVE GRADE FLOOR AREA		GARAGE	
GARAGE LEVEL-B1	25848 SF	1st Floor	7635 SF	Below Grade Garage, Lower	25848 SF
1ST FLOOR	26685 SF	1st Floor Mezzanine	1427 SF	Below Grade Garage, Upper	25848 SF
MEZZANINE	10740 SF	1st Floor Mezzanine Lofts	1778 SF	First Floor Garage	19050 SF
2ND FLOOR	21728 SF	2nd Floor	21726 SF	Mezzanine Garage	7535 SF
3RD FLOOR	21726 SF	3rd Floor	21726 SF		78280 SF
4TH FLOOR	21726 SF	4th Floor	21726 SF	Grand total	198199 SF
5TH FLOOR	21559 SF	5th Floor	21559 SF		
6TH FLOOR	21550 SF	6th Floor	21550 SF		
ROOF	789 SF	Elevator Penthouse	789 SF		
Grand total	198199 SF		119919 SF		

UNIT MIX BY TYPE			
UNIT TYPE	COUNT	PERCENTAGE	BEDS
1 BED	45	36%	45
1 BED DEN	42	34%	55.86
2 BED	19	15%	38
MICRO	18	15%	18
Grand total	124	100%	156.86

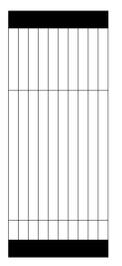
PARKING SCHEDULE		PARKING STALL RATIO	
ABOVE GRADE GARAGE	45	COMPACT	85
BELOW GRADE GARAGE	166	STANDARD	145
EXTERIOR	19	Grand total	230
Grand total	230		

ABBREVIATIONS:

ABV	-ABOVE	CJ	-CONTROL JOINT	FD	-FLOOR DRAIN	JST	-JOIST	OHD	-OVERHEAD DOOR	RM	-ROOM	UR	-URINAL
ACC	-ACCESSIBLE	DTL	-DETAIL	FTG	-FOOTING	LAM	-LAMINATE	PAR	-PARALLEL	RO	-ROUGH OPENING	UNO	-UNLESS NOTED OTHERWISE
AFF	-ABOVE FINISHED FLOOR	DIA	-DIAMETER	FND	-FOUNDATION	LAV	-LAVATORY	PART	-PARTITION	R&S	-ROD AND SHELF	VERT	-VERTICAL
ARCH	-ARCHITECT	DIM	-DIMENSION	FH	-FIRE HYDRANT	LT	-LEFT HAND	PVMT	-PAVEMENT	SHTG	-SHEATHING	VTR	-VENT THRU ROOF
ALUM	-ALUMINIUM	DR	-DOOR	GA	-GAGE, GAUGE	LT	-LIGHT	SHR	-SHOWER	SHR	-SHOWER	WD	-WOOD
APPROX	-APPROXIMATE	DS	-DOWNSPOUT	GALV	-GALVANIZED	MAT	-MATERIAL	SIM	-SIMILAR	SIM	-SIMILAR	WC	-WATER CLOSET
BPL	-BEARING PLATE	DWG	-DRAWING	GC	-GENERAL CONTRACTOR	MH	-MANHOLE	SC	-PRESSURE TREATED	SC	-SOLID CORE	WH	-WATER HEATER
BM	-BENCH MARK	DF	-DRAWING FOUNDATION	GB	-GRAB BAR	MFR	-MANUFACTURE	SPEC	-SPECIFICATIONS	SPEC	-SPECIFICATIONS	WP	-WATERPROOFING
BLKG	-BLOCKING	ELECT	-ELECTRIC (AL)	HDW	-HARDWARE	MAS	-MASONRY	SG	-SQUARE	SG	-SQUARE	WR	-WATER RESISTANT
BOT	-BOTTOM	EL	-ELEVATION	HVAC	-HEATING/VENTILATION/ AIR CONDITIONING	MO	-MASONRY OPENING	S STL	-STAINLESS STEEL	S STL	-STAINLESS STEEL	WWF	-WELDED WIRE FABRIC
BOW	-BOTTOM OF WALL	EQ	-EQUAL			MTL	-METAL	SD	-PRECAST	SD	-STORM DRAIN	W	-WIDTH, WIDE
CB	-CAST-IN-PLACE	EXH	-EXHAUST	HT	-HEIGHT	MISC	-MISCELLANEOUS	STRUCT	-STRUCTURAL	STRUCT	-STRUCTURAL	YH	-YARD HYDRANT
CL	-CATCH BASIN	EXIST	-EXISTING	HC	-HANDICAP	NIC	-NOT IN CONTRACT	SYM	-SYMMETRY (ICAL)	SYM	-SYMMETRY (ICAL)	YD	-YARD DRAIN
CLG	-CEILING	EJ	-EXPANSION JOINT	HM	-HOLLOW METAL	NTS	-NOT TO SCALE	THK	-THICKNESS	THK	-THICKNESS	YI	-YARD INLET
CT	-CERAMIC TILE	EXP	-EXPANSION	HOR	-HORIZONTAL	NO	-NUMBER	TOC	-TOP OF CONCRETE	TOC	-TOP OF CONCRETE		
CLR	-CLEAR (ANCE)	EF	-EXHAUST FAN	HB	-HOSE BIBB	OC	-ON CENTER	TOS	-TOP OF SLAB	TOS	-TOP OF SLAB		
CONC	-CONCRETE	ELEC PNL	-ELECTRIC PANEL	INCL	-INCLUDE	OPNG	-OPENING	TOW	-TOP OF WALL	TOW	-TOP OF WALL		
CMU	-CONCRETE MASONRY UNIT	EWC	-ELECTRIC WATER COOLER	ID	-INSIDE DIAMETER	OPP	-OPPOSITE	T	-TREAD	T	-TREAD		
CONST	-CONSTRUCTION	EXT	-EXTERIOR	INSUL	-INSULATION	OPH	-OPPOSITE HAND	TYP	-TYPICAL	TYP	-TYPICAL		
CONT	-CONTINUE (OUS)	FEE	-FINISHED FLOOR ELEVATION	INT	-INTERIOR	OD	-OUTSIDE DIAMETER	TOF	-TOP OF FOOTING	TOF	-TOP OF FOOTING		
CRS	-COURSE	FPL	-FIREPLACE	INV	-INVERT	OH	-OVERHEAD	UNF	-UNFINISHED	UNF	-UNFINISHED		



721 First Street North Apartments
 Multi-Family Apartment Building
 721 N 1st Street, Minneapolis, MN



SUBMITTAL FOR
 HPC & CPED

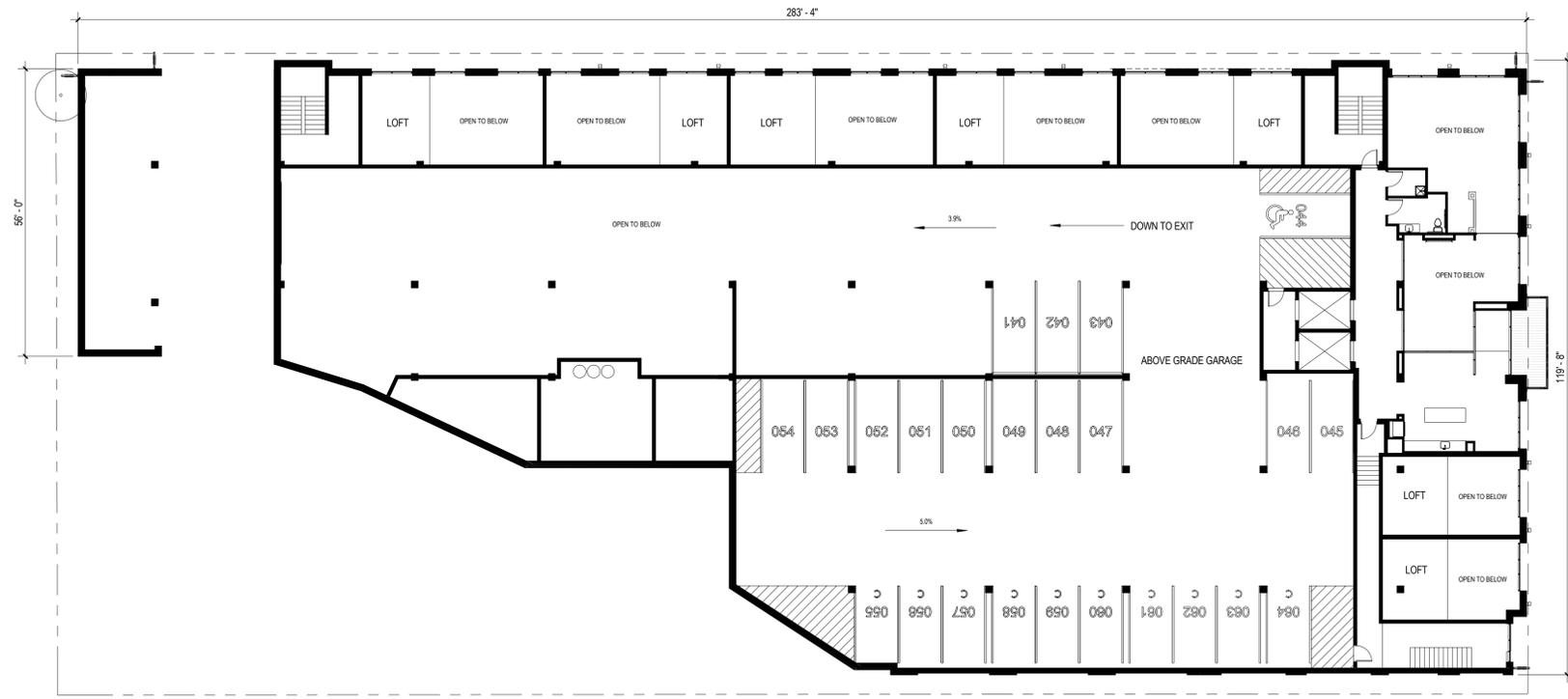
Date	03/09/16
Project Architect	JEH
Permit Submit Date	NA
Project Number	15059

COVER SHEET

- A0.0

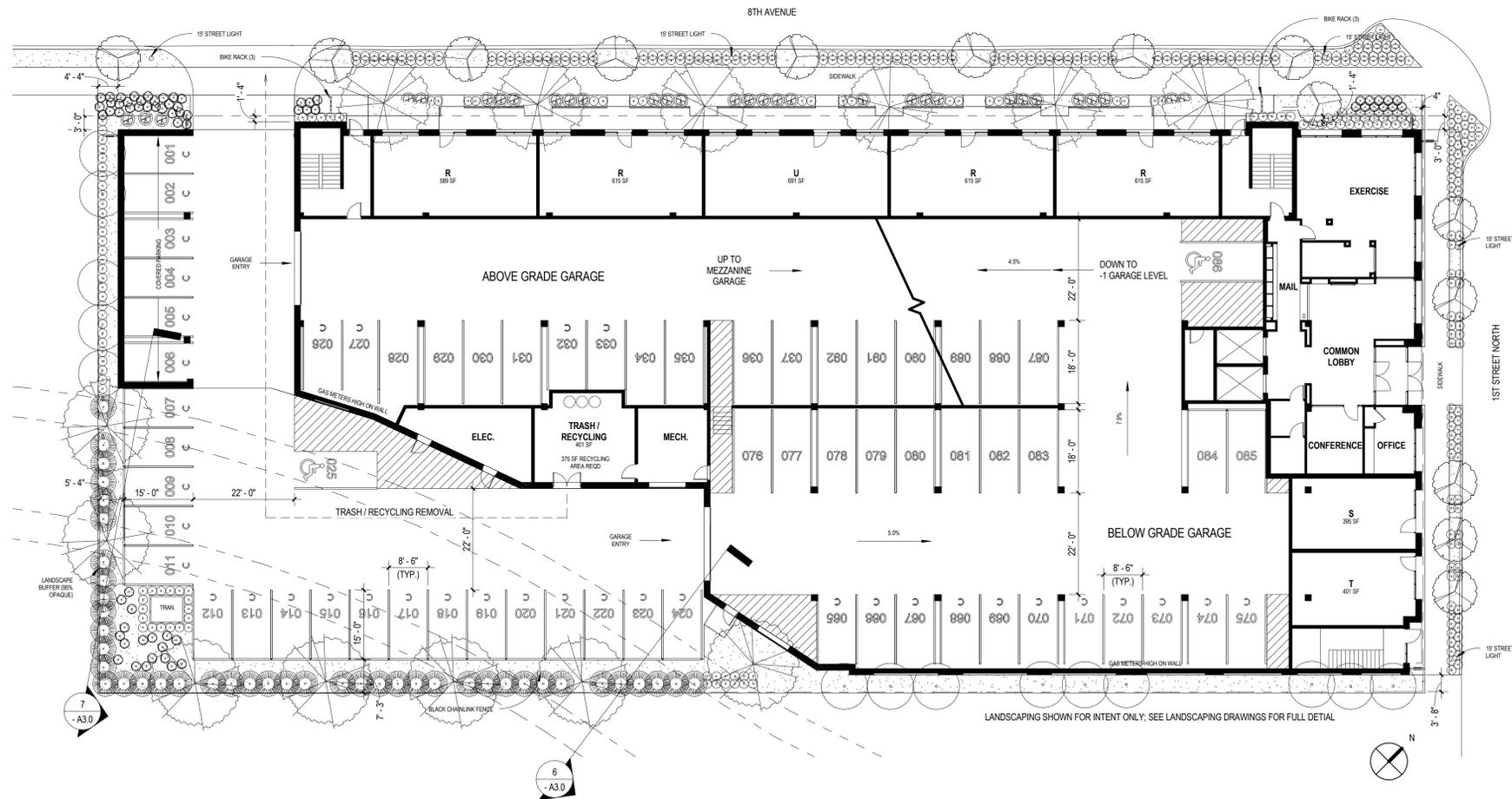
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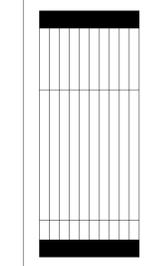
MEZZANINE & ABOVE GRADE GARAGE PLAN

1/16" = 1'-0"



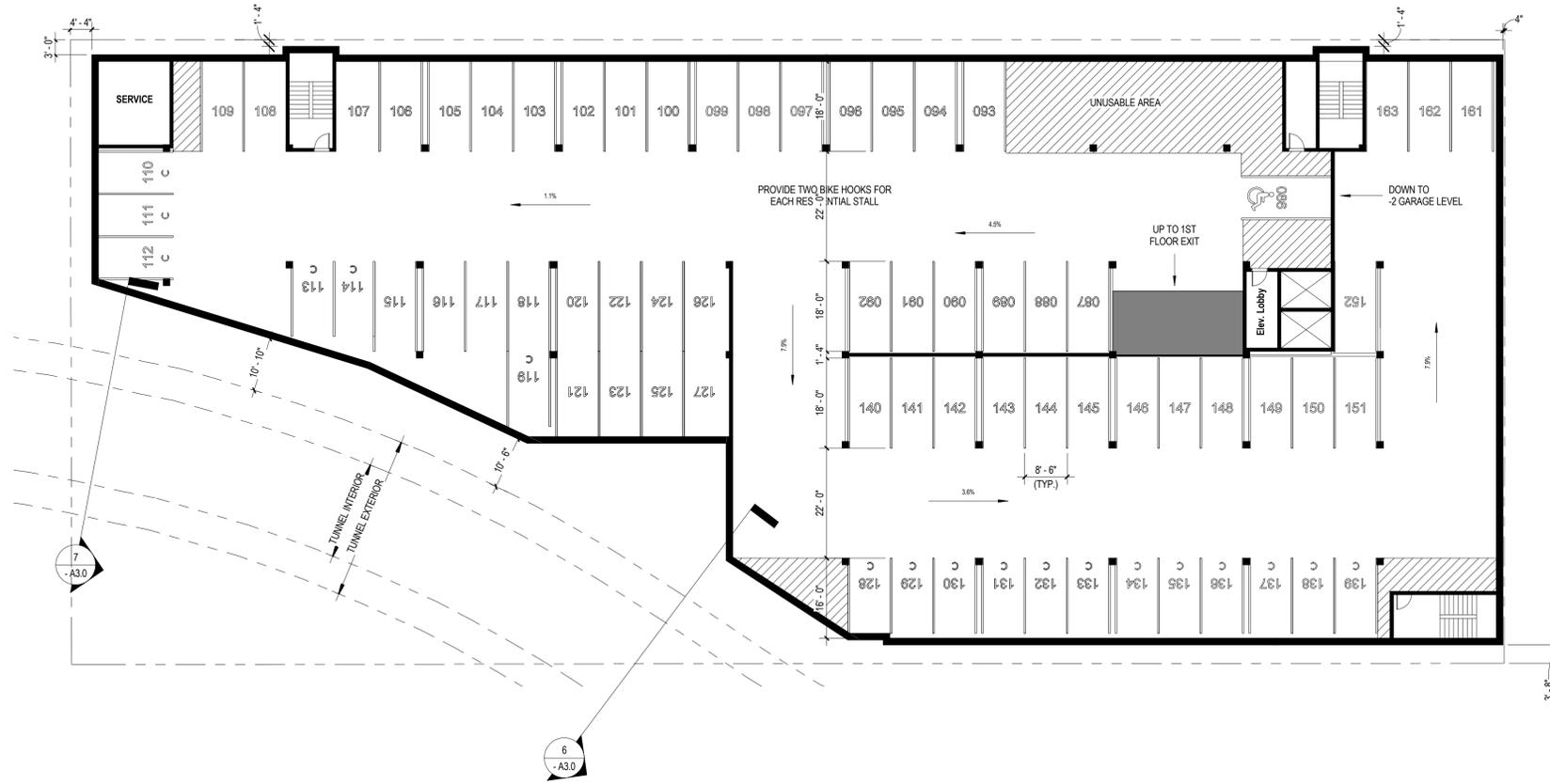
1ST FLOOR PLAN / SITE PLAN

1/16" = 1'-0"



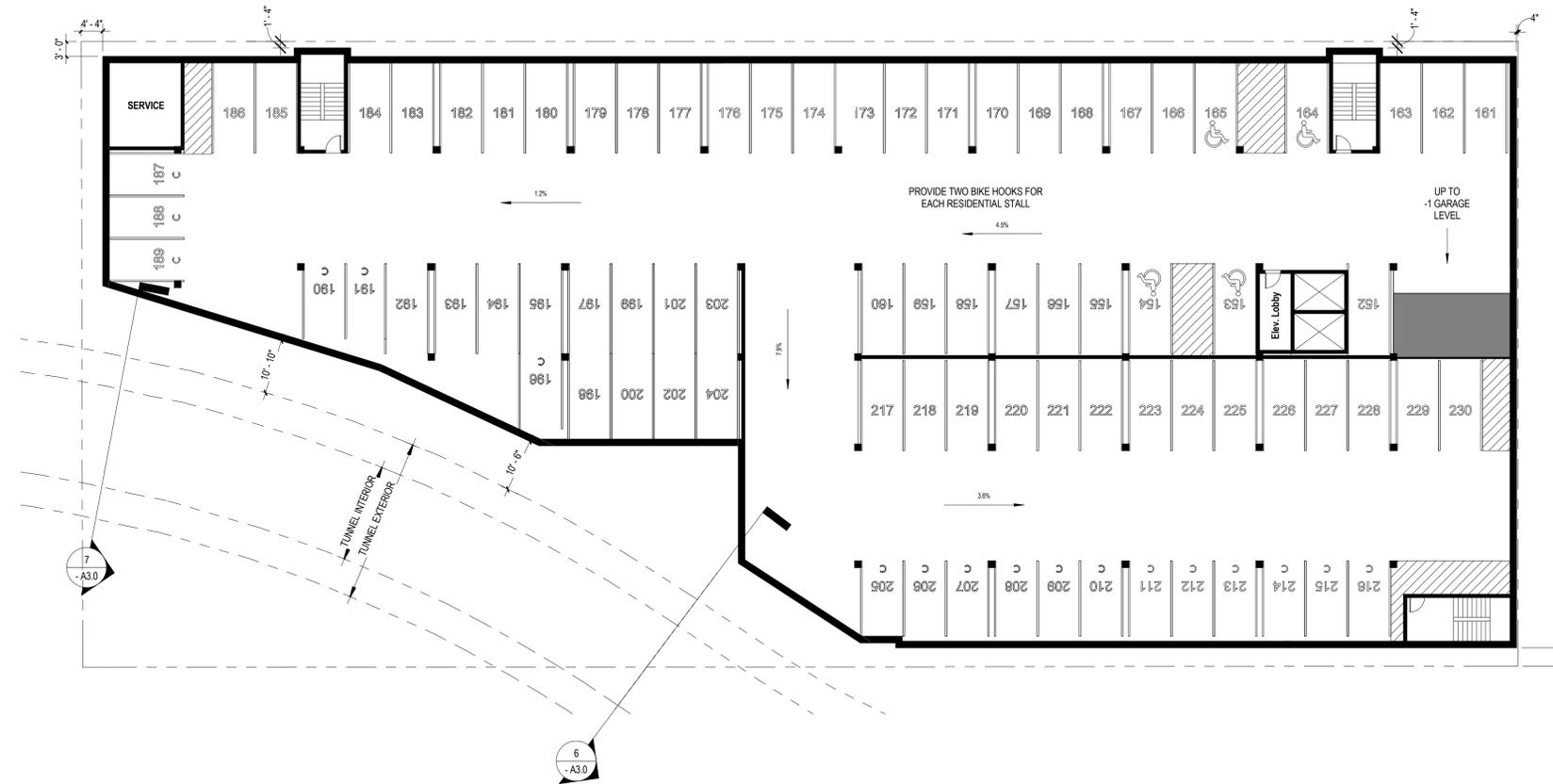
Date	03/09/16
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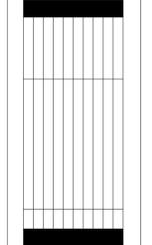
-1 FLOOR PLAN (BELOW GRADE GARAGE)

