



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

Preliminary Development Review Report

Development Coordinator Assigned: **JENNIFER THORESON**
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Status *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001468
Applicant:	ALATUS LLC 800 NICOLLET MALL #2850 MPLS, MN 55402
Site Address:	200 CENTRAL AVE SE 113 2ND ST SE
Date Submitted:	12-JUL-2016
Date Reviewed:	20-JUL-2016

Purpose

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

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

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

Project Scope

Construction of a new 40-story, 214 unit luxury residential tower with approximately 6,700 square feet of retail on the ground floor, three levels of underground and three levels of above ground parking (of which 69 would be tandem). The existing building on site, the Washburn McReavy Funeral Chapel building at 200 Central Ave SE, formerly known as the St. Anthony Commercaill Club, and an addition known as the St. Anthony Athletic Club building at 113 2nd Street SE, will be demolished.

Review Findings (by Discipline)

Business Licensing

- Continue to work with Jennifer Thoreson 612-673-5867 concerning a Food Plan Review, SAC determination and any Business License application submittal that may be required for this proposed project.

*Approved: You may continue to the next phase of developing your project.

*Resubmission Required: You cannot move forward or obtain permits until your plans have been resubmitted and approved.

□ Historical Preservation Committee

- The certificate of appropriateness to allow the demolition of the existing buildings was approved. Before the wrecking permit can be approved, the following must be completed: 1) a photographic recordation of the property shall be prepared and submitted to staff that is in accordance with the guidelines of the Minnesota Historic Property Record and 2) the commercial club building shall be made widely available (through a website or other means) for a period of at least 3 months (ending no sooner than 8/3/16) to allow the options of relocation for reuse to be explored.
- On 6/17/16, the certificate of appropriateness to allow the new building was approved by the City Council subject to the following conditions: 1) The primary building material of the north podium wall (floors one through four) shall be the same material as that used on the street facing facades of the podium, and 2) The transformers and enclosure shall not extend past the predominant building wall setback adjacent to 2nd St.

□ Zoning - Planning

- At a minimum, the following land use applications are required: Conditional use permit to increase the maximum allowed height of a building from 4-stories, 56 feet to approximately 42 stories, 485 feet; Variance to increase the maximum floor area ratio from 2.38 to 14.7; Variance of the PO Overlay District standards to allow the ground floor to be set back more than 8 feet from lot lines adjacent to a street and to allow parking between the building and the street; Variance to reduce the minimum interior side yard requirement adjacent to the north lot line from 15 feet to 10 feet; and Site plan review. Additional applications may be identified once a land use application is submitted.
- Clarify the overall proposed building height in feet.
- Identify on the plans where all bicycle parking will be located.
- Clarify where windows are proposed in the porte cochere area.
- Identify the light transmittance ratio of the ground floor windows and the tinting level (e.g. clear, lightly tinted).
- Provide a lighting plan that demonstrates compliance with section 535.590 of the zoning code.
- The Planning Commission may require additional changes.

□ Addressing

- Per City of Minneapolis Street Naming and Address Standard V1.22, the City of Minneapolis holds authority for assignment of all addresses, verification, change, and/or additions. Each assigned address number uses the street that provides the best/direct access for life safety equipment and best/direct access to the occupants.
- The address for the proposed retail space will be 200 Central Ave SE and the lobby for the residential units will be addressed 107 2nd Street SE. This address meets the City of Minneapolis Street Naming and Address Standard requirements.
- When assigning suite sequences the following guidelines are as follows:
 - The first one to two digits of the suite sequence number will designate the floor number of the site.
 - The last two digits of the suite sequence number will designate the unique ID for the unit (condo, suite, unit, or apartment).
 - Suite sequence digit numbers will be assigned to dwelling, commercial and retail units, not common areas. For example, laundry rooms, saunas, workout rooms, etc., would not be assigned numbers.
 - Please provide each condo, suite, unit or apartment number.

□ Parks - Forestry

Contact Craig Pinkalla (612-499-9233 cpinkalla@minneapolisparcs.org) regarding any questions related to planting, removal or the process for protection of trees during construction in the city right of way.

- Need soils specification for Central Ave. side where pavement is being removed to plant trees
- Existing Linden on 2nd St SE is identified for removal on demo plan and retention on landscape plan.
- Tree removals approved based on replacement tree planting as proposed
- Species selection and location approved

- Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance. The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance: <http://library.municode.com/index.aspx?clientId=11490>
- As adopted, the fee in lieu of dedication for new residential units is \$1,521 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is \$202.80 per development employee (as defined in ordinance). Any dedication fee (if required) must be paid at the time of building permit issuance.
- There is also an administration fee that is 5% of the calculated park dedication fee.
- As proposed, for your 200 Central Condos project, the calculated dedication fee is as follows:
 - Park Dedication Fee Calculation =
 - Residential (214 units x \$1,521 per unit) = \$325,494.00
 - Non-Residential Commercial Space = \$ 0.00
 - 5% of \$XX (Administration Fee) = \$ 1,000.00
 - Total Park Dedication Administrative Fee: \$326,494.00
- This is a preliminary calculation based on your current proposal; a final calculation will be made at the time of building permit submittal. For further information, please contact Jennifer Thoreson at 612-673-5867.

□ Right of Way

- An encroachment permit shall be required for all streetscape elements in the Public right-of-way such as: plants & shrubs, planters, tree grates and other landscaping elements, sidewalk furniture (including bike racks and bollards), and sidewalk elements other than standard concrete walkways such as pavers, stairs, raised landings, retaining walls, access ramps, and railings (NOTE: railings may not extend into the sidewalk pedestrian area). Please contact Bob Boblett at (612) 673-2428 for further information.
- **Note to the Applicant:** Any elements of an earth retention system and related operations (such as construction crane boom swings) that fall within the Public right-of-way will require an encroachment permit application. If there are to be any earth retention systems which will extend outside the property line of the development then a plan must be submitted showing details of the system. All such elements shall be removed from the Public right-of-way following construction with the exception of tie-backs which may remain but must be uncoupled and de-tensioned. Please contact Bob Boblett at (612) 673-2428 for further information.
- In addition, any elements of an earth retention system and related excavations that fall within the Public right-of-way will require a "Right-of-Way Excavation Permit". This permit is typically issued to the General Contractor just prior to the start of construction. However, it is the Applicant's responsibility to insure that all required permits have been acquired by its consultants, contractors, sub-contractor's prior to the start of work.
- Contact Paul Cao at (612) 673-2943 for position and alignment of bike racks proposed in the Public right-of-way. If the racks are privately owned, they will require an encroachment permit.

□ Street Design

- Given the extensive work proposed on site and to the perimeter areas of the site located in the right-of-way, new curb and gutter must be installed adjacent to Central Avenue and 2nd Ave S.; the piecemeal approach to preserving some of the existing curb and gutter while retaining others is not appropriate given the redevelopment of the site. **All existing curb and gutter shall be removed in order to provide a consistent upgrade around the perimeter of the site.**
- Top of Curb profiles shall be provided for any section of curb replacement in excess of 50 feet.

□ Sidewalk

- **Note to the Applicant:** Any existing concrete infrastructure in the public right of way, including but not limited to public sidewalks, curb and gutter, and ADA pedestrian ramps, that is either currently defective or that is damaged during the time of site re-development, must be removed and replaced at the time of site re-development.
- The public sidewalk must carry-through all proposed driveways at a consistent grade for the width of the driveway.
- ADA compliant pedestrian ramps are required at each impacted crosswalk surrounding the site (recently upgraded ADA compliant pedestrian ramps shall be protected during construction). Construct two (2) ADA compliant

pedestrian ramps at each of these locations. All pedestrian ramps will need to meet current ADA regulations and be "Accessible Pedestrian Signal" (APS) ready. Please contact Ryan Anderson at 612-673-3986 for more information on current APS designs. Please refer to the following:

http://www.minneapolismn.gov/publicworks/plates/public-works_road. Add the following detail from the TRAF-POLES Series: TRAF-1260-R4. Include the appropriate details and standard plans in the site plan; refer Mn/DOT Standard Plan 5-297.250 Pedestrian Curb Ramp Details at: <http://standardplans.dot.state.mn.us/stdplan.aspx>

- Additional web links and standards specific to APS/ADA requirements may be beneficial to the developer such as the following:
 - <http://www.dot.state.mn.us/ada/design.html> - This link brings someone to the ADA homepage.
 - [MnDOT's push button Detail with APS installation guidance](#) - This describes the placement of the APS pole in relation to the ramp design
 - [MnDOT's curb ramp details](#) - This describes general ramp guidance not specific to signals with APS
- The Project streetscape shall be designed in accordance with the Access Minneapolis design guidelines; see <http://www.ci.minneapolis.mn.us/publicworks/transplan/index.htm> for further information. Specifically, the pedestrian zone is of concern, a minimum 6'-0" clear zone (un-obstructed) sidewalk shall be maintained for the length of any block in a straight line (the clear pedestrian zone cannot "jog" around planters and tree grates). Locations for site furniture, tree grates, planters and other proposed design elements that fall within the Public right-of-way shall be modified to provide for the required pedestrian clear zone space. For further clarification, site plans shall be fully dimensioned in relation to the property lines, Public right-of-way, sidewalks, street furniture, landscaping, utilities, and other obstructions.

All existing and proposed trees located in the Public right-of-way are subject to the review and approval of the Minneapolis Park Board. Please contact Craig Pinkalla at (612) 499-9233 to discuss tree species selection, planting method, spacing and locations. Tree planting details shall be included in the plans. For all trees proposed in "hardscape environments" within the Public right-of-way, the Applicant shall provide engineered/structured soil in the form of a tree trench or tree pit for all proposed street trees. Sidewalk layouts and landscaping in the Public right-of-way shall follow established design standards; refer to the following: City of Minneapolis Urban Forest Policy).

□ Traffic and Parking

- A Travel Demand Management Plan (TDMP) is required. Please continue to work with Allan Klugman at 612-673-5750 and the assigned planner until finalized. The TDMP shall be used to assist justification for multiple curb cuts and in setting driveway opening sizes. It is recommended that curb cuts be consolidated as much as possible for all development projects. The Applicant should consider alternatives to the proposed curb cut on Central Ave. and the curb cut along 2nd St. S.E. closet to the intersection with Central Ave.; such as a consolidation to a single entrance internal to the site (thru the parking lot).
- **Note to the Applicant:** Please be aware, at this time, that the service drive access point from Central Ave SE cannot be approved by the City. Service vehicle access - ingress, maneuvering and egress can be accommodated via a single curb cut off of 2nd Ave SE with the relocation of the proposed transformers to the area currently noted for the service drive. In addition, the vehicle exit point from 2nd St SE that is closest to Central Ave must be removed as the curb cut is unnecessary for adequate access to the site.
- The Applicant shall note the location of any existing Metro Transit "bus stops" on the site plan.
- Current ordinance states that all maneuvers associated with loading, parking or sanitation pick up for a private development shall occur on private property. Please provide a narrative explaining the trash removal operations on sheet EX-1.
- Per City Ordinance the Applicant shall provide for (and identify) a solid waste collection point (SWCP) on the site plans. The location of the SWCP is subject to the review and approval of the Public Works Department.
- The site plan proposes a curb extension (bump-out) at the corner of Central Ave. and 2nd St. S.E. Due to ongoing design efforts by the City related to future transit planning (street car) and bike lane accommodations the curb extension into Central Ave. will not be allowed.
- The bump-out into 2nd St. S. E. will be allowed however, the proposed bump-out does not appear to be designed consistent with the standards outlined in Access Minneapolis. In order to fully review the proposed bump-out, the lane configuration must match existing conditions, must be dimensioned and the proper lane configuration must be indicated on sheet C3.0. On sheet C3.0 a 9' bump-out is indicated, however, there appears to only be a 7.5' parking

lane which means the bump-out would be in the travel lane. If this is the case the bump-out must be reduced in size to eliminate the conflict. In addition, the tapers for the bump-outs must be designed at a 3 to 1 slope and should begin at a dimension of 20' from the end of radius at the intersection.

- The construction of this development may require the need to temporary the cities lighting, and or signal system, as well as use the roadway for construction space. Contact Scott Kramer with the city's Traffic Department at 612-673-2383 to get an estimate of what these services may cost the development.
- Prior to site plan approval, the Applicant shall contact Joseph Laurin at 612-673-5987 to determine street lighting requirements. All proposed street lighting in the Public right-of-way shall be designed and constructed to City standards. The Applicant shall submit a detailed plan specifying pole locations, light standards and fixture types, and include all required Minneapolis standard plates for installation details. These include design plates for poles (15' aluminum or 30' high level pole), fixture cut sheets from suppliers (must meet full cutoff standard and be a fixture identified in the Minneapolis Street Light Policy), concrete pole foundation details, lighting cabinet (typically 120 volt cabinet CBD for downtown, non-CBD for elsewhere), and wiring diagrams for lighting connections. A power source for the lighting must be identified from Xcel Energy and be located in the Public right-of-way (street lighting shall not be powered from sources on the private development site). Please refer to the following: http://www.ci.minneapolis.mn.us/publicworks/plates/public-works_traffic
- **Note to the Applicant:** 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. The City of Minneapolis Traffic Department is available to install street lighting systems by agreement and will provide an estimate of installation costs as requested, please contact Joe Laurin at (612) 673-5987 for further information.
- **Traffic Signals:** All project work areas must be surveyed prior to construction for the presence of traffic signals, cabinets and signal interconnect conduit. If the project will disrupt the sidewalks and excavate to a point where signals could be damaged or disrupted, the project is responsible for full replacement of interconnect and signal foundations and conduit. Any pedestrian corner ramps affected by the project must be upgraded to current ADA standards with APS pushbuttons installed at signalized corners at project expense.
 - **Note to the Applicant:** If conduit is pre-1973, it is assumed to be asbestos containing transite conduit and a qualified asbestos hauler must remove the conduit and foundations and handholes and they must be replaced to current standards at project expense.
 - **Note to the Applicant:** In addition to the various required construction permits, impacts to existing traffic signal and street lighting systems (including installation of new street lights) will require the Applicant and respective Contractors to enter into a separate Right-of-Way Excavation Permit (including Testing and Inspection requirements) with the Public Works Department,. Contact Tilahun Hailu at (612) 673-5809 (Tilahun.Hailu@minneapolismn.gov) for analysis of current conditions and a cost estimate. If this project chooses not to use City forces to install the street lighting, the Contractor shall follow the standard supplemental specifications for the DIVISION SL-LIGHTING. For detailed information related to City of Minneapolis standard specifications, details, and standard plates refer to the following: <http://www.minneapolismn.gov/publicworks/plates/index.htm>
- **Note to the Applicant:** The construction of this development will likely require the use of Public right-of-way (roadway and sidewalks) for construction purposes. A request for an estimate of street use and obstruction permit fees can be made to the City's Traffic Department; please contact Scott Kramer at (612) 673-2383 for further information.
- **Note to the Applicant:** Please add the following notes to the site plan:
 - Street lighting installed as part of the Project shall be inspected by the City. Contractors shall arrange for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information. Any lighting installations not meeting City specifications will be required to be reinstalled at Owner expense.
 - An obstruction permit is required anytime construction work is performed in the Public right-of-way. Please contact Scott Kramer at (612) 673-2383 regarding details of sidewalk and lane closures. Log on to <http://minneapolis.mn.roway.net/> for a permit.

- Any metered parking spaces needed to facilitate project work must be hooded at project expense for the length of disruption required. If sidewalk is removed and parking lane is closed, the meter and space delineators must be removed and reinstalled upon project completion at project expense. This can be requested at the same time that the “Obstruction Permit” is obtained via www.minneapolis.mn.roway.net. Contact Scott Kramer at scott.kramer@minneapolismn.gov if you have any questions regarding obstruction permits or meter removal.
- Contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/temporary relocation of any City of Minneapolis lighting or traffic signal system that may be in the way of construction.
- Pavement markings that exist prior to the start of the Project must be re-placed in kind. If it is latex or epoxy paint then it must go back in with that type of paint unless otherwise directed by City of Minneapolis Traffic Division. All costs associated with pavement marking replacement shall be borne by the Contractor and/or Property Owner.
- All costs for relocation and/or repair of City Traffic facilities including traffic signal systems, street lighting, traffic signs, parking meters, and pavement markings shall be borne by the Contractor and/or Property Owner.
- Contact Doug Maday at (612) 673-5755 prior to construction for the removal of any City of Minneapolis right of way signs or pavement markings that may be in the way of construction.

