CPED STAFF REPORT

Prepared for the City Planning Commission

CPC Agenda Item #6
August 25, 2014
BZZ-6674

LAND USE APPLICATION SUMMARY

Property Location: 2316-2320 Colfax Avenue South
Project Name: 2316-2320 Colfax Avenue
Prepared By: Aaron Hanauer, Senior City Planner, (612) 673-2494
Applicant: Michael Lander, Lander Group
Project Contact: Pete Keely, Collage Architects
Request: To allow for the construction of a four-story, 42-unit apartment building
Required Applications:

Variance	Variance to reduce the minimum front yard requirement adjacent to Colfax Avenue South from approximately 19 feet to 15 feet to allow the building and open porches.
Variance	Variance to reduce the minimum rear yard requirement adjacent to the west property line from 5 feet to 0 feet to allow a pergola over the parking area.
Variance	Variance to reduce the minimum parking requirement from 38 to 27 spaces.
Variance	Variance to reduce the minimum two-way drive aisle width from 22 feet to 20 feet.
Variance	Variance to reduce the corner side yard requirement adjacent to allow a transformer.
Site Plan Review	To allow for the construction of a four-story, 42-unit apartment building.

SITE DATA

Existing Zoning	R6/Multiple-Family District
Lot Area	20,598 square feet / 0.45 acres
Ward(s)	20
Neighborhood(s)	Lowry Hill East Neighborhood Association
Designated Future Land Use	Urban Neighborhood
Land Use Features	None
Small Area Plan(s)	None

Date Application Deemed Complete	August 4, 2014	**Date Extension Letter Sent**	Not applicable
End of 60-Day Decision Period	October 3, 2014	**End of 120-Day Decision Period**	Not applicable

BACKGROUND

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The project site is located in the Lowry Hill East Neighborhood. The adjacent properties include one/two-family residential structures and aparatment buildings. The blocks to the north of 24th Street West have a greater mix of housing types compared to the blocks south of 24th Street West, which have more one and two-family residential structures. The project site is within three blocks of two major commercial corridors; Hennepin Avenue is located two blocks to the west and Lyndale Avenue is located three blocks to the east.

The future land use of the subject properties and most of the properties to the east of Hennepin Avenue and west of Lyndale Avenue are urban neighborhood. As defined by the comprehensive plan, the urban neighborhood land use is primarily residential. The subject properties and a majority of the properties to the north of 24th Street West between Dupont Avenue South and Bryant Avenue South are zoned R6/Multiple-Family Residential. The properties to the south of the subject property are zoned R2B/Two-Family Residential.

The project site and surrounding area is well served by transit. It is located within three blocks of the #6, #12, #17 and #114 bus routes. The project is also in a walkable area of the city. In addition to being within three blocks of the Hennepin Avenue and Lyndale Avenue commercial corridors, the project site is within walking distance of the Lake Street commercial corridor and Hennepin/Lake activity center.

Colfax Avenue South is a residential street and 24th Street West is a major collector road that moves traffic from residential streets to arterial roads. In 2012, 24th Street West had an annual average daily traffic (AADT) count of 3,200 vehicles (Source: Mn/DOT Traffic Data).

SITE DESCRIPTION AND PRESENT USE. The project site is a corner lot without alley access located at the intersection of Colfax Avenue South and 24th Street West. The combined lot area of 2316 and 2320 Colfax Avenue South is 20,598 square feet (153 feet by 135 feet). The lots are relatively flat. Along Colfax Avenue South, the existing grade rises approximately two feet from the sidewalk elevation as is typical on residential blocks in Minneapolis. The project site contains two large residential structures dating back to the late 19th and early 20th centuries. The building at 2316 Colfax Avenue South has two residential units and the building at 2320 Colfax Avenue South is a fifteen-room boarding house. Vehicular access for both lots is from 24th Street West.

PROJECT DESCRIPTION. The proposal is to construct a new four-story, multiple-family dwelling with 42 units. The unit mix is proposed to be six, two-bedroom units and 36, one-bedroom units. At its tallest point the building will be 46 feet high. The fourth story is stepped back from the primary building wall on the east, south and partially on the west elevations. The proposed exterior building materials include face brick, stucco, prefinished metal and cement board. The building would have six projecting balconies on the second, third and fourth floors on the west elevation. As part of the project, a 9.75-foot high trellis would extend from the building to the western property line.

The project includes 32 parking spaces (18 standard and 14 compact spaces) that are accessed from 24th Street West; 22 of the spaces would be located within the building at grade; the other 10 spaces are part of a surface parking lot at the rear of the lot. The applicant is also proposing to have bike parking within the building that will accommodate 48 bicycles.

RELATED APPROVALS. In 2013, a wrecking permit for 2316 Colfax Avenue South was approved administratively (BZH-27671). Earlier this year, a Demolition of Historic Resource application for 2320 Colfax Avenue was approved by the City Council (BZH-28079).

PUBLIC COMMENTS. No correspondence from the neighborhood group has been received at this time. Any correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

VARIANCE: Front yard setback

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum front yard requirement adjacent to Colfax Avenue South from approximately 19 feet to 15 feet to allow the building and open porches 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.*

   The applicant is proposing to reduce the minimum front yard requirement adjacent to Colfax Avenue South from 19 feet to 15 feet to allow the proposed building. 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 consideration alone. The combination of the subject property having a greater setback (19 feet) than the district setback (15 feet) and the absence of an alley reduces the real estate for building placement and other development requirements. If the subject property did have an alley, the applicant would not have to provide a 20-foot wide driveway from 24th Street West to access the on-site parking spaces and would likely be able to set the building back further than is proposed.

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 property owner does propose to use the property in a reasonable manner that will be keeping with the spirit and intent of the ordinance and the comprehensive plan. The intent of yard requirements is to provide for orderly development and to minimize conflicts along land uses by governing the location of accessory uses and structures. With the applicant's design, they have worked to minimize conflicts with the adjacent land uses, in particular the house to the north at 2312 Colfax Avenue South. The applicant is proposing to setback the northern 85 feet of the front elevation 21 feet from the front property line compared to the 19-foot established front yard setback. The only portion of the building that will be setback 15 feet from the front property line, which is the district setback, will be the southeastern portion of the building. In addition, allowing the building to be setback 15 feet from the front property line will allow the proposed building design to have active functions on all elevations that face a public street, which is encouraged by the ordinance and comprehensive plan.

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

   The proposed variance will not alter the essential character of the locality. The neighboring residential properties on Colfax Avenue South do not have a unified setback. Allowing 30 percent of the building to extend four feet further than the established front yard setback, while retaining the

zoning district setback, will allow the design of the building to be divided into two smaller buildings, which is encouraged by the zoning code. In addition, the applicant has made efforts to retain the essential character of the locality by designing a building well under the zoning code maximums for height, floor area ratio, lot coverage and impervious surface.

Granting of the variance will also not be injurious to the use or enjoyment of other property in the vicinity nor be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The portion of the building setback 15 feet from the front property line (instead of the required 19 feet) will be over 85 feet from a neighboring residential structure.

VARIANCE: Rear yard setback

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum rear yard requirement adjacent to the west property line from 5 feet to 0 feet to allow a pergola over the parking area 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.*

   The applicant is proposing to reduce the minimum rear yard requirement adjacent to the west property line from 5 feet to 0 feet to allow a pergola over the parking area. The applicant is proposing the pergola to provide screening for the drive aisle and parking area. 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 consideration alone. Typical residential lots in Minneapolis have alleys; the subject property does not. If the subject property did have an alley, the applicant would have an additional five feet to locate the pergola outside of the required setback. In addition, if the project site had an alley it would not have to provide a 20-foot wide drive aisle along the western/rear property line to access the site thus providing more real estate to accommodate the pergola outside of the rear yard setback.

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 property owner proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and comprehensive plan. The intent of yard requirements is to provide for orderly development and to minimize conflicts between land uses by governing the location of accessory uses and structures. A six-foot high fence would be permissible along the rear property line. The applicant is proposing a 9.75-foot high pergola for 50 linear feet to assist with screening of the drive aisle and parking area. The pergola would be abutting a surface parking lot to the west. With the proposed site grading of the project, the pergola will be less than two feet taller than the existing privacy fence that is located between the project site and the properties to the west. The pergola, when in bloom, will screen the surface parking area like a fence but in a greener, softer fashion. Therefore, it will not cause a conflict between the proposed residential development and the residential development to the west.