1/16" = 1'-0"



-2 FLOOR PLAN (BELOW GRADE GARAGE)

1/16" = 1'-0"



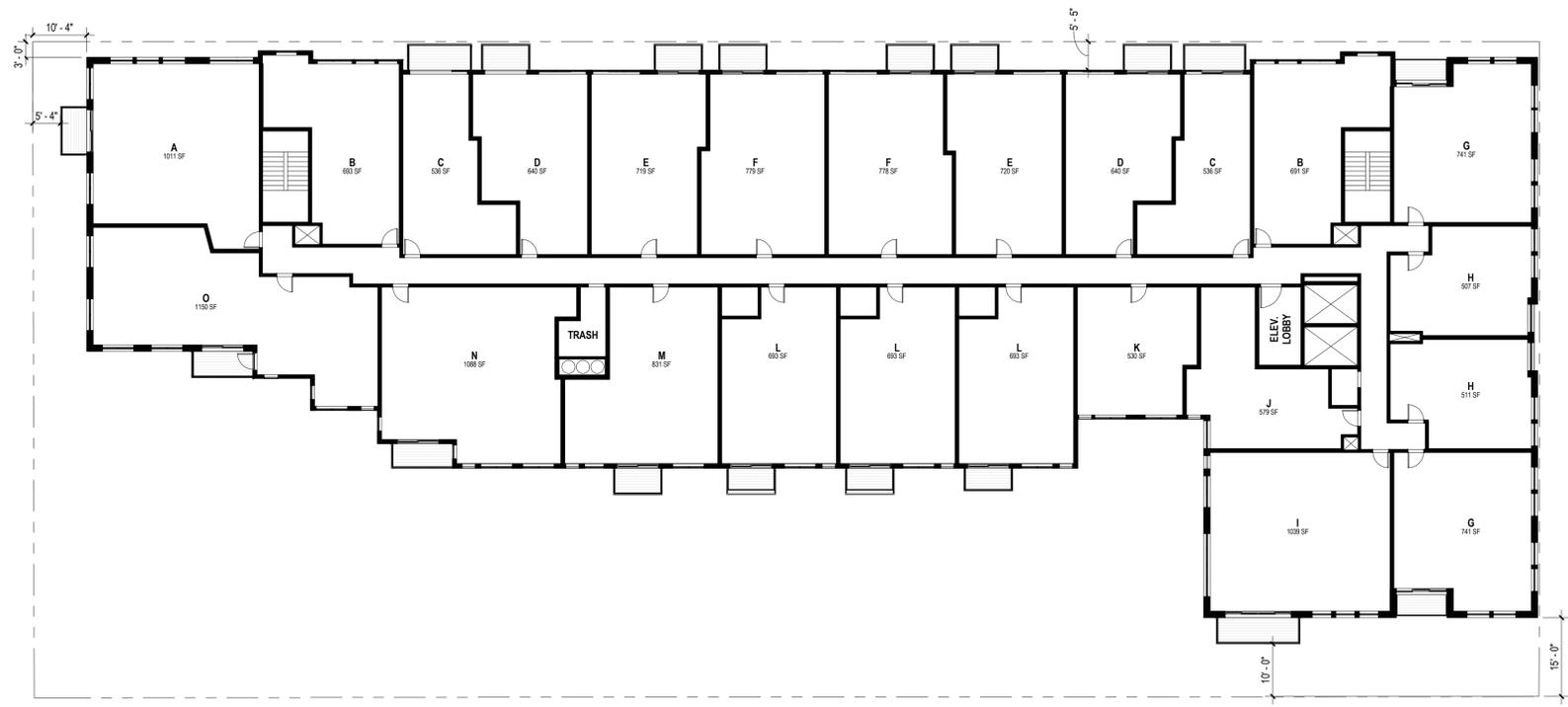
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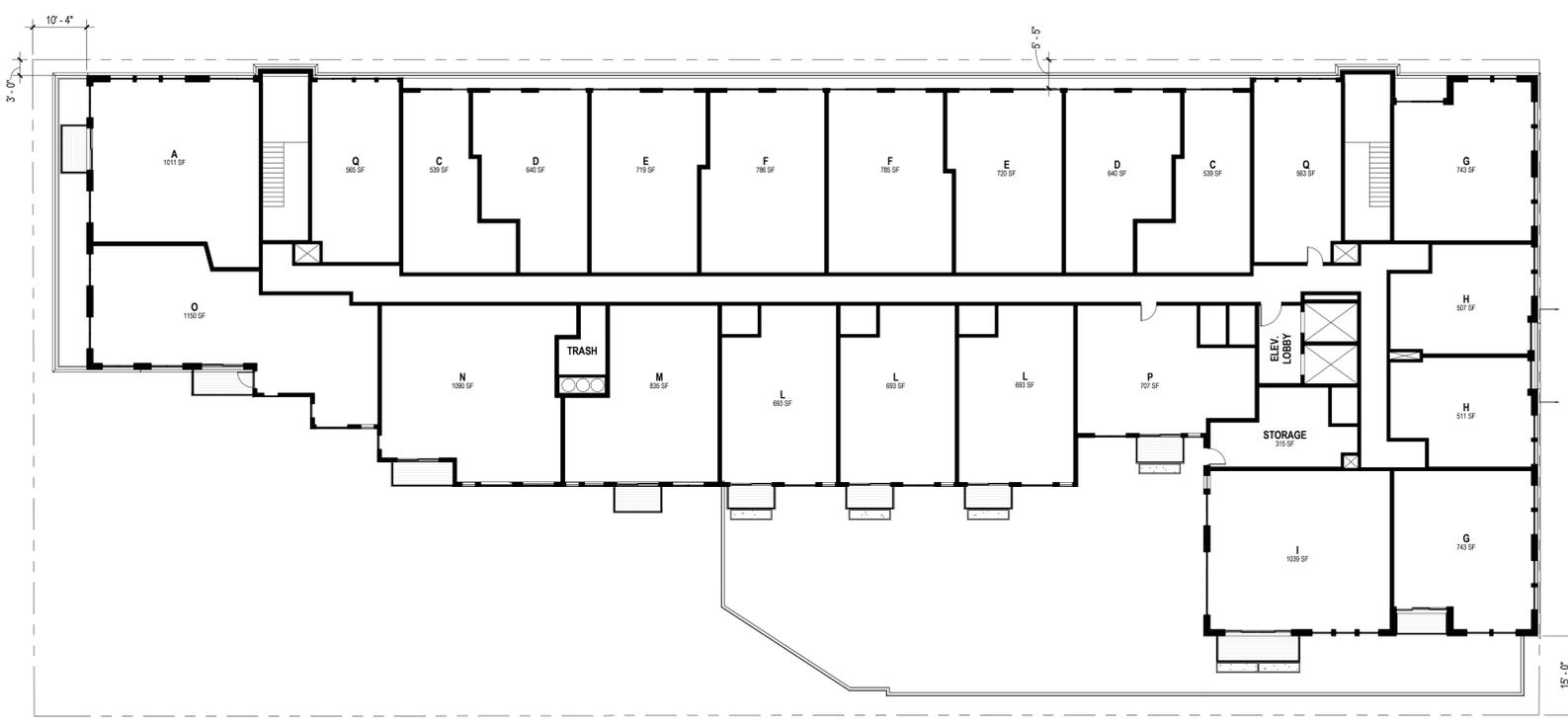
Date	03/09/16
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Project Number	15059

BELOW
GRADE
GARAGE
PLANS

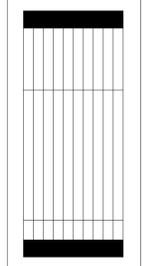
- A1.2



3RD, 4TH, & 5TH FLOOR PLAN (TYPICAL)
1/16" = 1'-0"



SECOND FLOOR PLAN
1/16" = 1'-0"



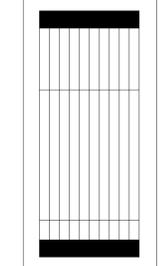
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HPC & CPED**

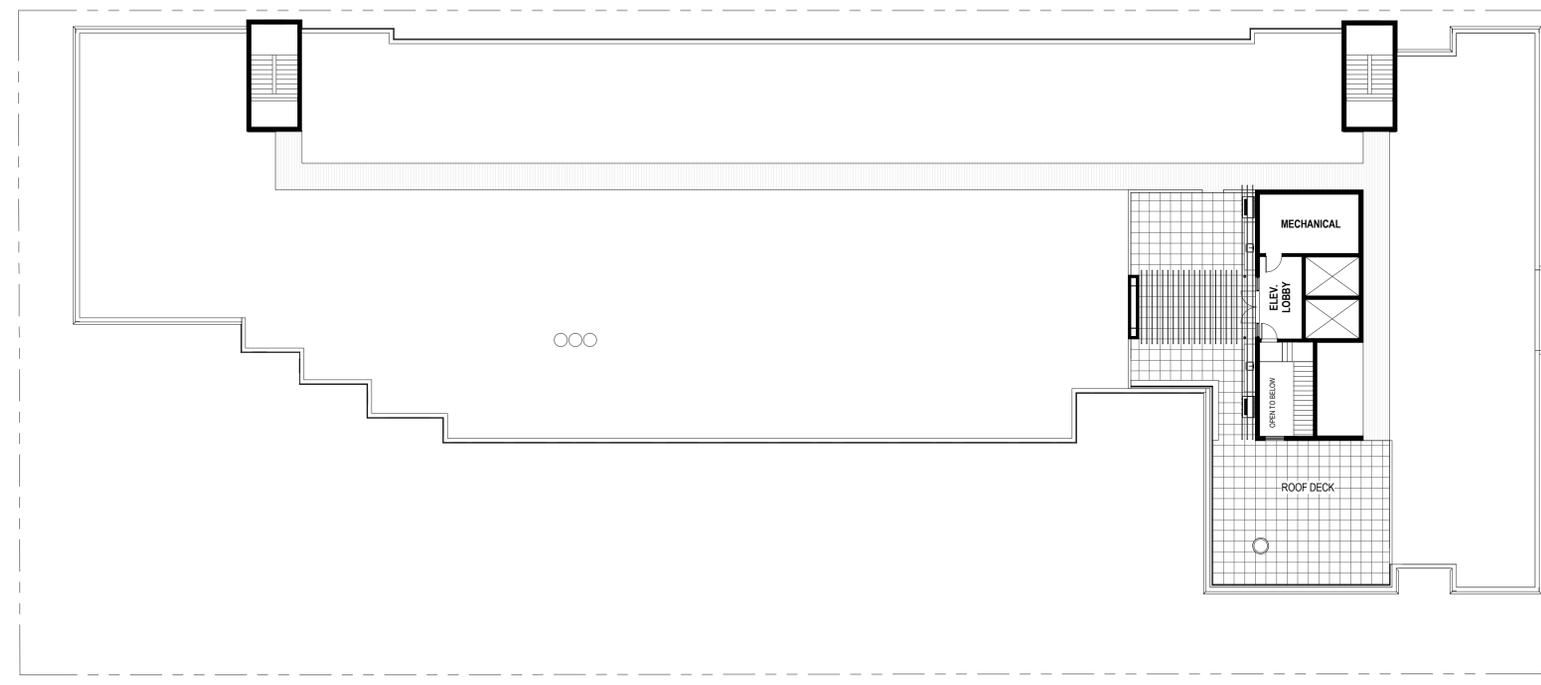
Date	03/09/16
Project Architect	JEH
Permit Submit Date	NA
Project Number	15059

2ND - 5TH
FLOOR PLANS

- A1.3

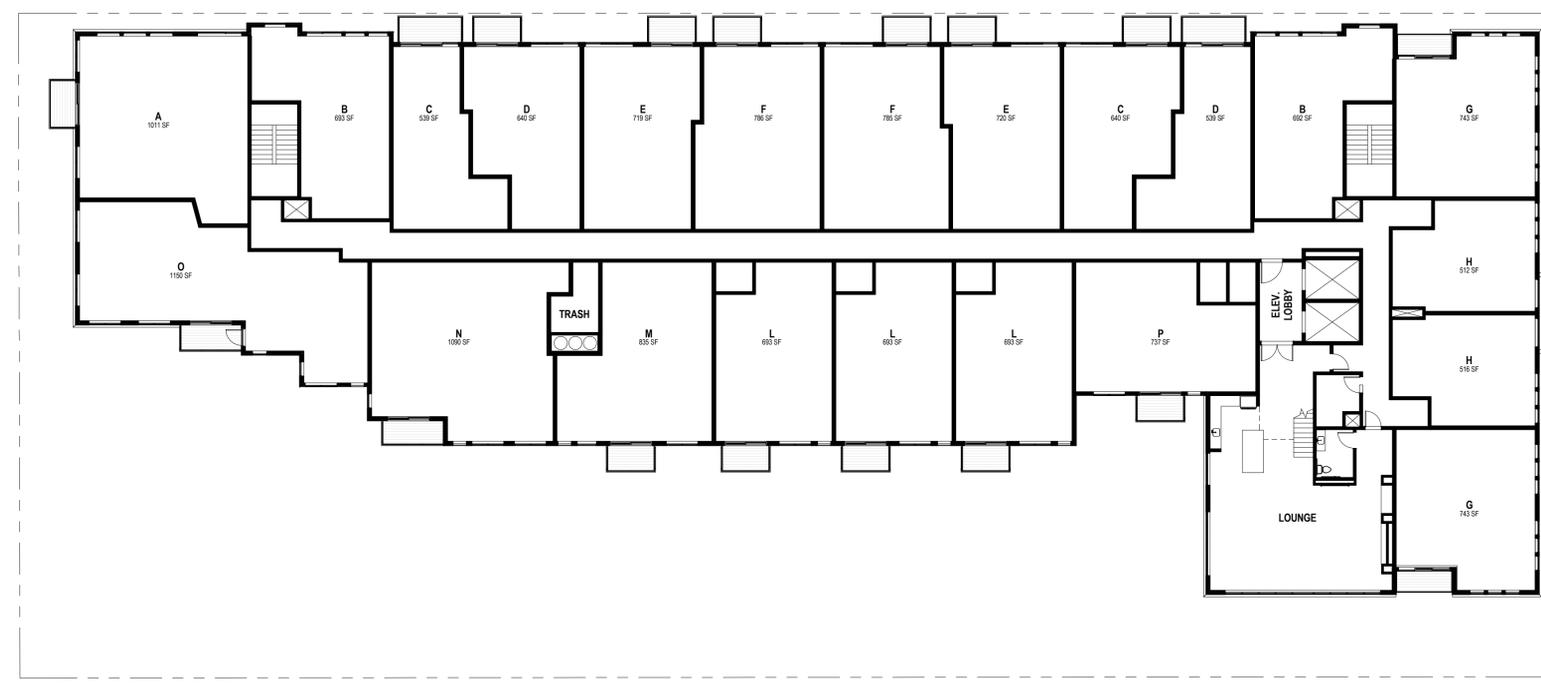


Date	03/09/16
Project Architect	JEH
Permit Submit Date	NA
Project Number	15059



ROOF PLAN - City Submittal

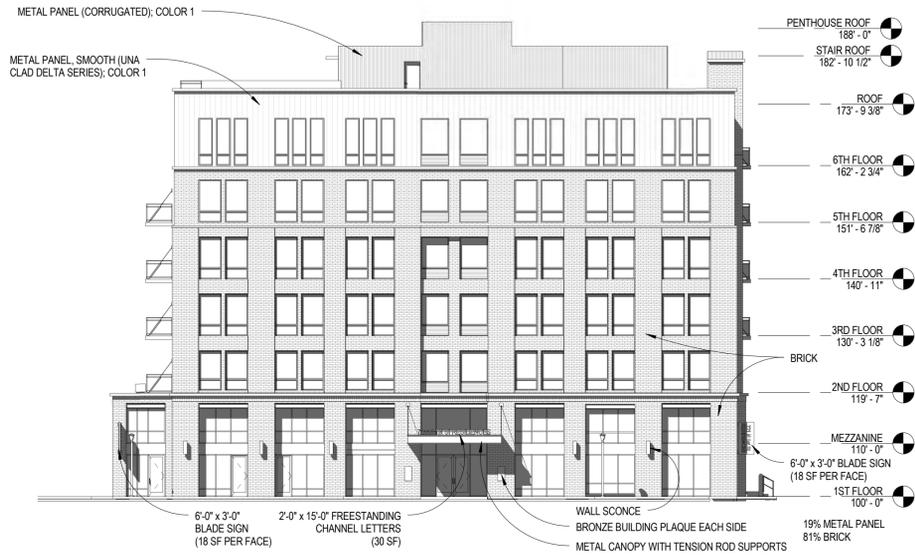
1/16" = 1'-0"



SIXTH FLOOR PLAN

1/16" = 1'-0"

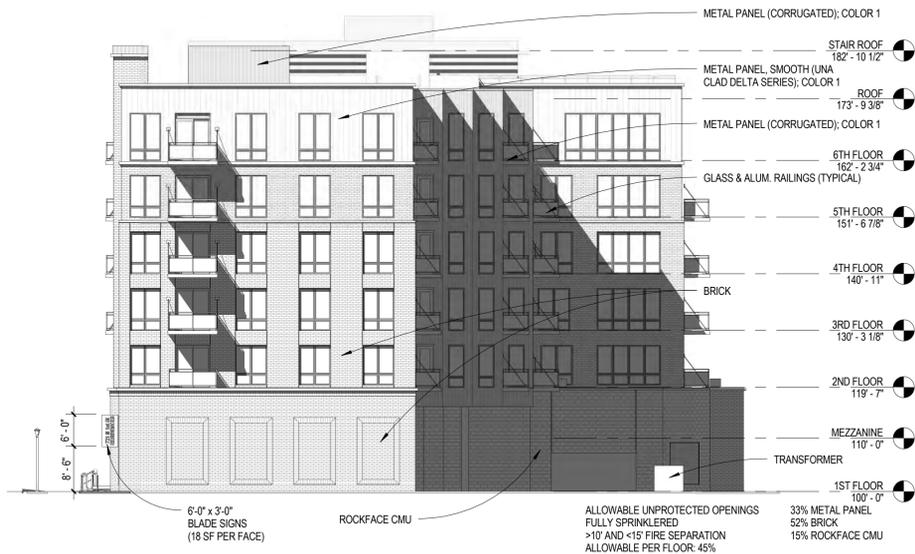
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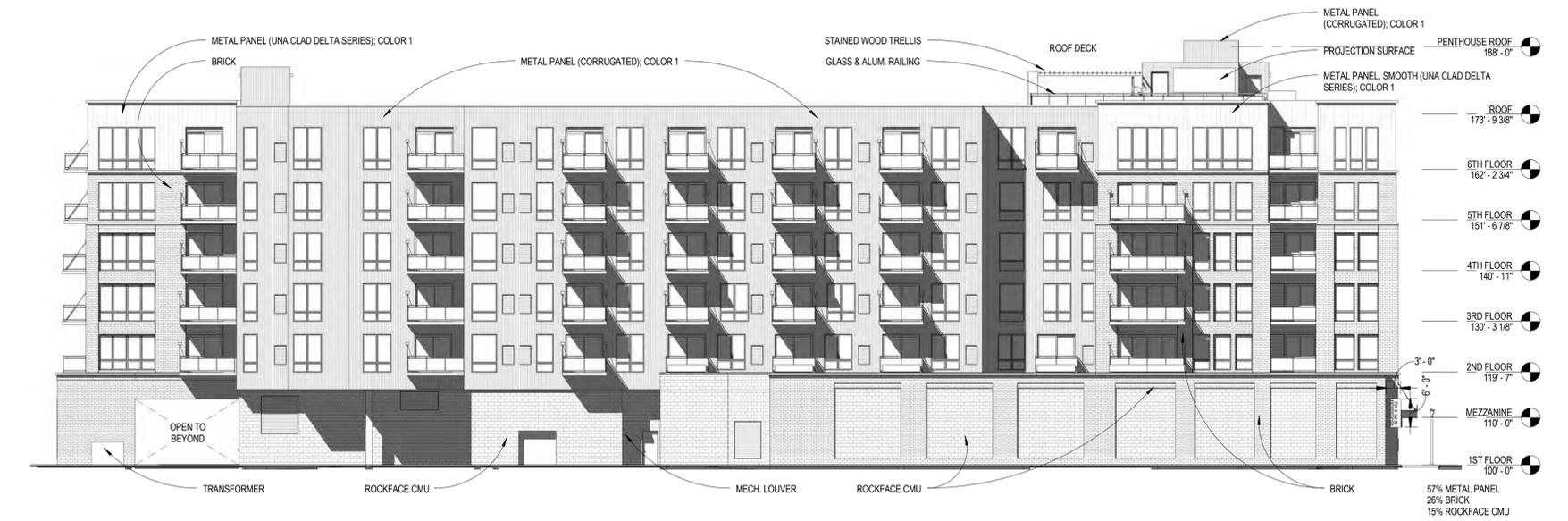
NORTHEAST ELEVATION
1/16" = 1'-0"