❑ Water

- Meters shall be set at the point where the service line enters the building and shall be set in a location where it is easily assessable. Domestic service lines larger than three inches require a Bypass Assembly (see attachment). Please contact Rock Rogers at (612) 673-2286, to review domestic and fire service design, connections, and sizes.

❑ Fire Safety

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

❑ Environmental Health

- From 1930-1945 the site was a Sinclair Gas Station with 3 - 550 gallon underground tanks used for the storage of gasoline. Minneapolis Fire Department records indicate the tanks were removed in 1945 but do not note the condition of the tanks. The site is also down gradient of the former Superior Plating Facility State Superfund site. The scope of work indicates 3 levels of underground parking. The depth may encounter groundwater. The subgrade parking and other utilities would need to be water proof and installation will likely require site dewatering. Local water table may be impacted and require treatment prior to discharge. In 2015 a set of temporary dewatering wells were installed. That work should be reviewed for the depth of sites static water level and if the water has been impacted.
- Other projects in the area have encountered contaminated soil and addressed this through the Minnesota Pollution Control Agency Voluntary Investigation and Cleanup program. Some sites also encountered a perched water table that required dewatering during general site excavation and construction. If impacted soil is encountered during site activities work will need to stop and notification provided to the MN State Duty officer at (615) 649-5451.
- If dewatering is required during site construction see below for city permit requirements. The scope of work calls for underground parking. The highest groundwater level expected for this site should be determined and used in establishing the lowest level for underground parking. The underground parking and other subgrade structures should be designed to prevent infiltration of groundwater without the need for a permanent dewatering system being installed. If a continuously operating permanent dewatering system is needed it must be approved as part of the sanitary sewer and storm drain site plan approval prior to construction beginning.
- No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or during any hours on Saturdays, Sundays and state

and federal holidays, except under permit. Contact Environmental Services at 612-673-3867 for permit information.

- Permits and approval are required from Environmental Services for the following activities: Temporary storage of impacted soils on site prior to disposal or reuse; Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water, underground or aboveground tank installation or removal, well construction or sealing. Contact Tom Frame at 612-673-5807 for permit applications and approvals.
- A review of the project, permits issued and an inspection from Environmental Service for identification of equipment and site operations that require annual registration with the City of Minneapolis will occur for this project.

❑ Sewer Design

- For comments or questions on Public Works Surface Water & Sewers Division related requirements please contact Jeremy Strehlo, (Professional Engineer) at (612) 673-3973, or jeremy.strehlo@minneapolismn.gov

Groundwater:

- As multiple levels of below grade floors are proposed, please identify if any pumping of groundwater will be proposed in order to keep the below grade areas dry after completion of construction. This should be thoroughly evaluated and identified in the submittal materials. Please note that typical soil borings, completed for the purpose of designing building pads and foundations, may not give an accurate determination of the highest expected groundwater elevation on a site. Any groundwater discharges occurring after completion of construction not reviewed and approved by the City are not permitted.

Surface Drainage:

- Please identify the high point elevation along the curb extension at the corner of 2nd and Central. The spot elevations in this location are also not identified as being gutter line or top of curb, as the other spot elevations are. Please identify this.

Utility Connections:

- Please provide the estimated peak sanitary discharge for the development.

Utility:

- Please identify if any of the existing sewers are proposed to be impacted by the excavations necessary to construct the building. The storm sewer along 2nd St SE is in fairly close proximity to the site, as well as the catch basin lead at the corner of 2nd St SE and Central.

Non Stormwater Discharges:

- Detail all mechanical and non-stormwater discharges. Non-stormwater discharges are not permitted unless approved by the City of Minneapolis. Non-stormwater discharges not declared and approved will not be permitted. If there currently are none and nothing is proposed declare this status on the plans.

❑ Construction Code Services

- Verify the "code" building height. It is defined as the vertical distance from the grade plane to the average height of the highest roof surface.
- Table 602 requires a one hour rated north wall for Type 1 buildings located between 10 and 30 feet from the property line. Exception "h" permits nonbearing exterior walls with unlimited area of unprotected openings may have 0 hours fire resistance ratings. In order to get unlimited openings per Table 705.8, the fire separation distance is required to be 20 feet.
- It is assumed that the interior lot lines will be eliminated.
- Design of temporary earth retainage systems for excavation will be required for permit purposes. Encroachment permits may be required if retaining wall anchors extend into the street.
- High-rise buildings more than 420 feet in height shall conform with the structural integrity requirements for interior exit stairways and elevator hoistway enclosures as stated in 403.2.3.
- Two sprinkler risers are required. Water to fire pumps shall be supplied by connections to no fewer than two water mains located in different streets, (403.3.2) or the main is valved such that an interruption can be isolated.
- Two fire service access elevators shall be provided with direct access to an exit stairway.

- Luminous egress path markings are required per Section 1024.
- 403.5.2 - An additional stair way is required unless the elevators can be used for self-evacuation - Section 3008.
- Section 402.3.1 of the Energy Code (prescriptive) limits the amount of fenestration. Compliance with the code will require compliance using total building conformance.
- A Service Availability Charge (SAC) determination will need to be submitted to the Metropolitan Council for the proposed project. Please refer to this link for more information http://www.ci.minneapolis.mn.us/mdr/docs/sac_availability_charge.pdf or SACprogram@metc.state.mn.us.

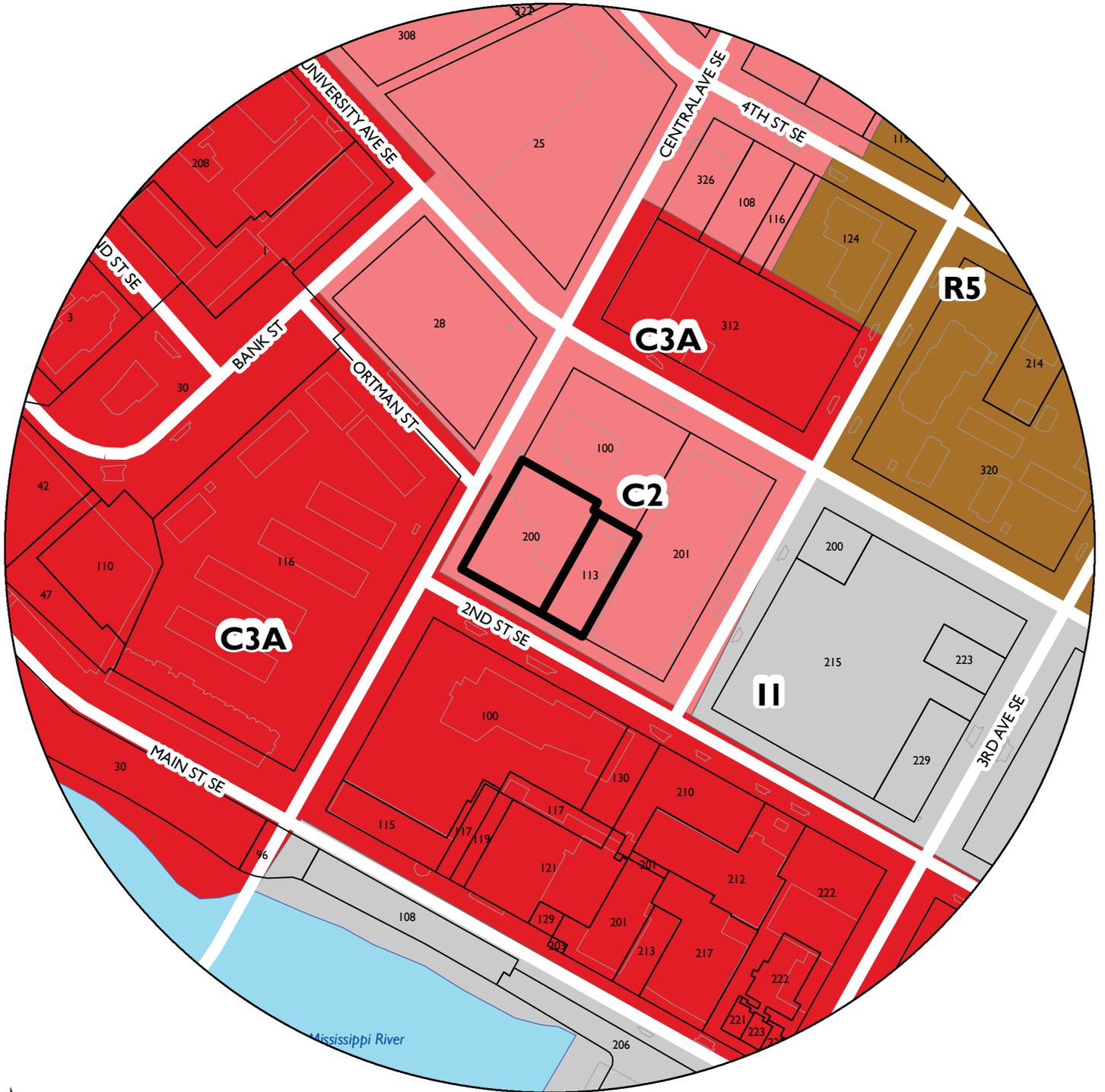
END OF REPORT

Alatus LLC

3rd

NAME OF APPLICANT

WARD



PROPERTY ADDRESS

200 Central Avenue Southeast and 113 2nd Street Southeast

FILE NUMBER

BZZ-7821

**200 CENTRAL AVENUE SE
STATEMENT OF PURPOSE AND DESCRIPTION OF PROJECT**

REVISED AUGUST 19, 2016

PROJECT OVERVIEW

The proposed use for the project site is a 214 unit luxury residential tower with retail on the ground floor, three levels of underground and three levels of above ground parking. The first four floors will form a pedestrian-scaled podium level, above which will rise a slender point tower. The existing building on the site, the Washburn-McReavy Funeral Chapel building at 200 Central Avenue SE, formerly known as the St. Anthony Commercial Club, and an addition known as the St. Anthony Athletic Club building at 113 2nd Street SE, will be demolished. The project intent is to design a contemporary, high-quality and durable building that will be an attractive addition to the City's built environment without detracting from its historic character. The project will greatly enhance the pedestrian realm and respond to important City goals for increased residential density and transit-oriented development.

DESIGN INTENT AND GOALS

The design strategy calls for a time tested podium / point tower approach that adds active transparent street front uses to this otherwise quiet site that is currently fronted with parking lots. The proposed construction creates a 4-story podium that maintains the scale of the historic commercial buildings in the St. Anthony Falls Historic District, notably those along Main Street SE where there are 19th century, 3-story commercial buildings. The cladding of this podium will be primarily in glass and stone, even on the non-primary facade. The stone will tie the podium back to the cladding of historic buildings in the area, including the Pillsbury Library and Pillsbury A-Mill, among others. The tower portion of the project is primarily glass with polished pre-cast concrete and is set back significantly from the east and south property lines. Along the east property line, the tower is set back between 75 and 80 feet from the property line and 85 to 94 feet from the adjacent parking ramp. Along 2nd Street the tower is set back between 39 and 52 feet from the property line and approximately 60 feet from the street curb. At the north side (adjacent to the Pillsbury Library property) the tower is set back 15 to 17 feet from the property line. Along Central Avenue, the tower is set back between 14.5 feet and 22 feet from the property line and approximately 22.7 and 30.2 feet from the street curb. The site area is 34,762 sf and the tower has a footprint of approximately 12,600 sf. The tower is roughly one-third the size of the site area. This is consistent with examples from other peer cities in locating point towers adjacent to iconic and historic buildings.

A highly visible commercial space with residential liner units above will front along Central Avenue and 2nd Street, bringing life and activity to this block. The residential lobby will be located off of 2nd Street. Service access will be provided from a one way drive off of Central Avenue. Parking for the commercial tenant will be provided off-site in the adjacent public parking ramp. Residential parking will be located in three levels below grade, and three levels above grade, all accessed off of 2nd Street. The fifth floor will serve as the amenity level for the project with a swimming pool and other amenities. The 4-story building podium will screen a portion of the west side of the existing, 9-story St. Anthony Main parking ramp.

The proposed Type 1 construction point tower is in direct response to ongoing neighborhood and City suggestions for creating innovative, high-density, concrete and glass residential towers. Higher density residential development is appropriate at this location because it is along a transit and transportation corridor and near a commercial center. The proposed project is consistent with City goals for an expanded downtown residential population of 70,000 by 2025.

The site maximizes walkability for residents to nearby neighborhood services and amenities, as well as walkability into the downtown core. The site is a transit-oriented location because of its adjacency to several bus lines and bicycle lanes. Additionally, the parking structure will be built with a flat floorplate so that it may be converted to another use later in life. The building will be set back 8 feet along Central Avenue to reinforce and promote the pedestrian realm. The entire pedestrian zone along Central Avenue and 2nd Street will be reconstructed and landscaped with over-story canopy trees and extensive plantings.

REQUIRED APPLICATIONS

The applications required for the project are:

1. Conditional use permit to increase the allowed height from 4 stories or 56 feet to 42 stories (40 floors plus mechanical penthouse) / 483 feet to the top of the parapet
2. Variance to increase the allowed floor area ratio (FAR) from 2.04 to 14.42
3. Variance of the PO Overlay District standards to allow building placement greater than 8 feet from the street
4. Site plan review.

CONDITIONAL USE PERMIT FOR INCREASED HEIGHT
REQUIRED FINDINGS

The proposed conditional use permit to increase the allowed height of the building from 4 stories or 56 feet to 42 stories (40 floors plus mechanical penthouse) and 483 feet to the top of the parapet is consistent with the required findings under § 525.340 of the Zoning Code.

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

The proposed development will not be detrimental to or endanger the public health, safety, comfort or general welfare, and granting the CUP will allow a development that will benefit the surrounding area and reinforce goals of the City's comprehensive and small area plans. In particular, infill development on this site along a transit corridor, in an Activity Center and within walking distance of Downtown will promote City goals for increased density and mixed use, transit-oriented development. The contemporary, high-quality and durable building will be an attractive addition to the City's built environment without detracting from its historic character. The building and site design will improve and activate the pedestrian realm. The new construction will comply with all building and site development codes.

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

This development will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. The immediately surrounding area is developed with townhomes, the 12-story Winslow House Condominiums, the 9-level St. Anthony parking ramp, the Pillsbury Library and Chute Square. The height and associated density of the project will provide additional housing to meet City goals for increasing the residential population in and around Downtown. The proposed uses are compatible with and will enhance the existing mixed use character of the area. High-density, mixed use redevelopment of this site is consistent with City goals and, by being responsive to the land use policies for this area, the project will promote the orderly development of the East Bank.

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

Adequate utilities, access, drainage and other facilities will be provided. The development team will continue to work closely with Public Works, Plan Review and Planning staff to comply with City and other applicable requirements. Access to the parking garage will be provided from 2nd Street SE. The porte cochere feature will allow for safe and convenient drop off of visitors and retail customers. Service access will be from Central Avenue SE.

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

The site is well-situated for utilization of alternative modes of transit. There are multiple bus routes along Central Avenue SE and on nearby University and Hennepin Avenues. Central and

University Avenues both have dedicated bike lanes. All required car and bike parking and off-street loading areas will be provided for the project. The porte cochere feature will prevent traffic congestion by providing a safe, off-street drop off area for visitors and customers. A traffic impact study and Travel Demand Management Plan have been prepared for the proposed development. The draft TDMP concludes that traffic from the proposed development will not have a significant impact on area traffic operations.

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

The *Minneapolis Plan for Sustainable Growth* (the City's Comprehensive Plan, 2009) designates the site on the future land use map as Mixed-Use. The Mixed-Use land use category allows for mixed use development, including mixed use with residential. Mixed use may include either a mix of retail, office or residential uses within a building or within a district. The site is also located within the East Hennepin Activity Center and along the Central Avenue Community Corridor. The Downtown Growth Center is located within a few blocks from the site, just across the Central Avenue bridge over the Mississippi River. Densities in Activity Centers range between high density (50-120 du/acre) and very high density (120 – 200 du/acre). In addition, a recent amendment to the Comprehensive Plan provides the following clarifying guidance regarding housing density in and near certain land use features: "Densities up to 800 du/acre may be allowed in or near all designated Growth Centers and within Activity Centers adjacent to Growth Centers, as consistent with adopted small area plans." The proposed height, and the density of 268 du/acre that it provides, is consistent with the policy guidance of the City's comprehensive plan.

