



## MEMORANDUM

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**TO:** City Planning Commission, Committee of the Whole  
**FROM:** [Shanna Sether](#), City Planner, (612) 673-2307  
**DATE:** June 12, 2014  
**SUBJECT:** 3118 West Lake Street Redevelopment

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Attached are the project description, site plan, elevations and renderings for the proposed project at 3118 West Lake Street. The applicant is proposing to demolish the existing Tryg's restaurant and construct a new six-story building, approximately 75 feet tall, with a total of 157 dwelling units and a new 5,000 square foot commercial space. The proposed development will include 27 surface parking stalls, 58 enclosed parking spaces on the first floor and 187 parking spaces in a below grade parking structure. The site is zoned C3A Community Activity Center and is located directly south of the Midtown Greenway and within a ¼ mile of the proposed Lake Street Station for the Southwest LRT. Approximately two-thirds of the property is located in the SH Shoreland Overlay District, due to the proximity to Lake Calhoun, which limits the maximum height to 2 ½ stories or 35 feet.

CPED staff has identified the following land use applications will be required for this development:

- Conditional use permit to increase the maximum height of a principal structure from 2.5 stories, 35 feet, to 6 stories, approximately 75 feet in the SH Shoreland Overlay District.
- Variance to reduce the west interior side yard setback from 15 feet to approximately 14 feet, measured to the structure and to approximately 8 feet, measured to the balconies.
- Variance to eliminate one small loading space required for the proposed residential use.
- Site plan review.

The Minneapolis Plan for Sustainable Growth designates this site as mixed use on the future land use map. The site is on Lake Street West, a commercial corridor and is near a major retail center. The site is also within the study area of the Midtown Greenway Land Use and Development Plan.

The applicants have been working closely with the Cedar-Isles-Dean Neighborhood Association on the proposed project. The applicants attended the April 10, 2014, City Planning

Commission, Committee of the Whole to introduce the project. In response to comments at the previous Committee of the Whole, the applicants have revised the height of the building in stories, provided a pedestrian walkway connection from West Lake Street to the residential entrance and enclosed the majority of the parking on the first floor.

The proposed project will be heard at the June 23, 2014, City Planning Commission meeting. The applicants would like present the proposed changes to the Planning Commission and discuss any issues before the application goes to a public hearing.

## **3118 WEST LAKE STREET REDEVELOPMENT**

### **STATEMENT OF PURPOSE AND DESCRIPTION OF PROJECT**

**MAY 30, 2014**

#### **Project Purpose and Vision**

The purpose and vision for the Apartments at 3118 West Lake Street is the creation of a transit oriented residential mixed use building with a gateway location to the Uptown District of Minneapolis. The redevelopment will replace a large existing surface parking lot and one story restaurant building. The design of this project has been the result of a very close collaboration with the CIDNA Land Use and Development Committee Group. The design vision for the redevelopment is to create a contemporary high-density residential community consistent with the Minneapolis comprehensive plan that calls for creative density along commercial corridors.

The project at 3118 West Lake Street will include 157 contemporary apartment units with approximately 5,000 sf of commercial space fronting the West Lake Corridor. The project is located within walking distance of a future LRT station and a long range plan for a street car route. The site is also strategically located next to the Midtown Greenway which offers residents the opportunity to walk or bike to various destinations. The development team will continue to work with the neighborhood and the City to create pedestrian pathways for access to the Greenway and Lake Street. The project is also adjacent to many bus routes, dedicated bike lanes, and the West Lake sidewalk network. Furthermore, the site will feature significant onsite bike storage.

Storm water, currently unmanaged for a large portion of the site, will be managed by an engineered system that will remove suspended solids and control the rate of discharge.

#### **Architectural Description**

The architectural design and massing of 3118 West Lake Street is the result of a close collaboration with CIDNA and based on key urban design and architectural principles developed in the City's land use plans. The design and massing continue the urban fabric and active street definition along the West Lake Corridor through the restaurant / commercial use located at the street level. The overall design carefully nestles a 6-story residential building within challenging geometry and is respectful to its residential neighbors to the east; in terms of height, massing and ground level circulation and landscaping.

The overall architectural massing of the proposed design is intended to provide maximum breathing room and green space along the east side of the site adjacent to Loop Calhoun Condominiums in the form of landscaped auto circulation and green unit terraces.

The architectural expression of the building will incorporate contemporary materials and façade composition within an overall city building massing. The building materials will feature

transparent large glass windows and corten steel at the street level along West Lake, above which will float a contemporary inspired composition of large amounts of glass, metal panel, and cement fiber panels.

### **Streetscape and Public Realm**

The design of the West Lake street frontage features streetscape improvements including new pavement, landscaping, lighting and outdoor dining areas. The linear urban auto courtyard along which the south part of the design is organized will feature green landscape elements, high quality pavement and decorative street lighting to create continuity with the West Lake Streetscape improvements. A key landscape feature of the design is the creation of a green landscaped exterior space that is located between the north end of the building and the Midtown Greenway. This feature will provide greenery and outdoor space for the residences as well as solar access to the Greenway.

### **Green and Sustainable Features**

A key sustainability strategy for the apartments at 3118 West Lake Street is the location along the Midtown Greenway which will facilitate residents' use of bikes as an alternative mode of transportation. With the future addition of LRT and long range plans for a streetcar line, the project has the potential of becoming a truly pedestrian and transit oriented community that allows residents to live, work and play without dependence on daily automobile usage. The development team is committed to the sustainable design principles reflected in the City's comprehensive plan. Our sustainable design mission is to promote livable communities through the use of energy efficient systems, green building practices, reduced dependency on automobiles, creative density, high quality pedestrian and bicycle public realm and preservation of natural resources. The development will feature a series of green elements including green construction practices and materials specification, thermal high-efficiency window and exterior envelope systems, the pursuit of LEED equivalent performance and participation in the Xcel Energy Design Assistance Program.

### **Required Zoning Applications:**

1. Conditional Use Permit (CUP) to increase allowed height in the C3A District and the Shoreland Overlay District from 2.5 stories/35 feet to 6 stories/75 feet, 4 inches.
2. Variance to reduce the west interior yard setback from 15 feet to 13 feet, 6 inches for the residential floors of the building and to 9 feet, 3 inches for balconies.
3. Variance to reduce the off-street loading requirement from one small space to zero spaces.
4. Site plan review.

**CONDITIONAL USE PERMIT FOR ADDITIONAL HEIGHT  
REQUIRED FINDINGS**

A conditional use permit is being applied for to allow a building height of 6 stories/75 feet, 4 inches, which exceeds the 2.5 story, 35-foot limit of the Shoreland Overlay District. The height to the main building rooftop will be 62 feet, 8 inches and the height to the top of the parapet will be 64 feet, 10 inches. The height to the top of the mechanical penthouse will be 75 feet, 4 inches. The request for increased height for the project meets the required findings for the issuance of a conditional use permit under § 525.340 and the additional considerations for increased height and Shoreland development.

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

A new, 6-story building will not be detrimental to or endanger the public health, safety, comfort or general welfare. The development will comply with all applicable building codes, life safety ordinances and Public Works requirements. The proposed height is consistent with the trend of development on Lake Street between the project site and Lake Calhoun, most of which is 5 stories or taller.

*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 for uses permitted in the district or substantially diminish property value.*

The proposed 6-story building will not impede the normal and orderly development of the area and is consistent with recent and existing developments. The adjacent Loop Calhoun Condominium buildings to the east (constructed in 2006) have rooftop elevations that are 4 feet higher and 4 feet lower than the roof level of the proposed building, and an intrabuilding connection that is the same height as the mechanical penthouse on the proposed building. Nor will it be injurious to the use and enjoyment of other property. The upper floors are setback over 41 feet from the property line shared with Loop Calhoun condominiums. The building will be well over 50 feet from the Midtown Greenway trail to the north. The building height steps down toward the Greenway and will not shade the trail at noon on winter solstice. Across the Greenway from the project site is a 12-story condominium building. The property to the west is occupied by a one-story shopping center and large parking lot. The height limit in the Shoreland District is intended to preserve views from water bodies. There will be little to no visibility of the proposed building from Lake Calhoun because of grade changes and existing, taller development between the project site and the lake.

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

Adequate utilities, access, drainage, and other necessary facilities will be provided for the project and the development team will continue to work closely with Public Works, Plan Review and CPED staff to comply with City and other applicable requirements.

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

The additional height of the building will have no impact on traffic congestion in the public streets. The project will exceed the parking requirements of the Zoning Code. As discussed in the Project Description, the site is also well-served by alternative transit options.

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

The City's comprehensive plan, the *Minneapolis Plan for Sustainable Growth*, guides the project site as Mixed Use, which 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 project will be mixed use with residential and a restaurant on Lake Street.

Lake Street is designated in the comprehensive plan as a Commercial Corridor, subject to the following land use guidance:

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

Relevant implementation steps for this policy include:

1.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low impact light industrial – where compatible with the existing and desired character.

1.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.

1.10.5 Encourage the development of high-density housing on Commercial Corridors.

The mix of uses, design, height and high density housing of the proposed project are consistent with the type of redevelopment encouraged on Commercial Corridors and in character with development on Lake Street west of Lake Calhoun.

The site is adjacent to a Major Retail Center. The project is consistent with the implementation guidance in Land Use Policy 1.16.1 that calls for the City to “[e]ncourage the development of mixed residential, office, institutional and, where appropriate, small-scale retail sales and services to serve as transitions between Major Retail Centers and neighboring residential areas.” The project will replace a surface parking lot and will improve transitions between the retail center and the Loop Calhoun Condominiums, the Greenway and low density housing north of the Greenway.

The site is also within the study area of the *Midtown Greenway Land Use Development Plan*. That plan also guides the project site for mixed use development and designates the site for “transit-oriented development,” which includes tall apartments that exceed 5 stories.

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

With approval of the other zoning applications for the project, it will conform to the applicable regulations of the C3A and Shoreland Overlay zoning districts.

Additional factors to be considered when determining an increase in height per §548.110.

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

The proposed 6-story building will not impede access to light and air for surrounding properties. Public right-of-way separates the proposed development from other properties to the south. The upper floors are setback over 41 feet from the property line shared with Loop Calhoun condominiums and over 13 feet from the shopping center to the west. The building height steps down toward the north and the building will be set back well over 50 feet from the Midtown Greenway.

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

The proposed building will shadow the condominium building to the east in the morning to a similar degree as the condominium will shadow the proposed building in the evenings. It will not shadow the trail portion of the Midtown Greenway or existing solar energy systems.

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

The structure to the west is a 1-story shopping center. The proposed building is essentially the same height as the 5-story condominium to the east and is shorter than the 12-story condominium to the north. Most of the buildings between the project site and Lake Calhoun are as tall or taller than the proposed building. The proposed 6-story building is compatible in scale and character with the surrounding uses and character of West Lake Street.

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

The project will not block views of landmark buildings, significant open spaces or water bodies. Views of Lake Calhoun are limited by existing development further east on Lake Street.

Additional factors to be considered for conditional use permits in the Shoreland Overlay District:

*(1) The prevention of soil erosion or other possible pollution of public waters, both during and after construction.*

The project will comply with all City requirements for grading and erosion control during demolition and construction. Storm water, currently unmanaged for a large portion of the site, will be managed by an engineered system that will remove suspended solids and control the rate of discharge.

*(2) Limiting the visibility of structures and other development from protected waters.*

The visibility of the proposed building from Lake Calhoun will be extremely limited due to grade changes and existing development located between Lake Calhoun and the project site.

*(3) The suitability of the protected water to safely accommodate the types, uses and numbers of watercraft that the development may generate.*

The development will not generate watercraft activity on the Chain of Lakes beyond that which can typically be expected and encouraged for area residents.

## VARIANCE FOR YARD SETBACKS REQUIRED FINDINGS

Variances are being requested to allow a reduction of the required yard along the west side lot line. Uses in the Commercial zoning districts are not generally subject to yard requirements; however, this project is subject to a 15-foot interior side yard requirement for the floors that contain a residential use with windows. The proposed setback from the west lot line is 13 feet, 6 inches for the building and 9 feet, 3 inches for balconies. The Project meets the required findings for a variance 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 meeting the setback requirements and achieving the desired mix of uses and density called for in the C3A District and on Commercial Corridors. City policies encourage mixed-use, both within buildings and throughout separate buildings along the street, but the inclusion of residential uses imposes setbacks that would not otherwise be required in the Commercial Districts. An important factor in the building and site design is maximizing the separation between the proposed building and the existing Loop Calhoun condominiums to the east. Thus, the building exceeds the setback requirement from the east lot line, resulting in the need for a minor reduction in setback on the west side, which faces the back of a one-story commercial building. These are unique circumstances not created by the applicant.

*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 setbacks are reasonable and consistent with the intent of the ordinances, the comprehensive plan policies applicable to the site, and the purpose of the C3A District. The intent of the setback requirement is to reinforce building code fire separation requirements and preserve access to light and air for residential uses. The proposed design is in keeping with the intent of the ordinance because it complies with the building code requirements and maintains access to light and air for the west-facing dwelling units.

*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 welfare. The variance will not be detrimental because the design will comply with building and life safety codes. The proposed west setbacks are similar to the setbacks of the Loop Calhoun condominium for which yard variances were also granted. The minor reduction in setback on the west side will not be injurious to the users of the adjacent shopping center.

## **VARIANCE FOR LOADING REQUIRED FINDINGS**

A variance is being requested to reduce the loading requirement from one small, off-street loading space for the residential use to zero loading spaces. There is no loading requirement for the proposed restaurant. A professional management company will be on site to coordinate and mark temporary loading zones as necessary to accommodate residential move ins/move outs. The Project meets the required findings for a variance 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 loading requirement because of the necessity to maximize on-site, easily-accessible, grade-level parking for restaurant and residential guests. There is no available on-street parking in the area. Experience with the existing restaurant on the site and for other properties in the area has been that a shortage of visitor/guest parking results in people parking in others' parking lots without permission. It also contributes to traffic congestion and conflicts as drivers circle the area searching for parking. The need to maximize visitor parking, as well as ensuring a greater than 1:1 ratio for resident parking, was strongly-expressed by the community. These circumstances are unique to the property and have not been created by the applicant.

*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.*

Loading will be accommodated on site and coordinated by building management on an as-needed basis. Management can schedule loading activity for off-peak times and can temporarily mark a zone in the guest parking area along the driveway. This approach is reasonable and allows more efficient land use because, after the opening move-in period, the need for a loading area will be intermittent and infrequent. It is in keeping with the spirit and intent of the City's ordinances and comprehensive plan policies to not require dedicated loading areas when the actual demand for an off-street loading space can be met in a way that makes more efficient use of the site.

*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 requested loading variance will not alter the character of the locality or be detrimental to the public or surrounding properties. Actual loading demand will be accommodated on site and supervised by building management.