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 proposal to reduce the rear setback for the pergola would not alter the essential character of the locality. As previously mentioned, the pergola would only be two feet taller than the existing privacy fence that is located along the western property line due to the proposed grading of the site. The pergola is proposed to be at the rear of the site and will be adjacent to the neighboring surface parking lot.

The proposal will also not be injurious to the use or enjoyment of other property in the vicinity nor be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The pergola will be adjacent to a surface parking lot to the west. In addition, it will be located 50 feet away from the residential structure at 2312 Colfax Avenue South, 57 feet away from the project site's southern property line and 70 feet away from the apartment buildings at 2315 Dupont Avenue South.

VARIANCE: Minimum parking requirement

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum parking requirement from 38 to 27 spaces 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.*

   Generally, the minimum parking requirement for a multiple-family dwellings is one space per unit. Therefore, the proposed 42-unit building is required to provide 42 off-street parking spaces. The proposed project qualifies for a 10 percent reduction of the minimum parking requirement because the applicant is providing a shared vehicle on site. Therefore, the project is required to provide 38 off-street parking spaces.

   It should also be noted that the multiple-family dwelling was close to qualifying for the transit incentive, which would have reduced the minimum parking requirement an additional 10 percent (four spaces). Per section 541.200, the minimum parking requirement for a multiple-family dwelling may be reduced ten percent if the proposed use is located within 300 feet of a transit stop with midday service headways of 30 minutes or less in each direction. The #17 bus route, which runs along 24th Street West and has midday service headways less than 10 minutes, has bus stops a block to the east for east/northbound and west/southbound transit riders. The bus stops are approximately 350 and 375 linear feet away from the project site respectively. If the project site met the 300 linear foot distance requirement for the transit bonus, it would have had an off-street parking requirement of 34 spaces.

   The applicant is proposing to provide 32 off-street parking spaces (18 standard and 14 compact). Because the proposed number of compact spaces exceeds the maximum number allowed to count toward meeting the minimum parking requirement, the applicant is not able to count five of the proposed off-street parking spaces towards their minimum. Therefore, the proposed variance is to reduce the minimum parking requirement by 11 spaces; from 38 spaces to 27 spaces.

   Given the fact that the project site is located within three blocks of two major commercial corridors (Hennepin Avenue and Lyndale Avenue), is in one of the best served mass transit areas in Minneapolis outside of Downtown (high frequency bus routes #6 and #17 are nearby as well as bus routes #12 and #114), and is within walking/biking distance to the Midtown Greenway, staff finds that sufficient parking is being provided for the development and practical difficulties exist in complying with the ordinance in this circumstance. Providing additional parking would reduce the

amount of green space on the site and/or impact the building's design in a way that would reduce its ability to blend in with the lower residential properties to the north.

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 property owner proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and comprehensive plan. The intent of the zoning code in providing minimum parking requirements is to enhance the compatibility between parking areas and their surroundings while being flexibile and recogniznig that excessive off-street parking conflicts with the city's policies related to transportation, land use, urban design and sustainability. The applicant's proposal to provide 11 less parking spaces than what is required is a reasonable request for this area. The project site and surrounding area has great access to mass transit. In addition, the project site is within walking/biking distance of three commercial districts and Downtown Minneapolis. Furthermore, alternative modes of transporation are present with bike and car sharing locations, including the project site.

   In addition, the applicant has stated that an important part of the proposed project is to promote alternative modes of transportation. The applicant is proposing to provide more than double the amount of enclosed bike parking spaces at the first floor level. This will provide easy access for bike users to and from the building. Furthermore, the applicant is providing a bike transit center, which will be a space for residents to complete bike repairs.

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 proposal to reduce the parking requirement for the residential development would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity, nor would it be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The applicant has made efforts to reduce the impact of providing fewer than the required off-street parking including easy access to bikes. Furthermore, the main entrance along 24th Street West is in a location that will provide views of east and west bound buses along 24th Street West. This will provide an enclosed, climate control shelter for some residents on rainy or cold days to get to the transit stops that are a block away. The off-street parking proposal is contextually appropriate given its location within a pedestrian and transit-oriented area.

   In addition, the applicant has stated that an important part of the proposed project is to promote alternative modes of transportation. The applicant is proposing to provide more than double the amount of enclosed bike parking spaces at the first floor level. This will provide easy access for bike users to and from the building. Furthermore, the applicant is providing a bike transit center, which will be a community space to complete bike repairs.

VARIANCE: Drive aisle

The Department of Community Planning and Economic Development has analyzed the application for a variance_to reduce the minimum two-way drive aisle width from 22 feet to 20 feet 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.*

The applicant is proposing to reduce the width of the drive aisle from 22 feet to 20 feet in width for the six compact spaces next to the building (the drive aisle within the enclosed parking would meet the 22-foot width requirement). 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 consideration alone. The combination of the subject property having a greater setback (19 feet) than the district setback (15 feet) and the absence of an alley reduces the real estate for providing the standard size drive aisle. Typical Minneapolis residential lots have alleys; the subject property does not. If the subject property did have an alley, the applicant would have more real estate and options to provide the required drive aisle width.

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 property owner proposes to use the property in a reasonable manner that will be keeping with the spirit and intent of the ordinance and the comprehensive plan. The intent of the 22-foot wide drive aisle width provision is to provide adequate distance for a vehicles to easily manuveur on site without affecting adjacent land uses. The applicant is proposing to have all maneuvering take place on the project site. The proposed reduction in drive aisle width from 22 feet to 20 feet may require a few additional maneuvers to enter or exit a space, but should not have a significant effect on circulation to the parking spaces. In addition, the applicant's proposal to reduce the drive aisle width is only for the six compact parking spaces in the surface parking lot next to the building. Given that smaller cars will be parking in these locations, they will require less space to complete their maneuvering.

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

   The proposed variance to reduce the width of the drive aisle will not alter the essential character of the locality nor be injurious to the use or enjoyment of other property in the vicinity. In addition, granting the variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. If granted, all vehicular manuvering would take place on the project site. As previously stated, the narrower drive aisle may require a few additional maneuvers to enter or exit a parking space on the project site, but should not have a significant effect on circulation given that the proposed reduction in width is less than 10 percent (from 22 feet in width to 20 feet in width) and the reduced drive aisle area is for compact parking spaces, which will require less room to manuveur.

VARIANCE: Transformer

The Department of Community Planning and Economic Development has analyzed the application for a variance_to reduce the front yard requirement adjacent to the south lot line to allow a transformer 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.*

The applicant is proposing to reduce the corner side yard setback for a transformer from eight feet to four feet. The proposed transformer would be approximately four feet tall, four feet wide and three feet deep. The concrete pad underneath the electrical transformer would be approximately 30 square feet.

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone. The applicant has indicated that the electrical transformer needs to be readily accessible by the power company for maintenance and repair purposes. In addition, the electrical transformer has to maintain a ten-foot setback from any operable openings in the building. This requirement limits where the electrical transformer can be placed on the site. To help minimize the transformer visibility from the street and residential structures, the applicant is proposing to plant a hedge around the south, west and east sides of the transformer.

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 property owner proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and comprehensive plan. The intent of yard requirements is to provide for orderly development and to minimize conflicts between land uses by governing the location of accessory uses and structures. The applicant has proposed to place the transformer four feet from the south property line. This distance, combined with the applicant's proposed screening will assist in minimizing the visibility of the transformer from the residential uses to the west and the south. However, CPED is recommending that the applicant work with Public Works and CPED to ensure that the site triangle is preserved for the driveway to the west.

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.*

   Granting of the proposed variance will not alter the essential character of the locality or be injurious to the use and enjoyment of other property in the vicinity. With the applicant's proposed screening around the transformer, the visual impact will be minimal for the neighboring residential properties. As conditioned, granting of the proposed variance will also not be detrimental to the health, safety or welfare of the general public or of those utilizing the property or nearby properties. To ensure that the site triangle is preserved for the driveway, However, CPED is recommending that the applicant work with Public Works and CPED to ensure that the site triangle is preserved for the driveway to the west.

