



CPED STAFF REPORT

Prepared for the City Planning Commission

CPC Agenda Item #9
 June 23, 2014
 BZZ-6597

LAND USE APPLICATION SUMMARY

Property Location: 3118 Lake Street West
Project Name: 3118 West Lake Street Redevelopment
Prepared By: [Shanna Sether](#), Senior City Planner, (612) 673-2307
Applicant: ESG Architects, Inc.
Project Contact: Aaron Roseth
Request: To construct a new six-story, mixed-use building with 157 dwelling units and approximately 5,000 square feet of commercial space.

Required Applications:

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 reduce the off-street loading requirement from one small loading space to zero for the proposed residential use.
Site Plan Review	For a new six-story, mixed use building.

SITE DATA

Existing Zoning	C3A Community Activity Center District SH Shoreland Overlay District
Lot Area	82,678 square feet / 1.9 acres
Ward(s)	7, adjacent to 13
Neighborhood(s)	Cedar-Isles-Dean Neighborhood Association; adjacent to West Calhoun Neighborhood Association
Designated Future Land Use	Mixed-Use
Land Use Features	Commercial Corridor (Lake Street West)
Small Area Plan(s)	Midtown Greenway Land Use and Development Plan

Date Application Deemed Complete	June 2, 2014	Date Extension Letter Sent	Not applicable
End of 60-Day Decision Period	August 1, 2014	End of 120-Day Decision Period	Not applicable

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The subject property is an existing 8,000 square foot restaurant with 117 parking spaces. The subject property is in the C3A Community Activity Center District. Approximately two-thirds of the property is located within 1,000 feet of Lake Calhoun and is within the SH Shoreland Overlay District. The property is directly south of the Midtown Greenway and within a ¼ mile of the proposed Lake Street Station for the Southwest Light Rail Transit.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The surrounding properties include a range of uses and residential densities. There are single-family dwellings and townhomes, north and east of the Midtown Greenway, 123 residential condominiums directly east and a shopping center to the west. The subject property is located within a major retail center district and located on Lake Street West, a commercial corridor, as defined in *The Minneapolis Plan for Sustainable Growth*.

PROJECT DESCRIPTION. 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. 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. Therefore, the applicant is applying for a 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. In addition, the applicant is seeking a 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. The applicant has requested a variance to reduce the off-street loading requirement for the residential use. One small loading space, dedicated to residential move-ins and outs is required for multiple-family dwellings over 100 units. Finally, the new construction of the proposed mixed-use building is subject to site plan review.

RELATED APPROVALS.

Planning Case #	Application	Description	Action
BZZ-1584	Major site plan review to allow for the new construction of a restaurant.	New construction of a restaurant.	The City Planning Commission approved the application on February 23, 2004.

PUBLIC COMMENTS. Staff has received public comments from the Cedar-Isles-Dean Neighborhood Association and the Midtown Greenway Coalition. These comments are attached to the staff report. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application 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 based on the following findings:

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

The proposed structure, 6-stories, approximately 75 feet in the SH Shoreland Overlay District will not be detrimental to or endanger the public safety, comfort or general welfare. The applicant has shown consistent development heights to the adjacent Loop Calhoun condominium building to the east. In addition, the Lake Calhoun Executive Center, directly to the south is five stories, approximately 83 feet in height. Properties to the east only Lake Street West range from 2 to 21 stories. All of these properties are in the SH Shoreland Overlay District.

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.*

Staff finds that the height increase from 2.5 stories, 35 feet, to 6 stories, approximately 75 feet 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 C3A and SH Districts. The applicant has provided shadow studies showing minimal shadowing in the evening to the adjacent property to the east and the Midtown Greenway during the winter solstice. The property immediately adjacent to the east was redeveloped several years ago and the improvements to the existing shopping center to the west will not be impeded by the proposed development.

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

The subject property has access and will upgrade the necessary utilities, where applicable. The subject property has street frontage and access to Lake Street West. Finally, the net site, not including the building, is 39% landscaped area, which will encourage on-site retention of stormwater. The applicant has also provided a detailed drainage plan for the property, which will direct stormwater to a holding tank at the rear of the site. Staff finds that adequate utilities, access roads, drainage, necessary facilities or other measures have been or will be provided.

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

The applicant is proposing to have 222 off-street parking spaces for 157 dwelling units and 50 parking spaces for a 5,000 square foot restaurant. Therefore, the parking requirement is exceeded for both uses. Traffic has been reviewed by Public Works through the Travel Demand Management Plan. The proposed plan will allow for access and egress to and from the site without significant impact to the existing traffic patterns on Lake Street West. Public Works is requiring permanent concrete and curbing to prohibit left turns exiting the property. In addition, should safety issues arise in the future, the City of Minneapolis and Hennepin County will require that the median be closed to only allow for a right-turn in and right-turn out onto Lake Street West. Finally, the applicant is providing a landscaped boulevard to separate the public sidewalk from West Lake Street.

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

The proposed development would be consistent with the following general land use policies of *The Minneapolis Plan for Sustainable Growth*:

The subject property is designated as mixed use in the future land use plan. In addition, the subject property is located on Lake Street West, a commercial corridor. Finally, the area is located within a major retail center.

The mixed-use designation 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. There is no requirement that every building be mixed use.

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

1.4.1 Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served.

1.4.2 Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level.

1.4.3 Continue to implement land use controls applicable to all uses and structures located in commercial districts and corridors, including but not limited to maximum occupancy standards, hours open to the public, truck parking, provisions for increasing the maximum height of structures, lot dimension requirements, density bonuses, yard requirements, and enclosed building requirements.

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

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

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

1.5.2 Facilitate the redevelopment of underutilized commercial areas by evaluating possible land use changes against potential impacts on the surrounding neighborhood.

Traditional Commercial Corridors in the city serve as boundaries connecting a number of neighborhoods and serve as focal points for activity. Development and revitalization of these corridors helps to strengthen surrounding urban neighborhoods.

Commercial Corridors can accommodate intensive commercial uses and high levels of traffic. The corridors support all types of commercial uses, with some light industrial and high density residential uses as well. While the character of these streets is mainly commercial, residential areas are nearby and impacts from commercial uses must be mitigated as appropriate.

Additionally, the City encourages new medium- to high-density residential development along Commercial Corridors, particularly as part of mixed use development. These corridors frequently carry large traffic volumes and must balance significant vehicular through-traffic capacity with automobile and pedestrian access to commercial property.

Land Use Policy I.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.

I.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.

I.10.2 Encourage commercial development, including active uses on the ground floor, where Commercial Corridors intersect with other designated corridors.

I.10.3 Discourage uses that diminish the transit and pedestrian character of Commercial Corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.

I.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.

I.10.5 Encourage the development of high-density housing on Commercial Corridors.

In addition to the citywide and corridor-specific policies established in *The Minneapolis Plan for Sustainable Growth*, the following considerations were used to determine areas that should be guided for future land use in the *Midtown Greenway Land Use and Development Plan*.

Principles of Greenway-Supportive Development

- New commercial development should be located in existing commercial nodes and along existing commercial corridors in and near the Greenway to complement and not compete with the vibrant commercial activities already present along Lake Street, and Lagoon and Hennepin avenues.
- In most locations guided commercial, new developments are encouraged to integrate residential and/or office uses in order to strengthen the commercial district and build the city at an appropriate level of density.

This is the case at Lake Street and Excelsior Boulevard, in Uptown (centered on Hennepin Avenue), along Lyndale, Nicollet and Chicago Avenues, and limited ground-floor commercial at Bloomington Avenue and Lake Street.

Future Residential Uses

The following considerations were used to determine areas that should be guided residential in the Future Land Use map, along with the appropriate level of development intensity.

- City policy supports housing and population growth in appropriate locations. New housing development should be generally located in areas that have good transit access, and that are close to commercial goods and services and in other high-amenity areas. All of the property in the MGLUD study area has these characteristics to varying degrees.
- The Future Land Use map provides general guidance for residential density in the MGLUD study area. The Development Intensity Maps provide a finer level of distinction among development intensity levels in the “high-density housing” areas of the Future Land Use map. The most intensive residential development in the project area occurs in the Transit-Oriented Districts on the Development Intensity Maps. These areas correspond to anticipated transit station locations, and to the commercial districts at the intersections of the City’s existing bus routes along Lake Street and the primary north-south transit corridors that intersect the
- MGLUD study area. Lower development intensity is supported for development more distant from these locations.

- Existing residential development within and immediately adjacent to, the MGLUD study area ranges from high-density apartment or condominium development to uniformly single-family houses. The proposed development intensity of new residential development is sensitive to this context. Policies in the Development Guidelines chapter below offer additional strategies that can be employed to make appropriate transitions between new development and existing housing.
- The most intensive residential land use category on the Future Land Use Map is “Very high-density housing (more than 120 DU/acre),” This housing is primarily intended for urban core or downtown residential uses and, thus, is not used in the Midtown Greenway project area.

Future Transit Plazas/Station Areas

Potential locations of future transit stations in the Midtown Greenway have been determined in previous transit studies. These station areas offer opportunities for public enhancements such as open space and landscaping, plaza elements, aesthetic enhancements, and various types of vertical circulation at/to the Greenway level. Future transit stations are indicated in the Public Realm Features maps at the following locations:

- West Lake Street
- Hennepin Avenue
- Lyndale Avenue
- Nicollet Avenue
- Chicago Avenue
- Bloomington Avenue

Development Districts

The Development Intensity maps categorize Greenway area property into three Development Districts – Transit-Oriented, Urban-Oriented, and Neighborhood Oriented. Each district corresponds to a level of development intensity and density related to current and anticipated uses in the Greenway.

The Transit-Oriented District is located around the dominant north-south corridors and anticipated station areas and is the most intensive, from a development standpoint, of the three districts. The Urban-Oriented District supports land areas that are developing in a pattern consistent with medium density building types of up to four or five stories. The Neighborhood-Oriented District is intended to support new development that is compatible with the existing density and pattern of adjacent lower density residential neighborhoods.

This approach is compatible with a district-node pattern of urban development, where a mixed-use core or center is surrounded and supported by a concentric pattern that is more intensive near the center and less intensive near the edge of the district. It is also consistent with policies in

Building Types

A primary component of these Development Guidelines is the identification of a menu of prototypical building types that are coded for each of the Development Districts. Meant to be used in concert with the Development

Districts and future land use plan, the building types graphically illustrate basic form, site placement, elements and relationship to the Midtown Greenway. They are based on similar buildings found throughout the study area, surrounding neighborhoods and recently-developed properties. In this model, several building types are considered appropriate for any of the Development Districts, and

new development would not be expected to consist uniformly of buildings of the maximum allowable height and density.

Other Guidelines for Private Development

This series of general guidelines addresses how private development reflects the shared community vision and principles of the Midtown Greenway Land Use and Development Plan. Primary factors considered here are lessening the perceptual impact of development intensification, how development and related improvements address the Greenway, and how it relates to the surrounding neighborhoods and adjacent development. Recommended here are the orientation of block patterns, surface parking areas, doors/entries, windows and balconies toward the public realm and other development.

As an important public realm feature, the Midtown Greenway will continue to influence adjacent and nearby development. It is appropriate for the City to emphasize how new investment responds to the overall characteristics of the Greenway infrastructure while respecting the surrounding neighborhood and development areas.

Mitigating development intensity

- New developments of larger sites are encouraged to utilize building types of different scales within the development.
- The first few stories of taller buildings should relate to the street level by recessing the taller part of the building in relation to the first few stories, or by utilizing architectural elements and detailing to create a separation between the first few stories and the higher stories.
- Open space within new developments and visible from the public right of way or the Greenway trail is encouraged, and that are created with an understanding of how they fit into the overall green infrastructure of the Greenway and other connecting green spaces of the city.

Relationship to the Greenway

- A primary face and main entrances of buildings should address the public street while not excluding the possibility that additional “front doors” may at times also front the greenway.
- Balconies, windows and additional entries oriented toward the Greenway are strongly encouraged.
- Solar access to the Greenway is highly important. Any given part of the Greenway trail should have exposure to the sun for much of the day. A number of strategies may be employed to achieve this objective. These include stepping back the mass of future buildings along the south side of the Greenway, giving taller buildings a relatively narrow east-west dimension, and pivoting the orientation of buildings to a diagonal that allows morning and afternoon sunlight to pass by the northeast and northwest building faces to shine on the greenway.
- New access and connection to the Greenway from the street and pedestrian network is encouraged in conjunction w/ new development.

Relationship to Surrounding Development

- Building height and mass is encouraged to step down at the boundary between a higher-density development district and a lower density district and existing residential neighborhoods.
- Strategies should be implemented to limit shadowing of neighboring properties by new development. Similar strategies should be implemented to limit shadowing on neighborhoods on the north side of the Greenway corridor.

- Architectural features of nearby development may be employed in new development to reinforce its compatibility with existing development.
- Access and parking for new developments should be from the alley or a private driveway.
- Parking is discouraged between the primary building façade and the street; surface parking should be adjacent to or in the rear of buildings. Underground parking is encouraged for new residential developments.
- Alleyways are a typical, functional element of the street system that can tie future development to the surrounding neighborhood. They should be generally be utilized and reconnected.
- Dead-end and/or cul-de-sac public streets should be avoided. The abandonment of rights-of-way to support private development is discouraged.

Transit Station Areas

Future transit stations in the Midtown Greenway will be designed to meet the system requirements of the transit service being provided. This will include platforms and, in the grade separated parts of the Midtown Greenway, elevators offering vertical circulation between street and Greenway levels.

The desirability of easing the Greenway wall at transit station locations—in order to create a sense of space at the station level, reduce the perceptual distance to and from the transit service and provide opportunities for functional additions and aesthetic enhancements to station areas—has been discussed previously. In this Development Guidelines section, the provision of associated amenities such as seating, landscaping, lighting and public art, and the further enlivenment of the space with the provision of commercial goods and services or community activity is again encouraged. However, the physical constraints and the opportunities of the various transit station areas are bound to vary to such a degree that no hard and fast guidelines can be offered with respect to the amount of space that should be acquired for the improvement of transit stations, or the particular services or amenities that should be developed.

Staff comment: The proposed development is 83 dwellings per acre, which is classified as high-density in the comprehensive plan. This type of density is supported both in *The Minneapolis Plan for Sustainable Growth* and the *Midtown Greenway Land Use and Development Plan*. In addition, staff anticipates that the subject property will be located in the Southwest LRT Transit Station Area at Lake Street West. The proposed development includes a 5,000 square foot commercial space supporting the mixed use future land use classification in both plans. The type of building is consistent with the type of architecture and sensitivity to the Midtown Greenway supported in the Plan. The proposed structure was designed to relate to adjacent developments, including The Loop Calhoun, to the east, in terms of height and setbacks, while stepping back from the Greenway and adjacent low-density uses to the north. Finally, the applicant is providing an accessible pedestrian walkway through the site to the rear where they hope to connect to a future walkway adjacent to the Midtown Greenway, which may access the Greenway and future SW-LRT platform. Staff finds that the proposed use and structure are consistent with *The Minneapolis Plan for Sustainable Growth* and the *Midtown Greenway Land Use and Development Plan*.

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

If the requested land use and zoning applications are approved, the proposal will comply with all provisions of the C3A Community Activity Center District and SH Shoreland Overlay District.

ADDITIONAL STANDARDS TO INCREASE THE HEIGHT OF A PRINCIPAL STRUCTURE IN THE SH SHORELAND OVERLAY DISTRICT:

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

The proposed structure 6-stories, approximately 75 feet will allow access to light and air for surrounding properties. The applicant has provided between 50-100 feet to the adjacent structure to the east and approximately 15 feet to the shopping center to the west. The grade is higher at the rear of the site, where the building will appear to be 5 stories and is setback over between 50 and 100 feet to the Midtown Greenway.

2. *Shadowing of residential properties or significant public spaces.*

The applicant has provided shadow studies showing minimal shadowing in the evening to the adjacent property to the east and the Midtown Greenway during the winter solstice.

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

The proposed structure, 6-stories, approximately 75 feet in the SH Shoreland Overlay District is within the scale and character of surrounding uses. The applicant has shown consistent development heights to the adjacent Loop Calhoun condominium building to the east. In addition, the Lake Calhoun Executive Center, directly to the south is five stories, approximately 83 feet in height. Properties to the east only Lake Street West range from 2 to 21 stories. All of these properties are in the SH Shoreland Overlay District.

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

The proposed structure will not block views of landmark buildings, significant open spaces or water bodies. The views of Lake Calhoun are limited by existing development to the south and east.

ADDITIONAL STANDARDS TO ALLOW DEVELOPMENT IN THE SH SHORELAND OVERLAY DISTRICT:

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

The applicant has provided a geotechnical analysis that concludes the soil is suitable for development and the applicant will ensure the prevention of soil erosion or other possible pollution of Lake Calhoun, both during and after construction. The applicant is proposing an engineered system that will remove suspended soils and control the rate of discharge.

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

The proposed structure will have limited visibility from Lake Calhoun by existing development to the south and east. The applicant has shown consistent development heights to the adjacent Loop Calhoun condominium building to the east. In addition, the Lake Calhoun Executive Center, directly to the south is five stories, approximately 83 feet in height. Properties to the east only Lake Street West range from 2 to 21 stories. All of these properties are in the SH Shoreland Overlay District.

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

The subject property is located approximately 775 feet from Lake Calhoun and does not have direct access to the lake.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a 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 based on the following [findings](#):

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.*

Staff finds that practical difficulties exist due to circumstances unique to the property to allow for the variance to reduce the west interior side yard setback to allow for the residential use and balconies. These circumstances include the adjacent land use and the narrow shape of the parcel. The adjacent property is also zoned C3A and is an existing shopping center. The zoning code requires a minimum interior side yard setback of 15 feet when windows are present on that elevation. The proposed building will be located 14 feet 4 inches from the west property line. The balconies will be located approximately 8 feet from the west property line. The subject property is approximately 130 feet wide and 646 feet deep along the west property line. The applicant has stated that intent is of adjusting the location of the building to the west is to allow for a greater separation between the proposed building and the existing condominium building to the east. Staff finds that these circumstances 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.*

Staff finds that the applicant is proposing to utilize the property in a reasonable manner consistent with the spirit and intent of the ordinance and comprehensive plan. The subject property has specific guidance under the Midtown Greenway Land Use and Development Plan to encourage a mixed-use building that is transit-oriented. The applicant has demonstrated that the proposed structure will relate to the surrounding development by allowing a greater side yard setback adjacent to the condominium building to the east, which is suggested in the plan. The plan further encourages balconies, windows and additional entries oriented toward the Greenway.

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.*

Staff finds that 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. The adjacent land use to the west is a one-story shopping center. As previously mentioned, the siting of the building was to allow

for a greater separation from the adjacent five-story, 75-foot condominium building to the east. The applicant has provided shadow studies that show limited shadowing of the Midtown Greenway and no shadowing of the lower density uses to the north.

If granted, the proposed variance will not be detrimental to the health, safety or welfare of the general public or of those utilizing the property or nearby properties. The proposed project is subject to review for compliance with the applicable building, fire and life safety ordinances, prior to receiving a building permit.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the off-street loading requirement from one small loading space to zero for the proposed residential use based on the following [findings](#):

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.*

Staff finds that practical difficulties exist due to circumstances unique to the ordinance to allow the variance to reduce the off-street loading requirement of one space. The zoning code requires a dedicated off-street loading space, 10 feet by 20 feet, for the proposed residential use. The applicant is proposing to have a restaurant with reserved parking that is nearest to the residential lobby and will be available during the day for move-ins and deliveries.

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 applicant has stated that the loading will be scheduled to ensure move-ins and deliveries can be accommodated without disruption of the current users of the site, including the restaurant. The purpose of the ordinance is to ensure adequate loading area for the residential use so as not to interfere with street use and traffic. Staff finds that the applicant is proposing to utilize the property in a reasonable manner consistent with the spirit and intent of the ordinance.

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.*

Staff finds that 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. The applicant will provide sufficient area to conduct the necessary loading on the property and schedule move-ins and delivery to ensure efficient use of the parking area. Loading will not be allowed on-street and therefore will not disrupt street use and traffic along Lake Street West. Therefore, 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.

SITE PLAN REVIEW

The Department of Community Planning and Economic Development has analyzed the application based on the required [findings](#) and [applicable standards](#) in the site plan review chapter:

I. Conformance to all applicable standards of Chapter 530, Site Plan Review.**Building Placement and Design** – *Requires alternative compliance*

- The proposed building will have a two-story restaurant with an open patio at the front lot line. The building will be setback 29 feet from the front property line and the proposed patio will be located between the building and the public sidewalk. The applicant is proposing a consistent building setback to match the condominium building immediately adjacent to the east.
- The first floor of the building will be setback 29 feet from the front property and the patio will be located 8-12 feet from the front property line. Alternative compliance is required.
- The area between the building and the front lot line includes an outdoor patio for the proposed restaurant and there will be a landscaped area with canopy trees, deciduous shrubs and perennials.
- There are two entrances from the restaurant directly to the patio that face Lake Street West. The principal entrance for the restaurant faces east. The residential entrance faces Lake Street West, but is setback approximately 360 feet from the public sidewalk. The applicant has provided a dedicated pedestrian walkway to connect the public sidewalk to the residential entrances along the east property line.
- On-site accessory surface parking is located to the rear and interior of the site. The remainder of the parking is located within principal building served on the first floor and one level below grade.
- The proposed building shows walls that provide architectural detail and windows to create visual interest and increased security of adjacent outdoor spaces.
- The proposed building will be 520 feet in length. The proposed building will have three distinct areas that will make the building to appear segmented and dimensioned. The first portion is the two-story restaurant, the middle portion of the building will be 6 stories with amenity space on the roof and the rear portion of the building has seven walk-up townhome units accessed via the pedestrian walkway.
- The proposed building has blank, uninterrupted walls shall exceeding 25 feet in length along the first floor parking garage and restaurant on the east and west elevations.
- Exterior materials include burnished block, metal panel, cement board panel, glass and architectural metal mesh screen. The proposed materials on each elevation by percentage are provided in the table below:

3118 West Lake Street
Material Percentages by Façade* **

	Total SF	Burnished Block (SF) 4A, 4B	%	Metal Panel (SF) 5A, 5B, 5C, 5D, 10	%	Cement Board Panel & Trim (SF) 6A, 6B, 6C	%	Window/Door (SF) - incl. frame 8A, 8B	%	Window/Door (SF) glazing only, excl. frame 8A, 8B	%	Architectural Metal Mesh Screen (SF) 11	%
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

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- The rear and side exterior materials and appearance are similar to and compatible with the front.
- Plain face concrete block is not proposed along Lake Street West, the public sidewalk or facing the Midtown Greenway.
- The entrances and windows are vertical in proportion and evenly distributed. Active ground floor functions exist facing Lake Street West.
- The ground floor facing Lake Street West is proposed to be a restaurant, which provides active function of 100% of linear frontage.
- The proposed flat roof is consistent with surrounding buildings, including the adjacent condominium building and shopping center.
- The parking garage is entirely enclosed on the first floor and accesses one level of below grade parking.

Table I. Percentage of Windows Required for Elevations Facing a Public Street, Sidewalk, Pathway, or On-Site Parking

Residential Uses	Code Requirement		Proposed	
	1 st Floor – Facing Lake Street West	20% minimum	166 sq. ft.	67%
2 nd Floor and Above – Facing Lake Street West	10% minimum	83 sq. ft.	18-40%	155-330 sq. ft.
1 st Floor – Facing the on-site parking lot	20% minimum	360 sq. ft.	12%	210 sq. ft.
2 nd Floor and Above – facing the on-site parking lot	10% minimum	180 sq. ft.	37%	665 sq. ft.
1 st Floor – Facing the Midtown Greenway	20% minimum	166 sq. ft.	34%	284 sq. ft.
2 nd Floor and Above – Facing the Midtown Greenway	10% minimum	83 sq. ft.	23%	195 sq. ft.

Access and Circulation – Meets requirements

- The applicant is proposing a well-lit walkway, 4 feet in width to connecting the commercial and residential uses in the building to adjacent public sidewalk and on-site parking
- Transit shelters are not incorporated in the proposed development.
- Vehicular access and circulation has been designed to minimize conflicts with pedestrians and surrounding residential uses.
- Traffic has been reviewed by Public Works through the Travel Demand Management Plan. The proposed plan will allow for access and egress to and from the site without significant impact to the existing traffic patterns on Lake Street West. Public Works is requiring permanent concrete and curbing to prohibit left turns exiting the property. In addition, should safety issues arise in the future, the City of Minneapolis and Hennepin County will require that the median be closed to only allow for a right-turn in and right-turn out onto Lake Street West. Finally, the applicant is providing a landscaped boulevard to separate the public sidewalk from West Lake Street. Note that there are no public alleys adjacent to the site.
- The proposed site plan minimizes the use of impervious surfaces to only the structure, parking areas and pedestrian walkways.

Landscaping and Screening – Requires alternative compliance

- The composition and location of landscaped areas complement scale of development and surroundings. The proposed landscaping plan complies with the minimum number of required trees and shrubs.
- The applicant is required to screen the parallel stalls along the east property line from the adjacent residential building to the east. The applicant is providing a landscaped yard and walkway connecting the public sidewalk to the residential lobby, residential units along the east and to the rear of the property. The parking area adjacent to the east property line are parallel stalls, which will not shine headlights on to the adjacent property. Staff finds that the applicant has sufficient area to plant a three-foot hedge between the parking area and walkway to comply with this requirement.
- Parking and loading facilities along public street/sidewalk comply with 530.170 (b)

- The corners of surface parking lot along the east property line are landscaped.
- All of the surface parking spaces are less than 50 feet from on-site deciduous tree.
- The areas not occupied by buildings, walkways, drive aisles and parking areas are landscaped.
- Installation and maintenance of all landscape materials comply with section 530.210 of the zoning code.

Table 2. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	82,678 sq. ft.
Building footprint	--	38,162 sq. ft.
Remaining Lot Area	--	44,516 sq. ft.
Landscaping Required	8,903 sq. ft.	22,475 sq. ft.
Canopy Trees (1: 500 sq. ft.)	18 trees	20 trees
Shrubs (1: 100 sq. ft.)	89 shrubs	96 shrubs

Additional Standards – Meets requirements

- The surface parking lot and driveways has been designed with discontinuous curbing to provide on-site retention and filtration of stormwater.
- The proposed structure will not likely block views of important city elements, including Lake Calhoun.
- The applicant has provided a shadow study and has demonstrated that shadowing on public spaces and adjacent properties will be minimal.
- Minimize generation of wind currents at ground.
- Crime prevention through environmental design (surveillance, lighting, space delineation, natural access control).

2. Conformance with all applicable regulations of the zoning ordinance.

The proposed use is *permitted* in the C3A Community Activity Center District.

Off-street Parking and Loading – Requires variance(s)

- The applicant has requested a variance to reduce the minimum off-street loading requirement for the proposed residential use from one small loading space to zero.

Table 3. Vehicle Parking Requirements Per Use (Chapter 54I)

	Minimum Parking Requirement	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
Restaurant, sit down	14	Bicycle Incentive (1)	13	67	50
Residential dwellings	157	--	157	--	222
Total	--	--	170	67/--	272

Table 4. Bicycle Parking and Loading Requirements (Chapter 54I)

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed	Loading Requirement	Proposed
Restaurant, sit down	3	Not less than 50%	--	4	None	None
Residential dwellings	78	--	70	107	Low	None
Total	81	--	--	111	1	128

Building Bulk and Height – *Requires conditional use permit*

- The subject property is zoned C3A, which allows a maximum height of 4 stories, 56 feet. However, approximately two-thirds of the property is located in the SH Shoreland Overlay District, which reduces the maximum height to 2.5 stories, 35 feet. The applicant has requested a conditional use permit to increase the maximum height.

Table 5. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	82,678 sq. ft. / 1.9 acres
Gross Floor Area (GFA)	--	197,195 sq. ft.
Maximum Floor Area Ratio (GFA/Lot Area)	2.7	2.4
Maximum Building Height	2.5 stories or 35 feet, whichever is less	6 stories, approximately 75 feet

Residential Lot Requirements – *Not applicable*

Table 6. Residential Lot Summary

	Code Requirement	Proposed
Dwelling Units (DU)	--	157 DUs
Density (DU/acre)	--	83 DU/acre
Minimum Lot Area	None	527 sq. ft. per DU
Minimum Lot Width	None	130 ft.

Yard Requirements – *Requires variance(s)*

- The applicant is seeking a 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.

Table 7. Minimum Yard Requirements

	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front	0 ft.	--	0 ft.	29 ft. to the building and 8 feet to the patio
Interior Side (East)	15 ft.	--	15 ft.	17 ft.
Interior Side (West)	15 ft.	--	15 ft.	14 ft. to the building and 8 feet to the balconies
Rear	15 ft.	--	15 ft.	45-90 ft.

Signs – Meets requirements

- Signs are subject to Chapters [531](#) and [543](#) of the Zoning Code. All new signs are required to meet the requirements of Chapter 543 of the zoning code. The applicant proposes to add two new wall signs; one for the proposed restaurant and one for the residential use.
- The proposed signs will be internally illuminated.
- The proposed signs are attached to the wall and are located on primary building walls.

Table 8. Signage Summary

	Number Allowed Per Zoning Lot	Proposed Number	Maximum Size Allocation	Maximum Area Per Sign	Proposed Area	Maximum Allowed Height	Proposed Height
Attached – facing Lake Street West	--	2	--	180 sq. ft.	26 sq. ft.	No Limit	11 and 21 ft.
Attached – facing the on-site parking lot	--	1	--	180 sq. ft.	28 sq. ft.	No Limit	21 ft.
Total	--	2	XX sq. ft.	360 sq. ft.	26 and 28 sq. ft.	No Limit	11 and 21 ft.

Dumpster Screening – Meets requirements

- The trash and recycling will be stored inside the enclosed parking area on the first level.

Screening of Mechanical Equipment – Meets requirements

- The applicant is proposing to use magic packs in lieu of an air conditioning condenser unit.
- The mechanicals for the restaurant will be located on south end of the Level 6 roof, including the kitchen exhaust and the makeup air unit. This equipment will be screened.
- Makeup air units for the apartment corridors will also be on the Level 6 roof above the corridor and will be screened.
- Makeup air units for the entry lobby space will be on the level 1 roof above Lobby and will be screened.
- Garage ventilation is to be via through-wall louvers with the fans located inside the garage.

Lighting – *Meets requirements*

- Lighting proposed for the development shall comply with Chapter 535 and Chapter 541 of the zoning code including:

535.590. Lighting. (a) *In general.* No use or structure shall be operated or occupied as to create light or glare in such an amount or to such a degree or intensity as to constitute a hazardous condition, or as to unreasonably interfere with the use and enjoyment of property by any person of normal sensitivities, or otherwise as to create a public nuisance.

(b) *Specific standards.* All uses shall comply with the following standards except as otherwise provided in this section:

- (1) Lighting fixtures shall be effectively shielded and arranged so as not to shine directly on any residential property. Lighting fixtures not of a cutoff type shall not exceed two thousand (2,000) lumens (equivalent to a one hundred fifty (150) watt incandescent bulb).
- (2) Lighting shall not create a sensation of brightness that is substantially greater than ambient lighting conditions as to cause annoyance, discomfort or decreased visual performance or visibility from any permitted or conditional residential use.
- (3) Lighting shall not directly or indirectly cause illumination or glare in excess of one-half (1/2) footcandle measured at the closest property line of any permitted or conditional residential use, and five (5) footcandles measured at the street curb line or nonresidential property line nearest the light.
- (4) Lighting shall not create a hazard for vehicular or pedestrian traffic.
- (5) Lighting of building facades or roofs shall be located, aimed and shielded so that light is directed only onto the facade or roof.

Impervious Surface Area – *Meets requirements*

- There is not a maximum impervious surface requirement in the C3A District. The applicant is providing 22,475 square feet of landscaped area which is 27% of the net area not covered by structure.

Specific Development Standards – *Meets requirements*

- The proposed restaurant is subject to the following development standards, per 536.20:
- Restaurant, sit down.
 - (1) Where alcoholic beverages are served, not less than sixty (60) percent of total gross sales revenue shall be from the sale of food and beverages not containing alcohol, and the use shall comply with the requirements of Title 14, Liquor and Beer, of the Minneapolis Code of Ordinances and Chapter 4 of the Minneapolis City Charter.
 - (2) The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.

SH Shoreland Overlay District Standards – Requires conditional use permit

- The subject property is zoned C3A, which allows a maximum height of 4 stories, 56 feet. However, approximately two-thirds of the property is located in the SH Shoreland Overlay District, which reduces the maximum height to 2.5 stories, 35 feet. The applicant has requested a conditional use permit to increase the maximum height.

3. Conformance with the applicable policies of *The Minneapolis Plan for Sustainable Growth*.

- See finding #5 under conditional use permit.

4. Conformance with applicable development plans or objectives adopted by the City Council – *Midtown Greenway Land Use and Development Plan*.

- See finding #5 under conditional use permit.

5. Alternative compliance.

The Planning Commission or zoning administrator may approve alternatives to any site plan review requirement upon finding that the project meets one of three criteria required for [alternative compliance](#). Alternative compliance is requested for the following requirements:

- **Building Placement.** The first floor building wall is required to be located not more than 8 feet from the lot line adjacent to Lake Street West. The applicant has provided a front yard setback to match the adjacent residential structure to the east. Between the structure and the front property line is an outdoor patio and landscaped yard that reinforces the street wall. Staff is recommending that the City Planning Commission grant alternative compliance.
- **Entrance facing Lake Street West.** There are two entrances from the restaurant directly to the patio that face Lake Street West. The principal entrance for the restaurant faces east. The residential entrance faces Lake Street West, but is setback approximately 360 feet from the public sidewalk. The applicant has provided a dedicated pedestrian walkway to connect the public sidewalk to the residential entrances along the east property line. Staff is recommending that the City Planning Commission grant alternative compliance.
- **Blank walls, exceeding 25 feet in length.** The proposed building has blank, uninterrupted walls shall exceeding 25 feet in length along the first floor parking garage and restaurant on the east and west elevations. Staff is recommending that the applicant provide architectural detail, recesses, projections, window, or additional landscaping, such as a living wall, to interrupt the blank walls so not to exceed 25 feet.
- **20% windows facing the on-site parking lot.** The applicant is required to provide window for 20% of the wall facing the on-site parking lot. The applicant is showing 12% of the wall as windows. The additional area for windows on the first floor would look in and out of the enclosed parking garage, which will not have the same active function as the restaurant and residential uses. Windows fulfill 37% of the walls on floors 2-6, which will allow for increased visibility of the parking area. In addition, the residential lobby will face the on-site parking lot. Staff is recommending that the City Planning Commission grant alternative compliance.
- **Screening of the on-site parking from the adjacent residential use to the east.** The applicant is required to screen the parallel stalls along the east property line from the adjacent residential building to the east. The applicant is providing a landscaped yard and walkway connecting the public sidewalk to the residential lobby, residential units along the east and to the rear of the property. The parking area adjacent to the east property line are parallel stalls, which

will not shine headlights on to the adjacent property. Staff finds that the applicant has sufficient area to plant a three-foot hedge between the parking area and walkway to comply with this requirement.