The following policies and implementation steps from the Comprehensive Plan also apply to this site and project proposal:

Land Use Policy 1.2: Ensure appropriate transitions between uses with different size, scale, and intensity.

1.2.1 Promote quality design in new development, as well as building orientation, scale, massing, buffering, and setbacks that are appropriate with the context of the surrounding area.

Land Use Policy 1.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.

1.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.

1.3.2 Ensure the provision of high quality transit, bicycle, and pedestrian access to and within designated land use features.

1.3.3 Encourage above-ground structured parking facilities to incorporate development that provides active uses on the ground floor.

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

1.4.2 Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access

to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level.

1.4.4 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”.

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

1.5.1 Support an appropriate mix of uses within a district or corridor with attention to surrounding uses, community needs and preferences, and availability of public facilities.

Land Use Policy 1.8: Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.

1.8.1 Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.

Policy 1.9: Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.

1.9.3 Discourage uses that diminish the transit and pedestrian oriented character of Community Corridors, such as automobile services and drive-through facilities.

1.9.6 Promote more intensive residential development along Community Corridors near intersections with Neighborhood Commercial Nodes and other locations where it is compatible with existing character.

Land Use Policy 1.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.

1.12.1 Encourage a variety of commercial and residential uses that generate activity all day long and into the evening.

1.12.2 Encourage mixed use buildings, with commercial uses located on the ground floor and secure entrances for residential uses.

1.12.3 Encourage active uses on the ground floor of buildings in Activity Centers.

1.12.4 Discourage uses that diminish the transit and pedestrian character of Activity Centers, such as automobile services, surface parking lots, and drive-through facilities.

1.12.5 Encourage a height of at least two stories for new buildings in Activity Centers, in keeping with neighborhood character.

1.12.6 Encourage the development of high- to very high-density housing within the boundaries of Activity Centers.

1.12.9 Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces in Activity Centers.

Transportation Policy 2.4: Make transit a more attractive option for both new and existing riders.

2.4.3 Encourage higher intensity and transit-oriented development to locate in areas well served by transit.

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

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

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

Heritage Preservation Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture,

8.1.2 Require new construction in historic districts to be compatible with the historic fabric.

Urban Design Policy 10.4: Support the development of residential dwellings that are of high quality design and compatible with surrounding development.

10.4.1 Maintain and strengthen the architectural character of the city's various residential neighborhoods.

10.4.2 Promote the development of new housing that is compatible with existing development in the area and the best of the city's existing housing stock.

Urban Design Policy 10.5: Support the development of multi-family residential dwellings of appropriate form and scale.

10.5.2 Medium-scale, multi-family residential development is more appropriate along Commercial Corridors, Activity Centers, Transit Station Areas and Growth Centers outside of Downtown Minneapolis.

10.5.3 Large-scale, high-rise, multi-family residential development is more appropriate in the Downtown Minneapolis Growth Center.

Urban Design Policy 10.6: New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale design features at the street level.

10.6.1 Design buildings to fulfill light, privacy, and view requirements for the subject building as well as for adjacent properties by building within required setbacks.

10.6.2 Promote the preservation and enhancement of view corridors that focus attention on natural or built features, such as the Downtown skyline, landmark buildings, significant open spaces or bodies of water.

10.6.3 Provide appropriate physical transition and separation using green space, setbacks or orientation, stepped down height, or ornamental fencing to improve the compatibility between higher density and lower density residential uses.

10.6.4 Orient buildings and building entrances to the street with pedestrian amenities like wider sidewalks and green spaces.

10.6.5 Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level.

10.6.6 Integrate transit facilities and bicycle parking amenities into the site design.

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

- 10.9.1 Encourage both mixed-use buildings and a mix of uses in separate buildings where appropriate.
- 10.9.2 Promote building and site design that delineates between public and private spaces.
- 10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

Urban Design Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.

10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.

Urban Design Policy 10.18: Reduce the visual impact of automobile parking facilities.

10.18.6 The ground floor of parking structures should be designed with active uses along the street walls except where frontage is needed to provide for vehicular and pedestrian access.

The *Marcy-Holmes Neighborhood Master Plan* was adopted by the City Council in 2014. The site is located within the Riverfront Character Area, for which the plan generally seeks to “[e]xpand and improve riverfront parks, improve connectivity, balance local and regional access and use, create bike- and walk-friendly environments on 2nd Street SE, and embrace diversity of building uses and eras.” More specifically with respect to 2nd Street, the plan calls for improvements to the building frontage and pedestrian environment and investment in street trees. The plan does not contain specific guidance for height, but indicates that higher density residential development is appropriate at this location, which is along a transit and transportation corridor and near a commercial center. The height, density and design of the project is consistent with the goals of the small area plan.

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

Upon approval of the submitted applications, the project will conform with the applicable regulations of the C2 zoning district.

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

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

Public right-of-way separates the proposed development from other uses on the west and south. A parking ramp is adjacent to the project site on the east. The tower will be set back 15 feet from the property line on the north adjacent to the Pillsbury Library property. The setback of the Library from this shared property line varies up to approximately 25 feet or more, ensuring a substantial separation and access for light and air.

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

A shadow study has been submitted that shows the degree of shadowing by the project. The study evaluated shadows from the project, and other buildings in the project area, during seasonal milestones including spring equinox, summer solstice, fall equinox, and winter solstice, and at various times of day. Like other residential towers in the area, the project will cast long shadows at certain times of the day and year, but the effects are mitigated by the narrowness of the tower and the speed at which the shadow will move along the landscape. No existing solar energy systems are known to be shadowed by the project.

(3) *The scale and character of surrounding uses.*

The proposed height is compatible with the wide range of buildings that are adjacent to the project. These include the 12-story Winslow House, the 9-story St. Anthony parking ramp, the one-story Pillsbury Library building, and the Lourdes Square 2-story townhomes. The height is compatible with the other high-rise residential towers dispersed throughout the East Bank area - La Rive, the Pinnacle, and Phoenix on the River. These residential buildings dot the area and are experienced only from a broader perspective, such as from across the river. The proposed tower would be similar in that manner, but be more successful at improving the immediate surroundings from a pedestrian point of view than the other projects because of the transparency and retail activity at street level. The podium level has been designed to complement the historic buildings in the area and, particularly, the adjacent Pillsbury Library.

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

Redevelopment of the site at the allowed 4-story height would block the existing, but limited, views through the site of Chute Square and the back of the Pillsbury Library. The tower will not block any public views of landmark buildings, significant open spaces or water bodies.

VARIANCE TO INCREASE FLOOR AREA RATIO **REQUIRED FINDINGS**

The maximum FAR before density bonuses in the C2 District is 1.7. With a density bonus for enclosed parking, the allowed FAR is 2.04. A variance is being requested to increase the FAR to 14.42. The increase in gross floor area and FAR will allow redevelopment of the site with the mix of uses and very high-density housing (268 du/acre) in a beautifully-articulated, glass and metal tower. The variance request is consistent with the required findings under § 525.500 of the Zoning Code.

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

Practical difficulties exist for building within the FAR limits without a variance and complying with the City's land use guidance for the site, which encourages very high-density, transit-oriented development of up to 800 du/acre. The site is located on a transit corridor in an

Activity Center and near the Downtown Growth Center. The Marcy-Holmes small area plan also encourages higher density housing in this location. These are unique circumstances not created by the developer.

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

The proposed FAR is reasonable and consistent with the City's land use guidance for very high-density development in this area. In order for such density to be achieved under the City's existing zoning regulations, a large FAR variance is necessary and is in keeping with the spirit and intent of the Comprehensive Plan. The project will provide new condominium home ownership units to meet the increasing demand for this type of housing option in and around the Downtown area.

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

The granting of the variance will not alter the essential character of the area, be injurious to the use or enjoyment of other properties, or be detrimental to the public health or welfare. As previously noted, the height is in context with other tall residential buildings in the riverfront area. The orientation and setbacks of the tower preserve access to light and air for surrounding properties. Careful attention has been paid to the design of the podium, the street level storefronts and the sidewalk areas to ensure that the pedestrian experience is welcoming and lively.

VARIANCE OF PEDESTRIAN ORIENTED OVERLAY BUILDING PLACEMENT STANDARD
REQUIRED FINDINGS

A variance is requested from the requirement of the PO Overlay District that first floor building walls abutting a street not be further than 8 feet from the property line. The variance request is consistent with the required findings under § 525.500 of the Zoning Code.

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

Practical difficulties exist in complying with the ordinance while providing a safe and convenient area for customer and visitor vehicular access to the building. The building wall on the ground level will be set back more than 8 feet in order to provide a porte cochere along 2nd Street SE. The porte cochere provides for a pleasant arrival sequence for pedestrians and vehicles, and improves the experience for pedestrians passing by. The porte cochere will allow traffic to pull off 2nd Street SE without causing congestion related to the retail use. The relatively tight

project site does not allow sufficient room to accommodate an internal drop off accessed by a single curb cut and access to Central Avenue for other than service is discouraged. Both pedestrian and vehicular travel will be safer with the proposed porte cochere design. These are unique circumstances not created by the developer.

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

The proposed setback greater than 8 feet is reasonable and in keeping with the spirit and intent of the ordinance. The purpose of the PO District standards is to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity. The majority of the first floor of the building along both streets complies with the ordinance standard. A decorative metal screen between columns between the public sidewalk and the porte cochere drive, landscaping and the placement of the upper podium floors all serve to reinforce the street wall. The pedestrian experience along 2nd Street SE will be enhanced with the proposed design.

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

The proposed variance from the PO Overlay standard will not alter the essential character of the area; rather, the project will enhance the architectural and pedestrian character along both street fronts. The porte cochere feature will enhance the safety and functionality of the development. The variance will not be detrimental or injurious to the use of other property or to the public welfare.

Travel Demand Management Plan

200 Central Ave SE Apartments 2nd St SE & Central Ave SE Minneapolis, MN

AUTHORIZED PROPERTY REPRESENTATIVE:

By _____ Dated: _____
Chris Osmundson
Alatus
800 Nicollet Mall, Suite 2850
Minneapolis, MN 55402

MINNEAPOLIS COMMUNITY PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT:

By _____ Dated: _____
Steve Poor, CPED Development Services Director

MINNEAPOLIS PUBLIC WORKS DEPARTMENT:

By _____ Dated: _____
Steve Mosing, P.E., P.T.O.E., Traffic Operations Engineer

PREPARED BY:



I hereby certify that this 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.

By: _____
Bryant J. Ficek, P.E., P.T.O.E.
License No. 42802

Dated: August 23, 2016

TABLE OF CONTENTS

1. Introduction and Summary.....	1
2. Proposed Development	2
3. City of Minneapolis Transportation Goals.....	4
4. Analysis of Existing Conditions.....	5
5. Traffic and Parking Analyses	7
6. Travel Demand Management (TDM) Plan	11
7. Conclusions & Recommendations	14
8. Appendix.....	14

LIST OF FIGURES

Figure 2.1 – Location Maps.....	2
Figure 2.2 – Concept Plan	3

LIST OF TABLES

Table 5.1 – Vehicles Generated by Development.....	7
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1. Introduction and Summary

a. Purpose of Report and Study Objectives

Alatus is proposing to build a 40-story high-rise apartment building with 214 apartment units and an approximate 6,500 square foot ground floor restaurant at the current site of the Washburn-McReavy Funeral Home/St. Anthony Athletic Club at the northeast corner of the Central Avenue SE/2nd Street SE intersection in Minneapolis, Minnesota.

The purpose of this report is to determine if the proposed development will significantly impact the adjacent transportation system. The report will satisfy the City of Minneapolis' requirements for the development site to have a Travel Demand Management Plan in place. Based on discussions with the City of Minneapolis Transportation Division staff, the study objectives are:

- i. Document the existing and proposed conditions with respect to the transit, parking, bicycle and pedestrian facilities.
- ii. Document the parking impacts associated with the development.
- iii. Identify any traffic operations issues.
- iv. Develop and implement strategy measures to encourage non-single occupancy vehicle modes of transportation with the goal of attaining a 30% automobile, 40% transit, 30% pedestrian/bicycle mode split.

b. Executive Summary

This report reviewed the traffic impacts and transportation related design elements of the proposed development at the Central Avenue SE/2nd Street SE site. The findings of this study are:

- i. Adequate vehicle parking and loading zones will be provided on site per Minneapolis' Code of Ordinances.
- ii. At least 387 bicycle parking spaces will be needed on site to meet City of Minneapolis requirements.
- iii. Traffic from the proposed development is not anticipated to have a significant impact on area traffic operations.
- iv. No roadway or traffic control improvements are recommended as part of the renovation project. Driveway access satisfies the general access guidelines and minimizes drive widths to reduce pedestrian conflicts.
- v. It is recommended the travel demand management measures documented in Section 5 of this report be implemented to encourage non-single occupancy vehicle modes of travel for residents, visitors, and employees.

2. Proposed Development

a. Site Location

The proposed development site is located at the current site of the Washburn-McReavy Funeral Home and St. Anthony Athletic Club located on the northeast corner of the Central Avenue SE/2nd Street SE intersection in Minneapolis, Minnesota. Figure 2.1 shows the development site.



Figure 2.1 – Location Maps

b. Land Use and Development Plan

The proposed development will consist of one 40-story building that includes 214 apartment units and an approximate 6,500 square foot restaurant on the ground level. Parking is planned to be provided

on site in three underground parking levels as well as on portions of levels two through four.

Vehicle access to the development is proposed via two driveways off of 2nd Street SE as well as an entrance only access for service vehicles off of Central Avenue. For the accesses on 2nd Street SE, one will be an exit only from a drop-off/valet area while the other will be full access leading to the on-site parking and loading zone. A concept plan for the development is shown in Figure 2.2 with a larger version shown in the Appendix.

The existing funeral home and athletic club buildings will be demolished as part of the development. The development is assumed to be built and fully occupied in 2018 for the purposes of this study.

The parcel is currently zoned C2 (Commercial District) and is in the Pedestrian Oriented Overlay District, the University Area Overlay District and the Mississippi River Critical Area overlay district.

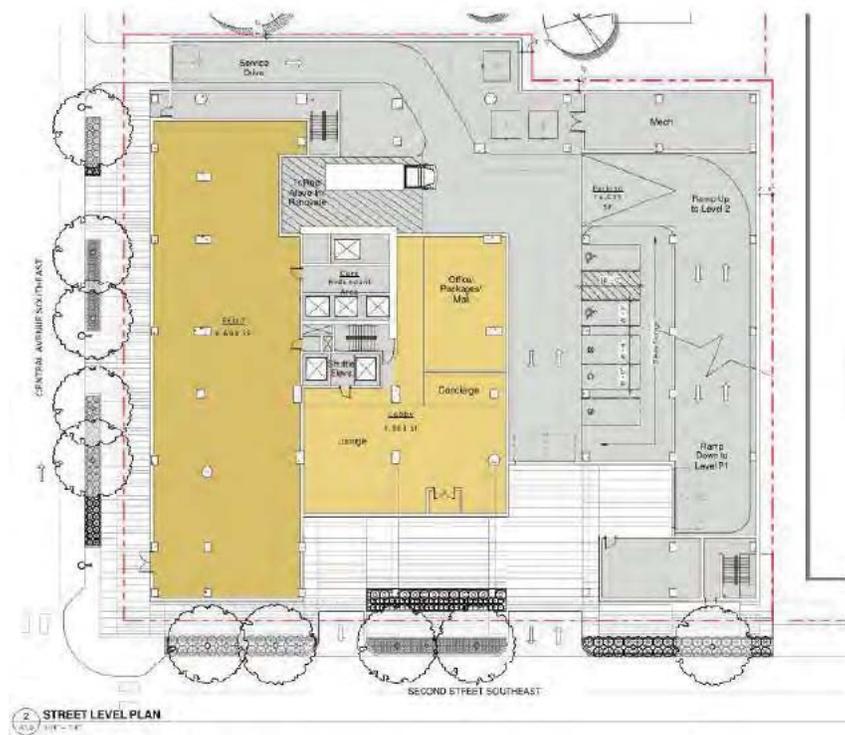


Figure 2.2 – Concept Plan

3. City of Minneapolis Transportation Goals

As stated in the *Minneapolis Plan for Sustainable Growth, Chapter 2 Transportation*, transportation is “vital to the City’s social, economic, and environmental health” and plays a key role in meeting the City’s sustainability goals. The following policy goals are identified in this plan to “encourage investment in an interconnected multi-modal transportation system that supports sustainable growth”:

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

Based upon discussion with City staff, the target transportation goals for the mode split of this development are:

- 30 percent automobile
- 40 percent transit
- 30 percent pedestrian/bicycle

4. Analysis of Existing Conditions

a. Pedestrians & Bicycles

The area surrounding the site is heavily populated with pedestrians and bicyclists. During a 48-hour turning movement count on a Wednesday and Thursday in April 2016 at the Central Avenue/University Avenue intersection, nearly 500 bicycles and over 3,700 pedestrians crossed through the intersection.