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:

1. Conformance to all applicable standards of Chapter 530, Site Plan Review.

Building Placement and Design – *Requires alternative compliance*

- The building placement will reinforce the street wall along Colfax Avenue South and 24th Street West. The building is proposed to be located 15 feet from the front property line along Colfax Avenue South and 14 feet from the property line along 24th Street West. The building will maximize

natural surveillance and visibility by providing glazing that exceeds window requirements, and facilitate pedestrian access/circulation with entrances facing Colfax Avenue South and 24th Street West.

- The first floor of the building would be located 15 feet from Colfax Avenue South (front property line); which is the district setback for the R6/Multiple-Family Residential District. The project requires a front yard setback variance because the established front yard setback, which is set by the house to the north, 2312 Colfax Avenue South, is 19 feet from the front property line. Along 24th Street West, the proposed development would be located 14 feet from the property line, which is the zoning district's corner side yard setback for a four-story building in the R6 District.
- The area between the building and the lot lines would include amenities. The applicant is proposing to have two open front porches on Colfax Avenue South that will provide eyes on the street as well as enhanced landscaping throughout the site.
- The project site is a corner lot. The proposed project will have two pedestrian entrances that face Colfax Avenue South and one pedestrian entrance along 24th Street West.
- The on-site accessory parking facilities are proposed to be located within the principal building and at the rear of the site.
- The building walls provide architectural detail such as recesses and projections that help divide the building into two smaller buildings. The building also contains a large amount of glazing that creates visual interest and increases security of adjacent outdoor spaces. The proposed fenestration exceeds the minimum percentages on all elevations with the exception of the first floor on the rear elevation (alternative compliance is being requested). The evenly distributed fenestration will help increase the security of adjacent outdoor spaces.
- The new building would not have a blank uninterrupted wall that exceeds 25 feet in length on any elevation.
- The proposed exterior materials are durable. The design calls for face brick, burnished block, metal panels, cement board and glazing for exterior materials (excluding doors and foundation materials). Per the City of Minneapolis, Guide to Exterior Building Walls and Materials, buildings should not include more than three exterior materials on an elevation (excluding windows, doors and foundation materials). The applicant's proposal meets this requirement on the east, south and west elevations. The north elevation, however, has four exterior materials: face brick, stucco, cement board and metal panels. Alternative compliance is required.
- The Guide to Exterior Building Walls and Materials also establishes allowed percentages of durable materials. The designed building meets the percentage requirements for allowed materials (see Table 1).
- The exterior materials and appearance of the side wall (north elevation) is not similar to and compatible with the front of the building. The applicant is proposing to have brick, stucco and metal panel on the front elevation (Colfax Avenue South). On the north interior elevation, the applicant is proposing to have an equal amount of cement board lap siding and stucco as well as face brick and metal panels. Alternative compliance is required.
- The exterior materials and appearance of the rear wall is not similar to and compatible with the front of the building. The applicant is proposing to have brick, stucco and metal panel on the front elevation (Colfax Avenue South). On the west elevation (rear), the applicant is proposing cement board lap siding as the primary material, along with brick and metal panels. Alternative compliance is required.
- The applicant is not proposing to use plain face concrete block as an exterior material.
- The principal entrances on Colfax Avenue South and 24th Street West are clearly defined and emphasized through the use of metal canopies. The applicant's proposed design meets the window percentage requirements with the exception of the first floor on the west elevation facing the parking lot (see Table 2). Alternative compliance is required.
- The proposed windows are vertical in proportion and distributed in an even and uniform manner.

- The first floor is designed to accommodate active functions along each wall that faces a public street and public sidewalk. The entire elevation along Colfax Avenue South and 24th Street West will have active functions.
- The proposed flat roof is similar to the roof on the neighboring multiple-family residential buildings.
- The proposed enclosed parking area will not have sloped floors and it does not dominate the appearance of the building elevations.

Table 1. Percentage of Exterior Materials per Elevation

Material	Allowed max %	North	South	East	West
Face brick	100%	13%	54%	16%	17%
Stucco	75%	28%	8%	30%	-
Metal panel	75%	11%	10%	13%	15%
Fiber cement panel less than 5/8 thick	30%	25%	-	-	30%

Table 2. Percentage of Windows Required for Elevations Facing a Public Street, Sidewalk, Pathway, or On-Site Parking

Location	Floor	Code Requirement		Proposed	
Colfax Avenue South (east)	1	20% minimum	203 sq. ft.	46%	468 sq. ft.
	2-3	10% minimum	102 sq. ft.	45%	458 sq. ft.
	4	10% minimum	80 sq. ft.	48%	374 sq. ft.
24th Street (south)	1	20% minimum	147 sq. ft.	33%	246 sq. ft.
	2-3	10% minimum	74 sq. ft.	41%	304 sq. ft.
	4	10% minimum	51 sq. ft.	39%	200 sq. ft.
Parking lot (west)	1	20% minimum	203 sq. ft.	12%	121 sq. ft.
	2-3	10% minimum	102 sq. ft.	50%	507 sq. ft.
	4	10% minimum	80 sq. ft.	60%	474 sq. ft.

Access and Circulation – *Meets requirements*

- The applicant is proposing to install two, four-foot wide walkways connecting the building to the public sidewalk on Colfax Avenue South and one, five-foot wide walkway connecting the building to the public sidewalk on 24th Street West. The surface parking lot will be directly accessed from the building.
- The applicant is not proposing a transit shelter.
- The applicant has designed vehicular access and circulation to minimize conflicts with pedestrian traffic and surrounding residential uses. The project only includes one curb cut for vehicular access along 24th Street West. The location is positioned away from the pedestrian access points and away from Colfax Avenue South, which is a residential street with lower traffic counts than 24th Street West. The proposed project is not located adjacent to an alley and therefore section 530.150 (b) of the zoning code is not applicable.
- The proposed site plan minimizes the use of impervious surfaces. The applicant's impervious surface of 79 percent is lower than the zoning district's 85 percent maximum. In addition, the proposed project has reduced the percentage of impervious surface devoted to surface parking compared to existing conditions.

Landscaping and Screening – Requires alternative compliance

- The overall composition and location of landscaped areas will complement the scale of the development and its surroundings. The site design includes the planting of canopy and ornamental

trees along Colfax Avenue South and 24th Street West as well as hydrangea bushes, spirea and hostas.

- The applicant's landscape plan will exceed the landscaping requirements outlined in Section 530.160 (a) of the zoning code (see Table 3 below).
- Per 530.170 (b) (2), the applicant is required to have six-foot high screening for the parking area that abuts a residence to the north and west outside of the front yard. The applicant is proposing a six-foot tall privacy fence along a portion of both property lines. Along the northern property line, the proposed fence would fully extend the length of the parking area. Along the western property line, the privacy fence would extend for 45 of the 95 linear feet of parking and drive aisle area. Alternative compliance is required.
- Per 530.170 (c), the applicant is required to have a seven-foot wide landscaped yard along the western and northern property lines of the parking area. The applicant is proposing a six-foot wide landscaped area along the northern property line and a two-foot wide landscaped area along the western property line. Alternative compliance is required for the landscaped yard along the western and northern property lines of the parking area.
- The applicant is proposing to landscape the northwest corner of the surface parking lot.
- The project contains a 10-space surface parking lot. The applicant is proposing three on-site deciduous trees near the parking spaces that will be approximately 40 feet away from the parking spaces at their furthest point. However, the proposed tree island, which will be topped with pervious pavers, will only be 4.25 ft. wide. Alternative compliance is required to allow a tree island width less than seven feet.
- The site plan and landscape plan appears to be in compliance with the requirement that all other areas of the site not governed by 530.160 and 530.170 and not occupied by buildings, parking and loading facilities or driveways will be covered with turf grass, perennial flowering plants, vines, wood mulch, shrubs or trees. If there are changes to the site plan or landscape plan, the project will still be required to meet this requirement.
- Information is not provided on the landscape plan regarding the installation and maintenance of all landscape materials. Installation and maintenance will need to comply with section 530.210 of the zoning code.