RECOMMENDATIONS

Recommendation of the Department of Community Planning and Economic Development for the Conditional Use Permit:

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the application for a conditional use permit to increase the maximum height of a principal structure from 2.5 stories, 35 feet, to 6 stories, approximately 75 feet, to allow for a new six-story, mixed-use building located at 3118 Lake Street West in the C3A Community Activity Center District and SH Shoreland Overlay District, subject to the following conditions:

1. The conditional use permit shall be recorded with Hennepin County as required by Minn. Stat. 462.3595, subd. 4 before building permits may be issued or before the use or activity requiring a conditional use permit may commence. Unless extended by the zoning administrator, the conditional use permit shall expire if it is not recorded within two years of approval.

Recommendation of the Department of Community Planning and Economic Development for the Variance:

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the application for a 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 to allow for a new six-story, mixed-use building located at 3118 Lake Street West in the C3A Community Activity Center District and SH Shoreland Overlay District.

Recommendation of the Department of Community Planning and Economic Development for the Variance:

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the application for a variance to reduce the off-street loading requirement from one small loading space to zero for the proposed residential use to allow for a new six-story, mixed-use building located at 3118 Lake Street West in the C3A Community Activity Center District and SH Shoreland Overlay District.

Recommendation of the Department of Community Planning and Economic Development for the Site Plan Review:

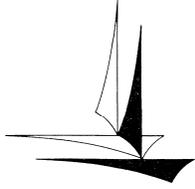
The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the site plan review application to allow for a new six-story, mixed-use building located at 3118 Lake Street West in the C3A Community Activity Center District and SH Shoreland Overlay District, subject to the following conditions:

1. Approval of the final site, elevation and floor plans by the Department of Community Planning and Economic Development.
2. All site improvements shall be completed by June 23, 2016, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.

3. The applicant shall provide architectural detail or recesses in the proposed building wall or additional landscaping materials, such as a living wall system, to avoid blank, uninterrupted walls, not exceeding twenty-five (25) feet in length.
4. The applicant shall provide 3-foot hedge, not less than 60% opaque along the east property line to screen the parking area from the adjacent residential use.

ATTACHMENTS

1. PDR report
2. Written description and findings submitted by applicant
3. Zoning map
4. Future land use map
5. Site plan
6. Site survey
7. Plans
8. Building elevations
9. Renderings
10. Shadow study
11. Draft Travel Demand Management Plan
12. Photos
13. Correspondence



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

Preliminary Development Review Report

Development Coordinator Assigned: **MATTHEW JAMES**
(612) 673-2547
matthew.james@minneapolismn.gov

Status *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001203
Applicant:	TRAMMELL CROW CHICAGO DEV. INC 2215 SOUTH YORK ROAD SUITE #214 OAK BROOK, IL 60523
Site Address:	3118 LAKE ST W
Date Submitted:	28-MAY-2014
Date Reviewed:	04-JUN-2014

Purpose

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

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

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

Project Scope

157-unit apartment complex with 5,000 square feet of commercial space on ground level.

Review Findings (by Discipline)

Historical Preservation Committee

- There is no HPC flag on this property. HPC review is not required at this time. HPC review is required for any wrecking permits pertaining to the removal of existing structures.

□ Addressing

- Per City of Minneapolis Street Naming and Address Standard V1.22, the City of Minneapolis holds authority for assignment of all addresses, verification, change, and/or additions. Each assigned address number uses the street that provides the best/direct access for life safety equipment and best/direct access to the occupants.
- The address for the proposed building will be 3118 W. Lake Street. This address meets the City of Minneapolis Street Naming and Address Standard requirements.
- When assigning suite sequences the following guidelines are as follows:
- The first one to two digits of the suite sequence number will designate the floor number of the site.
- The last two digits of the suite sequence number will designate the unique ID for the unit (condo, suite, unit, or apartment).
- Suite sequence digit numbers will be assigned to dwelling, commercial and retail units, not common areas. For example, laundry rooms, saunas, workout rooms, etc., would not be assigned numbers.
- Please provide each condo, suite, unit or apartment number.

□ Zoning - Planning

- The proposed project requires the following land use applications:
- 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 project will be reviewed by the City Planning Commission on June 23, 2014. Staff will continue to work with the applicant on any proposed site improvements or site plan adjustments after the land use process is complete.

□ Parks - Forestry

- Contact Paul Martinson (612) 499-9209 regarding removal or the process for protection of trees during construction in the city right of way.
- Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance. The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance:
- <http://library.municode.com/index.aspx?clientId=11490>
- As adopted, the fee in lieu of dedication for new residential units is \$1,500 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is \$200 per development employee (as defined in ordinance). Any dedication fee (if required) must be paid at the time of building permit issuance.
- There is also an administration fee that is 5% of the calculated park dedication fee.
- As proposed, for your PROJECT, the calculated dedication fee is as follows:
- Park Dedication Fee Calculation =
- Residential (157 units x \$1,500 per unit) = \$235,500
- Non-Residential Commercial Space = \$00
- 5% of \$XX (Administration Fee) = \$1,000
- Total Park Dedication Administrative Fee: \$236,500
- This is a preliminary calculation based on your current proposal; a final calculation will be made at the time of building permit submittal.
- For further information, please contact Matthew James at (612) 673-2547.

❑ Business Licensing

- Continue to work with Matthew James (612) 673-2547 concerning a Food Plan Review, SAC determination and any Business License application submittal that may be required for this proposed project.

❑ Right of Way

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

❑ Street Design

- All driveway aprons shall be designed and constructed to City standards. Please refer to the following: http://www.minneapolismn.gov/publicworks/plates/public-works_road . Add the appropriate details from the ROAD-2000 Series: Driveways (ROAD-2000, ROAD-2001, ROAD-2002, ROAD-2003) to the plans.
- All curb & gutter in the Public right-of-way shall be designed and constructed to City standards, curb & gutter to be City standard B624 Curb and Gutter. Please refer to the following: http://www.minneapolismn.gov/publicworks/plates/public-works_road . Add the appropriate details from the ROAD-1000 Series - Curbs and Gutters (ROAD-1003, and ROAD-1010) to the plans. Top of Curb profiles shall be provided for any section of curb replacement in excess of 50 feet.

❑ Sidewalk

- The public sidewalks at the adjacent properties and currently at this property extend to the street curb and gutter. Given the nature of W. Lake St. the traffic volumes and the high salt environment; creating and maintaining a landscaped boulevard may not be practical at this location.
- Any currently defective public sidewalk or public sidewalk damaged during construction must be removed and replaced.

❑ Traffic and Parking

- The nature of the proposed development is such that traffic impacts will be an issue; please continue to work with Allen Klugman at (612) 673-2743 to discuss the requirements of a Travel Demand Management Plan (TDMP). Exiting vehicles attempting to turn left onto Lake Street are a concern; the Applicant shall consider a reconfiguration of the Lake Street median to prevent the left turn movement out of the development. The TDMP should provide for potential alternatives.

❑ Water

- The proposed 6-story building shows an 8" fire service line only, without identification of a domestic service line. If this is to be a combination service fire; general pumps are not allowed on combination services in Minneapolis. Due to the height of the building (6 stories), pumps are used for fire protection to boost the water to the higher levels. It is recommended that a separate domestic service be provided. Please contact Rock Rogers at (612) 673-2286, to review domestic and fire service design, connections, and sizes.

❑ Fire Safety

- Provide required automatic fire suppression and fire alarm systems throughout building
Fire department connection must be located on the address side of building and within 150 feet of a fire hydrant
- Fire department apparatus access roads shall be provided and maintained at all times.
- Submit plans for fire apparatus access roads which are required for every facility, building or portion of a building constructed within the jurisdiction. For further clarification contact Michael Raeker, Fire Inspections Coordinator, at (612) 673-2642.

❑ Environmental Health

- Documented petroleum releases have occurred on site, see Minnesota Pollution Control Agency leak #15621. MPCA data indicates petroleum contamination remains on site and has impacted the ground water. The site has also participated in the MPCA Voluntary Investigation and Cleanup Program, Site ID # VP31020. It is recommended the developer/owner enter into the Minnesota Pollution Control Agency Voluntary Investigation and Clean-up program and request a letter of no association for existing site contamination. As part of this program the developer/owner will be required to identify and obtain preapproval for removal, disposal and/or reuse address impacted soils disturbed during this project on the site from the MCPA and the City of Minneapolis prior to beginning excavation activities. If unidentified impacted soil is encountered during site activities work will need to stop and notification provided to the MN State Duty officer at (615) 649-5451.
- Current parking is at-grade. If parking for the proposed project will be below grade, determination of the seasonal high water table needs to be conducted for impact to subgrade structures. Subgrade structures should be designed to prevent infiltration of groundwater without the need for a permanent dewatering system being installed. If a continuously operating permanent dewatering system is needed it must be approved as part of the sanitary sewer and storm drain site plan approval prior to construction beginning.
- If dewatering is required during site construction see below for city permit requirements.
- No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or during any hours on Saturdays, Sundays and state and federal holidays, except under permit. Contact Environmental Services at 612-673-3867 for permit information.
- Permits and approval are required from Environmental Services for the following activities: Temporary storage of impacted soils on site prior to disposal or reuse; Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water, underground or aboveground tank installation or removal, well construction or sealing. Contact Tom Frame at 612-673-5807 for permit applications and approvals.
- A review of the project, permits issued and an inspection from Environmental Service for identification of equipment and site operations that require annual registration with the City of Minneapolis will occur for this project.

□ Sewer Design

- Groundwater: Please provide a copy of any geotechnical reports for the site. It must be adequately demonstrated that permanent pumping of groundwater will not be necessary in order to keep the below grade areas dry.
- Stormwater Management: The project is subject to the stormwater treatment requirements of Chapter 54 of the Minneapolis Code of Ordinances. Please provide the necessary documentation and analysis demonstrating compliance with Chapter 54, including stormwater calculations, BMP maintenance plans, etc. As no stormwater modeling was submitted, a complete review of the application was not possible.
- Please also provide a copy of any geotechnical reports for the site. In the absence of field measured infiltration rates, the design infiltration rates from the MN Stormwater Manual (http://stormwater.pca.state.mn.us/index.php/Design_infiltration_rates) should be used for the design of the infiltration practice.
- The area drains shown on Sheet C1.2 on the east side of the site are not identified as being connected to any storm sewer pipes. Please show the pipes and connections on the plans.
- Please identify the location of the roof drains and interior storm sewer connections to the exterior system. Please also indicate the location of any proposed foundation or drain tile and connections or discharges.
- An operations and maintenance plan is required for the stormwater treatment devices. The O&M plan shall define the maintenance regimen, including type and interval of maintenance and party to conduct such maintenance. Please provide a copy of the O&M Plan.
- The proposed project is located within the Minnehaha Creek Watershed District, which has a separate review process from that of the City. Please note it may be necessary to obtain approvals or permits from Minnehaha Creek Watershed District.
- Utility Connections: Please identify if the existing storm sewer service connection to the City storm main is proposed to be removed/abandoned. Please note removing or abandoning must be in accordance with all city requirements.
- Utility: It appears that the catch basin, identified on the survey, behind the Lake Street back of curb towards the west side of the site was previously connected to slotted drains along the sidewalk in this location. It does not appear that the slotted drains are still in place. Further investigation will be completed to determine if the catch basin needs to be reconstructed, as noted on Sheet C1.2, or if it can be eliminated.
- Non Stormwater Discharges: Detail all mechanical and non-stormwater discharges. Non-stormwater discharges are not permitted unless approved by the City of Minneapolis. Non-stormwater discharges not declared and approved will not be permitted. If there currently are none and nothing is proposed declare this status on the plans.
- For comments or questions on Public Works Surface Water & Sewers Division related requirements please contact Jeremy Strehlo, Professional Engineer, at (612) 673-3973, or jeremy.strehlo@minneapolismn.gov

□ Construction Code Services

- An accessible route shall be provided to the raised 'residential lawn and plaza' areas on the North end.
- Accessible parking shall be located on the shortest route of travel from parking to an accessible building entrance. The main level accessible parking and access isle would be more appropriate located nearer across the South elevator and lobby, similar to parking level P1.
- At least one parking space shall be Van accessible, and shall provide vehicular entrance, exit, route, access isle and parking space with 98 inches vertical clearance.
- Signage shall be provided to identify accessible parking, parking isles, routes, and entrances locations.
- Accessible routes shall consist of walking surfaces or slopes not steeper than 1:20.
- At least 60% of all public entrances to each building and tenant spaces shall be accessible.
- Type 'A' accessible units shall be provided with Work surfaces per 1003.12.3
- Provide signed Engineered Shoring plans and documentation that address method of piling, if piling is proposed (i.e vibration) and monitoring to assure continued compliance and protection for both adjacent and subject properties.

- Include in the building code analysis, a calculation of wall openings (actual vs. tabular) for the West building elevations per IBC table 704.8 due to distance to property line.
- Provide furred out walls in dwelling units adjacent to rated shaft enclosures to prevent wall membrane penetrations.
- Barriers to be provided at stair enclosures per IBC 1021.5 to prevent unintentional exiting below exit level of discharge.

END OF REPORT

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.

May 27, 2014

Councilmember Lisa Goodman
350 S. 5th St., Room 307
Minneapolis, MN 55415

Re: 3118 W. Lake Street – Land Use Application and Plan Development Review

Dear Councilmember Goodman:

On behalf of Trammell Crow Company, we are writing you to let you know that we will be submitting a Land Use Application and Plan Development Review for the Tryg's redevelopment located at 3118 W. Lake Street. The land is Zoned C3A. We will be working with staff to determine what variances, if any, will be required.

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 is 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 redevelopment will include 157 contemporary apartment units and 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 the 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

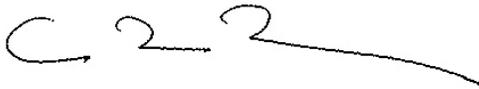
May 27, 2014

Page 3 of 3

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Sincerely,

Elness Swenson Graham Architects, Inc

A handwritten signature in black ink, appearing to read 'AR Roseth', with a long horizontal flourish extending to the right.

Aaron R. Roseth, Associate AIA
Principal

cc: Grady Hamilton, Johnny Carlson

May 27, 2014

Robert Corrick, CIDNA Land Use Committee Chair
PO Box 16270
Elmwood Branch
Minneapolis, MN 55416

Re: 3118 W. Lake Street – Land Use Application and Plan Development Review

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Green and Sustainable Features

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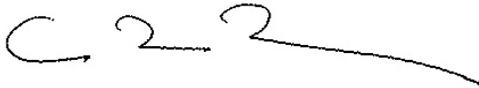
May 27, 2014

Page 3 of 3

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Aaron R. Roseth, Associate AIA
Principal

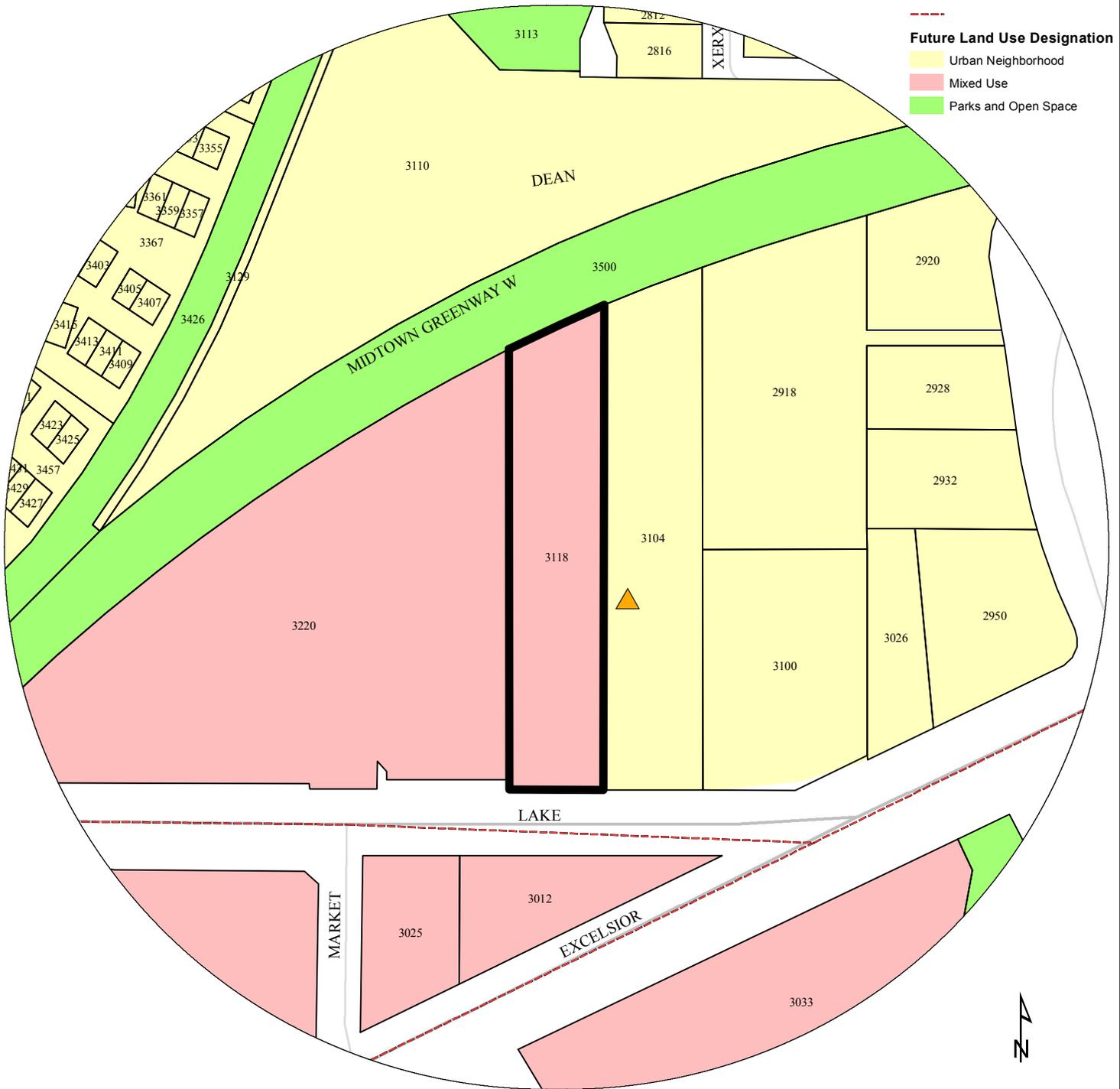
cc: Grady Hamilton, Johnny Carlson

NAME OF APPLICANT

WARD

Future Land Use Map

-  Major Retail Center
-  Commercial Corridor
- Future Land Use Designation**
 -  Urban Neighborhood
 -  Mixed Use
 -  Parks and Open Space



200 100 0 200 400

PROPERTY ADDRESS

3118 Lake Street West

FILE NUMBER

BZZ-6597

3118 West Lake Street



3118 West Lake Street Minneapolis, MN 55416



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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 _____

NOT FOR CONSTRUCTION

SHEET INDEX

SHEET NUMBER	SHEET NAME	LUA - 5/23/2014	PDR - 5/23/2014
GENERAL INFORMATION			
T1.1	TITLE SHEET	*	*
T1.2	PURPOSE AND VISION	*	*
V1.0	SURVEY	*	*
CIVIL			
C1.1	DEMOLITION PLAN	*	*
C1.2	GRADING, DRAINAGE, AND UTILITY PLAN	*	*
C1.3	NOTES AND DETAILS	*	*
C1.4	EROSION CONTROL AND STORMWATER POLLUTION PREVENTION PLAN	*	*
LANDSCAPE			
L100	LANDSCAPE PLAN	*	*
ARCHITECTURAL			
A0.1	EXISTING CONTEXT IMAGES	*	*
A0.2	SITE SECTIONS	*	*
A0.3a	BUILDING PERSPECTIVES	*	*
A0.3b	BUILDING PERSPECTIVES	*	*
A0.3c	BUILDING PERSPECTIVES	*	*
A0.3d	BUILDING PERSPECTIVES	*	*
A0.3e	BUILDING PERSPECTIVES	*	*
A0.3f	BUILDING PERSPECTIVES	*	*
A0.3g	BUILDING PERSPECTIVES	*	*
A0.3h	BUILDING PERSPECTIVES	*	*
A0.3i	BUILDING PERSPECTIVES	*	*
A0.3j	BUILDING PERSPECTIVES	*	*
A0.3k	BUILDING PERSPECTIVES	*	*
A0.3l	BUILDING PERSPECTIVES	*	*
A0.3m	BUILDING PERSPECTIVES	*	*
A0.3n	BUILDING PERSPECTIVES	*	*
A0.3o	BUILDING PERSPECTIVES	*	*
A0.3p	BUILDING PERSPECTIVES	*	*
A0.3q	BUILDING PERSPECTIVES	*	*
A0.3r	BUILDING PERSPECTIVES	*	*
A0.3s	BUILDING PERSPECTIVES	*	*
A0.3t	BUILDING PERSPECTIVES	*	*
A0.3u	BUILDING PERSPECTIVES	*	*
A0.3v	BUILDING PERSPECTIVES	*	*
A0.3w	BUILDING PERSPECTIVES	*	*
A0.3x	BUILDING PERSPECTIVES	*	*
A0.3y	BUILDING PERSPECTIVES	*	*
A0.3z	BUILDING PERSPECTIVES	*	*
A0.4	SHADOW STUDY	*	*
A1.0	PARKING LEVEL P1 PLAN	*	*
A1.1	STREET LEVEL PLAN	*	*
A1.2	LEVEL 2 PLAN	*	*
A1.3	LEVEL 3 PLAN	*	*
A1.4	LEVEL 4 PLAN	*	*
A1.5	LEVEL 5 PLAN	*	*
A1.6	LEVEL 6 PLAN	*	*
A1.7	ROOF LEVEL PLAN	*	*
A3.1	EXTERIOR ELEVATIONS	*	*
A3.1 X	EXTERIOR ELEVATIONS	*	*
A3.2	EXTERIOR ELEVATIONS	*	*
A3.2 X	EXTERIOR ELEVATIONS	*	*
A3.3	EXTERIOR ELEVATIONS	*	*
A3.3 X	EXTERIOR ELEVATIONS	*	*

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		
%		8%	48%	1%	36%	3%				
Avg Size		573	723	930	1,103	1,324	1,450			
Range SF		573	708-733	930	1066-1201	1,324	1,450			

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.



elness swenson graham architects
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p. 612.339.5508
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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

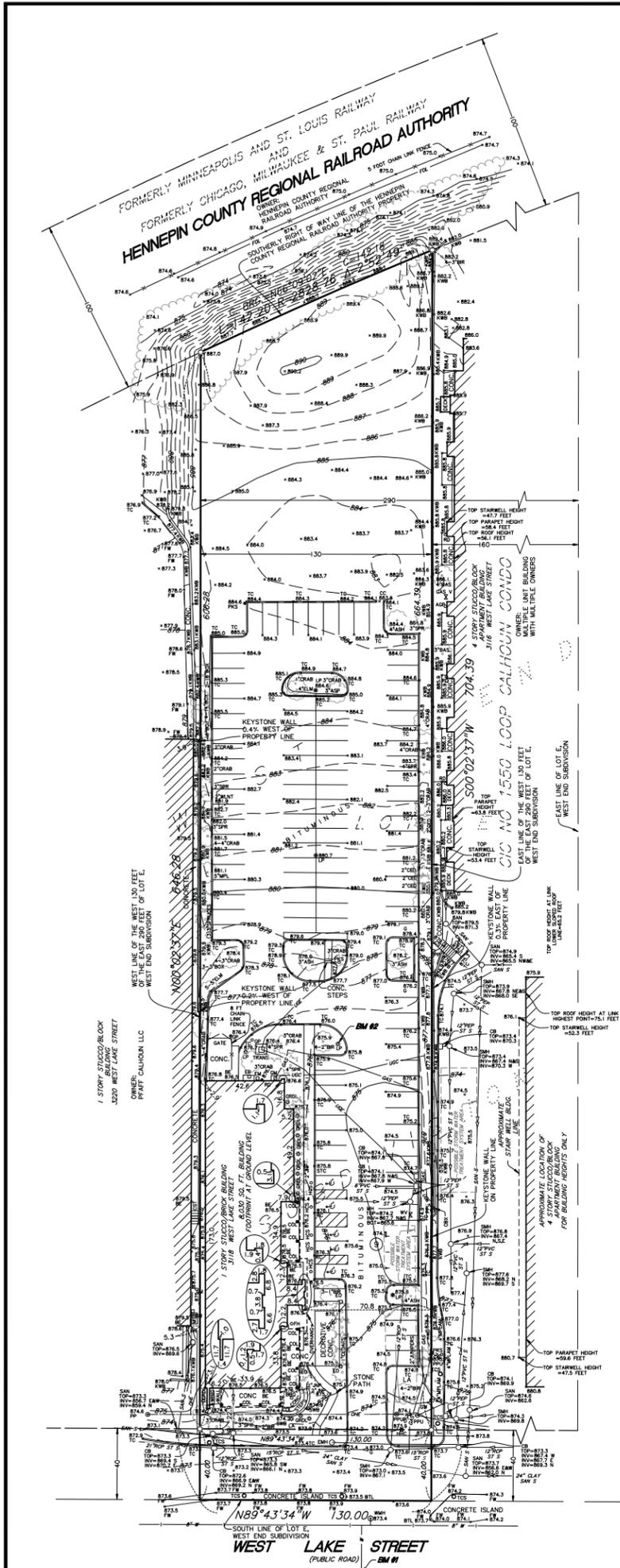
Signature _____

Typed or Printed Name _____

License # _____ Date _____

NOT FOR CONSTRUCTION

<p>LAND USE APPLICATION 5/23/2014</p>							
<p>ORIGINAL ISSUE: 05/23/14</p>							
<p>REVISIONS</p> <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			
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<p>213533 PROJECT NUMBER</p>	<p>ESG _____ ESG _____ DRAWN BY _____ CHECKED BY _____</p>						
<p>KEY PLAN</p>							
<p>3118 W. LAKE ST.</p>							
<p>PURPOSE AND VISION T1.2</p>							



DESCRIPTION OF PROPERTY SURVEYED

(Per First American Title Insurance Company Commitment for Title Insurance File No. NCS-635523-MPLS, 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

[] Bearings and/or dimensions listed within brackets are per plat or record documents.

TITLE COMMITMENT

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

Schedule B Exceptions:

① Exceptions are indicated on survey with circled numbers where applicable.

9.) Terms, conditions, covenants, restrictions, obligations and easements set forth in the DECLARATION dated May 18, 2004, recorded May 19, 2004 as Document No. 8355413.

GENERAL NOTES

- 1.) Adjoining 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 the survey based on our own research; however, we have not included item 6(g) in the survey certification because zoning information has not been provided to us by the insurer 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 develop a view of the underground utilities shown hereon. However, lacking excavation, the exact location of underground features 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 onsite by those utility companies whose locators responded to our Gopher State One Call, ticket number 133150419.
- 4.) Contact GOPHER STATE ONE CALL at 651-454-0002 (800-252-1166) for precise onsite 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. 2701720354E, 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.

The subject property is zoned C3A- Community Activity Center District.

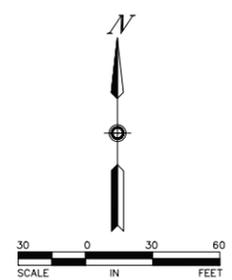
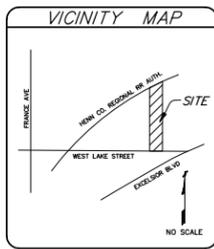
2.) Parking: 112 Regular Spaces
5 Handicap Spaces
117 Total Spaces

AREAS

Gross = 87,879 square feet or 2.017 acres
Net = 82,878 square feet or 1.898 acres
(Excluding south 40 feet for West Lake Street)

LEGEND

o	Denotes iron monument set marked with P.L.S. No. 448890		
AGP	Denotes above ground pipe	SAN	Denotes sanitary manhole
BBQ	Denotes barbecue	SAN S	Denotes sanitary sewer
BE	Denotes building entrance	SMH	Denotes storm manhole
BTL	Denotes beaver tail curb	ST S	Denotes storm sewer
CB	Denotes catch basin	STC	Denotes top of surmountable curb
CC	Denotes curb cut	SWB	Denotes stone wall base
CBX	Denotes communication box	TC	Denotes top of concrete curb
COL	Denotes building column	TCS	Denotes traffic control sign
CST	Denotes concrete step	TRANS	Denotes transformer
EM	Denotes electric meter	USC	Denotes underground communication line
EMH	Denotes electric manhole	UGE	Denotes underground electric line
EO	Denotes electric outlet	W	Denotes water line
FH	Denotes fire hookup	WMH	Denotes water manhole
FOL	Denotes fiber optic line		
FW	Denotes face walk top	ASP	Denotes Aspen tree
G	Denotes gutter	BAS	Denotes Basswood tree
GAS V	Denotes gas valve	BIR	Denotes Birch tree
GM	Denotes gas meter	BOX	Denotes Boxelder tree
GP	Denotes guard post	CED	Denotes Cedar tree
GRDL	Denotes ground light	CRAB	Denotes Crabapple tree
GW	Denotes guy wire	JNP	Denotes Juniper
HCS	Denotes handicap sign	MPALM	Denotes Amur Maple tree
HHC	Denotes communication hand hole	MPL	Denotes Maple tree
HYD	Denotes fire hydrant	SPR	Denotes Spruce tree
KWB	Denotes keystone wall base	WLNT	Denotes Walnut tree
LA	Denotes landscaped area		
LP	Denotes light pole		
MST	Denotes metal steps		
OHE	Denotes overhead electric line		
PEP	Denotes polyethylene pipe		
PVC	Denotes polyvinylchloride pipe		
RC	Denotes ribbon curb		
RCP	Denotes reinforced concrete pipe		
RD	Denotes roof drain		



- BENCH MARKS (BM)-NGVD 1929**
- 1.) Top of top nut of fire hydrant south side of West Lake Street, across from drive of entrance to 3118 West Lake Street. Elevation = 875.83 feet
 - 2.) Top of "X" on east side of concrete light pole base, 36 1/2 feet northeast of northeast building corner of 3118 West Lake Street. Elevation = 877.60 feet

SURVEYOR'S CERTIFICATION

To: Trammell 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 NSPS, and includes Items 1, 2, 3, 4, 5, 7(a), 7(b)(1), 8, 9, 11 and 13 of Table A thereof. The field work was completed on November 26, 2013.

Dated this 22nd day of May, 2014.

SUNDE LAND SURVEYING, LLC.
By: *Leonard F. Carlson*
Leonard F. Carlson, P.L.S. Minn. Lic. No. 448890



Added bldg & heights on east side	JMD	2/6/2014
Revision	By	Date
	JMD	

Drawing Title:
ALTA/ACSM LAND TITLE SURVEY FOR TRAMMELL CROW COMPANY 3118 WEST LAKE STREET, MINNEAPOLIS, MN

SUNDE LAND SURVEYING
Main Office: 9001 East Bloomington Freeway (150W) • Suite 118
Bloomington, Minnesota 55420-3435
952-881-2455 (Fax: 952-888-9026)
West Office: Mandan, North Dakota 701-663-5562
www.sunde.com

Project: 2013-241 By: Pgs. 252/41 Date: 05/22/2014
Township: 29 Range: 24 Section: 32
File: 2013241001.dwg 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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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 under the laws of the State of

Signature _____

Typed or Printed Name _____

License # Date _____



Sunde Engineering, Inc.
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(952) 881-3244 TELEPHONE
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www.sundeinc.com

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LAND USE APPLICATION
5/23/2014

ORIGINAL ISSUE:

REVISIONS

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NM MK DRAWN BY CHECKED BY

KEY PLAN

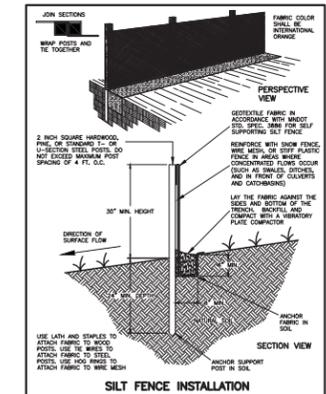
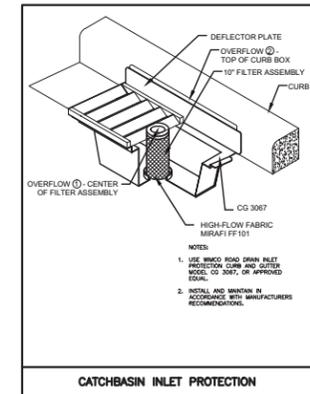
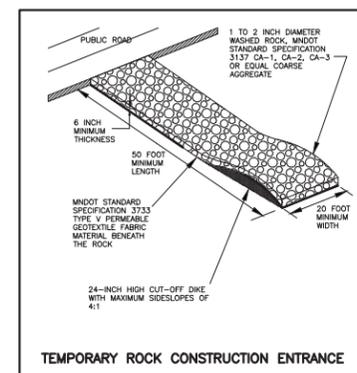
3118 W. LAKE ST.

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.