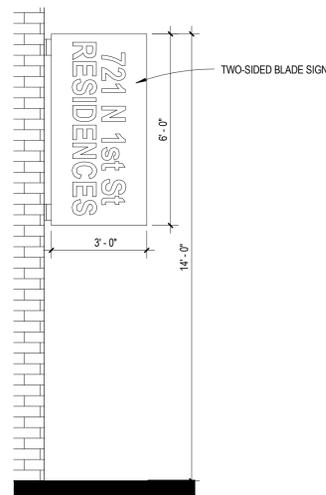
NORTHWEST ELEVATION
1/16" = 1'-0"



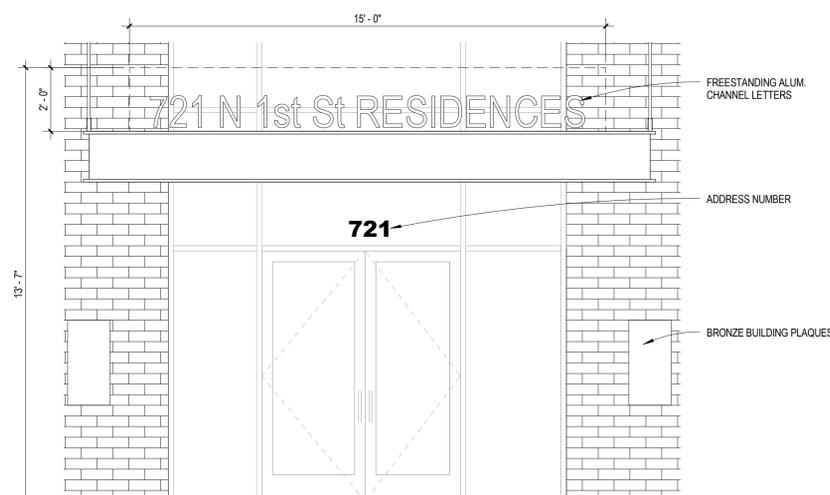
SOUTHWEST ELEVATION
1/16" = 1'-0"



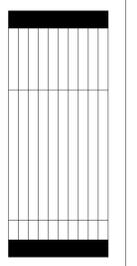
SOUTHEAST ELEVATION
1/16" = 1'-0"



TYPICAL BLADE SIGN
3/8" = 1'-0"



FRONT ENTRY SIGNAGE
3/8" = 1'-0"



Date	04/11/16
Project Architect	JEH
Permit Submit Date	NA
Project Number	19059



1 NORTHEAST COLOR ELEVATION
SCALE 1/16" = 1'-0"



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



3 SOUTHWEST COLOR ELEVATION
SCALE 1/16" = 1'-0"



4 SOUTHEAST COLOR ELEVATION
SCALE 1/16" = 1'-0"



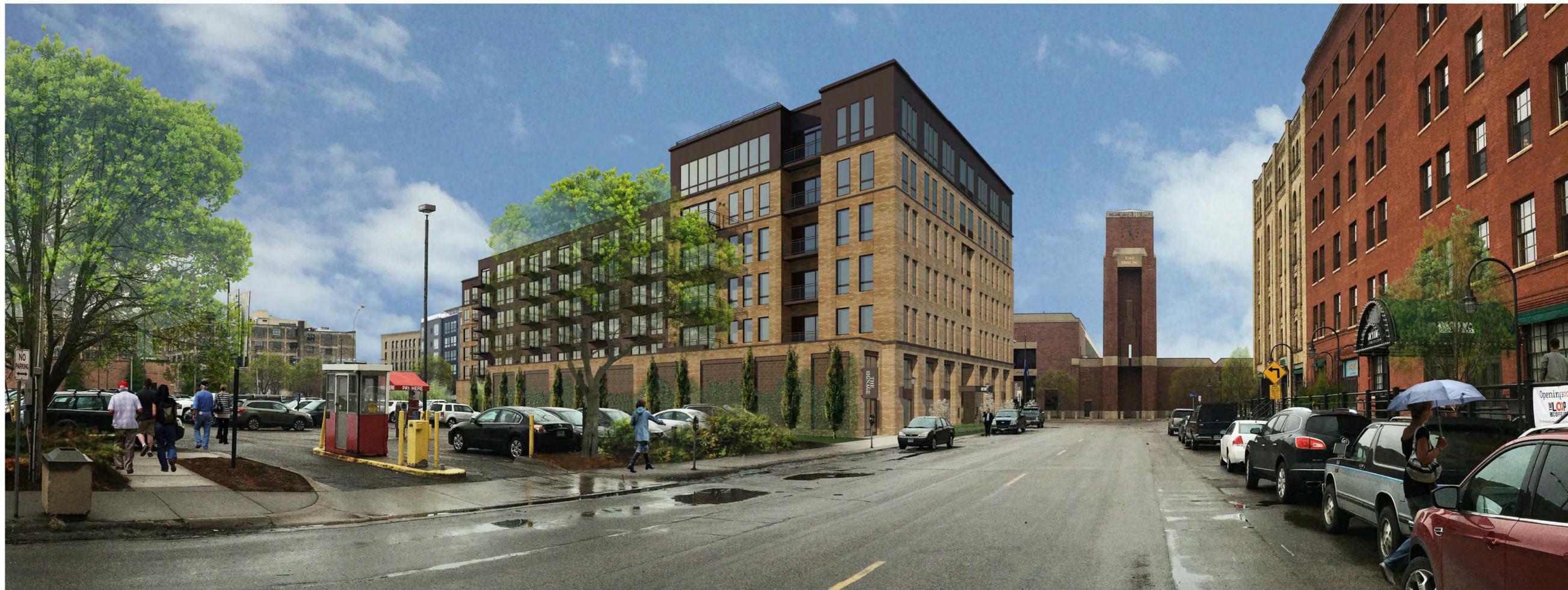
SUBMITTAL FOR
HPC & CPED

Date	04/11/16
Project Architect	JEH
Permit Submit Date	NA
Project Number	15059

EXTERIOR
COLOR
ELEVATIONS

- A2.1

NOT FOR CONSTRUCTION



2 RENDER @ EAST 1ST STREET
NOT TO SCALE



3 RENDER @ WEST ELEVATION
NOT TO SCALE



1 RENDER @ 8TH AVE.
NOT TO SCALE

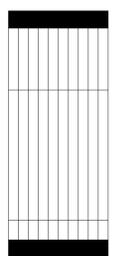


2305 UNIVERSITY AVE. WEST
SUITE # 200
ST. PAUL, MN 55114
652.563.9789



701 NORTH 2ND STREET
SUITE # 107
MINNEAPOLIS, MN 55401

721 First Street North Apartments
Multi-Family Apartment Building
721 N 1st Street, Minneapolis, MN



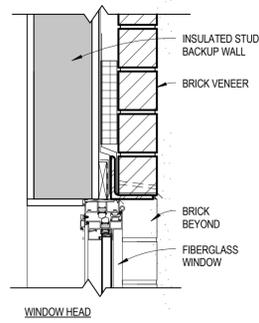
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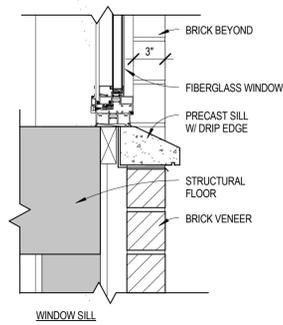
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Project Architect				
Permit Submit Date				
Project Number				

EXTERIOR
PERSPECTIVES

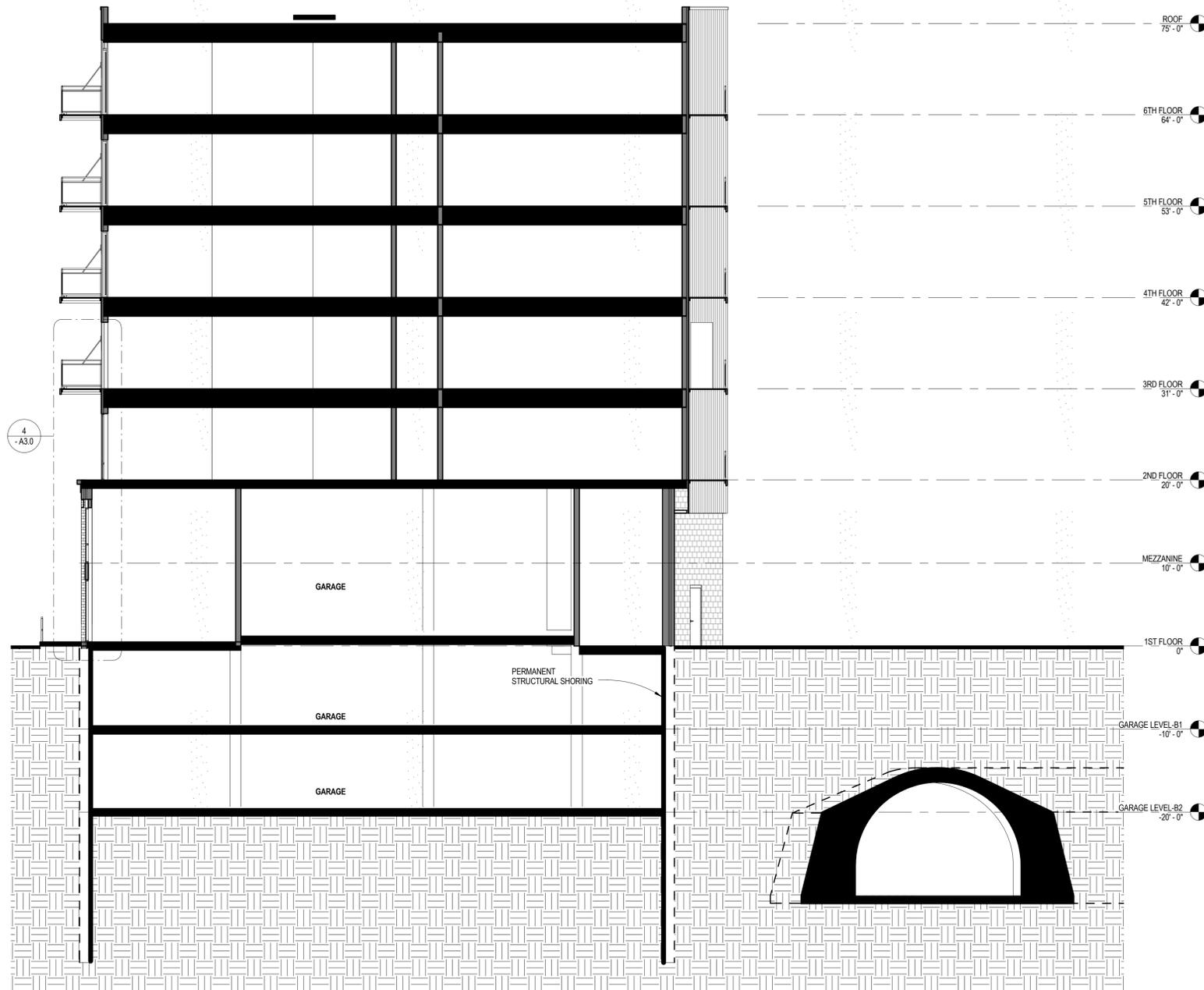
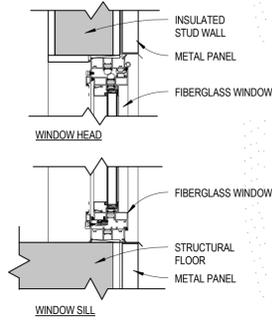
- A2.2



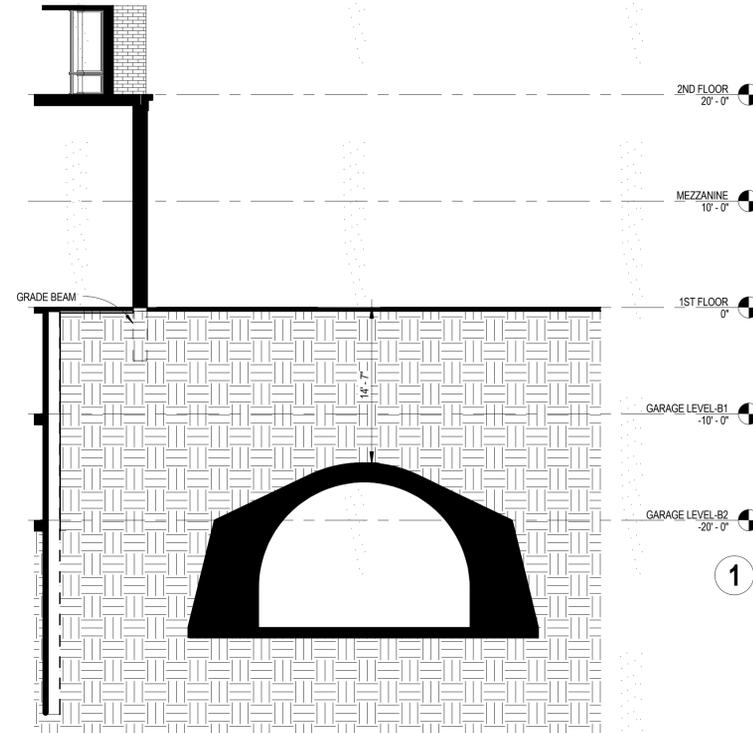
3 WINDOW @ BRICK
SCALE 1 1/2" = 1'-0"



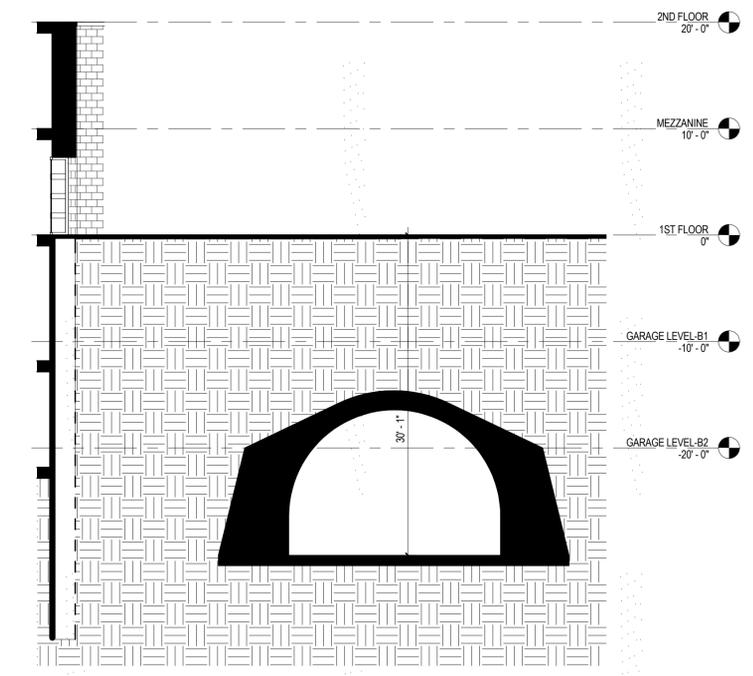
2 WINDOW @ METAL PANEL
SCALE 1 1/2" = 1'-0"



5 BUILDING SECTION
SCALE 1/8" = 1'-0"



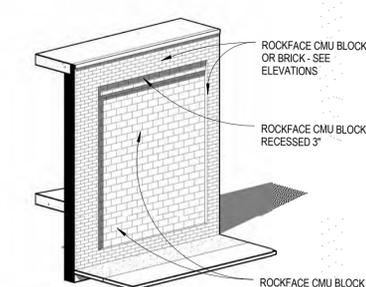
7 SECTION - TUNNEL PROXIMITY (A)
SCALE 1/8" = 1'-0"



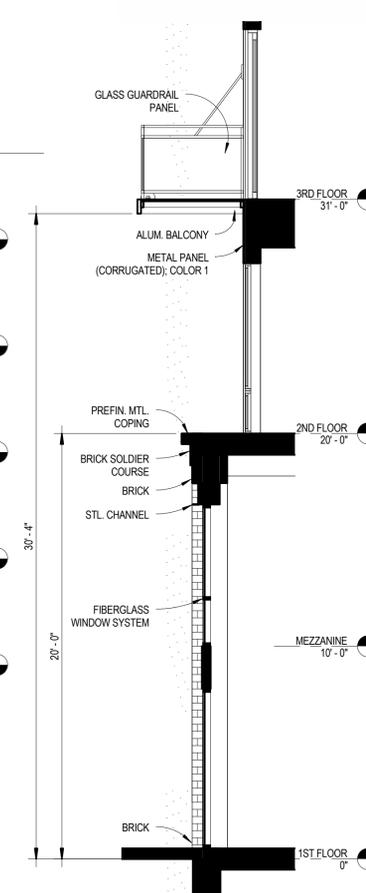
6 SECTION - TUNNEL PROXIMITY (B)
SCALE 1/8" = 1'-0"



EXAMPLE BALCONY DETAIL



1 ENLARGED AXON @ TYP. CMU RECESS
SCALE



4 ENLARGED SECTION @ BALCONY
SCALE 1/4" = 1'-0"

MDG
Momentum Design Group

2305 UNIVERSITY AVE. WEST
SUITE # 200
ST. PAUL, MN 55114
651.563.9789

solhem

701 NORTH 2ND STREET
SUITE # 107
MINNEAPOLIS, MN 55401

721 First Street North Apartments
Multi-Family Apartment Building
721 N 1st Street, Minneapolis, MN

SUBMITTAL FOR
HPC & CPED

Date	03/09/16	JEH	NA	15059
Project Architect				
Permit Submit Date				
Project Number				