Table 3. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	20,598 sq. ft.
Building footprint	--	10,565 sq. ft.
Remaining Lot Area	--	10,033 sq. ft.
Landscaping Area	2,007 sq. ft.	4,308 sq. ft.
Canopy Trees (1: 500 sq. ft.)	4 trees	6 on-site canopy trees 7 on-site ornamental trees
Shrubs (1: 100 sq. ft.)	20 shrubs	112 on-site shrubs

Additional Standards – *Meets requirements*

- With the location of the parking lot so close to the western property line, on-site retention and filtration of stormwater is not feasible. The parking area and driveway will be defined by a continuous 6-inch by 6-inch curbing.
- The proposed building would not impede views of important elements of the city. In addition, the proposed building would be located and arranged to minimize shadowing on public spaces and adjacent properties and will minimize the generation of wind currents at the ground level.
- The development includes environmental design elements to prevent crime. An abundant amount of windows will be provided to promote natural observation and allow views into and out of the

building at eye level on all four elevations. In addition, landscaping, walkways and fencing are proposed to be used to distinguish between public and private spaces and to guide pedestrian movement through the site.

- The project site does not include locally designated historic structures or structures that have been determined to be eligible to be locally designated. As part of the new construction project, the buildings at 2316 and 2320 Colfax Avenue South would be demolished.

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

The proposed use, a multiple-family dwelling, is a *permitted* use in the R6/Multiple-Family District.

Off-street Parking and Loading – *Requires a variance*

- The applicant's proposed off-street parking plan requires a variance (see Table 4 below). Per Table 541-1, the minimum parking requirement for residential uses is one space per dwelling unit. Therefore, the 42-unit building is required to provide 42 off-street parking spaces. The applicant is proposing to provide a shared vehicle in order to reduce their parking requirement by four spaces. After the reduction, the project will be required to provide 38 off-street parking spaces. The applicant is proposing to provide 32 parking spaces; 18 standard and 14 compact. The zoning code allows 25 percent of the required parking spaces to be compact. The applicant is proposing to exceed this percentage by having 44 percent of the off-street parking spaces be compact. Because only 25 percent of the required spaces are allowed to be compact, nine of the 14 proposed compact spaces will count towards their off-street parking requirement. Therefore, even though the applicant is only providing six less parking spaces than what is required, five of the compact parking spaces do not count towards their off-street parking requirement and the variance request is to reduce the number of spaces from 38 spaces to 27 spaces. CPED is supportive of the off-street parking proposal (see variance section above).
- There are not a maximum number of off-street parking spaces allowed for a residential project in the R6 District at this location. Per 541.450, the total number of vehicles located on a zoning lot shall not exceed two (2) vehicles per dwelling unit, excluding those parked within an enclosed structure. The applicant is not proposing to exceed this amount of non-enclosed parking.
- The project will meet the bike parking requirements (see Table 5 below).
- There is not an off-street loading requirement for a 42-unit residential building.
- The applicant is proposing a 20-foot wide, two-way drive aisle. Per Section 541.330, a two-way drive aisle is required to be 22 feet wide. CPED is supportive of the applicant's request to reduce the drive aisle width two feet in the proposed location (see variance section above).

Table 4. Vehicle Parking Requirements Per Use (Chapter 541)

	Minimum Parking Requirement	Applicable Reductions	Total Minimum Requirement after reductions	Maximum Parking Allowed	Proposed Parking
Multiple-family dwelling	42	4	38	N/A	38 off-street parking spaces; 32 of the spaces qualify*

* The applicant is proposing to provide 32 off-street parking spaces (18 standard and 14 compact). Because the proposed number of compact spaces exceeds the maximum number allowed to count toward meeting the minimum parking requirement, the applicant is not able to count five of the proposed off-street parking spaces towards their minimum.

Table 5. Bicycle Parking and Loading Requirements (Chapter 541)

	Minimum Bicycle Parking	Minimum Long-Term	Proposed Bike Parking/Long Term Parking	Loading Requirement	Proposed
Multiple-family dwelling	21	19	48/48	0	0

Building Bulk and Height – *Meets requirements*

- The proposed building will meet the building bulk and height requirements of the R6/Multiple-Family Residential District.

Table 6. Building Bulk and Height Requirements

	Code Requirement	Proposed
Minimum Lot Area	5,000 sq. ft.	20,598 sq. ft.
Minimum Lot Width	40 ft.	153 ft.
Maximum Gross Floor Area (GFA)	61,794 sq. ft.	21, 803 sq. ft.
Maximum Floor Area Ratio (GFA/Lot Area)	3.0	1.1
Maximum Building Height	6 stories or 84 ft., whichever is less	4 stories/46 ft.
Maximum Lot Coverage	70% 14,419 sq. ft.	51% 10.565 sq. ft.

Residential Lot Requirements – *Not applicable*

Table 7. Residential Lot Summary

	Code Requirement	Proposed
Dwelling Units (DU)	--	42 DUs
Density (DU/acre)	--	89 DU/acre
Minimum Lot Area	--	490 sq. ft. per DU

Yard Requirements – Requires a variance

Table 8. Minimum Yard Requirements

	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front (Colfax)	15 ft.	19 feet: Established front yard setback	19 ft.	15 ft. at the closest point
Corner side (24th Street West)	14 ft. (8+2X)*	N/A	14 ft.	14 ft.
Interior (north)	11 ft. (5+2X)*	N/A	11 ft.	11 ft.
Rear (west)	11 ft. (5+2X)*	N/A	11 ft.	20 ft.

* X = Number of stories above the first floor

Fence- Meets requirements

- A proposed six-foot high fence would be installed in the rear yard and interior side yard to comply with off-street parking screening requirements.

Signs – *N/A*

- At this time, no signs are proposed. Signs are subject to Chapter 543 of the zoning code. Separate permits are required from the zoning office for any proposed signage.

Dumpster Screening – Meets requirements

- Refuse and recycling storage containers are required to be enclosed on all four sides by screening compatible with the principal structure not less than two feet higher than the refuse container or must be otherwise effectively screened from the street, adjacent residential uses located in a residence or office residence district and adjacent permitted or conditional residential uses. The applicant is proposing to store the trash containers within the building.

Screening of Mechanical Equipment – *Meets requirements*

- All mechanical equipment is required to be arranged so as to minimize visual impact by using screening and must comply with Chapter 535 and district requirements. The applicant is proposing roof top condensing units that are 2.5 ft. wide by 2.5 ft. deep and 3.0 ft. high. These will be required to be screened per the requirements in Section 535.70. The applicant is also proposing a transformer near the 24th Street West drive aisle that is setback five feet from the property line. This proposal requires a corner side yard setback variance. The applicant is proposing a hedge around the south, east and west side to screen it from the street and neighboring residential structures.

Lighting – Lighting plan required

- A lighting plan was not provided as part of the application. As a condition of approval, a lighting plan shall be submitted that complies with Section 535.590 and Section 541.570 of the zoning code.

Impervious Surface Area –*Meets requirements*

- In the R6 District, impervious surfaces shall not cover more than 85 percent of the lot. The proposed project would cover 79 percent of the zoning lot; 16,619 sq. ft. of a 20,598 square foot lot.

Specific Development Standards – *Not applicable*

Multiple-family dwellings with five or more units and at least one dwelling with three or more bedrooms are required to provide an outdoor children's play area to serve residents of the development on sites. The proposed development only has one and two-bedroom units and is not required to meet this standard.

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

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

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

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

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

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

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

Policy 3.1: Grow by increasing the supply of housing.

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

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

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

10.4.3 Advance the understanding of urban housing and retail design among members of the design and development community.

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

10.18.3 Locate parking lots to the rear or interior of the site.

10.18.17 Minimize the width of ingress and egress lanes along the public right of way in order to provide safe pedestrian access across large driveways.

Policy 10.19: Landscaping is encouraged in order to complement the scale of the site and its surroundings, enhance the built environment, create and define public and private spaces, buffer and screen, incorporate crime prevention principles, and provide shade, aesthetic appeal and environmental benefits.