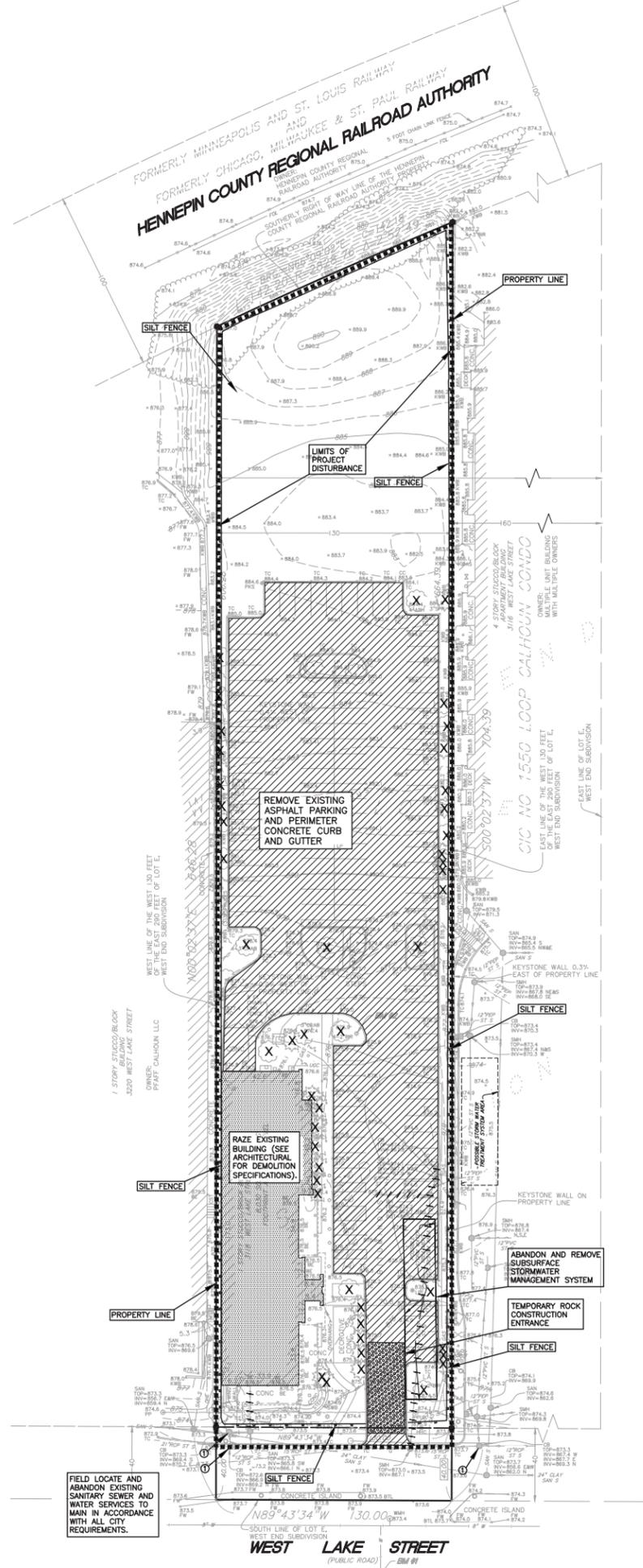


KEYNOTES:
① - CATCH BASIN INLET PROTECTION (ACF SILT SACK, OR CITY OF MINNEAPOLIS APPROVED EQUAL). SEE DETAIL.

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.

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



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



Know what's below. Call before you dig.

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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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 under the laws of the State of

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www.sunde.com

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213533 PROJECT NUMBER

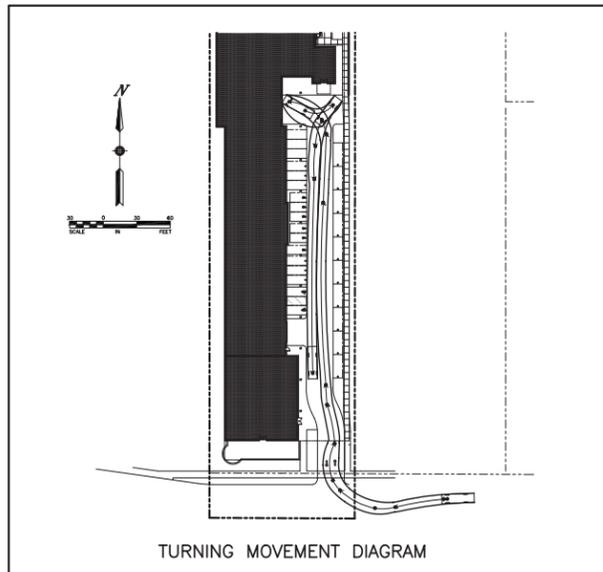
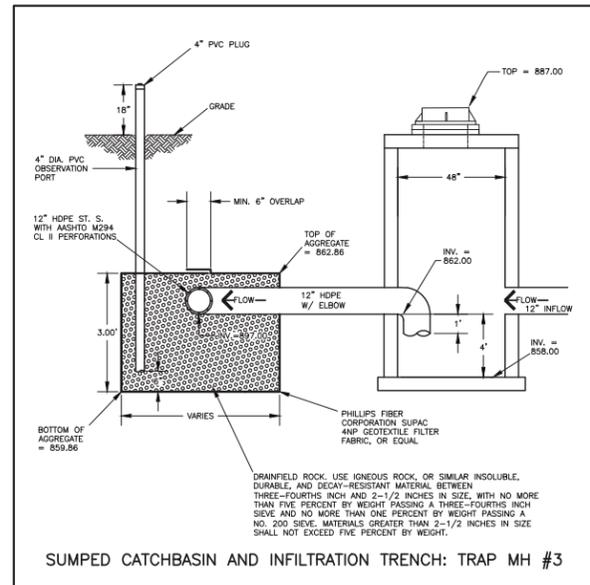
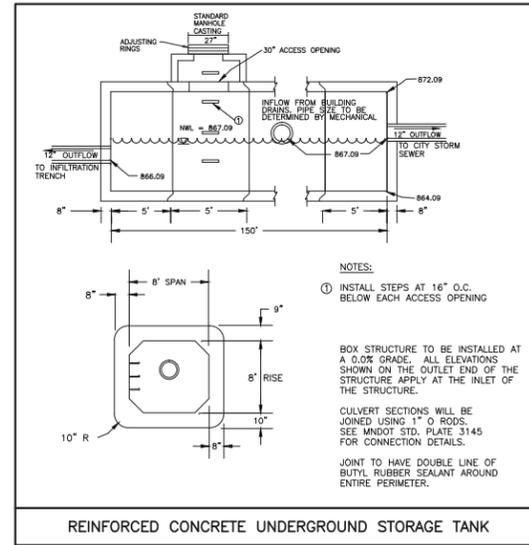
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KEY PLAN

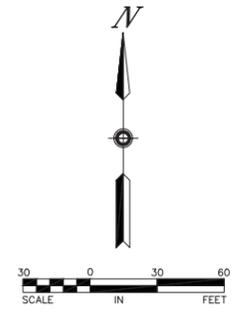
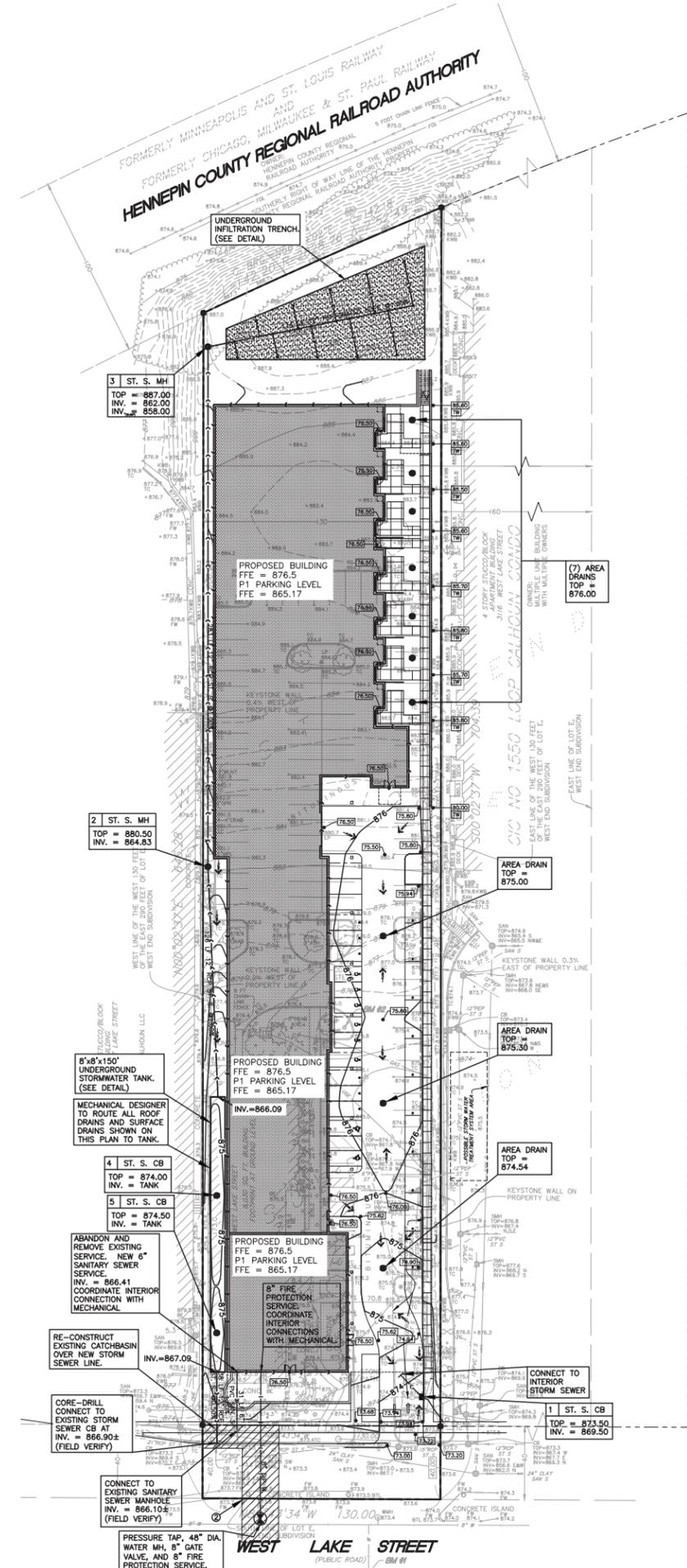
3118 W. LAKE ST.

GRADING, DRAINAGE, AND UTILITY PLAN

C1.2



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





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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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 www.sunde.com

NOT FOR CONSTRUCTION

LAND USE APPLICATION
 5/23/2014

ORIGINAL ISSUE:

REVISIONS

213533

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 :

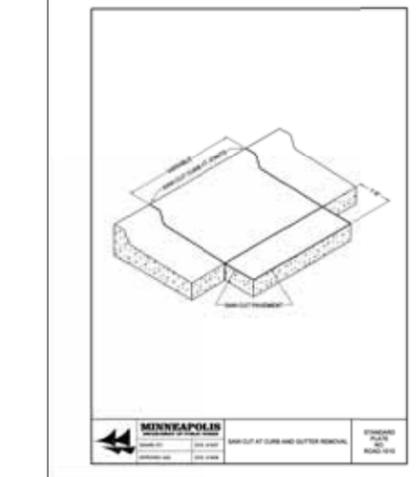
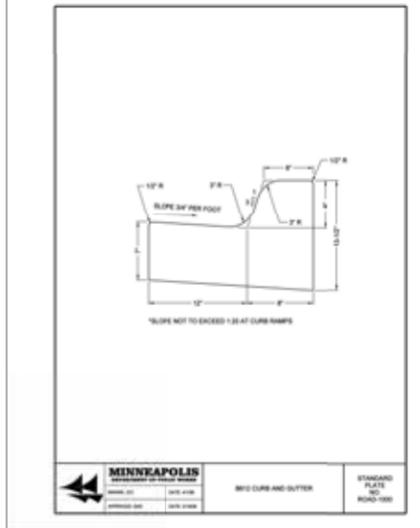
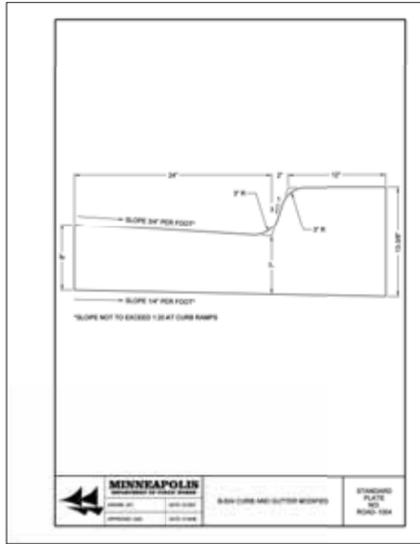
- Comply with the work safety practices specified by the Occupational Safety and Health Administration (OSHA). Comply with all applicable local, state, and federal safety regulations. OSHA prohibits entry into "confined spaces", such as manholes and inlets (see 29 CFR Section 1910.146), without understanding 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 86.31 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

GENERAL REQUIREMENTS:

- Apply for and obtain the GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY from the Minnesota Pollution Control Agency.
- Perform all construction activity in accordance with the Minnesota Pollution Control Agency GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY issued August 1, 2013 and all subsequent amendments thereto.
- Stormwater Pollution Prevention Plan (SWPPP): The SWPPP includes this narrative, the Grading, Utility, and Erosion Control Plans, Notes, Detail sheets, and Stormwater Management Calculations.
- Keep a copy of the SWPPP, all changes to it, and inspections and maintenance records at the site during the construction. The SWPPP must be available for review. The SWPPP can be kept in the field office or an on-site vehicle. If there will not be a trailer or a project manager on site, then place the SWPPP in an accessible on-site container.
- The Contractor must designate a person knowledgeable and experienced in the application of erosion prevention and sediment control BMPs who will oversee the implementation of the SWPPP, and the installation, inspection, and maintenance of the erosion prevention and sediment control BMPs before and during construction.
- The person who will oversee implementation of the SWPPP must have daily access to the SWPPP documentation.
- Individuals preparing the SWPPP for the project, overseeing implementation of the SWPPP, revising and amending the SWPPP, and at least one individual on the project performing installation, inspection, maintenance, and repairs of BMPs must be trained. The training must be done by a local, state, federal agency; professional organization; or other entities with expertise in erosion prevention, sediment control, or permanent storm water management. Training documentation must be in or with the SWPPP or be available within 72 hours upon request.

POLLUTION PREVENTION MANAGEMENT MEASURES:

- Solid Waste:** Dispose of collected sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction and demolition debris, and other wastes properly off-site in compliance with Minnesota Pollution Control Agency requirements.
- Hazardous Materials:** Properly store oil, gasoline, paint and any hazardous substances in order to prevent spills, leaks or other discharge. Include secondary containment. Restrict access to storage areas in order to prevent vandalism. Storage and disposal of hazardous materials must be in compliance with MPCA regulations.
- Dirt Materials:** Dispose of unused building materials, garbage, trash, cleaning wastes, toxic materials, and wastewater properly off-site and in compliance with Minnesota Pollution Control Agency disposal requirements.
- Furnish suitable trash containers and regularly remove the accumulated trash from the premises.
- Do not allow solid waste, hazardous materials, and other materials shall be carried by runoff into a receiving water or storm sewer system.
- Limit external washing of trucks and other construction vehicles to a defined area of the site. Wash vehicles only on an area stabilized with stone that drains into an approved sediment trapping device. Contain runoff and properly dispose of waste. Engine degreasing is prohibited.
- Concrete Washout Operations:** Contain all liquid and solid wastes generated by concrete washout operations in a leak-proof containment facility or impermeable liner. Do not allow the liquid and solid wastes to contact the ground. Prevent runoff from the concrete washout operations or areas. Dispose of liquid and solid wastes properly in compliance with Minnesota Pollution Control Agency regulations. Install a sign signifying to each washout facility in order to inform concrete equipment operators to utilize the proper facilities.
- Sanitary and Spill Waste:** Furnish and install detached portable toilet facilities at the construction site. The portable toilets shall be conveniently located for the use of all workers on the project. Maintain the facilities in a clean, dry, sanitary condition in accordance with Minnesota Department of Health requirements.

EROSION PREVENTION PRACTICES:

- Delineate the location of areas not to be disturbed (e.g. with flags, stakes, signs, silt fence, etc.) on the development site before work begins.
- Avoid removal of trees and surface vegetation wherever possible. Schedule construction in order to freeze the smallest practical area of soil at any given time. Implement appropriate construction phasing, vegetative buffer strips, horizontal slope grading, and other construction practices that minimize erosion.
- Following initial soil disturbance or redistribution, complete permanent or temporary stabilization against erosion due to rain, wind, and running water as soon as possible, but in no case later than 14 calendar days, on all disturbed or graded areas including stormwater management pond sidelanes. This requirement does not apply to those areas that are currently being used for material storage or for those areas on which grading, site building, or other construction activities are actively underway.
- Provide temporary grass seed cover on all topsoil stockpiles and other areas of stockpiled erodible material in order to prevent soil erosion and rapid runoff during the construction period. Prolonged periods of open, bare earth without grass cover will not be permitted. Stabilize all disturbed grass areas with a minimum of 4" topsoil immediately after final subgrade completion. Seed and mulch, or sod and stake these areas within 48 hours after completion of final grading work (weather permitting).
- Stabilize all disturbed areas to be paved using early application of gravel base.
- Apply necessary moisture to the construction area and haul roads in order to prevent the spread of dust.

SEDIMENT CONTROL PRACTICES:

- Implement sediment control practices in order to minimize sediment from entering surface waters, including curbs and gutter systems and storm drain lines.
- Install all temporary or permanent sediment control measures including silt fence at perimeter of construction, rock construction entrances, sediment filters, and silt socks adjacent to beginning site clearing, grading, or other land-disturbing activity.
- Establish sediment control practices on all down gradient perimeters before any up gradient land disturbing activities begin. These practices must remain in place until final stabilization has been established.
- The timing of the installation of sediment control practices may be adjusted in order to accommodate short-term activities, but sediment control practices must be installed before the next precipitation event even if the short-term activity is not complete.
- If the down gradient treatment system becomes overloaded, install additional up gradient sediment control practices or redundant BMPs in order to eliminate the overloading.
- Install check dams, diversion swales, or other grade control structures in order to ensure sheet flow and prevent rills (for slope lengths greater than 75 feet with a grade of 3% or steeper).
- Prior to beginning site clearing and grading, protect all storm sewer inlets that receive runoff from disturbed areas. In order to prevent sediment from entering the storm sewer system, seal all storm sewer inlets that are not needed for site drainage during construction. Protect all other storm sewer inlets by installing sediment control practices. Protect all other storm sewer inlets by installing sediment control practices. Seal all storm sewer inlets that are not needed for site drainage during construction. Protect all other storm sewer inlets by installing sediment control practices. Seal all storm sewer inlets that are not needed for site drainage during construction. Protect all other storm sewer inlets by installing sediment control practices.
- Before beginning construction, install a TEMPORARY ROCK CONSTRUCTION ENTRANCE at each point where vehicles exit the construction site. Use 25 mm (1 inch) to 50 mm (2 inch) diameter rock, MNDOT Standard Specification 3137 CA-1, CA-2, CA-3, or equal Course Aggregate. Place the aggregate in a layer of least 152 mm (6 inches) thick across the entire width of the entrance. Extend the rock entrance at least 15 m (50 feet) into the construction zone. Use a geotextile fabric material beneath the aggregate in order to prevent migration of soil into the rock from below. Maintain the rock entrance in a condition that will prevent tracking or flowing of sediment onto paved roadways. Perform periodic top dressing with additional stone as required. Close all soil sources with potential for discharging to the inlets are stabilized.
- If necessary, clean the wheels of construction vehicles in order to remove soils before the vehicles leave the construction site. Wash vehicles only on an area stabilized with stone that drains into an approved sediment trapping device.
- Remove all soils and sediments tracked or otherwise deposited onto adjacent property, pavement areas, sidewalks, streets, and alleys. Removal shall be on a silt basin throughout the duration of the construction. Clean paved roadways by sweeping or wet-sweeping. Do not dry sweep. If necessary, scrape paved surfaces in order to loosen compacted sediment material prior to sweeping. Haul sediment material to a suitable disposal area. Street washing is allowed only after sediment has been removed by sweeping or wet-sweeping.
- Silt Stockpiles:** Install silt fences or other effective sediment controls around all temporary soil stockpiles. Locate soil or dirt stockpiles such that the downslope drainage length is no less than 8 m (25 feet) from the toe of the pile to a surface water, including stormwater conveyances such as curb and gutter systems, or conduits and ditches unless there is a bypass in place for the stormwater. If remaining for more than 7 days, stabilize the stockpiles by mulching, vegetative cover, tarps, or other means. During street repair, cover construction soil or dirt stockpiles located closer than 8 m (25 feet) to a roadway or drainage channel with tarps, and protect storm sewer inlets with silt socks and silt fence.
- Silt Fence:** Install silt fence along the contour (on a level horizontal plane) with the ends turned up (J-hooks) in order to help pond water behind the fence. Install the silt fence on the uphill side of the support posts. Provide a post spacing of 1.2 m (4 feet) or less. Drive posts at least 6 m (20 feet) into the ground. Anchor the silt fence fabric in a trench at least 152 mm (6 inches) deep and 152 mm (6 inches) wide dug on the up-slope side of the support posts. Lay the fabric in the trench and then backfill and compact with a vibratory plate compactor. Make any splices in the fabric at a fence post. Splices, overlap the fabric at least 152 mm (6 inches), fold it over, and securely fasten it to the fence post. Silt fence supporting posts shall be 51 mm (2 inch) square or larger hardwood, pine, or standard T- or U-section steel posts spaced at intervals of 3 m (10 feet) or less. Drive posts for the reinforcing fence at least 0.6 m (2 feet) into the ground.
- Reinforce erosion control facilities in areas where concentrated flows occur (such as swales, ditches, and areas in front of culverts and catchbasins) by backing them with stone fence, wire mesh, or stiff plastic mesh reinforcement until the turf establishment operations have been completed. Posts for the reinforcing fence shall be 100 mm (4 inch) diameter wood posts, or standard steel fence posts weighing not less than 0.58 kg (1.3 lbs) per linear foot, with a minimum length of 762 mm (30 inches) plus burial depth. Space posts for the reinforcing fence at intervals of 3 m (10 feet) or less. Drive posts for the reinforcing fence at least 0.6 m (2 feet) into the ground.
- Coordinate a meeting between a representative of the grading contractor, the Owner of the project, and the City staff in order to review the erosion control plan and the requirements of the City prior to any work on the site. Notify the City staff immediately after the erosion control measures are installed. Do not begin grading work until the City staff approves the installed erosion control measures.
- Maintain all temporary erosion and sediment control devices in place until the contributing drainage area has been stabilized (hard-surfaced areas paved and vegetation established in grasspads). Repair any fillings, gully formation, or washouts. After final establishment of permanent stabilization, remove all temporary synthetic, structural, and non-biodegradable erosion and sediment control devices and any accumulated sediments. Dispose-of off site.

DEWATERING AND BASIN DRAINAGE:

- If dewatering is required and sump pumps are used, all pumped water must be discharged through an erosion control facility (temporary sedimentation basin, grit chamber, sand filter, sump chamber, hydro-cyclone, silt concentrator, dewatering bag or other appropriate facility) prior to leaving the construction site. Proper energy dissipation must be provided at the outlet of the pump system.
- Discharge all water from dewatering activities in a manner that does not cause nuisance conditions on down gradient properties causing significant adverse impact.

FINAL STABILIZATION:

- Complete all soil disturbing activities at the site and stabilize all soils by a uniform perennial vegetative cover with a density of 70% over the entire pervious surface area, or other equivalent means necessary in order to prevent soil failure under erosive conditions.
- Verify that the permanent stormwater treatment system is completed in accordance with the design and specifications. Remove all sediment from conveyance systems.
- 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.

SOIL STABILIZATION:

- Water and maintain seeded or sodded areas on a timely day-to-day basis. In the event of a seeding failure, reseed and re-soil areas where the initial seeding has failed to grow and perform additional watering as necessary at no additional cost to the Owner. Promptly replace all sod that dies out to the point where it is presumed dead and all sod that has been damaged, displaced, weakened, or heavily infested with weeds at no additional cost to the Owner.
- In areas to be temporarily seeded, use introduced seed mixture equivalent to MNDOT No. 250. Apply seed mixture at a rate of 78.4 kg per hectare (70 lbs per acre) in accordance with MNDOT Standard Spec. 2575. Incorporate a Type 3 fertilizer (slow release type with 10 week residual) consisting of 22-5-15 (N-P-K) into the soil at an application rate of 352 kg per hectare (350 lbs per acre) by diskling prior to seeding.
- Establish native seed mix in accordance with MNDOT Standard Spec. 2575.3. Use a Trux type, or equal interseed drill with at least two seed boxes: a small/fine seed box and a large/huffy seed box. Drill large/huffy seeds to a final planting depth of 10 mm (1/2 inch) to 25 mm (1 inch) deep from the large/huffy seed box. Split the drill rates in half and make two passes over the site in order to decrease competition in drill rows. Scatter small/fine seeds over the soil surface by drop-seeding from the small/fine seed box, or broadcast. Coordinate with the seed vendor to keep the large/huffy seeds separate from the small/fine seeds so that they may be installed from separate seed boxes. Lightly harrow or rake the site following the seeding operation. Pack the soil following harrowing in order to ensure a firm seed-bed.
- In areas to be permanently stabilized, landscape with decorative rock, plantings, and sod (refer to Landscape Plan for design and details) into the construction zone.
- In seeded areas with slopes equal to or flatter than 4:1, apply MNDOT Standard Spec. 3882 Type 1 mulch uniformly over the soil surface by hand or machine within 48 hours after seeding in accordance with MNDOT Standard Spec. 2575.3. Apply mulch at a rate of 4.5 metric tons per hectare (2 tons per acre). Immediately after placement, anchor all applied material into the soil by crimping (straight diskling) in a direction perpendicular to the overland storm water flow. Punch the mulch into the soil to a depth of 2 to 3 inches with a disk spacing of 8" or less.

MATERIALS:

- Storm Sewer Inlet Protection:** The following are approved inlet sediment control devices:
 - Road Drain Top Slab Model RD 23 (fits rough opening for 2'x3" Inlet), Road Drain Top Slab Model RD 27 (fits rough opening for 27" Inlet), or Road Drain Top Slab Model RD 3067 (fits Neenah Coating with 30-1/4"x17-3/4" dimensions) manufactured by MIMCO, 799 Thels Drive, Shakopee, MN, 55379, Phone (952) 233-3055.
 - Silt Sock:** Regular flow (40 gal/min/ft. ft.). Average width strength equal to 100 lbs/ft. ASTM D-884. Rectangular silt sock with Round siltsock on round inlet. Use ACF Environmental, Inc. 2831 Cardwell Road, Richmond, VA 23234, Phone (800) 448-3636, or approved equal.
 - IntraloSe Sediment Control Barrier:** Install geotextile sock on the outside of the barrier in order to trap additional fines. Standard frames are available to fit 24" to 30" diameter and 2'x3' openings. Distributed by ROYAL ENTERPRISES AMERICA, 30622 Forest Boulevard, Stacy, MN, 55079, Phone (651) 462-2130.
 - Ridge Bag Rock Log:** Use rock logs only for curb inlets after pavement is in place. Manufactured by RED BARN RIDGE, 3135 County Road 136, Saint Cloud, MN, 55301, Phone (320) 333-3744.
- Topsoil:** Topsoil used for final grading of areas to be turfed or planted shall meet the requirements of MNDOT Standard Specification 3877 for topsoil borrow modified to contain no more than 35% sand. Topsoil shall be responsibly free of silt, heavy clay, coarse sand, stones, and other objects over 51 mm (2 inches) in diameter; and without plants, roots, sticks, and other objectionable material.
- Mulch:** MNDOT Standard Specification 3882 Type 1 mulch material.
- Geotextile Fabric for Subgrade Stabilization (if required):** MNDOT Standard Specification 3733 Type V permeable geotextile material.
- Supporting Posts for Siltfence:** 51 mm (2 inch) square or larger hardwood, pine, or standard T- or U-section steel posts. T- or U-section steel posts shall weigh not less than 1.8602 kg per meter (1.25 lb per linear foot). Posts shall have a minimum length of 1524 mm (5 feet). Posts shall have projections to facilitate fastening the fabric and prevent slippage.
- Siltfence Fabric:** MNDOT Standard Specification 3886 self supporting silt fence. Furnish in a continuous roll in order to avoid splices. Geotextile fabric shall be uniform in texture and appearance and have no defects, flaws, or tears. The fabric shall contain sufficient ultraviolet (UV) ray inhibitor and stabilizers to provide a minimum two-year service life outdoors. Fabric color shall be international orange.
- Aggregate for Temporary Rock Construction Entrance:** 25 mm (1 inch) to 50 mm (2 inch) diameter rock, MNDOT Standard Specification 3137 CA-1, CA-2, or CA-3 Course Aggregate, or equal.
- Temporary Seed:** MNDOT Standard Spec. 3876 No. 250.
- Fertilizer:** Slow release type with 10 week residual consisting of 22-5-10 (N-P-K).
- Biodegradable Erosion Control Blankets:** In accordance with MNDOT Standard Specification 3885.
- Staples:** Staples used to anchor erosion control blankets shall be U-shaped, 3 mm diameter or heavier steel wire. The span width of the crown shall be a minimum of 25 mm (1 inch). Staples shall have a length of 250 mm (10 inches) or more from tip to bottom fold bends.

IMPERVIOUS SURFACE	
PRE-CONSTRUCTION	POST-CONSTRUCTION
1.12-acres	1.38-acres

INSPECTIONS AND MAINTENANCE REQUIREMENTS:

- Inspect the entire construction site at least once every 7 days during active construction and within 24 hours after a rainfall event greater than 0.25 inches in a 24-hour period. Following an inspection that occurs within 24 hours after a rainfall event, the next inspection must be conducted within 7 days after that rainfall event.
- Inspect all erosion prevention and sediment control BMPs and stabilized areas.
- Record all inspections and maintenance conducted during construction in writing and keep these records with the SWPPP. The inspections and maintenance records must include date and time of inspections, date and amount of all rainfall events greater than 0.25 inches in a 24-hour period, name of person(s) conducting inspections, findings of inspections, recommendations for corrective actions, and any corrective actions taken.
- Inspect all erosion prevention and sediment control BMPs in order to ensure integrity and effectiveness. Repair, replace, or supplement any nonfunctional BMPs with functional BMPs within 24 hours after discovery, or as soon as field conditions allow access unless another time frame is specified.
- Remove accumulated sediment deposits from behind erosion and sediment control devices as needed. Do not allow sediment to accumulate to a depth of more than one-third of the height of the erosion and sediment control devices. Repair, replace, or supplement deteriorated, damaged, rotted, or missing erosion control devices within 24 hours of discovery, or as soon as field conditions allow access.
- Repair, replace, or supplement all silt fences when they become nonfunctional or the sediment reaches 1/3 of the height of the silt fence. These repairs must be made within 24 hours of discovery, or as soon as field conditions allow access.
- Clean storm sewer catch basins and other drainage facilities as required in order to maintain their effectiveness. Removal must be completed within 72 hours, or as soon as field conditions allow access.
- Inspect surface waters (including drainage ditches and conveyance systems) evidence of erosion and sediment deposition. Remove all debris and sediment deposited. Stabilize areas where sediment removal results in exposed soil. Removal and stabilization must be completed within 7 days of discovery unless precluded by legal, regulatory, or physical access constraints. If precluded, removal and stabilization must take place within 7 days of obtaining access.
- Inspect construction site vehicle exit locations for evidence of off-site sediment tracking onto paved surfaces. Remove all soils and sediments tracked or otherwise deposited onto adjacent property, pavement areas, sidewalks, streets, and alleys. Removal shall be on a silt basin throughout the duration of the construction. Clean paved roadways by sweeping or wet-sweeping. Do not dry sweep. If necessary, scrape paved surfaces in order to loosen compacted sediment material prior to sweeping. Haul sediment material to a suitable disposal area. Street washing is allowed only after sediment has been removed by sweeping or wet-sweeping.
- Perform any corrective measures ordered by the City of Minneapolis (IGA for permitting and compliance) within 24 hours of notification. Install any additional erosion protection or sediment control measures deemed necessary by the City of Minneapolis within 24 hours of notification.

MINNEAPOLIS STANDARD EROSION CONTROL NOTES:

- Contractor must call for a pre-construction meeting 48 hours prior to any land disturbances. Call 612-673-3827. 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 of 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 silt basin when tracking occurs and may be maintained throughout the duration of the construction and done in a manner to prevent dust being blown to adjacent properties.
- Install inlet protection of all public and private catch basin inlets, which receive runoff from the disturbed areas. Catch basin inlets or other approved product are required in undisturbed areas that may receive runoff from the project area. Hay bales or filter fabric wrapped grotes 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. Clean 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 on a daily basis and replace deteriorated, damaged, or rotted erosion control devices within 24 hours of discovery, or as soon as field conditions allow access.
- Temporarily or permanently stabilize all construction areas which undergo 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 batch plant locations as shown in the erosion control plan. Under no circumstance may wash 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 engineer in consultation with the implementation. Contractor to provide installation and details for all proposed alternate type devices.

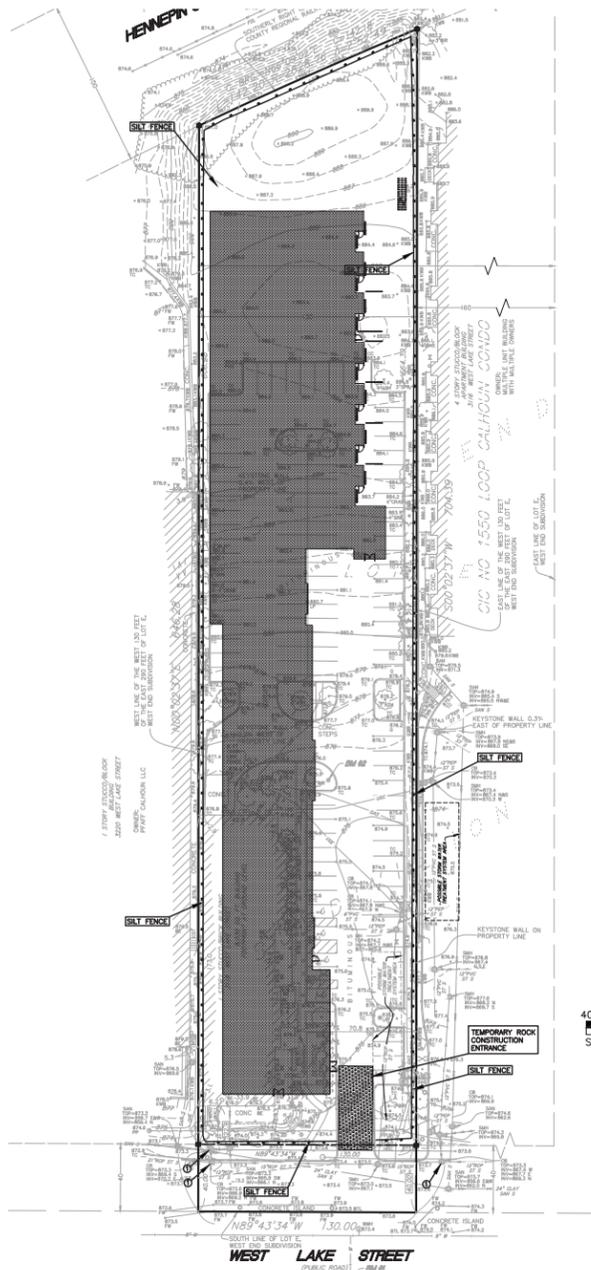
EROSION AND SEDIMENT CONTROL DEVICE OPERATION SCHEDULE			
ITEM	INSTALLATION	INSPECTION/MAINTENANCE	REMOVAL
Siltfence	Install prior to any construction.	Inspect a minimum of once every 7 days or 24 hours after a rain event greater than 0.25-inches in a 24-hour period. Remove sediments as required. Repair, replace, or supplement non-functional siltfence within 24 hours of discovery.	After disturbed areas have been stabilized.
Temporary Rock Construction Entrance	Install prior to any construction.	Inspect daily. Maintain as required. Inspect for evidence of off-site sediment tracking. Remove any tracked sediment on a daily basis.	When site paving operations begin.
Storm Sewer Inlet Protection	Install prior to any construction or same day that the structure is constructed. Install on all existing and proposed catch basins exposed to construction sediment.	Inspect a minimum of once every 7 days or 24 hours after a rain event greater than 0.25-inches in a 24-hour period. Make any necessary repairs within 24 hours of discovery.	After disturbed areas have been stabilized.
Temporary or Permanent Soil Stabilization	Install within 14 calendar days of the initial soil disturbance for all unworked exposed soil areas.	Inspect a minimum of once every 7 days or 24 hours after a rain event greater than 0.25-inches in a 24-hour period. Make any necessary repairs within 24 hours of discovery.	N/A
Protection of Temporary Stockpiles	Immediately install siltfence, or other effective sediment control, around all temporary soil stockpiles.	Inspect a minimum of once every 7 days or 24 hours after a rain event greater than 0.25-inches in a 24-hour period. Remove sediments as required. Make any necessary repairs within 24 hours of discovery.	After stockpiles have been removed.
Temporary or Permanent Energy Dissipation at Pipe Outlets	Install within 24 hours.	Inspect a minimum of once every 7 days or 24 hours after a rain event greater than 0.25-inches in a 24-hour period. Make any necessary repairs within 24 hours of discovery.	N/A
Protection of Surface Waters (including drainage ditches and conveyance systems)	N/A	Inspect a minimum of once every 7 days or 24 hours after a rain event greater than 0.25-inches in a 24-hour period. Remove all debris and sediment. Restabilize the areas where sediment removal results in exposed soil. Remove and stabilize within 7 days of discovery.	N/A

SWPPP CONTACT INFORMATION			
AGENCY / POSITION	CONTACT PERSON	PHONE NUMBERS	
Owner*			
Contractor**			
TBD			
Erosion Control Installer			
Damon Farber Associates 401 2nd Ave. North #410 Minneapolis, MN 55401 Landscape Architect	Jesse Symynkiewicz	612-332-7522 office	
SUNDE ENGINEERING, PLLC. 10830 Nesbitt Avenue South Bloomington, MN 55437 SWPPP Designer	Brian Mundstok	(952) 881-3344 office (952) 881-1913 fax	

Partly responsible for long term operation and maintenance of the permanent stormwater management system.
Partly responsible for overseeing the implementation of the SWPPP.