Central Avenue SE has a shared bike lane in the northeast direction and a dedicated bike lane in the southwest direction. There is also a bike lane on nearby University Avenue SE headed southeast. These bikeways link up with other nearby bicycle-friendly roads and trails which provide bicycle routes for commuters to go to and from many areas of the city including downtown Minneapolis.

Sidewalks exist adjacent to all roads surrounding the proposed site. These sidewalks provide pedestrian access to the large sidewalk network in this region of Minneapolis.

b. Transit

There are multiple bus stops close to the proposed site giving access to much of the Twin Cities. Central Avenue SE serves routes 10, 17, 25, 59, 250, 261, 263, 264, 270, 288 and 825, while University Avenue SE serves route 6, 250, 261, 263, 264, 270 and 288. Nearby Hennepin Avenue E serves routes 4, 6, 61 and 141.

- Route 4 provides service from New Brighton to Bloomington going through downtown Minneapolis. Route 4 buses run approximately every 15 minutes throughout the day.
- Route 6 provides service from Southdale Mall in Edina to the University of Minnesota – Minneapolis Campus going through downtown Minneapolis. Route 6 buses run approximately every 20 minutes throughout the day near the site.
- Route 10 provides service from Blaine to downtown Minneapolis. Route 10 buses run approximately every 10 to 20 minutes throughout the day.
- Route 17 provides service from northeast Minneapolis to St. Louis Park and Hopkins going through downtown Minneapolis. Route 17 buses run approximately every 15 to 30 minutes throughout the day.
- Route 25 provides service from Blaine to the Loring Park and Kenwood areas in south Minneapolis going through

- downtown Minneapolis. Route 25 buses run approximately every 20 to 60 minutes during midday and rush hour periods.
- Route 59 is a limited stop route that provides service from Coon Rapids to downtown Minneapolis. Route 59 buses run approximately every 10 to 30 minutes during rush hour periods only.
 - Route 61 provides service from downtown Minneapolis to downtown St. Paul. Route 61 buses run approximately every 15 to 60 minutes throughout the day.
 - Route 141 is a limited stop route that provides service from New Brighton to downtown Minneapolis. Route 141 buses run approximately every 20 to 30 minutes during rush hour periods only.
 - Routes 250, 261, 263, 264, 270, 288 and 825 are express routes that provide service from several northern suburbs to downtown Minneapolis. These routes mostly operate during rush hour periods only.

c. Physical Characteristics of Roadway Network

Central Avenue SE is designated as Minnesota State Trunk Highway (TH) 65. It is a four lane, two-way road with a 30-mph speed limit near the site. There is a dedicated bicycle lane on the western side of Central Avenue and the eastern side includes a shared bike lane.

University Avenue SE is designated as Minnesota State TH 47 west of Central Avenue. West of Central Avenue, University Avenue is a four lane, two-way road with a 30 mph speed limit. On-street parking is available on both sides of the road and there are shared bike lanes. East of Central Avenue, University Avenue is a two lane, one-way eastbound 30-mph road with parking available on the northern side and a dedicated bike lane on the southern side.

2nd Street SE is Minneapolis Municipal State Aid Street 227 and is a two lane, two-way road with a 30-mph speed limit near the site.

2nd Avenue SE is a local two lane, two-way road with a 30-mph speed limit near the site.

5. Traffic and Parking Analyses

a. Site Traffic Forecasting & Analysis

A trip generation analysis was performed for the site based on the methods and rates published in the *ITE Trip Generation Manual, 9th Edition*. The resultant trip generation for the proposed development is shown in Table 4.1.

Table 5.1 – Vehicles Generated by Development

ITE Land Use Code	Description	Daily		AM Peak Hour		PM Peak Hour	
		In	Out	In	Out	In	Out
222	High Rise Apartment (214 units)	404	404	15	47	40	25
931	Quality Restaurant (6,500 square feet)	263	263	3	3	28	14
Total		667	667	18	50	68	39

A detailed *Traffic Impact Study*, which includes a more detailed trip generation, was completed for the development and can be seen in the Appendix. This Traffic Impact Study analyzed how the Central Avenue SE/2nd Street SE, Central Avenue SE/University Avenue SE, 2nd Street SE/2nd Avenue SE, and University Avenue SE/2nd Avenue SE intersections will operate with full development of the site in the year 2018. Table 5.2 provides a summary of the Level of Service results from that document.

Table 5.2 – Peak Hour Level of Service (LOS)¹

Intersection	AM Peak Hour			PM Peak Hour		
	Existing	2018 No-Build	2018 Build	Existing	2018 No-Build	2018 Build
Central Ave/2 nd St SE	A (b)	A (b)	A (b)	A (b)	A (b)	A (b)
Central Ave/University Ave	D (e)	D (e)	D (f)	D (f)	E (f)	E (f)
2 nd St SE/2 nd Ave SE	A (b)	A (b)	A (b)	A (c)	A (c)	A (c)
University Ave/2 nd Ave SE	A (f)	A (f)	A (f)	A (f)	A (f)	A (f)

¹The first letter is the Level of Service for the intersection. The second letter (in parentheses) is the Level of Service for the worst operating movement.

As shown, the traffic operations almost identical between the existing operations and the projected year 2018 scenarios. The change from LOS D to LOS E represents an increase in average delay of less than six seconds, which would not be noticeable to most drivers. In addition, the results between the 2018 No-Build

and Build scenarios are also very similar in terms of LOS, average delays, and vehicle queuing.

No modifications to the existing public transportation system or the proposed development design will be needed to accommodate forecasted traffic levels from this development.

b. Vehicle Parking Forecasting & Analysis

According to the Minneapolis Code of Ordinances *Table 541-1 Specific Off-Street Parking Requirements*, for a 6,500 square foot sit down restaurant, a minimum of 15 parking spaces are needed with a maximum of 65 spaces. These numbers include the 25% reduction in off-street parking for non-residential developments in a Pedestrian Oriented overlay district.

None of the parking spaces provided on site will be designated for the restaurant use. The developer has sought confirmation from the City and will work out a lease with the adjacent parking ramp to utilize some of the spaces in the ramp for valet parking for the restaurant use. This valet service will operate on site and will be cost customers money to use. Extra vehicle trips caused by the valet service were not included in the Traffic Impact Study, but with these movements being limited to 2nd Street and 2nd Avenue between the site and adjacent parking ramp, no operational issues are expected to be caused by the valet at public intersections.

For a residential development in the University Area Overlay District, the Minneapolis code requires a minimum of 0.5 parking spaces per bedroom. With 384 proposed bedrooms in the building, at least 192 parking stalls would need to be provided on site for the residential portion of the building. No maximum is listed for the residential off-street parking.

The development is proposed to have 186 underground parking stalls, plus an additional 54 tandem stalls. Above ground, the development is proposed to have 134 parking stalls plus 15 tandem stalls. This totals to 320 parking stalls and 69 tandem stalls proposed to be provided. If all of the tandem spaces are fully utilized, a total of 389 vehicles could be parked on site. This meets minimum City of Minneapolis requirements for the proposed building.

Of the above ground parking stalls, 15 of them on the first level above grade will be designated for visitor parking for the residential portion of the building. Five of these 15 guest parking spaces are planned to have electric vehicle chargers. All of the non-visitor

residential parking spaces on the parking podium will have the ability to support an electric vehicle station, but installation of the equipment will be at the expense of the homeowner.

Parking spaces will be available for purchase by residents. The tandem parking stalls will be sold to residents that intend to have two vehicles. They will be sold at a discount to having two traditional stalls and can be used for a second vehicle that is not used as much or as storage space.

The Institute of Transportation Engineers has put together a document that compiled parking demand data from different land uses. This document, *ITE Parking Generation, 4th Edition*, lists that for a high-rise apartment in a central city (not downtown) during a weekday the average peak period parking demand is 1.37 vehicles per dwelling unit. For the proposed 214 apartment units the average peak period parking demand for the residential portion of the site is 294 parking spaces. Thus, the estimated residential parking demand can be accommodated by the proposed parking.

For a quality restaurant, the *ITE Parking Generation, 4th Edition*, lists average peak period parking demands per 1,000 square feet of restaurant of 10.60 vehicles on a non-Friday weekday, 16.41 vehicles on a Friday and 16.40 vehicles on a Saturday. For the 6,500 square foot restaurant this puts the average peak period parking demand at 69 spaces on a non-Friday weekday and at 107 spaces on a Friday or Saturday.

Totaling up the *ITE Parking Generation, 4th Edition* residential and restaurant land uses, if the average peak period parking demands for both land uses occur at the same time (and all restaurant parking occurred on-site rather than at an adjacent ramp via valet service), that could be a total development site average peak period parking demand of 401 vehicle spaces. This estimated parking demand could almost be fully accommodated on site if the tandem parking spaces were fully utilized.

c. Bicycle Parking Forecasting & Analysis

According to the Minneapolis Code of Ordinances section 551.1330 *Bicycle and Motorized Scooter Requirements* for the University Area Overlay District, one bicycle or motorized scooter parking space is required for each bedroom. This leads to a total of 384 spaces needed for bicycles and/or motorized scooters. According to table 535-1 *Permitted Obstructions in Required Yards*, these bicycle parking spaces may be located in a front or corner side yard or a rear yard and shall permit the locking of the bicycle frame and

one wheel to the rack and support a bicycle in a stable position without damage to the wheels, frame or components.

According to the Minneapolis Code of Ordinances *Table 541-3 Bicycle Parking Requirements*, a minimum of three bicycle parking spaces are required for the restaurant with at least two of them meeting the criteria for short-term bicycle parking (within 50 feet of a principle entrance, permit the locking of the frame and one wheel to the rack and support the bicycle in a stable position).

In total, a minimum 387 bicycle parking spaces are needed for this site. As shown in the site plan, residents will have the option for bicycle racks at their parking stalls or at a secured community bike location inside the podium. Between these two options, there are proposed to be 384 secure, long-term bicycle parking spaces for residents.

Outside the building, 22 short-term, ground level bicycle parking spaces are proposed. Ten spaces are located along Central Avenue, including directly outside the restaurant front door. Another 12 spaces are located along 2nd Street near the vehicle access driveways. These spaces are available for restaurant employees and visitors as well as residents.

This amount of bicycle parking exceeds the City of Minneapolis minimum requirements.

d. Loading Zones

Per the requirements of Minneapolis Code of Ordinances Section 541.480, one small loading space is required for apartment complexes with between 100 and 250 units. For a restaurant that is less than 20,000 square feet, adequate space for shipping and receiving must be provided. A small loading space is defined to be at least 10 feet wide by at least 25 feet long. At least 14 feet of vertical clearance is also needed for the loading zone. The site will be able to accommodate this space on the northern portion of the site near the service drive entrance as shown in Figure 2.2.

6. Travel Demand Management (TDM) Plan

To achieve the target transportation goals and satisfy the City's policy goals, Alatus, the building owner, property manager or their successors of the site will develop and implement measures to encourage non-single occupancy vehicle modes of transportation with the goal of having at least 70% of its transportation trips being made by transit, bicycling, or walking. At a minimum, the following strategies will be implemented to minimize the site's impact on the area transportation system.

a. Designate a Transportation Coordinator

Alatus will designate an employee or contractor to act as the Transportation Coordinator. That employee will maintain and monitor TDM activities as well as serve as liaison to Move Minneapolis and Metro Transit. The Transportation Coordinator will serve as the conduit for providing up-to-date information on alternative commute programs and incentives to all building occupants. At a minimum, the Transportation Coordinator will:

- Make available information on various transit incentive programs (e.g. Metro Transit Go-To Cards, U-Pass and Commuter Challenge program) as well as vanpool incentives (e.g. Metro Vanpool program).
- Set up and maintain a display of commuter information at the entrance of the building or in an employee break room. This information, which will be supplied by Metro Transit, will include transit schedules, rideshare applications, bike information, Guaranteed Ride Home Program brochures, etc. To maintain an awareness of alternative modes of transportation, information may be distributed through e-mail, flyers, posters in frequented locations, etc.
- Provide a move-in packet for new residents containing information on alternative transportation modes available at the time. Resources are available from Move Minneapolis (<http://www.mplstmo.org/>). In addition, this information shall note that residents cannot join any existing or future Critical Parking Area.
- Monitor the implementation of the proposed TDMP commitments and progress made toward achieving the TDMP mode split goals through the following:
 - a. Conduct a baseline survey of resident and employee commuting modes within the first year of opening.
 - b. Conduct a residential and employee commuter survey every two years for a total of six years after the original baseline survey, or until the target transportation mode split goals are achieved.
 - c. After each above survey, review this document to determine its effectiveness and where potential

changes may be necessary. As part of this review, prepare a status report for the City to review and approve with recommendations.

b. Promote Transit

A real-time transit screen will be installed in the residential lobby to inform residents of current nearby bus operations. A second transit screen should be provided in the restaurant entrance/exit for employees and customers. This transit screen could replace some printed materials.

c. Promote Walking

With the site being within walking distance to many amenities as well as downtown Minneapolis, walking should account for many of the trips to and from the site.

Well-lit sidewalks will be provided on each side of the site. The site will meet Minneapolis' requirements for on-site lighting to provide a pedestrian friendly environment. If any existing sidewalks are impacted by construction, the sidewalks shall be rebuilt with ADA-compliant tactile dome curb ramps to assist the visually impaired.

d. Promote Bicycling

With the site located in an area of Minneapolis that is close to many trails and bicycle facilities, bicycling should account for a significant portion of the trips to and from the site.

The building will provide 384 convenient and safe long-term bicycle storage spaces for the residential portion of the building and 22 short-term bicycle parking spaces for the restaurant space and residential guests. This will exceed requirements in Minneapolis' Code of Ordinances *Table 541-3 Minimum Bicycle Parking Requirements*. Alatus will designate additional bicycle storage facility space if and when the demand warrants. Adding additional long-term bicycle parking for restaurant employees should be considered.

Information on bicycle amenities will be included in the move-in packet for residents as well as in the commuter information mentioned earlier in this section.

In addition, the proposed development will provide a bicycle repair station, ideally located near the long-term bicycle parking, that includes tools and equipment for basic maintenance and repair.

A partnership with Nice Ride or other ride share facility will also be explored. This could include purchasing accounts for residents.

e. Minimize the Impact of Trucks

To the extent possible, Alatus or their successors will encourage truck and service vehicles (not including small package deliveries) to access the site outside of the weekday peak hours (from 7-9 a.m. and 4-6 p.m.). Loading/unloading of deliveries as well as garbage trucks can be accommodated on-site.

Encourage residents, employees, and/or visitors to load/unload using the internal structure and discourage on-street operations.

f. Other General Strategies

Other implementation strategies that will be completed by Alatus or their successor in coordination with, and agreement by, the eventual tenants/operators. Such strategies should include:

- Financial Incentives – provide residents financial incentives, such as a rental discount, discounted transit passes, or other types to use transit, biking, walking, or ride-share options.
- Financial Disincentive – discourage vehicle and parking use by charging a separate fee for parking.
- Flexible Work Schedule – provide/allow for work shifts (by either the residential or restaurant workers) that start and end outside of the peak hours.
- High Speed Internet – the lobby and common spaces will have internet wireless connectivity. Residents will also be able to have high speed internet access in their units. This will allow the potential for telecommuting, reducing residential vehicle trips.