NOT FOR CONSTRUCTION

SECTIONS & DETAILS

- A3.0

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SOUTH CONTEXT



WEST CONTEXT



NORTHWEST CONTEXT



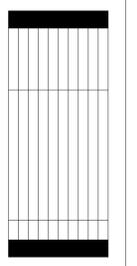
NORTHEAST CONTEXT - A



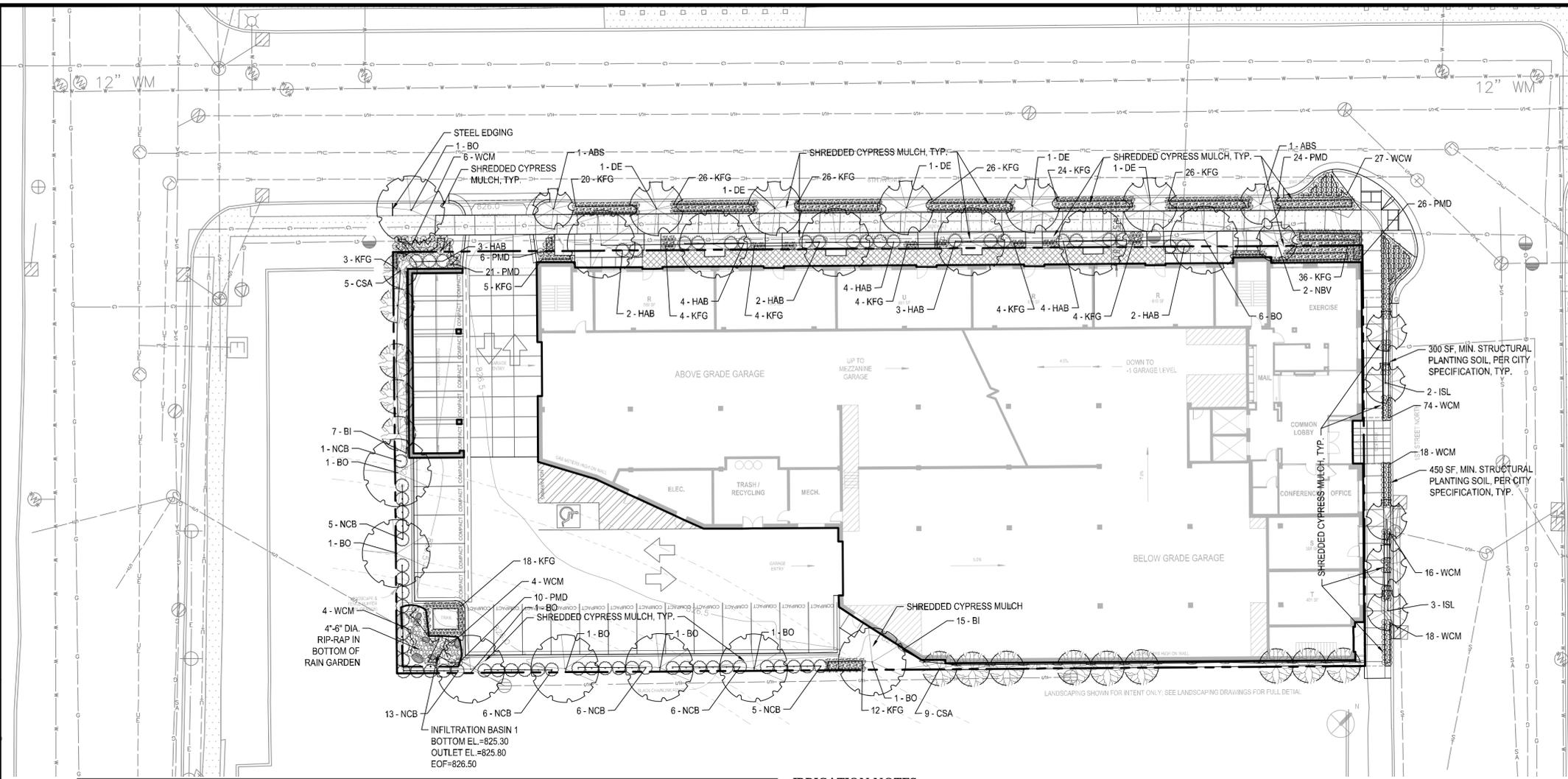
NORTHEAST CONTEXT - B



NORTHEAST CONTEXT - C



NOT FOR CONSTRUCTION



- LANDSCAPE NOTES:**
- ALL SHRUB BEDS SHALL BE MULCHED WITH 4" DEPTH (MIN. AFTER INSTALLATION AND/OR TOPDRESSING OPERATIONS) OF SHREDDED CYPRESS MULCH OVER WEED BARRIER. OWNER TO APPROVE MULCH SAMPLE PRIOR TO INSTALLATION. STEEL EDGING AS SHOWN ON PLAN, SUBMIT SAMPLE FOR APPROVAL.
 - DECORATIVE BOULDERS SHOWN SHALL BE 24"-36" SIZED LIMESTONE BOULDERS, TO COMPLIMENT NEW LANDSCAPING. OWNER TO APPROVE BOULDER SAMPLE PRIOR TO INSTALLATION.
 - PLANT MATERIALS SHALL CONFORM WITH THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND SHALL BE OF HARDY STOCK, FREE FROM DISEASE, DAMAGE AND DISFIGURATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PLUMBNESS OF PLANT MATERIAL FOR DURING OF ACCEPTANCE PERIOD.
 - UPON DISCOVERY OF A DISCREPANCY BETWEEN THE QUANTITY OF PLANTS SHOWN ON THE SCHEDULE AND THE QUANTITY SHOWN ON THE PLAN, THE PLAN SHALL GOVERN.
 - CONDITION OF VEGETATION SHALL BE MONITORED BY THE LANDSCAPE ARCHITECT THROUGHOUT THE DURATION OF THE CONTRACT. LANDSCAPE MATERIALS PART OF THE CONTRACT SHALL BE WARRANTED FOR TWO (2) FULL GROWING SEASONS FROM SUBSTANTIAL COMPLETION DATE.
 - AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 4" LAYER LOAM AND SOD AS SPECIFIED UNLESS OTHERWISE NOTED ON THE DRAWINGS.
 - COORDINATE LOCATION OF VEGETATION WITH UNDERGROUND AND OVERHEAD UTILITIES, LIGHTING FIXTURES, DOORS AND WINDOWS. CONTRACTOR SHALL STAKE IN THE FIELD FINAL LOCATION OF TREES AND SHRUBS FOR REVIEW AND APPROVAL BY THE OWNER PRIOR TO INSTALLATION.
 - ALL PLANT MATERIALS SHALL BE WATERED AND MAINTAINED UNTIL ACCEPTANCE.
 - REPAIR AT NO COST TO OWNER ALL DAMAGE RESULTING FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
 - SWEEP AND MAINTAIN ALL PAVED SURFACES FREE OF DEBRIS GENERATED FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
 - REPAIR AT NO COST TO THE OWNER IRRIGATION SYSTEM DAMAGED FROM LANDSCAPE CONSTRUCTION ACTIVITIES.
 - PROVIDE SITE WIDE IRRIGATION SYSTEM DESIGN AND INSTALLATION. SYSTEM SHALL BE A FULLY PROGRAMMABLE SYSTEM CAPABLE OF ALTERNATE DATE WATERING. THE SYSTEM SHALL PROVIDE HEAD TO HEAD COVERAGE AND BE CAPABLE OF DELIVERING ONE INCH OF PRECIPITATION PER WEEK. SYSTEM SHALL EXTEND INTO THE PUBLIC RIGHT-OF-WAY TO THE EDGE OF PATHWAY/BACK OF CURB.
 - CONTRACTOR SHALL SECURE APPROVAL OF PROPOSED IRRIGATION SYSTEM INCLUDING PRICING FROM OWNER, PRIOR TO INSTALLATION.

LANDSCAPE CALCULATIONS:

PROPOSED LANDSCAPE AREA CALCULATION:
 SITE AREA - BUILDING COVERAGE = OPEN SPACE

35,918.0 SF - 23,980.0 SF = 11,938.0 SF

20% OF OPEN SPACE = LANDSCAPE AREA

20% X	11,938.0 SF	=	2,387.6 SF REQUIRED
29% X	11,938.0 SF	=	3,426.0 SF PROVIDED

90.5% PROPOSED IMPERVIOUS RATIO

PROPOSED LANDSCAPE:

1 TREE / 500 SF OF "LANDSCAPE AREA"	2,387.6 SF /	500 =	5 TREES REQUIRED
1 SHRUB / 100 SF OR "LANDSCAPE AREA"	2,387.6 SF /	100 =	24 SHRUBS REQUIRED

SEE PLANT SCHEDULE

PLANT SCHEDULE

SYM	QUANT. ON-SITE	QUANT. OFF-SITE	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	COMMENTS	POLLINATOR FRIENDLY
TREES								
DECIDUOUS TREES								
BO	7	7	BUR OAK	<i>Quercus macrocarpa</i>	2.5" CAL	B&B		
CSA	14	-	COLUMNAR SWEDISH ASPEN	<i>Populus tremula 'Erecta'</i>	2" CAL	B&B		
DE	-	5	DISCOVERY ELM	<i>Ulmus davidiana 'Discovery'</i>	2.5" CAL	B&B		
ORNAMENTAL TREES								
NBV	-	2	NANNYBERRY VIBURNUM	<i>Viburnum lentago</i>	1.5" CAL	B&B		
ABS	-	2	AUTUMN BRILLIANCE SERVICEBERRY	<i>Amelanchier x grandiflora 'Autumn Brilliance (tree form)'</i>	1.5" CAL	B&B		
ISL	-	5	IVORY SILK TREE LILAC	<i>Syringa reticulata 'Ivory Silk (tree form)'</i>	1.5" CAL	B&B		
SHRUBS								
DECIDUOUS & EVERGREEN SHRUBS								
HAB	3	21	HOLMSTRUP ARBORVITAE	<i>Thuja occidentalis 'Holmstrup'</i>	36" HT.	CONT.	DENSE BRANCHING	
NCB	42	-	NORTHERN CHARM BOXWOOD	<i>Buxus 'Wilson'</i>	24" HT.	CONT.	DENSE BRANCHING	
PERENNIALS, GRASSES & GROUND COVERS								
WCM	8	159	WALKER'S LOW CATMINT	<i>Nepeta x faassenii 'Walker's Low'</i>	#2	CONT.		
KFG	74	168	KARL FOERSTER GRASS	<i>Calamagrostis x acutiflora 'Karl Foerster'</i>	#2	CONT.		
BI	22	-	BOSTON IVY	<i>Parthenocissus tricuspidata</i>	#2	CONT.		
PMD	10	77	PARDON ME DAYLILY	<i>Hemerocallis 'Pardon Me'</i>	#2	CONT.		

IRRIGATION NOTES:

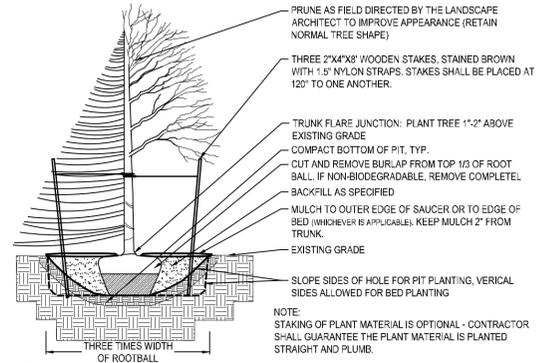
- ENTIRE SITE SHALL BE FULLY IRRIGATED. THE CONTRACTOR SHALL SUBMIT IRRIGATION SHOP DRAWINGS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- SEE MECHANICAL AND ELECTRICAL PLANS AND SPECIFICATIONS FOR IRRIGATION WATER, METER, AND POWER CONNECTIONS.
- CONTRACTOR TO VERIFY LOCATION OF ALL UNDERGROUND/ABOVE GROUND FACILITIES PRIOR TO ANY EXCAVATION/INSTALLATION. ANY DAMAGE TO UNDERGROUND/ABOVE GROUND FACILITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND COSTS ASSOCIATED WITH CORRECTING DAMAGES SHALL BE BORNE ENTIRELY BY THE CONTRACTOR.
- SERVICE EQUIPMENT AND INSTALLATION SHALL BE PER LOCAL UTILITY COMPANY STANDARDS AND SHALL BE PER NATIONAL AND LOCAL CODES. EXACT LOCATION OF SERVICE EQUIPMENT SHALL BE COORDINATED WITH THE LANDSCAPE ARCHITECT OR EQUIVALENT AT THE JOB SITE.
- CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY COMPANY FOR THE PROPOSED ELECTRICAL SERVICE AND METERING FACILITIES.
- IRRIGATION WATER LINE CONNECTION SIZE IS 1-1/2" AT BUILDING. VERIFY WITH MECHANICAL PLANS. COVERAGE.
- ALL MAIN LINES SHALL BE 18" BELOW FINISHED GRADE.
- ALL LATERAL LINES SHALL BE 12" BELLOW FINISHED GRADE.
- ALL EXPOSED PVC RISERS, IF ANY, SHALL BE GRAY IN COLOR.
- CONTRACTOR SHALL LAY ALL SLEEVES AND CONDUIT AT 2'-0" BELOW THE FINISHED GRADE OF THE TOP OF PAVEMENT. EXTEND SLEEVES TO 2'-0" BEYOND PAVEMENT.
- CONTRACTOR SHALL MARK THE LOCATION OF ALL SLEEVES AND CONDUIT WITH THE SLEEVING MATERIAL "ELLED" TO 2'-0" ABOVE FINISHED GRADE AND CAPPED.
- FABRICATE ALL PIPE TO MANUFACTURE'S SPECIFICATIONS WITH CLEAN AND SQUARE CUT JOINTS. USE QUALITY GRADE PRIMER AND SOLVENT CEMENT FORMULATED FOR INTENDED TYPE OF CONNECTION.
- BACKFILL ALL TRENCHES WITH SOIL FREE OF SHARP OBJECTS AND DEBRIS.
- ALL VALVE BOXES AND COVERS SHALL BE BLACK IN COLOR.
- GROUP VALVE BOXES TOGETHER FOR EASE WHEN SERVICE IS REQUIRED. LOCATE IN PLANT BED AREAS WHENEVER POSSIBLE.
- IRRIGATION CONTROLLER LOCATION SHALL BE VERIFIED ON-SITE WITH OWNER'S REPRESENTATIVE.
- CONTROL WIRES: 14 GAUGE DIRECT BURIAL, SOLID COPPER IRRIGATION WIRE. RUN UNDER MAIN LINE. USE MOISTURE-PROOF SPLICES AND SPLICE ONLY AT VALVES OR PULL BOXES. RUN SEPARATE HOT AND COMMON WIRE TO EACH VALVE AND ONE (1) SPARE WIRE AND GROUP TO FURTHEST VALVE FROM CONTROLLER. LABEL OR COLOR CODE ALL WIRES.
- AVOID OVERSPRAY ON BUILDINGS, PAVEMENT, WALLS AND ROADWAYS BY INDIVIDUALLY ADJUSTING RADIUS OR ARC ON SPRINKLER HEADS AND FLOW CONTROL ON AUTOMATIC VALVE.
- ADJUST PRESSURE REGULATING VALVES FOR OPTIMUM PRESSURE ON SITE.
- USE SCREENS ON ALL HEADS.
- PRESENTIVE. A SET OF AS-BUILT DRAWINGS SHALL BE MAINTAINED ON-SITE AT ALL TIMES IN AN UPDATED CONDITION.
- ALL PIPE 3" AND OVER SHALL HAVE THRUST BLOCKING AT EACH TURN.
- ALL AUTOMATIC REMOTE CONTROL VALVES WILL HAVE 3" MINIMUM DEPTH OF 3/4" WASHED GRAVEL UNDERNEATH VALVE AND VALVE BOX. GRAVEL SHALL EXTEND 3" BEYOND PERIMETER OF VALVE BOX.
- THERE SHALL BE 3" MINIMUM SPACE BETWEEN BOTTOM OF VALVE BOX COVER AND TOP OF VALVE STRUCTURE.

POLLINATOR SAFE PLANT MATERIAL:

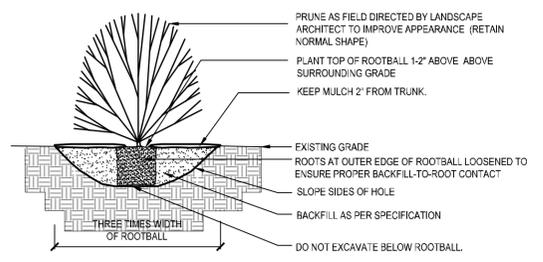
- THE CONTRACTOR SHALL PROVIDE ONLY PLANT MATERIAL FREE OF NEONICOTINOID BASED INSECTICIDES AND/OR TREATMENTS OF ANY KIND, INCLUDING BY NOT LIMITED TO IMIDACLOPRID (CONFIDOR, ADMIRE, GAUCHO, ADVOCATE), THIAMETHOXAM (ACTARA, PLATINUM, CRUISER), CLOTHIANIDIN (PONCHO, DANTOSU, DANTOP), ACETAMIPRID (MOSPILAN, ASSAIL, CHIPCOTRISTAR), THIACTOPRID (CALYPSO), DINOTEFURAN (STARKLE, SAFARI, VENOM), AND NITENPYRAM (CAPSTAR, GUARDIAN).
- CONTRACTOR SHALL CERTIFY, THROUGH SUPPLIERS POLICY STATEMENT OR AFFIDAVIT, THAT NO NEONICOTINOID BASED INSECTICIDES HAVE BEEN USED ON SITE OR DIRECTLY ADJACENT TO THE GROWING OR STORAGE PLOTS OF THE SUPPLIED PLANT MATERIAL, INCLUDING THE PLANTING OF AGRICULTURAL (OR OTHER) SEED TREATED WITH NEONICS.

LEGEND

- SHREDDED CYPRESS MULCH OVER FILTER FABRIC, SAMPLES REQUIRED
- SOD
- 4"-6" DIA. RIP-RAP OVER FILTER FABRIC, IN RAIN GARDEN, SAMPLES REQUIRED
- PROPOSED CANOPY & EVERGREEN TREE SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED DECIDUOUS AND EVERGREEN SHRUB SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED PERENNIAL PLANT SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- DECORATIVE BOULDERS, 18"-30" DIA.



2 DECIDUOUS & CONIFEROUS TREE PLANTING
NTS



1 SHRUB
NTS

CivilSite
GROUP

4931 W. 35TH ST. SUITE 200
ST. LOUIS PARK, MN 55416
CivilSiteGroup.com

Matt Pavak 763-213-3944 Pat Sarver 952-250-2003

Momentum Design Group

721 N 1ST STREET

713-721 N 1ST STREET, MINNEAPOLIS, MN

SOLHEM COMPANIES LLC

701 N 2ND ST, STE 107, MINNEAPOLIS, MN 55401

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 LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Patrick J. Sarver
DATE 2/12/16 LICENSE NO. 24904

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
2/12/16	PDR PLAN REVIEW
3/9/16	PDR RESUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION
------	-------------

PROJECT NUMBER: 15209

LANDSCAPE PLAN

L1.0

WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

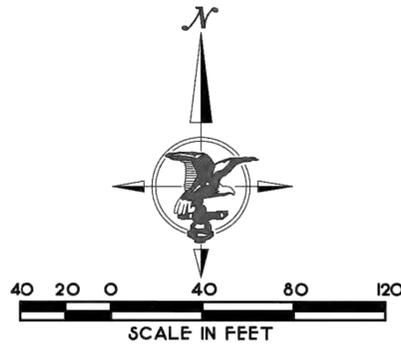
1" = 20'-0"

0 10'-0" 20'-0"

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GENERAL NOTES:

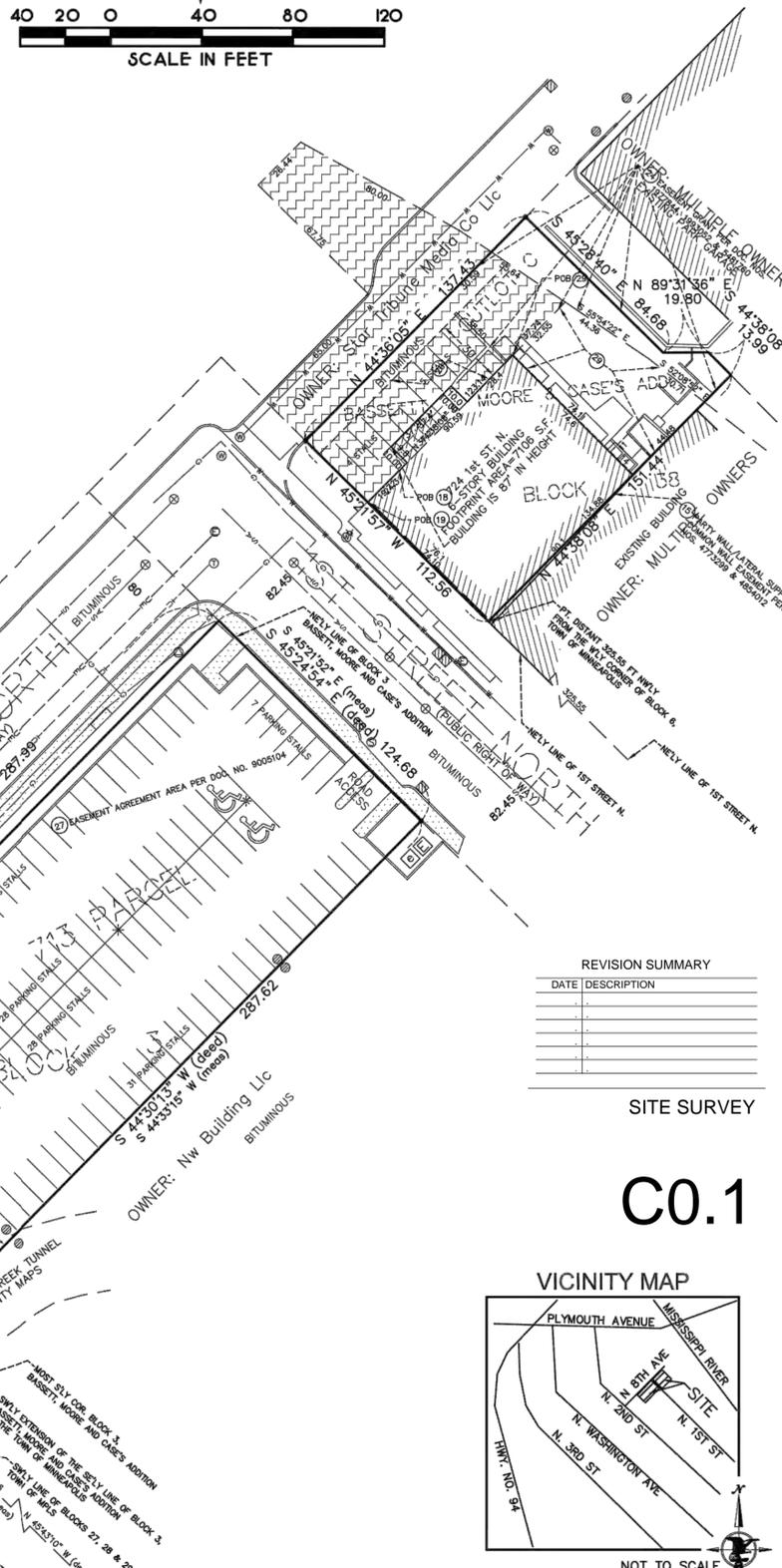
- The bearing system used is assumed.
- The location of the underground utilities shown hereon, if any, are approximate only. PURSUANT TO MSA 216D CONTACT GOPHER STATE ONE CALL AT (612) 454-0002 PRIOR TO ANY EXCAVATION.
- Subject property is identified as being in "Zone X, Other Areas" on Flood Insurance Rate Map No. 2705300357E, effective date September 2, 2004.
- Site area 713 Parcel = 35918 square feet = 0.825 acres.
Site area 713 Parcel = 15779 square feet = 0.362 acres.
- There are a total of 134 striped parking stalls on said property, of which there are 2 designated as handicap.
- All field measurements matched recorded dimensions within the precision requirements of ALTA/ACSM specifications.
- This survey was made on the ground and in accordance with the Minimum Standard Detail Requirements for Land Title Surveys as adopted by ALTA and ACSM.
- There is no observable evidence of cemeteries in the field or of record.
- The surveyor was not provided zoning information by the client pursuant to Table A Item(s) 6a or 6b.
- There is no visible above ground evidence of earth moving work, building construction or building additions within recent months.
- There is no observable evidence of recent street or sidewalk construction or repairs.
- There is no visible above ground evidence of the site being used as a solid waste dump, sump or sanitary landfill.
- In preparing this survey I have relied upon the supporting documents and the Commitment for Title Insurance issued by First American Title Insurance Company, bearing file number NCS-763928-MPLS (724/728 Parcel) and having an effective date of October 15, 2015 and file bearing number NCS-763931-MPLS (Parcel 713) and having an effective date of October 20, 2015.
- There are no party walls designated by the client or by recorded Party Wall Agreements on subject property pursuant to Table A Item 10a.
- There are no visible markings denoting wetlands as delineated by appropriate authorities.