ESTIMATED PRELIMINARY EROSION AND SEDIMENT CONTROL BMP QUANTITIES*	
ITEM	QUANTITY
Temporary Rock Construction Entrance	1
Silt Sock Inlet Protection	
Erosion Control Blanket	N/A
Stone Riprap	N/A
Siltfence	lineal feet

* BMP quantities are subject to change. Provide additional temporary BMPs as necessary based on actual site conditions.



3118 W. LAKE ST.
Minneapolis, MN 55416



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minneapolis minnesota 55415
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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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NOT FOR CONSTRUCTION

LAND USE APPLICATION
5/23/2014

ORIGINAL ISSUE:

REVISIONS

213533
PROJECT NUMBER

NM DRAWN BY MK CHECKED BY

KEY PLAN

3118 W. LAKE ST.

EROSION CONTROL AND STORMWATER POLLUTION PREVENTION PLAN

C1.4



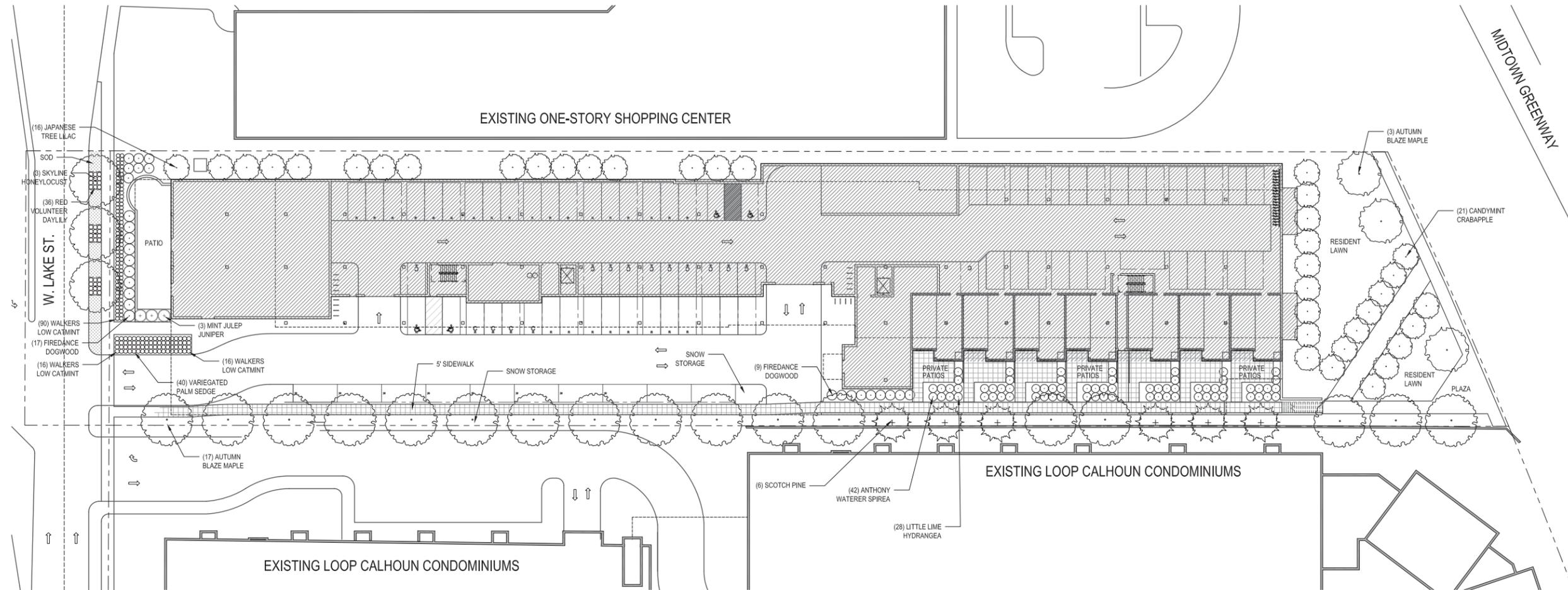
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I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota.

Signature _____
 Typed or Printed Name _____
 License # _____ Date _____

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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

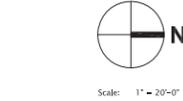
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3118 W. LAKE ST.

LANDSCAPE PLAN
L100



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BIRDSYE VIEW



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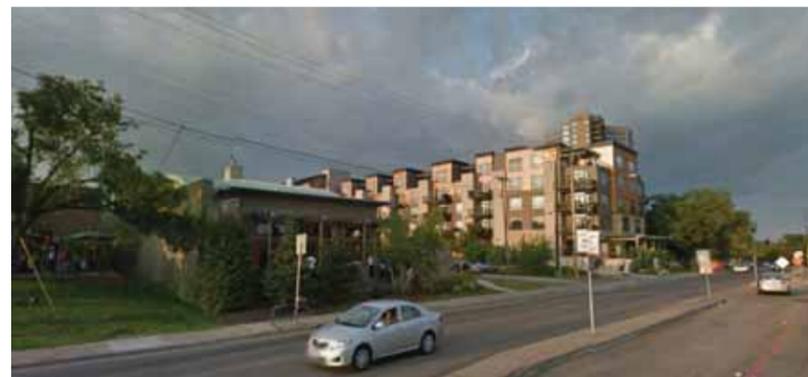
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KEY PLAN

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



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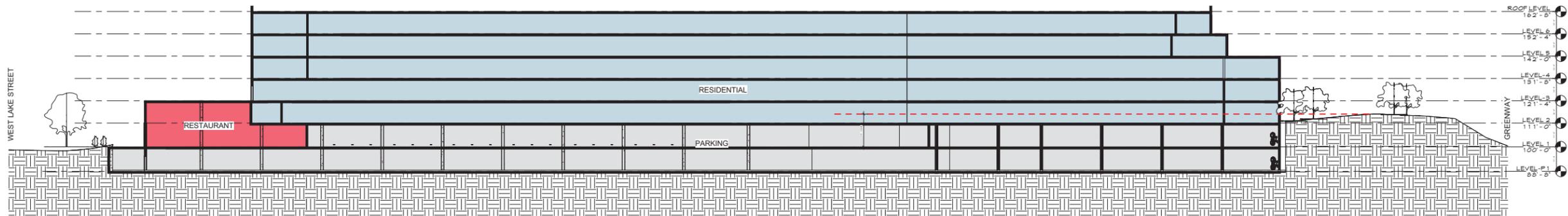
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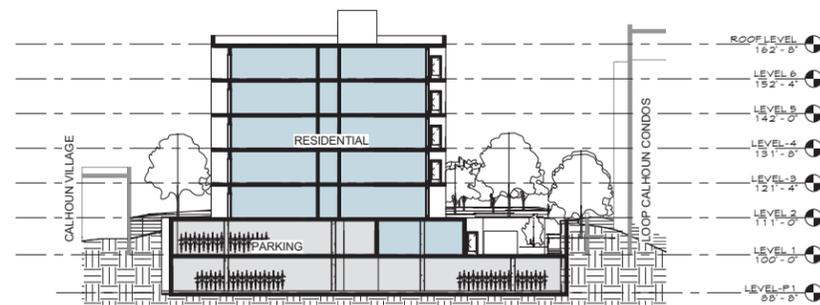
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1 North-South Section
 A0.2
 1" = 20'-0"



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

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SITE SECTIONS
A0.2



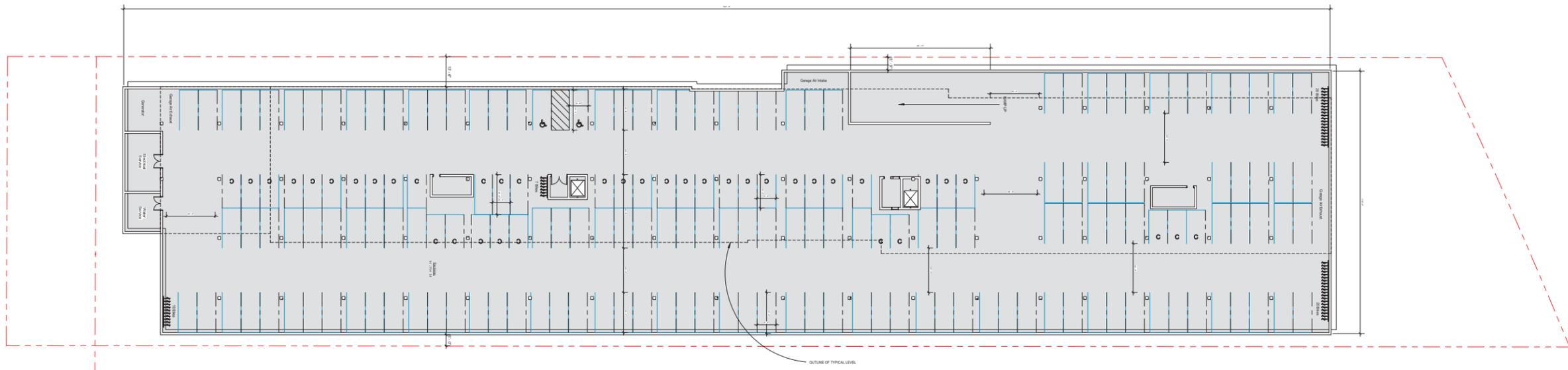
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KEY PLAN



Scale: 1" = 20'-0"

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PARKING LEVEL P1 PLAN
A1.0



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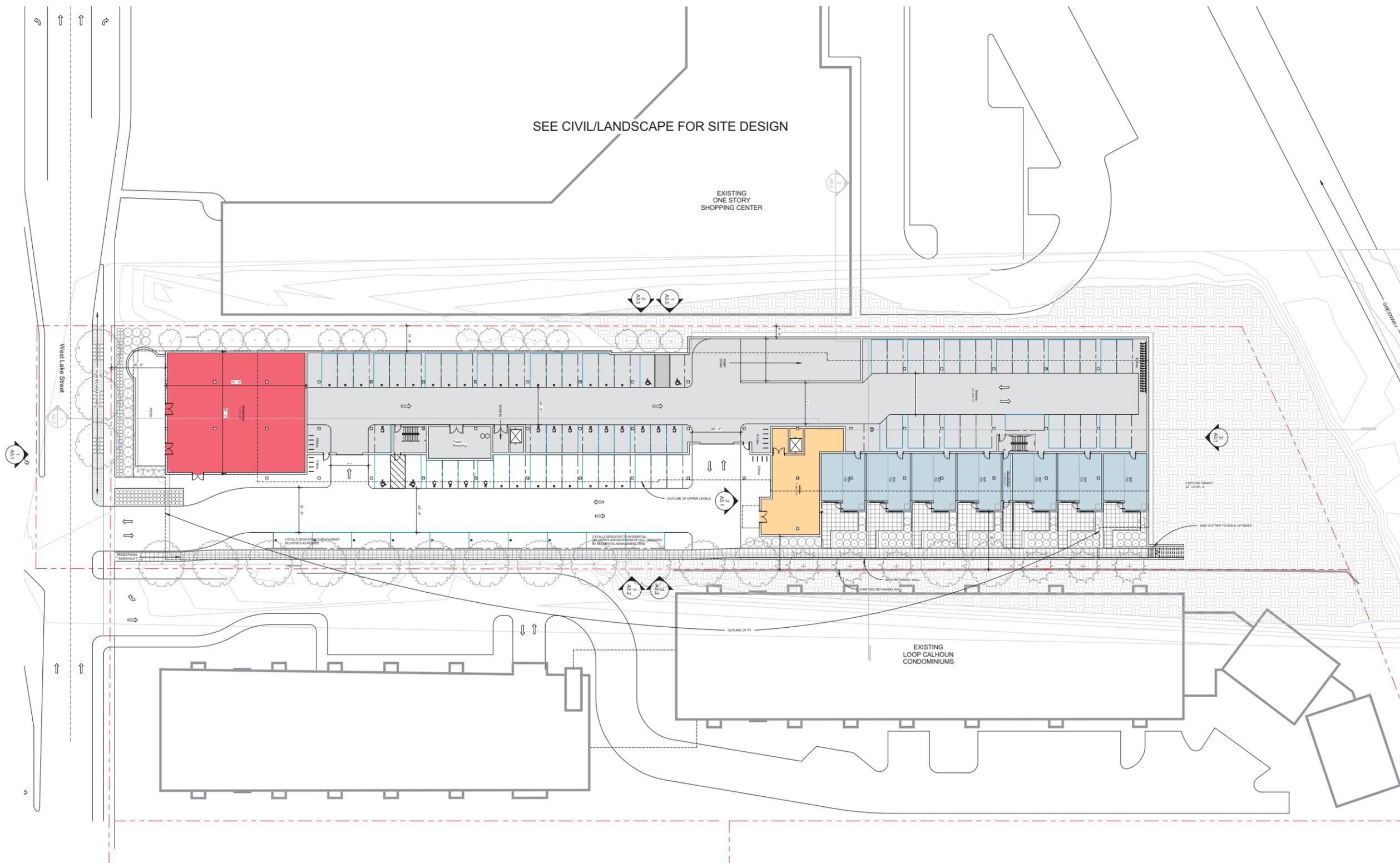
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KEY PLAN



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STREET LEVEL PLAN
A1.1



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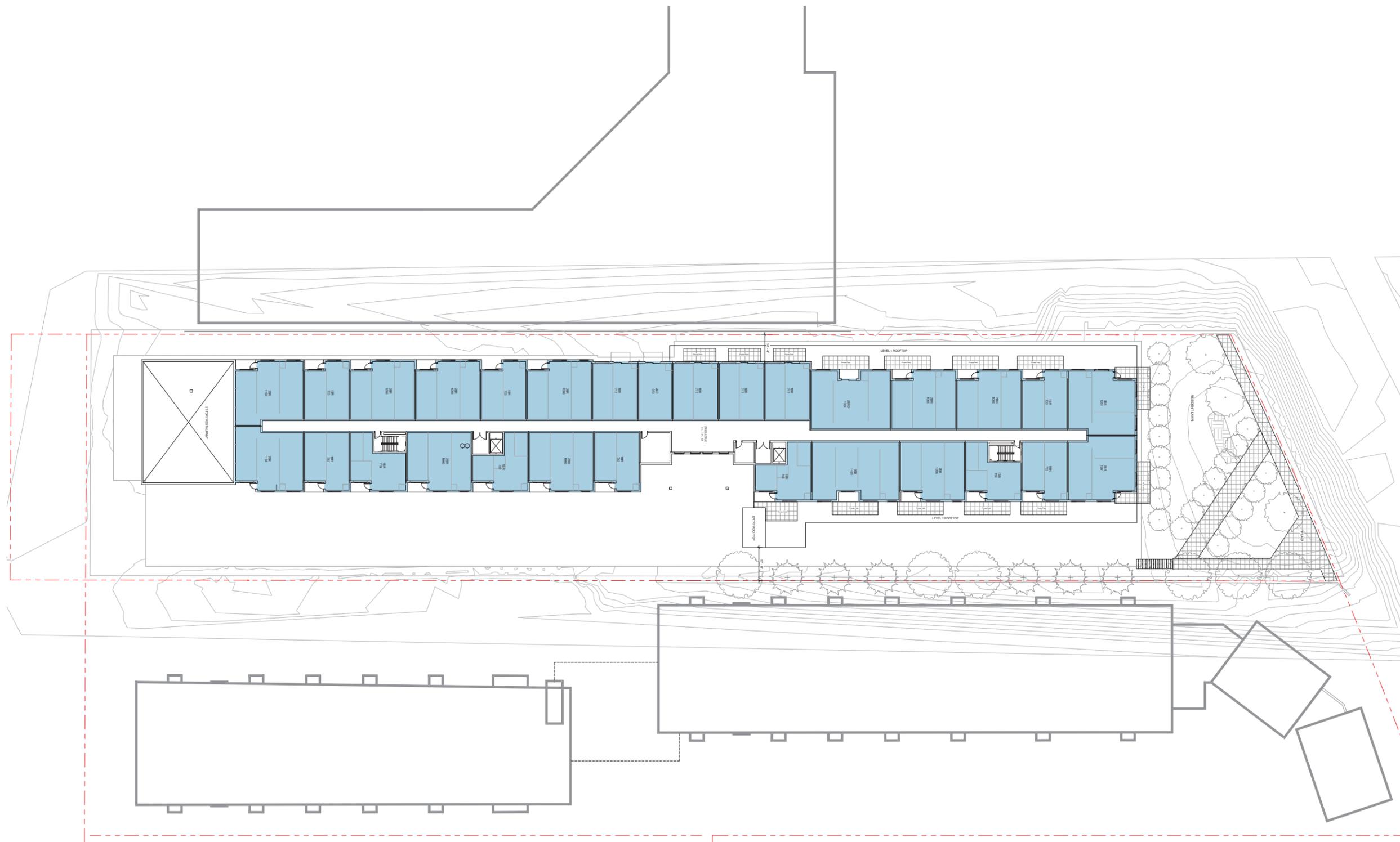
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KEY PLAN



Scale: 1" = 20'-0"

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LEVEL 2 PLAN
A1.2



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KEY PLAN

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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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LEVEL 6 PLAN
A1.6



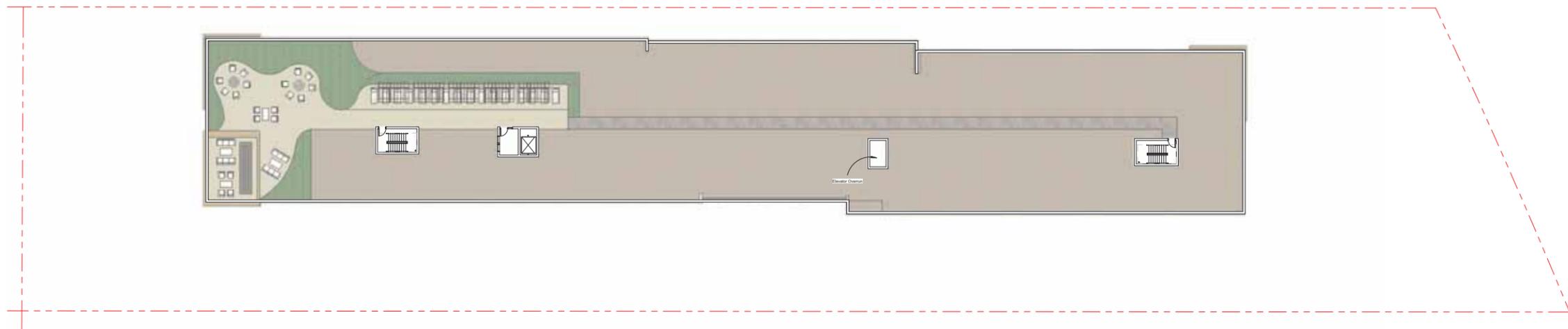
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KEY PLAN

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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"

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5/23/2014

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KEY PLAN

3118 W. LAKE ST.

EXTERIOR ELEVATIONS
A3.1



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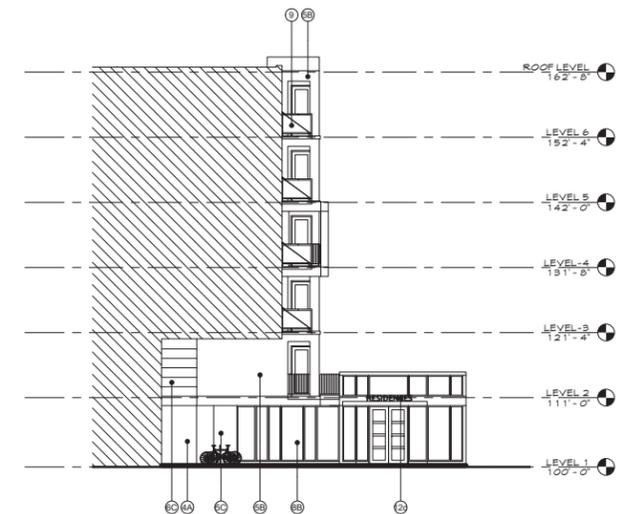
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1 SOUTH ELEVATION @ LAKE STREET
 A3.1 X 3/32" = 1'-0"



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
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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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No.	Description	Date
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KEY PLAN

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



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

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ORIGINAL ISSUE: 05/23/14

REVISIONS

No.	Description	Date
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EXTERIOR ELEVATIONS
A3.2



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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
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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

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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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EXTERIOR ELEVATIONS
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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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No.	Description	Date
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213533
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EXTERIOR ELEVATIONS
A3.3



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4B	BURNISHED BLOCK - COLOR #2
5A	VERTICAL STANDING SEAM METAL PANEL - COLOR #1
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12a	SIGN #1a
12b	SIGN #1b
12c	SIGN #2
12d	SIGN #3
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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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EXTERIOR ELEVATIONS
A3.3 X

3118 West Lake Street
Material Percentages by Façade* **

	Total SF	Burnished Block (SF) 4A, 4B	%	Metal Panel (SF) 5A, 5B, 5C, 5D, 10	%	Cement Board Panel & Trim (SF) 6A, 6B, 6C	%	Window/Door (SF) - <i>incl. frame</i> 8A, 8B	%	Window/Door (SF) <i>glazing only, excl. frame</i> 8A, 8B	%	Architectural Metal Mesh Screen (SF) 11	%
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



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

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KEY PLAN

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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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PROJECT NUMBER

ESG _____ ESG _____
DRAWN BY CHECKED BY

KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES
A0.3c



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



elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.339.508
f. 612.339.5822
www.esgarch.com

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GARDEN LEVEL APARTMENTS - NORTH/SOUTH PEDESTRIAN PATH

LAND USE APPLICATION
5/23/2014

ORIGINAL ISSUE: 05/23/14

REVISIONS

No. Description Date

213533
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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES
A0.3d



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500 washington avenue south
minneapolis minnesota 55415
p. 6 1 2 . 3 3 9 . 5 5 0 8
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LAND USE APPLICATION
5/23/2014

ORIGINAL ISSUE: 05/23/14

REVISIONS

No.	Description	Date

213533
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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES
A0.3e



VIEW FROM GREENWAY - LOOKING EAST



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PEDESTRIAN VIEW - LOOKING EAST ALONG W LAKE STREET

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.

BUILDING PERSPECTIVES
A0.3f



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500 washington avenue south
minneapolis minnesota 55415
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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

REVISIONS

No. Description Date

213533 PROJECT NUMBER

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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES

A0.3g



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500 washington avenue south
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5/20/2014 4:32:42 PM

BIRDSEYE VIEW - ALONG WEST SIDE

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.

BUILDING PERSPECTIVES
A0.3h



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

LAND USE APPLICATION
5/23/2014

ORIGINAL ISSUE: 05/23/14

REVISIONS

No.	Description	Date

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KEY PLAN

3118 W. LAKE ST.

BUILDING PERSPECTIVES
A0.3i



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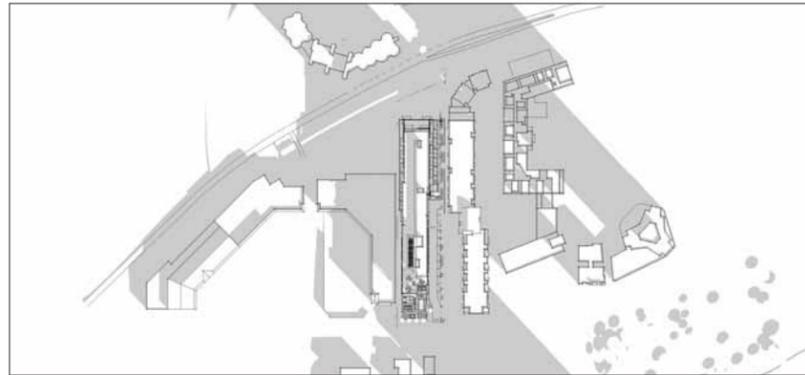
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Signature _____

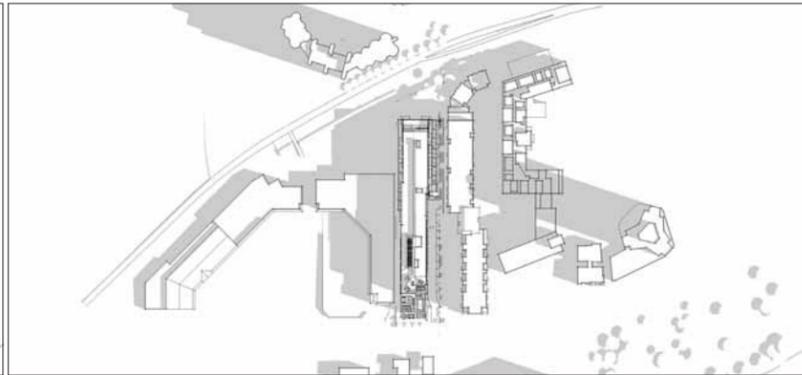
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License # _____ Date _____

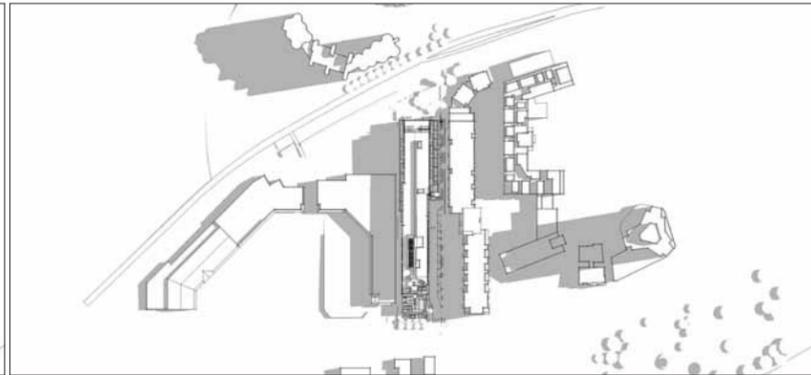
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DECEMBER MORNING - 9 AM



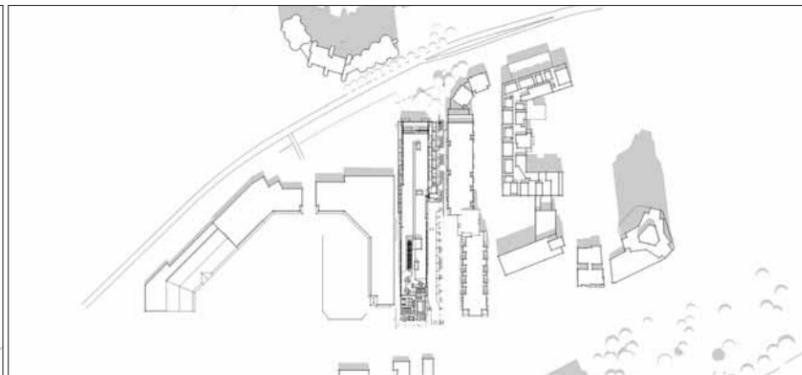
MARCH/SEPTEMBER MORNING - 8 AM



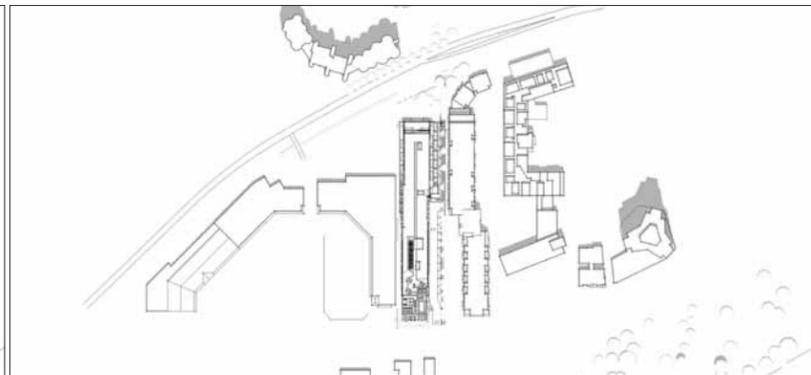
JUNE MORNING - 7 AM



DECEMBER NOON



MARCH/SEPTEMBER NOON



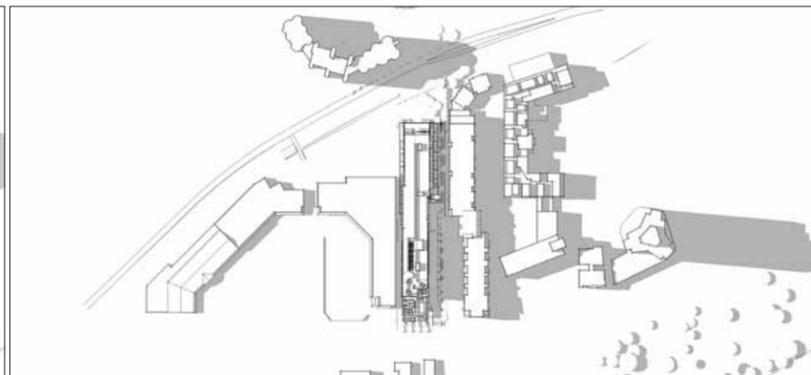
JUNE NOON



DECEMBER EVENING - 3 PM



MARCH/SEPTEMBER EVENING - 4 PM



JUNE EVENING - 5 PM

LAND USE APPLICATION
 5/23/2014

ORIGINAL ISSUE: 05/22/14

REVISIONS

No.	Description	Date

213533
 PROJECT NUMBER

ESG _____ ESG _____
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KEY PLAN

3118 W. LAKE ST.

SHADOW STUDY
A0.4

Travel Demand Management Plan

Tryg's & Apartment Building 3118 West Lake Street Minneapolis, MN

AUTHORIZED PROPERTY REPRESENTATIVE:

By _____ Dated: _____
Mr. Johnny Carlson
Trammell Crow Chicago Development, Inc.
2215 South York Road, Suite 204
Oak Brook, IL 60523

- DRAFT -

MINNEAPOLIS COMMUNITY PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT:

By _____ Dated: _____
Doug Kress, CPED Development Services Director

MINNEAPOLIS PUBLIC WORKS DEPARTMENT:

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

PREPARED BY:

Spack
CONSULTING
THE TRAFFIC STUDY COMPANY

I hereby certify that this report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

By: Michael P. Spack
Michael P. Spack, P.E., P.T.O.E.
License No. 40936

Dated: December 23, 2013

TABLE OF CONTENTS

1. Introduction and Summary	1
2. Proposed Development	2
3. Analysis of Existing Conditions.....	3
4. Traffic and Parking Analyses	5
5. Travel Demand Management (TDM) Plan	8
6. Conclusions & Recommendations	9
7. Appendix.....	9

LIST OF FIGURES

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

LIST OF TABLES

Table 4.1 – Vehicles Generated by Development.....	5
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1. Introduction and Summary

a. Purpose of Report and Study Objectives

An apartment building with a ground floor restaurant is proposed to be built east of Market Plaza and north of Lake Street at 3118 West Lake Street in Minneapolis, MN.

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

- i. Document the existing and proposed conditions with respect to the transit, parking, bicycle and pedestrian facilities.
- ii. Document the parking impacts associated with the development.
- iii. Identify any traffic operations issues.
- iv. Develop and implement strategy measures to encourage non-single occupancy vehicle modes of transportation with the goal of attaining a 55% automobile, 35% transit, 10% pedestrian/bicycle mode split.

b. Executive Summary

This report reviewed the traffic impacts and transportation related design elements of the proposed development at the site. The findings of this study are:

- i. Adequate vehicle parking will be provided on site, per Chapter 541 of Minneapolis' Code of Ordinances.
- ii. The site will need to provide at least 92 bicycle parking spaces, 80 of which meet Minneapolis' long-term parking standards and three of which are easily accessible to the restaurant use.
- iii. A small loading zone will need to be provided on site within the parking area.
- iv. Traffic from the proposed development is not anticipated to have a significant impact on area traffic operations.
- v. The existing driveway intersection serving the site should be converted to a ¾ access, blocking left turns out of the site.
- vi. It is recommended the TDM measures documented in Section 5 of this report be implemented to encourage non-single occupancy vehicle modes of transportation for the development residents, visitors and employees.

2. Proposed Development

a. Site Location

The proposed development site is located east of Market Plaza and north of Lake Street in Minneapolis, MN. Figure 2.1 shows the development site.



Figure 2.1 – Location Maps

b. Land Use and Development Plan

The development site is located at the site of the existing Tryg's restaurant on the north side of Lake Street between Market Plaza and Excelsior Boulevard in Minneapolis, MN (see Figure 1 for site location and Figure 2 for the ground floor site plan). The site currently contains 112 parking stalls and an approximately 11,000 square foot restaurant, which will be demolished as part of the redevelopment.