7. Conclusions & Recommendations

Traffic from the proposed apartments and restaurant is not anticipated to have a significant impact on area traffic operations. No roadway or traffic control improvements are recommended as part of the development project. The proposed access curb cuts meet the general guidelines and are minimized in terms of width to reduce impacts to pedestrian traffic. Adequate vehicle parking and loading zones will be provided on site per Minneapolis' Code of Ordinances. A total of 387 bicycle parking spaces will be needed on site to meet City of Minneapolis requirements.

It is recommended the travel demand management measures documented in Section 5 of this report be implemented to encourage non-single occupancy vehicle modes of transportation for the site's residents, employees and visitors.

8. Appendix

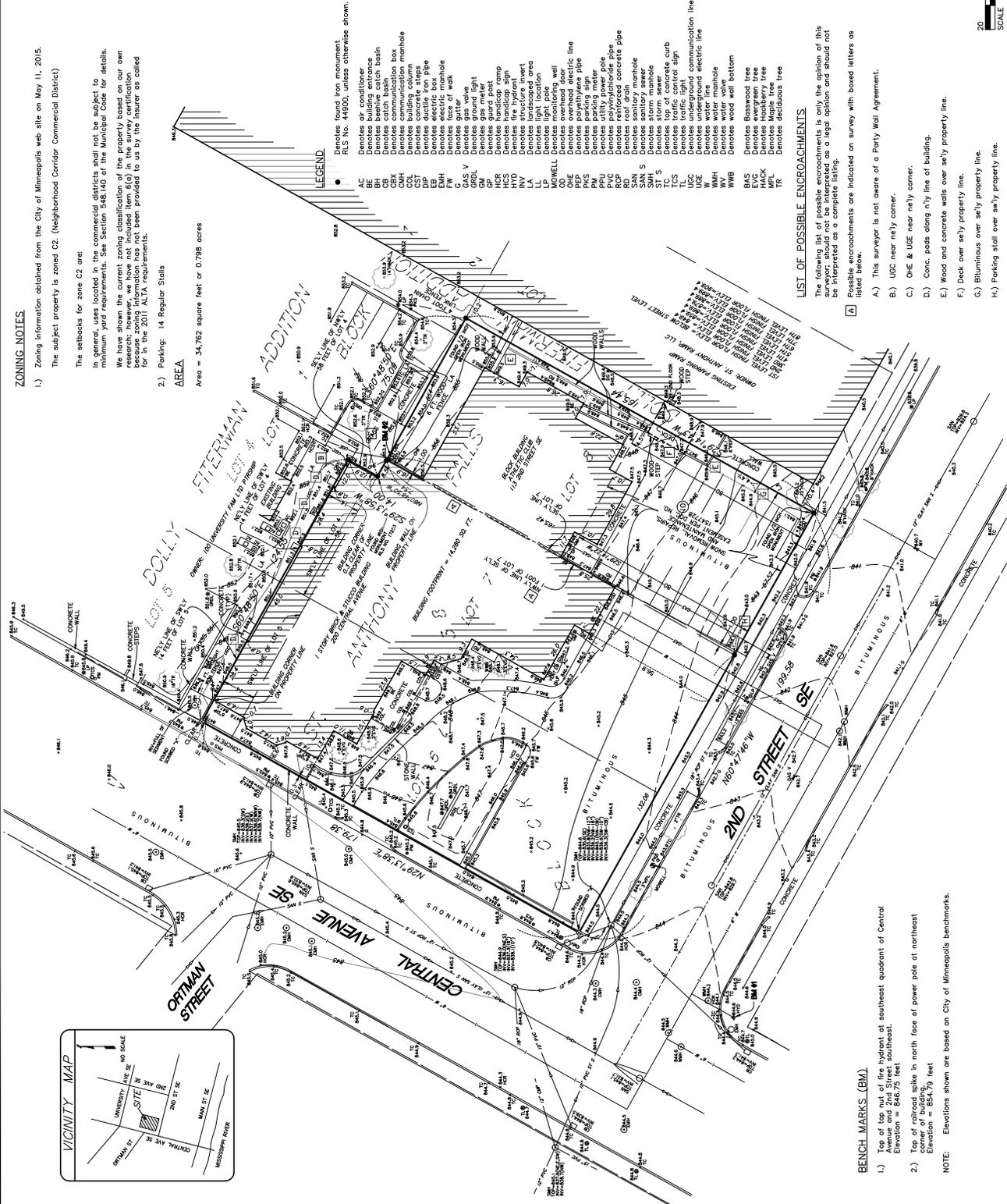
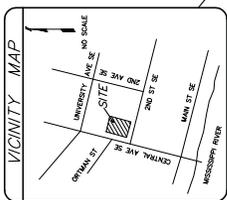
a. Site Plan

b. Traffic Impact Study

ZONING NOTES

- Zoning information obtained from the City of Minneapolis web site on May 11, 2015. The subject property is zoned C2. (Neighborhood Corridor Commercial District)
- The setbacks for zone C2 are:
In general, uses located in the commercial districts shall not be subject to minimum yard requirements. See Section 548.140 of the Municipal Code for details. We have shown the current zoning classification of the property based on our own research; however, we have not included item 6(c) in the survey certification for in the 2011 ALTA requirements. We have not provided to us by the insurer as called for in the 2011 ALTA requirements.
- Parking: 14 Regular Stalls

AREA
Area = 34,762 square feet or 0.798 acres



LEGEND

- Denotes found iron monument. RLS No. 44930, unless otherwise shown.
- AC Denotes air conditioner
- BH Denotes heating catch basin
- CBK Denotes catch basin
- CMH Denotes communication manhole
- CSL Denotes concrete storm sewer
- DIP Denotes ductile iron pipe
- EMH Denotes electric manhole
- EW Denotes face of walk
- FW Denotes gas valve
- GRDL Denotes ground light
- GP Denotes guard post
- HCR Denotes handicap ramp
- HFD Denotes fire hydrant
- LV Denotes structure invert
- LL Denotes light location
- MUW Denotes manhole well
- MO Denotes overhead door
- PE Denotes polyethylene pipe
- PFP Denotes parking sign
- PPU Denotes utility power pole
- PVC Denotes polyvinylchloride pipe
- RD Denotes roof drain
- SAN Denotes sanitary manhole
- SMH Denotes storm manhole
- STS Denotes storm sewer curb
- TCS Denotes traffic control sign
- UC Denotes underground communication line
- UE Denotes underground electric line
- WMH Denotes water manhole
- WV Denotes water valve
- WVB Denotes wood wall bottom
- BAS Denotes Basewood tree
- HA Denotes Hackberry tree
- HACK Denotes Hackberry tree
- MPL Denotes Maple tree
- FR Denotes deciduous tree

LIST OF POSSIBLE ENCROACHMENTS

- The following list of possible encroachments is only the opinion of this surveyor; should not be interpreted as a legal opinion and should not be interpreted as a complete listing.
- Possible encroachments are indicated on survey with boxed letters as listed below.
- This surveyor is not aware of a Party Wall Agreement.
 - UCR near rely's corner.
 - OHE & UDE near rely's corner.
 - Conc. pads along n'y line of building.
 - Wood and concrete walls over rely's property line.
 - Deck over rely's property line.
 - Bituminous over rely's property line.
 - Parking stall over rely's property line.

BENCH MARKS (BM)

- Top of top of fire hydrant at southeast quadrant of Central Avenue and 2nd Street southeast. Elevation = 646.75 feet
- Top of railroad spike in north face of power pole at northeast corner of building. Elevation = 654.79 feet

NOTE: Elevations shown are based on City of Minneapolis benchmarks.

DESCRIPTION OF PROPERTY SURVEYED
(Per First American Title Insurance Company Commitment for Title Insurance, Commitment No. NCS-728915-MPLS, Commitment date April 22, 2015.)

Parcel 1:
Lot 8 and the Southwesterly 1 foot of Lot 7, all in Block 38, St. Anthony Falls, Hennepin County, Minnesota.
Registered Property
Certificate of Title No. 1389497

Parcel 2:
The nor or Southwesterly 14 feet of the Northwesterly 58 feet of Lot 4; The nor or Southwesterly 14 feet of Lot 5; Lot 6; except the Southwesterly 1 foot thereof; all in Block 38, St. Anthony Falls, Hennepin County, Minnesota.
Registered Property
Certificate of Title No. 793698

PLAT RECORDING INFORMATION

The plat of St. Anthony Falls was filed of record on July 17, 1881.

TITLE COMMITMENT

First American Title Insurance Company Commitment for Title Insurance, Commitment No. NCS-728915-MPLS, Commitment date April 22, 2015, was relied upon as to matters of record.

Schedule B Exceptions:

- Exceptions are indicated on survey with circled numbers where applicable.
- Terms, conditions and easement, for snow removal, repairs and maintenance, as contained in the Easement Agreement dated December 1, 1982, recorded November 17, 1983 as Document No. 1547728 (Parcel 1)

GENERAL NOTES

- Aspiring ownership information shown hereon was obtained from the Hennepin County Property Tax information web site. Ownership information is subject to revision upon receipt of a title search by a title insurance company.
- Survey coordinate basis: Hennepin County Coordinate System
- Property address: 200 Central Ave. SE and 113 2nd Ave. St. SE, Minneapolis, MN

UTILITY NOTES

- Utility information from plans and markings was combined with observed evidence and field notes to show the location of underground utilities. However, the exact location of underground features cannot be ascertained with 100% accuracy, completely and reliably ascertained. Where additional or more detailed information is required, excavation may be necessary.
- Other underground utilities of which we are unaware may exist. Verify all utilities critical to construction or design.
- Some underground utility locations are shown as marked on site by those utility respondents to our Open State One Call, ticket number 142032320 & 142032325.
- Contact OPEN/STATE ONE CALL at 651-454-0002 (605-252-1166) for precise onsite location of utilities prior to any excavation.

FLOOD ZONE NOTE

- The subject property appears to lie within Zone X. Areas determined to be in Flood Hazard Areas are shown on the Flood Insurance Rate Map Community Panel No. 270170357E, dated September 2, 2004.

SURVEYOR'S CERTIFICATION

To: Alatus Central LLC and First American Title Insurance Company.
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and approved by the American Land Title Association and the National Board of Title Examiners, 70(K)1, 8, 11(B) and 13 of Table A thereof. The field work was completed on April 30, 2015.
Dated this 12th day of May, 2015.

SUNDE LAND SURVEYING, LLC

By: *Lenny F. Carlson*
Lenny F. Carlson, P.L.S., Min. Lic. No. 44859



Update Title Commitment
Commitment No. NCS-728915-MPLS
Title No. 1389497

ALTA/ACSM LAND TITLE SURVEY FOR ALATUS, LLC
200 CENTRAL AVE SE & 113 2ND ST SE, MINNEAPOLIS, MN

SUNDE LAND SURVEYING
Project 2012-083-A - 86/76-737/17
100 East Hennepin Avenue, Suite 118
Minneapolis, MN 55402
612-481-8265 (Fax) 612-481-8300
www.sunde.com

15/02/2015
15/02/2015
Sheet: **1 of 1**



200 CENTRAL AVE
Minneapolis, MN

SITE DEVELOPMENT PLANS FOR 200 CENTRAL AVE



ALATUS interior graphics architects
500 Washington Ave. South, Suite 1080
Minneapolis, Minnesota 55415
P: 612.339.5388
F: 612.339.5389
www.esgarch.com

Kimley»Horn
2550 UNIVERSITY AVE., SUITE 2200
ST. PAUL, MN 55114
TEL. NO. (651) 645-4197

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

DATE: _____

PROJECT FINDER NAME: _____

CONTRACT # _____

NOT FOR CONSTRUCTION

ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
Kimley»Horn
PREPARED BY: TRISHA D. SIEH, P.E.
2550 UNIVERSITY AVE W, SUITE 238 N
ST. PAUL, MN 55114
TELEPHONE (651) 645-4197

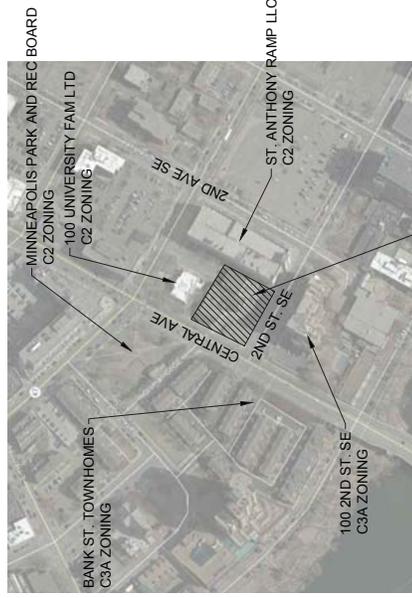
ARCHITECT
ELNESS SWENSON GRAHAM ARCHITECTS INC.
esg

500 WASHINGTON AVE. SOUTH, SUITE 1080
MINNEAPOLIS, MN 55415
TELEPHONE (612) 339-5508

OWNER / DEVELOPER
ALATUS LLC
ALATUS
CHRIS OSMUNDSON
800 NICOLLET MALL, SUITE 2850
MINNEAPOLIS, MN 55402
TELEPHONE: (612) 455-0712

LANDSCAPE ARCHITECT
CUNNINGHAM GROUP
201 MAIN ST. SE, SUITE 325
MINNEAPOLIS, MN 55414
TELEPHONE (612) 379-3400

MINNEAPOLIS, HENNEPIN COUNTY, MINNESOTA



VICINITY
N.T.S.
NORTH

DRAWING INDEX	
SHEET NO.	SHEET TITLE
C0.0	COVER SHEET
C1.0	DEMOLITION PLAN
C2.0	PHASE 1 EROSION CONTROL PLAN
C2.1	PHASE 2 EROSION CONTROL PLAN
C3.0	SITE PLAN
C4.0	GRADING & DRAINAGE PLAN
C5.0	UTILITY PLAN
C6.0	CIVIL DETAILS
C6.1	CIVIL DETAILS
EX-1	GARBAGE TRUCK TURN SIM

NOTES:

1. CONTRACTOR SHALL VERIFY THAT THE EXISTING CONDITIONS FOR THE SITE MATCH WHAT IS SHOWN ON THE DRAWING FIELD PRIOR TO CONSTRUCTION.
2. IF REPRODUCED THE SCALES SHOWN ON THESE PLANS ARE BASED ON A 3/16" = 1'-0" SHEET.
3. CONTRACTOR SHALL VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION. ALL UTILITIES SHALL BE THE RESPONSIBILITY OF SERVICES. CONTRACTORS SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES. CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.
4. THE MILESTONE DATE IN PROJECT DOCUMENTS.



Know what's below.
Call before you dig.

LAND USE APPLICATION
JULY 18, 2016

ORIGINAL ISSUE: 07/11/16

REVISIONS

No. Description Date

2/14/19

Project Number

TDS

BRJ

PROJECT

6/17/16

200 CENTRAL AVE

COVER SHEET

C0.0

200 CENTRAL AVE
 Minneapolis, MN

ALAPUS



esg senior planner architects
 1000 Hennepin Avenue
 Minneapolis, Minnesota 55415
 P: 612.339.5598
 F: 612.339.5599
 www.esgarch.com

Kimley-Horn
 2200 UNIVERSITY AVE. SUITE 200N
 ST. PAUL, MN 55105-1437

I hereby verify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed engineer under the laws of the State of Minnesota.