LEGEND

- Property Monument
- ▬ Concrete
- ▬ Concrete Curb
- ▬ Fence
- ▬ Overhead Electric
- ▬ Underground Electric
- ▬ Underground Telephone
- ▬ Water
- ▬ Gas
- ▬ Sanitary Sewer
- ▬ Storm Sewer
- ⊠ Electric Meter
- ⊠ Electric Box
- ⊠ Electric Manhole
- ⊠ Power Pole
- ⊠ Hydrant
- ⊠ Unknown Manhole
- ⊠ Gate Valve
- ⊠ Catchbasin
- ⊠ Catchbasin
- ⊠ Air Conditioning Unit
- ⊠ Light Pole
- ⊠ Gas Meter
- ⊠ Telephone Manhole
- ⊠ Telephone Box
- ⊠ Water Manhole
- ⊠ Window Well
- ⊠ Sanitary Manhole
- ⊠ Storm Manhole
- ▨ 18 ELEVATOR EASEMENT PER DOC. 4854015
- ▨ 19 ACCESS EASEMENT PER DOC. 4854016

SURVEY PERFORMED BY:
HARRY S. JOHNSON CO. INC.
 LAND SURVEYORS & CONSULTANTS
 9063 Lyndale Avenue South
 Bloomington, Mn. 55420
 (952) 884-5341
 (952) 884-5344 Fax
 Email: tom@hjsurveyors.com
 Web: www.hjsurveyors.com



LEGAL DESCRIPTION: 724/728 PARCEL

FIRST AMERICAN TITLE INSURANCE COMMITMENT NO.: NCS-763928-MPLS

Parcel A1 (part of Certificate of Title No. 810069):
 Par 1: That part of Government Lot 3, Section 22, Township 29, Range 24, Hennepin County, Minnesota and that part of Block 38 of Bassett, Moore and Case's Addition to Minneapolis, described as follows:

Beginning at a point on the Northeastly line of First Street North distant 325.55 feet Northwestly from the Westerly corner of Block 6, Town of Minneapolis; thence on an assumed bearing of North 45 degrees 21 minutes 52 seconds West, along said Northeastly line of First Street, 74.10 feet; thence North 44 degrees 38 minutes 08 seconds East 123.14 feet; thence South 55 degrees 54 minutes 22 seconds East 44.36 feet; thence South 52 degrees 08 minutes 52 seconds East 30.71 feet; thence South 44 degrees 38 minutes 08 seconds West 134.88 feet to the point of beginning.

Parcel A2:
 Non-exclusive easement for lateral support as contained in the Declaration of Easements, dated August 5, 1981, recorded August 19, 1981, in the office of the County Recorder as Doc. No. 4665287, as amended by the First Amendment to Declaration of Easements, recorded February 5, 1982, in the office of the County Recorder as Doc. No. 4699604, and as amended by the Partial Order and Decree of Registration, recorded in the office of the Registrar of Titles as Doc. No. 1621165.

Parcel A3:
 Non-exclusive easements as contained in the Declaration of Easements - Phase II, dated January 25, 1983, recorded February 22, 1983, in the office of the County Recorder as Doc. No. 4773299, as amended by the Special Release, recorded August 18, 1983, in the office of the County Recorder as Doc. No. 4819235, and as amended by the First Amendment to Declaration of Easements - Phase II, recorded September 21, 1983, in the office of the County Recorder as Doc. No. 4828936, and as amended by the Second Amendment to Declaration of Easements - Phase II, recorded December 23, 1983, in the office of the County Recorder as Doc. No. 4854012, and as amended by the Order, recorded August 1, 1989, in the office of the Registrar of Titles as Doc. No. 2029646.

Parcel A4:
 Non-exclusive easements as contained in the Deed of Parking Easement, dated December 20, 1983, recorded December 23, 1983, in the office of the County Recorder as Doc. No. 4854014.

Parcel A5:
 Non-exclusive easement as contained in the Deed of Appurtenant Elevator and Stairwell Easement, dated December 20, 1983, recorded December 23, 1983, in the office of the County Recorder as Doc. No. 4854015.

Parcel A6:
 Non-exclusive easement as contained in the Deed of Appurtenant Access Easement, dated December 20, 1983, recorded December 23, 1983, in the office of the County Recorder as Doc. No. 4854016.

Parcel A7:
 Non-exclusive easement as contained in the Deed of Appurtenant Walkway Easement, dated December 20, 1983, recorded December 23, 1983, in the office of the County Recorder as Doc. No. 4854017.

Parcel B (part of Certificate of Title No. 810069):
 Par 2: That part of Outlot C, Bassett Creek Addition, lying Southwestly of the following described line and its extensions: Commencing at the most Westerly corner of Outlot B, said Addition; thence on an assumed bearing of North 44 degrees 36 minutes 05 seconds East along the Northwestly line of said Outlot B, 102.96 feet to the point of beginning of the line to be described; thence South 60 degrees 57 minutes 52 seconds East 37.18 feet; thence South 55 degrees 54 minutes 22 seconds East 55.64 feet and said line there terminating.

Parcel C (Abstract property):
 That part of Outlot C, Bassett Creek Addition, lying northeastly of the following described line and its extensions: Commencing at the most westerly corner of Outlot B, said Addition; thence on an assumed bearing of North 44 degrees 36 minutes 05 seconds East along the northwesterly line of said Outlot B, 102.96 feet to the point of beginning of the line to be described; thence South 60 degrees 57 minutes 52 seconds East 37.18 feet; thence South 55 degrees 54 minutes 22 seconds East 55.64 feet and said line there terminating.

Parcel D:
 Non-exclusive easement for parking purposes as contained in the Easement Agreement, dated June 26, 2007, recorded July 11, 2007, in the office of the County Recorder as Doc. No. 9005104.

NOTES CORRESPONDING TO SCHEDULE B:

(3) The following, which appears as a recital on Certificate of Title No. 810069, and which may affect additional land: Together with an easement, eighty feet in width, for highway and storm sewer purposes in favor of the State of Minnesota as contained in County Recorder Document No. 4545668 over a portion of the above land; (as to Par 1).

NOTE: This recital appears to contain a typographical error, and should read as follows: "Subject to an easement, eighty feet in width, for highway and storm sewer purposes in favor of the State of Minnesota as contained in County Recorder Document No. 4545668 over a portion of the above land." (1ST STREET NORTH SHOWN ON SURVEY)

14. The following, which appears as a recital on Certificate of Title No. 810069, and which may affect additional land: Subject to and together with a Declaration of Easements, County Recorder Document No. 4665287, as reformed by Order Document No. 1621165 and as amended by a First Amendment to Declaration of Easements dated August 5, 1981 and filed as Document No. 4699604; (as to Par 1). (AFFECTS PROPERTY, NOTHING TO GRAPHICALLY SHOW)

15. The following, which appears as a recital on Certificate of Title No. 810069, and which may affect additional land: Subject to and together with a Declaration of Easements - Phase II, County Recorder Document No. 4773299, as amended by Special Release, County Recorder Document No. 4819235, and further amended by County Recorder Document No. 4828936 and further amended by County Recorder Document No. 4854012; (as to Par 1). (AFFECTS PROPERTY, AS SHOWN ON SURVEY)

See also the Order recorded August 1, 1989, in the office of the Registrar of Titles as Doc. No. 2029646.

16. Terms and conditions, including easements, as contained in the Declaration of Parking Easement, dated September 9, 1983, recorded September 21, 1983, in the office of the County Recorder as Doc. No. 4828935, as amended by the Amendment of Declaration of Parking Easement, dated December 20, 1983, recorded December 23, 1983, in the office of the County Recorder as Doc. No. 4854013. (GRANT OF PARKING EASEMENT BENEFITS PROPERTY, LOCATION NOT IDENTIFIED)

17. Terms and conditions, including easements, as contained in the Deed of Parking Easement, dated December 20, 1983, recorded December 23, 1983, in the office of the County Recorder as Doc. No. 4854014. (GRANT OF 124 PARKING SPACES IN THE PARKING RAMP)

18. The following, which appears as a recital on Certificate of Title No. 810069, and which may affect additional land: Subject to and together with Deed of Appurtenant Elevator Easement recorded as County Recorder Document No. 4854015. Terms and conditions, including easements, as contained in the Deed of Appurtenant Elevator and Stairwell Easement, dated December 20, 1983, recorded December 23, 1983, in the office of the County Recorder as Doc. No. 4854015. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)

19. Terms and conditions, including easements, as contained in the Deed of Appurtenant Access Easement, dated December 20, 1983, recorded December 23, 1983, in the office of the County Recorder as Doc. No. 4854016. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)

20. Terms and conditions, including easements as contained in the Deed of Appurtenant Walkway Easement, dated December 20, 1983, recorded December 23, 1983, in the office of the County Recorder as Doc. No. 4854017. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)

24. Terms and conditions, including easements, as contained in the Declaration of Covenants, Conditions and Restrictions and Grant of Easements, dated November 29, 1988, recorded November 29, 1988, in the office of the Registrar of Titles as Doc. No. 1977844, recorded February 7, 1989, in the office of the Registrar of Titles as Doc. No. 1993052, and recorded February 7, 1989, in the office of the County Recorder as Doc. No. 5481760. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)

27. Terms and conditions of the Easement Agreement, dated June 26, 2007, recorded July 11, 2007, in the office of the County Recorder as Doc. No. 9005104. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)

29. Terms and conditions, including easements, as contained in the Easement Agreement, dated August 16, 2011, recorded October 10, 2011, in the office of the Registrar of Titles as Doc. No. 4892247, and recorded October 10, 2011, in the office of the County Recorder as Doc. No. 9701493. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)

LEGAL DESCRIPTION

713 PARCEL
 FIRST AMERICAN TITLE INSURANCE COMMITMENT NO.: NCS-763931-MPLS

A tract of land comprising a part of Block 3, Bassett, Moore and Case's Addition to the Town of Minneapolis, described as follows: Commencing at the most southerly corner of Block 27, Town of Minneapolis; thence North 45 degrees 43 minutes 10 seconds West (the basis for the bearing used herein is the Minnesota Coordinate System, South Zone) 1424.60 feet along the southwesterly line of Blocks 27, 28 and 29, Town of Minneapolis, and Block 30, Bradford and Lewis's Addition to Minneapolis, to the southwesterly extension of the southeasterly line of Block 3, Bassett, Moore and Case's Addition to the Town of Minneapolis; thence North 44 degrees 52 minutes 46 seconds East 9.75 feet along said extension to the most southerly corner of said Block 3; thence North 45 degrees 26 minutes 57 seconds West 147.02 feet along the southwesterly line of said Block 3; thence North 44 degrees 33 minutes 03 seconds East 42.90 feet to the point of beginning; thence continue North 44 degrees 33 minutes 03 seconds East 287.99 feet to the northeasterly line of said Block 3; thence South 45 degrees 24 minutes 54 seconds East 124.68 feet along said northeasterly line; thence South 44 degrees 30 minutes 13 seconds West 287.62 feet; thence North 45 degrees 35 minutes 12 seconds West 124.92 feet to the point of beginning.

NOTES CORRESPONDING TO SCHEDULE B:

FIRST AMERICAN TITLE INSURANCE COMMITMENT NO.: NCS-763931-MPLS

12. Interest of 721 Associates LLLP, a Minnesota limited liability partnership, which is identified as the owner of the land in the above Doc. Nos. 9857452 and 9857453. (NON SURVEY MATTER)

(3) Terms and conditions, including easements, as contained in the Easement Agreement, dated June 26, 2007, recorded July 11, 2007, as Doc. No. 9005104. (AS SHOWN ON SURVEY)

(14) Right of way for the tunnel for Bassett's Creek, as shown on the County's half-section map. (AS SHOWN ON SURVEY)

(15) Right of way for 8th Avenue North as presently laid out and traveled, and as contained in the Quit Claim Deed, dated September 27, 1985, recorded October 25, 1985, as Doc. No. 5045862. (AS SHOWN ON SURVEY)

STATEMENT OF POTENTIAL ENCROACHMENTS:

713 Parcel:
 There are no visible above ground encroachments over or across any property lines of subject property.

724/728 Parcel:

LAND TITLE SURVEY
 ALTA/ACSM
 for:
TE MILLER DEVELOPMENT
 SITE: 713, 724, 728 1ST STREET NORTH
 MINNEAPOLIS, MINNESOTA

CERTIFICATION:

To Solhem, LLC, a Minnesota limited liability company; 724 Associates, LLLP, a Minnesota limited liability partnership; 721 Associates, a Minnesota general partnership and:

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, 6(c), 7(c), 7(b1), 7(c), 8, 9, 10(c), 11(a), 13, 16, 17, 18 and 20(c) of Table A thereof.

The field work was completed on December 9, 2015.

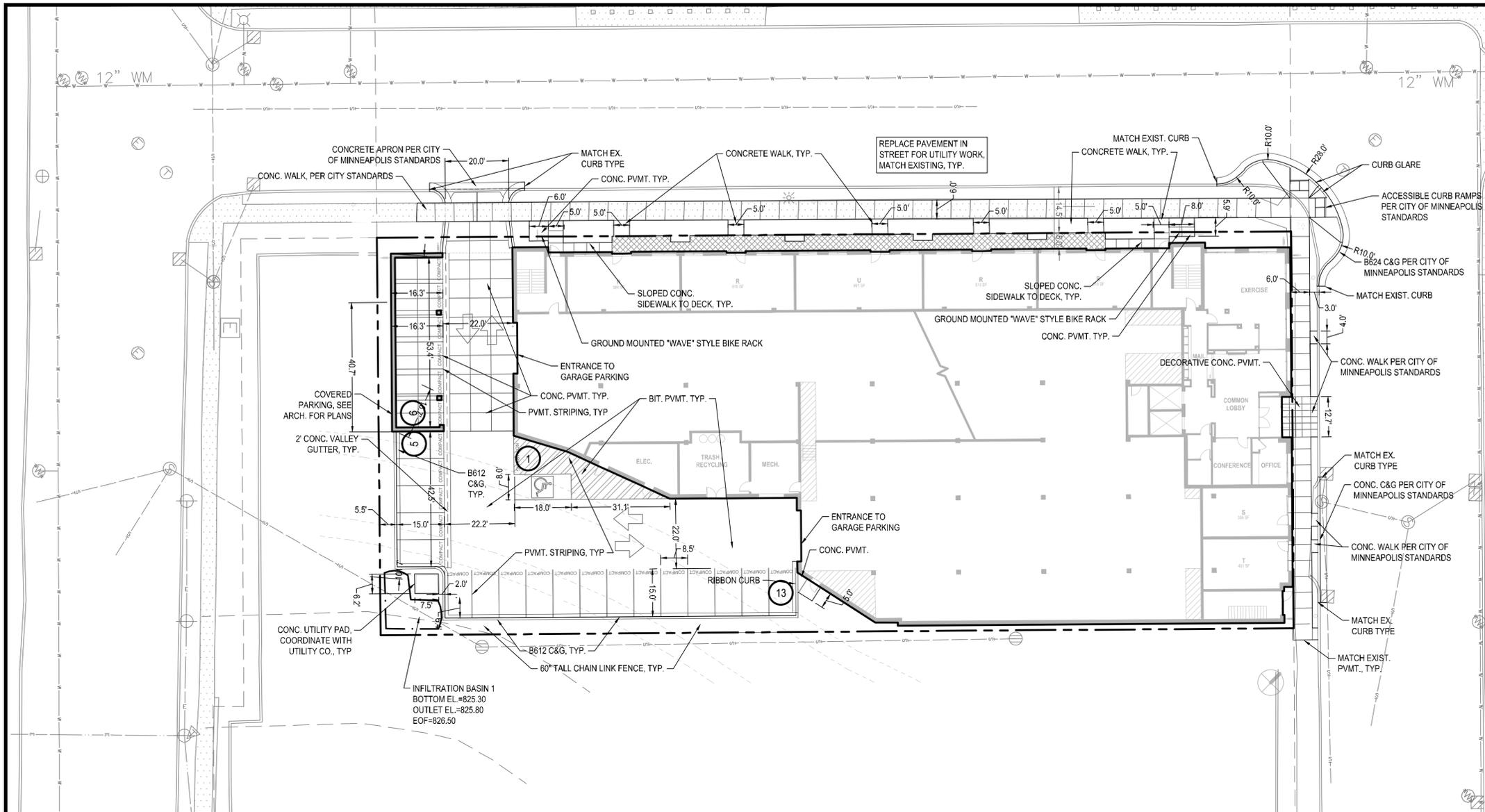
Date of Plat or Map: December 11, 2015

Thomas E. Hodoroff
 Thomas E. Hodoroff, L.S.
 Minn. Reg. No. 23677

Revision History

Sheet No.	Book	Page
1 OF 1		
File No.	W.D. Number	CAD Extension
1-3-9263	2015499	ONI

HARRY S. JOHNSON CO., INC.
 LAND SURVEYORS & CONSULTANTS
 BLOOMINGTON, MINNESOTA
 PHONE: 952-884-5341 FAX: 952-884-5344



SITE LAYOUT NOTES:

1. CONTRACTOR SHALL VERIFY LOCATIONS AND LAYOUT OF ALL SITE ELEMENTS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, LOCATIONS OF EXISTING AND PROPOSED PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES, BUILDINGS AND PAVEMENTS. CONTRACTOR IS RESPONSIBLE FOR FINAL LOCATIONS OF ALL ELEMENTS FOR THE SITE. ANY REVISIONS REQUIRED AFTER COMMENCEMENT OF CONSTRUCTION, DUE TO LOCAL ADJUSTMENTS SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. ADJUSTMENTS TO THE LAYOUT SHALL BE APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF MATERIALS. STAKE LAYOUT FOR APPROVAL.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, INCLUDING A RIGHT-OF-WAY AND STREET OPENING PERMIT.
3. THE CONTRACTOR SHALL VERIFY RECOMMENDATIONS NOTED IN THE GEO TECHNICAL REPORT PRIOR TO INSTALLATION OF SITE IMPROVEMENT MATERIALS.
4. CONTRACTOR SHALL FIELD VERIFY COORDINATES AND LOCATION DIMENSIONS OF THE BUILDING AND STAKE FOR REVIEW AND APPROVAL BY THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION OF FOOTING MATERIALS.
5. LOCATIONS OF STRUCTURES, ROADWAY PAVEMENTS, CURBS AND GUTTERS, BOLLARDS, AND WALKS ARE APPROXIMATE AND SHALL BE STAKED IN THE FIELD, PRIOR TO INSTALLATION, FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT.
6. CURB DIMENSIONS SHOWN ARE TO FACE OF CURB. BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATION. LOCATION OF BUILDING IS TO BUILDING FOUNDATION AND SHALL BE AS SHOWN ON THE DRAWINGS.
7. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OR SAMPLES AS SPECIFIED FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO FABRICATION FOR ALL PREFABRICATED SITE IMPROVEMENT MATERIALS SUCH AS, BUT NOT LIMITED TO THE FOLLOWING, FURNISHINGS, PAVEMENTS, WALLS, RAILINGS, BENCHES, FLAGPOLES, LANDING PADS FOR CURB RAMPS, AND LIGHT AND POLES. THE OWNER RESERVES THE RIGHT TO REJECT INSTALLED MATERIALS NOT PREVIOUSLY APPROVED.
8. PEDESTRIAN CURB RAMPS SHALL BE CONSTRUCTED WITH TRUNCATED DOME LANDING AREAS IN ACCORDANCE WITH A.D.A. REQUIREMENTS-SEE DETAIL.
9. CROSSWALK STRIPING SHALL BE 24" WIDE WHITE PAINTED LINE, SPACED 48" ON CENTER PERPENDICULAR TO THE FLOW OF TRAFFIC. WIDTH OF CROSSWALK SHALL BE 5' WIDE. ALL OTHER PAVEMENT MARKINGS SHALL BE WHITE IN COLOR UNLESS OTHERWISE NOTED OR REQUIRED BY ADA OR LOCAL GOVERNING BODIES.
10. CURB AND GUTTER TYPE SHALL BE B612 UNLESS OTHERWISE NOTED ON THE DRAWINGS-TAPER BETWEEN CURB TYPES-SEE DETAIL.
11. ALL CURB RADI ARE MINIMUM 3' UNLESS OTHERWISE NOTED.
12. CONTRACTOR SHALL REFER TO FINAL PLAT FOR LOT BOUNDARIES, NUMBERS, AREAS AND DIMENSIONS PRIOR TO SITE IMPROVEMENTS.
13. FIELD VERIFY ALL EXISTING SITE CONDITIONS, DIMENSIONS.
14. PARKING IS TO BE SET PARALLEL OR PERPENDICULAR TO EXISTING BUILDING UNLESS NOTED OTHERWISE.
15. ALL PARKING LOT PAINT STRIPING TO BE WHITE, 4" WIDE TYP.
16. BITUMINOUS PAVING TO BE "LIGHT DUTY" UNLESS OTHERWISE NOTED. SEE DETAIL SHEETS FOR PAVEMENT SECTIONS.
17. ALL TREES THAT ARE TO REMAIN ARE TO BE PROTECTED FROM DAMAGE WITH A CONSTRUCTION FENCE AT THE DRIP LINE. SEE LANDSCAPE DOCUMENTS.

OPERATIONAL NOTES:

1. ALL SNOW WILL BE REMOVED FROM SITE AT EACH PLOWING.
2. TRASH SHALL BE COLLECTED IN AN INTERIOR SWCP AND MOVED TO AN ACCESSIBLE LOCATION FOR PICK UP.