The redevelopment project is proposed to contain one 272,490 square foot, 11 story building with underground and surface

parking. It will include approximately 177 apartment units and a 5,056 square foot restaurant. The site is proposed to have 100 surface level parking stalls for both residential and retail uses, 50 dedicated to the Tryg's restaurant, and 186 underground garage parking stalls for residential use. Direct access is proposed to in connection with adjacent properties via the existing driveway on Lake Street. The development is assumed to be built and fully occupied in 2015.

A ground level site plan for the development is shown in Figure 2.2 and the Appendix.

The parcel is currently zoned C3A (Commercial District) and the southern half of the parcel is in the Shoreland Overlay District (SH).

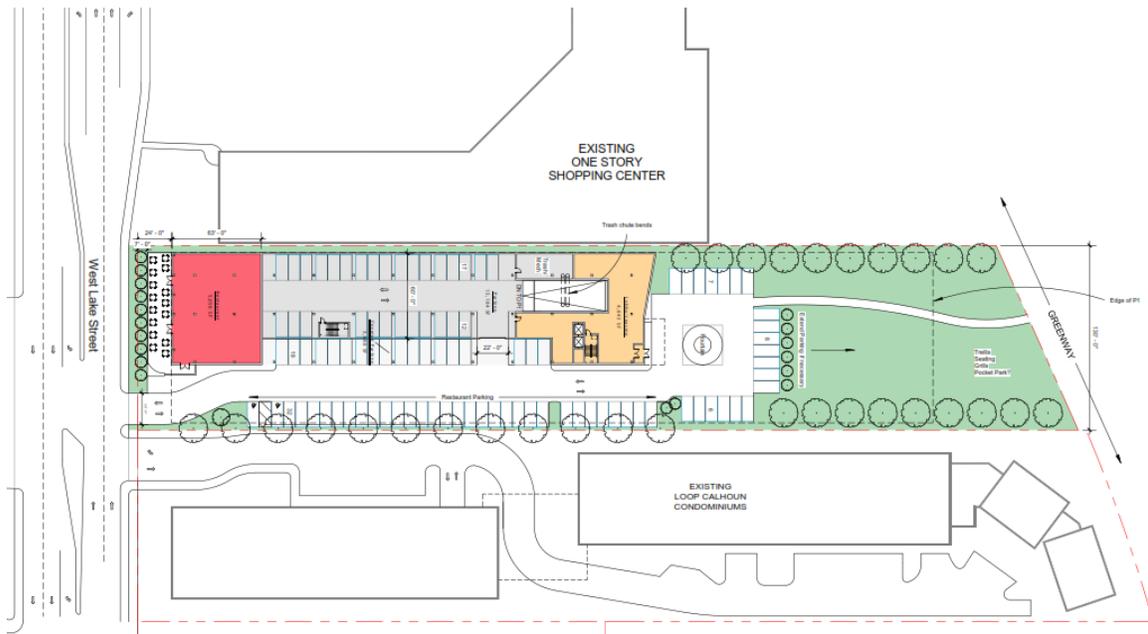


Figure 2.2 – Site Plan

3. Analysis of Existing Conditions

a. Pedestrians & Bicycles

Sidewalks exist adjacent to all roads in the area surrounding the proposed site. The site is adjacent to the Midtown Greenway trail and direct access is proposed on the north side of the site.

b. Transit

Metro Transit bus stops are located near the site on Lake Street at Market Plaza and Excelsior Boulevard. They provide access to routes 12, 17, and 114 that service the Uptown neighborhood and Downtown Minneapolis.

The Southwest Light Rail Transit line is proposed but not approved at this time. As part of the LRT line, the West Lake station is proposed approximately two blocks west of the 3118 West Lake Street site and would provide direct service to Downtown Minneapolis.

c. Physical Characteristics of Roadway Network

Lake Street is Hennepin County State Aid Highway 25 by the site and merges into Hennepin County State Aid Highway 3 east of the site with Excelsior Boulevard. It is a four lane, two-way road with a 35 mph speed limit near the site. It is divided by a median with gaps to allow turns. Turn lanes are provided at key intersections along the corridor.

Excelsior Boulevard is Hennepin County State Aid Highway 3 near the site. It is a four lane, two-way, partially divided road with a 35 mph speed limit near the site.

Market Plaza is a four lane, two-way, undivided city street with a 30 mph speed limit near the site.

The Lake Street/Market Plaza intersection is a four-legged signalized intersection. The Lake Street/Excelsior Boulevard intersection is a three-legged signalized intersection with several driveway accesses near the intersection.

There are five driveway accesses on Lake Street between Market Plaza and Excelsior Boulevard. Three of these driveways are on the south side of Lake Street and lead into a gas station. The other two driveways are on the north side of Lake Street, with one leading into the existing Tryg's site and one approximately 25 feet east of the Tryg's driveway leading into the neighboring Lake Street condominium building. An eastbound to northbound exclusive left turn lane exists on Lake Street for the Tryg's/Loop Calhoun driveways. Due to the partial median along Lake Street, several of the driveways have restricted movements.

4. Traffic and Parking Analyses

a. Site Traffic Forecasting & Analysis

A trip generation analysis was performed for the site based partially on the number of vehicles using the neighboring Lake Street condominium building and partially on the existing traffic to the current Tryg's restaurant site.

Based on the close proximity of the Loop Calhoun condominiums and the proposed apartments, the residential units in each building will have similar traffic generation rates. The Loop Calhoun's website lists 123 units, of which 70 are occupied. This equates to Loop Calhoun generating 0.63 vehicle trips per unit in the a.m. peak hour and 0.45 vehicle trips per unit in the p.m. peak hour. It is possible more than 70 units are occupied at Loop Calhoun through leases, but assuming the lowest known occupancy rate results in the most conservative traffic generation rate (i.e. the rate would be lower if there were more units occupied, which would lead to less traffic being generated by the proposed apartment building if a lower rate per unit is applied).

The proposed apartment building is to have 177 units. Assuming full occupancy of the proposed apartments, the peak hour traffic of the proposed apartments is forecast to be 177/70 or 2.53 times that of the Loop Calhoun traffic.

The existing Tryg's restaurant is proposed to be reconstructed to approximately half of its current size. The bar area is anticipated to be approximately the same size in the new building as in the existing building; however the sit-down restaurant area will be significantly smaller. Since the p.m. peak hour lines up with the existing happy hour at the bar, it is assumed that 75 percent of the traffic currently using the Tryg's driveway during the p.m. peak hour will remain after the redevelopment even though the overall restaurant space will be half the size. The resultant trip generation is shown in Table 4.1.

Table 4.1 – Vehicles Generated by Development

Description	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Restaurant/Bar	1	2	23	3
Apartment (177 units)	13	99	51	30
TOTALS	14	101	74	33

A detailed *Traffic Impact Study* was completed for the 3118 West Lake Street project and can be seen in the Appendix. The *Traffic Impact Study* found the existing driveway on Lake Street should be converted to a ¾ access (banning left turns out of the site) and the increase in traffic from the proposed redevelopment will have negligible impact on the adjacent traffic signal controlled intersections.

b. Parking Forecasting & Analysis

The *Institute of Transportation Engineers' Parking Generation, 4th Edition* gives parking demand for various land uses based upon collected data. For apartments during a weekday in a central city, non-downtown setting the average peak parking demand is 1.37 vehicles per dwelling unit. For 177 apartment units this leads to demand for 242 parking spaces. For a quality restaurant on a non-Friday weekday the average peak parking demand is 10.60 vehicles per 1,000 square feet. For a 5,056 square foot restaurant this leads to demand for 54 parking spaces. The site is planning on providing 236 parking spaces for residential use and 50 parking spaces for restaurant use. This totals to only 10 spaces less than the estimated need from the *Institute of Transportation Engineers' Parking Generation, 4th Edition*.

The Institute of Transportation Engineers dataset is a nationwide dataset and includes more suburban locations. Due to the fact that the site is in a multi-modal area with close proximity to bus routes, bike and walking paths and possibly a future light-rail stop, the parking proposed to be provided is anticipated to be adequate for the site.

The City of Minneapolis' Code of Ordinances lists minimum and maximum parking requirements for various land uses. For dwellings, the minimum parking required is one unit for every dwelling unit and there is no maximum for parking. This leads to at least 177 parking spaces needed for the apartment building which it will meet by having 236 spaces. For a sit down restaurant use, the minimum parking required is one space for every 500 square feet up to 2,000 square feet and then one space for every 300 square feet in addition to that. The maximum parking allowed is one space for every 75 square feet. This leads to a minimum of 14 spaces and a maximum of 67 spaces. With 50 spaces being proposed, this also meets City of Minneapolis requirements.

c. Bicycle Parking Analysis

According to the Minneapolis Code of Ordinances Section 541.180 Bicycle Parking, residential developments are subject to the requirements of *Table 541-3 Bicycle Parking Requirements* which states that one bicycle parking space is required for every two dwelling units with at least 90% of these spaces meeting the standards for long-term bicycle parking. Based on the proposed 177 apartment units for this development, that leads to at least 89 bicycle parking spaces required, with 80 of them meeting long-term bicycle parking standards.

Section 541.180 of the Minneapolis Code of Ordinances states that “Required long-term bicycle parking spaces shall be located in enclosed and secured or supervised areas providing protection from theft, vandalism and weather and shall be accessible to intended users. Required long-term bicycle parking for residential uses shall not be located within dwelling units or within deck or patio areas accessory to dwelling units.”

For the restaurant use on the site, according to the Minneapolis Code of Ordinances Section 541.180 Bicycle Parking at least three spaces are required. These spaces shall include a bicycle rack which permits the locking of the bicycle frame and one wheel to the rack, and which supports the bicycle in a stable position without damage to wheels, frame or components.

For the entire site, there must be at least 92 bicycle parking spaces, 80 of which meet long-term bicycle parking standards and three of which are accessible for the restaurant uses.

d. Alternate Transportation Modes

As discussed in Section 3.b of this report, there are transit facilities located very near the proposed site that give access to much of the metro area.

In addition to transit, there is a Nice Ride bicycle sharing station near the site on the north side of Lake Calhoun. As discussed in Section 3.a of this report, several bicycle facilities exist near the site. The area is also served by the Car2Go car sharing service.

e. Loading Zones

Per the requirements of Minneapolis Code of Ordinances Section 541.490, one small loading space is required for residential uses with 100 to 250 units and no space is required for retail/restaurant uses with less than 20,000 square feet. A small loading zone is

defined as being at least 10 feet wide and 25 feet long. A small loading zone will need to be provided within the parking area.

5. Travel Demand Management (TDM) Plan

The developer, the building owner, property manager or their successors of the 3118 West Lake Street site will develop and implement measures to encourage non-single occupancy vehicle modes of transportation with the goal of having at least 45% of its transportation trips being made by transit, bicycling, or walking. At a minimum, the following strategies will be implemented to minimize the site's impact on the area transportation system.

a. Designate a Transportation Coordinator

The developer will designate an employee or contractor to act as the Transportation Coordinator. That employee will maintain and monitor TDM activities as well as serve as liaison to Metro Commuter Services and Metro Transit. The Transportation Coordinator will serve as the conduit for providing up-to-date information on alternative commute programs and incentives to building residents, employees and patrons. At a minimum, the Transportation Coordinator will:

- Provide a “move in package” for all new residents. The move in package will provide, at a minimum:
 - Information on various bus incentive programs (e.g. Metro Transit Go-To Cards, U-Pass and Commuter Challenge program) as well as vanpool incentives (e.g. Metro Vanpool program).
 - Information on various car sharing programs that are available in the area.
- Set up and maintain a display of commuter information near the entrance or in an accessible part of the building. This information, which will be supplied by Metro Transit, will include transit schedules, rideshare applications, bike information, Guaranteed Ride Home Program brochures, etc. To maintain an awareness of alternative modes of transportation, information may be distributed through e-mail, flyers, posters in frequented locations, etc. This information will also be provided in the offices, locker area, or break rooms in the restaurant.
- Distribute information on Mn/DOT's real-time traveler information program: 5-1-1 or www.511mn.org.

b. Promote Walking

Well lit sidewalks will be provided adjacent to the site on Lake Street. The site will meet Minneapolis' requirements for on-site lighting to provide a pedestrian friendly environment. If any existing

sidewalks are impacted by construction, the sidewalks shall be rebuilt with ADA-compliant tactile dome curb ramps to assist the visually impaired.

c. Promote Bicycling

The building must provide convenient and safe bicycle storage for 92 bicycles with at least 80 spaces being in a secure area which meets requirements in Minneapolis' Code of Ordinances *Table 541-3 Minimum Bicycle Parking Requirements*. Three of the bicycle parking spaces should be easily accessible for users of the restaurant use on site. The developer will designate additional bicycle storage facility space if and when the demand warrants.

d. Minimize the Impact of Trucks

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

6. Conclusions & Recommendations

Traffic from the proposed development on is not anticipated to have a significant impact on area traffic operations. It is recommended the existing driveway intersection serving the site be converted to a $\frac{3}{4}$ access, blocking left turns out of the site. Adequate vehicle parking will be provided on site, per Chapter 541 of Minneapolis' Code of Ordinances. The site will need to provide at least 92 bicycle parking spaces, 80 of which meet long-term bicycle parking standards and three of which are accessible for the restaurant and commercial uses.

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

7. Appendix

a. Site Plan

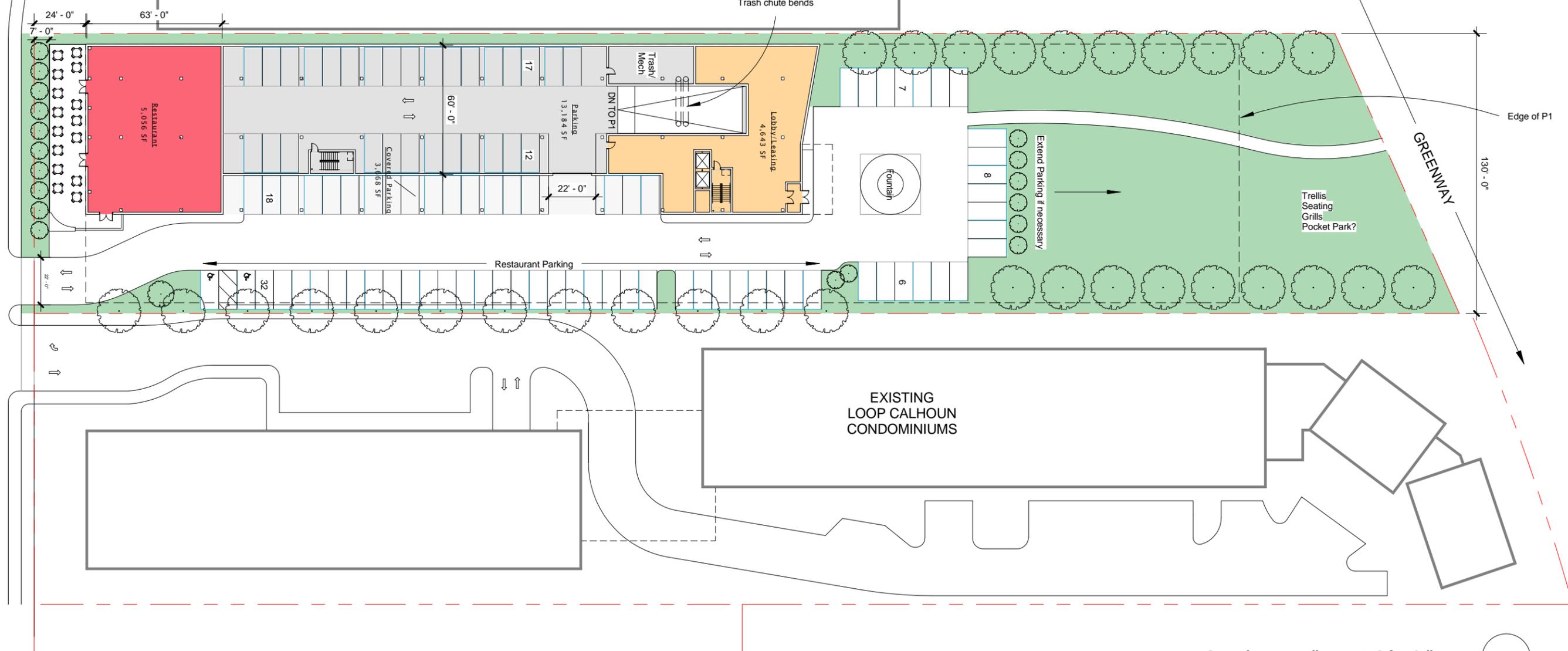
b. Traffic Impact Study

Appendix A - Site Plan

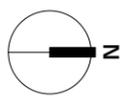
EXISTING ONE STORY SHOPPING CENTER

Trash chute bends

West Lake Street



Scale: 1" = 50'-0"



November 19, 2013





Technical Memorandum

To: Allan Klugman, P.E., P.T.O.E., City of Minneapolis
From: Mike Spack, P.E., P.T.O.E.
Date: December 18, 2013
Re: Traffic Impact Study for 3118 West Lake Street Site Development

Purpose of Report and Study Objectives

Trammell Crow Company is proposing to redevelop 3118 West Lake Street. The development is located on the north side of Lake Street between Market Plaza and Excelsior Boulevard in Minneapolis, MN. The existing Tryg's restaurant will be replaced with an 11 story apartment building that will include a smaller restaurant on the ground floor.

The purpose of this memorandum is to determine if the proposed development will significantly impact the adjacent transportation system and to recommend mitigation measures if necessary. Based on discussions with City of Minneapolis staff, the study objectives are:

- i. Document how the existing restaurant and neighboring apartment driveways on Lake Street currently operate.
- ii. Forecast the amount of traffic expected to be generated by the proposed development.
- iii. Analyze how the site access to Lake Street will operate with full development of the site with full access, $\frac{3}{4}$ access (no left turn out), right-in/right-out and as a combined driveway with full access.
- iv. Recommend an access configuration for the Lake Street/Site Driveway intersection.

Conclusions and Recommendations

Based on the following analysis, the proposed development is forecast to generate approximately 115 vehicle trips in the a.m. peak hour and 105 vehicle trips in the p.m. peak hour. Traffic generated by the proposed development will have very little impact on the Lake Street/Market Plaza and Lake Street/Excelsior Boulevard intersections. With a full access intersection at the site driveway, long queues are expected in the a.m. peak hour leaving the site and very few gaps are available for vehicles to turn left out of the site in the p.m. peak hour. Queues are forecast to be acceptable entering and exiting the site with both a $\frac{3}{4}$ access and right-in/right-out access. However, since the right-in/right-out layout limits vehicle access to the development, it is recommended that a $\frac{3}{4}$ access be used at the site driveway and the neighboring Loop Calhoun driveway.

The simplest way to enforce a $\frac{3}{4}$ intersection for the site driveway would be to place pavement mounted pylons along the eastbound left turn lane on Lake Street to the adjacent median. Appropriate "One-Way" and "No Left Turn" signs should be placed along the Lake Street corridor where needed.

Proposed Development Plan

The development site is located at the site of the existing Tryg's restaurant on the north side of Lake Street between Market Plaza and Excelsior Boulevard in Minneapolis, MN (see Figure 1 for site location and Figure 2 for the ground floor site plan). The site currently contains 112 parking stalls and an approximately 11,000 square foot restaurant, which will be demolished as part of the redevelopment.

The redevelopment project is proposed to contain one 272,490 square foot, 11 story building with underground parking. It will include approximately 177 apartment units and a 5,056 square foot restaurant. The site is proposed to have 100 surface level parking stalls for both residential and retail uses, 50 dedicated to the Tryg's restaurant, and 186 underground garage parking stalls for residential use. Direct access is proposed to in connection with adjacent properties via the existing driveway on Lake Street.

Area Transportation Network Characteristics

Lake Street is Hennepin County State Aid Highway 25 by the site and merges into Hennepin County State Aid Highway 3 east of the site with Excelsior Boulevard. It is a four lane, two-way road with a 35 mph speed limit near the site. It is divided by a median with gaps to allow turns. Turn lanes are provided at key intersections along the corridor.

Excelsior Boulevard is Hennepin County State Aid Highway 3 near the site. It is a four lane, two-way, partially divided road with a 35 mph speed limit near the site.

Market Plaza is a four lane, two-way, undivided city street with a 30 mph speed limit near the site.

The Lake Street/Market Plaza intersection is a four-legged signalized intersection. The Lake Street/Excelsior Boulevard intersection is a three-legged signalized intersection with several driveway accesses near the intersection. On Lake Street between Market Plaza and Excelsior Boulevard there are five driveway accesses. Three of these driveways are on the south side of Lake Street and lead into a gas station. The other two driveways are on the north side of Lake Street, with one leading into the existing Tryg's site and one approximately 25 feet east of the Tryg's driveway leading into the neighboring Lake Street condominium building. An eastbound to northbound exclusive left turn lane exists on Lake Street for the Tryg's/Loop Calhoun driveways. Due to the partial median along Lake Street, several of the driveways have restricted movements.

The existing roadway configuration is shown in Figure 3. It should be noted that even though some of the driveway movements are restricted, drivers do not always obey these rules. Figure 4 shows an example of a driver making a banned left turn. Our turning movement counts captured approximately a third of the vehicles leaving the Loop Calhoun driveway turned left even though the driveway is signed and striped to ban these left turns.

Existing Traffic Volumes

A 24 hour turning movement count at the Lake Street/Excelsior Boulevard intersection was conducted on September 7, 2011 and a six and a half hour peak period turning movement count at the Lake Street/Market Plaza intersection was conducted on September 15, 2011. These counts were provided by the City of Minneapolis and are assumed to still be representative of existing conditions. The a.m. peak hours at the study intersections were found to be from 7:30 to 8:30 a.m. at Lake Street/Excelsior Boulevard and 7:45 to 8:45 a.m. at Lake Street/Market Plaza. The p.m. peak hour was found to be from 4:30 to 5:30 p.m. at Lake Street/Excelsior Boulevard and 4:15 to 5:15 p.m. at Lake Street/Market Plaza.

Videos of the driveway accesses on Lake Street between Market Plaza and Excelsior Boulevard as well as the driveway accesses at the Lake Street/Excelsior Boulevard intersection were collected on November 21, 2013. Turning movement counts were done using these videos from 7:30 to 8:45 a.m. and 4:15 to 5:30 p.m. to match the peak periods at the adjacent signalized intersections.

The turning movement count data is contained in fifteen minute intervals and is attached. According to Mn/DOT traffic flow maps there are approximately 25,000 vehicles per day using Lake Street near the site, 17,000 vehicles per day using Excelsior Boulevard near the site and 1,850 vehicles per day using Market Plaza near the site.

Gap Analysis

The driveway access to the development is proposed to be a stop controlled intersection with a stop sign on the driveway approach and free flowing traffic on Lake Street. For vehicles to be able to either leave the development or make a left turn into the development, there will need to be gaps in the traffic along Lake Street. In order to determine if there are sufficient gaps in the existing traffic along Lake Street to allow vehicles to turn left into and left out of the development, a gap study was performed based on the *Manual of Transportation Engineering Studies, 2nd Edition*.

Since the proposed development will be comprised mostly of apartment traffic, it is assumed the Lake Street condominium building next door to the site will have similar traffic patterns to the proposed development. Therefore, the peak hour of traffic at the Loop Calhoun driveway was used for the gap study periods. Those periods were 7:30 to 8:30 a.m. and 4:30 to 5:30 p.m.

According to Exhibit 19-10 in the *Highway Capacity Manual 2010*, on a four lane road, a left turn from the minor approach (aka from the site driveway onto Lake Street) needs a 7.5 second gap in both directions and a left turn from the major approach (aka from Lake Street into the site) needs a 4.1 second gap in the opposing direction. These are rounded to eight seconds and four seconds for our calculations. Any vehicle following the lead vehicle would need an additional 2.5 seconds of gap time. The maximum number of vehicles accommodated by the gaps of four or eight seconds or greater is equal to the number of queued vehicles able to make a left turn during each available gap based on the four or eight seconds for the lead car and 2.5 seconds for each additional car. It is assumed that all gaps 30 seconds or greater are 30 seconds. This results in a conservative estimate of how many vehicles could be served during these long gaps because gaps longer than 30 seconds were observed in some cases. The results of the gap study can be seen in Table 1.

Table 1 – Gap Study Results

Movement	Peak Hour Period	Number of Gaps	Minimum Number of Vehicles Able to Use Gaps	Maximum Number of Vehicles Able to Use Gaps
Left Turns From Site*	AM	30	30	100
	PM	7	7	12
Left Turns Into Site**	AM	114	114	490
	PM	123	123	491

*Gaps needed are 8 seconds or more in both directions

** Gaps needed are 4 seconds or more in the westbound direction

The results from Table 1 show that there are limited gaps for vehicles attempting to make southbound left turns from the site, especially during the p.m. peak hour. However, there are many gaps available in the westbound traffic for vehicles making eastbound left turns into the site during both peak periods.

Site Traffic Forecasting

A trip generation analysis was performed for the site based partially on the number of vehicles using the neighboring Lake Street condominium building and partially on the existing traffic to the current Tryg's restaurant site.

Based on the close proximity of the Loop Calhoun condominiums and the proposed apartments, the residential units in each building will have similar traffic generation rates. The Loop Calhoun's website lists 123 units, of which 70 are occupied. This equates to Loop Calhoun generating 0.63 vehicle trips per unit in the a.m. peak hour and 0.45 vehicle trips per unit in the p.m. peak hour. The proposed apartment building is to have 177 units. Assuming full occupancy of the proposed apartments, the peak hour traffic of the proposed apartments is forecast to be 177/70 or 2.53 times that of the Loop Calhoun traffic.

The existing Tryg's restaurant is proposed to be reconstructed to approximately half of its current size. The bar area is anticipated to be approximately the same size in the new building as in the existing building; however the sit-down restaurant area will be significantly smaller. Since the p.m. peak hour lines up with the existing happy hour at the bar, it is assumed that 75 percent of the traffic currently using the Tryg's driveway during the p.m. peak hour will remain after the redevelopment even though the overall restaurant space will be half the size. The resultant trip generation is shown in Table 2.

Table 2 – Trip Generation

	Description	AM Peak Hour		PM Peak Hour	
		Entering	Exiting	Entering	Exiting
Existing	Tryg's Driveway	1	2	31	4
Existing	Loop Calhoun Driveway (70 occupied units)	5	39	20	12
Proposed	Restaurant/Bar	1	2	23	3
Proposed	Apartment (177 units)	13	99	51	30
TOTAL PROPOSED DEVELOPMENT		14	101	74	33

The directional orientation of the generated traffic is assumed to follow the existing orientation of traffic for the full access build scenarios. For the $\frac{3}{4}$ access and right-in/right-out access scenarios, traffic was routed around the network to be able to access the development. Figures 5 to 14 show the turning movement volumes for each of the study scenarios with the site generated traffic added on.

Micro-Simulation Analyses

To be able to determine how the site access will operate with the addition of the forecast traffic from the proposed development, micro-simulations were run using VISSIM™ software. Micro-simulations, such as those done with the VISSIM™ software package, can account for the interactions between individual vehicles as they move throughout the transportation network. Since this portion of Lake Street is so highly congested and queues often back up from one intersection to the next, micro-simulations are better than the static algorithms in the standard *Highway Capacity Manual* level of service calculations when forecasting queue and delay data.

The following scenarios were modeled in VISSIM™:

- AM Peak Hour Existing
- PM Peak Hour Existing
- AM Peak Hour Build - Full Access at Site Driveway
- PM Peak Hour Build - Full Access at Site Driveway
- AM Peak Hour Build - $\frac{3}{4}$ Access at Site Driveway
- PM Peak Hour Build - $\frac{3}{4}$ Access at Site Driveway
- AM Peak Hour Build - Right-In/Right-Out at Site Driveway
- PM Peak Hour Build - Right-In/Right-Out at Site Driveway
- AM Peak Hour Build - Full Access at Combined Site/Loop Calhoun Driveway
- PM Peak Hour Build - Full Access at Combined Site/Loop Calhoun Driveway

For each simulation the simulation software was seeded with a random number seed of 1 and a recording duration of 60 minutes. The network was given five minutes to populate before being recorded. Then the simulation software was run and recorded five times with random number seeds of 1, 2, 3, 4, and 5. The results from each of the five runs were averaged for each scenario.

The summarized results can be seen in micro-simulation results section of the Appendix. As shown in those tables, the delay experienced at the Lake Street/Market Plaza and Lake Street/Excelsior Boulevard intersections experiences almost no change between scenarios, so the site will not have much impact on those two intersections.

Other than the two signalized intersections, the three locations focused on in the micro-simulations are the southbound movements at the site driveway, the southbound movements at the Loop Calhoun driveway and the eastbound left turns into the two driveways from Lake Street.

Focusing on the 95th percentile queue lengths at these three locations shows there are small queues in the existing scenarios which match what was observed during the turning movement counts. In the build, full access scenarios with the driveways separated and also combined it can be seen that the queue lengths at the site driveway are extremely long in the a.m. peak hour. They are not as long in the p.m. peak hour since there is less traffic exiting to the left than in the a.m. peak hour. These long queues in the a.m. peak hour combined with the very few number of gaps in the p.m. peak hour, as shown in Table 1, suggest that having full access for the driveways in the build scenarios will be problematic.

In the $\frac{3}{4}$ access and right-in/right-out scenarios, vehicles exiting the driveway must make right turns. Therefore, the 95th percentile queues are the same in the two scenarios. In the $\frac{3}{4}$ access scenario, vehicles can still turn left into the development from Lake Street while in the right-in/right-out scenario they cannot. The 95th percentile queues for the eastbound left turns into the driveways in the $\frac{3}{4}$ access scenarios are 2 vehicles or less. A queue of two vehicles could fit into the left turn lane that exists there, so a $\frac{3}{4}$ access should not be a problem. The right-in/right-out layout will also not have any queuing problems, but does limit access to the development.

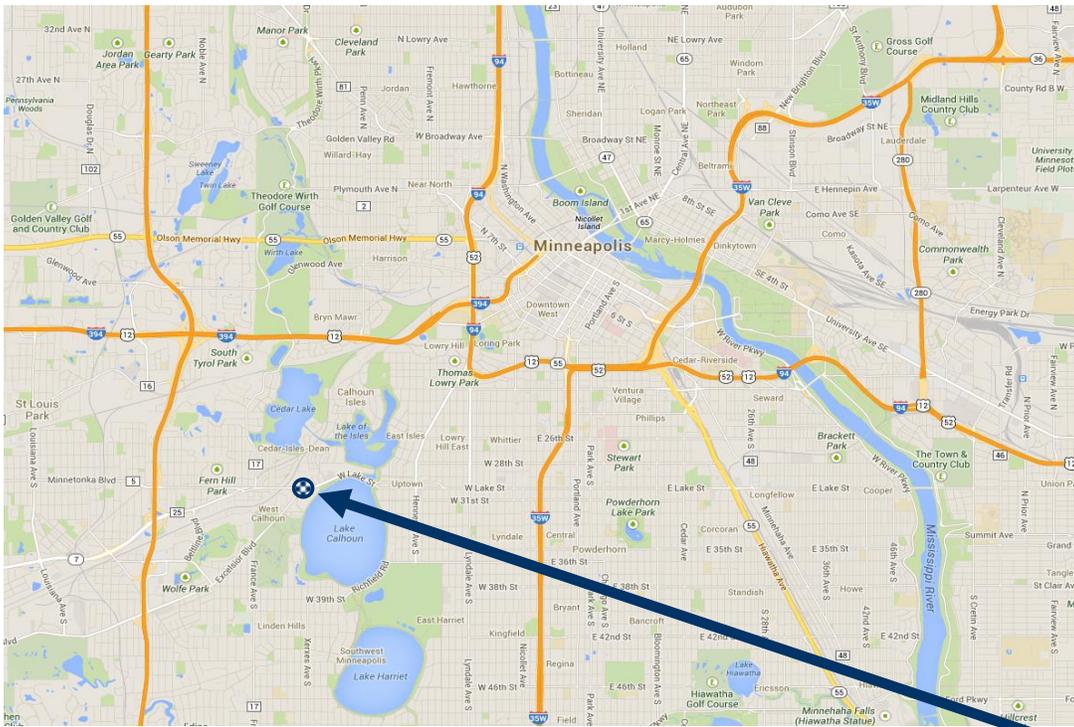
Improvements/Modifications to Existing Transportation Network

It is recommended the site driveway and Loop Calhoun driveway be restricted to operate as $\frac{3}{4}$ access intersections. The simplest way to do this would be to add pavement mounted pylons (similar to those shown in Figure 15) every four feet from the beginning of the left turn lane to the median as shown in Figure 16.

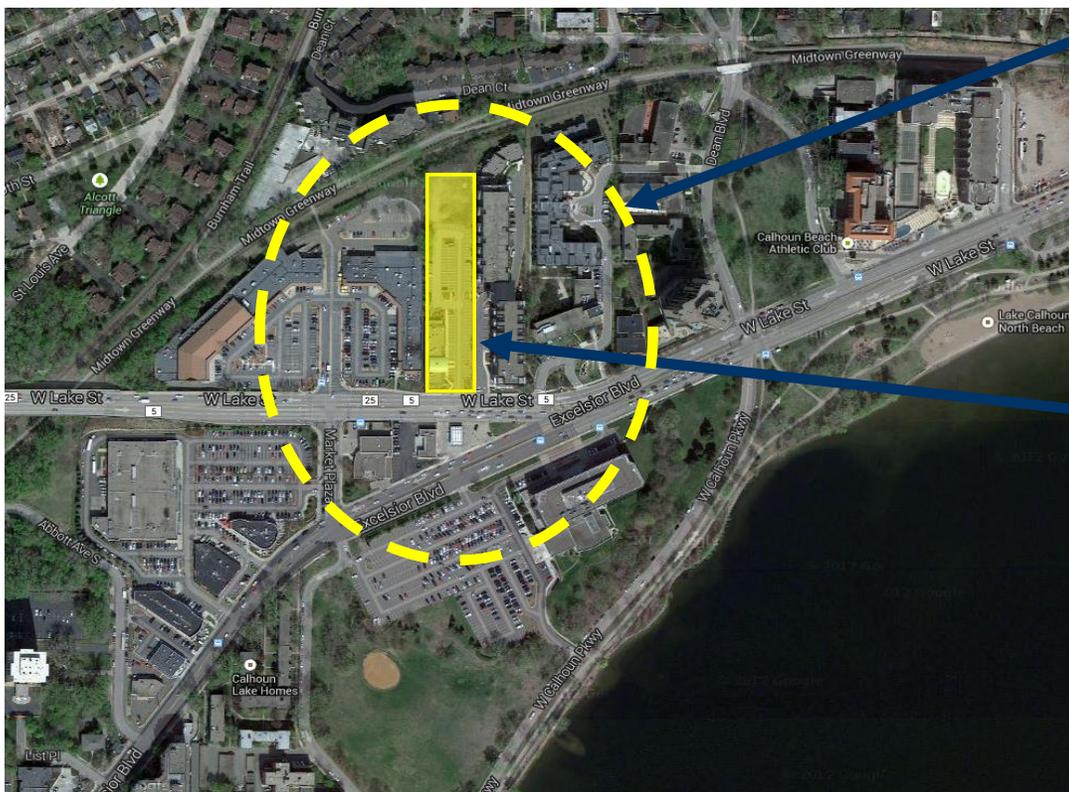
Making these changes will cause the three gas station accesses along Lake Street to operate as right-in/right-out accesses. This is acceptable since it is how they should be operating today with the current roadway configuration. “One-Way” and “No Left Turn” signs should be updated throughout the Lake Street corridor between Market Plaza and Excelsior Boulevard where needed.