DATE: _____
 PROJECT: _____
 SHEET: _____

NOT FOR CONSTRUCTION

LAND USE APPLICATION
 JULY 18, 2016

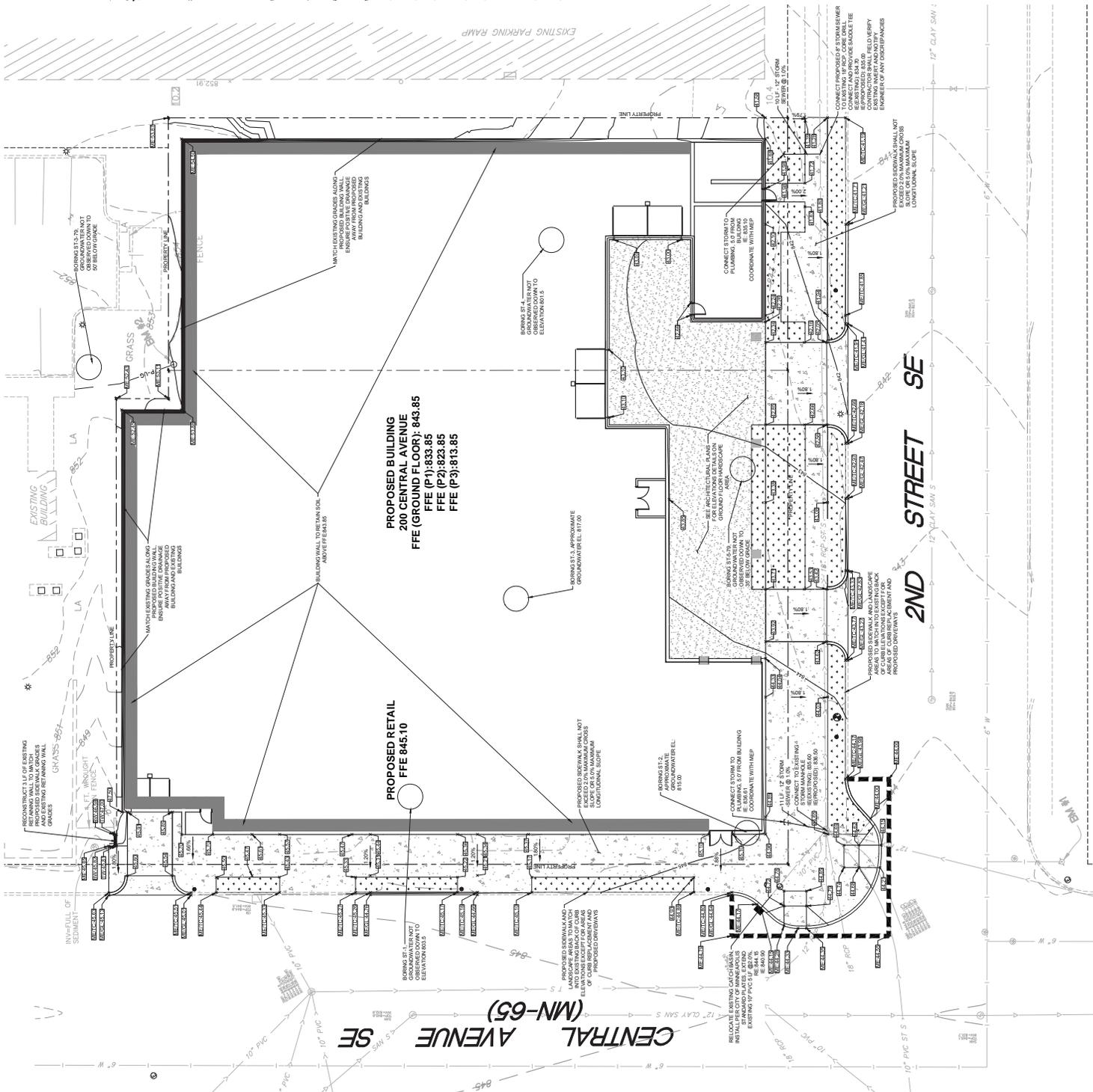
NO.	DESCRIPTION	DATE
214519	PROJECT TITLE	
BRJ	PROJECT NUMBER	
TDS	DATE	
BY	DATE	

200 CENTRAL AVE
 GRADING AND DRAINAGE PLAN
C4.0

- LEGEND**
- PROPERTY LINE
 - EXISTING CONTOUR
 - PROPOSED CURB INLET CATCH BASIN
 - PROPOSED STORM SEWER
 - PROPOSED SPOT ELEVATION
 - MATCH EXISTING ELEVATION
 - MATCH EXISTING LOTTER ELEVATION
 - BUILDING WALL RETAINING FILL ABOVE FEE EXISTING STORM SEWER

GRADING PLAN NOTES

- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF MINNEAPOLIS SPECIFICATIONS AND BUILDING PERMIT
- CONTRACTOR TO CALL COMPREHEAT ONE CALL (811) OR (888) 48-STAR AT LEAST TWO WORKDAYS IN FRONT OF WORKING AREAS
- CONTRACTOR TO VERIFY THE PROPOSED GRADING WITH EXISTING UTILITIES AND TOPOGRAPHY OF FEATURES PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DISCREPANCIES OR VARIATIONS
- CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND EVIDENCE TO HELP OBTAIN STABILITY PERMITS DUE TO WATER EXPOSURE TO EXISTING FOUNDATIONS AND EXISTING SERVICE SHALL BE EXCAVATED PROPERLY TO AVOID UNDERMINING OF EXISTING STRUCTURES
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL
- CONTRACTOR SHALL EXCAVATE DRAINAGE TRENCHES TO FOLLOW PROPOSED DRAINAGE ALIGNMENTS
- CONTRACTOR SHALL PROVIDE PROTECTIVE CURBS OR SMALL ROUGH GRADE TO SURROUND EXCAVATION AND LEAVE STREET READY FOR SUBMITTAL
- NO EXCAVATION SHALL BE PERFORMED UNLESS CONTRACTOR HAS ANY ADEQUATE UTILITY ITEMS, AND OTHER NECESSARY MATERIALS AND EQUIPMENT ON SITE AT ALL TIMES. CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF ALL EXCAVATION
- REFER TO THE UTILITY PLAN FOR SANITARY SEWER MAIN, WATER MAIN SERVICE LAYOUT AND BEHAVIORS AND CASTING STRUCTURE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION OF FRAMEWORKS AND CURBS AND GUTTER WITH SMOOTH LAMPFRAM SLORES WITH PROTECTIVE FINISHES
- UPON COMPLETION OF EXCAVATION AND PILING, CONTRACTOR SHALL PROVIDE PROTECTIVE CURBS AND GUTTER WITH SMOOTH LAMPFRAM SLORES WITH PROTECTIVE FINISHES
- DETAILABLE AREAS SHALL BE ALIGNED WITH CITY APPROVED GROUND COVER
- ALL EXISTING AND PROPOSED CONTOURS ARE TO FINISHED GRADE UNLESS OTHERWISE NOTED
- GRADING FOR ALL SIDEWALKS AND ACCESSIBLE ROUTES INCLUDING CROSSING DRIVEWAYS SHALL CONFORM TO CURRENT ADA COMPLIANCE. SIDEWALKS SHALL BE CONSTRUCTED TO A MINIMUM LONGITUDINAL SLOPE OF 2% CROSS SLOPE. SIDEWALK ACCESS SHALL BE MAINTAINED AT ALL TIMES. CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF ADA COMPLIANCE CANNOT BE MAINTAINED AT ANY LOCATION
- KEEP THE BELOW GRADE PORTIONS OF THE BUILDING DRY AT ALL TIMES
- VAPOR MITIGATION SYSTEM TO BE PROVIDED (DESIGN BY OTHERS)



GRAPHIC SCALE IN FEET
 0 5 10 20

200 CENTRAL AVE
Minneapolis, MN



ALAPUS sensor platform reflects
data from sensors installed in the
building. The data is used to
generate reports and is not
intended to be used as a
basis for any legal action.

Kimley-Horn
220 UNIVERSITY AVE. SUITE 2200
MINNEAPOLIS, MN 55411
TEL: (612) 945-4100

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

DATE: _____
PROJECT: _____
DRAWING NO.: _____

**NOT FOR
CONSTRUCTION**

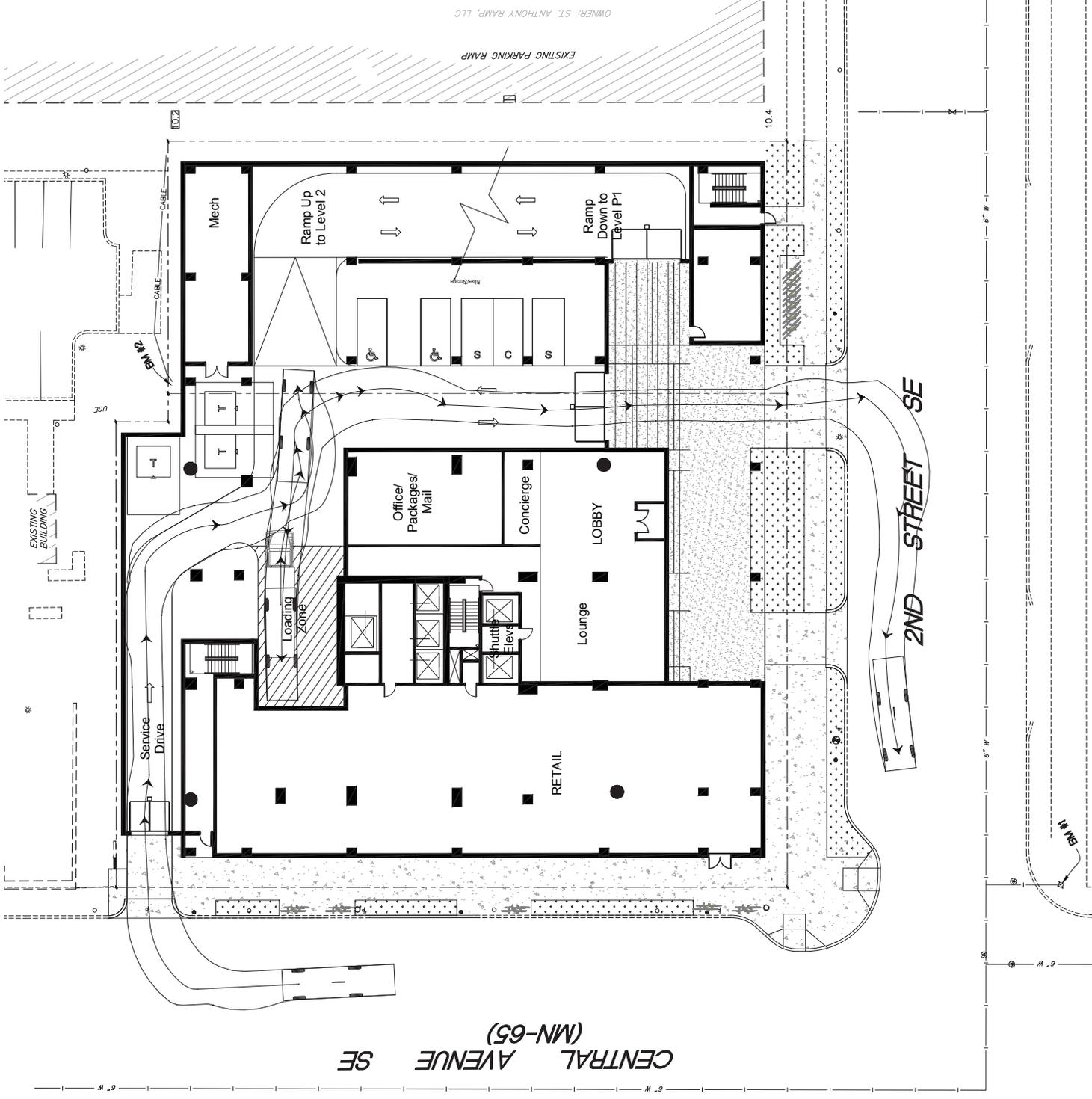
LAND USE
APPLICATION
JULY 18, 2016

NO.	DESCRIPTION	DATE
1	ORIGINAL ISSUE	07/11/16
2	REVISIONS	

214519
Project Number
BR/16/07
TDS
1602237
SHEET NO.

200 CENTRAL AVE
GARBAGE TRUCK TURN SM
EX-1

THIS ANALYSIS WAS PERFORMED USING THE DATA PROVIDED BY ALAPUS. THE DATA WAS PROVIDED TO US BY ALAPUS AND WE HAVE NO CONTROL OVER THE DATA. THE ANALYSIS SHOULD NOT BE USED AS THE SOLE BASIS FOR ANY LEGAL OR ENGINEERING DECISIONS.



NOT FOR CONSTRUCTION

LAND USE APPLICATION
7/18/2016

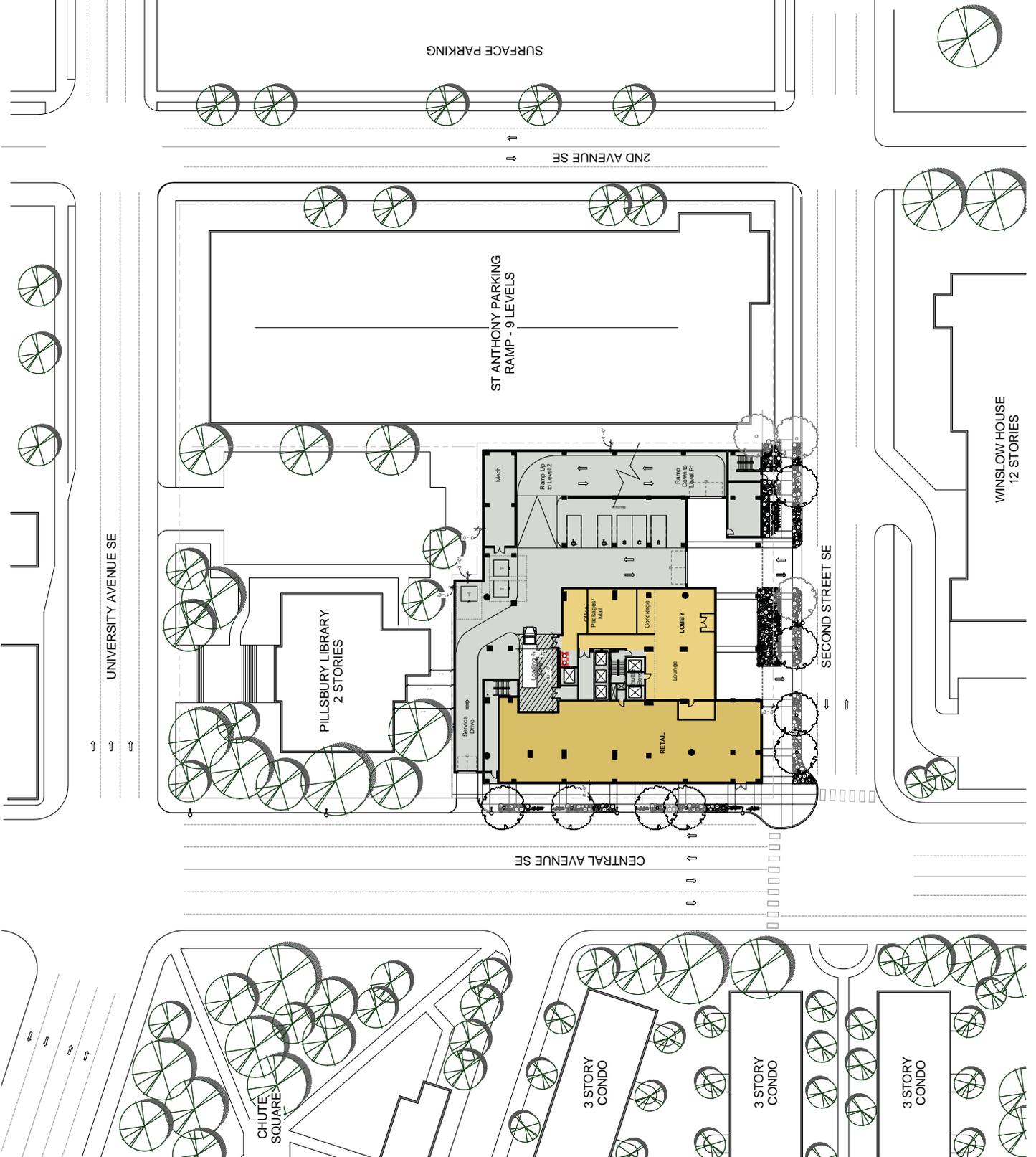
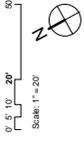
ORIGINAL ISSUE: 11/28/15
REVISIONS:
No. Description Date