SITE AREA CALCULATIONS:

	EXISTING		PROPOSED	
BUILDING COVERAGE	0 SF	0.0%	23,980 SF	66.8%
ALL PAVEMENTS	33,753 SF	94.0%	8,512 SF	23.7%
ALL NON-PAVEMENTS	2,164 SF	6.0%	3,425 SF	9.5%
TOTAL SITE AREA	35,917 SF	100.0%	35,917 SF	100.0%
IMPERVIOUS SURFACE				
EXISTING CONDITION	33,753 SF	94.0%		
PROPOSED CONDITION	32,492 SF	90.5%		
DIFFERENCE	-1,261 SF	-3.5%		

SITE PLAN LEGEND:

- CONCRETE PAVEMENT AS SPECIFIED (PAD OR WALK)
- PROPERTY LINE
- CURB AND GUTTER-SEE NOTES (T.O.) TIP OUT GUTTER WHERE APPLICABLE-SEE PLAN
- TRAFFIC DIRECTIONAL ARROWS
- SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED.
HC = ACCESSIBLE SIGN
NP = NO PARKING FIRE LANE
ST = STOP
CP = COMPACT CAR PARKING ONLY

CITY COORDINATION NOTES:

1. TRAFFIC & PARKING
 - 1.1. COORDINATE WITH BILL PRINCE, CITY OF MINNEAPOLIS, (612) 673-3901 FOR ALL WORK REGARDING STREET LIGHTING AND ELECTRICAL SYSTEMS. STREET LIGHTING INSTALLED AS PART OF THE PROJECT SHALL BE INSPECTED BY THE CITY, CONTACT DAVE PREHALL (612) 673-5759. ANY LIGHTING INSTALLATIONS NOT MEETING CITY SPECIFICATIONS WILL BE REQUIRED TO BE REINSTALLED AT CONTRACTOR'S EXPENSE.
 - 1.2. COORDINATE WITH BOB BOBLET CITY OF MINNEAPOLIS, (612) 673-2428 FOR ALL ISSUES REGARDING WORK IN AND ADJACENT TO CITY RIGHTS-OF-WAY. AN ENCROACHMENT PERMIT SHALL BE REQUIRED FOR ALL STREETScape ELEMENTS IN THE PUBLIC ROW. ANY ELEMENTS OF AN EARTH RETENTION SYSTEM AND RELATED OPERATIONS WILL REQUIRE AN ENCROACHMENT PERMIT. ANY EXCAVATIONS THAT FALL WITHIN THE PUBLIC ROW WILL REQUIRE A ROW EXCAVATION PERMIT.
 - 1.3. COORDINATE WITH SCOTT KRAMER, CITY OF MINNEAPOLIS, (612) 673-2383 REGARDING ANY WORK THAT IS PERFORMED IN THE RIGHT-OF-WAY. AN OBSTRUCTION PERMIT WILL BE REQUIRED FOR ALL WORK IN THE RIGHT-OF-WAY. CONTACT SCOTT KRAMER REGARDING DETAILS OF SIDEWALK AND LANE CLOSURES.
 - 1.4. COORDINATE WITH CRAIG PINKALLA, CITY OF MINNEAPOLIS, (612) 499-9233 FOR ALL WORK REGARDING REMOVAL OR PROTECTION OF TREES DURING CONSTRUCTION IN THE CITY RIGHT-OF-WAY.
 - 1.5. COORDINATE WITH PAUL CAO, CITY OF MINNEAPOLIS, (612) 673-2943 FOR ALL WORK REGARDING BIKE RACKS IN THE CITY RIGHT-OF-WAY.
 - 1.6. COORDINATE WITH ALLAN KLUGMAN, CITY OF MINNEAPOLIS, (612) 673-5750 PRIOR TO CONSTRUCTION FOR THE TEMPORARY REMOVAL/RELOCATION OF ANY CITY OF MINNEAPOLIS SIGNAL SYSTEM. ALL COSTS FOR RELOCATION AND/OR REPAIR OF CITY TRAFFIC SHALL BE BORNE BY THE CONTRACTOR.
 - 1.7. COORDINATE WITH DOUG MADAY, CITY OF MINNEAPOLIS, (612) 673-5755 PRIOR TO CONSTRUCTION FOR THE REMOVAL OR RELOCATION OF ANY CITY OF MINNEAPOLIS RIGHT-OF-WAY SIGNS.
2. ENVIRONMENTAL HEALTH
 - 2.1. COORDINATE WITH ENVIRONMENTAL SERVICES, CITY OF MINNEAPOLIS, (612) 673-3867 FOR PERMITS RELATING TO AFTER HOURS WORK, TEMPORARY STORAGE OF IMPACTED SOILS ON SITE PRIOR TO DISPOSAL OR REUSE, REMEDIATION OF CONTAMINATED SOIL AND GROUNDWATER, REUSE OF IMPACTED SOILS ON SITE, DEWATERING AND DISCHARGE OF ACCUMULATED STORM WATER OR GROUND WATER TO CITY SEWERS, FLAMMABLE WASTE TRAPS, UNDERGROUND OR ABOVEGROUND TANK INSTALLATION OR REMOVAL, WELL CONSTRUCTION OR SEALING, OR ON-SITE ROCK CRUSHING.
 - 2.2. NO CONSTRUCTION, DEMOLITION OR COMMERCIAL POWER MAINTENANCE EQUIPMENT SHALL BE OPERATED WITHIN THE CITY BETWEEN THE HOURS OF 6:00 PM AND 7:00 AM ON WEEKDAYS OR DURING ANY HOURS ON SATURDAYS, SUNDAYS AND STATE AND FEDERAL HOLIDAYS, EXCEPT UNDER PERMIT.
 - 2.3. IF CONTAMINATED SOIL IS ENCOUNTERED, IT MUST BE REPORTED TO THE MINNESOTA DUTY OFFICER AT (651) 649-5451. PREAPPROVAL FOR REMOVAL OR REUSE MUST OCCUR FROM THE MPCA AND THE CITY OF MINNEAPOLIS.
3. FORESTRY DEPARTMENT
 - 3.1. TO PROTECT ROOT ZONES, NO CONSTRUCTION EQUIPMENT OR MATERIALS SHALL BE PLACED, PARKED, OR STORED ON ANY UNPAVED AREA WITHIN THE DRIP LINE OF ANY CITY OWNED TREE. NO CHEMICALS OR PETROLEUM PRODUCTS SHALL BE DEPOSITED ON ANY UNPAVED AREA IN THE CITY RIGHT-OF-WAY.
 - 3.2. ANY TREE ROOTS ENCOUNTERED ARE TO BE CLEANLY CUT USING HAND TOOLS.
 - 3.3. NO OPEN EXCAVATION OR BORE PITTS ALLOWED WITHIN 8 FEET OF CITY STREET TREES.
 - 3.4. CARE SHALL BE TAKEN NOT TO DAMAGE TREE TRUNKS OR BRANCHES. CONTRACTOR MUST CONTACT CRAIG PINKALLA WITH THE FORESTRY DEPARTMENT AT (612) 499-9233 REGARDING ANY QUESTIONS RELATED TO PLANTING, REMOVAL OR THE PROCESS FOR PROTECTION OF TREES DURING CONSTRUCTION IN THE CITY RIGHT-OF-WAY.
4. STREET LIGHTING & UTILITIES
 - 4.1. 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.

OWNER INFORMATION

SOLHEM COMPANIES, LLC
701 2ND ST N, SUITE 107
MINNEAPOLIS, MN 55401

CITY OF MINNEAPOLIS SITE SPECIFIC NOTES:

1. RESERVED FOR CITY SPECIFIC NOTES.

PROJECT

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.

Matthew R. Pavsek
DATE 2/12/16 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
2/12/16	PDR PLAN REVIEW
3/9/16	PDR RESUBMITTAL

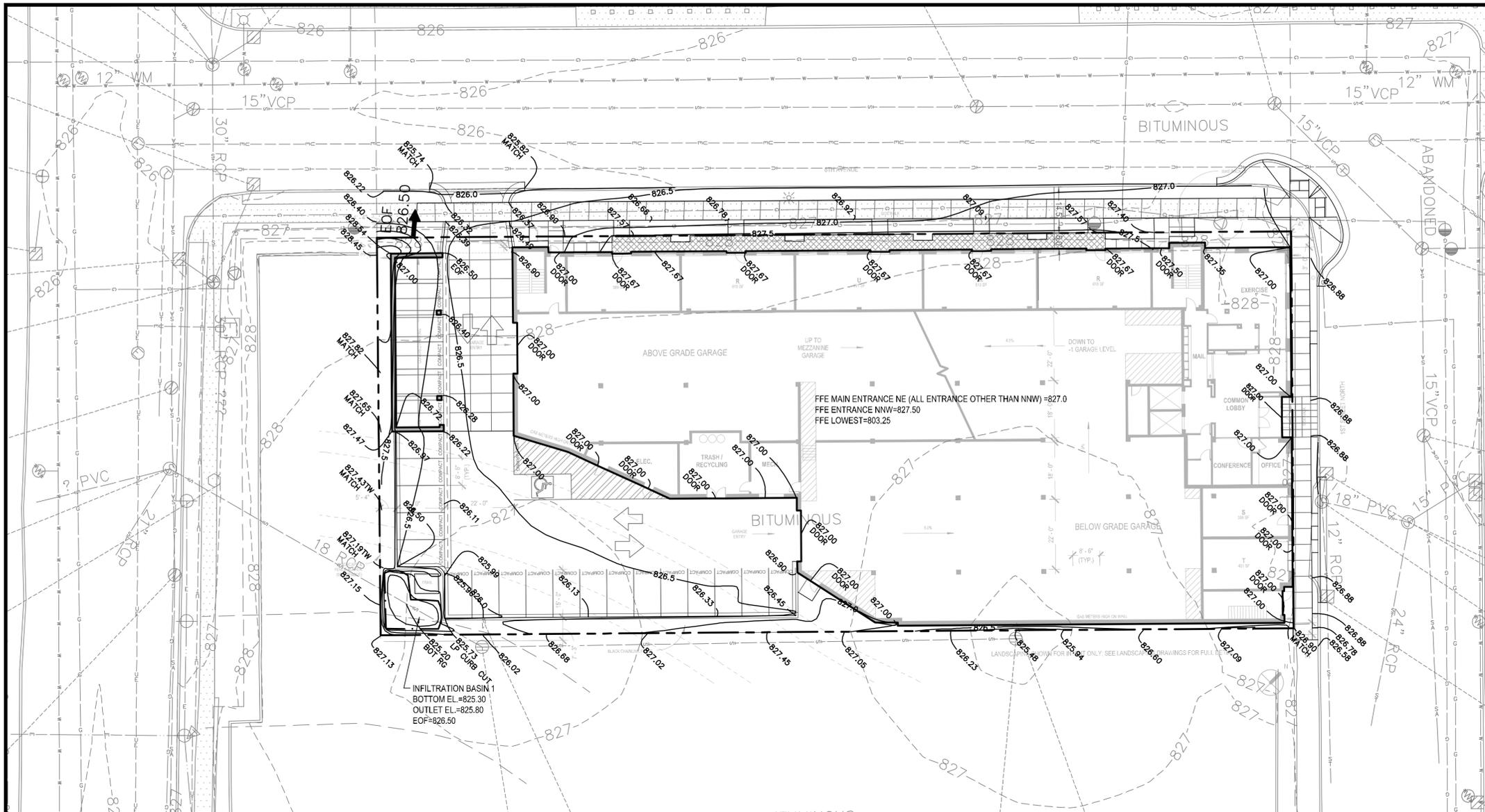
REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NUMBER: 15209

SITE PLAN

C2.0



GENERAL GRADING NOTES:

- SEE SITE PLAN FOR HORIZONTAL LAYOUT & GENERAL GRADING NOTES.
- THE CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION (INCLUDING BUT NOT LIMITED TO SITE PREPARATION, SOIL CORRECTION, EXCAVATION, EMBANKMENT, ETC.) 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.
- GRADING AND EXCAVATION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS & PERMIT REQUIREMENTS OF THE CITY.
- PROPOSED SPOT GRADES ARE FLOW-LINE FINISHED GRADE ELEVATIONS, UNLESS OTHERWISE NOTED.
- GRADES OF WALKS SHALL BE INSTALLED WITH 5% MAX. LONGITUDINAL SLOPE AND 1% MIN. AND 2% MAX. CROSS SLOPE, UNLESS OTHERWISE NOTED.
- PROPOSED SLOPES SHALL NOT EXCEED 3:1 UNLESS INDICATED OTHERWISE ON THE DRAWINGS. MAXIMUM SLOPES IN MAINTAINED AREAS IS 4:1
- PROPOSED RETAINING WALLS, FREESTANDING WALLS, OR COMBINATION OF WALL TYPES GREATER THAN 4' IN HEIGHT SHALL BE DESIGNED AND ENGINEERED BY A REGISTERED RETAINING WALL ENGINEER. DESIGN DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF GRADE STAKES THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH PROPER GRADES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR A FINAL FIELD CHECK OF FINISHED GRADES ACCEPTABLE TO THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO TOPSOIL AND SODDING ACTIVITIES.
- 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.
- 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 6 INCHES. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 6 INCHES.
- 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 FINISH 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.
- PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE STREET AND/OR 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.
- TOLERANCES
 - THE 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.
 - 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.
 - 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.
 - TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
- MAINTENANCE
 - THE CONTRACTOR SHALL PROTECT NEWLY GRADED AREAS FROM TRAFFIC AND EROSION, AND KEEP AREA FREE OF TRASH AND DEBRIS.
 - CONTRACTOR SHALL REPAIR AND REESTABLISH GRADES IN SETTLED, ERODED AND RUTTED AREAS TO SPECIFIED TOLERANCES. DURING THE CONSTRUCTION, IF REQUIRED, AND DURING THE WARRANTY PERIOD, ERODED AREAS WHERE TURF IS TO BE ESTABLISHED SHALL BE RESEEDING AND MULCHED.
 - WHERE COMPLETED COMPACTED AREAS ARE DISTURBED BY SUBSEQUENT CONSTRUCTION OPERATIONS OR ADVERSE WEATHER, CONTRACTOR SHALL SCARIFY, SURFACE, RESHAPE, AND COMPACT TO REQUIRED DENSITY PRIOR TO FURTHER CONSTRUCTION.

CITY OF MINNEAPOLIS GRADING NOTES:

- RESERVED FOR CITY SPECIFIC GRADING NOTES.

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1 0-SW1.3

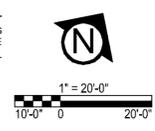
GRADING PLAN LEGEND:

- 891 ----- EX. 1' CONTOUR ELEVATION INTERVAL
- 819 ----- 1.0' CONTOUR ELEVATION INTERVAL
- 891.0 SPOT GRADE ELEVATION (FLOW LINE UNLESS OTHERWISE NOTED)
- 891.0 G SPOT GRADE ELEVATION GUTTER
- 891.0 BC SPOT GRADE ELEVATION BACK OF CURB (TOP OF CURB)
- 891.0 BS/TS SPOT GRADE ELEVATION BOTTOM OF STAIRS/TOP OF STAIRS
- T.O. TIP OUT (T.O.) CURB AND GUTTER WHERE APPLICABLE - TAPER GUTTERS TO DRAIN AS SHOWN
- >--- EXISTING AND PROPOSED DRAINAGE ARROWS

OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT

ALL CLEARING, GRADING, CONSTRUCTION OR DEVELOPMENT WILL BE DONE PURSUANT TO THE PLAN, SIGNED BY PARTIES BELOW.

OWNER: _____
 DEVELOPER: _____
 CONTRACTOR: _____



CivilSite GROUP
 4931 W. 35TH ST. SUITE 200
 ST. LOUIS PARK, MN 55416
 CivilSiteGroup.com
 Matt Pavak 763-213-3944 Pat Sarver 952-250-2003

MDG
 Momentum Design Group

721 N 1ST STREET
 713-721 N 1ST STREET, MINNEAPOLIS, MN
SOLHEM COMPANIES LLC
 701 N 2ND ST, STE 107, MINNEAPOLIS, MN 55401

PROJECT

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.

Matthew R. Pavak
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 DATE 2/12/16 LICENSE NO. 44263

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PROJECT NUMBER: 15209

GRADING PLAN

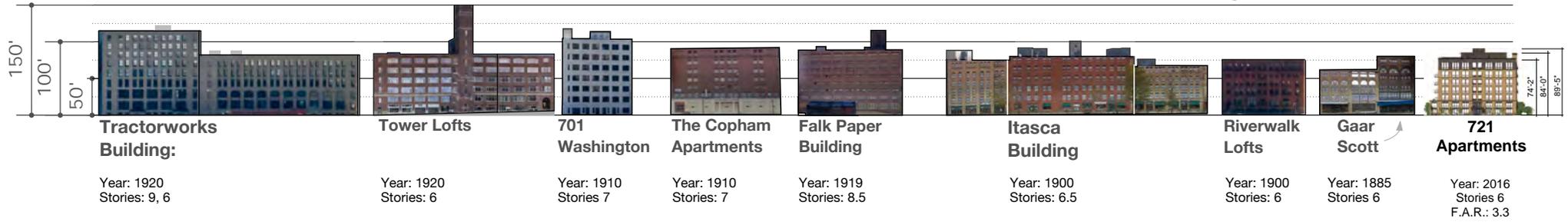
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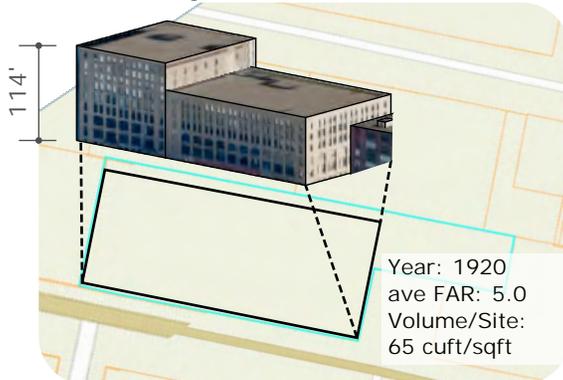
Height, Volume & FAR Comparison

North Loop Historic Buildings

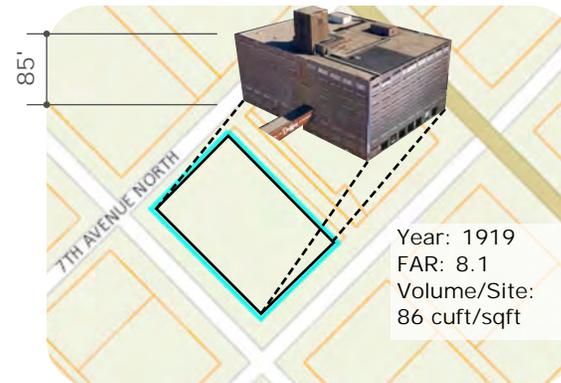
First Street North Historic Buildings:



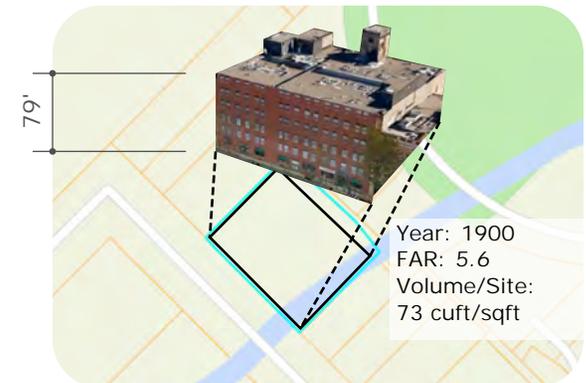
Tractorworks Building:
710 Washington Ave N



Falk Paper Building
608 3rd Street N



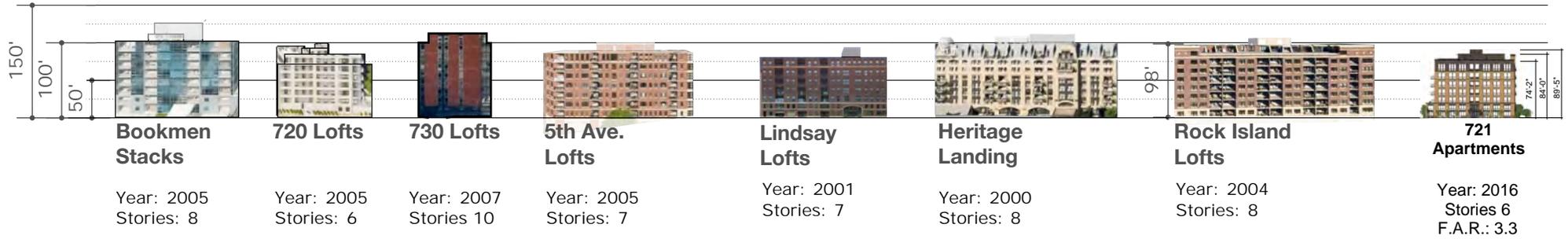
Itasca Building
716 N 1ST ST



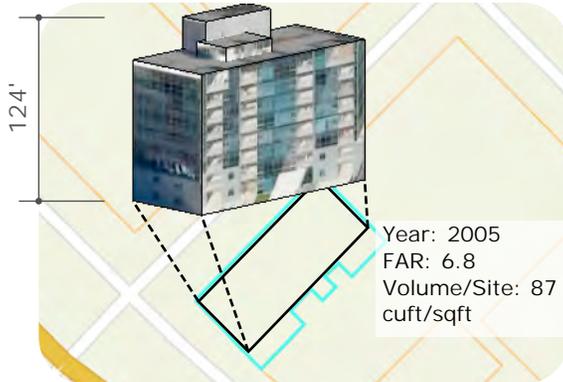
Height, Volume & FAR Comparison

North Loop Newly Constructed Buildings

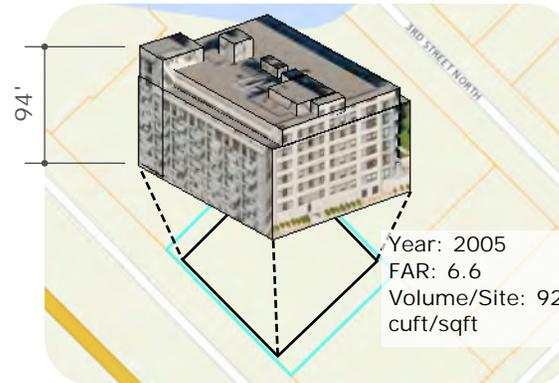
First Street North Newly Constructed Buildings:



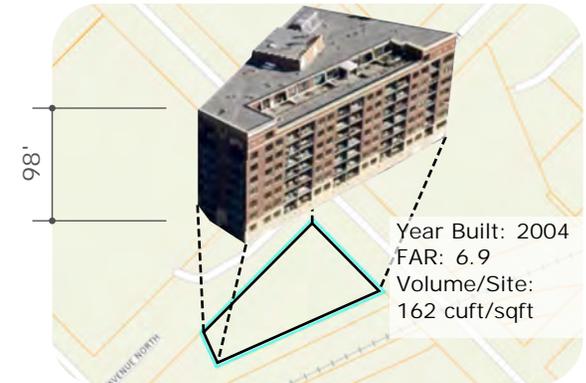
Bookmen Stacks
345 N 6th Ave



720 Lofts
720 4th St N



Rock Island Lofts
111 4TH AVE N



Dvorak, Hilary A.