# 3118 West Lake Street



## 3118 West Lake Street Minneapolis, MN 55416



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I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota.  
Signature \_\_\_\_\_  
Typed or Printed Name \_\_\_\_\_  
License # \_\_\_\_\_ Date \_\_\_\_\_

**NOT FOR CONSTRUCTION**

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### PARKING CALCULATIONS

PARKING SCHEDULE - RESIDENTIAL		
Description	Level	Count
ACCESSIBLE STALL	LEVEL-P1	2
COMPACT STALL 8'0" x 18'	LEVEL-P1	3
COMPACT STALL 8'6" x 15'	LEVEL-P1	36
STANDARD PARALLEL STALL	LEVEL-P1	1
STANDARD STALL	LEVEL-P1	145
187		
ACCESSIBLE STALL	LEVEL 1	2
COMPACT STALL 8'6" x 15'	LEVEL 1	1
STANDARD PARALLEL STALL	LEVEL 1	3
STANDARD STALL	LEVEL 1	29
35		
Grand total: 222		
PARKING SCHEDULE - RESTAURANT		
Description	Level	Count
ACCESSIBLE STALL - RESTAURANT	LEVEL 1	2
COMPACT STALL 8'6" x 15' RESTAURANT	LEVEL 1	14
STANDARD PARALLEL STALL - RESTAURANT	LEVEL 1	8
STANDARD STALL - RESTAURANT	LEVEL 1	26
50		
BICYCLE PARKING SCHEDULE		
Description	Bicycle Count	
LEVEL-P1		
Wall-hanging Bike Rack	57	
LEVEL 1		
In-Ground Bike Rack	34	
Wall-hanging Bike Rack	20	
54		
Grand total: 22 111		

### PROJECT LOCATION

**Site Location**

**Vicinity**

### PROJECT TEAM

**Owner/Developer:** Trammell Crow Chicago Development, Inc.  
2219 South York Road, Suite 204  
Oak Brook, IL 60523  
Ph: 630-990-1501  
Fx: 630-990-1503

**Architect:** Elness Swenson Graham Architects Inc.  
500 Washington Ave. South, Suite 1080  
Minneapolis, MN 55415  
Ph: 612-339-5508  
Fx: 612-339-5382

**Landscape:** Damon Farber Associates  
923 Nicollet Mall  
Minneapolis, MN 55402  
Ph: 612-332-7522  
Fx: 612-332-0936

**Contractor:** T.B.D.

**Civil:** Sunde Engineering, Inc.  
10830 Nesbitt Avenue South  
Bloomington, MN 55437-3100  
Ph: 952-881-3344  
Fx: 952-881-1913

**Structural Engineer:** Meyer Borgman Johnson  
12 South Sixth Street  
Minneapolis, MN 55402  
Ph: 612-338-0713  
Fx: 612-337-5325

**Mechanical, Electrical, Plumbing Engineers:** T.B.D.

### UNIT MIX & SQUARE FOOTAGES

Restaurant Area Summary											
Level	Use	Total GSF	Parking GSF	Rest. GSF	Parking						
Level 1	Restaurant	5,016		5,016	50						
Residential Area Summary											
Level	Use	Total GSF	Parking GSF	Apt GSF	Amenity	Apt RSF	Units	Storage	Parking	Efficiency	
Level P1	Parking	61,754	61,754						187		
Level 1	Park/Lobby/Res	33,090	26,028	5,195	1,867	5,195	7		35	100%	
Level 2	Residential	31,175		31,175		25,992	28			83%	
Level 3	Res/Amenity	35,132		32,169	2,963	26,260	30			82%	
Level 4	Residential	32,169		32,169		28,662	32			89%	
Level 5	Residential	30,569		30,569		27,196	30			89%	
Level 6	Residential	30,044		30,044		26,654	30			89%	
Total		253,933	87,782	161,321	4,830	139,959	157		222	88.6%	
Total incl. restaurant		258,949									
Total incl. restaurant minus P1		197,195									
Unit Distribution Summary											
Level	Alcove	1 BR	1 BR DEN	2 BR	2 BR DEN	3 BR	Total	Beds			
Level 1	0	7	0	0	0	0	7	7			
Level 2	1	13	0	12	1	1	28	43			
Level 3	3	15	0	10	1	1	30	43			
Level 4	3	15	0	12	1	1	32	47			
Level 5	3	13	0	12	1	1	30	45			
Level 6	3	13	2	10	1	1	30	43			
Total	13	76	2	56	5	5	157	228			
% Alcove		8%		48%		1%		36%		3%	
Avg Size		573		723		930		1,103		1,324	
Range SF		573		708-733		930		1066-1201		1,324	

### LAND USE APPLICATION

5/23/2014

ORIGINAL ISSUE: 05/23/2014

REVISIONS

No.	Description	Date
1	LUA UPDATES	5/30/2014

213533  
PROJECT NUMBER

ESG \_\_\_\_\_ ESG \_\_\_\_\_  
DRAWN BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_

KEY PLAN

3118 W. LAKE ST.

TITLE SHEET  
**T1.1**

**Project Purpose and Vision**

The purpose and vision for the Apartments at 3118 West Lake Street is the creation of a transit oriented residential mixed use building with a gateway location to the Uptown District of Minneapolis. The redevelopment will replace a large existing surface parking lot and one story restaurant building. The design of this project has been the result of a very close collaboration with the CIDNA Land Use and Development Committee Group. The design vision for the redevelopment is to create a contemporary high-density residential community consistent with the Minneapolis plan calling for creative density along commercial corridors.

The Apartments at 3118 West Lake Street will include 157-unit contemporary apartments with approximately 5,000 sf commercial space fronting the West Lake Corridor. The project is located within walking distance to a future LRT station and a long range plan for a street car. The site is also strategically located next to the Minneapolis Greenway which offers residents the opportunity to walk or bike to various destinations. The development team will continue to work with the neighborhood and the City to create pedestrian pathways for access to the Greenway and Lake Street. The project is also adjacent to many bus routes, dedicated bike lanes, Midtown Greenway and West Lake sidewalk network. Furthermore, the site will feature significant onsite bike storage.

Storm water currently unmanaged for a large portion of the site, will be managed within a system that will detain and release storm water within an engineered system that removes suspended solids and controls storm water discharged rate.

**Architectural Description**

The architectural design and massing of 3118 West Lake Street is the result of a close collaboration with CIDNA and based on key urban design and architectural principles developed in the City's land use plans. The design and massing continue the urban fabric and active street definition along the West Lake Corridor through the restaurant / commercial use located at the street level. The overall design carefully nestles a 6-story residential building within challenging geometry and is respectful to its residential neighbors to the east; in terms of height, massing and ground level circulation and landscaping.

The overall architectural massing of the proposed design is intended to provide maximum breathing room and green space along the east side of the adjacent Loop Calhoun Condominiums in the form of landscaped auto circulation and green unit terraces.

The architectural expression and materials of 3118 West Lake Street Apartments will incorporate contemporary materials and façade composition within an overall city building massing. The building materials will feature transparent large glass windows and corten steel at the street level along West Lake, above which will float a contemporary inspired composition of large amounts of glass, metal panel, and cement fiber panels.

**Streetscape and Public Realm**

The design of the West Lake street front features streetscape improvements including new pavement, landscaping, lighting and outdoor dining areas. The linear urban auto courtyard along which the south part of the design is organized will feature green landscape elements, high quality pavement and decorative street lighting to create continuity with the West Lake Streetscape improvements. A key landscape feature of the design is the creation of a green landscaped exterior space that is located between the north end of the building and the Midtown Greenway. This feature will provide greenery and outdoor space for the residences as well as provide solar access to the Greenway.

**Green and Sustainable Features**

A key sustainability strategy for the apartments at 3118 West Lake Street is the location along the Midtown Greenway which will allow residences to use multiple modes of transportation including bike community along the Greenway. With the future addition of LRT and long range plans for a Streetcar, the project has the potential of becoming a truly pedestrian and transit oriented community that allows residents to live, work and play without dependence on daily automobile usage. The development team is committed to the sustainable design principles reflected in the City's comprehensive plan. Our sustainable design mission is to promote livable communities through the use of energy efficient systems, green building practices, reduced dependency on automobiles, creative density, high quality pedestrian and bicycle public realm and preservation of natural resources. The development will feature a series of green elements including green construction practices and materials specification, thermal high-efficiency window and exterior envelope systems, the pursuit of LEED equivalent performance and participation in the Xcel Energy Design Assistance Program.



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I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota

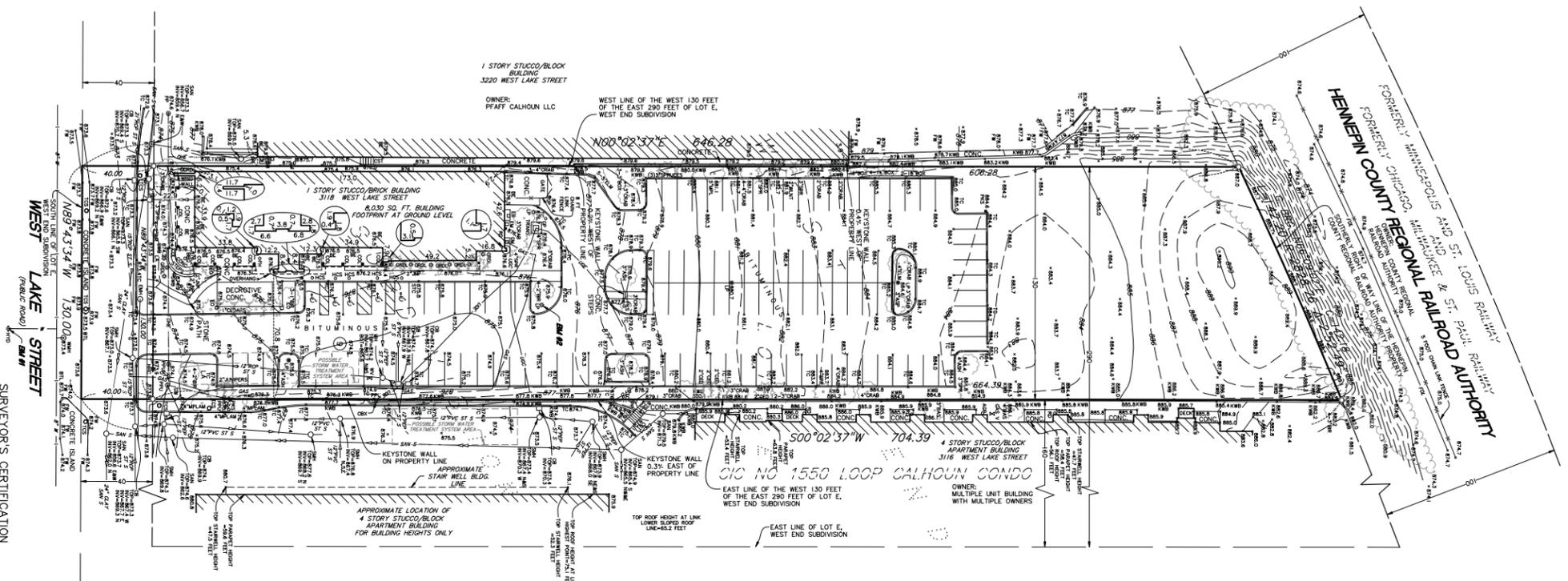
Signature \_\_\_\_\_

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License # \_\_\_\_\_ Date \_\_\_\_\_

**NOT FOR CONSTRUCTION**

<b>LAND USE APPLICATION</b> 5/23/2014							
ORIGINAL ISSUE: 05/23/14							
REVISIONS <table border="1"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		No.	Description	Date			
No.	Description	Date					
213533 PROJECT NUMBER	ESG _____ ESG _____ DRAWN BY _____ CHECKED BY _____						
KEY PLAN							
3118 W. LAKE ST.							
PURPOSE AND VISION <b>T1.2</b>							



- BENCH MARKS (BM) - NCEVD 1929**
- 1) Top of top nut of fire hydrant south side of West Lake Street, Elevation = 875.83 feet
  - 2) Top of "x" on east side of concrete light pole near 324' East End Street, Elevation = 877.60 feet

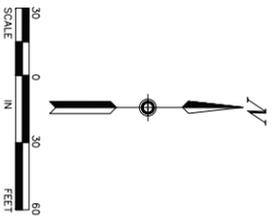
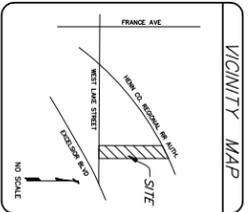
**SURVEYOR'S CERTIFICATION**

To: Trammel Crow Chicago Development, Inc., a Delaware corporation 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 adopted by ALTA and the American Land Title Association, and that the field work was completed on November 26, 2013.

Dated this 22nd day of May, 2014.

SUNDE LAND SURVEYING, LLC  
 By: *Donald F. Colman*  
 Donald F. Colman, P.L.S., Minn. Lic. No. 44890



**DESCRIPTION OF PROPERTY SURVEYED**

(Per First American Title Insurance Company Commitment for Title Insurance File No. NCS-635523-MHLS, commitment date October 4, 2013)

The West 130 feet of the East 290 Feet of Lot E, West End Subdivision, Hennepin County, Minnesota, Abstract Property.

**PLAT RECORDING INFORMATION**

The plat of West End Subdivision was filed of record on October 8, 1888

**TITLE COMMITMENT**

First American Title Insurance Company Commitment for Title Insurance File No. NCS-635523-MHLS, commitment date October 4, 2013, was relied upon as to matters of record.

**Schedule B Exceptions:**

- 9) Terms, conditions, covenants, restrictions, obligations and easements set forth in the DECLARATION dated May 18, 2004, recorded May 19, 2004 as Document No. 835413.

**GENERAL NOTES**

- 1) Adding 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.
- 2) Survey coordinate and bearing basis: Hennepin County Coordinate system.
- 3) We have shown the current zoning classification of the property in the zoning notes section of this plat. The zoning classification shown hereon is based on the zoning map of Hennepin County, Minnesota, as amended to date of this plat. The zoning classification shown hereon is not intended to be used as a basis for certification because zoning information has not been provided to us by the issuer as called for in the 2011 ALTA requirements.

**UTILITY NOTES**

- 1) Utility information from plans and markings was combined with observed evidence of utilities to show the location of underground utilities. Where the location of underground utilities cannot be accurately, completely and reliably depicted, where additional or more detailed information is required, excavation may be necessary.
- 2) Other underground utilities of which we are unaware may exist. Verify all utilities critical to construction or design.
- 3) Some underground utility locations are shown as marked on file by those utility companies whose locators responded to our Copier State One Call, ticket number 133150419.
- 4) Contact Gopher State One Call at 651-454-0022 (800-252-1188) for precise onfile location of utilities prior to any excavation.

**FLOOD ZONE NOTE**

- 1) The subject property appears to lie within Zone X (Areas determined to be outside the 0.2% annual chance floodplain) per the National Flood Insurance Program, Flood Insurance Rate Map Community Panel No. 270120354E, dated September 2, 2004. This information was obtained from the FEMA Map Service Center web site.

**ZONING NOTES**

- 1) Zoning information obtained from the City of Minneapolis web site on November 11, 2013.
- 2) The subject property is zoned C3-A Community Activity Center District.