Attachments

- A. Figures 1 through 16**
- B. Traffic Counts**
- C. Micro-Simulation Results**



Study Area



Proposed Site

Figure 3
Existing Lanes & Traffic Control

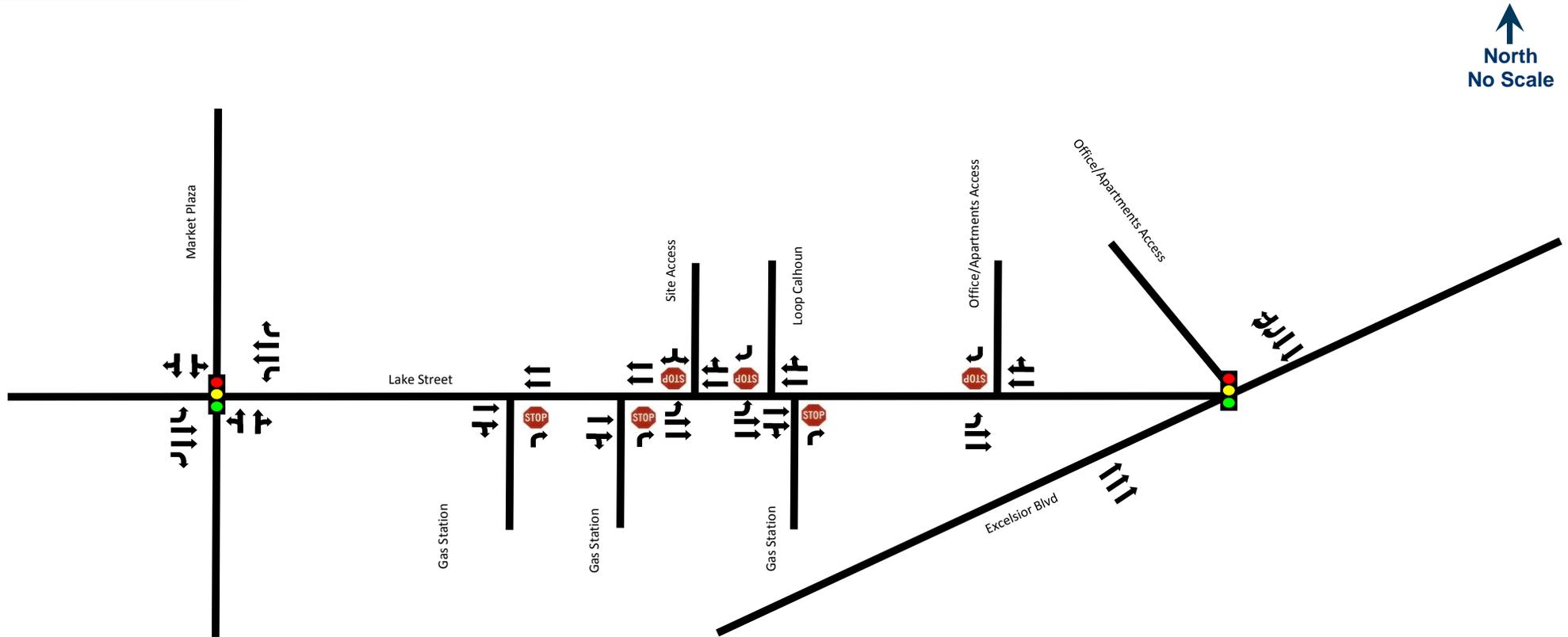


Figure 4
Example of an Illegal Turn

↑
North
No Scale





Figure 5
 AM Existing Volumes

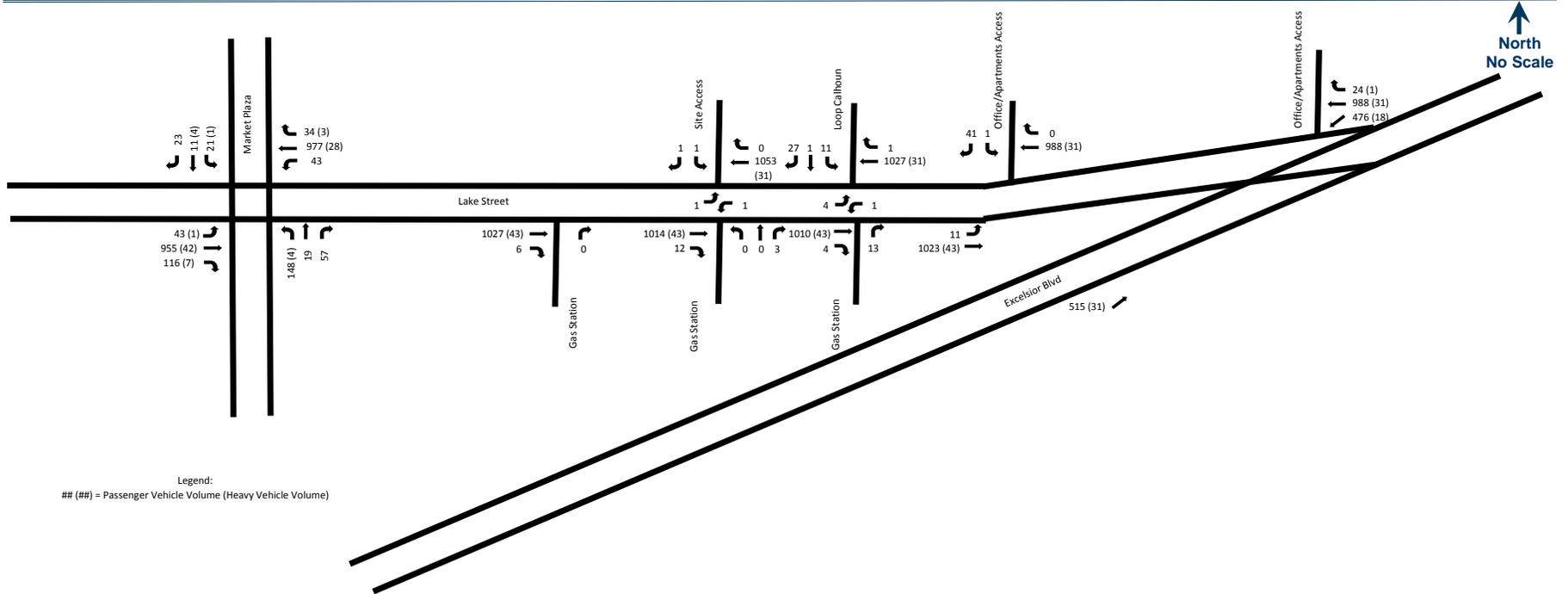
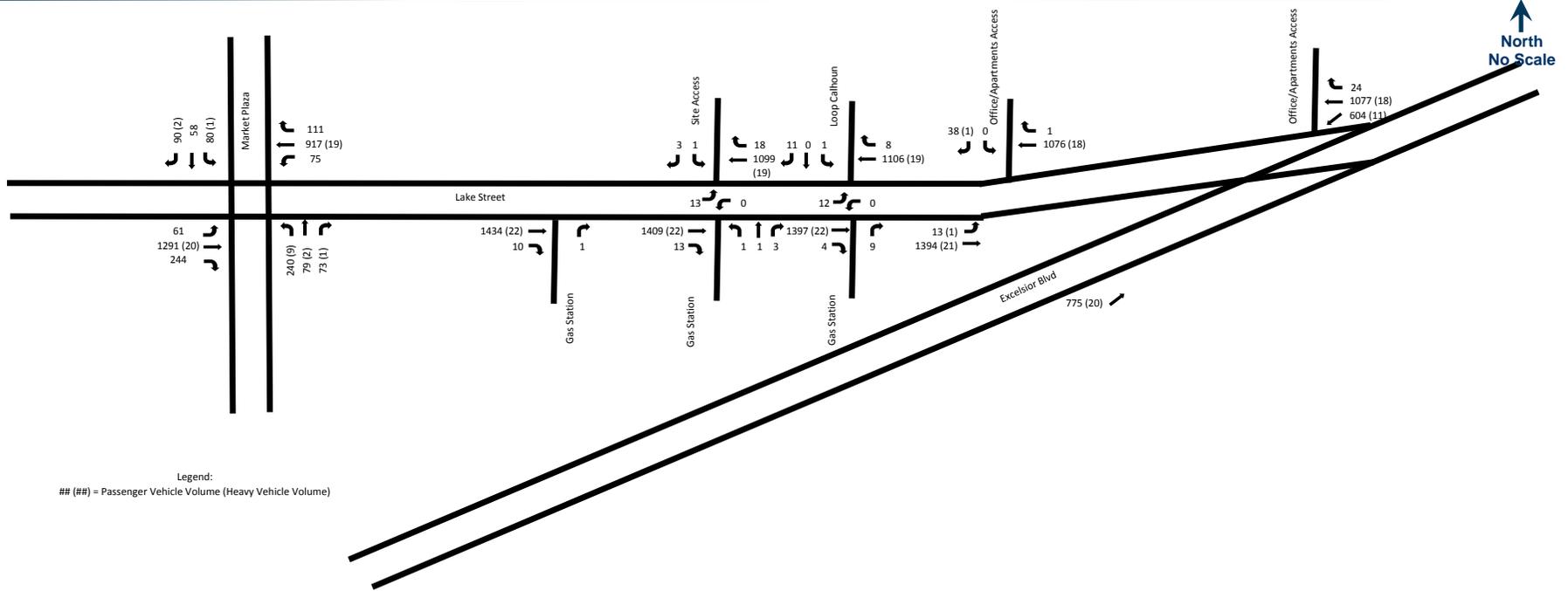




Figure 6
 PM Existing Volumes

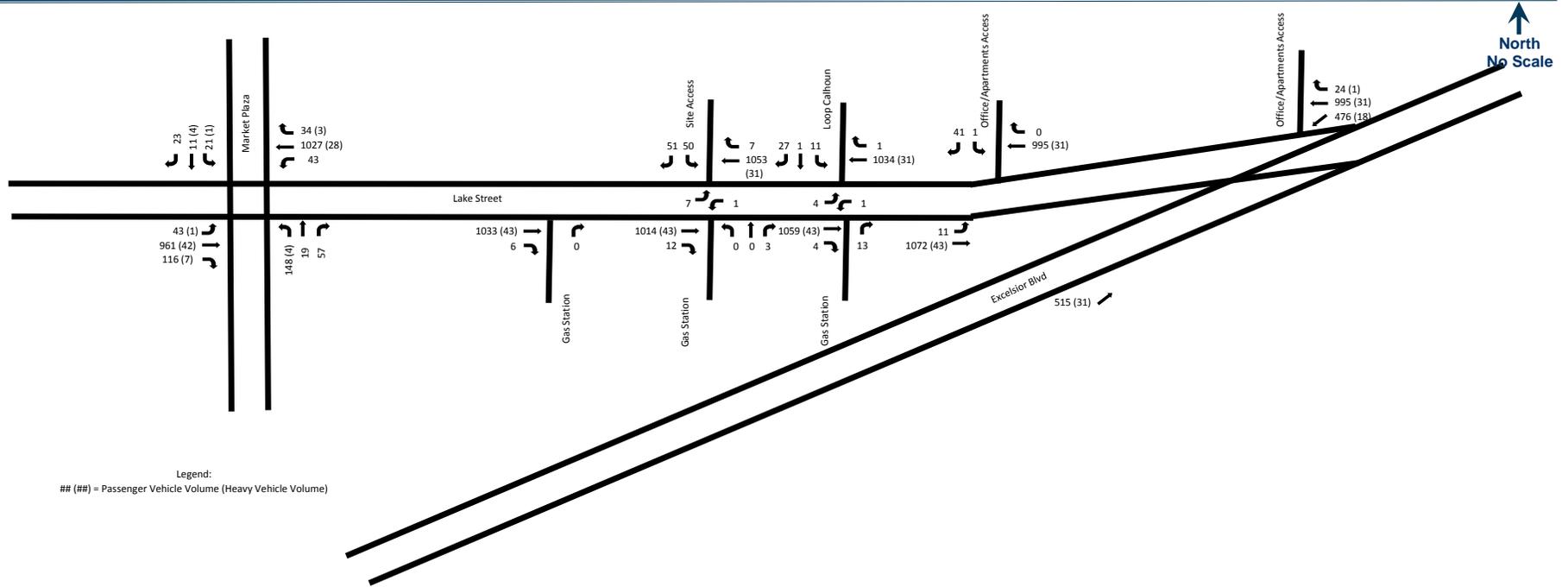


North
 No Scale

Legend:
 ## (##) = Passenger Vehicle Volume (Heavy Vehicle Volume)



Figure 7
 AM Build Full Access Volumes



Legend:
 ## (##) = Passenger Vehicle Volume (Heavy Vehicle Volume)



Figure 8
 PM Build Full Access Volumes

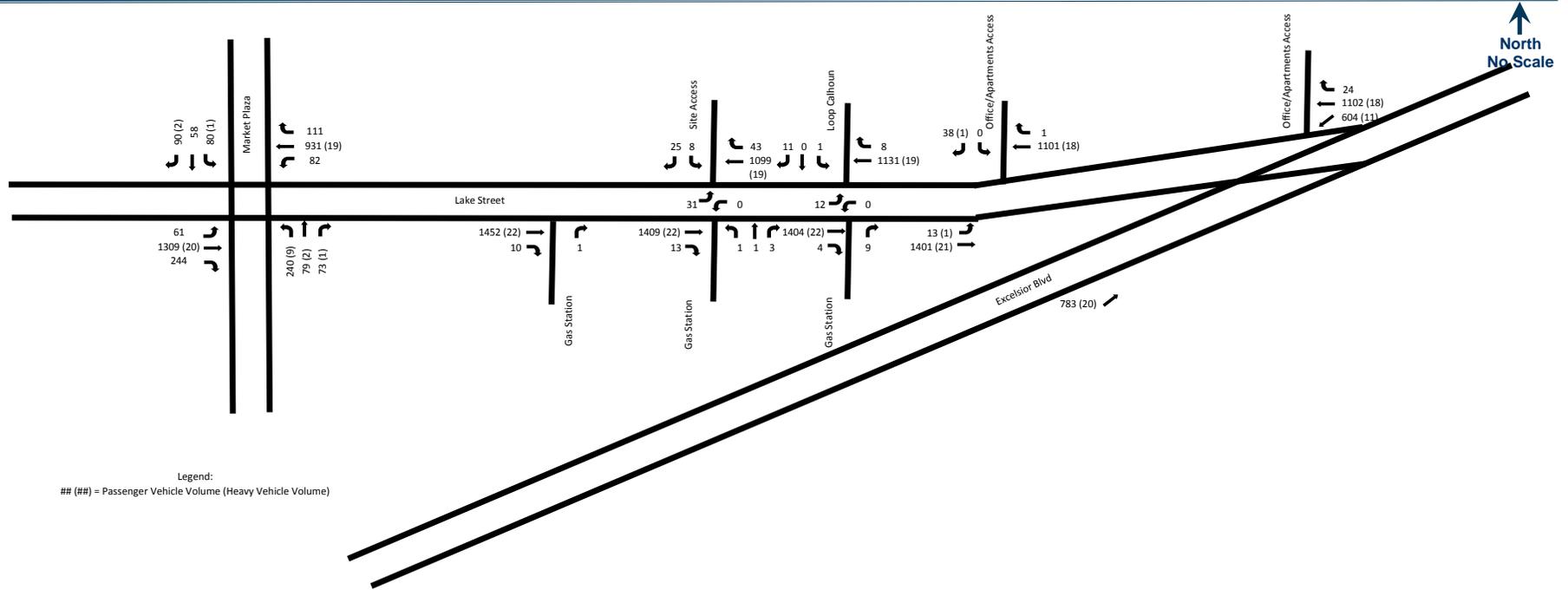
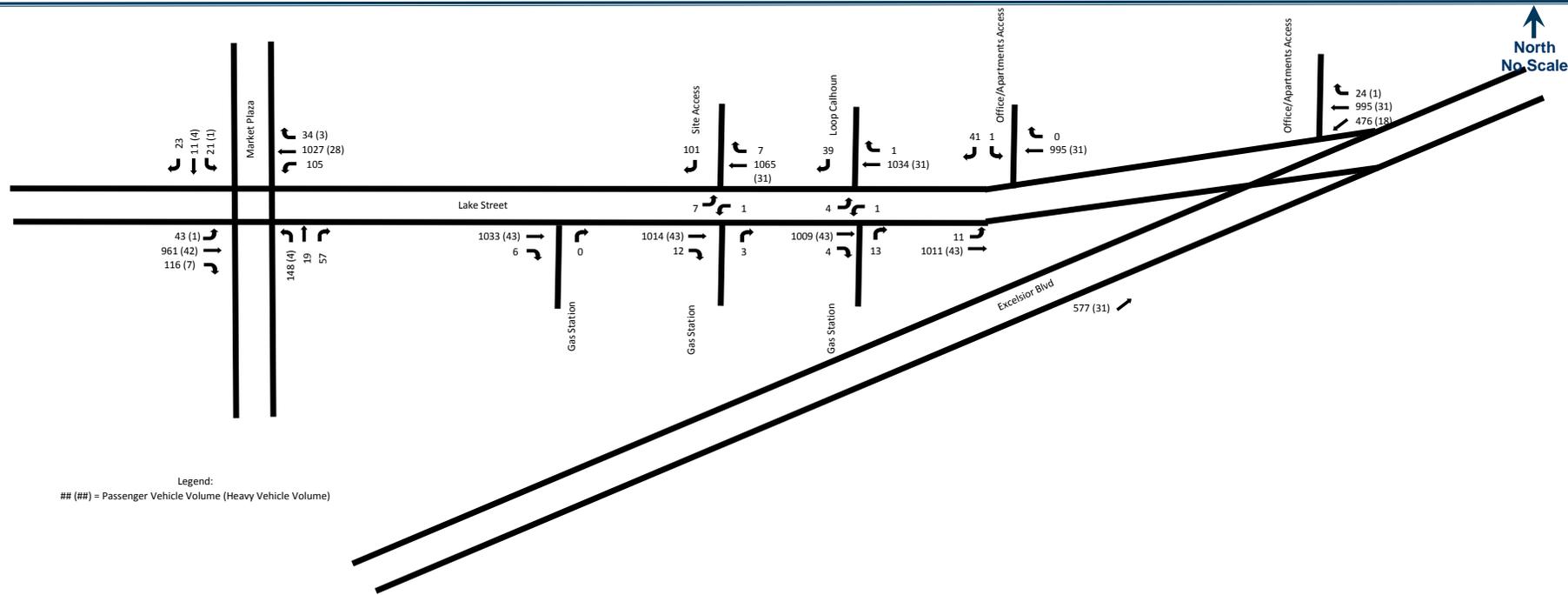




Figure 9
 AM Build 3/4 Access Volumes



Legend:
 ## (##) = Passenger Vehicle Volume (Heavy Vehicle Volume)

Figure 10
PM Build 3/4 Access Volumes

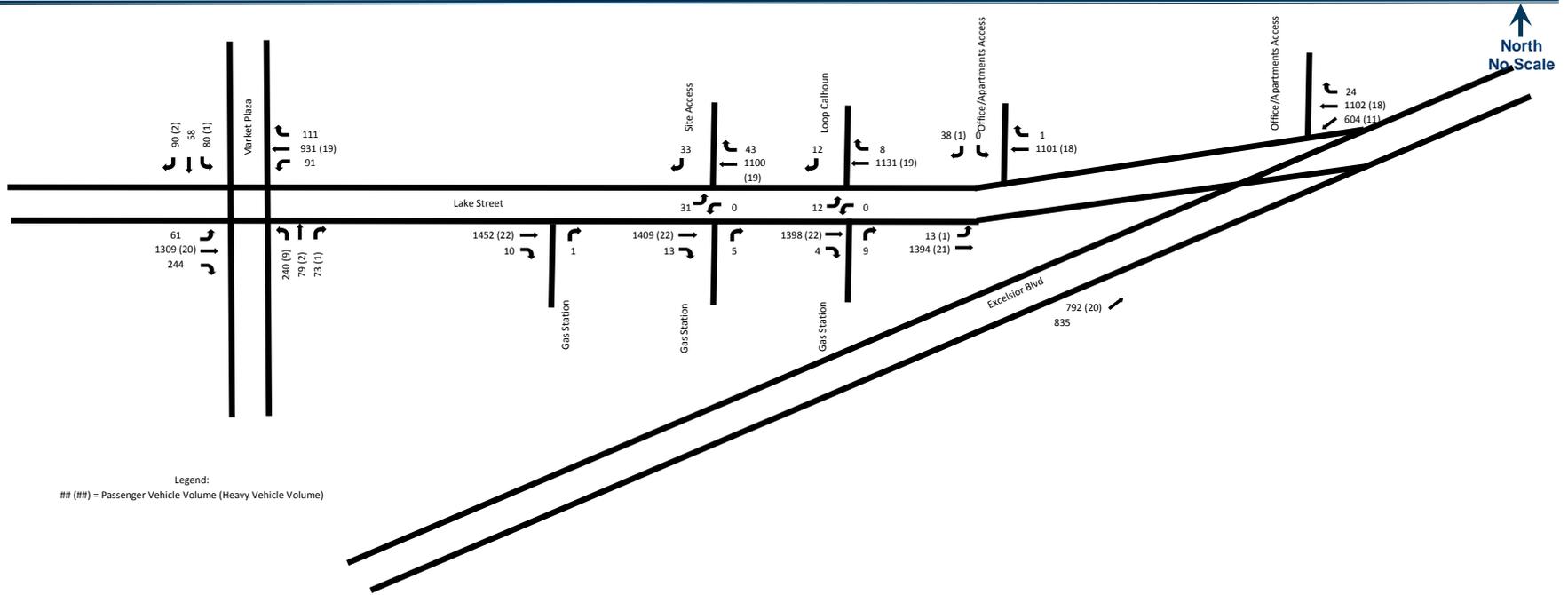
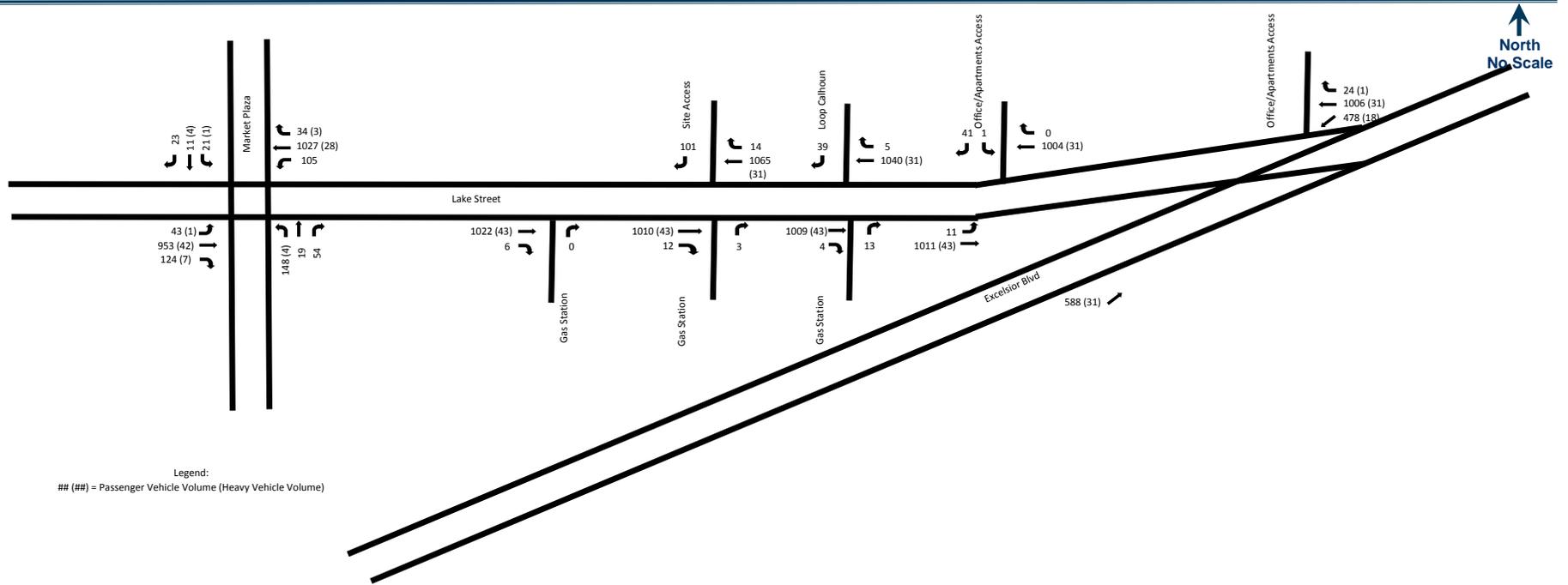




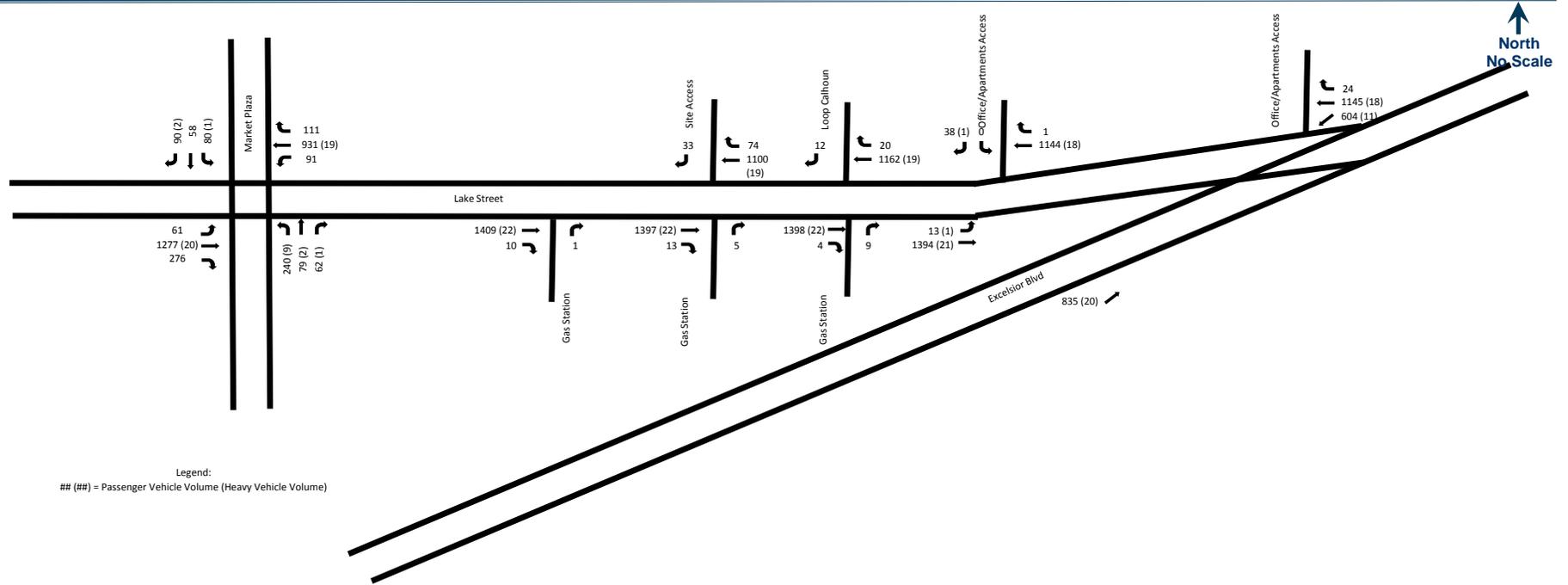
Figure 11
 AM Build Right-In/Right-Out Access Volumes



Legend:
 ## (##) = Passenger Vehicle Volume (Heavy Vehicle Volume)



Figure 12
 PM Build Right-In/Right-Out Access Volumes



Legend:
 ## (##) = Passenger Vehicle Volume (Heavy Vehicle Volume)

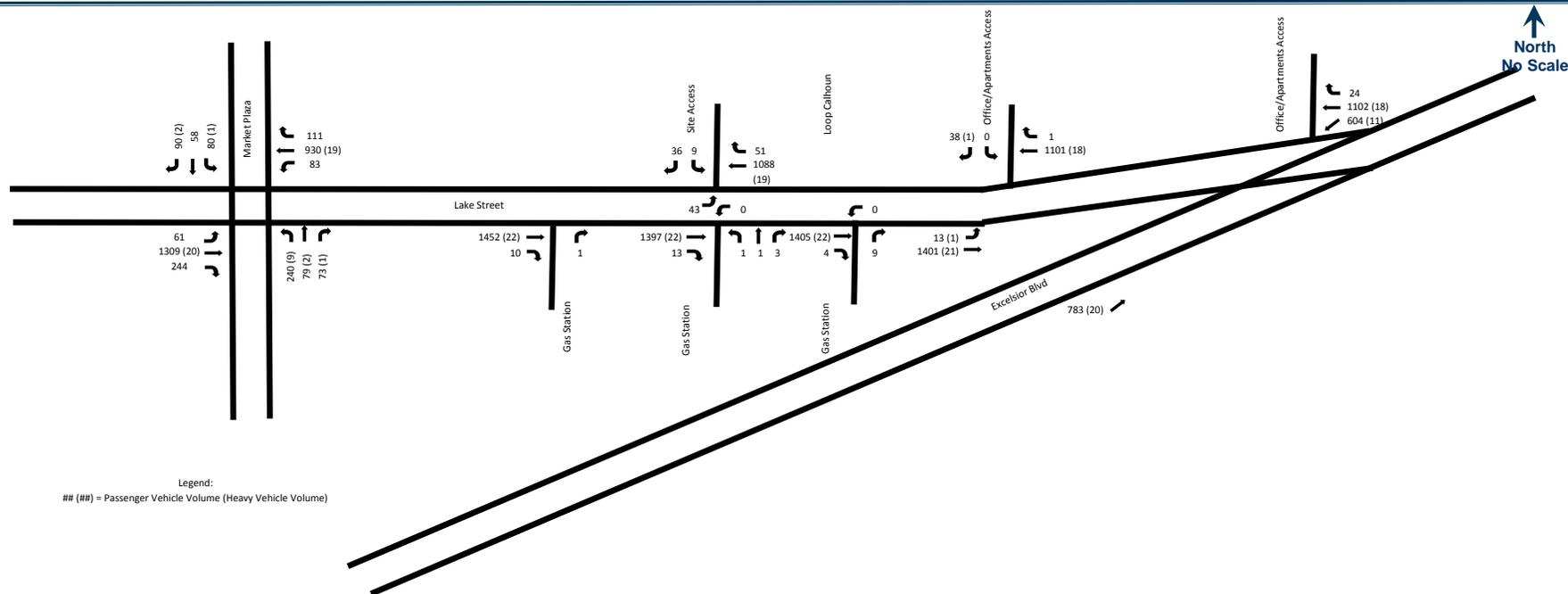


Figure 13
 AM Build Combination Driveway Full Access Volumes





Figure 14
 PM Build Combination Driveway Full Access Volumes



Legend:
 ## (##) = Passenger Vehicle Volume (Heavy Vehicle Volume)

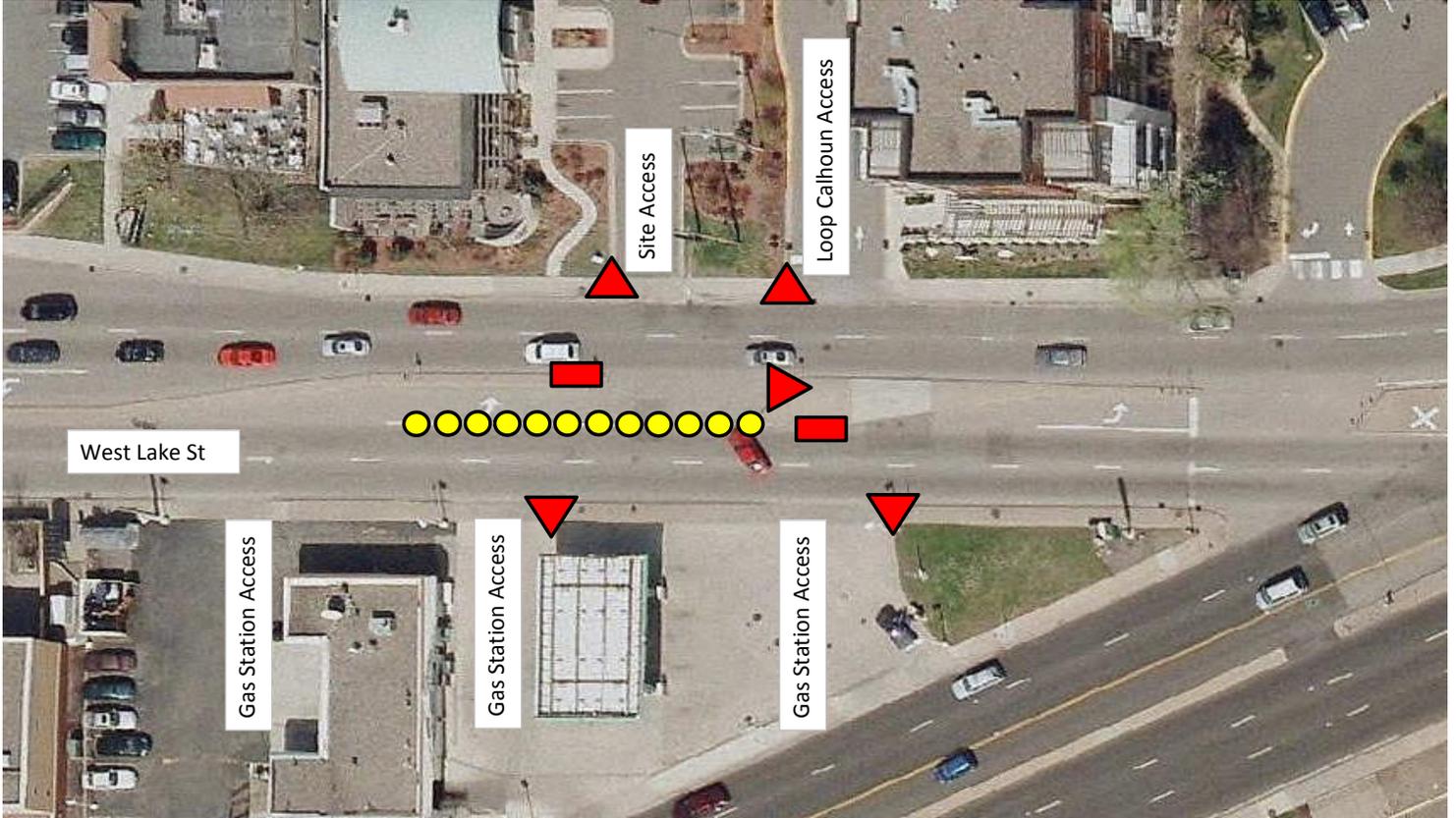
Figure 15 Example of Pavement Mounted Pylons