10.19.1 In general, larger, well-placed, contiguous planting areas that create and define public and private spaces shall be preferred to smaller, disconnected areas.

10.19.2 Plant and tree types should complement the surrounding area and should include a variety of species throughout the site that include seasonal interest. Species should be indigenous or proven adaptable to the local climate and should not be invasive on native species.

10.19.4 Landscaped areas should be maintained in accordance with Crime Prevention Through Environmental Design (CPTED) principles, to allow views into and out of the site, to preserve view corridors and to maintain sight lines at vehicular and pedestrian intersections.

10.19.7 Boulevard landscaping and improvements, in accordance with applicable city polices, are encouraged.

Policy 10.22: Use Crime Prevention Through Environmental Design (CPTED) principles when designing all projects that impact the public realm, including open spaces and parks, on publicly owned and private land.

10.22.1 Integrate "eyes on the street" into building design through the use of windows to foster safer and more successful commercial areas in the city.

10.22.2 Orient new housing to the street to foster safe neighborhoods.

10.22.3 Design the site, landscaping and buildings to promote natural observation and maximize the opportunities for people to observe adjacent spaces and public sidewalks.

10.22.5 Locate landscaping, sidewalks, lighting, fencing and building features to clearly guide pedestrian movement on or through the site and to control and restrict people to appropriate locations.

10.22.7 Locate entrances, exits, signs, fencing, landscaping and lighting to distinguish between public and private areas, control access and to guide people coming to and going from the site.

4. Conformance with applicable development plans or objectives adopted by the City Council.

The subject site is not located within an area of a land use and development plan approved by City Council.

5. Alternative compliance.

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

- **More than three materials on an elevation (north and west) and tthe exterior materials on side walls (north elevation) shall be compatible with the front elevation:** The applicant is proposing to have three exterior materials on the front elevation (Colfax Avenue South): brick, stucco and metal panel. On the north interior side elevation, the applicant is proposing to have four exterior materials: cement board lap siding, stucco, brick and metal panel. On the rear elevation (west) that applicant is proposing cement board lap siding as the primary material as well as face brick and metal panel. Per the City of Minneapolis, Guide to Exterior Building Walls and Materials, buildings should not include more than three exterior materials on an elevation (excluding windows, doors and foundation materials). Having three of fewer durable exterior building materials for an elevation is a traditional building design practice for residential structures. The applicant's proposal with four exterior materials on the west elevation does not blend in well with the neighboring properties to the north and the west, which have one main exterior material on all four elevations. In addition, the applicant's proposal to have cement board lap siding on the north and west elevation is not compatible with the project's primary elevation. Staff is recommending that the Planning Commission not provide alternative compliance for the number of building materials on the north elevation and that the applicant replace the cement board lap siding with stucco on the north and west elevation. This will reduce the number of exterior materials from four to three on the north elevation. Replacing the cement board lap siding with stucco on the north and west elevations will also help with the elevations being compatible with the front elevation and the new building blending in better with the existing residential fabric and keep with traditional building design practice for residential structures.
- **20 percent of the walls on the first floor of a residential building that face an on-site parking lot (west elevation) shall be windows.** The applicant is proposing 12 percent glazing on the first floor of the rear elevation facing an on-site parking lot instead of the required 20 percent. This standard is in place to increase the eyes on the surface parking lot and surrounding area. To reduce the impact of having less windows at this location, the applicant is proposing to exceed their window requirement on the floors above and install a pergola over the parking area that will help with territorial reinforcement and space delineation. Therefore, CPED is recommending that the Planning Commission grant alternative compliance in reducing the window requirement on the first floor of the west elevation because the proposed alternatives meet the intent of this chapter and the site plan includes additional architectural enhancements and screening.
- **Landscaped yard of seven feet is required for a parking and loading area that abuts a residential use along the northern and western property lines.** The applicant is

proposing to have a six-foot wide landscaped yard along the northern property line of the parking area and a two-foot wide landscaped yard along the western property line of the parking area. Respectively, this is one foot less and five feet less than is required. The landscaped yard requirement is in place to reduce the impact of off-street parking on neighboring properties. The applicant proposing smaller landscaped yards at these location in order to provide four standard parking stalls along the northern property line and to accommodate a functioning, 20-foot wide, two-way drive aisle and six compact parking spaces along the western property line. To reduce the impact of the narrower landscaped yards, the applicant is proposing to install a six-foot high privacy fence as well as plant arborvitae on the northern property line and a six foot privacy fence and a pergola along the western property line. CPED is recommending that the Planning Commission grant alternative in reducing the width of the landscaped yards as proposed along the northern and western property lines because the proposed alternatives meets the intent of this chapter and the site plan includes additional screening than what is required.

- **Six foot screening for a parking area that abuts a residence along the western property line.** The applicant is proposing a privacy fence for 45 of the 95 linear feet along the western property line to screen the proposed parking area from the residence to the west. For the remaining 50 linear feet, the applicant is proposing to install a 9.75-foot high pergola. The proposed pergola will not meet the requirement of having screening that meets the opacity level of 95 percent throughout the year. The screening requirement is in place to reduce the impact of off-street parking on neighboring properties. The applicant states that they are proposing the pergola along the property line (instead of a privacy fence) in order to provide a green screen at the property line. In addition, the pergola will provide screening for the neighboring residential units on upper floors. CPED is recommending that the Planning Commisison grant alternative compliance in allowing the pergola to substitute for the privacy fence for 50 linear feet along the western property line. The applicant's proposal meets the intent of this chapter in providing screening. In addition, the pergola will provide additional screening of the parking area for neighboring residential units on upper floors.
- **Tree island width of seven feet.** The applicant is proposing the tree islands be 4.25 feet by 4.25 feet of pervious pavers for the three crabapple trees in the surface parking area. The site plan review chapter requires that the tree islands be seven feet in width in any direction. This requirement is in place to provide sufficient room for the trees to gain water and have their root system grow. The applicant is proposing the reduced width because of the limited space between the ornamental crabapple trees and the parking stalls. CPED is recommending the the Planning Commission grant alternative compliance in reducing the tree island width at this location because it will allow a smaller decidious tree to grow near the surface parking spaces and help meet the city goal of screening off-street parking and reducing the heat island effect. In addition, the applicant states that the project landscape architect is confident that the crabapple trees can successfully grow with the proposed tree island width.

RECOMMENDATIONS

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 minimum front yard requirement adjacent to Colfax Avenue South from approximately 19 feet to 15 feet to allow the building and open porches for the proposed project located at 2316-2320 Colfax Avenue South.

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 minimum rear yard requirement adjacent to the west property line from 5 feet to 0 feet to allow a pergola over the parking area for the proposed project located at 2316-2320 Colfax Avenue South.

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 minimum parking requirement from 38 to 27 spaces for the proposed project located at 2316-2320 Colfax Avenue South, subject to the following conditions:

1. The final plans shall include the additional compact parking spaces as proposed.
2. A space shall be dedicated for the shared vehicle on the final site plan/floor plans.
3. The proposed project shall provide no less than the proposed 48 bike parking spaces that meet the zoning code's requirements for long term bike parking. The bike transit center shall be maintained in the final construction plans that will allow for a space for residents to complete bike repairs.

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 minimum two-way drive aisle width from 22 feet to 20 feet for the proposed project located at 2316-2320 Colfax Avenue South.

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 corner side yard requirement to allow a transformer for the proposed project located at 2316-2320 Colfax Avenue South, subject to the following conditions:

1. The applicant shall work with Public Works and CPED to ensure that the transformer and proposed screening will be located in a position to ensure the site triangle is preserved for the vehicles entering and exiting the site.

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 a four-story, 42-unit apartment building at 2316-2320 Colfax Avenue South, subject to the following conditions:

1. All other areas of the site not governed by 530.160 and 530.170 and not occupied by buildings, parking and loading facilities or driveways will be covered with turf grass, perennial flowering plants, vines, wood mulch, shrubs or trees. The proposed landscaping outside of the project's property lines will require an encroachment permit.