**AREAS**

Green = 82,829 square feet or 2.017 acres  
 N/A = 82,678 square feet or 2.016 acres  
 (Excluding south 40 feet for West Lake Street)

**LEGEND**

○	Denotes iron monument set marked with 1.25, 100, 44890	○	Denotes iron monument set marked with 1.25, 100, 44890
—	Denotes above ground pipe	—	Denotes sanitary manhole
—	Denotes building entrance	—	Denotes sanitary sewer
—	Denotes below rail curb	—	Denotes storm sewer
—	Denotes curb cut	—	Denotes top of surmountable curb
—	Denotes communication box	—	Denotes stone wall base
—	Denotes building column	—	Denotes traffic control sign
—	Denotes electric meter	—	Denotes transformer
—	Denotes electric outlet	—	Denotes communication line
—	Denotes fire hookup line	—	Denotes water main
—	Denotes gas meter	—	Denotes aspen tree
—	Denotes gas valve	—	Denotes birch tree
—	Denotes ground light	—	Denotes boxelder tree
—	Denotes handicap sign	—	Denotes cedar tree
—	Denotes communication hand hole	—	Denotes juniper
—	Denotes keystone wall base	—	Denotes Amur Maple tree
—	Denotes keystone wall	—	Denotes spruce tree
—	Denotes metal steps	—	Denotes spruce tree
—	Denotes overhead electric line	—	Denotes walnut tree
—	Denotes polyethylene pipe	—	
—	Denotes power pole	—	
—	Denotes power pole	—	
—	Denotes power with underground utility	—	
—	Denotes ribbon curb	—	
—	Denotes reinforced concrete pipe	—	
—	Denotes roof drain	—	

**ALTA/ACSM LAND TITLE SURVEY FOR TRAMMEL CROW COMPANY**

**SUNDE LAND SURVEYING**

3118 WEST LAKE STREET, MINNEAPOLIS, MN

Main Office: (952) 339-1118  
 Minneapolis, Minnesota 55402-4335  
 St. Paul Office: (612) 221-4200  
 West Office: (612) 221-4200  
 Fax: (612) 221-4200

Project: 2013-001  
 Date: 05/22/2014  
 Sheet: 1 of 1

- Contractor must call for a pre-construction meeting 48 hours prior to any land disturbances. Call 612-673-3867. Failure to do so may result in fines, the revocation of permit and a stop work order being issued.
- Install perimeter erosion control at the locations shown on the plans prior to the commencement of any land disturbance or construction activities.
- Before beginning construction, install a temporary rock construction entrance at each point where vehicles exit the construction site. Use 2 inch or greater diameter rock in a layer at least 6 inches thick across the entire width of the entrance. Extend the rock entrance at least 50 feet into the construction zone using a geo-textile fabric beneath the aggregate to prevent migration of soil into the rock from below.
- Remove all soils and sediments tracked or otherwise deposited onto public and private pavement areas. Removal shall be on a daily basis when tracking occurs and may be ordered by Minneapolis inspectors at any time if conditions warrant. Sweeping shall be maintained throughout the duration of the construction and done in a manner to prevent dust being blown to adjacent properties.
- Install inlet protection at all public and private catch basin inlets, which receive runoff from the disturbed areas. Catch basin inserts or other approved product are required in undisturbed areas that may receive runoff from the project area. Hay bales or filter fabric wrapped grates are not allowed for inlet protection.
- Locate soil or dirt stockpiles no less than 25 feet from any public or private roadway or drainage channel. If remaining for more than seven days, stabilize the stockpiles by mulching, vegetative cover, tarps, or other means. Control erosion from all stockpiles by placing silt barriers around the piles. Temporary stockpiles located on paved surfaces must be no less than two feet from the drainage/gutter line and shall be covered if left more than 24 hours.
- Maintain all temporary erosion and sediment control devices in place until the contributing drainage area has been stabilized. Inspect temporary erosion and sediment control devices immediately.
- Temporarily or permanently stabilize all construction areas which have undergone final grading, and all areas in which grading or site building construction operations are not actively underway against erosion due to rain, wind and running water within 7-14 days. Use seed and mulch, erosion control matting, and/or sodding and staking in green space areas. An early application of gravel base on areas to be paved recommended minimizing erosion potential.
- Remove all temporary synthetic, structural, non-biodegradable erosion and sediment control devices after the site has undergone final stabilization with permanent vegetation establishment. Final stabilization for purposes of this removal is 70% established cover over denuded area.
- Ready mixed concrete and concrete batch plants are prohibited within the public right of way. All concrete related production, cleaning and mixing activities shall be done in the designated concrete mixing/washout locations as shown in the erosion control plan. Under no circumstance may washout water drain onto the public right of way or into any public or private storm drain conveyance.
- Changes to approved erosion control plan must be approved by the erosion control inspector prior to implementation. Contractor to provide installation and details for all proposed alternate type devices.

SITE CLEARING:

- Perform all clearing and grubbing work in accordance with the provisions of MNDOT Standard Specification Section 2101, and the additional requirements contained herein.
- Clearing is defined as the complete removal and disposal of all portions of natural and artificial objectionable materials, structures, trees, shrubs, bushes, windfalls, grass, sod, and other vegetation in the designated areas that exist above ground except stumps. Grubbing is defined as the excavation, removal, and disposal of all portions of natural and artificial objectionable material, structures, trees, shrubs, bushes, windfalls, and other vegetation that exist below ground including stumps.
- Clear and grub the construction area in advance of the grading operation.
- Building Areas:** Completely remove all stumps, roots 40 mm (1.5 inches) in diameter or larger, buried logs, and all other objectionable material occurring within the lines of the new building and to horizontal distance of 4.5 m (15 feet) beyond the building walls.
- Other Areas:** Grub all stumps, roots 40 mm (1.5 inches) in diameter or larger, buried logs, and all other objectionable material occurring within the grading limits to a depth of not less than 1 m (3.28 feet) below the existing ground surface or subgrade excavation, whichever is deeper.
- Backfill and compact all depressions resulting from the clearing and grubbing operation with suitable material in order to make the surface conform to the original adjacent surface of the ground.
- After the site has been cleared and prior to any cutting or filling operations, strip all topsoil and organic soils from areas to be built upon, paved, or where grades are to be changed more than 152 mm (6 inches). Strip the existing topsoil to whatever depths encountered. Prevent intermingling with underlying subsoil, or other objectionable material. Remove heavy growths of grass from areas before stripping. Where trees are to be left standing, stop topsoil stripping a sufficient distance away from the trees in order to prevent damage to the main root system.
- Stockpile soil to be re-used in an area clear of the new construction. Remove excess soil from the site.
- Construct stockpiles in a manner that will freely drain surface water. Maintain soil stockpiles free from debris and trash. Do not obstruct site drainage. Do not exceed a stockpile depth of 8 feet.
- Keep the soil stockpile damp in order to prevent drying and dust.



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I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed under the laws of the State of

Signature \_\_\_\_\_

Typed or Printed Name \_\_\_\_\_

License # Date \_\_\_\_\_



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CONSTRUCTION

LAND USE  
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5/23/2014

ORIGINAL ISSUE:

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DRAWN BY CHECKED BY

KEY PLAN

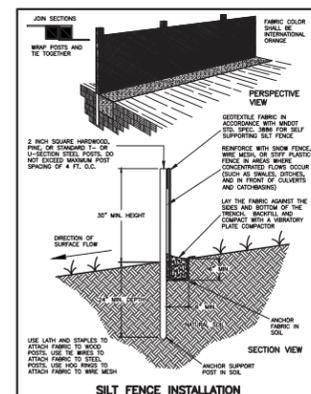
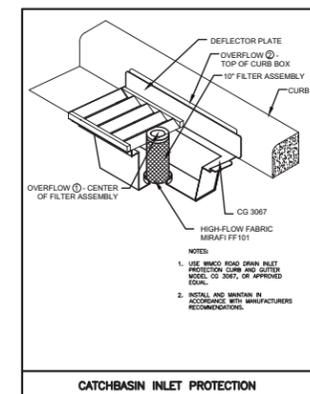
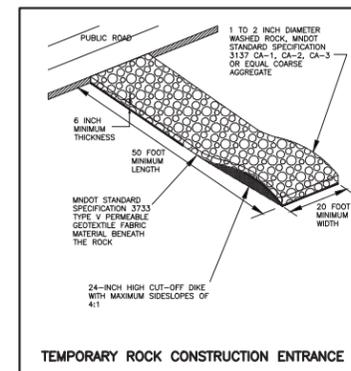
3118 W. LAKE ST.

DEMOLITION PLAN

C1.1

EROSION CONTROL SCHEDULE			
ITEM	INSTALLATION	INSPECTION/MAINTENANCE	REMOVAL
SILT FENCE	PRIOR TO ANY CONSTRUCTION	INSPECT AND MAINTAIN AFTER EACH RUNOFF EVENT. REMOVE SEDIMENTS AS REQUIRED.	AFTER TRIBUTARY DRAINAGE AREA HAS BEEN RESTORED
TEMP. ROCK ENTRANCE	PRIOR TO INITIAL GRADING	INSPECT REGULARLY. MAINTAIN AS REQUIRED.	WHEN SITE PAVING OPERATIONS BEGIN
INLET PROTECTION	PRIOR TO ANY CONSTRUCTION OR SAME DAY STRUCTURE IS CONSTRUCTED	INSPECT AND MAINTAIN AFTER EACH RUNOFF EVENT. REMOVE SEDIMENTS AS REQUIRED.	WHEN TRIBUTARY AREA IS PAVED
SEED AND MULCH	AFTER FINAL GRADING	INSPECT AND MAINTAIN AFTER HEAVY RAINS. RESTORE WASH-OUT AREAS IMMEDIATELY.	N/A

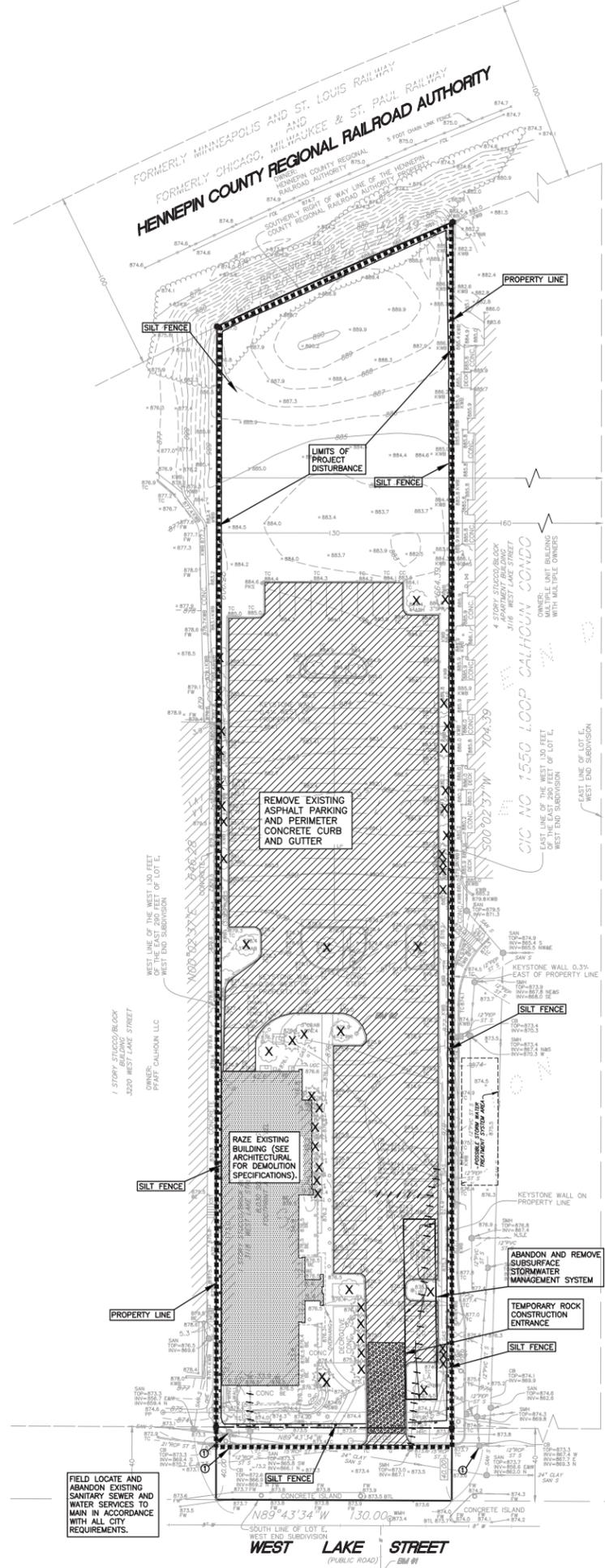
INLET PROTECTION SHALL BE THE "SACK" TYPE AND SHALL BE INSTALLED ON ALL EXISTING AND PROPOSED CATCH BASINS EXPOSED TO CONSTRUCTION SEDIMENT.



**KEYNOTES:**  
① - CATCH BASIN INLET PROTECTION (ACF SILT SACK, OR CITY OF MINNEAPOLIS APPROVED EQUAL). SEE DETAIL.

No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00pm and 7:00am 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.

**RIGHT OF WAY TREE REMOVAL:** Contact Paul Martinson (612-499-9209) regarding removal or protection of trees during construction in the right of way.



X REMOVE EXISTING TREE (TYPICAL)  
/ ABANDON AND REMOVE EXISTING UTILITY LINE



Know what's below. Call before you dig.

FIELD LOCATE AND ABANDON EXISTING SANITARY SEWER AND WATER SERVICES TO MAIN IN ACCORDANCE WITH ALL CITY REQUIREMENTS.

**STORM DRAINAGE:**

- Unless otherwise indicated, use reinforced, precast, concrete maintenance holes and catchbasins conforming to ASTM C478, furnished with water stop rubber gaskets and precast bases. Joints for all precast maintenance hole sections shall have confined, rubber "O"-ring gaskets in accordance with ASTM C923. The inside barrel diameter shall not be less than 48 inches.
- All joints and connections in the storm sewer system shall be gastight or watertight in accordance with Minnesota Rules part 4715.0700. Approved resilient rubber joints or watertop gaskets must be used in order to make watertight connections to manholes, catchbasins, and other structures. Cement mortar joints are not allowed.
- PVC Pipe:** Use solid-core, SDR-26, ASTM D3034 Polyvinyl Chloride (PVC) Pipe for designated PVC storm sewer services 4 to 15-inches in diameter. Joints for all storm sewer shall have push-on joints with elastomeric gaskets. Use of solvent cement joints is allowed for building services. Solvent cement joints in PVC pipe must include use of a primer which is of contrasting color to the pipe and cement in accordance with Minnesota Rules, part 4715.0810, subpart 2. Pipe with solvent cement joints shall be joined with PVC cement conforming to ASTM D2564. Lay all PVC pipe on a continuous granular bed. Installation must comply with ASTM D2321.
- Testing:** Test all portions of storm sewer that are within 10 feet of buildings, within 10 feet of buried water lines, within 50 feet of water wells, or that pass through soil or water identified as being contaminated in accordance with the Minnesota Rules part 4715.2820. Test all flexible storm sewer lines for deflection after the sewer line has been installed and backfill has been in place for at least 30 days. No pipe shall exceed a deflection of 5%. If the test fails, make necessary repairs and retest.
- Drainiles:** In accordance with Minnesota Rules part 4715.2820, use perforated polyvinyl chloride PVC (ASTM D3034) or corrugated polyethylene PE (ASTM F405) on all drainiles 3-inches to 6-inches in diameter. Install drainile with MnDOT 3733 Type 1 geotextile filter wrap or knit sock.
- Install detectable underground marking tape directly above all pvc, polyethylene, and other nonconductive underground utilities at a depth of 457 mm (18 inches) below finished grade, unless otherwise indicated. Bring the tape to the surface at various locations in order to provide connection points for locating underground utilities. Install blue Rhino TrView Flex Test Stations, or approved equal, with black caps at each surface location.
- Use Neenah R-3067 DR/DL casting with curb box, or approved equal, on CB #1.
- Use Neenah Foundry Co. R-1642 casting with self-sealing, solid, type B lid, or approved equal, on all storm sewer maintenance holes. Covers shall bear the "Storm Sewer" label.
- Use a Neenah R-1733 frame with bolted, Type "C" radial grate, or approved equal, on the Tank Access Maintenance Holes. Use tamper-proof bolts.
- Sleeve pipe through masonry walls.
- Insulate storm sewer that has less than 4 feet of cover. Provide a minimum insulation thickness of 4 inches. The insulation must be at least 4 feet wide and centered on the pipe. Install the insulation boards 6 inches above the tops of the pipes on mechanically compacted and leveled pipe bedding material. Use high density, closed cell, rigid board material equivalent to Dow Styrofoam Highload 40 Polystyrene insulation. Individual insulation board dimensions typically measure 4' wide by 8' long by 2" thick.

**INFILTRATION AREA:**

- Protect the infiltration area from compaction and disturbance of existing soils.
- Schedule the construction so that excavation of the infiltration system to final grade occurs after the contributing drainage areas have been constructed and fully stabilized. No heavy equipment is allowed on the infiltration areas before or after construction.
- Delineate the location of infiltration areas (e.g. with flags, stakes, signs, silt fence, etc.) before work begins so that heavy construction equipment will not compact the soil in the proposed infiltration system.
- Use rigorous erosion prevention and sediment controls (e.g. diversion berms) during the construction of the infiltration system in order to keep sediment and runoff completely away from the infiltration area.
- Inspect all infiltration areas in order to ensure that no sediment from ongoing construction activity is reaching the infiltration areas and that these areas are protected from compaction due to construction equipment driving across the infiltration area.
- Provide dual-ring infiltrometer testing at the infiltration site in order to verify infiltration rates used for the basin design. Perform a minimum of 3 tests at each infiltration site. The tests shall be performed at the bottom elevation of the infiltration basin and shall be performed by a qualified geotechnical professional. Do not begin construction until soil type and infiltration rate verification has been made.
- Coarse filter aggregate shall be a free draining mineral product, excluding crushed carbonate quarry rock, limestone, crushed concrete, and salvaged bituminous mixture.