Image Source: Google Images

Figure 16
Pylon Locations for 3/4 Intersection

↑
North
No Scale



- = Approximate Location of Pavement Mounted Pylons
- = Approximate Locations of One Way Signs
- ▼ = Approximate Locations of No Left Turn Signs



Appendix B - Traffic Impact Memo

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 16 - Lake St & Market Plaza
Site Code : 16
Start Date : 9/15/2011
Page No : 1

Lake St W & Market Plaza S
Minneapolis, MN

Groups Printed- Cars - Heavy Vehicles

Start Time	Market Plaza S From North					Lake St W From East					Market Plaza S From South					Lake St W From West					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
*** BREAK ***																					
07:00 AM	4	0	2	1	7	4	138	7	0	149	14	3	6	0	23	0	159	19	0	178	357
07:15 AM	1	1	4	0	6	8	235	4	0	247	27	2	5	0	34	8	165	22	0	195	482
07:30 AM	4	1	3	0	8	6	273	7	0	286	42	1	6	2	51	5	235	25	0	265	610
07:45 AM	5	2	6	0	13	7	322	10	3	342	49	5	16	0	70	6	216	20	2	244	669
Total	14	4	15	1	34	25	968	28	3	1024	132	11	33	2	178	19	775	86	2	882	2118
08:00 AM	4	3	2	0	9	9	231	11	0	251	40	1	19	1	61	17	252	25	0	294	615
08:15 AM	4	3	5	2	14	12	250	7	2	271	25	3	16	1	45	11	220	33	2	266	596
08:30 AM	9	7	10	0	26	15	202	9	1	227	38	10	6	1	55	10	247	45	2	304	612
08:45 AM	12	4	5	1	22	14	182	9	2	207	32	14	9	1	56	8	185	40	0	233	518
Total	29	17	22	3	71	50	865	36	5	956	135	28	50	4	217	46	904	143	4	1097	2341
*** BREAK ***																					
11:30 AM	21	14	10	0	45	21	126	29	0	176	34	14	10	2	60	27	150	46	0	223	504
11:45 AM	14	11	17	0	42	20	128	27	3	178	32	17	7	1	57	29	148	38	1	216	493
Total	35	25	27	0	87	41	254	56	3	354	66	31	17	3	117	56	298	84	1	439	997
12:00 PM	17	18	16	0	51	26	138	18	2	184	39	19	17	2	77	18	137	62	0	217	529
12:15 PM	18	14	30	1	63	17	145	22	3	187	49	18	14	4	85	28	139	31	4	202	537
12:30 PM	18	12	21	2	53	23	167	16	1	207	53	11	22	3	89	24	138	59	7	228	577
12:45 PM	18	14	27	5	64	26	169	38	3	236	44	13	12	2	71	26	163	53	6	248	619
Total	71	58	94	8	231	92	619	94	9	814	185	61	65	11	322	96	577	205	17	895	2262
01:00 PM	26	23	34	5	88	12	140	27	2	181	48	16	23	0	87	21	118	52	2	193	549
01:15 PM	15	21	29	5	70	17	149	26	4	196	45	11	9	2	67	13	134	24	1	172	505
*** BREAK ***																					
Total	41	44	63	10	158	29	289	53	6	377	93	27	32	2	154	34	252	76	3	365	1054
*** BREAK ***																					
04:00 PM	18	19	13	3	53	21	177	22	8	228	46	18	13	2	79	27	225	34	5	291	651
04:15 PM	16	21	19	3	59	16	189	21	4	230	38	14	9	3	64	18	232	45	3	298	651
04:30 PM	21	14	19	2	56	17	243	18	3	281	69	16	18	6	109	14	288	66	2	370	816
04:45 PM	16	12	20	2	50	17	220	33	6	276	57	26	20	1	104	10	247	58	1	316	746
Total	71	66	71	10	218	71	829	94	21	1015	210	74	60	12	356	69	992	203	11	1275	2864



Appendix B - Traffic Impact Memo

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 16 - Lake St & Market Plaza
Site Code : 16
Start Date : 9/15/2011
Page No : 2

Lake St W & Market Plaza S
Minneapolis, MN

Groups Printed- Cars - Heavy Vehicles

Start Time	Market Plaza S From North					Lake St W From East					Market Plaza S From South					Lake St W From West					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
05:00 PM	22	15	26	5	68	27	223	26	4	280	63	13	14	1	91	23	263	60	0	346	785
05:15 PM	22	17	27	2	68	14	250	34	4	302	60	26	22	4	112	14	148	60	10	232	714
05:30 PM	21	20	15	3	59	26	242	31	1	300	56	11	28	3	98	15	179	46	4	244	701
05:45 PM	17	17	28	0	62	22	217	43	2	284	50	13	23	0	86	30	173	54	8	265	697
Total	82	69	96	10	257	89	932	134	11	1166	229	63	87	8	387	82	763	220	22	1087	2897
06:00 PM	16	24	21	4	65	29	211	24	3	267	53	15	19	6	93	16	234	67	4	321	746
06:15 PM	18	13	13	3	47	28	247	36	5	316	61	20	31	2	114	27	272	70	4	373	850
*** BREAK ***																					
Total	34	37	34	7	112	57	458	60	8	583	114	35	50	8	207	43	506	137	8	694	1596
Grand Total	377	320	422	49	1168	454	5214	555	66	6289	1164	330	394	50	1938	445	5067	1154	68	6734	16129
Apprch %	32.3	27.4	36.1	4.2		7.2	82.9	8.8	1		60.1	17	20.3	2.6		6.6	75.2	17.1	1		
Total %	2.3	2	2.6	0.3	7.2	2.8	32.3	3.4	0.4	39	7.2	2	2.4	0.3	12	2.8	31.4	7.2	0.4	41.8	
Cars	371	316	416	45	1148	447	5088	549	46	6130	1134	325	391	43	1893	437	4921	1127	54	6539	15710
% Cars	98.4	98.8	98.6	91.8	98.3	98.5	97.6	98.9	69.7	97.5	97.4	98.5	99.2	86	97.7	98.2	97.1	97.7	79.4	97.1	97.4
Heavy Vehicles	6	4	6	4	20	7	126	6	20	159	30	5	3	7	45	8	146	27	14	195	419
% Heavy Vehicles	1.6	1.2	1.4	8.2	1.7	1.5	2.4	1.1	30.3	2.5	2.6	1.5	0.8	14	2.3	1.8	2.9	2.3	20.6	2.9	2.6



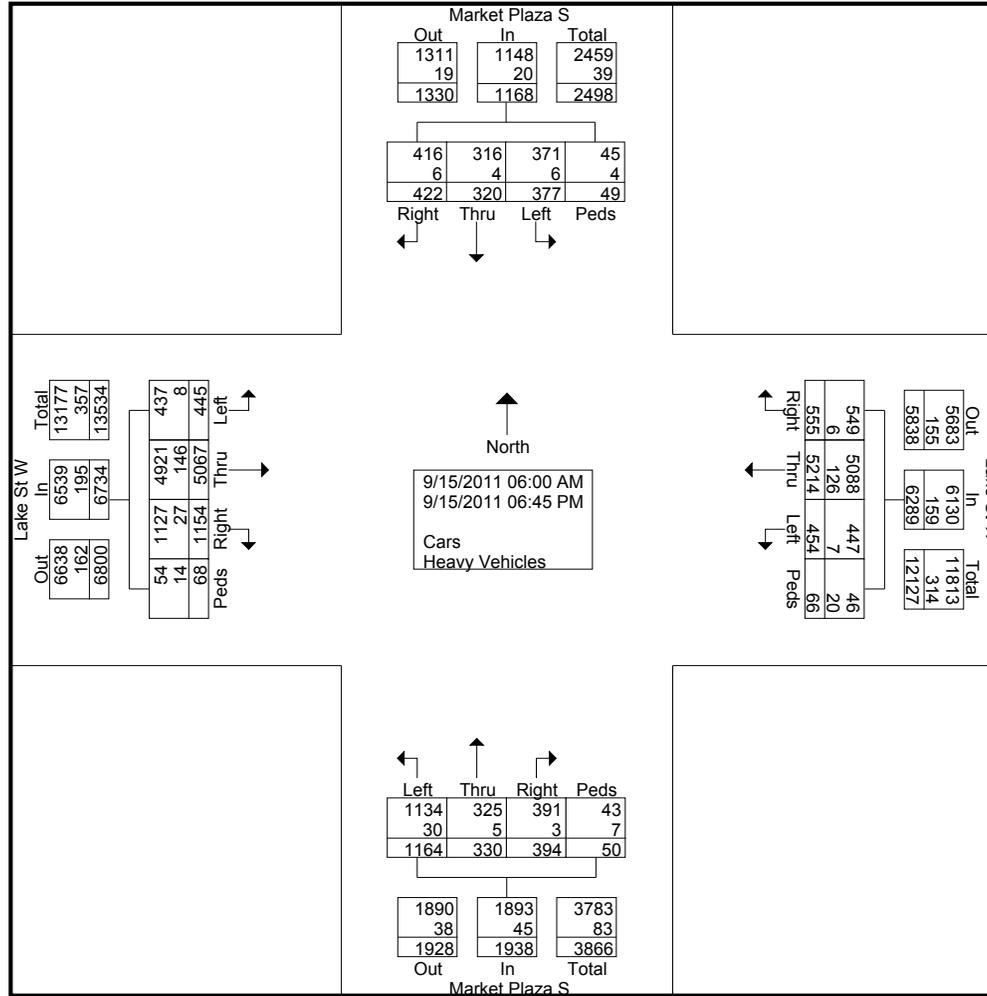
Appendix B - Traffic Impact Memo

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 16 - Lake St & Market Plaza
Site Code : 16
Start Date : 9/15/2011
Page No : 3

Lake St W & Market Plaza S
Minneapolis, MN





Appendix B - Traffic Impact Memo

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 16 - Lake St & Market Plaza
Site Code : 16
Start Date : 9/15/2011
Page No : 4

Lake St W & Market Plaza S
Minneapolis, MN

Start Time	Market Plaza S From North					Lake St W From East					Market Plaza S From South					Lake St W From West					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
Peak Hour Analysis From 06:00 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	5	2	6	0	13	7	322	10	3	342	49	5	16	0	70	6	216	20	2	244	669
08:00 AM	4	3	2	0	9	9	231	11	0	251	40	1	19	1	61	17	252	25	0	294	615
08:15 AM	4	3	5	2	14	12	250	7	2	271	25	3	16	1	45	11	220	33	2	266	596
08:30 AM	9	7	10	0	26	15	202	9	1	227	38	10	6	1	55	10	247	45	2	304	612
Total Volume	22	15	23	2	62	43	1005	37	6	1091	152	19	57	3	231	44	935	123	6	1108	2492
% App. Total	35.5	24.2	37.1	3.2		3.9	92.1	3.4	0.5		65.8	8.2	24.7	1.3		4	84.4	11.1	0.5		
PHF	.611	.536	.575	.250	.596	.717	.780	.841	.500	.798	.776	.475	.750	.750	.825	.647	.928	.683	.750	.911	.931
Peak Hour Analysis From 12:45 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	21	14	19	2	56	17	243	18	3	281	69	16	18	6	109	14	288	66	2	370	816
04:45 PM	16	12	20	2	50	17	220	33	6	276	57	26	20	1	104	10	247	58	1	316	746
05:00 PM	22	15	26	5	68	27	223	26	4	280	63	13	14	1	91	23	263	60	0	346	785
05:15 PM	22	17	27	2	68	14	250	34	4	302	60	26	22	4	112	14	148	60	10	232	714
Total Volume	81	58	92	11	242	75	936	111	17	1139	249	81	74	12	416	61	946	244	13	1264	3061
% App. Total	33.5	24	38	4.5		6.6	82.2	9.7	1.5		59.9	19.5	17.8	2.9		4.8	74.8	19.3	1		
PHF	.920	.853	.852	.550	.890	.694	.936	.816	.708	.943	.902	.779	.841	.500	.929	.663	.821	.924	.325	.854	.938



Appendix B - Traffic Impact Memo

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 591 - Lake St W & Excelsior Blvd W
 Site Code : 591
 Start Date : 9/7/2011
 Page No : 1

Lake St W & Excelsior Blvd W
 Minneapolis, MN

Groups Printed- Cars - Heavy Vehicles

Start Time	Lake St W From North					Lake St W From East					From South					Excelsior Blvd W From West					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
12:00 AM	25	0	0	0	25	0	5	26	0	31	0	0	0	0	0	0	13	0	0	13	69
12:15 AM	22	0	0	2	24	0	17	18	0	35	0	0	0	0	0	1	14	0	0	15	74
12:30 AM	15	0	1	0	16	0	7	28	0	35	0	0	0	0	0	0	6	0	0	6	57
12:45 AM	15	0	0	0	15	0	12	23	0	35	0	0	0	0	0	0	3	0	0	3	53
Total	77	0	1	2	80	0	41	95	0	136	0	0	0	0	0	1	36	0	0	37	253
01:00 AM	14	0	0	0	14	0	10	16	0	26	0	0	0	0	0	0	4	0	0	4	44
01:15 AM	10	0	0	0	10	0	8	12	0	20	0	0	0	0	0	0	6	0	0	6	36
01:30 AM	6	0	0	0	6	0	7	9	0	16	0	0	0	1	1	0	8	0	0	8	31
01:45 AM	7	0	0	0	7	0	10	14	0	24	0	0	0	0	0	0	3	0	0	3	34
Total	37	0	0	0	37	0	35	51	0	86	0	0	0	1	1	0	21	0	0	21	145
02:00 AM	12	0	0	0	12	0	7	12	0	19	0	0	0	0	0	0	9	0	0	9	40
02:15 AM	5	0	0	0	5	0	3	9	0	12	0	0	0	0	0	0	3	0	0	3	20
02:30 AM	7	0	0	0	7	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	12
02:45 AM	4	0	0	0	4	0	2	7	0	9	0	0	0	0	0	0	3	0	0	3	16
Total	28	0	0	0	28	0	13	32	0	45	0	0	0	0	0	0	15	0	0	15	88
03:00 AM	7	0	0	0	7	0	2	7	0	9	0	0	0	0	0	0	6	0	0	6	22
03:15 AM	6	0	0	0	6	0	4	8	0	12	0	0	0	0	0	1	3	0	0	4	22
03:30 AM	2	0	0	2	4	0	3	7	0	10	0	0	0	0	0	0	1	0	0	1	15
03:45 AM	3	0	0	0	3	0	1	9	0	10	0	0	0	0	0	0	4	0	0	4	17
Total	18	0	0	2	20	0	10	31	0	41	0	0	0	0	0	1	14	0	0	15	76
04:00 AM	5	0	0	0	5	0	1	5	0	6	0	0	0	0	0	0	7	0	0	7	18
04:15 AM	2	0	0	0	2	0	2	10	0	12	0	0	0	0	0	0	4	0	0	4	18
04:30 AM	10	0	0	0	10	0	3	13	0	16	0	0	0	0	0	0	4	0	0	4	30
04:45 AM	13	0	0	0	13	0	4	17	0	21	0	0	0	0	0	0	8	0	0	8	42
Total	30	0	0	0	30	0	10	45	0	55	0	0	0	0	0	0	23	0	0	23	108
05:00 AM	9	0	0	0	9	0	10	16	0	26	0	0	0	0	0	0	4	0	0	4	39
05:15 AM	30	0	0	0	30	0	9	28	0	37	0	0	0	0	0	1	9	0	0	10	77
05:30 AM	38	0	1	0	39	0	20	40	0	60	0	0	0	0	0	0	5	0	0	5	104
05:45 AM	44	0	0	0	44	0	10	59	0	69	0	0	0	0	0	0	15	0	0	15	128
Total	121	0	1	0	122	0	49	143	0	192	0	0	0	0	0	1	33	0	0	34	348
06:00 AM	57	0	0	0	57	0	17	63	0	80	0	0	0	0	0	0	32	0	0	32	169
06:15 AM	81	0	2	0	83	0	20	78	0	98	0	0	0	0	0	0	29	0	0	29	210
06:30 AM	114	0	0	0	114	0	23	122	0	145	0	0	0	0	0	0	55	0	0	55	314



Appendix B - Traffic Impact Memo

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 591 - Lake St W & Excelsior Blvd W
 Site Code : 591
 Start Date : 9/7/2011
 Page No : 2

Lake St W & Excelsior Blvd W
 Minneapolis, MN

Groups Printed- Cars - Heavy Vehicles

Start Time	Lake St W From North					Lake St W From East					From South					Excelsior Blvd W From West					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
06:45 AM	136	0	0	0	136	0	34	147	2	183	0	0	0	0	0	0	49	0	2	51	370
Total	388	0	2	0	390	0	94	410	2	506	0	0	0	0	0	0	165	0	2	167	1063
07:00 AM	157	0	1	0	158	0	54	149	2	205	0	0	0	1	1	0	50	0	0	50	414
07:15 AM	187	0	0	0	187	0	71	195	1	267	0	0	0	0	0	1	80	0	0	81	535
07:30 AM	281	0	0	0	281	0	127	283	2	412	0	0	0	0	0	0	127	0	0	127	820
07:45 AM	266	0	0	0	266	0	134	243	0	377	0	0	0	0	0	0	150	0	0	150	793
Total	891	0	1	0	892	0	386	870	5	1261	0	0	0	1	1	1	407	0	0	408	2562
08:00 AM	215	0	1	0	216	0	114	243	0	357	0	0	0	0	0	0	144	0	0	144	717
08:15 AM	307	0	3	0	310	0	119	208	1	328	0	0	0	0	0	0	125	0	0	125	763
08:30 AM	216	0	0	0	216	0	81	190	0	271	0	0	0	0	0	0	108	0	0	108	595
08:45 AM	183	0	2	0	185	0	80	125	1	206	0	0	0	0	0	0	80	0	1	81	472
Total	921	0	6	0	927	0	394	766	2	1162	0	0	0	0	0	0	457	0	1	458	2547
09:00 AM	170	0	0	0	170	0	71	100	0	171	0	0	0	0	0	0	71	0	0	71	412
09:15 AM	146	0	1	0	147	0	75	146	0	221	0	0	0	0	0	0	85	0	0	85	453
09:30 AM	144	0	0	0	144	0	94	111	0	205	0	0	0	0	0	0	79	0	2	81	430
09:45 AM	156	0	0	0	156	0	100	117	0	217	0	0	0	0	0	0	63	0	0	63	436
Total	616	0	1	0	617	0	340	474	0	814	0	0	0	0	0	0	298	0	2	300	1731
10:00 AM	125	0	0	0	125	0	85	105	2	192	0	0	0	0	0	0	49	0	1	50	367
10:15 AM	127	0	0	0	127	0	84	121	1	206	0	0	0	0	0	0	56	0	2	58	391
10:30 AM	151	0	0	1	152	0	89	128	0	217	0	0	0	0	0	0	75	0	1	76	445
10:45 AM	160	0	0	0	160	0	98	125	3	226	0	0	0	0	0	1	81	0	1	83	469
Total	563	0	0	1	564	0	356	479	6	841	0	0	0	0	0	1	261	0	5	267	1672
11:00 AM	131	0	0	0	131	0	70	140	0	210	0	0	0	0	0	0	70	0	2	72	413
11:15 AM	147	0	1	0	148	0	80	147	2	229	0	0	0	0	0	0	85	0	1	86	463
11:30 AM	164	0	1	0	165	0	95	117	0	212	0	0	0	0	0	0	95	0	0	95	472
11:45 AM	180	0	1	0	181	0	125	160	4	289	0	0	0	0	0	0	82	0	0	82	552
Total	622	0	3	0	625	0	370	564	6	940	0	0	0	0	0	0	332	0	3	335	1900
12:00 PM	153	0	0	0	153	0	101	140	0	241	0	0	0	0	0	0	119	0	2	121	515
12:15 PM	138	0	1	0	139	0	130	129	0	259	0	0	0	0	0	0	97	0	0	97	495
12:30 PM	190	0	0	0	190	0	121	166	0	287	0	0	0	0	0	1	104	0	0	105	582
12:45 PM	175	0	0	0	175	0	149	144	0	293	0	0	0	0	0	1	114	0	0	115	583
Total	656	0	1	0	657	0	501	579	0	1080	0	0	0	0	0	2	434	0	2	438	2175



Appendix B - Traffic Counts Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 591 - Lake St W & Excelsior Blvd W
Site Code : 591
Start Date : 9/7/2011
Page No : 3

Lake St W & Excelsior Blvd W
Minneapolis, MN

Groups Printed- Cars - Heavy Vehicles

Start Time	Lake St W From North					Lake St W From East					From South					Excelsior Blvd W From West					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
01:00 PM	173	0	2	0	175	0	118	173	0	291	0	0	0	0	0	0	109	0	0	109	575
01:15 PM	200	0	0	1	201	0	118	144	3	265	0	0	0	0	0	2	121	0	2	125	591
01:30 PM	157	0	1	0	158	0	109	185	6	300	0	0	0	0	0	0	123	0	0	123	581
01:45 PM	194	0	0	0	194	0	102	182	0	284	0	0	0	0	0	1	111	0	1	113	591
Total	724	0	3	1	728	0	447	684	9	1140	0	0	0	0	0	3	464	0	3	470	2338
02:00 PM	176	0	1	0	177	0	117	189	0	306	0	0	0	0	0	1	108	0	0	109	592
02:15 PM	162	0	0	1	163	0	106	183	0	289	0	0	0	0	0	1	104	0	1	106	558
02:30 PM	188	0	0	0	188	0	104	180	2	286	0	0	0	0	0	0	117	0	1	118	592
02:45 PM	197	0	1	0	198	0	121	186	0	307	0	0	0	0	0	0	112	0	2	114	619
Total	723	0	2	1	726	0	448	738	2	1188	0	0	0	0	0	2	441	0	4	447	2361
03:00 PM	158	0	0	0	158	0	126	176	0	302	0	0	0	1	1	0	127	0	2	129	590
03:15 PM	231	0	0	0	231	0	122	188	6	316	0	0	0	0	0	0	104	0	3	107	654
03:30 PM	244	0	2	0	246	0	132	177	0	309	0	0	0	0	0	1	122	0	1	124	679
03:45 PM	222	0	10	0	232	0	114	178	4	296	0	0	0	0	0	0	115	0	2	117	645
Total	855	0	12	0	867	0	494	719	10	1223	0	0	0	1	1	1	468	0	8	477	2568
04:00 PM	258	0	0	0	258	0	109	245	3	357	0	0	0	0	0	0	144	0	3	147	762
04:15 PM	397	0	0	0	397	0	151	253	2	406	0	0	0	2	2	0	169	0	5	174	979
04:30 PM	291	0	5	0	296	0	180	259	1	440	0	0	0	0	0	0	234	0	4	238	974
04:45 PM	384	0	0	0	384	0	161	256	0	417	0	0	0	0	0	0	208	0	1	209	1010
Total	1330	0	5	0	1335	0	601	1013	6	1620	0	0	0	2	2	0	755	0	13	768	3725
05:00 PM	343	0	0	0	343	0	123	240	0	363	0	0	0	1	1	0	184	0	3	187	894
05:15 PM	232	0	0	0	232	0	91	181	1	273	0	0	0	0	0	0	101	0	4	105	610
05:30 PM	301	0	0	1	302	0	164	250	0	414	0	0	0	0	0	0	196	0	0	196	912
05:45 PM	307	0	0	1	308	0	135	260	0	395	0	0	0	0	0	0	155	0	3	158	861
Total	1183	0	0	2	1185	0	513	931	1	1445	0	0	0	1	1	0	636	0	10	646	3277
06:00 PM	321	0	0	0	321	0	156	230	0	386	0	0	0	0	0	0	176	0	0	176	883
06:15 PM	286	0	0	0	286	0	141	222	0	363	0	0	0	0	0	1	184	0	0	185	834
06:30 PM	260	0	0	1	261	0	132	195	0	327	0	0	0	0	0	0	151	0	1	152	740
06:45 PM	250	0	0	0	250	0	121	162	0	283	0	0	0	0	0	1	147	0	0	148	681
Total	1117	0	0	1	1118	0	550	809	0	1359	0	0	0	0	0	2	658	0	1	661	3138
07:00 PM	230	0	0	0	230	0	117	156	2	275	0	0	0	1	1	0	150	0	1	151	657
07:15 PM	260	0	0	1	261	0	127	217	0	344	0	0	0	0	0	0	169	0	2	171	776
07:30 PM	222	0	0	1	223	0	122	195	1	318	0	0	0	0	0	0	108	0	1	109	650



Appendix B - Traffic Counts Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 591 - Lake St W & Excelsior Blvd W
 Site Code : 591
 Start Date : 9/7/2011
 Page No : 4

Lake St W & Excelsior Blvd W
 Minneapolis, MN

Groups Printed- Cars - Heavy Vehicles

Start Time	Lake St W From North					Lake St W From East					From South					Excelsior Blvd W From West					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
07:45 PM	180	0	2	1	183	0	118	240	0	358	0	0	0	0	0	2	139	0	5	146	687
Total	892	0	2	3	897	0	484	808	3	1295	0	0	0	1	1	2	566	0	9	577	2770
08:00 PM	139	0	0	0	139	0	72	115	0	187	0	0	0	1	1	0	88	0	3	91	418
08:15 PM	169	0	0	0	169	0	108	128	2	238	0	0	0	0	0	0	90	0	1	91	498
08:30 PM	124	0	0	0	124	0	75	124	1	200	0	0	0	1	1	0	65	0	1	66	391
08:45 PM	144	0	0	0	144	0	80	130	0	210	0	0	0	0	0	0	77	0	1	78	432
Total	576	0	0	0	576	0	335	497	3	835	0	0	0	2	2	0	320	0	6	326	1739
09:00 PM	111	0	0	0	111	0	77	115	0	192	0	0	0	0	0	0	69	0	2	71	374
09:15 PM	107	0	0	0	107	0	77	99	0	176	0	0	0	0	0	0	47	0	0	47	330
09:30 PM	89	0	0	0	89	0	47	115	0	162	0	0	0	0	0	0	59	0	0	59	310
09:45 PM	82	0	0	0	82	0	43	88	0	131	0	0	0	0	0	0	39	0	0	39	252
Total	389	0	0	0	389	0	244	417	0	661	0	0	0	0	0	0	214	0	2	216	1266
10:00 PM	93	0	0	0	93	0	40	65	0	105	0	0	0	0	0	0	46	0	1	47	245
10:15 PM	76	0	0	0	76	0	39	61	0	100	0	0	0	0	0	0	40	0	0	40	216
10:30 PM	85	0	0	0	85	0	41	84	2	127	0	0	0	0	0	0	29	0	0	29	241
10:45 PM	53	0	0	0	53	0	36	78	0	114	0	0	0	0	0	0	30	0	0	30	197
Total	307	0	0	0	307	0	156	288	2	446	0	0	0	0	0	0	145	0	1	146	899
11:00 PM	61	0	0	0	61	0	14	66	0	80	0	0	0	0	0	0	30	0	0	30	171
11:15 PM	47	0	0	0	47	0	28	29	0	57	0	0	0	1	1	0	19	0	1	20	125
11:30 PM	39	0	0	0	39	0	17	51	0	68	0	0	0	0	0	0	12	0	0	12	119
11:45 PM	22	0	0	0	22	0	12	42	0	54	0	0	0	0	0	0	13	0	1	14	90
Total	169	0	0	0	169	0	71	188	0	259	0	0	0	1	1	0	74	0	2	76	505
*** BREAK ***																					
Grand Total	13233	0	40	13	13286	0	6942	11631	57	18630	0	0	0	10	10	17	7237	0	74	7328	39254
Apprch %	99.6	0	0.3	0.1		0	37.3	62.4	0.3		0	0	0	100		0.2	98.8	0	1		
Total %	33.7	0	0.1	0	33.8	0	17.7	29.6	0.1	47.5	0	0	0	0	0	0	18.4	0	0.2	18.7	
Cars	12723	0	34	6	12763	0	6706	11245	51	18002	0	0	0	4	4	17	6969	0	66	7052	37821
% Cars	96.1	0	85	46.2	96.1	0	96.6	96.7	89.5	96.6	0	0	0	40	40	100	96.3	0	89.2	96.2	96.3
Heavy Vehicles	510	0	6	7	523	0	236	386	6	628	0	0	0	6	6	0	268	0	8	276	1433
% Heavy Vehicles	3.9	0	15	53.8	3.9	0	3.4	3.3	10.5	3.4	0	0	0	60	60	0	3.7	0	10.8	3.8	3.7



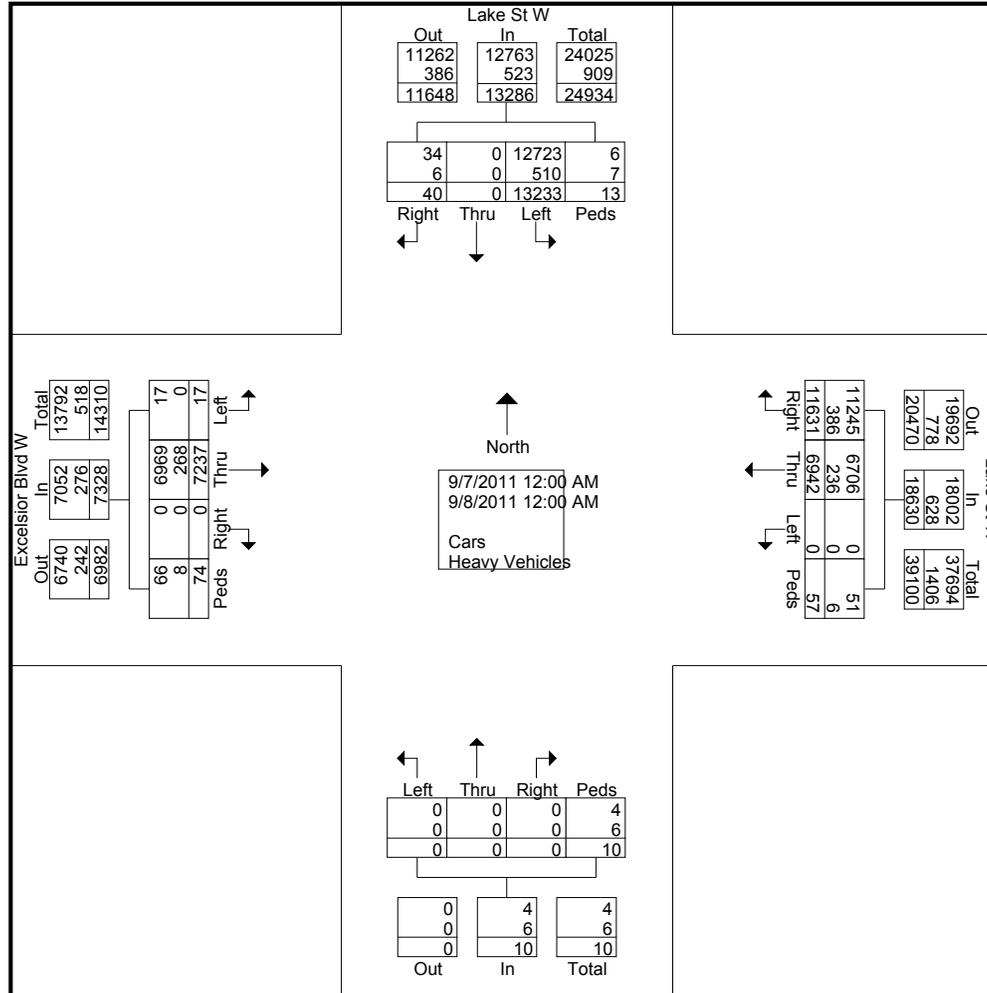
Appendix B - Traffic Impact Memo

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 591 - Lake St W & Excelsior Blvd W
 Site Code : 591
 Start Date : 9/7/2011
 Page No : 5

Lake St W & Excelsior Blvd W
 Minneapolis, MN





Appendix B - Traffic Impact Memo

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 591 - Lake St W & Excelsior Blvd W
 Site Code : 591
 Start Date : 9/7/2011
 Page No : 6

Lake St W & Excelsior Blvd W
 Minneapolis, MN

Start Time	Lake St W From North					Lake St W From East					From South					Excelsior Blvd W From West					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
Peak Hour Analysis From 12:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	281	0	0	0	281	0	127	283	2	412	0	0	0	0	0	0	127	0	0	127	820
07:45 AM	266	0	0	0	266	0	134	243	0	377	0	0	0	0	0	0	150	0	0	150	793
08:00 AM	215	0	1	0	216	0	114	243	0	357	0	0	0	0	0	0	144	0	0	144	717
08:15 AM	307	0	3	0	310	0	119	208	1	328	0	0	0	0	0	0	125	0	0	125	763
Total Volume	1069	0	4	0	1073	0	494	977	3	1474	0	0	0	0	0	0	546	0	0	546	3093
% App. Total	99.6	0	0.4	0		0	33.5	66.3	0.2		0	0	0	0		0	100	0	0		
PHF	.871	.000	.333	.000	.865	.000	.922	.863	.375	.894	.000	.000	.000	.000	.000	.000	.910	.000	.000	.910	.943

Peak Hour Analysis From 12:15 PM to 12:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	397	0	0	0	397	0	151	253	2	406	0	0	0	2	2	0	169	0	5	174	979
04:30 PM	291	0	5	0	296	0	180	259	1	440	0	0	0	0	0	0	234	0	4	238	974
04:45 PM	384	0	0	0	384	0	161	256	0	417	0	0	0	0	0	0	208	0	1	209	1010
05:00 PM	343	0	0	0	343	0	123	240	0	363	0	0	0	1	1	0	184	0	3	187	894
Total Volume	1415	0	5	0	1420	0	615	1008	3	1626	0	0	0	3	3	0	795	0	13	808	3857
% App. Total	99.6	0	0.4	0		0	37.8	62	0.2		0	0	0	100		0	98.4	0	1.6		
PHF	.891	.000	.250	.000	.894	.000	.854	.973	.375	.924	.000	.000	.000	.375	.375	.000	.849	.000	.650	.849	.955