2. Rooftop mechanical equipment shall be screened to be in compliance with Section 535.70 of the zoning code.

3. The cement board lap siding on the north and west elevation shall be replaced with stucco.

4. The Department of Community Planning and Economic Development staff review and approval of the final building elevations, floor, site, lighting and landscape plans. A lighting plan shall be submitted that is in compliance with Section 535.590 and 541.570 of the zoning code.

5. Site improvements required by Chapter 530 or by the City Planning Commission shall be completed by August 25, 2016, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.

ATTACHMENTS

1. Preliminary development review report
2. Written description and findings submitted by applicant
3. Zoning map and aerials
4. Architectural plan set: Site plan, landscape plan, floor plans, elevations
5. Civil plan set: Survey, demolition plan, grading plan, storm water, utility and details
6. Rendering
7. Photos
8. Public comments

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

Preliminary Development Review Report

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

Status *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001067
Applicant:	LANDER GROUP 3802 NICOLLET AVE SOUTH, SUITE 200 MINNEAPOLIS, MN 55409
Site Address:	2316 COLFAX AVE S 2320 COLFAX AVE S
Date Submitted:	26-MAR-2013
Date Reviewed:	03-APR-2013

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

Proposed 4 story 45 unit residental apartment building

Review Findings (by Discipline)

❑ Zoning - Planning

- Land Use: The following land use applications have been identified for the project:
  - Site plan review application.
  - Variance to allow an open front porch for a multiple family dwelling in the front yard setback.
  - Variance to allow parking spaces to be less than six feet from a building.
- This project has its Preservation review scheduled for 4/16/13 and City Planning Commission 5/6/13

❑ Addressing

- These plans for the proposed multi-unit apartment building, as submitted, meet City of Minneapolis Street Naming and Address Standard requirements.
- Please note, when assigning suite numbers to the interior dwelling spaces the following guidelines apply:
    - The first one to two digits of the suite sequence number will designate the floor number of the site.
    - The last two digits of the suite sequence number will designate the unique ID for the unit (condo, suite, unit, or apartment).
    - Suite sequence digit numbers will be assigned to dwelling, commercial and retail units, not common areas. For example, laundry rooms, saunas, workout rooms, etc., would not be assigned numbers.
    - Please provide each condo, suite, unit or apartment number.

❑ Parks - Forestry

- Contact Paul Martinson (612-221-9295) regarding removal or protection of trees in the city right of way.

❑ 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 fences & 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

- The proposed driveway apron at the parking lot entrance along W. 24th St. shall be shown graphically correct on all plan sheets; refer to the City Standard details provided on Sheet C8-1 of the submitted site plan.

❑ Sidewalk

- ADA compliant pedestrian ramps are required at each crosswalk at the intersection of W. 24th St. and Colfax Ave. S. Construct two (2) ADA compliant pedestrian ramps at this location.

❑ Traffic and Parking

- Existing street lighting conduit and wire are located behind the curb along W. 24th St. and Colfax Ave. S. If that wire needs to be removed or relocated please contact Dallas Hildebrand at (612) 673-5615 prior to construction.

❑ Water

- The plan as submitted meets the requirements of the Public Works Water Maintenance & Distribution Division.

❑ Sewer Design

General:

- Please provide a copy of any geotechnical reports for the site. As underground parking is proposed, please identify if groundwater is expected to be encountered near the low floor elevation.

Stormwater Management:

- Please provide stormwater calculations for the site. Flooding has been an issue near this area; therefore attempts should be made to reduce the runoff rates from the site over the existing conditions.

Utility Connections:

- For sewer service connections from the property line to the main, PVC connections less than 10" diameter shall be Schedule 40 or greater; and PVC connections 10" in diameter or greater shall be SDR-26 or greater. Please revise Notes 1 and 11 on the Utility Plan accordingly.
- For further information on Public Works Surface Water & Sewers Division related requirements please contact Jeremy Strehlo, (Professional Engineer) at (612) 673-3973, or jeremy.strehlo@minneapolismn.gov

❑ Business Licensing

- There is no Business Licensing review required at this time.

❑ Construction Plan Review

- Relocate accessible parking spaces and access isle locations to provide closest route to accessible entrance per MNSAC 1341.1106.6
- 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.
- Accessible routes shall consist of walking surfaces or slopes not steeper than 1:20.
- Exterior signage to be provided to locate accessible route/entry at front entrance.
- If a 2nd entrance for tenants and public is provide, it is required to be accessible per 1341.1105.1 (i.e. North exit door)
- Include in the building code analysis, a calculation of wall openings (actual vs. tabular) for the North building elevations per IBC table 704.8 due to distance to property line.
- Submit 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.

❑ Environmental Health

- Permits and approval are required from Environmental Services for the following activities: After hours work; Temporary storage of impacted soils on site prior to disposal or reuse; Remediation of contaminated soil and groundwater, Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water to city sewers; Flammable waste traps, Underground or aboveground tank installation or removal; Well construction or sealing; On-site rock crushing. Contact Tom Frame at tom.frame@minneapolismn.gov for permit applications and approvals.
- 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.
- 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.

❑ Fire Safety

- The plan as submitted meets City of Minneapolis requirements for Fire Safety.

❑ Historical Preservation Committee

- Heritage Preservation: The demolition of 2316 Colfax Avenue South was approved administratively. The administrative approval of the demolition of the house at 2320 Colfax Avenue South was appealed and is scheduled to be heard by the Heritage Preservation Commission on April 16, 2013.

END OF REPORT

Collage
architects

July 10, 2014

RE: 2316 and 2320 Colfax Avenue South.

Project Description: The project sits on two properties, 2316 and 2320 Colfax. The two properties are two and three story single family houses that have been converted into single room boarding houses. Fire has dramatically affected both buildings, and deferred maintenance has also had an impact on both buildings. These two buildings would be removed for the new structure which is a 42 unit apartment building. The building has a mix of two 4 two bedroom units and 36 one bedroom units. The units are intended to attract a mix of residents and range in size from 600 sq.ft. to 920 sq. ft. Many of the units will be geared to more affordable budgets with the smaller sizing, and the possibility of reducing automobile dependence. The project will be promoting alternative transportation choices. The centerpiece of the community area is a bike transit center which will integrate transit components, repair, and community spaces. Bikes are treated as first class transit choices with simple and available parking. A shared vehicle will be located on site for the residents as an amenity. Additionally, transit passes are offered as monthly rent reductions. The cost of the parking has been reduced dramatically by size, and location. The construction cost savings will go towards greater energy efficiency. This will include increased insulation in walls and windows and centralized heat system with heat exchange. Construction materials will also decrease toxicity from standard levels in an effort to provide a more healthful environment.

The building design is broken into two parts with a three story brick, portion facing 24th Avenue. This portion is intended to be a contemporary interpretation of the historical pattern of three-story apartments in the neighborhood, and matches the scale of the apartment directly to the west. The Colfax side of the street is a three story stucco building with articulated metal panel bays with a two – story expression. There are two large front porches that approximate the spacing and size of the porches on the large single family homes along the Colfax. There is a fourth floor that is setback 10' from the Colfax side and 15' from 24th. The building has a large percentage of brick facing the public street, and is also composed of stucco, cement board and metal panel.

Unit Mix: There are 42 total units. The building is a mixture of one and two bedroom units, but predominately smaller one bedroom units. The units range in size from 600 square feet to 924 square feet. The project is looking to attract a mix of residents looking for quality housing on a budget. There are a total of**4 two bedroom units** and **36 one bedroom units**

Height: The building is four stories and forty-eight (46') in height. The Third floor is stepped back along Colfax, and the fourth floor is stepped back along Colfax and 24th reducing the impact of the height. This height is well below the 6 stories, and 65' height allowance of the existing zoning.
Massing:

Parking: Parking is located in on the surface or in a parking structure at the first floor. The parking has been reduced in prominence for the project. The additional savings for parking is being reinvested into the building for bike amenities, and increased sustainability features.