3118 W. LAKE ST.

Minneapolis, MN 55416



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**NOT FOR CONSTRUCTION**

**LAND USE APPLICATION**  
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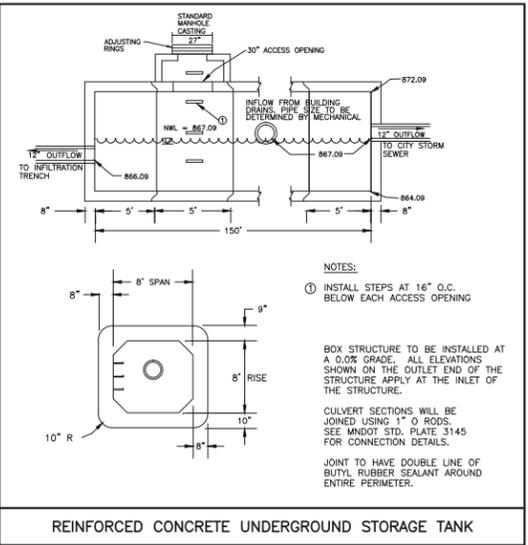
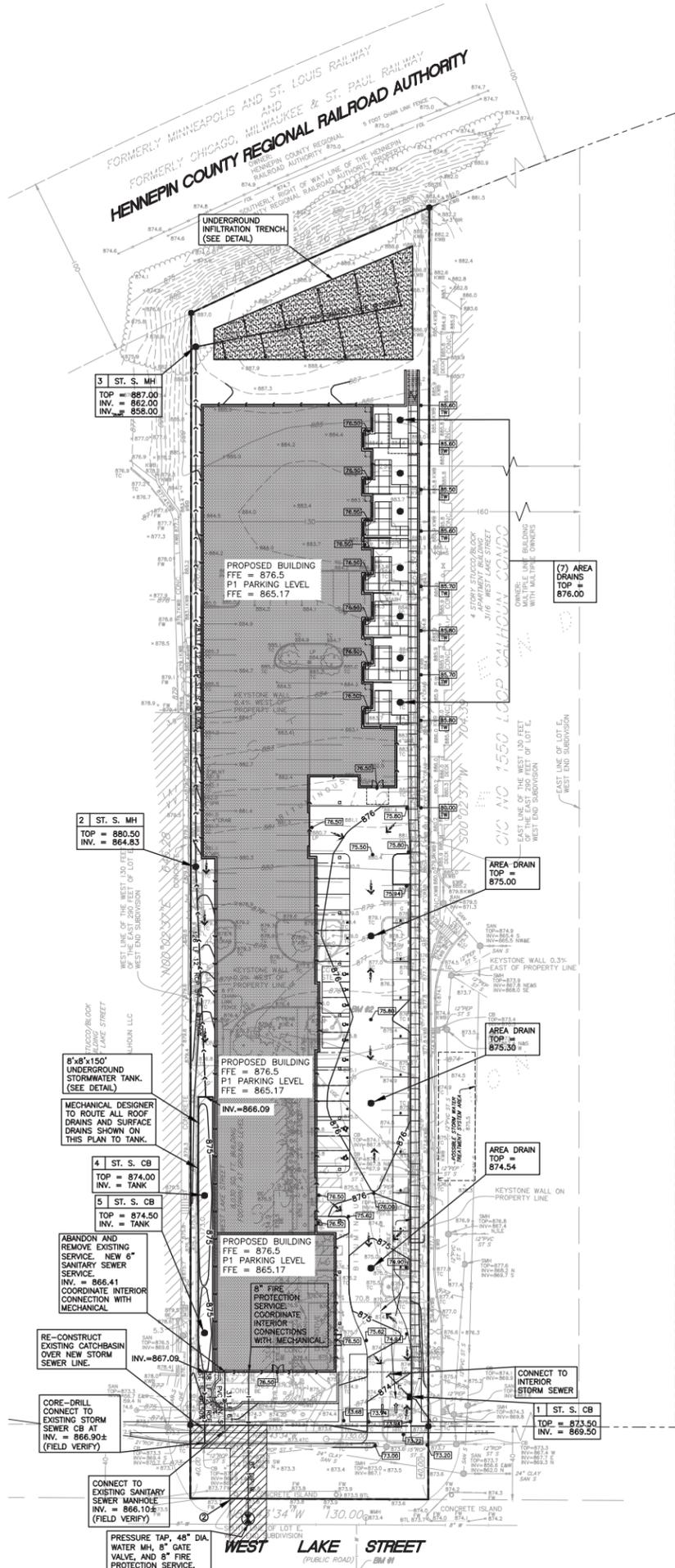
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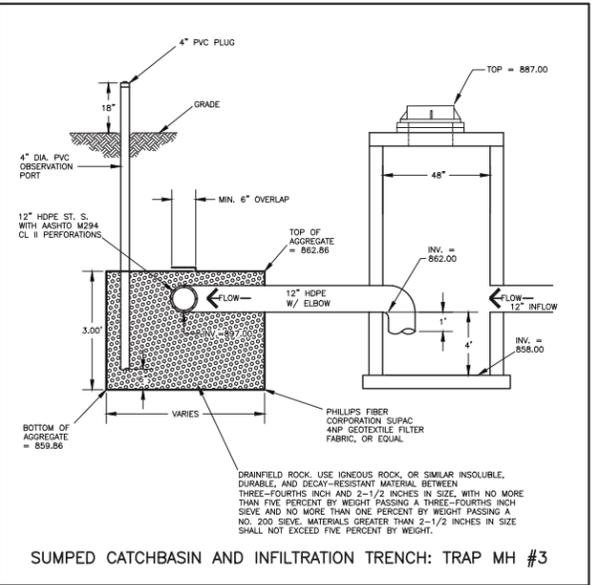
3118 W. LAKE ST.

GRADING, DRAINAGE, AND UTILITY PLAN

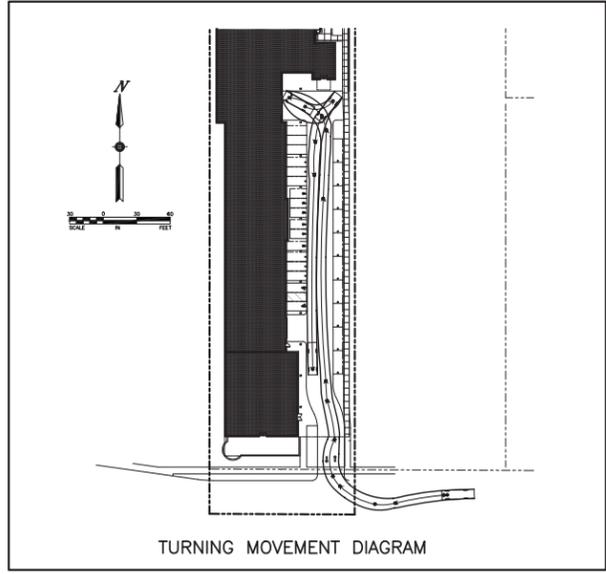
**C1.2**



REINFORCED CONCRETE UNDERGROUND STORAGE TANK



SUMPED CATCHBASIN AND INFILTRATION TRENCH: TRAP MH #3



TURNING MOVEMENT DIAGRAM

**KEYNOTES:**  
 2 - PATCH STREET TO MATCH ORIGINAL PAVEMENT SECTION AND GRADE. RESTORE CONCRETE CURB AND GUTTER WITH CITY STANDARD B624. REPAIR RIGHT OF WAY.



The subsurface utility information shown on this plan is utility quality Level D. This quality level was determined according to the guidelines of O.U.C.C. 28-01, without "Required Subsurface Data". The Collection and Depiction of Existing Subsurface Utility Data.





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I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed under the laws of the State of

Signature \_\_\_\_\_

Typed or Printed Name \_\_\_\_\_

License # Date \_\_\_\_\_



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PROJECT NUMBER

NM MK

DRAWN BY CHECKED BY

KEY PLAN

3118 W. LAKE ST.

NOTES AND DETAILS

**C1.3**

**SITE NOTES :**

- Existing boundary, location, topographic, and utility information shown on this plan is from a field survey by Sunde Land Surveying, LLC dated 11/26/13.
- Detectable warnings are required on all public and private ramps. Place the detectable warnings at the back of curb. The ADA required truncated dome area shall be 24 inches minimum in the direction of travel and shall extend the full width (4" wide typ.) of the curb ramps. The only acceptable texture for "detectable warnings" is truncated domes. All detectable warning surface installations shall be at minimum at least as non skid as the surrounding pedestrian surfaces. Detectable warnings are to consist of raised truncated domes with a diameter of nominal 0.9", a height of nominal 0.2", and a center-to-center spacing of nominal 2.35". The truncated dome area shall contrast visually with the adjacent walking surface. Use dark grey when the adjacent sidewalk is a light grey cement color. Use light grey when the adjacent sidewalk is a dark color. Install truncated domes and all related surfaces according to the manufacturers specifications. Install Armor-Tile (www.armor-tile.com) Cast in Place Truncated Dome Detectable Warning Surface Tile, or approved equal. Refer to ADA sections 4.7.7 and 4.29.2 for additional information.
- All materials required for this work shall be new material conforming to the requirements for class, kind, grade, size, quality, and other details specified herein or as shown on the Plans. Do not use recycled or salvaged aggregate, asphaltic pavement, crushed concrete, or scrap shingles. Unless otherwise indicated, the Contractor shall furnish all required materials.
- All dimensions are to face of curb (where applicable), edge of pavement, or exterior face of building, unless otherwise indicated.
- All curb radii shall be three (3) feet minimum unless otherwise noted.
- Install and make operational all irrigation before commencing with landscaping.
- White surface markings (letters and symbols) shall be in conformance with the Standard Alphabets for Highway Signs and Pavement Markings, FHWA (HTO-20).
- Install and maintain access roads throughout all stages of construction. Temporary access roads must be approved by the Fire Department before construction starts.
- Fire extinguishers must be on-site and available throughout the construction site during all stages of construction.
- Smoking is prohibited at the construction site except for approved areas designated by the Fire Department. "NO SMOKING" signs must be provided by the Contractor.
- All cutting and welding must meet the requirements of Article 49 of the Uniform Fire Code.
- Storage and handling of flammable liquids shall meet the requirements of Article 79 of the Uniform Fire Code.
- Do not block access to building, fire hydrants, or other fire appliances with construction materials.
- Provide fire lane signage as required by the Fire Department.
- Design and maintain fire apparatus access roads throughout construction to support the imposed loads of fire apparatus in all weather driving capabilities. Minimum 7-ton road design required. Pursuant to 1997 Uniform Fire Code Section 902.2.2.2.
- B612 CONCRETE CURB AND GUTTER IS PROPOSED FOR ALL PRIVATE PROPERTY.
- Provide traffic control devices and signage in accordance with the Minnesota Manual on Uniform Traffic Control Devices (MMUTCD), including the Field Manual for Temporary Traffic Control Zone Layouts dated April 1995, the Minnesota Standard Signs Manual Parts I, II, and III and the appropriate Material Specifications, and MNDOT Standard Specification Section 1710. All signs must be reflectorized.
- Provide Advance and Construction Zone Signage including, but not limited to, signs for lane closures, low shoulder, uneven lanes, and fresh oil (other items as applicable). The number and location of these signs will be determined by the Contractors operations.
- Portland cement concrete for curb and gutter and sidewalk shall be 3900 psi minimum 28 days compressive strength with 5.0% air entraining. Concrete aggregates shall be free of organic impurities, chert, shale, or other deleterious substances.
- Construct all private property concrete sidewalks in accordance with MNDOT Specification 2521. All concrete sidewalks shall be as indicated on the plans, but not less than 4" thick with 6 inch x 6 inch - #10/#10 wire size woven wire mesh reinforcing.
- Preformed expansion joints using 0.5" thickness shall be placed at each end of curb radius, at intersections, and approximately every 200 feet.
- Construction joints shall be spaced at 10 foot intervals in the curb and gutter.
- For exterior concrete slabs, unless otherwise indicated, provide expansion joints at 30 foot intervals and at locations where the concrete surrounds or adjoins any existing fixed objects such as walls, curbing, steps, driveways, building foundations and other rigid structures. Divide exterior slabs into square panels of uniform size generally containing not more than 36 square feet of area.
- Construct 2" taper at the free end of all concrete curb and gutter sections.
- Construct all door threshold heights to within 0.5" of finished floor elevation.
- Provide temporary street signs and addresses during construction.

**CITY OF MINNEAPOLIS: 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 items, 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). Contact Bob Boblett at (612) 673-2428 for further information.
- 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.
- 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".
- Contact Dallas Hildebrandt at (612) 673-5615 prior to construction for the temporary removal/relocation of any City of Minneapolis signal system that may be in the way of construction.
- Contact Doug Maday at (612) 673-5755 prior to construction for the removal of any City of Minneapolis right-of-way signs that may be in the way of construction.
- An obstruction permit is required anytime construction work is performed in the Public right-of-way. Contact Scott Kramer at (612) 673-2383 regarding details of sidewalk and lane closures. See http://minneapolis.mn.royal.net/ for a permit.

Upon the project's completion the General Contractor, Property Owner or Responsible Party shall provide to the Department of Public Works a Final Stormwater Management Report including record drawings. This report will serve as a means of verification that the intent of the approved stormwater management design has been met. This final report shall substantiate that all aspects of the original design have been adequately provided for by the construction of the project.