2.16.519
PROJECT NUMBER
ESC
ESC
ESC



200 CENTRAL AVE

ARCHITECTURAL SITE PLAN
A0.0



NOT FOR CONSTRUCTION

LAND USE APPLICATION
7/18/2016

ORIGINAL ISSUE: 11/04/15
REVISED: _____
No. Description Date

2.14.519
PROJECT NUMBER
ESC 157
ESC 157
DATE: _____

200 CENTRAL AVE

EXISTING CONTEXT IMAGES
A0.1



BIRDSYE VIEW FROM SOUTH



BIRDSYE VIEW FROM WEST



BIRDSYE VIEW FROM EAST



BIRDSYE VIEW FROM NORTH

NOT FOR CONSTRUCTION

LAND USE APPLICATION
7/18/2016

ORIGINAL ISSUE: 11/08/15
REVISIONS: No. Description Date

2.14.519
PROJECT NUMBER: _____
ESC DATE: _____
REVISED: _____

200 CENTRAL AVE

EXISTING CONTEXT IMAGES
A0.2



NOT FOR CONSTRUCTION

LAND USE APPLICATION
7/18/2016

ORIGINAL ISSUE: 11/04/15

REVISIONS

No. Description Date

2.18.119

PROJECT NUMBER

ESC 157

NO. DRAWN

200 CENTRAL AVE

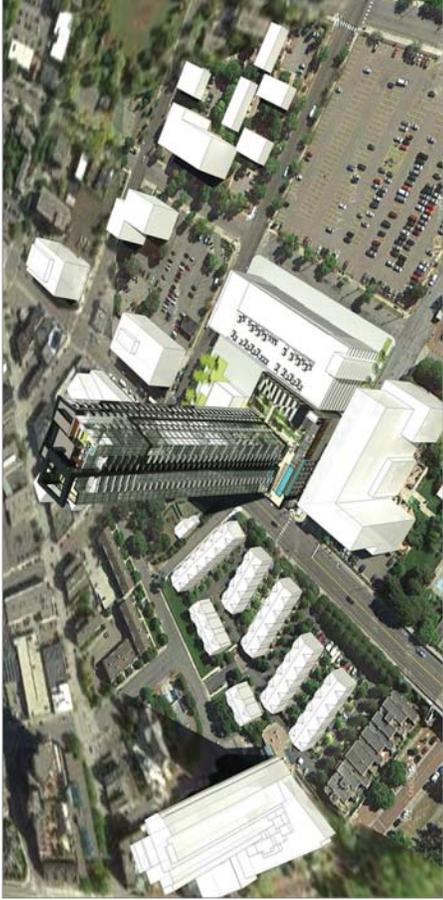
BUILDING RESPECTIVES
A0.3



PEDESTRIAN VIEW ALONG CENTRAL AVE



PEDESTRIAN VIEW FROM UNIVERSITY AVE



BIRDSEYE VIEW LOOKING NORTHWEST



BIRDSEYE VIEW LOOKING SOUTHWEST



BIRDSEYE VIEW LOOKING NORTHEAST



BIRDSEYE VIEW LOOKING SOUTHEAST

NOT FOR
CONSTRUCTION

LAND USE
APPLICATION
7/18/2016

ORIGINAL ISSUE: 11/18/15
REVISIONS:
No. Description Date

2.18.519
PROJECT NUMBER
ESC_A05
ESC_A05
DATE: 7/18/2016

200 CENTRAL AVE

BUILDING RESPECTIVES
A0.5



PEDESTRIAN VIEW ALONG CENTRAL AVE



PEDESTRIAN VIEW ALONG CENTRAL AVE



PEDESTRIAN VIEW AT CORNER OF CENTRAL AND 2ND



PEDESTRIAN VIEW ALONG 2ND STREET

NOT FOR CONSTRUCTION

LAND USE APPLICATION
7/18/2016

ORIGINAL ISSUE: 11/28/15

REVISIONS

No. Description Date

2.18.19
PROJECT NUMBER
ESC
ESC DATE
ESC DATE

200 CENTRAL AVE

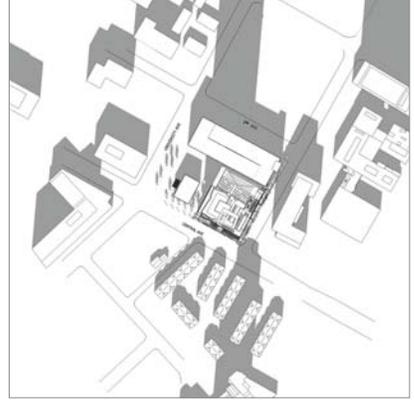
SHADOW STUDY
A0.6



JUNE 21ST 7AM



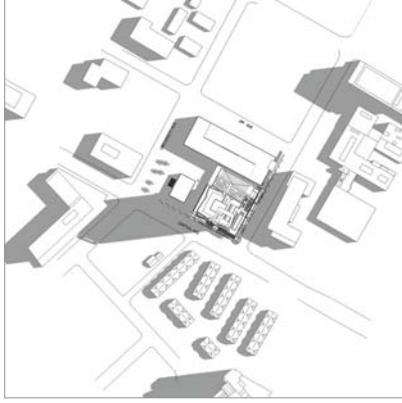
JUNE 21ST NOON



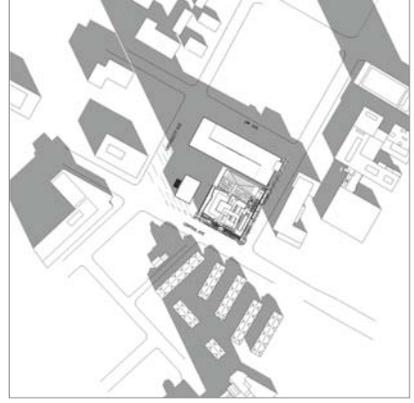
JUNE 21ST 5PM



MARCH / SEPTEMBER 21ST 8AM



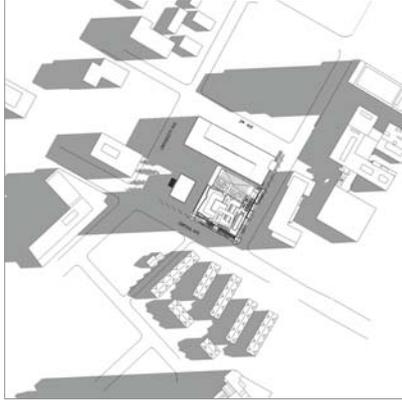
MARCH / SEPTEMBER 21ST NOON



MARCH / SEPTEMBER 21ST 4PM



DECEMBER 21ST 9AM



DECEMBER 21ST NOON



DECEMBER 21ST 3PM

NOT FOR CONSTRUCTION

LAND USE APPLICATION
7/18/2016

ORIGINAL ISSUE: 02/23/16

REVISIONS
No. Description Date

2.14.5.19
PROJECT NUMBER: _____
ESC DATE: _____
ESC PROJECT: _____
NO. DRAW: _____

200 CENTRAL AVE

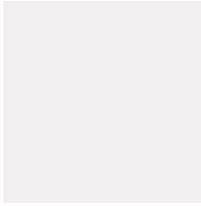
EXTERIOR MATERIALS
A0.7



3A ARCHITECTURAL
PRECAST PANEL
POLISHED - WHITE



3C ARCHITECTURAL
PRECAST PANEL
POLISHED - BUFF



5A METAL PANEL -
WINTER WHITE



5B METAL PANEL -
BRUSHED GRAPHITE



2A MIXED STONE - SMOOTH AND TEXTURED



TEXTURED



2B - SMOOTH



5C METAL PANEL -
WOOD TEXTURED



5E METAL PANEL #1



5F METAL PANEL #2



13A ARCHITECTURAL
SCONCE



13B ARCHITECTURAL
SCONCE

NOT FOR CONSTRUCTION

LAND USE APPLICATION
7/18/2016

ORIGINAL ISSUE: 11/08/15

REVISIONS

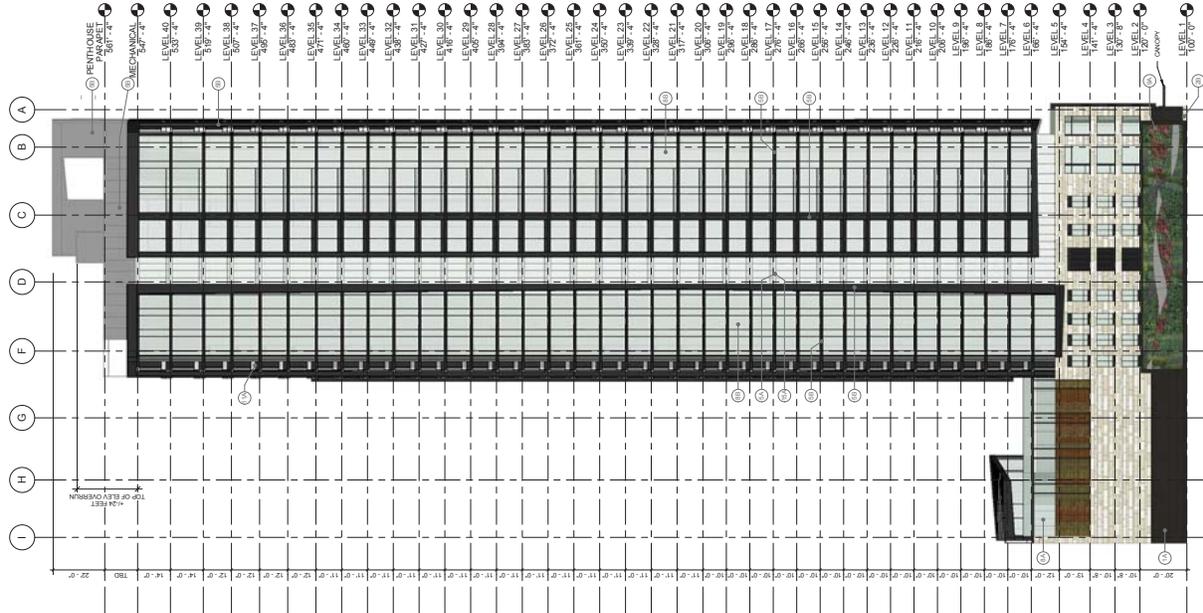
No. Description Date

2.15.19
Proposed
ESG
11/08/15

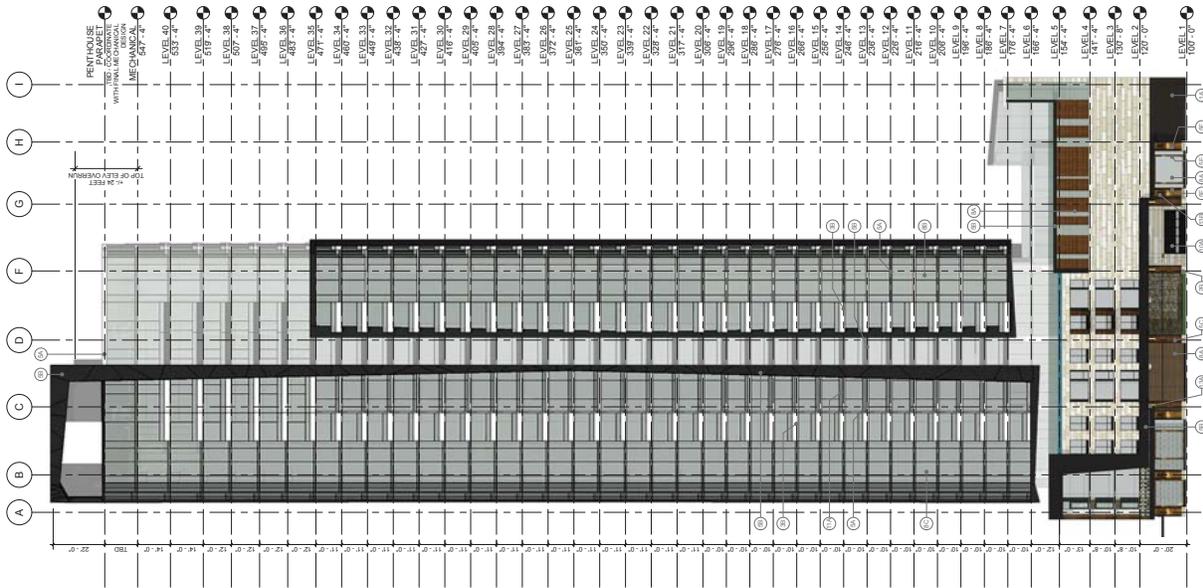
200 CENTRAL AVE

EXTERIOR ELEVATIONS

A3.1



1 NORTH ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"

EXTERIOR MATERIAL KEYNOTES

1. ALUMINUM CURTAIN WALL SYSTEM
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NOT FOR CONSTRUCTION

LAND USE APPLICATION
7/18/2016

ORIGINAL ISSUE: 11/08/15

REVISIONS

No. Description Date

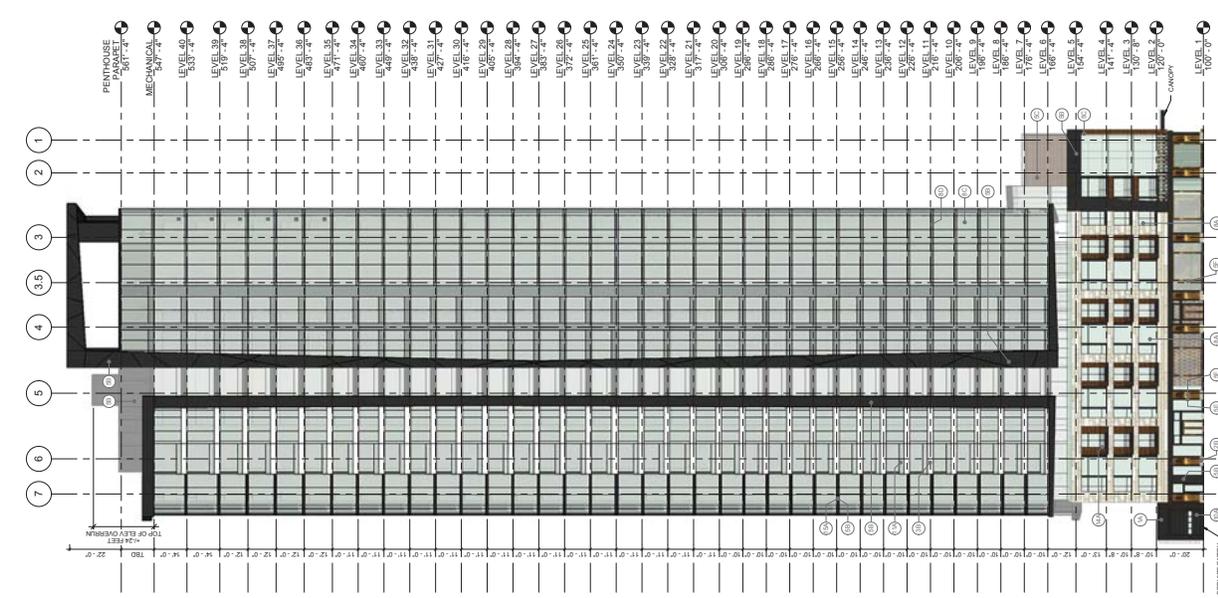
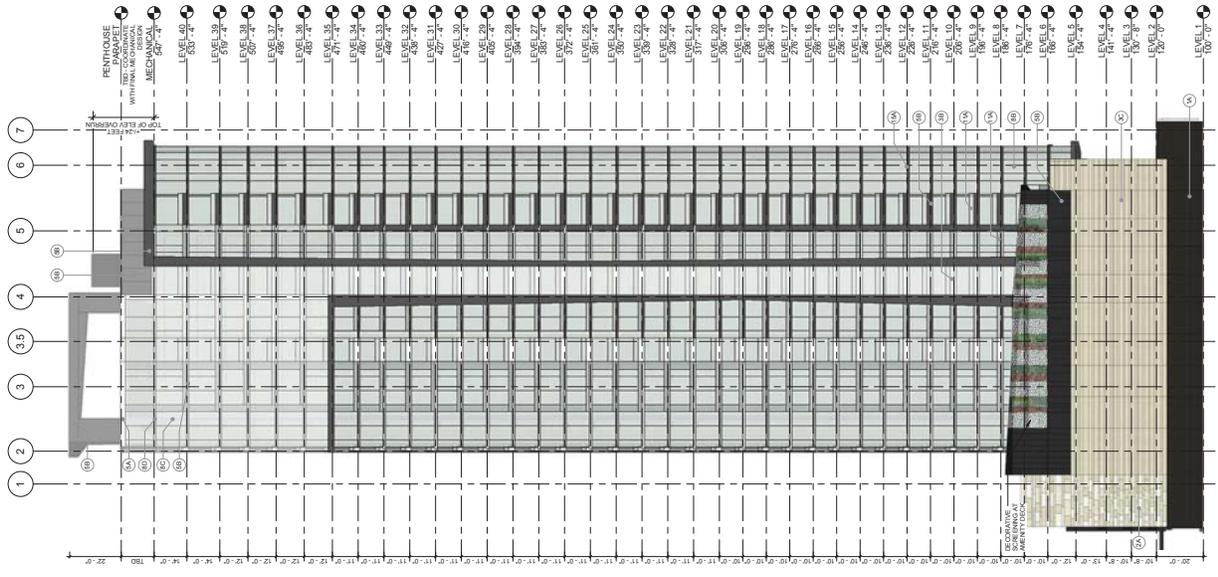
2.15.13.19