Parking Matrix: 32 Total Stalls - (49 with tandems), 45 units total (10% transit reduction)
Per zoning section 541.120 fractional stalls .5 or below can be disregarded.

	standard	compact	handicap	Total
surface	4	6	0	10
garage	9	11	1	22
shared		1		1
TOTAL	13	18	1	32

Bike Parking: 48 total bike stalls: 22 Wall mount bike loops : 10 secured in a storage facility: 16 secured in private lockers.
Variances:
1: Parking*: **Reduction of parking from 38 to 32.*** The parking is at .76 per unit. There is one shared vehicle reducing the requirement to .9. We are requesting a variance to reduce to .76. Although this site is not considered a transit site by zoning it is well supplied with transit choices. This site is one block from Hennepin where there exists ---number of bus lines. There is also a bus line on 24th with bus stops both directions at 360' (per zoning the two-way bus stop would be required to be at 300''). The zoning code does not recognize a multiple number of bus routes, only proximity to one route. Because this site has multiple transit choices on Hennepin Avenue, and Lyndale Avenue less than ¼ mile away, and the 17 bus less than 400' away, it should be considered as a transit location and thus parking reduction could be reduced and additional ten percent. There are two garage stalls located on the west side. These stalls are a bike maintenance and parking area giving the bicycle easy access, and prominence.
Compact stalls: The prosed design increases the number of compact stalls. The experience of the management and ownership is that most of the cars in their buildings fit the compact stall dimensions, and these are sufficient for the residents. Based on discussion at the Committee of the whole the variance would be to reduce the overall parking to a total of 17 stalls which is 14 standard stalls and 25% allowance for compact stalls.

2: Drive Aisle Width: ***Reduction in drive Aisle width from 22' to 20'*****:** The proposed drive aisle width at the south part of the drive aisle is 20' in lieu of 22'.

3: Front Yard Setback: ***Reduction of setback from alignment with neighboring properties to 15'*****:** The adjacent property to the north has a front porch located at 19' from the property line, and the building face at 28' from the property line. The zoning calls for a 15' setback or in alignment with the neighboring residential structures. The main portion of the Colfax façade has a setback at 21', the southern portion has a setback from Colfax at 15'. The one story open porches along Colfax have a setback of 15'. It is typical within the neighborhood to have buildings at the intersections closer to the property lines, and is part of the mixed-use character of the neighborhood. The proposed design keeps within the 15' setback as prescribed, but moves closer to the property line as it gets closer to the corner, much like the other commercial buildings in the neighborhood.

4: Side Yard Setback: ***Reduction of setback for trellis from 5' to 0'*****:** The proposal calls for an overhead structure to be located over the drive aisle on the west side. This would require structural columns in the side-yard setback. The trellis needs to clear the drive-aisle, and the only way to cover the drive aisle is with the structure in the setback area. The trellis is composed of a wire grid and the structure allows for a green screen to be placed as part of the fencing along the west property line. This structure also allows the vines to go above the drive aisle, and the wire ceiling grid will also allow for softer down-lighting over the drive aisle. This structure reduces the impact of the drive aisle for the residents and neighbors, and although it does not meet the requirements, it does provide for a better living environment by it's inclusion.

Building Metrics per zoning:

R6 zoning	allowed	provided
Front setback	15'	15'
Corner side yard setback	14'	14'-8"
Rear and interior side setback	11'	11'
density	400sf/unit = 51	45
FAR	3.0 = 61,752	32,259 (64% of allowed)
Height (stories/ feet)	6/84'	4/46'
Lot coverage	70%	52%
Impervious surface	85%	75%

20,591sq.ft. lot area

Process: The applicant met with the LHENA Neighborhood planning and zoning group on three separate occasions, and with the LHENA Board on one occasion. All of the meetings were open to, and well attended by the public. The applicant revised the initial proposal after the first meeting, and

made minor changes for the following meetings. The project was submitted for land-use application last year. After the land-use application was submitted the owner requested a demolition permit. The demolition permit was challenged. City Council voted to allow the demolition in April. The applicant has since met with councilmember Bender independently. The project is comparable to the original submission in terms of bulk, size and height. It has three less units and eight less parking stalls, than the original submission.

Conditional Use Permit: Based on the multi-family use, and the fact that there are 42 units, a Conditional Use Permit is required.

1. The conditional use will not be detrimental or endanger the safety of the public. The proposed use will provide active users for the site, and meets the zoning and density standards as zoned.
2. The proposed building will replace two existing houses both of which are in need of repair, one of which is an eyesore and currently does not fit into the neighborhood. The design of the building is intended to compliment the massing of the neighborhood, with two, three and four story portions. The use is comparable to the building directly to the west, and an enhancement of many of the apartments in the immediate area. Due to these issues, the property should not negatively impact the property values of neighborhood.
3. Adequate access and drainage will be provided as part of the proposed project.
4. The proposed circulation and traffic patterns will be comparable to the existing traffic patterns with all of the residential parking being located off 24th Avenue. The current buildings house 20 units, the proposed building houses 45 units, a minor increase in traffic generation.
5. The proposed use is consistent with the comprehensive plan and the existing zoning.
6. The conditional use in other respects than listed shall conform to the regulations of the district.

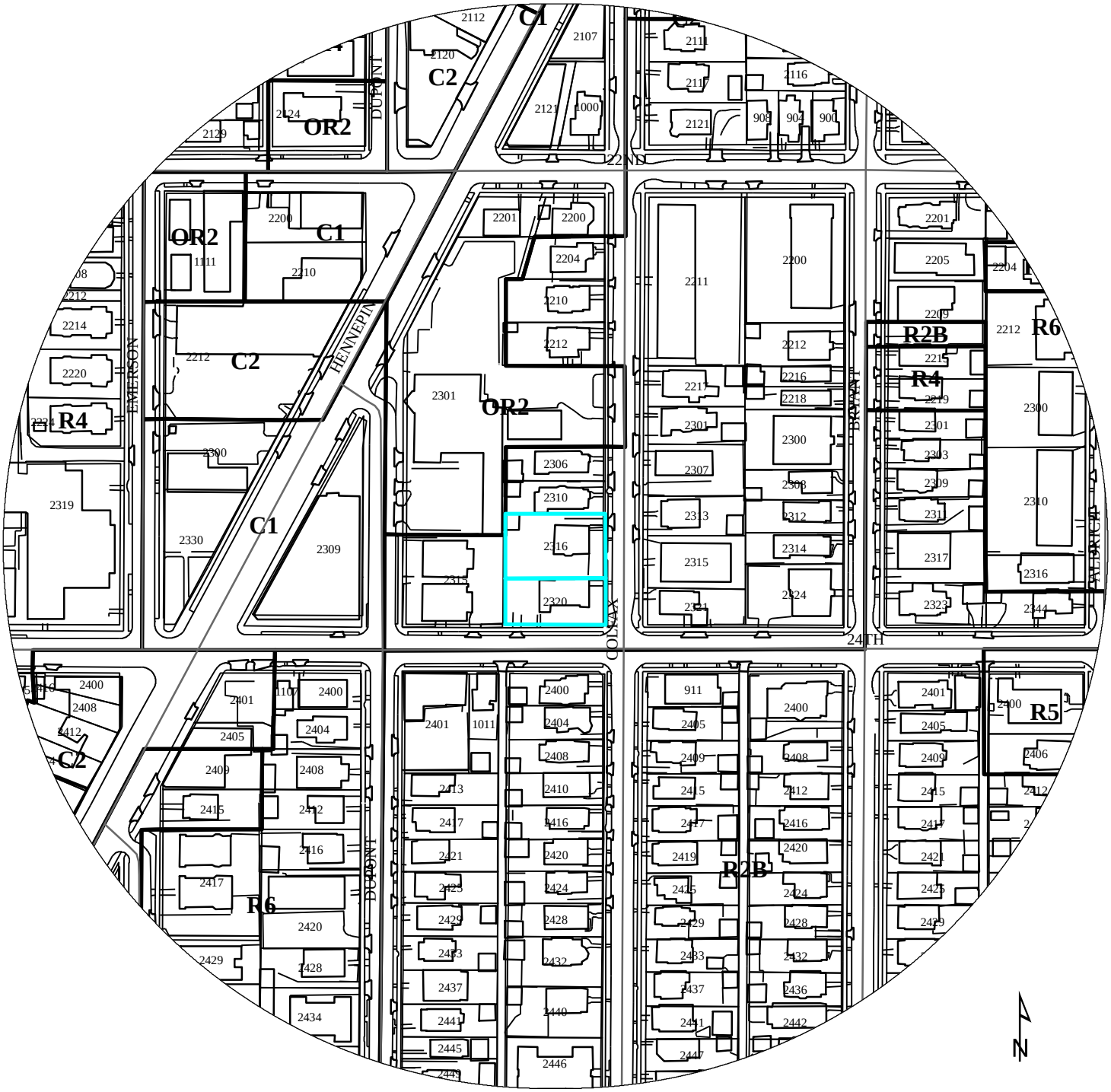
Please let me know if any of the items need additional information or clarifications.