The Contractor, Property Owner or Responsible Party shall contact Minneapolis Surface Waters and Sewers 48 hours prior to any excavation or construction related to or in the location of the proposed Stormwater Management BMP (i.e. UNDERGROUND STORAGE TANKS). Contact Paul Chellsen, 612-673-2406 or paul.chellsen@minneapolismn.gov

**GENERAL :**

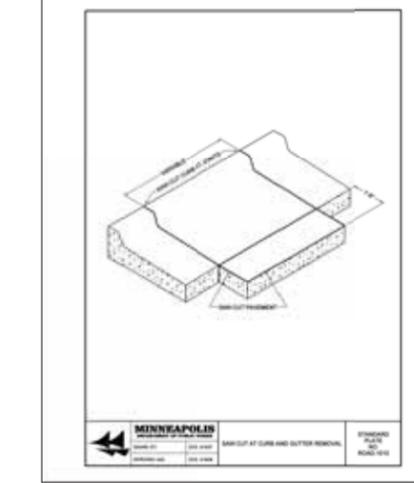
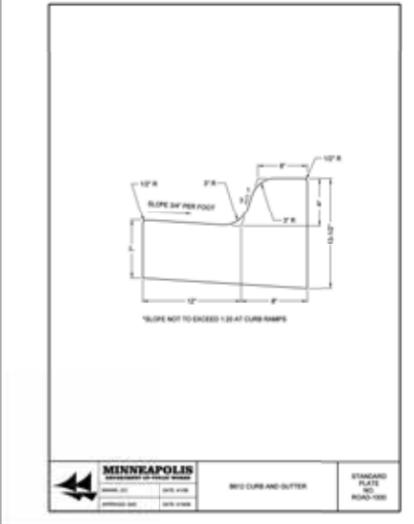
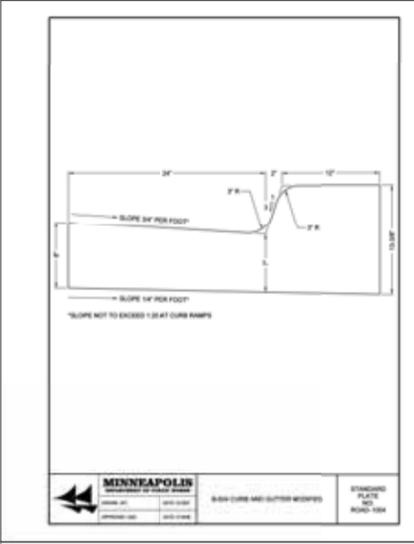
- Comply with the work safety practices specified by the Occupational Safety and Health Administration (OSHA). Comply with all applicable local, state, and federal safety regulations. OSHA prohibits entry into "confined spaces", such as manholes and inlets (see 29 CFR Section 1910.146), without understanding certain specific practices and procedures. Construction safety is solely the responsibility of the Contractor, who is also solely responsible for the means, methods, and sequencing of the construction operations.
- Existing boundary, location, topographic, and utility information shown on this plan is from a field survey by Westwood Professional Services dated 10/15/13.
- Refer to the architectural plans for building and stoop dimensions, site layout and dimensions, pavement sections and details, striping, and other site features.
- Perform all construction work in accordance with State and Local requirements.
- A licensed surveyor shall perform construction staking. The Contractor shall provide and be responsible for the staking. Verify all plan and detail dimensions prior to construction staking. Stake the limits of walkways and curbing prior to valvebox, maintenance hole, and catchbasin installation. Adjust valvebox and maintenance hole locations in order to avoid conflicts with curb and gutter. Adjust catchbasin locations in order to align properly with curb and gutter.
- Provide temporary fences, barricades, coverings, and other protections in order to preserve existing items to remain, and to prevent injury or damage to person or property.
- Connect to existing sanitary sewer and storm sewer MH's by core-drilling. Use water tight saddle encased in Type N air entrained concrete. Use saws or drills that provide water to the blade. Meet all City standards and specifications for the connection. Reconstruct inverts after installation. Use water stop gaskets in order to provide watertight seals when penetrating a structure wall with a pipe. Take measurements before beginning construction to ensure that service connections do not cut into maintenance access structure joints or pipe barrel joints.
- Testing and Inspections: All plumbing installations, including water and sewer services, must be tested and inspected in accordance with the requirements of the Minnesota Plumbing Code (Minnesota Rules Chapter 4715). Coordinate testing and inspection with the State Health Department and the City Public Works Department. No drainage or plumbing work may be covered prior to completing the required tests and inspections.
- Perform trench excavations for all utilities in accordance with the requirements of O.S.H.A. 29 CFR, Part 1926, Subpart P, "Excavations and Trenches." (www.osha.gov)
- Coordinate building utility connection locations at 5 ft. out from the proposed building with the interior Plumbing Contractor prior to construction. Verify water and sewer service locations, sizes, and elevations with the Mechanical Engineer prior to construction.
- Contact utility companies for locations of all public and private utilities within the work area prior to beginning construction. Contact GOPHER STATE ONE CALL at (651) 454-0002 in the Minneapolis/St. Paul metro area, or 1-800-225-1166 elsewhere in Minnesota for exact locations of existing utilities at least 48 working hours (not including weekends and holidays) before beginning any construction in accordance with MN Rules 216.0. Obtain ticket number and meet with representatives of the various utilities at the site. Provide the Owner with the ticket number information. Gopher State One Call is a free service that locates municipal and utility company lines, but does not locate private utility lines. Use an independent locator service or other means in order to obtain locations of private utility lines including, but not limited to, underground electric cables, telephone, TV, and lawn sprinkler lines.
- Where existing gas, electric, cable, or telephone utilities conflict with the Work, coordinate the abandonment, relocation, offset, or support of the existing utilities with the appropriate local utility companies. Coordinate new gas meter and gas line installation, electric meter and electric service installation, cable service, and telephone service installation with the local utility companies.
- Arrange for and secure suitable disposal areas off-site. Dispose of all excess soil, waste material, debris, and all materials not designated for salvage. Waste material and debris includes trees, stumps, pipe, concrete, asphaltic concrete, cans, or other waste material from the construction operations. Obtain the rights to any waste area for disposal of unsuitable or surplus material either shown or not shown on the plans. All work in disposing of such material shall be considered incidental to the work. All disposal must conform to applicable solid waste disposal permit regulations. Obtain all necessary permits at no cost to the OWNER.
- All materials required for this work shall be new material conforming to the requirements for class, kind, grade, size, quality, and other details specified herein or as shown on the Plans. Do not use recycled or salvaged aggregate, asphaltic pavement, crushed concrete, or scrap shingles. Unless otherwise indicated, the Contractor shall furnish all required materials.
- Restore the public right-of-way at temporary construction entrance locations. Replace any concrete curb and gutter, bituminous pavement, sidewalk, or vegetative cover damaged by the construction activity. Restore damaged turf with sod within the public right-of-way. The work area shown is general and may need to be adjusted in the field.
- Provide traffic control in accordance with local authorities and the Minnesota Manual on Uniform Traffic Control Devices (MMUTCD), including the Field Manual for Temporary Traffic Control Zone Layouts dated January 2001.
- Provide and maintain temporary drainage throughout construction until the permanent drainage system and structures are in place and operational. Install temporary ditches, piping, pumps, or other means as necessary in order to insure proper drainage at all times. Provide low points at building pads or roadways with positive outfalls.
- Protect sub grades from damage by surface water runoff.
- Full design strength is not available in bituminous pavement areas until the final lift of asphalt is compacted into place. Protect pavement areas from overloading by delivery trucks, construction equipment, and other vehicles.
- When sawing or drilling concrete or masonry, use saws that provide water to the blade.
- Adjust all curb stops, valve boxes, maintenance hole castings, catchbasin castings, cleanout covers, and similar items to finished grade.
- 2% maximum slope in all directions in handicapped accessible parking areas.
- Install all pipe with the ASTM identification numbers on the top for inspection. Commence pipe laying at the lowest point in the proposed sewer line. Lay the pipe with the bell end or receiving groove end of the pipe pointing up. When connecting to an existing pipe, uncover the existing pipe in order to allow any adjustments in the proposed line and grade before laying any pipe. Do not lay pipes in water or when the trench conditions are unsuitable for such work.
- Obtain and pay for all permits, tests, inspections, etc. required by agencies that have jurisdiction over the project. Execute and inspect work in accordance with all local and state codes, rules, ordinances, or regulations pertaining to the particular type of work involved.
- Obtain permission from the City for work in the public right-of-way.
- Construct sanitary sewer, watermain, and storm sewer utilities in accordance with the City Engineer's Association of Minnesota Standard Specifications sections 2600, 2611, and 2621 dated 1999, or the latest revised edition.
- The Contractor shall be responsible for the design and construction of the proposed retaining walls. A Minnesota Licensed Civil Engineer must design and sign the retaining wall design. The Contractor shall be responsible for all costs associated with the retaining wall system design and construction, and shall include the costs of submitting detailed plans and specifications for the retaining wall system to the Owner for review.
- Use City of Minneapolis standard castings on all public utilities.

**CONSTRUCT PUBLIC SIDEWALKS IN ACCORDANCE WITH CITY OF MPLS "SPECIFICATIONS FOR MONOLITHIC CONCRETE SIDEWALK"**

No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00pm and 7:00am 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.

**SITE GRADING :**

- Visit the site. Become familiar with the site and existing site conditions including available soil reports. Examine all local conditions at the site, and assume responsibility as to the grades, contours, and the character of the earth, existing conditions, and other items that may be encountered during excavation work above or below the existing grades. Review the drawings and specifications covering this work and become familiar with the anticipated site conditions.
- Unless otherwise noted, all proposed grades shown are finished grades. Finished grades at points between spot elevations or contours are determined by uniform slopes between the given grades. All proposed spot elevations shown at curbs are to bottom of curb (gutterline) unless otherwise indicated.
- At locations where new work connects to existing work, field verify existing elevations and grades prior to beginning the new work. Match existing grades at construction limits.
- Remove all unsuitable material (organic soils, uncontrolled fill, debris, and natural or artificial obstructions) in the zone from 1 m (3.28 feet) below the finished subgrade to finished subgrade in the proposed pavement areas.
- Compact backfill in all utility trenches to 95% Standard Proctor maximum dry density (ASTM D698-78 or AASHTO T-99) from the pipe zone to within 1 m (3.28 feet) below the finished subgrade, and 100% Standard Proctor maximum dry density in the final 1 m (3.28 feet). Provide density tests in backfills and fill placed beneath footings, slabs, and pavements. At least one compaction test is required for every 100 feet of trench at vertical intervals not exceeding one foot.
- Compact all fill placed in pavement areas in accordance with MNDOT Standard Specification 2105.3.F1 (Specified Density Method). Compact all fill placed under buildings in accordance with the recommendations of the Geotechnical Engineer.
- Comply with the requirements of O.S.H.A. 29 CFR, Part 1926, Subpart P, "Excavations and Trenches." (www.osha.gov)
- Construct all proposed sideslopes with grades not exceeding 3:1 (3 horizontal to 1 vertical), unless otherwise indicated.
- Provide positive drainage away from buildings at all times.
- Test roll the building and pavement areas in the presence of the Geotechnical Engineer. Perform base preparation and test rolling prior to curb and gutter construction, placing of gravel base, sand/gravel sub-base, bituminous stabilized base, or plant mixed bituminous base on all street and pavement areas. Test roll the area between 300 mm (12 inches) outside of the back of the curbs on either side of the paved areas. Use a heavy pneumatic-tired roller, towed by suitable tractive equipment, with two wheels spaced not less than 1,800 mm (71 inches) apart (transversely center to center), tire size equal to 18x24 or 18x25 (18" wide) inflated to a pressure of 850 kPa (94 psi), and a gross mass of the roller not less than 13.5 metric tons (14.9 tons) and not more than 13.7 metric tons (15.1 tons). Test roll the above specified area in a manner such that each part of the area comes in contact with one of the tires at least once. Operate the heavy roller at a speed of not less than 4 km/h (2.5 mph) and not more than 8 km/h (5 mph). The subgrade shall be considered unstable if, at the time that the heavy roller passes over the subgrade, the surface shows yielding or rutting of more than 50 mm (2 inches), measured from the original surface to the bottom of the rut. Correct any soft spots or displacements which appear during the test rolling by scarifying, aerating or watering, and recompact as required to obtain stability; or by excavating to soil material and backfilling with material suitable for base construction. Remove material such as vegetation, rubbish, large stones, peat, and wet clay. Retest the area after correction.
- Perform soil correction procedures and compaction in accordance with the soils report.
- Coordinate inspection and approval of all subgrades within the building and pavement areas with the Geotechnical Engineer. Coordinate inspection and approval of all fill materials prior to placement within the building and pavement areas with the Geotechnical Engineer. Use only uncontaminated fill material.
- Conduct all grading operations in a manner that minimizes the potential for site erosion.
- Grade the site to the finished elevations shown on the plan. Import embankment material, or remove and dispose of excess excavation material as required. Provide waste areas or disposal sites for excess material including, but not limited to, excavated material or broken concrete that is not desirable to be incorporated into the work involved on this project. Determination of material import and export quantities is solely the responsibility of the Contractor and the cost of material import and export is incidental to the contract.
- In areas where fill is placed on slopes steeper than 5:1, horizontally bench the slopes in order to increase the bond between the slope and the proposed embankment.
- Structurally support exterior steps, stoops, and slabs at each entry into the building on frost-depth foundations bearing on footings at least 5 feet below final grade. Securely tie the foundation walls to the footings with steel reinforcing so that any frozen soil adhering to them does not heave them off their footings. Place insulation along all sides of the vertical foundation walls in order to prevent adfreezing of the backfill to the walls. Provide at least 4 inches of void space between the bottoms of the step, stoop, or slab and the underlying soil in order to allow for soil heave. Doel all abutting walkways into the stoops.
- Tolerances The completed subgrade under slabs and pavement areas shall be compacted, free from irregular surface changes, and fine-graded not more than 16 mm (0.05 feet) above or below the specified subgrade elevation. The completed subgrade in other areas shall be compacted, free from irregular surface changes, and fine-graded not more than 31 mm (0.10 feet) above or below the specified subgrade elevation. The completed top of topsoil shall be compacted, free from irregular surface changes, and fine-graded not more than 16 mm (0.05 feet) above or below the specified finished grade elevation.
- Choose equipment and work procedures that will not disturb the subgrade soils. Route construction traffic away from foundation soils and areas of pavements and slabs in order to minimize soil disturbance. If the construction equipment causes rutting or soil pumping, then switch to other types of equipment or methods. The Contractor is solely responsible for the proper selection of construction equipment in order to avoid disturbing soils on the site.
- It is typical to abbreviate spot elevations. Elevations shown as 86.2 or 83.1 are understood to mean 86.2 or 83.1 respectively.



**TOTAL SITE AREA = 82,679 SF = 1.90 Acres**  
**BUILDING ROOF AREA = 38,162 SF**  
**IMPERVIOUS AREA = 22,042 SF**  
**PERVIOUS AREA = 22,475 SF**





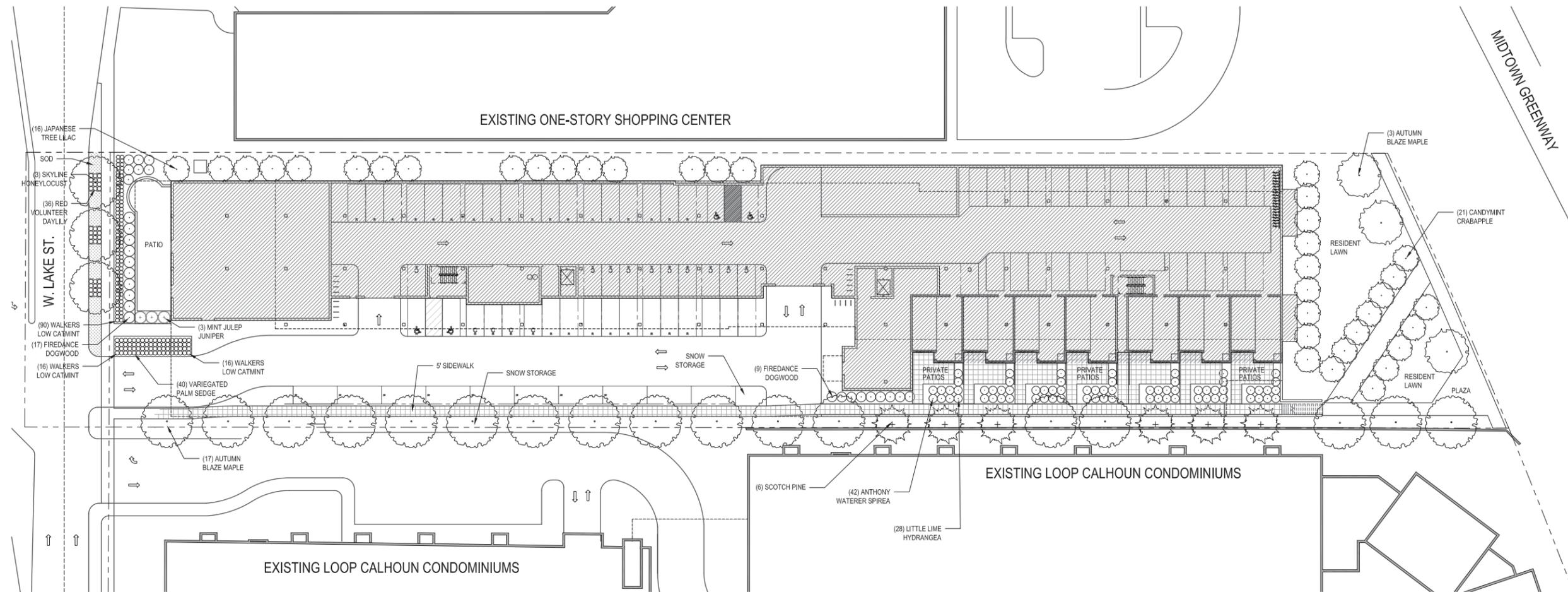
elness swenson graham architects  
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 Minneapolis, Minnesota 55415  
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 f. 612.339.5382  
 www.esgarch.com

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota.