From: C Gunsbury <curt@solhem.com>
Sent: Monday, March 14, 2016 3:29 PM
To: Frey, Jacob; Dvorak, Hilary A.; Charlene Roise; Jason Lord; C Gunsbury
Subject: 721 N 1st St Heritage Preservation Application
Attachments: HPC-Submittal for 4-19-16.pdf

Dear Council Member Frey,

As we've discussed, we are proposing a multi-family project at 721 N 1st St.

As part of the approvals process for the project we need approval from the HPC and we are required to submit a Heritage Preservation Application. The application requires that we contact you to explain the proposed project as follows:

1) Description of the project:

721 First Street North, Minneapolis, Minnesota

We are proposing a 124 unit multifamily building consisting of eight stories and approximately 198,199 square feet. The new building will be constructed on the site of an existing parking lot. We are expecting to break ground in July of 2016 and complete construction in the summer of 2017.

The existing site:

The proposed project is located at 721 First Street North. This site is in the North Loop neighborhood, Council Ward 3, and part of the St. Anthony Historic District. The site is zoned C3A and made up of one lot. The existing neighborhood is transitioning from industrial to residential and commercial uses; there are presently many residential properties near this site including several new construction projects and several historic rehabilitation projects. The proposed project will replace an existing asphalt parking lot. The combined site is 35,917 square feet (.825 acres). The existing pavement will be removed for construction of the proposed building.

The proposed building:

The proposed building is an 8-story, 124 unit, market rate apartment building, with one and a half stories of above ground parking and two stories of underground parking. The total gross proposed building square footage is 198,199. There will be 230 parking stalls in the project, a portion of which will replace the lost parking for the office building across the street. The parking ratio for the building is 1.86. The FAR for the building is 3.3. The eight-story building will be constructed of wood framing and concrete.

Proposed architectural details of the new building:

The building height and street front elevation will imitate and complement the scale and massing of the nearby late nineteenth and early twentieth-century warehouse buildings in the vicinity. The ratio of total building height, and total building volume to the site, is similar to many of the iconic warehouse buildings that define the Warehouse Historic District and the St Anthony Historic District. The active-use first floor and second floor will appear as a one-story base that creates a street front presence similar to that of the

neighboring buildings. This area of the building will use a metal and glass window system surrounded by modular brick. The upper floors of the building will be clad in brick and metal panels. The building structure follows the historic typology of warehouses throughout the district where the structural frame takes prominence on the exterior. The structure and in-filled skin will be clad in brick, concrete, metal, and glass -- traditional materials found throughout the neighborhood. The 8th story is a mechanical and lobby area for the rooftop patio which will step back significantly from the 1st Street facade.

2) Preservation applications needed for the project: certificate of appropriateness for the proposed project. Please see attached assessment.

3) Address of the property for which zoning approval is sought: 721 N 1st St

4) Applicant's name, address, telephone number and email address:

Curt Gunsbury, Solhem Companies 701 N 2nd St #107 Minneapolis MN 55401 612.598.9416,
curt@solhem.com

I look forward to meeting with you to discuss the project this week.

Thanks,

Curt

--

Curt Gunsbury
Owner
Solhem Companies
701 N 2nd St Ste 107
Minneapolis MN 55401

curt@solhem.com
612.598.9416 direct/cell
solhem.com | soltva.com
solhavn.com | cozeflats.com
coming summer 2016! noloflats.com

Dvorak, Hilary A.

From: C Gunsbury <curt@solhem.com>
Sent: Monday, March 14, 2016 3:28 PM
To: Decker, David R (david_decker@uhg.com); Dvorak, Hilary A.; Charlene Roise; Jason Lord; C Gunsbury
Subject: 721 N 1st St Heritage Preservation Application
Attachments: HPC-Submittal for 4-19-16.pdf

Dear Mr. Decker and North Loop Neighborhood Group,

As we've discussed, we are proposing a multi-family project at 721 N 1st St.

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Proposed architectural details of the new building:

The building height and street front elevation will imitate and complement the scale and massing of the nearby late nineteenth and early twentieth-century warehouse buildings in the vicinity. The ratio of total building height, and total building volume to the site, is similar to many of the iconic warehouse buildings that define the Warehouse Historic District and the St Anthony Historic District. The active-use first floor

and second floor will appear as a one-story base that creates a street front presence similar to that of the neighboring buildings. This area of the building will use a metal and glass window system surrounded by modular brick. The upper floors of the building will be clad in brick and metal panels. The building structure follows the historic typology of warehouses throughout the district where the structural frame takes prominence on the exterior. The structure and in-filled skin will be clad in brick, concrete, metal, and glass -- traditional materials found throughout the neighborhood. The 8th story is a mechanical and lobby area for the rooftop patio which will step back significantly from the 1st Street facade.

2) Preservation applications needed for the project: certificate of appropriateness for the proposed project. Please see attached assessment.

3) Address of the property for which zoning approval is sought: 721 N 1st St

4) Applicant's name, address, telephone number and email address:

Curt Gunsbury, Solhem Companies 701 N 2nd St #107 Minneapolis MN 55401 612.598.9416,
curt@solhem.com

Thanks,

Curt

--

Curt Gunsbury
Owner
Solhem Companies
701 N 2nd St Ste 107
Minneapolis MN 55401

curt@solhem.com
612.598.9416 direct/cell
solhem.com | soltva.com
solhavn.com | cozeflats.com
coming summer 2016! noloflats.com



**NORTH
LOOP**
NEIGHBORHOOD

Curt Gunsbury & Rob Miller
Solhem Companies

January 27, 2016

**RE: Letter of Support – Revised April 6, 2016
721 1st Street North – New Apartment Building**

On January 20, 2016, Curt Gunsbury and Rob Miller presented plans for a new apartment development at 721 1st Street North to the North Loop Planning & Zoning committee.

The project as presented would be 124-units with a mix of micro, studio, 1-bedrooms and 2-bedroom apartments, along with 2 sublevels of parking for both residents and commercial suites for the adjacent Itasca building. The building is planned to be 6-floors, and 76 feet high at its usable rooftop (“Apartment Development”). In addition, the developers presented plans for an attached dog park (“Green Space”) which is intended to be a public space for the neighborhood.

A motion passed to examine the two spaces separately (Apartment Development and Green Space) as more analysis of the Green Space is needed at this time.

The North Loop Neighborhood Association (NLNA) voted to support the Apartment Development section of the project as presented. NLNA recommends that the Green Space portion of the project be presented to the North Loop Neighborhood Parks Committee for further review and comment.

Sincerely,
North Loop Neighborhood Association
Dave Decker
Co-Chair P&Z Committee

Dvorak, Hilary A.

From: Lisa <solworshiper@gmail.com>
Sent: Monday, March 07, 2016 5:39 PM
To: Dvorak, Hilary A.
Subject: Proposed Development and loss of my soulshine

Hilary,
I am concerned about the height of the proposed building across from where we live. We live in the Itasca building. A seven-to-eight-story structure negatively impacts the view of us southwest-facing owners and blocks natural light. The height also sets a bad precedent for future development of the remaining surface lots, which is almost certain to occur.

I live for the sunshine on the bricks of our home... This is my soulshine. Please don't take it away...

What else can I do??
Thank you

Lisa Carlson-Kulla

Dvorak, Hilary A.

From: Margo T. Mejia <margo.mejia@mhvi.com>
Sent: Monday, March 07, 2016 7:26 PM
To: Dvorak, Hilary A.
Subject: 721 1st N Development

We are owners at the Itasca and are writing regarding the proposed 7-8 story apartment building that is to be constructed on the corner of N 1st St and N 8th Ave (across from Bldg 5 and Star Tribune). We feel the height of the building is out of keeping with the neighborhood. We oppose the height of the building as proposed. A building of 4-6 stories would fit the neighborhood better and less negatively impact the Itasca.

Thank you for your consideration.

Sincerely,

Margo and John Mejia

Dvorak, Hilary A.

From: Shannon Reilly <shannon.reilly@frauenshuh.com>
Sent: Tuesday, March 08, 2016 9:28 AM
To: Dvorak, Hilary A.
Subject: New development across from Itasca Building

Please restrict the height of this new development to four stories. It is important to those of use residing in the Itasca.

Shannon M. Reilly
Senior Vice President

Direct: 612.373.3259
Cellular: 612.308.3003
80 S. Eighth Street
IDS Center Suite 4900
Minneapolis, MN 55402
Shannon.Reilly@Frauenshuh.com
FrauenshuhCommercial.com



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Dvorak, Hilary A.

From: Lawrence E. Schneider <lschneiderdlitt@me.com>
Sent: Friday, March 11, 2016 10:47 AM
To: Dvorak, Hilary A.
Subject: Concerns with Proposed Construction on N 1st St. 55401

Dear Ms Dvorak,

I am very concerned, now that I have been made aware, of the proposed site of an eight-story rental apartment building at the corner of N. 1st St & 8th Ave.

My wife and I are residents & owners of a condominium at 708 N. 1st St (Itasca Bldg), and the construction of this property, as rentals especially, will drag my property value down, furthermore, the charm and uniqueness of the neighborhood will be decreased with this modern-style development, let alone the height of it. There are two buildings are two buildings that reach 8 stories in the general area, one is on Washington Ave and the other the the Ford Bldg across from Target Field. These old buildings are not in direct conflict with our neighborhood, and have been in existence far longer than our neighborhood has existed.

I, along with fellow residence plan to voice our frustration and concerns for as long and necessary a time as possible. We are proud of our neighborhood and will stand together to defend our investment(s).

Sincerely,

Dr. Lawrence E. Schneider

708 N 1st St. #538
Minneapolis, MN 55401

"History is who we are and why we are the way we are." ~ David McCullough

Dvorak, Hilary A.

From: Katherine Gee <katherinea.gee@gmail.com>
Sent: Friday, March 11, 2016 9:37 AM
To: Dvorak, Hilary A.
Subject: Re: Opposition to height of proposed 721 N 1st St building

Hello Hillary,

I also wanted to express concern about the amount of parking that the new building includes. We have issues w/ parking availability in the neighborhood, and the parking they include needs to account for not only adequate parking for residents, but for the Itasca building 5 commercial tenants who currently park in this lot.(this building is also now owned by the 8th ave/1st st parcel in question).

Ideally the city could help encourage the lot next to this parcel, in addition, to convert into a ramp. There is a large parking issue in the neighborhood, which will only be exacerbated if any new buildings add to the problem.

Thank you,
Kathy Gee
Itasca building
708 North First Street

On Thu, Mar 10, 2016 at 9:18 AM, Dvorak, Hilary A. <Hilary.Dvorak@minneapolismn.gov> wrote:

Thank you for your email. I will share it with the Commission members. Hilary

Hilary Dvorak | Principal City Planner | City of Minneapolis | CPED – Land Use, Design and Preservation

250 South 4th Street | Room 300 | Minneapolis, MN 55415

Phone: [612-673-2639](tel:612-673-2639) | Fax: [612-673-2526](tel:612-673-2526) | hilary.dvorak@minneapolismn.gov

The City's website is now: www.minneapolismn.gov

From: Katherine Gee [mailto:katherinea.gee@gmail.com]
Sent: Wednesday, March 09, 2016 10:49 AM
To: Dvorak, Hilary A.
Subject: Opposition to height of proposed 721 N 1st St building

Hello Hilary,

I am a resident / owner in the Itasca building at 708 North First Street. I am emailing to express opporition to the planned height of the proposed 721 N 1st St building. I understand it is desired to have a 7-8 story building.

My and other Itasca residents' concern is the height of the building. A seven-to-eight-story structure negatively impacts the view of southwest-facing owners and blocks natural light. The height also sets a bad precedent for future development of the remaining surface lots, which is almost certain to occur.

Several of us Itasca owners are organizing to voice our concerns to reduce the proposed height of the apartment building from 7-8 stories to 4 stories. A four-story apartment building will match the height of the existing "street wall" created by River Station.

Would you please consider only approving a four story building instead of the 7-8 story building in the plans?

Thank you,

Katherine Gee

708 North First St, #221

The Itasca
612 644 0160

Dvorak, Hilary A.

From: Lewis Baskerville <lsbville@aol.com>
Sent: Saturday, March 12, 2016 4:54 PM
To: Dvorak, Hilary A.
Cc: Matt Janzen
Subject: Solhem Proposal for N. 1st St. & N. 8th Ave.

Dear Ms. Dvorak,

The Solhem project has the opportunity to be a desirable addition to arguably one of the most important stretches on the east-side of N. 1st St. of buildings in the Warehouse District or be regarded as the start to its diminishing stature.

This project is leading the way for several to follow that will eventually fill the existing parking lot.

The height, in particular, is several stories too tall as proposed.

It will block the view of the Itasca both from the interior and on the outside from adjacent streets. Clearly, there will be a reduction in sunlight for that block.

River Station Condominiums, the neighboring complex, is as massive as what could become the fate of this parking lot; however, the saving grace with that complex is the 4-story height and park-like grounds.

Green space for this transformed parking lot will become vital in making it an inviting space to interact while providing views and sunlight.

Allowing the Solhem project to be over 5-stories (inclusive of rooftop public space) will impact that end of N. 1st Avenue by reducing visual appeal to the industrial warehouse massing of the Itasca.

In this instance, the saying "less is more" truly holds merit.

Hopefully the best solution will prevail,

Lewis Baskerville
Itasca resident

Sent from my iPad

Dvorak, Hilary A.

From: Matt Janzen <m.janzen5@gmail.com>
Sent: Monday, March 21, 2016 2:45 PM
To: Dvorak, Hilary A.; Frey, Jacob; Frank, David
Subject: Proposed Solhem Development - 721 N 1st St, Minneapolis
Attachments: Solhem Apartments Summary of Issues.docx

Dear Mr. Frank, Ms. Dvorak, and Mr. Frey -

I am a homeowner in the Itasca building and am writing to voice my opposition to the proposed height of the Solhem apartment development located at 721 N 1st St in Minneapolis. The proposed height of 84 feet negatively impacts the character area and surrounding properties in the following ways:

- Increases the already high demand for parking, burdening surrounding residents and limits the possibility of commercial development in the surrounding area.
- Blocks surrounding resident's access to sunlight and increases shading of streets and sidewalks.
- Obstructs key west/southwest views.
- Diminishes the quality of the neighborhood by increasing transiency (short-term rental property versus a long-term homebuyer property).
- Directly conflicts with the design context of the immediate character area by copying features (height) of the historic Itasca building among other design issues.

I have attached a summary of issues that illustrate how the proposed height and abundance of Solhem properties in the surrounding area diminishes the historical significance of the character area. (The proposed 721 site will be the 5th Solhem-owned property, and the 4th like-designed structure, in a one-block radius). The summary of issues directly references the *St Anthony Falls Historic District Design Guidelines*.

It is my hope that the design of the proposed Solhem development will better respect the surrounding residents' quality of life while preserving the historical significance of Itasca and the character area.

Matt Janzen
Itasca Homeowner
320-493-2012

TO: David Frank
Director of Economic Policy and Development

Hilary Dvorak
Principal Planner, Minneapolis

Jacob Frey,
Representative, Minneapolis Ward 3

FROM: Matt Janzen, Itasca homeowner

DATE: March 18, 2016

RE: 721 N 1st St Development: Solhem Apartments

This letter is to voice my opposition to the proposed eighty-four-foot-height of the Solhem Apartments development at 721 First Street North in Minneapolis. I am a homeowner in the neighboring Itasca building. There are several issues caused by the development of an eighty-four-foot building adjacent to the historically protected Itasca lofts: (1) the character area is losing its sense of historical significance as modern, homogenous development patterns become more prevalent; (2) the proposed height of Solhem Apartments is not compatible with the mass, scale, and height of the immediate surroundings within the character area; (3) Solhem Apartments is not designed in context with buildings in the immediate surroundings of 8th Avenue North and 1st Street North; (4) Solhem Apartments' proposed height negatively impacts key skyline views experienced by residents in the immediate surroundings; and (5) Solhem Apartments are not intended for long-term residency, which increases transiency and diminishes neighborhood culture.

St Anthony Falls Historic District Design Guidelines ("Guidelines") are in place to ensure the integrity and significance of Minneapolis's historic assets. Thus, development guidelines should be stringently enforced to limit the height of the Solhem Apartment development to four stories. Permitting Solhem Apartments to develop to the maximum height of the character area sets a precedent for future development in the immediate

surroundings that diminishes the historical significance of the character area. Restricting all future development that occurs on the the North First Street and North Eighth Avenue block to four stories accommodates modern development patterns while preserving historical assets in the character area. The historic significance of the St Anthony Falls District is stated in guidelines that were put in place to balance modern development among historical assets:

“The St. Anthony Falls Historic District is the heart of the city of Minneapolis and the center of its founding. It is nationally recognized as a place of cultural and historical importance and is officially designated as such. Its historic resources are enjoyed by residents, business owners and visitors alike and contribute to a “sense of place” that contributes to the distinct identity of the city. Preserving these assets is therefore essential to the city’s well being. The intent is to protect the integrity and character of the district and to ensure that new development occurs in a manner that is sensitive to the historic character of this unique place.” (St Anthony Falls Historic District Design Guidelines).

ISSUE: The character area is losing its sense of historical significance as modern, homogenous development patterns become more prevalent.

Individual character areas serve to identify distinct areas with different characteristics and are defined by the integration of modern development among historic development patterns:

“The combination and interaction of the development patterns identified within the district’s period of significance and the recent past development patterns form the basis of the definition of the individual character areas within the district. In some cases, the construction from the recent past makes it difficult to identify the historic development patterns or to experience any real connection of these areas to the history and story of St. Anthony Falls.” (Chapter 10: Character Areas, Guidelines).

Guidelines attempts to maintain a character area’s historical significance by “promote[ing] building designs and heights that...protect the scale and quality in areas of distinctive physical or historical character.” Allowing Solhem apartments to build to the maximum-allowed height pushes the character area away from historical significance and towards prioritization of modern, like-designed structures that come to define the character area.

“In order to assure that historic resources are appreciated as authentic contributors in the district, it is important that a new building be distinguishable from them while also remaining compatible with the context.” (*Guides*, Chapter 9). It is important for the City of Minneapolis to secure appreciation for Itasca’s contribution to the utility and history of the district while acknowledging Itasca’s precedent as the first residential conversion in Minneapolis. Itasca pioneered the movement that has led to revival and appreciation of some of Minneapolis’s oldest structures and is largely responsible for the development of the residential neighborhood and sub-area as it exists today.

New development impacts the character area by propagating modern design features across multiple structures and it is the prevalence of modern development that shapes and ultimately becomes the identity of the character area. Sol Tva and Sol Havn, existing Solhem apartment buildings, have been developed along North Second Street in the area immediately surrounding 721 North First Street. Solhem is currently finishing development of an apartment building adjacent to Gaar Scot historic lofts on North First Street. These properties, combined with Solhem Apartments at its proposed height of eighty-four feet, would continue the transition from a “historical character area” to a “Solhem character area.” Limiting Solhm Apartment’s height to four stories respects the prominence of Itasca and other historical structures that help define the character area.

ISSUE: The proposed height of Solhem Apartments is not compatible with the mass, scale, and height of the character area.

Guidelines states that “the overall height of a new building shall be compatible with the character area”; “a building height that exceeds the height range established in the context will be considered when: access to light and air of surrounding properties is respected [and] key views are maintained.” (Requirement 9.9, 9.9(a), *Guidelines*). *Guidelines* requires that structures “minimize looming effects and shading of lower scaled neighbors” and not “loom over adjacent buildings at any time.” (Requirement 9.10, *Guidelines*).