PROPOSED

ESG

200 CENTRAL AVE

EXTERIOR ELEVATIONS
A3.2



EXTERIOR MATERIAL KEYNOTES

1. ALUMINUM CURTAIN WALL SYSTEM
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NOT FOR CONSTRUCTION

LAND USE APPLICATION
7/18/2016

ORIGINAL ISSUE: 01/23/16

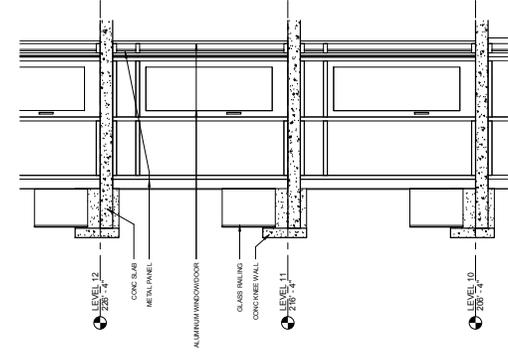
REVISIONS
No. Description Date

01/16

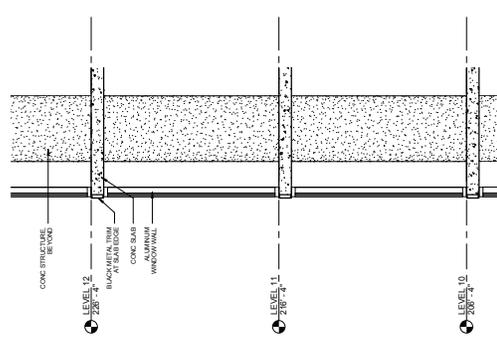
2.14.519
PROJECT NUMBER
ESG
DATE: 07/18/2016
BY: _____

200 CENTRAL AVE

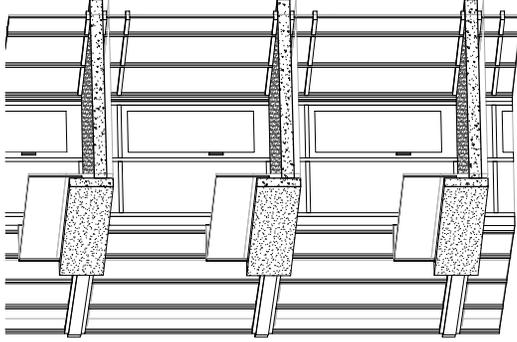
WALL SECTIONS
A5.3



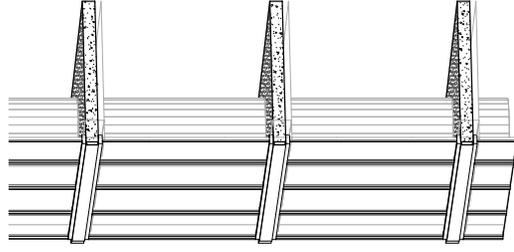
A Section at Typical Balcony
A5.3 3/8" = 1'-0"



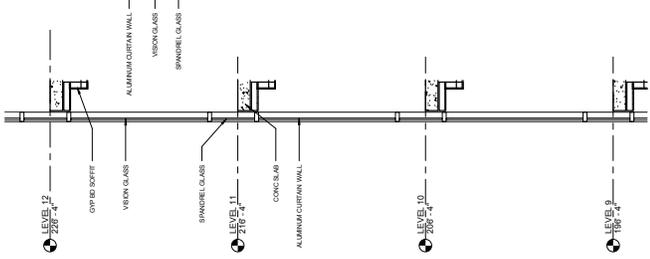
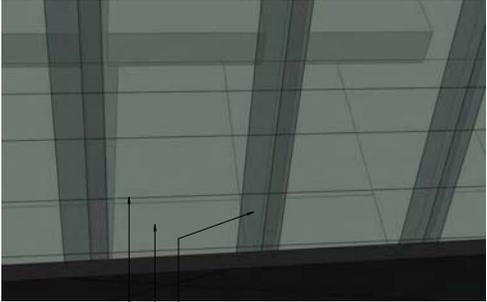
B Section at Window Wall
A5.3 3/8" = 1'-0"



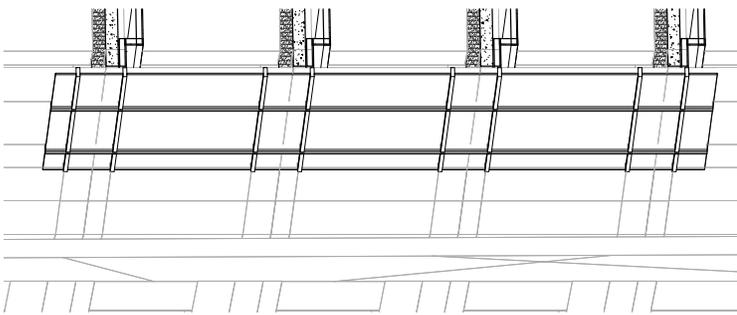
A Perspective Section at Typical Balcony
A5.3 3/8" = 1'-0"



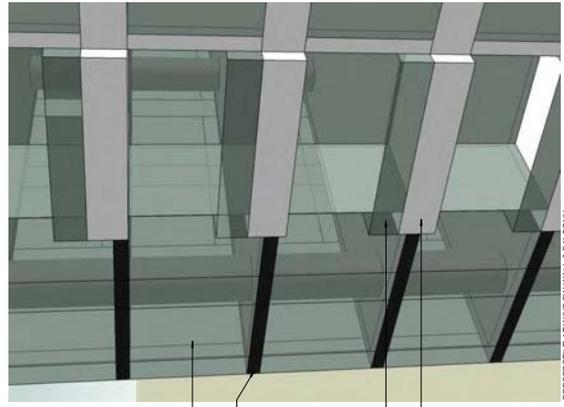
B Perspective Section at Window Wall
A5.3 3/8" = 1'-0"



A Section at Curtain Wall
A5.3 3/8" = 1'-0"



A Perspective Section at Curtain Wall
A5.3 3/8" = 1'-0"



ALUMINUM WINDOW WALL
BLACK METAL TRIM
GLASS PANELING
CONCRETE INNER WALL

NOT FOR CONSTRUCTION

LAND USE APPLICATION
7/18/2016

ORIGINAL ISSUE: 11/06/15

REVISIONS

No. Description Date

2.1.5.1.9

PROJECT NAME

ESG

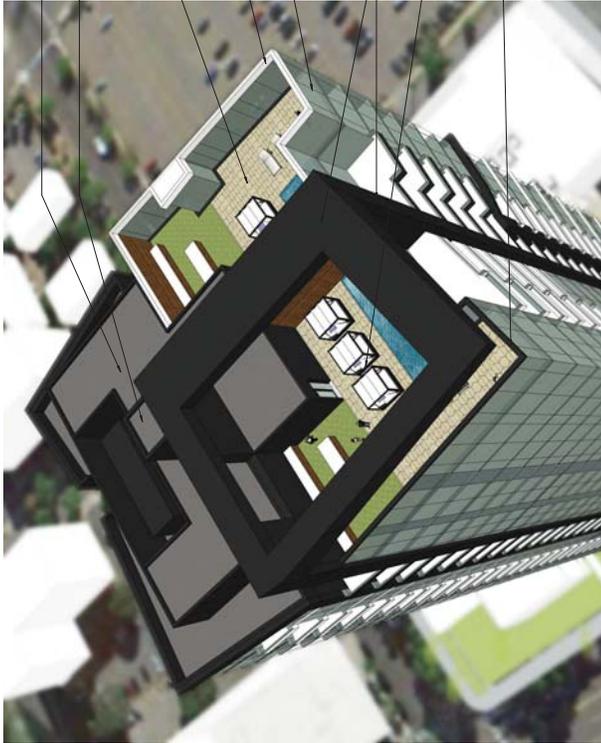
PROJECT NO.

DATE

200 CENTRAL AVE

EXTERIOR DETAILS

A6.1



PERSPECTIVE OF ROOF TERRACE

MECHANICAL ZONE, REFRIGERATION EQUIPMENT WILL HANG ROOF AS APPLICABLE

ELEVATOR OVERHEAD SHALL BE SUPPORTED BY BRACED STEEL FRAMING ON ELEVATOR SHAFTS (SEE ARCHITECTURAL PLAN)

PENTHOUSE OUTDOOR ROOF DECK OPEN TO SKY

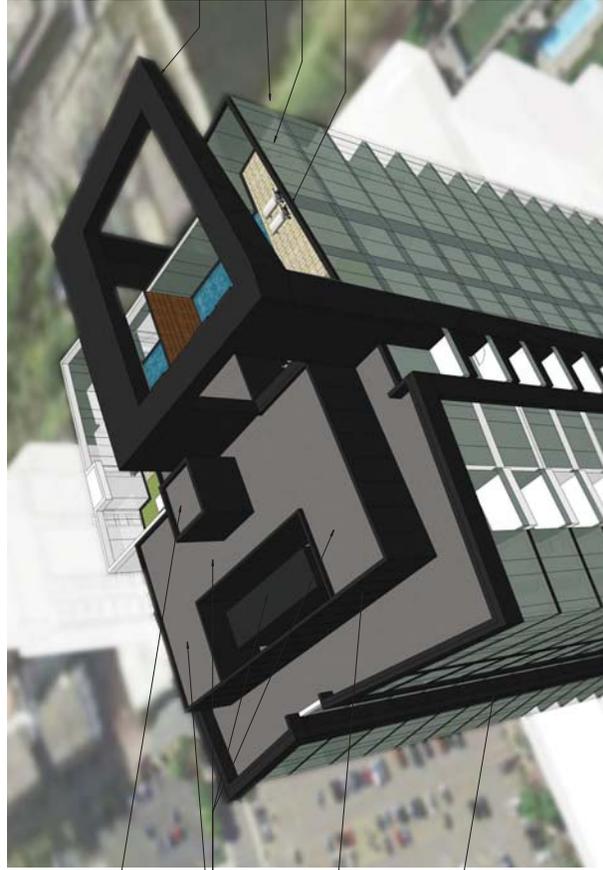
FLAT METAL PANEL, WHITE

ALUMINUM CURTAIN WALL

FLAT METAL PANEL, BLACK

PENTHOUSE OUTDOOR ROOF DECK

FLAT METAL PANEL, BLACK



PERSPECTIVE OF ROOF TOP MECHANICAL

ELEVATOR OVERHEAD SHALL BE SUPPORTED BY BRACED STEEL FRAMING ON ELEVATOR SHAFTS (SEE ARCHITECTURAL PLAN)

MECHANICAL ZONE, REFRIGERATION EQUIPMENT WILL HANG ROOF AS APPLICABLE

FLAT METAL PANEL, WHITE

ALUMINUM CURTAIN WALL

FLAT METAL PANEL, BLACK

PENTHOUSE OUTDOOR ROOF DECK OPEN TO SKY

FLAT METAL PANEL, BLACK

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ELEVATOR OVERHEAD SHALL BE SUPPORTED BY BRACED STEEL FRAMING ON ELEVATOR SHAFTS (SEE ARCHITECTURAL PLAN)

LAND USE APPLICATION
7/18/2016

ORIGINAL ISSUE: 07/18/16

REVISIONS

No.	Description	Date

2.18.17
PROJECT NUMBER
ESG
DATE
DRAWN BY

200 CENTRAL AVE

PORTE COCHERE DETAIL

A6.2



PERSPECTIVE VIEW OF PORTE COCHERE



SOUTH ELEVATION - PORTE COCHERE

1/8" = 1'-0"

From: [Tom](#)
To: [Widmeier, Janelle A.](#)
Subject: Alatus LLC - 200 Central Ave SE and 113 2nd St SE
Date: Sunday, August 21, 2016 2:05:17 PM

COMMENTS FOR AUGUST 29th HEARING

I'm all for growth and development, but the size and scale (with variances and a need to increase the maximum height of the structure) is unacceptable. As a property owner within 350 feet of this proposed property, I think something smaller in scale will still be a large, appropriate addition to the neighborhood.

Thank you.

Tom Roycraft

45 University Ave SE #302

Minneapolis, MN 55414

Sent from [Mail](#) for Windows 10

From: [Jerry Bahls](#)
To: [Widmeier, Janelle A.](#)
Cc: [Osmundson, Chris](#); [Lux, Jessa](#); [Greenfield, Stephen](#); [Laughlin, Ann](#)
Subject: 200 Central
Date: Tuesday, August 23, 2016 12:30:03 PM

Janelle

Audubon Chapter of Minneapolis and Alatus (Chris Osmundson) have agreed upon Bird-safe glazing parameters for the Alatus Towers (200 Central). Our agreement is below. We would request that this agreement be part of the final recommendation by staff for any approval of "200 Central".

Below is the agreement reached between Audubon Chapter of Minneapolis and Alatus -

"The applicant will work with CPED staff to incorporate bird-safe glazing on all glass surfaces on the first 60 feet of the building."

Alatus will make the following accommodations with respect to bird safe glass, glazing, and window coverings for the first sixty (60) vertical feet of the built structure – Alatus agrees that bird-safe glazing and precautionary measures shall include (as previously recommended by City of Minneapolis CPED staff members):

- (1) Façade materials with a LEED Material Threat Factor less than or equal to twenty-five (25); or,*
- (2) Vertical physical structures or glass patterns that are at least one-eighth (1/8) inch wide at a maximum spacing of four (4) inches or horizontal physical structures or glass patterns that are at least one-eighth (1/8) inch wide at a maximum spacing of two (2) inches; or,*
- (3) A visible glass pattern that is white to medium gray on the inside surface of the exterior pane, also known as surface number two (2). The glass pattern shall meet at least one (1) of the specific standards below:
 - a) Horizontal line patterns shall be one-eighth (1/8) inch wide with two (2) inch on-center spacing; or,*
 - b) Vertical line patterns shall be one-eighth (1/8) inch wide with four (4) inches on-center spacing; or,*
 - c) Dot patterns with dots one-quarter (1/4) inch wide with two (2) inch on-center spacing; or,*
 - d) Dot patterns with dots three-eighths (3/8) inch wide arranged in horizontal lines with two (2) inch on-center spacing or vertical lines with four (4) inch on-center spacing.**
- (4) In addition to the above precautionary construction measures, Alatus, and its assigns, will use commercially reasonable best efforts to operate the common area interior and exterior lighting in accordance with measures that include, but are not limited to, those actions enumerated in the International Dark-Sky Association's Residential/Business Lighting guidelines (located here: <http://darksky.org/lighting/residentialbusiness-lighting/>). Alatus will also follow "ABC Bird-Friendly Building Design" and Audubon Minnesota's guidelines to turn off all non-security exterior lighting during bird migratory periods (March 15 – June 10; August 15 – October 31) during the hours of midnight – 4:00 am.*

Thank you,

Jerry Bahls
President
Audubon Chapter of Minneapolis