Lake St Driveway Counts - 11/21/2013

	Cars																					
	1		2						3				4				5					
	West BP		Center BP						East BP				Tryg's				Loop Calhoun					
	Right In	Right Out	Right In	Thru In	Left In	Right Out	Thru Out	Left Out	Right In	Left In	Right Out	Left Out	Right In	Left In	Right Out	Left Out	Right In	Thru In	Left In	Right Out	Thru Out	Left Out
7:30:00 AM	1	0	2	0	0	0	0	1	0	0	3	1	0	0	0	0	0	0	0	3	0	4
7:45:00 AM	2	0	2	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	12	1	2
8:00:00 AM	2	0	2	0	0	2	0	0	0	1	5	0	0	1	1	1	1	0	0	7	0	3
8:15:00 AM	1	0	3	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	4	5	0	2
8:30:00 AM	0	0	5	0	0	1	0	0	2	0	3	0	0	0	0	0	0	0	1	1	0	1

	Heavy Vehicles																			
	1		2						3				4				5			
	West BP		Center BP						East BP				Tryg's				Loop Calhoun			
	Right In	Right Out	Right In	Left In	Right Out	Right In	Left In	Right Out	Left Out	Right In	Left In	Right Out	Left Out	Right In	Left In	Right Out	Left Out			
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

	Cars																					
	1		2						3				4				5					
	West BP		Center BP						East BP				Tryg's				Loop Calhoun					
	Right In	Right Out	Right In	Thru In	Left In	Right Out	Thru Out	Left Out	Right In	Left In	Right Out	Left Out	Right In	Left In	Right Out	Left Out	Right In	Thru In	Left In	Right Out	Thru Out	Left Out
4:15:00 PM	0	0	2	0	0	0	1	0	0	0	1	0	1	1	0	0	2	1	4	2	0	0
4:30:00 PM	2	0	4	0	0	0	0	1	2	0	5	0	4	4	0	0	1	0	6	3	0	0
4:45:00 PM	1	1	3	0	0	0	0	0	2	0	0	0	5	1	1	0	0	1	2	0	0	
5:00:00 PM	2	0	4	0	0	3	0	0	0	0	2	0	2	5	0	1	3	0	1	3	0	0
5:15:00 PM	5	0	0	0	0	1	0	0	0	0	2	0	7	3	2	0	4	0	4	3	0	1

	Heavy Vehicles																			
	1		2						3				4				5			
	West BP		Center BP						East BP				Tryg's				Loop Calhoun			
	Right In	Right Out	Right In	Left In	Right Out	Right In	Left In	Right Out	Left Out	Right In	Left In	Right Out	Left Out	Right In	Left In	Right Out	Left Out			
4:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Office Apartment Accesses at Lake & Excelsior - 11/21/2013

	Cars				
	1				2
	West Access				East Access
	Right In	Left In	Right Out	Left Out	Right In
7:30:00 AM	0	3	8	0	1
7:45:00 AM	0	1	14	1	4
8:00:00 AM	0	4	10	0	6
8:15:00 AM	0	3	9	0	3
8:30:00 AM	0	3	3	0	11

	Heavy Vehicles				
	1				2
	West Access				East Access
	Right In	Left In	Right Out	Left Out	Right In
7:30:00 AM	0	0	0	0	0
7:45:00 AM	0	0	0	0	0
8:00:00 AM	0	0	0	0	1
8:15:00 AM	0	0	0	0	0
8:30:00 AM	0	0	0	0	0

	Cars				
	1				2
	West Access				East Access
	Right In	Left In	Right Out	Left Out	Right In
4:15:00 PM	1	4	12	0	5
4:30:00 PM	0	4	8	0	7
4:45:00 PM	0	2	8	0	4
5:00:00 PM	0	3	10	0	8
5:15:00 PM	0	3	8	0	4

	Heavy Vehicles				
	1				2
	West Access				East Access
	Right In	Left In	Right Out	Left Out	Right In
4:15:00 PM	0	0	0	0	0
4:30:00 PM	0	1	1	0	0
4:45:00 PM	0	0	0	0	0
5:00:00 PM	0	0	0	0	0
5:15:00 PM	0	0	0	0	0

Micro-Simulation Summary Results

Average Delay (Second)											
		AM					PM				
		Existing	Build - Full	Build - 3/4	Build - RI/RO	Build - Combo Full	Existing	Build - Full	Build - 3/4	Build - RI/RO	Build - Combo Full
Lake St & Market Plaza	NB	17	17	18	20	18	32	33	31	31	31
	EB	11	11	14	14	11	45	46	44	47	47
	SB	22	23	27	24	24	26	28	25	27	27
	WB	11	11	11	11	11	16	17	16	15	16
	Overall	12	12	13	13	12	32	33	31	32	32
Lake St & Excelsior Blvd	NEB	30	30	30	31	30	31	34	36	36	37
	EB	16	16	14	15	16	29	30	30	34	30
	SB	10	9	10	9	9	12	15	10	16	15
	SWB	12	12	11	11	12	10	11	11	12	11
	Overall	16	16	16	16	16	21	22	22	24	23

Avg Queues (Vehicles)											
		AM					PM				
		Existing	Build - Full	Build - 3/4	Build - RI/RO	Build - Combo Full	Existing	Build - Full	Build - 3/4	Build - RI/RO	Build - Combo Full
Trygs/Combo	SB	0	9	1	1	15	0	1	0	0	1
Loop Calhoun	SB	0	0	0	0	n/a	0	0	0	0	n/a
Lake St	EBL	0	0	0	n/a	0	0	0	0	n/a	0

95th Percentile Queues (Vehicles)											
		AM					PM				
		Existing	Build - Full	Build - 3/4	Build - RI/RO	Build - Combo Full	Existing	Build - Full	Build - 3/4	Build - RI/RO	Build - Combo Full
Trygs/Combo	SB	0	23	5	5	41	1	5	1	1	7
Loop Calhoun	SB	1	2	1	1	n/a	0	0	1	1	n/a
Lake St	EBL	0	0	0	n/a	0	1	1	2	n/a	1

Max Queues (Vehicles)											
		AM					PM				
		Existing	Build - Full	Build - 3/4	Build - RI/RO	Build - Combo Full	Existing	Build - Full	Build - 3/4	Build - RI/RO	Build - Combo Full
Trygs/Combo	SB	1	23	17	13	42	2	9	3	4	9
Loop Calhoun	SB	4	4	3	3	n/a	2	4	2	3	n/a
Lake St	EBL	1	2	1	n/a	2	2	14	16	n/a	15

Average Delay (Seconds)											
		AM					PM				
		Existing	Build - Full	Build - 3/4	Build - RI/RO	Build - Combo Full	Existing	Build - Full	Build - 3/4	Build - RI/RO	Build - Combo Full
Trygs/Combo	SB	40	280	49	44	267	82	174	32	27	124
Loop Calhoun	SB	34	45	25	23	n/a	32	44	25	28	n/a
Lake St	EBL - To Tryg's	1	14	7	n/a	13	25	27	27	n/a	27
	EBL - To Loop	0	26	23	n/a	n/a	28	23	43	n/a	0

CIDNA Approves Trammell Crow & Greystar Apartments

By Bob Corrick



Greystar - 2626 Lake Street Minneapolis, MN 04.02.14

View From Lake Shore / Boat Launch

15

The Greystar Apartments as would be seen from the Tin Fish

On Wednesday, April 9 the CIDNA Board unanimously approved resolutions not to oppose two apartment projects following recommendations by its Land Use Committee on April 7. Greystar, already one of the largest developers in Uptown with Élan, has proposed a 90-unit luxury apartment project on the vacant land at Thomas Avenue and West Lake Street. The developer is seeking a conditional use permit to exceed the 35-and 56-foot height proscriptions. Greystar has achieved a sensitive balance between respect for the shoreland, parks, trails, and single-family residences while considering the context of the 12-story Calhoun Beach Club Apartments and the City's classification of West Lake Street as a high-density thoroughfare.



On the north Calhoun skyline Greystar would step down to the tree line from the 12-story Calhoun Beach Club Apartments.

As stated in CIDNA's resolution:

- The project would preserve access to light and air and minimize shadowing on adjacent parks, the Midtown Greenway, and single-family residences.
- Would fit the scale and character of the surrounding neighborhood including the 12-story Calhoun Beach Club Apartments, old Calhoun Beach Club building, the Midtown Greenway, and single-family residences.
- The view-shed from the shorelines, vehicular ways, walkways, and bikeways of Lake Calhoun, Lake of the Isles, and Cedar Lake would be minimally impacted.
- On the north Calhoun skyline, the building would present a stepped-down interface with the 12-story Calhoun Beach Club Apartments.
- The building would present a geometric match to the original Calhoun Beach Club on the opposite side of CBC Apartments.
- The massive eastern wall of CBC Apartments would be addressed with a triangular bookend building converging to east.
- The 30-foot setback from Lake Street would match the setback of the CBC Apartments, creating a clear and aesthetic definition of the Lake Street corridor. This type of setback is supported by modern urban planning principles and city planning practices.
- Project height would approximately match the tree line.



The view from the east shows how Greystar would define the Lake Street corridor and present a triangular bookend against the massive east wall of the CBC Apartments.

The Greystar project represents ten years of work by CIDNA to shape development on the site. Greystar has proposed a height and shadowing profile similar to the Lander project, which was not built, but which CIDNA approved in 2006. CIDNA has opposed three other tall projects in the neighborhood: 10-stories by Lander in 2005, 12 stories by Bigos in 2012, and 11 stories by Trammel Crow in 2013.

Founding members of ELECT, who in the 1990's successfully introduced an ordinance to limit shoreland buildings above 35 feet, objected to Greystar's height and massing. Although approving Greystar, CIDNA officially commended Arlene Fried, Harriet Horwitz, Sally Anson and Steve Woldum, founding members of ELECT speaking before CIDNA, for their work in limiting building height on our lakes, and creating a lasting legacy of human-scale shorelines in our city.



Street Level Perspective - From W Lake Street



Proposed Trammell Crow apartments with the new Tryg's Restaurant on West Lake Street and Loop Calhoun Condominiums to the right

CIDNA also approved a 154-unit 6-story apartment project proposed by Trammell Crow Company, a major national developer, on the site of Tryg's restaurant at 3118 West Lake Street next to the Loop Calhoun Condominiums. CIDNA commended the developer for addressing the neighborhood's concerns about height, Greenway and Loop Condos interface, and project design, which eliminated the previously monolithic character of the building. The average height of the project would be about 60 feet, and would be within +/- 4 feet of the Loop Condos height.

Traffic has been a huge concern for the neighborhood with both of these projects. Forty thousand cars pass the Lake Street/Dean Parkway intersection daily, one of the busiest street intersections in the city and the state. Pedestrian safety also has been of great concern in CIDNA even before the tragic accident of Caitlan Barton at Market Plaza. Council Member Linea Palmisano in cooperation with West Calhoun Neighborhood Association has invited concerned citizens to discuss pedestrian and cyclist safety in the community on Tuesday March 13, 7pm. at The Bakken Museum, 3537 Zenith Avenue South.

To partially address safe pedestrian connectivity Trammell Crow will build sidewalks on the east and north perimeters of their site to create safer pedestrian walkways, which could represent the beginning of a pedestrian trail south of the Greenway between Dean Parkway

and Calhoun Village. CIDNA also is supporting community efforts to explore a new north-south bike-ped trail between Lake Calhoun and Lake of the Isles. This trail could cross a bridge as envisioned by a Park Board charette in 2012, or the trail could cross Lake Street at Thomas Avenue, or both. Please contact your neighborhood to participate in these important projects. Another vision we are exploring to calm traffic and create more livability is the "boulevardization" of Lake Street, which would add trails, trees, center medians, and lighting to this busy and high-speed County thoroughfare. Please see resolutions and detailed drawings for both projects at <http://cidnalanduse.wordpress.com>.

Bob Corrick is Chair of the CIDNA Land Use & Development Committee.

2834 10th Avenue South
Greenway Level, Suite 2
Minneapolis, MN 55407
Phone: 612-879-0103
Fax: 612-879-0104

GREENWAY

MIDTOWN

COALITION

April 17, 2014

Shanna Sether
Senior City Planner
250 South 4th St, Room 300
Minneapolis, MN 55415

Dear Ms. Sether:

I am writing to express our organizational support for the project at 3118 West Lake Street being developed by the Trammell Crow Company and ESG Architects on the Tryg's site.

We have reviewed the project designs as presented to the CIDNA board of directors on 4/9/14 and developed in close consultation with the CIDNA Land Use and Development Committee.

We are very pleased that the proposed building steps back significantly from the Greenway, providing sunlight on the trail all year long. We also love the landscaped space between the building and the Greenway, which in addition to increasing solar access to the corridor, creates a park-like space for residents and a green aesthetic for Greenway users to enjoy.

Our support is conditioned on the 4/7/2014 design plans as presented to the CIDNA Board of Directors on 4/9/2014. If during the approval process the design changes substantially and/or in a way that could affect the Greenway negatively, we respectfully request to be notified so that we may review the changes.

We commend Trammell Crow and ESG for their willingness to work closely with CIDNA residents, many of whom are also members of the Midtown Greenway Coalition. The resulting plans for the project are excellent, and from a Greenway perspective, we believe represent many best practices for building along the corridor. We are pleased to give the project our support, and look forward to seeing it completed along the Greenway.

Sincerely,



Soren R. Jensen
Executive Director

cc: cc: David Graham, Elness Swenson Graham Architects; Grady Hamilton,
Trammell Crow Company; Robert Corrick, CIDNA; Lisa Goodman, Minneapolis City Council

MIDTOWNGREENWAY.ORG

LOVE OUR PATHWAYS

WEST CALHOUN

CEDAR ISLES DEAN

EAST ISLES
EAST CALH

CARAG

LOWRY HILL EAST

WHITTIER

LYNDALE

CANDO

PHILLIPS WEST

MIDTOWN PHILLIPS

PROSPECT PARK

LONGFELLOW

SEWARD

EAST PHILLIPS

CORCORAN

POWDERHORN



**Minneapolis
Park & Recreation Board**

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Minneapolis, MN 55411-2227

Operations Center
3800 Bryant Avenue South
Minneapolis, MN 55409-1000

Phone
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Fax:
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www.minneapolisparcs.org

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Superintendent
Jayne Miller

Secretary to the Board
Pamela French



June 11, 2014

Shanna Sether
Senior Planner
City of Minneapolis
250 South 4th Street, Room 300
Minneapolis, MN 55415

Re: Proposed Conditional Use Permit at 3118 W. Lake Street
Your File BZZ-6597

Dear Ms. Sether:

I am writing to express the concerns of the MPRB regarding the proposed height increase from 2.5 stories/35 feet to 6 stories for this project. The MPRB has and continues to support the current height restrictions in the Shoreland Overlay District, which we feel are important to the continuity of Chain of Lakes area development and park amenities.

Considering the transit plans for the area, this portion of Lake Street being one of the most traveled roadways in Hennepin County, the Chain of Lakes being one of the most visited areas in Minnesota, and this proposed development resulting in a building disproportionate to other buildings in the area, we believe the proposal will create an adverse impact on the park experience for our residents and visitors, and will diminish the natural amenity of our Chain of Lakes. If such an extreme departure from the height restrictions is to be considered, a traffic study should be conducted to determine the extent of adverse impacts to the surrounding neighborhood and park usage.

We are concerned that the Shoreland Overlay District seems to be routinely ignored these days in these most cherished and fragile natural areas of our city. This proposed conditional use permit to increase the height of the building would continue the negative precedent being set for future proposals, so we do not support it.

Sincerely,

Renay Leone
Real Estate Planner

From: Sether, Shanna M
To: Sether, Shanna M
Subject: FW: Scale down the height of the 3118 West Lake Street development project
Date: Tuesday, June 17, 2014 6:39:33 AM

From: Bruce Meland [mailto:me@opca.us]
Sent: Thursday, June 12, 2014 3:04 PM
To: Sether, Shanna M
Subject: Re: Scale down the height of the 3118 West Lake Street development project

Shanna,

Thanks for the clarification. In reading over your memorandum, the developer states in their writeup to the City that "**The additional height of the building will have no impact on traffic congestion in the public streets**". This is an access constrained site, not having area for on-street loading and only one entrance in and out of the site.

Every floor and every unit adds density and traffic to the area. Its is not just the coming and going of the residents of an additional 157 apartment units, which could be potentially be 300+ occupants. It is also the visitors, services providers and delivers to the potentially 300+ apartment occupants and also the additional workers and commercial customers for the proposed commercial space in this development.

With apartments you have many more move-ins and move-outs as compared to homes and condos. Without on-street loading areas moving vans and trucks will be a major ongoing issue with a potentially 300+ more occupants and deliveries to the commercial space on a regular basis. This will be a problem with this site not having area for on-street loading and only one entrance in and out of the site. The developer claims loading will all be done on site, that sounds good on paper, but it will not work in practice with a very limited on-site turnaround and loading space. The developer like most, will build this and sell it for a large profit and the local residents will live with the additional congestion.

This site has safety issues with a blind turn on Lake Street and Excelsior Blvd and Lake Street crossing each other with one access point in and out of the site.

Thanks for your consideration,
Bruce

-----Original Message-----

From: Bruce Meland [<mailto:me@opca.us>]
Sent: Wednesday, June 11, 2014 4:04 PM
To: Sether, Shanna M
Subject: Scale down the height of the 3118 West Lake Street development project

Shanna,

This development site is only zoned for 2.5 stories or a maximum of 35 feet. As with all zoning, this zoning was put in place for a reason to preserve the neighborhood density and character. Increasing the height of this property by 215% over the currently zoned height of 75 feet, is excessive? I know the City is hungry for more tax dollars and development fees, but the city has to hear from the small guy in the immediate neighborhood

rather than the fully resourced developer. There is a lot of people in the immediate neighborhood that don't agree with the CIDNA Land Use and Development Committee.

Please recommend that this project be scaled down in height and consider the people in the immediate neighborhood.

Thanks,
Bruce
Resident of Calhoun Loop
3116 West Lake Street

From: [Bruce Meland](#)
To: [Sether, Shanna M](#)
Subject: Re: Scale down the height of the 3118 West Lake Street development project
Date: Wednesday, June 11, 2014 5:15:07 PM

Shanna,

Thanks for the response. I realize that, but I was not part of that process and two wrongs don't make it right. There has to be some way to restrict the size of this building. Every floor adds to the density and traffic in this overbuilt area given the road situation. I think the Conditional Use Permit could be denied on the basis that this development potentially violates the conditions required in Appendix B in the Minneapolis Zoning Code that says, "[will not be detrimental to or endanger the public health, safety, comfort or general welfare and will not be injurious to the use and enjoyment of other property in the vicinity](#)" A left and right turn into Tryg's and the Loop Calhoun Condominiums is dangerous with the blind spot and the blind turn in the road at Lake Point Condominiums. Crossing on foot is extremely dangerous with this blind turn in the road and the crossing of Excelsior Blvd and Lake Street at the same blind corner.

The zoning theory of making neighboring properties similar in height may work for aesthetics of a neighborhood, but it does not address the increasing density as more properties get developed in a neighborhood. It has an additive effect to make properties similar height as more properties get developed and when you have safety issues of major roads that are crossing each other with a blind curve, the language in Appendix B should be enforced to reduce the impact to this area.

Thanks,
Bruce

On 6/11/2014 5:06 PM, Sether, Shanna M wrote:

Thank you for your comments Bruce. The same regulations were relaxed for the building that you live in the Loop Calhoun.

I will include your e-mail in the public record for review by the City Planning Commission.

Shanna Sether
Senior City Planner

City of Minneapolis - Community Planning and Economic Development
250 S. Fourth Street - Room 300
Minneapolis, MN 55415

Office: 612-673-2307
shanna.sether@minneapolismn.gov
www.minneapolismn.gov/cped

-----Original Message-----

From: Bruce Meland [<mailto:me@opca.us>]
Sent: Wednesday, June 11, 2014 4:04 PM
To: Sether, Shanna M
Subject: Scale down the height of the 3118 West Lake Street development project

Shanna,

This development site is only zoned for 2.5 stories or a maximum of 35 feet. As with all zoning, this zoning was put in place for a reason to preserve the neighborhood density and character. Increasing the height of this property by 215% over the currently zoned height of 75 feet, is excessive? I know the City is hungry for more tax dollars and development fees, but the city has to hear from the small guy in the immediate neighborhood rather than the fully resourced developer. There is a lot of people in the immediate neighborhood that don't agree with the CIDNA Land Use and Development Committee.

Please recommend that this project be scaled down in height and consider the people in the immediate neighborhood.

Thanks,
Bruce
Resident of Calhoun Loop
3116 West Lake Street

From: [Bruce Meland](#)
To: [Sether, Shanna M](#)
Subject: Scale down the height of the 3118 West Lake Street development project
Date: Wednesday, June 11, 2014 5:28:21 PM

Shanna,

I had a mistake in my original email, so I thought I would restate it. This development site is only zoned for 2.5 stories or a maximum of 35 feet. As with all zoning, this zoning was put in place for a reason to preserve the neighborhood density and character. Increasing the height of this property by 215% over the currently zoned height of 35 feet to 75 feet, is excessive? I know the City is hungry for more tax dollars and development fees, but the city has to hear from the small guy in the immediate neighborhood rather than the fully resourced developer. There is a lot of people in the immediate neighborhood that don't agree with the CIDNA Land Use and Development Committee.

Please recommend that this project be scaled down in height and consider the people in the immediate neighborhood.

Thanks,
Bruce
Resident of Calhoun Loop
3116 West Lake Street

Jonathan Erickson
3141 Dean Ct #1002
Minneapolis, MN 55416

April 8, 2014

Board of Directors
Cedar-Isles-Dean Neighborhood Association
Box 16270
U.S. Post Office - Elmwood Branch
St. Louis Park, MN 55416

Dear Director –

I am writing to urge you vote against the Resolution to Support the Trammell Crow Company Apartments Proposed at 3118 West Lake Street (the "[Resolution](#)"), and make it clear to representatives of the Trammell Crow Company ("Trammell Crow") that the Cedar-Isles-Dean Neighborhood Association ("CIDNA") will not support any proposal that doesn't meet the [Developer Guidelines](#) established by CIDNA (or something very close to them).

Over the past couple weeks, many of our neighbors have voiced their concerns about Trammell Crow's Revised Proposal, which was made public on or around March 21st and includes a building with a peak height of over 75-feet located in the Shoreland Overlay District (which has a 35-foot height restriction). The concerns most frequently voiced fall broadly into three major categories, (1) Impact on Traffic Congestion & Pedestrian Safety, (2) Impact on Surrounding Residential Properties, and (3) Impact on the Character of the Neighborhood. While I agree with the vast majority of the concerns others have voiced, I am not going to rehash them all in this letter. Rather, I'm going to expand upon those concerns and provide you with compelling reasons to vote against the Resolution in support of Trammell Crow.

Traffic Congestion & Disproportionate Impact

As many have pointed out, the Lake Street / Excelsior Boulevard / Market Plaza intersection triangle ("Lake/Excelsior/Market triangle") is one of the busiest, and most congested, intersections in the city. This is going to get progressively worse, with or without new development on the Tryg's site. Minneapolis's Chain of Lakes is a powerful natural attraction and an equally powerful natural bottleneck. LRT is also coming and a wave of high-density housing is sure to follow. A massive two-year construction project (Aug 2014 – Oct 2016) to [reconstruct the Hwy 100 interchanges](#) at Hwy 7 and Minnetonka Blvd. will be funneling even more traffic through this busy intersection over the next couple of years. Construction at Hwy 100, construction at the Weisman site and construction at the Tryg's site (as well as other construction further West on Excelsior Blvd) would prove frustrating for residents and commuters, as well as [dangerous for pedestrians](#). Following the wave of construction will be a wave of rising population and traffic congestion. Changing demographics and the natural limitations of this intersection means that CIDNA and the City of Minneapolis have to be very strategic in supporting development that maximizes the efficiency of traffic in this critical intersection.

Any proposed residential development on the Tryg's site should be required to comply with the existing ordinances, including the 35-foot height restriction of the Shoreland Overlay District, because the unique location of this site causes it to have a disproportionate impact on traffic congestion in the Lake/Excelsior/Market triangle. Here's why. Residents living further East, for example at the Calhoun Beach Club, can commute North, East, or South, and avoid this intersection. Residents living further North, for example at Calhoun-Isles Condos, can commute North, East or West, and avoid this intersection. You get the idea. Residents living on the Tryg's site will have a single access point that feeds cars directly into this overly congested intersection. Even a person driving a 100-foot round-trip to get gas across the street would need to make two trips through this congested intersection. Implementing the turning restrictions suggested by Trammel Crow would complicate a trip across the street, requiring residents to perform a series of turns and U-turns. It wouldn't matter if residents wanted to commute East, West, North or South, they would have use this congested intersection every time, without exception. Turning restrictions would send U-turns through the roof. Prohibiting U-turns would send all this traffic into the residential streets of the Cedar-Isles-Dean Neighborhood ("CIDN"). Its location at the center of this congested intersection means that on an apples-to-apples basis, each resident and each car located at the Tryg's site will have a disproportionate impact on traffic congestion relative to just about any other site. Does it really make sense to have what is already a congested intersection work double time as the sole driveway for ~300 parking spots serving a rental community and busy restaurant? We can't stop all development, but we can make smart choices to maximize the efficiency of traffic. Supporting a Conditional Use Permit ("CUP") at this location is enriching the developer at the expense of residents across the metropolitan area.

Impact on Surrounding Residential Properties

The Revised Proposal from Trammel Crow would have a significant negative impact on surrounding residential properties, including, but not limited to, the Calhoun-Isles Condominiums and the Loop Calhoun Condominiums. The Revised Proposal would limit neighboring resident's access to light and air, cause substantial shadowing year-round, and block views/sight lines of Lake Calhoun and other open spaces, which together would prove injurious to the use and enjoyment of their property. As I'm sure you are all aware, a precondition for issuing a CUP is that the Planning Commission needs to make [a number of findings](#) and [consider a number of other factors](#). The Revised Proposal fails this requirement on multiple levels, and there will be countless people, including myself, that will line up to testify to this fact.

Requiring any development on the Tryg's site to comply with the 56-foot height restriction, and the 35-foot height restriction for any portion of the building within the [Shoreland Overlay District](#), is not going to prevent all impact on neighboring residential properties. However, it will minimize the impact, while also preserving the rights of the developer and landowner to develop this property. Many residents, including myself, paid a premium for our homes because they have views of Lake Calhoun, which are protected by city ordinance (height restrictions). Trammel Crow needs the building to be tall because it increases the value of the project to Trammel Crow. The flip side of that coin is that adjacent properties whose sightlines are blocked have their property values instantly decline. CIDNA supporting a project that exceeds the height restrictions of the established city ordinances and CIDNA guidelines is basically giving your stamp of approval for a non-consensual transfer of wealth (property value) from current residents to an out-of-state corporation.

Impact on Character of Neighborhood

The building proposed by Trammel Crow is quite attractive. However, few would argue that a 75-foot rental building with a rooftop patio and large swimming pool represents a shift in the character of the CIDN. The obvious counter-argument is that this wouldn't be all that different from the Calhoun Beach Club (CBC) apartments, but CIDNA has already gone to great lengths to establish that the CBC apartments, because of its controversial history, should not be used as a precedent when evaluating new development projects. This is not a concern of mine personally, but I know there are a lot of people that cherish the current character of the neighborhood and this argument has a great deal of merit.

CIDNA Guidelines, Informing Residents, & Impartiality

Among the roles CIDNA has identified for itself are, "to ensure that members have a voice in civic affairs that affect the community" and "reviewing, studying and making recommendations regarding issues of concern affecting the neighborhood and area". To this end, CIDNA has adopted a set of [Developer Guidelines](#). Below is a selection of those CIDNA Guidelines, along with one perspective on how the Trammel Crow's Revised Proposal stacks up.

<u>CIDNA Guideline</u>	<u>Trammell Crow Revised Proposal</u>
Aesthetics: Projects should be architecturally appealing. All buildings should have physical relief and attractive detail. The aesthetics should be consistent with the character of the neighborhood.	PASS: proposed building has very attractive aesthetics
Zoning: Existing zoning should be respected including those set forth in the Shoreland Overlay District.	FAIL: does not meet the 35-foot or 56-foot height limitation
Sight Lines: Sight lines of existing residents should not be hindered.	FAIL: significantly hinders the sight lines of many existing residents
Parking: Adequate parking should be provided within the project so that parking will not be forced onto neighborhood streets.	PASS/FAIL: Exceeds city-wide minimum requirements, but doesn't factor in the reality of the buildings target market (e.g., groups of younger people wanting to host pool parties).
Traffic Infrastructure: Ingress and egress should be sufficient to eliminate increased pressure on our traffic system. Projects that would create significantly increased traffic should be avoided without the addition of public infrastructure.	FAIL: Adding a busy driveway that is home to ~300 cars directly into the center of the busiest intersection in the city with no real mitigating factors.
Shading: No project should shade residential units at any time of the year.	FAIL: Significant shading of numerous residential units throughout the year

Given the enormous gap between the CIDNA Guidelines and the Revised Proposal, and all the negative feedback from residents, the question on a lot of people's minds is, "why is CIDNA considering a resolution to support this proposal?"

CIDNA Informing Residents & Impartiality

There would be more public opposition to this project if the CIDNA Land Use Committee had done a better job of communicating the facts of the Revised Proposal. I myself didn't realize the Revised Proposal included a 75-foot building until I read a story by Michelle Bruch [on page A19 of the March 27 Southwest Journal](#). This story clearly identifies both the 35-foot and 56-foot zoning height restrictions, and the 75-foot height of the building. Contrast this with the story written by the CIDNA Land Use Committee, which appeared on the [front page of the March 21st edition of the Hill & Lake Press](#). This article noted only that the developer was seeking to address many of the neighborhoods concerns, including respect for the 56-foot zoning height limit and that building height would be within +/- 4 feet of the Loop Condos. This article reads like a Trammel Crow marketing brochure. No mention of the 35-foot height restriction. No mention of the 75-foot peak height of the building. I now realize the Land Use Committee did make additional information available to the public, but it wasn't in the front page story and it wasn't on the main CIDNA website. The article written by the Land Use Committee was incomplete and misleading, at best.

The community understands that Trammell Crow and will "position" and market their projects to maximize their appeal, but there is an expectation that information coming from CIDNA is unbiased. The Land Use Committee continues to describe the project as "within plus or minus 4-feet of". We know the height of the building. Why is CIDNA positioning and marketing this building like they have an interest in it? In the past CIDNA has resolved to "Not Oppose" projects it backed ([Ackerberg](#), [Loop-Calhoun](#), [Lander](#)), but with Trammell Crow the resolution is "[to Support](#)". Why the change? Why is CIDNA ignoring its own developer guidelines and pushing so strongly for this project despite the negative impact on adjacent properties and residents? To be clear here, I don't have an issue with the Land Use Committee taking a strong position on a project. There is a lot to like about the Trammell Crow building, and I hope we can negotiate for a 4-story / 56-foot version. However, in this case, I think the enthusiastic support has obfuscated the facts.

If for no other reason, CIDNA should reject the Trammell Crow Resolution because the Revised Proposal is highly unlikely to get approved by the City of Minneapolis. As I mentioned above, in order to obtain a CUP, the Planning Commission needs to make [a number of findings](#) and [consider a number of other factors](#). The Revised Proposal fails these requirements on multiple levels. Even if the city planning staff, the Planning Commission, the City Council, and the Board of Adjustment all let the Revised Proposal through, there is little chance it will standup under judicial review. The only viable option is if the city wants to change the zoning for this property so that they don't have to consider its negative impact on existing residents.

All that's being asked for is that CIDNA not support projects that don't meet the ordinances promulgated by the City of Minneapolis and the guidelines established by CIDNA itself.

I urge the CIDNA Board of Directors to vote against and reject the Trammel Crow Resolution. The West Lake Community deserves something better.

Sincerely,



Jonathan Erickson

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June 11, 2014

**Committee of the Whole
Planning Commission**

Public Service Center
250 S 4th St, Room 300
Minneapolis, MN 55415

Members of the Planning Commission - Committee of the Whole:

I want to raise a red flag for you ahead of the Committee of the Whole meeting scheduled for this Thursday. Specifically, I'm referring to Item 9 on the Agenda - 3118 W Lake St Redevelopment (Discussion) - A new six-story, mixed-use building with 157 dwelling and approximately 5,000 square feet of commercial space.

I know you are exceptionally busy people, so I am going to limit my comments to only the most critical arguments and keep it as brief as possible. I'm happy to go into much more detail if that becomes necessary.

The proposed development at 3118 W. Lake:

- **Will "be injurious to the use and enjoyment of other property in the vicinity" and "substantially diminish property value".**
 - I retained an attorney and real estate broker to provide an opinion with respect to property value prior to communicating this concern to CIDNA (letter attached at bottom).
 - Blocked views, reduced air and lighting and increased shadowing are injurious to use and enjoyment of property.
 - This impacts numerous owners of surrounding properties.
- **Will block views of significant open spaces and water bodies.**
 - See picture at bottom. This is a quick picture I snapped this evening, but there are many other properties where the view is impacted much more dramatically. This should be obvious to anyone that does even minimal due diligence.
- **Will limit access to light and air of surrounding properties.**
 - The proposed building clearly restricts light and air of the condos to the East. I've seen numerous existing residents voice concerns about exactly this point at CIDNA meetings. It also restricts light and air to the West - they are seeking a variance because they don't meet the rock-bottom minimum standard.

- **Will dramatically increase shadowing of residential properties.**
 - The Staff Report notes that “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.
 - This is a pointless “he’s doing it too” statement that doesn’t address the point of consideration. The existing building is not required to not shadow the proposed building. This is plain and simple - the proposed building will dramatically increase shadowing of the condos to the East.

A few other points worth making:

- The Staff Report posted on the Committee of the Whole website states that “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”. It’s hard to imagine how an informed and unbiased person could arrive at this conclusion. This will not hold up under appeal/review and should be revisited.
- Describing the top floor of the building as a “Mechanical Penthouse” is misleading at best. The top floor is a rooftop patio designed to be actively occupied and will be a major marketing theme/selling point of the building – they will basically be selling the view of Lake Calhoun (which they need a conditional use permit to basically steal from existing residents).
- While CIDNA does a lot of good for the community, it does not represent all residents. They do a much better job of protecting the rights and interests of single family home owners than multi-family homeowners. One third of the CIDNA Land Use Committee members are architects and other members are in real estate and development. Unfortunately, CIDNA’s approval of the proposed development has prioritized a win for ESG Architects over the rights, interests and concerns of existing residents.

This proposed development is clearly injurious to existing residents, property owners and voters, and granting a Conditional Use Permit would be a violation of the Minneapolis Code of Ordinances. While this proposed development is a very attractive building, it is still more the 2x the maximum height limit and will negatively impact existing resident’s property values. With the negative impact of LRT on property owners and property values still recovering from the housing crisis, the last thing residents need is for the City of Minneapolis to grant an out of state developer a Conditional Use Permit that will result in yet another hit to our property values.

Regards,

Jonathan Erickson



Letter to CIDNA Board
of Directors (4.9.14).p

NOTE: Example of blocked views of on next page.