Signature \_\_\_\_\_  
 Typed or Printed Name \_\_\_\_\_  
 License # \_\_\_\_\_ Date \_\_\_\_\_

**DAMONFARBERASSOCIATES**  
 401 2nd Avenue North, Suite 410  
 Minneapolis, MN 55401  
 p 612.332.7522 f 612.332.0936  
 www.damonfarber.com

**NOT FOR CONSTRUCTION**



PLANTING PLAN

TYPE & QUANTITY	QTY	BOTANICAL NAME	COMMON NAME	ROOT / CONT.	SIZE	COMMENTS
SHADE TREES	23					
	20	ACER X FREEMANII 'JEFFERSRED'	AUTUMN BLAZE MAPLE	B&B	3.5" CAL.	SINGLE STRAIGHT LEADER
	3	GLEDITSIA TRIACANTHOS VAR. INERMIS 'SKYLINE'	SKYLINE HONEYLOCUST	B&B	3.5" CAL.	SINGLE STRAIGHT LEADER
CONIFER TREES	6					
	6	PINUS SYLVESTRIS	SCOTCH PINE	B&B		
ORNAMENTAL TREES	37					
	21	MALUS SARGENTII 'CANDYMINT'	CANDYMINT CRABAPPLE	B&B	3.5" CAL.	SINGLE STRAIGHT LEADER
	16	SYRINGA RETICULATA	JAPANESE TREE LILAC	B&B	3.5" CAL.	SINGLE STRAIGHT LEADER
DECIDUOUS SHRUBS	96					
	26	CORNUS SERICEA 'BAILADELINE'	FIRE DANCE DOGWOOD	CONT.	#5	PLANT 3.5' OC.
	28	HYDRANGEA PANICULATA 'JANE'	LITTLE LIME HYDRANGEA	CONT.	#5	SPACE PER PLAN
	42	SPIREA X BUMALDA 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	CONT.	#5	SPACE PER PLAN
CONIFEROUS SHRUBS	3					
	3	JUNIPERUS CHINENSIS 'MONLEP'	JUNIPER, MINT JULEP	CONT.	#5	SPACE PER PLAN
PERENNIALS	158					
	122	NEPETA FAASSENII 'WALKERS LOW'	WALKERS LOW CATMINT	CONT.	#1	PLANT 2.0' OC.
	36	HEMEROCALLIS 'RED VOLUNTEER'	RED VOLUNTEER DAYLILY	CONT.	#1	PLANT 2.0' OC.
GRASSES	40					
	40	CAREX MUSKINGUMENSIS 'OHME'	VARIEGATED PALM SEDGE	CONT.	#1	PLANT 2.0' OC.

PLANT SCHEDULE

**GENERAL NOTES**

- CONTRACTOR SHALL INSPECT THE SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.
- CONTRACTOR SHALL VERIFY PLAN LAYOUT AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN OR INTENT OF THE LAYOUT.
- CONTRACTOR SHALL ASSURE COMPLIANCE WITH APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK AND MATERIALS SUPPLIED.
- CONTRACTOR SHALL PROTECT EXISTING ROADS, CURBS/GUTTERS, TRAILS, TREES, LAWNS AND SITE ELEMENTS DURING CONSTRUCTION OPERATIONS. DAMAGE TO SAME SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION BEGINS (MINIMUM 10' CLEARANCE).
- CONTRACTOR SHALL COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.
- UNDERGROUND UTILITIES SHALL BE INSTALLED SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF EXISTING TREES TO REMAIN.
- EXISTING CONTOURS, TRAILS, VEGETATION, CURB/GUTTER AND OTHER ELEMENTS ARE BASED UPON INFORMATION SUPPLIED TO THE LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.
- HORIZONTAL AND VERTICAL ALIGNMENT OF PROPOSED WALKS, TRAILS OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. CHANGES IN ALIGNMENT AND GRADES MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO IMPLEMENTATION.
- CONTRACTOR SHALL REVIEW THE SITE FOR DEFICIENCIES IN SITE CONDITIONS WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR WARRANTY. UNDESIRABLE SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK.
- CONTRACTOR IS RESPONSIBLE FOR ONGOING MAINTENANCE OF NEWLY INSTALLED MATERIALS UNTIL TIME OF SUBSTANTIAL COMPLETION. REPAIR OF ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO SUBSTANTIAL COMPLETION SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
- EXISTING TREES OR SIGNIFICANT SHRUB MASSINGS FOUND ON SITE SHALL BE PROTECTED AND SAVED UNLESS NOTED TO BE REMOVED OR ARE LOCATED IN AN AREA TO BE GRADED. QUESTIONS REGARDING EXISTING PLANT MATERIAL SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO REMOVAL.
- EXISTING TREES TO REMAIN, UPON DIRECTION OF LANDSCAPE ARCHITECT, SHALL BE FERTILIZED AND PRUNED TO REMOVE DEAD WOOD, DAMAGED AND RUBBING BRANCHES.
- CONTRACTOR SHALL PREPARE AND SUBMIT A WRITTEN REQUEST FOR THE SUBSTANTIAL COMPLETION INSPECTION OF LANDSCAPE AND SITE IMPROVEMENTS PRIOR TO SUBMITTING FINAL PAY REQUEST.
- CONTRACTOR SHALL PREPARE AND SUBMIT REPRODUCIBLE AS-BUILT DRAWING(S) OF LANDSCAPE INSTALLATION, IRRIGATION AND SITE IMPROVEMENTS UPON COMPLETION OF CONSTRUCTION INSTALLATION AND PRIOR TO SUBSTANTIAL COMPLETION.
- SYMBOLS ON PLAN DRAWING TAKE PRECEDENCE OVER SCHEDULES IF DISCREPANCIES IN QUANTITIES EXIST. SPECIFICATIONS AND DETAILS TAKE PRECEDENCE OVER NOTES.

LANDSCAPE NOTES

**GRADING NOTES**

- GRADING LIMITS ARE DEFINED AS THE JUNCTURE OF PROPOSED GRADE WITH EXISTING GRADE UNLESS NOTED OTHERWISE.
- GRADING LIMITS AND LIMITS OF WORK SHOWN ON PLAN ARE ONLY APPROXIMATE AND MAY BE ADJUSTED IN FIELD BY LANDSCAPE ARCHITECT. WORK OUTSIDE OF THESE LIMITS WILL BE DONE AT LANDSCAPE CONTRACTORS EXPENSE UNLESS DIRECTED BY LANDSCAPE ARCHITECT OR OWNER IN WRITING.
- FILL/CUT AS NECESSARY TO PROVIDE A 1% MINIMUM GRADE AWAY FROM BUILDINGS WITHIN LIMITS OF CONSTRUCTION.
- MAINTAIN A UNIFORM GRADE BETWEEN CONTOURS IN AREAS TO BE GRADED UNLESS NOTED OTHERWISE.
- ELEVATIONS, IF SHOWN ARE FINISHED ELEVATIONS. SPOT ELEVATIONS TAKE PRECEDENCE OVER CONTOURS.
- CONTRACTOR SHALL CONTACT PUBLIC UTILITIES FOR LOCATION OF UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. LANDSCAPE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE IF DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL PROVIDE PROPER EROSION CONTROL MEASURES AS REQUIRED TO INSURE THAT EROSION IS KEPT TO AN ABSOLUTE MINIMUM - SEE CIVIL SPECIFICATIONS.
- PROVIDE TEMPORARY COVERING FOR CATCH BASINS AND MAN HOLES UNTIL FINISHED GRADING IS COMPLETE - SEE CIVIL SPECIFICATIONS.

**PLANTING NOTES**

- NO PLANTS WILL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
- PROPOSED PLANT MATERIAL SHALL COMPLY WITH THE CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1.
- STREET AND BOULEVARD TREES SHALL BEGIN BRANCHING NO LOWER THAN 6' ABOVE PAVED SURFACE.
- PROPOSED PLANT MATERIAL SHALL BE LOCATED AND STAKED AS SHOWN ON PLAN, LANDSCAPE ARCHITECT MUST APPROVE STAKING OF PLANT MATERIAL PRIOR TO DIGGING.
- NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS GRANTED BY THE LANDSCAPE ARCHITECT TO THE CONTRACTOR PRIOR TO THE SUBMISSION OF BID.
- ADJUSTMENTS IN LOCATION OF PROPOSED PLANT MATERIALS MAY BE NEEDED IN FIELD. LANDSCAPE ARCHITECT MUST BE NOTIFIED PRIOR TO ADJUSTMENT OF PLANTS.
- PLANT MATERIALS TO BE INSTALLED PER PLANTING DETAILS.
- TREE WRAPPING MATERIAL SHALL BE TWO-WALLED PLASTIC SHEETING APPLIED FROM TRUNK FLARE TO FIRST BRANCH. WRAP SMOOTH-BARKED DECIDUOUS TREES PLANTED IN THE FALL PRIOR TO DECEMBER 1 AND REMOVE WRAPPING AFTER MAY 1.

**TURF NOTES**

- SOD AREAS DISTURBED DUE TO GRADING UNLESS NOTED OTHERWISE.
- WHERE SOD ABUTS PAVED SURFACES, FINISHED GRADE OF SOD/SEED SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.
- SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES, SOD SHALL BE STAKED SECURELY.

**LAND USE APPLICATION**  
 5/23/2014

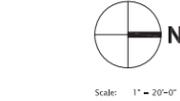
ORIGINAL ISSUE: 05/23/2014

REVISIONS

No.	Description	Date
1	LUA UPDATES	5/30/2014

213533  
 PROJECT NUMBER

RB JS  
 DRAWN BY CHECKED BY



3118 W. LAKE ST.

LANDSCAPE PLAN  
**L100**



elness swenson graham architects  
500 washington avenue south  
minneapolis minnesota 55415  
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f. 612.339.5382  
www.esgarch.com

BIRDSYE VIEW



I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota

Signature \_\_\_\_\_

Typed or Printed Name \_\_\_\_\_

License # \_\_\_\_\_ Date \_\_\_\_\_

**NOT FOR CONSTRUCTION**

**LAND USE APPLICATION**  
5/23/2014

ORIGINAL ISSUE: 05/23/14

REVISIONS

No. Description Date

213533 PROJECT NUMBER

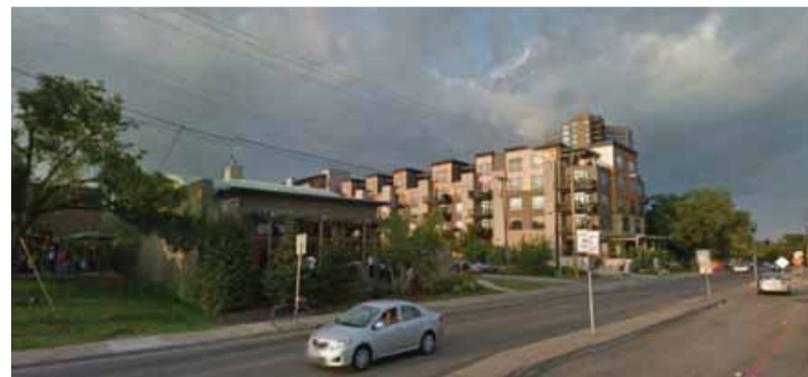
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KEY PLAN

3118 W. LAKE ST.

EXISTING CONTEXT IMAGES

**A0.1**



ALONG W LAKE ST - LOOP CALHOUN CONDOS



SITE ENTRANCE - 660' LONG SITE



SITE ENTRANCE - EXISTING TRYG'S RESTAURANT



elness swenson graham architects  
 500 washington avenue south  
 minneapolis minnesota 55415  
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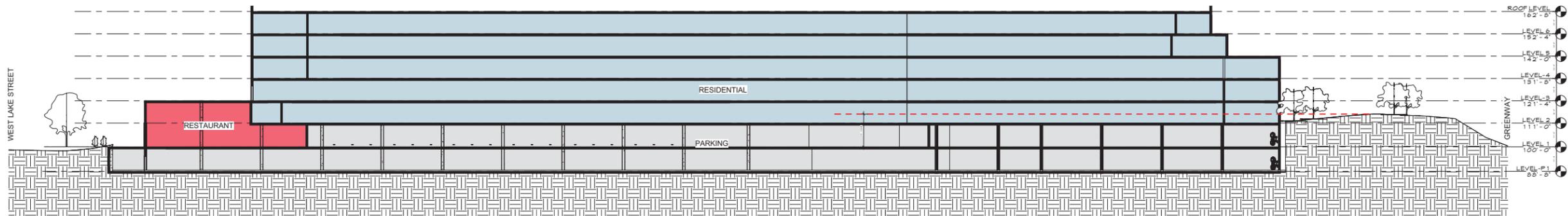
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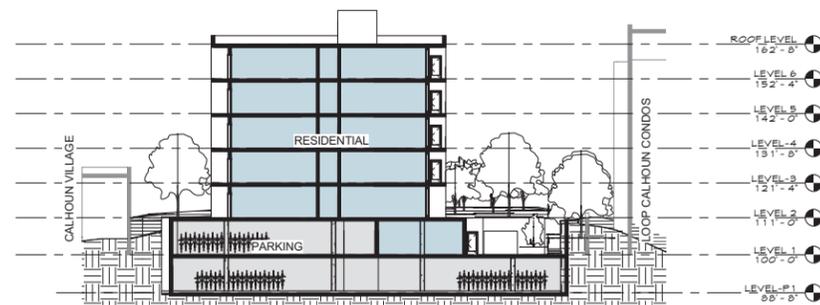
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**NOT FOR CONSTRUCTION**



1 North-South Section  
 A0.2  
 1" = 20'-0"



2 East-West Section  
 A0.2  
 1" = 20'-0"

LAND USE APPLICATION  
 5/23/2014

ORIGINAL ISSUE: 05/23/14

REVISIONS

No.	Description	Date

213533  
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ESG \_\_\_\_\_ ESG \_\_\_\_\_  
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KEY PLAN

3118 W. LAKE ST.

SITE SECTIONS  
**A0.2**



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ENTRANCE FROM W LAKE STREET - RESTAURANT IN FOREGROUND - RESIDENTIAL LOBBY IN BACKGROUND

LAND USE APPLICATION  
5/23/2014

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No. Description Date

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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES

**A0.3a**



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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES  
**A0.3b**



IMPROVED PEDESTRIAN EXPERIENCE - NEW BOULEVARD ALONG W LAKE STREET



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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES  
**A0.3c**



GARAGE ENTRY - TRUCK TURN AROUND - RESIDENTIAL LOBBY - NORTH/SOUTH PEDESTRIAN PATH



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GARDEN LEVEL APARTMENTS - NORTH/SOUTH PEDESTRIAN PATH

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5/23/2014

ORIGINAL ISSUE: 05/23/14

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No. Description Date

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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES

**A0.3d**



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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES  
**A0.3e**



VIEW FROM GREENWAY - LOOKING EAST



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No. Description Date

213533 PROJECT NUMBER

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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES

**A0.3f**

PEDESTRIAN VIEW - LOOKING EAST ALONG W LAKE STREET



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5/20/2014 4:32:35 PM

BIRDSEYE VIEW - ALONG EAST SIDE

LAND USE APPLICATION  
5/23/2014

ORIGINAL ISSUE: 05/23/14

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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES

**A0.3g**



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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES  
**A0.3h**



BIRDSEYE VIEW - ALONG WEST SIDE



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BIRDSEYE VIEW - NORTH LAWN AND PLAZA - LIGHT AND AIR BETWEEN BUILDINGS

LAND USE APPLICATION  
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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES

**A0.3i**



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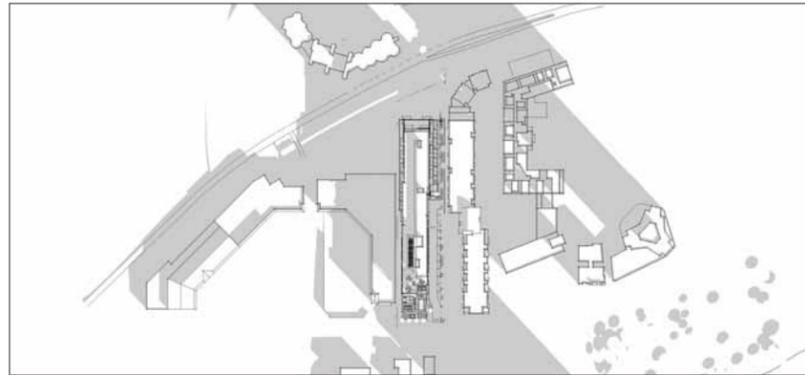
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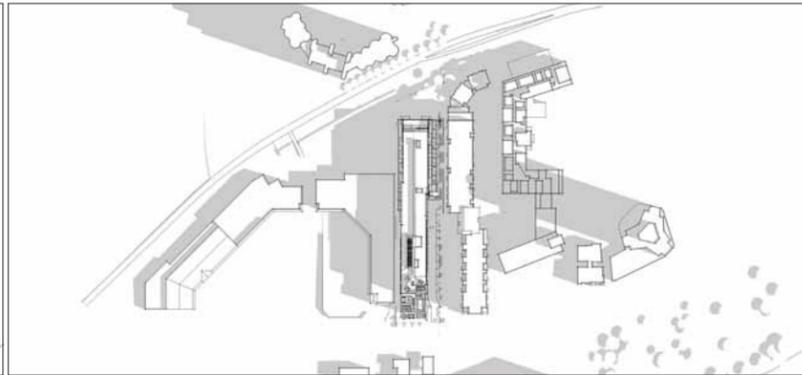
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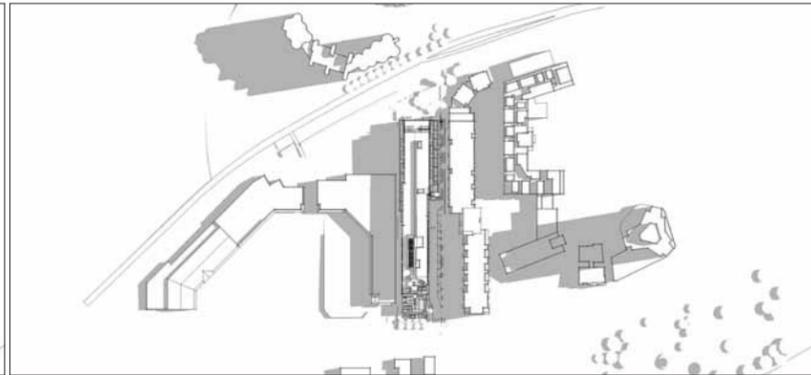
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DECEMBER MORNING - 9 AM



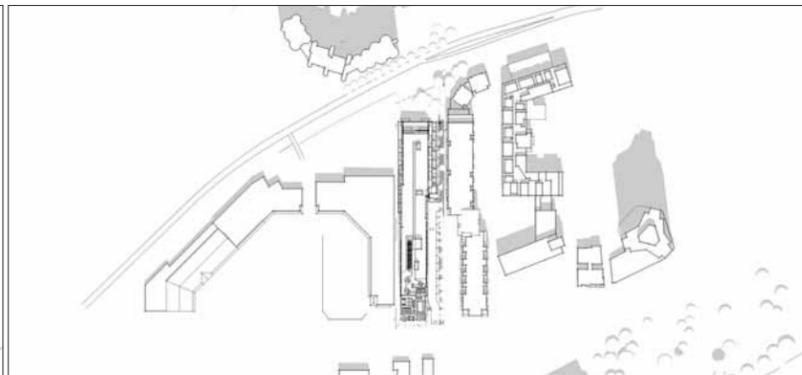
MARCH/SEPTEMBER MORNING - 8 AM



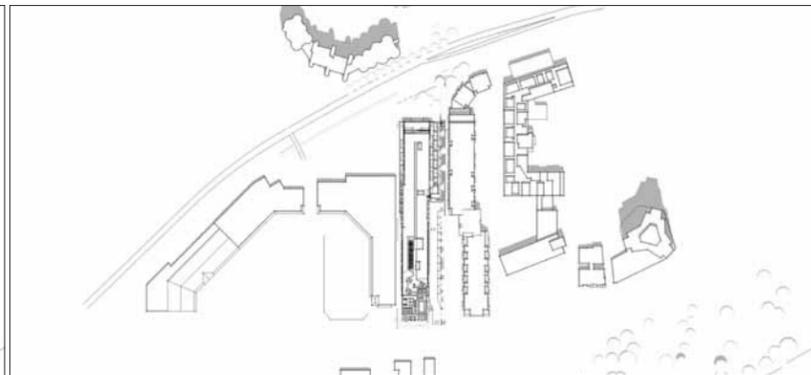
JUNE MORNING - 7 AM



DECEMBER NOON



MARCH/SEPTEMBER NOON



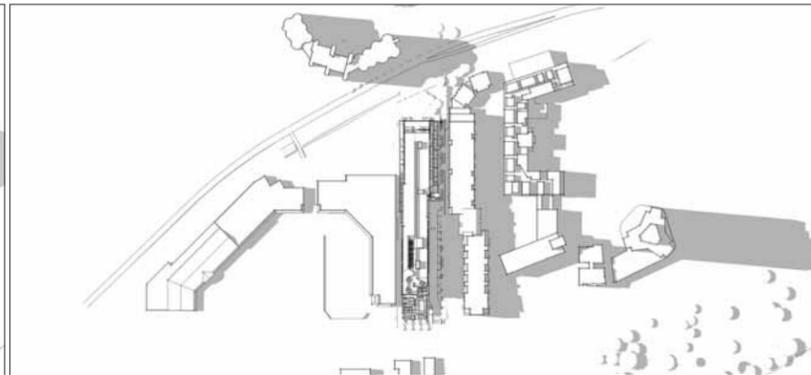
JUNE NOON



DECEMBER EVENING - 3 PM



MARCH/SEPTEMBER EVENING - 4 PM



JUNE EVENING - 5 PM

**LAND USE APPLICATION**  
 5/23/2014

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KEY PLAN

3118 W. LAKE ST.

SHADOW STUDY  
**A0.4**



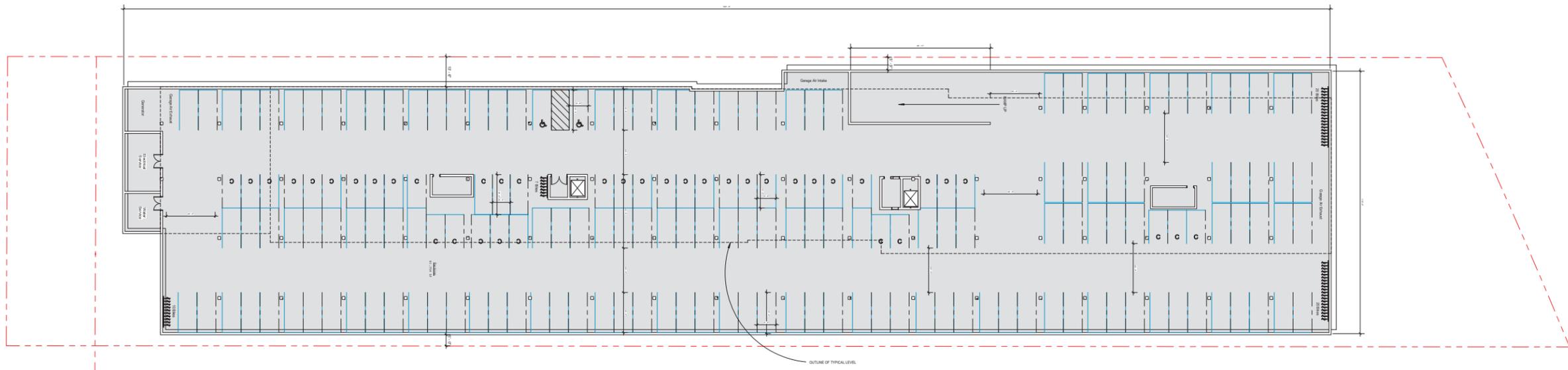
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KEY PLAN



Scale: 1" = 20'-0"

3118 W. LAKE ST.

PARKING LEVEL P1 PLAN  
**A1.0**



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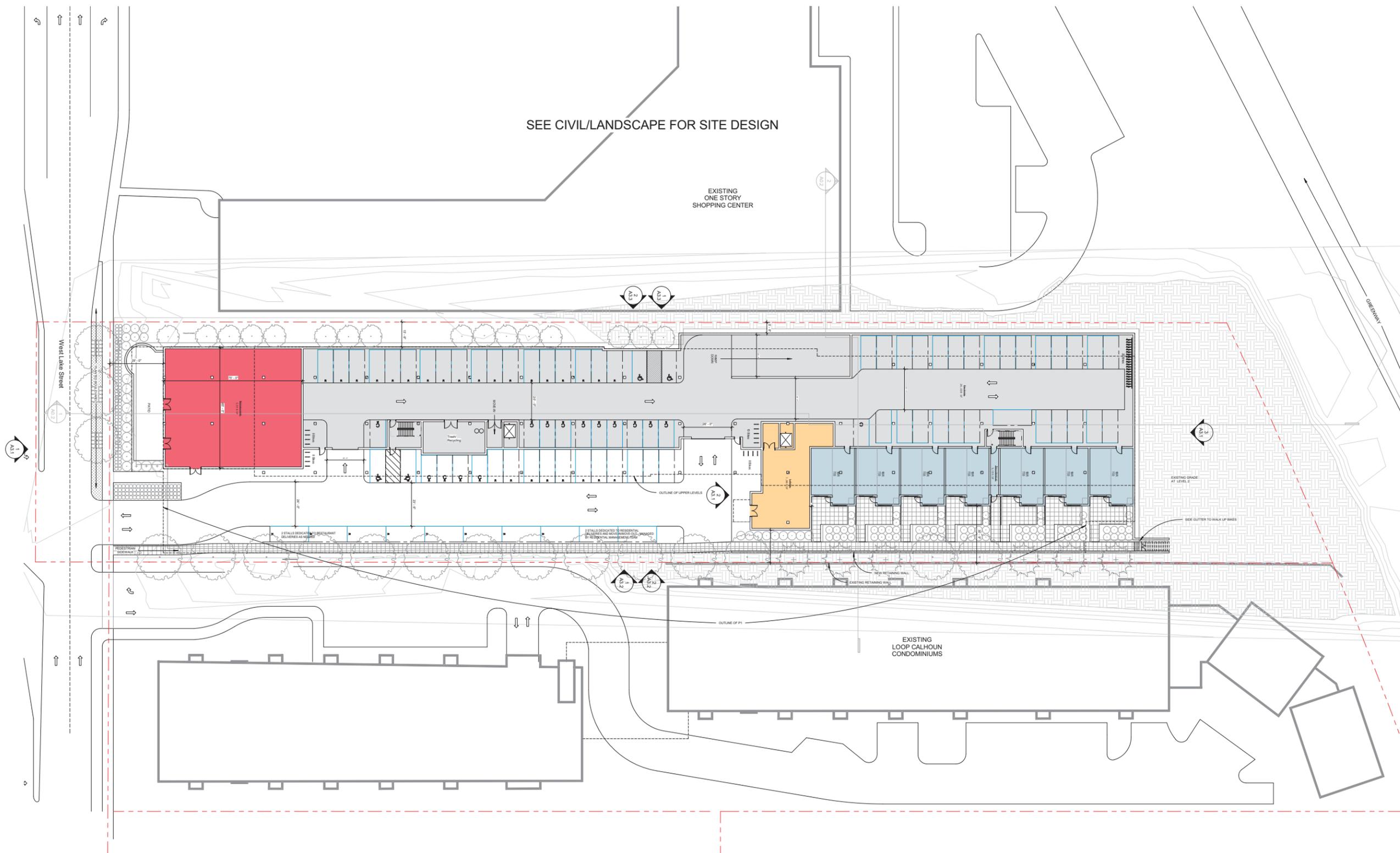
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KEY PLAN



Scale: 1" = 20'-0"

3118 W. LAKE ST.

STREET LEVEL PLAN  
**A1.1**



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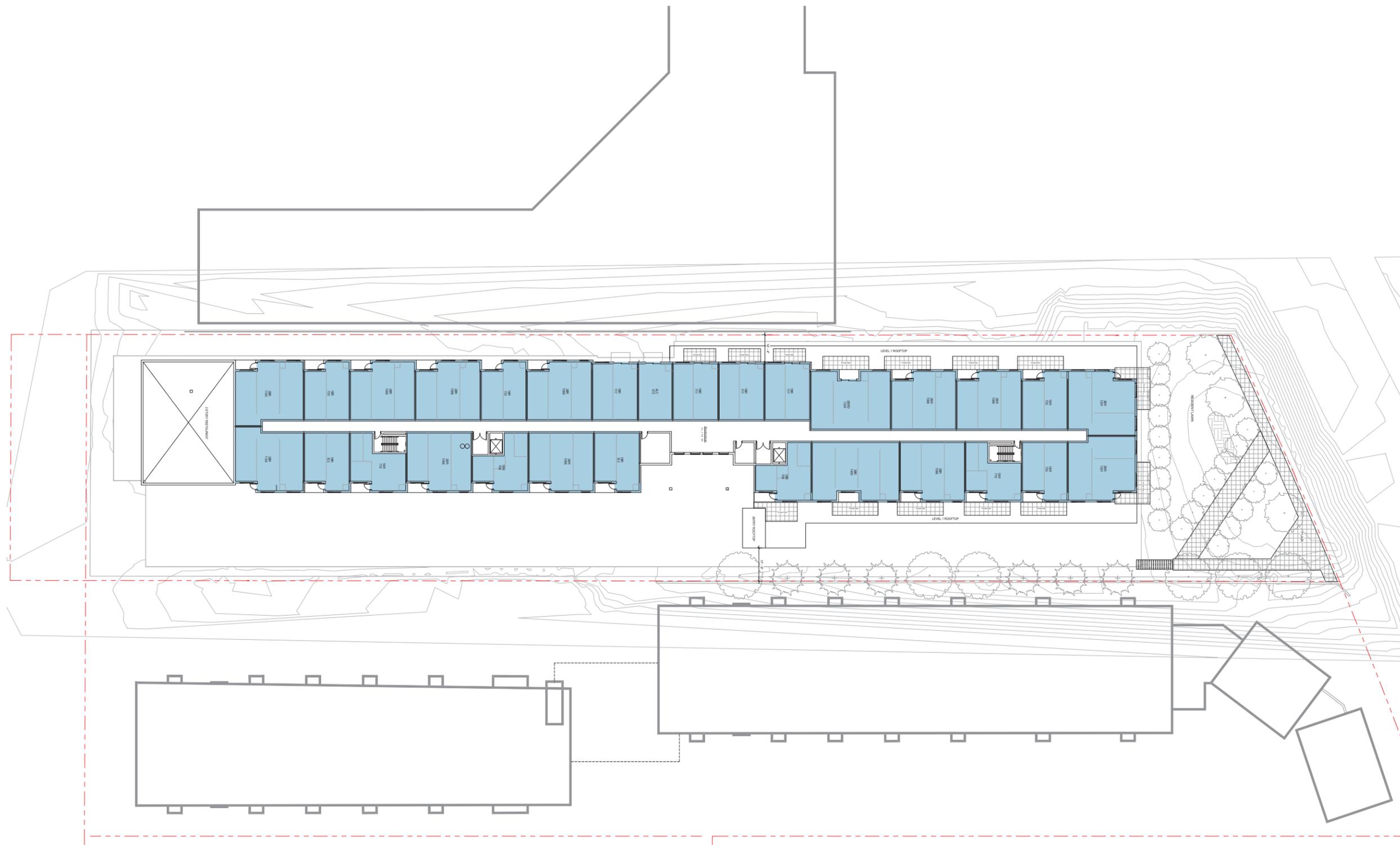
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KEY PLAN