This is a quality of life issue for Itasca homeowners and residents of surrounding properties. A Solhem apartment building taller than neighboring four-story River Station and Star Tribune would significantly impact access to light, creating looming effects and shading of surrounding properties. Solhem Apartment's proposed height of eighty-four feet ignores the current precedent of four stories set by River Station and the Star Tribune. Of greater concern is that the proposed height sets an unfavorable precedent for future development of the existing North First Street surface lots. Approval of future developments on the block would likely follow Solhem Apartment's eighty-four-foot-tall model. Future structures of this height extremely limits and likely eliminates Itasca homeowners', commercial lessees', and residents of surrounding properties' access to sunlight while greatly increasing shading of North First Street.

Solhem Apartment's proposed eighty-four-foot-height increases the impact of blocked sunlight. *Guidelines* specifically requires that Solhem Apartments maintain a low height or a compact footprint to maintain existing key views of the southwest skyline and access to sunlight. Constructing a four story Solhem Apartment building minimizes the impact of obstructing key views, blocking sunlight, and shadowing affects. A four story construction is in accordance with Requirement 7.2, 9.9(a), and 9.10.

ISSUE: Solhem Apartments is not designed in context with buildings in the immediate surroundings of 8th Avenue North and 1st Street North.

"Designing in context" is defined as:

"Relating to the setting at a broad, 'experiential' level rather than literally copying the features of adjacent historic buildings is an essential part of designing in context.... Designing in context also means being respectful of the cultural resources in the vicinity... [and] [to] express the evolution and change while retaining one's ability to interpret the historic character where it still exists." (Chapter 3, Guidelines).

The adjacent Itasca buildings are distinguished, prominent historical structures in the character area. Itasca's prominence is evident by its height. Copying this feature disrespects Itasca as a cultural resource and blurs one's

ability to interpret the the history of the character area. *The Minneapolis Plan for Sustainable Growth* addresses the importance of preserving character area integrity by “Promot[ing] building designs and heights that enhance and complement the image and form of the Downtown skyline, provide transition to the edges of Downtown and protect the scale and quality in areas of distinctive physical or historical character.” (Appendix I, *Guidelines*). For these reasons, an eighty-four-foot Solhem apartment building directly conflicts with designing in context of the character area.

Designing within the context of the character area could be met by mirroring the adjacent, modern-developed, four-story Star Tribune and River Station buildings. Building within a four-story context observes consideration for mass, scale, and height of existing buildings immediately surrounding Solhem apartments:

“As viewed along a block, in perspective with others in the immediate area. The degree of similarity of building heights along a block, and the repetition of similar features, including openings, materials and horizontal expression lines, combine to establish an overall sense of scale at this level of experiencing context.” (Chapter 9: Mass, Scale, and Height at Different Levels, *Guidelines*).

Visual continuity with immediate surroundings must be considered in the design of Solhem Apartments. The proposed height directly conflicts with the existing visual continuity of the Star Tribune and River Station buildings and sets an unfavorable height precedence for future infill development.

ISSUE: Solhem Apartments’ proposed height negatively impacts key skyline views experienced by residents in the immediate surroundings.

View requirements are intended to retain “key elements of a view from public way” and new development should “minimize the impacts to key views” by “keeping a portion of a new structure low or using a compact footprint to maintain views through the site.” (Requirement 7.2, *Guidelines*). An eighty-four-foot-tall Solhem apartment building obstructs existing views of the south/southwest skyline. Alternatively, a four story building significantly minimizes obstruction of key views of the south/southwest skyline.

ISSUE: Solhem Apartments are not intended for long-term residency, which increases transiency and diminishes neighborhood culture.

Reducing the height of Solhem Apartments to four stories decreases apartment units, reducing transiency of the neighborhood. Renters generally do not participate in their neighborhoods in the same way that homeowners do. Because renters are more transient, they are less likely to participate in neighborhood associations. Homeowners, on the other hand, are more committed to the interests of their neighborhood and character area through their stake of ownership in their property and through higher tenure of residency.

Itasca and surrounding property stakeholder's home values are impacted by neighborhood and character area development. The "increased development equals increased home value" relationship has limits, however. Increased development of rental property restricts development of homeownership properties, creating a disproportionate population of renters over homeowners. This results in a neighborhood with a higher composition of short-term residents—renters—and a lower composition of homeowners, who are likely to make greater, long-term contributions to the character of a neighborhood.

In conclusion, developing Solhem Apartments to four stories maintains the context of the character area, preserves the historical character and significance of the character area, preserves Itasca and surrounding property residents quality of life by maintaining access to sunlight and key views, and balances the neighborhood's proportion of short-term transient renters and homeowners. For these reasons, the quality, integrity, and significance of the historic neighborhood is preserved and benefits Minneapolis by maintaining its historical and cultural identity despite modern infill development.

CONCLUSION

If there were a time or circumstance where historical preservation guidelines should be stringently enforced, it is now. The approved height of Solhem Apartments will reveal Minneapolis's priorities: (1) to

preserve the integrity of its historical and cultural assets; or (2) to ensure that property developers realize maximum profits at the expense of preserving the integrity and significance of historical character areas. The cultural identity of Minneapolis exists because of historical assets like Itasca and neighboring historical structures. Itasca has stood for roughly 125 years and is build to continue to stand for another century. Solhem properties will likely be demolished and replaced over the course of the same century. This raises the question of *"What defines a character area?"* One could perceive a "Solhem character area" by proceeding with a fourth Solhem development within a one-block radius of Solhem Apartments. The City of Minneapolis has the opportunity to prioritize the preservation of historical integrity above the interests of property developers.

I hope that in the present circumstance, Minneapolis's priorities exist for the long-term preservation of Itasca's prominence and historical significance in the character area.

Regards,

Matt Janzen
Itasca Homeowner
320-493-2012

Dvorak, Hilary A.

From: Richard Rubenstein <dick@jargonsoft.com>
Sent: Wednesday, March 23, 2016 1:58 PM
To: Dvorak, Hilary A.; Frey, Jacob; Frank, David
Cc: 'Lawrence E. Schneider '; 'Matt Janzen '; 'Lewis Baskerville '; 'Margo T. Mejia '
Subject: Solhem Proposal - 721 N 1st St. (1st St. & 8th Av. N.)

Dear Ms. Dvorak, Mr. Frey, and Mr. Frank -

I am an owner in the Itasca Condominium (708 N. 1st St.) and want to express my concern over long term parking pressure with regard to the proposed development.

The current surface parking lot is filled during the days and there are entertainment and long term parkers at night.

Should the entire lot eventually be developed, with the Solhem proposal being the first phase, then the neighborhood is adversely affected. There are many Itasca owners/renters that do not have space in the Itasca parking facility (which was under built). This is one reason why so large a development, in this location, hurts property values.

The resulting could resemble many fine Chicago neighborhoods, where street parking is the only alternative and many blocks away. Is that the city wants?

Thanks for your due consideration...

Dick

Richard Rubenstein | Founder, VP Operations | **JARGON SOFTWARE**
708 N. 1st St. #432 | Minneapolis, MN 55401
voice and fax (+01) 952.426.0858 (+01) 844 442-3548 | cell (+01) 612.964.4265
dick@jargonsoft.com www.jargonsoft.com

Dvorak, Hilary A.

From: Sharon Johnson <sjtolly@aol.com>
Sent: Thursday, March 24, 2016 6:44 PM
To: Dvorak, Hilary A.; Frey, Jacob; Frank, David
Subject: 721 North 1st Street Solhem development

I have been an Itasca resident and homeowner for twenty plus years and am sending this email to each of you to express my concerns about the above referenced apartment building that is apparently already under construction. I am concerned about how this building will impact the the residents/neighborhood both during construction and upon completion. Does the proposed building meet the guide lines of the Historical Preservation Society? Has this been determined? Will the outer face of the building compliment the aesthetics of neighboring buildings? The Solhem building on North 2nd street certainly does not. Why is a height variance being considered? The proposed height of the building is aesthetically incongruent with its neighbor the Itasca. Will there be sufficient green space? How will construction and the completed project impact safety, traffic and parking in the neighborhood? I would appreciate any response to my concerns and look forward to the May 3 hearing.

Sharon Toll Johnson
708 North 1st Street #324
Mpls, MN 55401

March 24, 2016

Hilary Dvorak, Hilary.Dvorak@ci.minneapolismn.us
Principal Planner

David Frank, David.Frank@Minneapolismn.gov
Director of Development Policy and Development

Jacob Frey, Jacob.Frey@Minneapolismn.gov
Representative, Minneapolis Ward 3

RE: 713 N. 1st Street Development- 721 Associates

Dear Hilary Dvorak, David Frank and Jacob Frey,

We are writing as concerned citizens, neighbors and stewards of the North Loop, Minneapolis. We heard very recently of the proposed development at 713 1st St N, Minneapolis 55401, PID # 22-029-24-12-0125.

We understand the project 721 Associates has put forth for variance consideration in three areas: parking requirements, height, and reduction of side yard setbacks. We believe approval of this development should not be granted and carries significant detrimental consequence to the adjacent blocks, North Loop neighborhood and the City as a whole.

First, let us say that we are not in opposition to having the surface lot on this plot of land developed. In fact, we are quite open to a transformation from uninhabited space, to be used for a higher purpose. It is, however, quite necessary that it should be done with serious consideration, regard for the location, and in a respectful manner, consistent with the history of the St. Anthony Falls Historic District Development Guidelines.

The first, and most negatively impactful part of the project is the height of the proposed apartment building at eight (8) stories. If you look at the neighboring properties, the adjacent Star Tribune building has four stories, the adjacent River Station Condos are four stories, SolTva and SolHavn buildings are six stories, and Itasca's five combined buildings are five and six levels. No other buildings in the immediate neighborhood are higher than six stories. Approving an eight story high property is not in line with the integrity of the North Loop, its neighbors, or makes for smart long term planning of this district.

We believe your job is to make well educated, smart decisions for the City and the communities of people that live within those spaces. We, as homeowners, feel it's necessary to make every effort to keep the integrity of this area, considering that a property like the Itasca Building, has fostered and is one of the major forces of the North Loop (previously Warehouse District's) re-birth and current successful locales in Minneapolis.

The City made many mistakes in the 1960s time period, destroying some of the most iconic buildings in Minneapolis to leave vacant city blocks for car parks. The City did not learn from their past erroneous decisions, especially when it comes to trends. In mid-20th century, when having a car was the key trend, the City decided to destroy some of our most beautiful landmarks, leaving many city blocks empty; destroyed many neighborhoods to put in highways. Those beautiful buildings are truly missed today and there is not one person in Minneapolis who does not regret that decision. It goes without mentioning, the City also demolished one of the largest street car systems in the country and today, spends millions of dollars to

Hilary Dvorak,
March 20, 2016
Page 2

rebuild a public transportation system. Now we have a very unique opportunity to rebuild something amazing, which fits and embraces what is left of Minneapolis' history.

Secondly, and perhaps close to as unfavorable, is the consequence of removing parking in an already saturated and highly desired parking lot for Itasca's 5th building commercial tenants, the businesses surrounding this property, the residents, and visitors to the North Loop (Opera Center, The Lab Theater, Acme Comedy Club, Star Tribune, Twin's fans, and many other restaurants and bars in walking distance). While we realize 721 Associates is proposing parking within the new structure, primarily or solely for its new apartment residents, we feel quite confident it will not come even close to dealing with the gap that it's creating by losing that lot's parking stalls. Are they in any fashion accommodating the demand that exists for these users in that lot?

We have this special timing now to rebuild something fantastic for the next generation and still succeed with the City's 2025 goal for downtown Minneapolis's residential population. This should not be at the expense of doing so with care, and with forethought of what's the best plan, beyond the next eight to ten years.

We feel it's in very bad ruling to sign on for the project as 721 Associates has proposed. Not only is it not in the property's best and highest use, it will set a precedent to have eight stories at the end of the North Loop and will invite the adjacent lots to build at the same, or worse yet, a higher height.

The apartment trend is not to be taken lightly and must respect the City's neighborhood landscape. We understand the trends were created by living in the North Loop when it was mostly an abandoned, non-residential area and how fun we've made it. We also understand the financial opportunity we are creating for the investment companies coming left and right from different states. That said, the residents living here do not understand the need to have an eight story building at the end of the North Loop hiding one of the oldest warehouses in the City; the Itasca Building. While the adjacent buildings to 713 on this same strip along 1st and 2nd Streets are all four, to a max of six stories high, there is not one single eight story high building in an eight block radius of this location.

We hope you see and agree, there is truly no need to destroy the built environment of the North Loop with the project as planned. We ask the Historic Preservation Committee to honor their mission of protecting and preserving history in our beautiful Saint Anthony historical neighborhood.

We implore you, HPC and City of Minneapolis, to make a decision that will protect the integrity of our history and our future.

If you have any questions, please contact me at 612-245-7867 (Manuel) or 612-703-4006 (Elin).

Sincerely,

Elin Michel-Midelfort, ElinMichelMidelfort@Gmail.com
Manuel Gallur, ManuelPotiron@Gmail.com
Itasca Homeowners
708 N 1st Street, # 523
Minneapolis, MN 55401

Dvorak, Hilary A.

From: Ruthmary Gens <rmgens@gmail.com>
Sent: Friday, April 22, 2016 2:52 PM
To: Dvorak, Hilary A.
Subject: 721 north 1st street

I live at 660 n 2nd st. #106. We now have Southwest bus company using our street as a bus route with 8 buses coming down in the morning and 8 going the other way. We also have MPLs buses, post office trucks, construction trucks and even horse and buggy. Adding even more congestion will cheapen our land worth. There will no longer be a pay parking lot as well. I have spoken to Frey about this but have gotten no return info.

--

rm gens

#5
HPC
5-3-16

Dvorak, Hilary A.

From: Scott F. Clugston <scottfc@aol.com>
Sent: Tuesday, April 26, 2016 9:19 PM
To: Dvorak, Hilary A.
Cc: scottfc@aol.com
Subject: 721 N. First Street development

Hilary,

As a follow-up to my voicemail I'm writing to you per your request. I will be out of town on May 3.

I reside at River Station, 680 N. Second St., #100. I've lived here for 16 years.

I am glad to see a handsome building go up in that location but I am concerned about two things related to the proposed development:

1. The proposed height of the building compared to other buildings in the neighborhood--none of which are more than six stories. It will stick out like a sore thumb and isn't in keeping with the historic district feel of this area of housing.
2. The reduction in off-street public parking this will cause. Where will all the cars now using the current Impark lot during weekdays and weekends going to park? Things are already very tight especially when there is a Twins game, an Acme Comedy Company or Lab Theater show, as well as just the uptick in people enjoying the North Washington Ave. restaurants.

If you have questions feel free to contact me by email or telephone: scottfc@aol.com or [612-333-8963](tel:612-333-8963).

Best regards,

Scott F. Clugston

Sent from AOL Mobile Mail

Dvorak, Hilary A.

From: akincaid@mac.com
Sent: Wednesday, April 27, 2016 9:50 AM
To: Dvorak, Hilary A.
Cc: Andy Gittleman; Matt Janzen
Subject: 721 North 1st Street

I live at the Itasca and wanted to let you know of concerns I have regarding the proposed residential building to be located across the street. My main concern is about potential structural problems for the Itasca buildings that could result from construction of that new building.

The Itasca already has had structural problems with the foundation of building 1 in our complex. These were recently repaired at substantial cost. I am worried about the impact of the driving of pilings and other construction activities on our building.

I also am concerned about any impact on Bassett Creek which runs behind the proposed building but directly under the Itasca. Any change to that creek could impact the structure of our building.

I would like to see a study done by experts not only regarding construction near historic buildings but also reviewing the specific geology of our area here by the river. Hopefully this review could prevent problems now unforeseen.

Thank you for your consideration of this request and for all your work on this project.

-- Ann Kincaid
708 North 1st Street #643

Dvorak, Hilary A.

From: Porter, Fatimat Q.
Sent: Wednesday, April 27, 2016 11:05 AM
To: Chris D
Cc: Dvorak, Hilary A.
Subject: RE: 721 North 1st Street, Ward 3

Thank you for your letter. I am passing it on to the planner, Hilary Dvorak, assigned to this project.

Have a great day,
Fatimat

Fatimat Porter

*Land Use, Design and Preservation Committee Clerk
Development Services Division*

City of Minneapolis – Community Planning and Economic Development

*250 S. Fourth Street – Room 300
Minneapolis, MN 55415*

Office: 612-673-3153

Fax: 612-673-2526

Fatimat.Porter@minneapolismn.gov

www.minneapolismn.gov/cped



From: Chris D [mailto:christopher.l.deck@gmail.com]
Sent: Wednesday, April 27, 2016 10:59 AM
To: Porter, Fatimat Q.
Subject: 721 North 1st Street, Ward 3

Hi Fatimat,

I am a very concerned citizen who is a resident in the Itasca Building writing about the recommendation to approve the new development at 721 North 1st Street. I'm writing not only because it is in close proximity to my residence, but more because I care deeply about the Itasca building and the overall character of the neighborhood in general.

The Itasca Building was the first development in the North Loop neighborhood and is a unique crown jewel. The neighborhood owes many thanks to the original developer who saved the building, as well as to the original residents who endured less than ideal neighborhood conditions for years because they believed in it. I want to emphasize that I realize the Itasca itself was a development that made an impact on the neighborhood, and I'm not against development. However, I would like to emphasize the fundamental difference in which the Itasca truly respected the historic nature of the neighborhood whereas this new development does not.

The architect who rehabbed the Itasca Building recently spoke to our residents. He has projects worldwide and is a very well respected and regarded architect. He said he still reflects on the Itasca as one of his favorite buildings he's ever worked on. He is proud of what he created, had a vision that involved the whole neighborhood, and tremendously respected everything and everyone involved.

Unfortunately I can't say the same for the development led by Curt Gunsbury. Others will contact you about height of the building, which I also don't agree with because it's too high, but my main concern that makes me feel incredibly sad is the nature in which they are fitting guidelines in the cheapest way possible. It's no secret this is a money making venture, and that's OK, but I am deeply concerned about the lack of aesthetic continuity of the building.

Curt cited in a recent presentation that they are fitting architectural styles by having a base, middle and cap. However, that is not true of most of the building. It is only on the 1st and 2nd St. sides of the building where there is a brick middle. The part in between 1st and 2nd, which is the majority of the building, uses cheap metal siding for both the middle and cap. Thus, the majority of the building does not use the architectural style of the neighborhood, or materials congruent with neighboring buildings. Also, because they are neglecting to put a cap on the main portion, they must make the cap on the 1st and 2nd street sides the metal sheeting. I don't feel this constitutes an appropriate cap, as caps in the neighborhood tend to be architectural focal points that are larger and more ornate than the middle. Having the metal cap creates a feeling that each layer is smaller and of lesser quality as the building goes up, rather than having an impressive base, repetitive middle, and impressive cap as the historic buildings around do.

The architect who saved Itasca told me that he would have liked to put balconies on the front of our building, but he valued the relationship he had with the HPC so much that he didn't even want to ask; he thought it would be "pushing it." In my mind, the rest of the developments, and especially one across from the Itasca, should be held to the same level of respect for the HPC and surrounding residents. I'm not asking you to deny this building, but PLEASE, PLEASE do not approve it's current design with the metal sheeting. If this project moves forward, our neighborhood will be blighted with another eyesore apartment building as these all become dated at the same time. PLEASE require them to make the design of the building timeless.

As a footnote, I would also like to point out that although this building was approved by the North Loop Neighborhood Association, the president of their board, David Frank, is the Director of Economic Policy and Development for the City of Minneapolis. I feel this is a conflict of interest worth noting.

Thank you so much for your time and consideration,
Chris Deck
708 N 1st St.
#446
Minneapolis, MN 55401

Deborah A. Thorp
Kathleen M. Murphy
708 N. First St., #321
Minneapolis MN 55401
May 2, 2016

Hilary Dvorak
Principal City Planner
City of Minneapolis
250 S. Fourth St., #300
Minneapolis MN 55415

Dear Ms. Dvorak:

We are writing in reference to the proposed project at 721 North First Street by Curt Gunsbury of Solhem. We are unable to attend the hearing which is scheduled for tomorrow.

We believe that the current guidelines which allow a 6 story building are not in keeping with the heart and soul of this neighborhood in the North Loop. It is too tall. The buildings that Solhem have already built in the neighborhood are taller than what appears to fit in. Secondly, the outside very contemporary looking finishing of mostly metal definitely is not in keeping with the historic brick facades of the rest of the buildings. We understand that Solhem intends to put more brick on this building, and we are grateful for that. However, it should look like it fits in with the rest of the neighborhood – it should look more like the Itasca Building, which anchors the neighborhood.

We also believe that Mr. Gunsbury is seeking to have 2 floors of parking, and that the City is not in favor of this. There is already a very crowded parking situation in this neighborhood. To not allow him to put in as much parking as is feasible is simply unacceptable. It is not reasonable to expect the residents to not have the ability to park their cars in the neighborhood without having to park blocks away where the cars are potentially subject to vandalism. The City is not addressing this issue in an appropriate fashion; making certain that there are sufficient parking facilities is part of the responsibility of a City Planning Division.

In summary, we object to this project's proposed height, the lack of sufficient brick work to have the building blend in to the neighborhood, and the lack of sufficient parking in the neighborhood. We look forward to hearing your response.

Sincerely,

Deborah A. Thorp and Kathleen M. Murphy