Scale: 1" = 20'-0"

3118 W. LAKE ST.

LEVEL 2 PLAN  
**A1.2**



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KEY PLAN

3118 W. LAKE ST.

LEVEL 3 PLAN

**A1.3**



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KEY PLAN

3118 W. LAKE ST.

LEVEL 4 PLAN  
**A1.4**



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KEY PLAN

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LEVEL 5 PLAN  
**A1.5**



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KEY PLAN

3118 W. LAKE ST.

LEVEL 6 PLAN  
**A1.6**



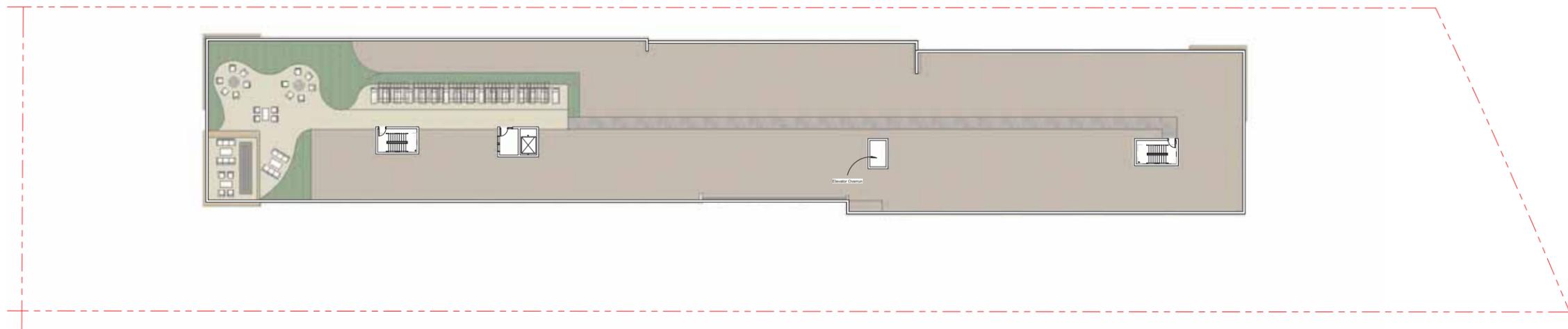
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KEY PLAN

3118 W. LAKE ST.

ROOF LEVEL PLAN  
**A1.7**



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1 SOUTH ELEVATION @ LAKE STREET  
 A3.1 3/32" = 1'-0"



2 SOUTH ELEVATION @ LOBBY ENTRANCE  
 A3.1 3/32" = 1'-0"

**EXTERIOR MATERIAL KEYNOTES**

4A	BURNISHED BLOCK - COLOR #1
4B	BURNISHED BLOCK - COLOR #2
5A	VERTICAL STANDING SEAM METAL PANEL - COLOR #1
5B	VERTICAL STANDING SEAM METAL PANEL - COLOR #2
6C	CORTEN STEEL
5D	PREFINISHED COMPOSITE METAL PANEL
6A	CEMENT BOARD PANEL & TRIM - PAINTED COLOR #1
6B	CEMENT BOARD PANEL & TRIM - PAINTED COLOR #2
6C	CEMENT BOARD PANEL & TRIM - PAINTED COLOR #3
8A	PREFINISHED FIBERGLASS WINDOW/DOOR
8B	PREFINISHED ALUMINUM WINDOW/DOOR
9	PREFINISHED ALUMINUM BALCONY
10	PREFINISHED METAL FASCIA
11	ARCHITECTURAL METAL MESH SCREEN - BACKLIT
12a	SIGN #1a
12b	SIGN #1b
12c	SIGN #2
12d	SIGN #3
12e	SIGN #4

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3 NORTH ELEVATION  
 A3.1 3/32" = 1'-0"

**LAND USE APPLICATION**  
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KEY PLAN

3118 W. LAKE ST.

EXTERIOR ELEVATIONS  
**A3.1**



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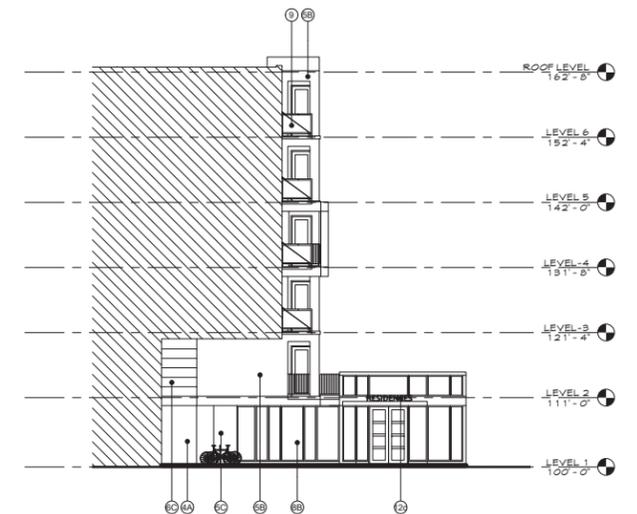
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1 SOUTH ELEVATION @ LAKE STREET  
 A3.1 X 3/32" = 1'-0"



2 SOUTH ELEVATION @ LOBBY ENTRANCE  
 A3.1 X 3/32" = 1'-0"

**EXTERIOR MATERIAL KEYNOTES**

4A	BURNISHED BLOCK - COLOR #1
4B	BURNISHED BLOCK - COLOR #2
5A	VERTICAL STANDING SEAM METAL PANEL - COLOR #1
5B	VERTICAL STANDING SEAM METAL PANEL - COLOR #2
6C	CORTEN STEEL
5D	PREFINISHED COMPOSITE METAL PANEL
6A	CEMENT BOARD PANEL & TRIM - PAINTED COLOR #1
6B	CEMENT BOARD PANEL & TRIM - PAINTED COLOR #2
6C	CEMENT BOARD PANEL & TRIM - PAINTED COLOR #3
8A	PREFINISHED FIBERGLASS WINDOW/DOOR
8B	PREFINISHED ALUMINUM WINDOW/DOOR
9	PREFINISHED ALUMINUM BALCONY
10	PREFINISHED METAL FASCIA
11	ARCHITECTURAL METAL MESH SCREEN - BACKLIT
12a	SIGN #1a
12b	SIGN #1b
12c	SIGN #2
12d	SIGN #3
12e	SIGN #4

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3 NORTH ELEVATION  
 A3.1 X 3/32" = 1'-0"

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KEY PLAN

3118 W. LAKE ST.

EXTERIOR ELEVATIONS  
**A3.1 X**



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**EXTERIOR MATERIAL KEYNOTES**

4A	BURNISHED BLOCK - COLOR #1
4B	BURNISHED BLOCK - COLOR #2
5A	VERTICAL STANDING SEAM METAL PANEL - COLOR #1
5B	VERTICAL STANDING SEAM METAL PANEL - COLOR #2
5C	CORTEN STEEL
5D	PREFINISHED COMPOSITE METAL PANEL
6A	CEMENT BOARD PANEL & TRIM - PAINTED COLOR #1
6B	CEMENT BOARD PANEL & TRIM - PAINTED COLOR #2
6C	CEMENT BOARD PANEL & TRIM - PAINTED COLOR #3
8A	PREFINISHED FIBERGLASS WINDOWDOOR
8B	PREFINISHED ALUMINUM WINDOWDOOR
9	PREFINISHED ALUMINUM BALCONY
10	PREFINISHED METAL FASCIA
11	ARCHITECTURAL METAL MESH SCREEN - BACKLIT
12a	SIGN #1a
12b	SIGN #1b
12c	SIGN #2
12d	SIGN #3
12e	SIGN #4

1 EAST ELEVATION - SOUTH  
 A3.2 3/32" = 1'-0"



2 EAST ELEVATION - NORTH  
 A3.2 3/32" = 1'-0"

**NOT FOR CONSTRUCTION**

LAND USE APPLICATION  
 5/23/2014

ORIGINAL ISSUE: 05/23/14

REVISIONS

No.	Description	Date
1	LUA UPDATES	5/30/2014

213533  
 PROJECT NUMBER

ESG \_\_\_\_\_ ESG \_\_\_\_\_  
 DRAWN BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_

KEY PLAN

3118 W. LAKE ST.

EXTERIOR ELEVATIONS  
**A3.2**



elness swenson graham architects  
 500 washington avenue south  
 minneapolis minnesota 55415  
 p. 6 1 2 . 3 3 9 . 5 5 0 8  
 f. 6 1 2 . 3 3 9 . 5 3 8 2  
 w w w . e s g a r c h . c o m

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota

Signature \_\_\_\_\_

Typed or Printed Name \_\_\_\_\_

License # Date \_\_\_\_\_

**EXTERIOR MATERIAL KEYNOTES**

4A	BURNISHED BLOCK - COLOR #1
4B	BURNISHED BLOCK - COLOR #2
5A	VERTICAL STANDING SEAM METAL PANEL - COLOR #1
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10	PREFINISHED METAL FASCIA
11	ARCHITECTURAL METAL MESH SCREEN - BACKLIT
12a	SIGN #1a
12b	SIGN #1b
12c	SIGN #2
12d	SIGN #3
12e	SIGN #4



1 E2a - EAST ELEVATION - SOUTH - BW  
 A3.2 X 3/32" = 1'-0"



2 E2b - EAST ELEVATION - NORTH - BW  
 A3.2 X 3/32" = 1'-0"

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KEY PLAN

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3118 W. LAKE ST.

EXTERIOR ELEVATIONS  
**A3.2 X**



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**EXTERIOR MATERIAL KEYNOTES**

- 4A BURNISHED BLOCK - COLOR #1
- 4B BURNISHED BLOCK - COLOR #2
- 5A VERTICAL STANDING SEAM METAL PANEL - COLOR #1
- 5B VERTICAL STANDING SEAM METAL PANEL - COLOR #2
- 5C CORTEN STEEL
- 5D PREFINISHED COMPOSITE METAL PANEL
- 6A CEMENT BOARD PANEL & TRIM - PAINTED COLOR #1
- 6B CEMENT BOARD PANEL & TRIM - PAINTED COLOR #2
- 6C CEMENT BOARD PANEL & TRIM - PAINTED COLOR #3
- 8A PREFINISHED FIBERGLASS WINDOWDOOR
- 8B PREFINISHED ALUMINUM WINDOWDOOR
- 9 PREFINISHED ALUMINUM BALCONY
- 10 PREFINISHED METAL FASCIA
- 11 ARCHITECTURAL METAL MESH SCREEN - BACKLIT
- 12a SIGN #1a
- 12b SIGN #1b
- 12c SIGN #2
- 12d SIGN #3
- 12e SIGN #4

1 WEST ELEVATION - NORTH  
 A3.3 3/32" = 1'-0"



2 WEST ELEVATION - SOUTH  
 A3.3 3/32" = 1'-0"

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3118 W. LAKE ST.

EXTERIOR ELEVATIONS  
**A3.3**



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Signature \_\_\_\_\_

Typed or Printed Name \_\_\_\_\_

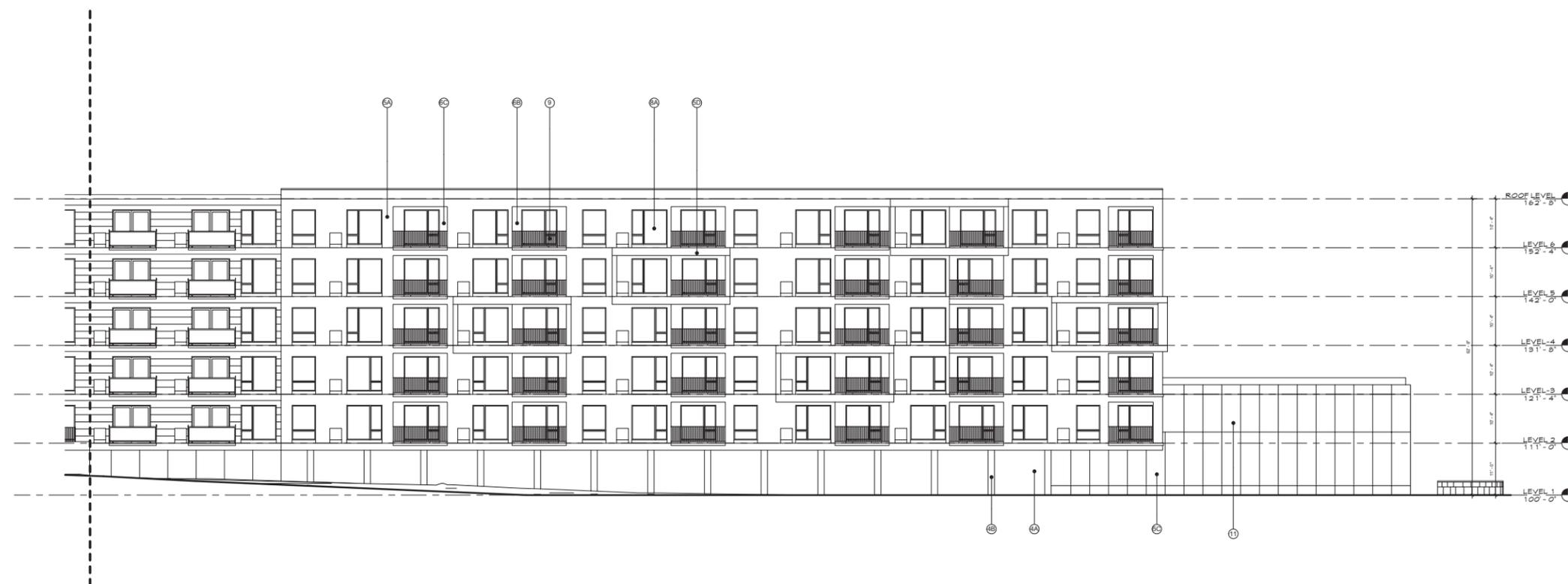
License # Date \_\_\_\_\_

EXTERIOR MATERIAL KEYNOTES	
4A	BURNISHED BLOCK - COLOR #1
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12a	SIGN #1a
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12c	SIGN #2
12d	SIGN #3
12e	SIGN #4

**NOT FOR CONSTRUCTION**



1 E4a - WEST ELEVATION - NORTH - BW  
 A3.3 X 3/32" = 1'-0"



2 E4b - WEST ELEVATION - SOUTH - BW  
 A3.3 X 3/32" = 1'-0"

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3118 W. LAKE ST.

EXTERIOR ELEVATIONS  
**A3.3 X**

3118 West Lake Street  
**Material Percentages by Façade\* \*\***

	Total SF	Burnished Block (SF) <b>4A, 4B</b>	%	Metal Panel (SF) <b>5A, 5B, 5C, 5D, 10</b>	%	Cement Board Panel & Trim (SF) <b>6A, 6B, 6C</b>	%	Window/Door (SF) - <i>incl. frame</i> <b>8A, 8B</b>	%	Window/Door (SF) <i>glazing only, excl. frame</i> <b>8A, 8B</b>	%	Architectural Metal Mesh Screen (SF) <b>11</b>	%
South Elevation @ Lake Street	4,577	0	0%	1,902	42%	72	2%	2,037	45%	1,599	35%	566	12%
South Elevation @ Lobby Entrance	1,133	54	5%	477	42%	98	9%	504	44%	396	35%	0	0%
East Elevation	31,321	2,824	9%	12,166	39%	4,313	14%	11,563	37%	9,079	29%	455	1%
North Elevation	3,849	0	0%	2,271	59%	101	3%	1,477	38%	1,160	30%	0	0%
West Elevation	29,486	2,465	8%	10,658	36%	4,976	17%	10,911	37%	8,567	29%	476	2%

ESG Architects  
 June 4, 2014

\*Does not include rooftop elements

\*\*Only includes materials seen in flattened elevation, does not include insets