Sincerely,
COLLAGE ARCHITECTS

Pete Keely, A.I.A.
President

Collage Architects **10th**

NAME OF APPLICANT WARD



200 100 0 200 400

PROPERTY ADDRESS

2316-2320 Colfax Avenue South

FILE NUMBER

BZZ-6674

World • United States • MN • Hennepin Co. • Minneapolis • Calhoun/Isles
W 22nd St
W 22nd St
W 22nd St
Hennepin
Hennepin Ave
S Dupont Ave
S Colfax Ave
S Colfax Ave
S Bryant Ave
S Bryant Ave
24th St W
24th St W
24th St W
24th St W
50 feet
10 m

World • United States • MN • Hennepin Co. • Minneapolis • Calhoun/Isles
Hennepin Ave
S Dupont Ave
S Dupont Ave
Hennepin Ave
20
S Dupont Ave
Hennepin Ave
20
Hennepin Ave
24th St W
S Colfax Ave
S Colfax Ave
S Colfax Ave
S Colfax Ave
S Colfax Ave
W 22nd St
W 22nd St
24th St W
S Bryant Ave
S Bryant Ave
S Bryant Ave
S Bryant Ave
W 22nd St
50 feet
10 m
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World • United States • MN • Hennepin Co. • Minneapolis • Calhoun/Isles
S Dupont Ave
W 26th St
S Colfax Ave
S Bryant Ave
24th St W
Hennepin Ave
23
50 feet
10 m
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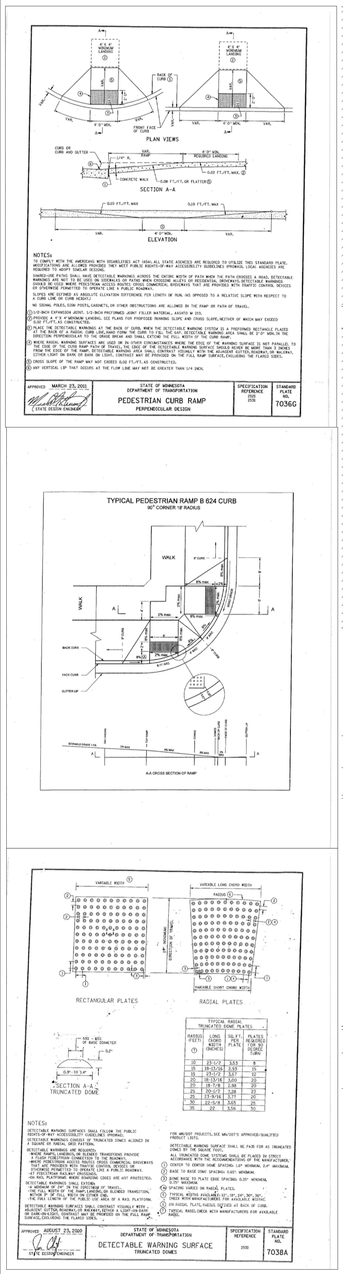

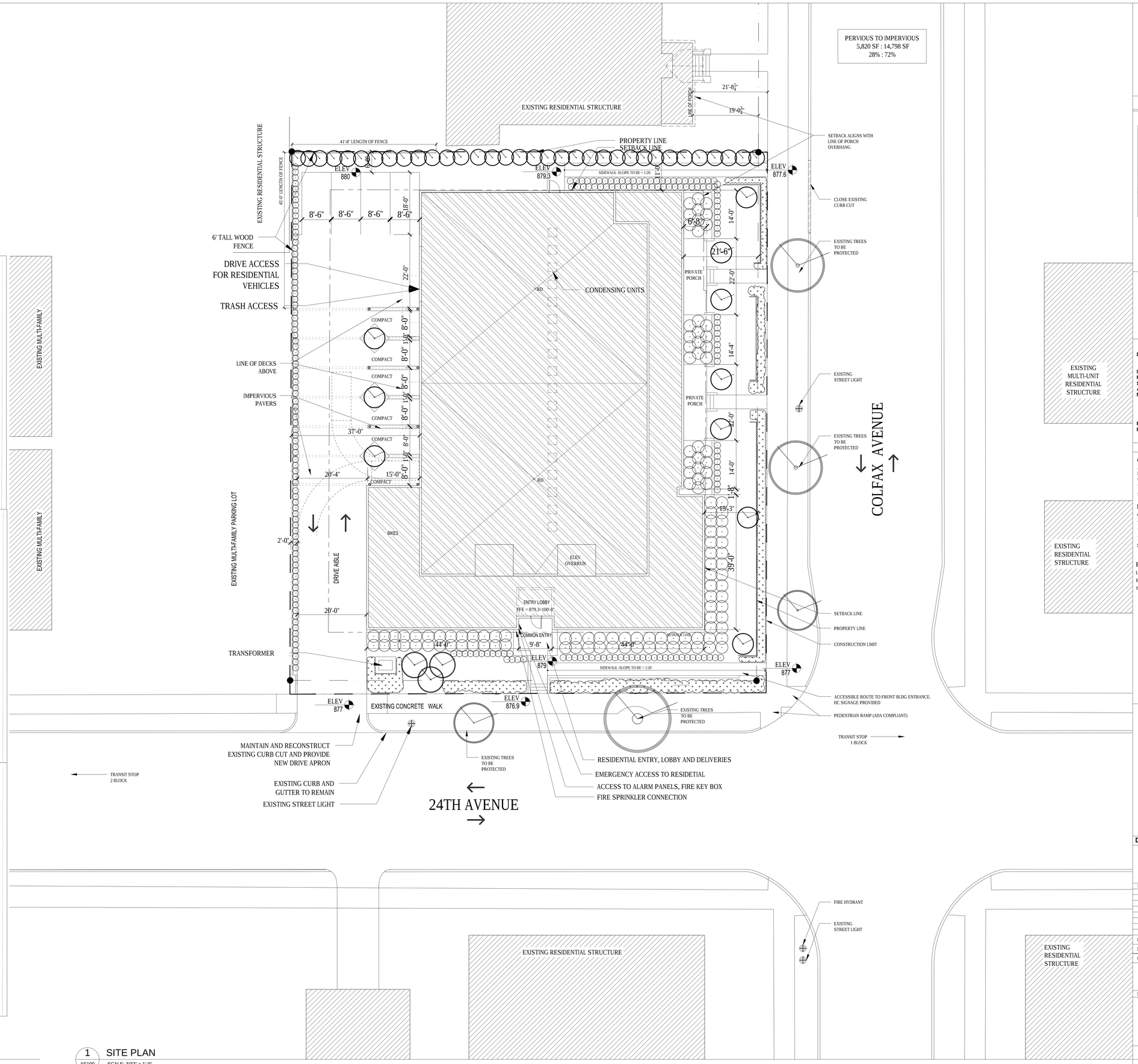

2 AS100 SIDEWALK NOTES AND DETAILS
SCALE: NTS

1 AS100 SITE PLAN
SCALE: 3/32" = 1'-0"

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COLFAX
2320 COLFAX AVENUE
MINNEAPOLIS, MN 55405

at home APARTMENTS
LANDERGROUP urban development

DATE: XX.XX.XXXX

I HEREBY CERTIFY THAT THIS PLAN SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

PETER KEELY
REGISTRATION NO: 23570

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BOB CLOSE STUDIO, LLC
LANDSCAPE ARCHITECT
BOB CLOSE, FASLA
651-600-9538

DATE: AUGUST 4, 2014

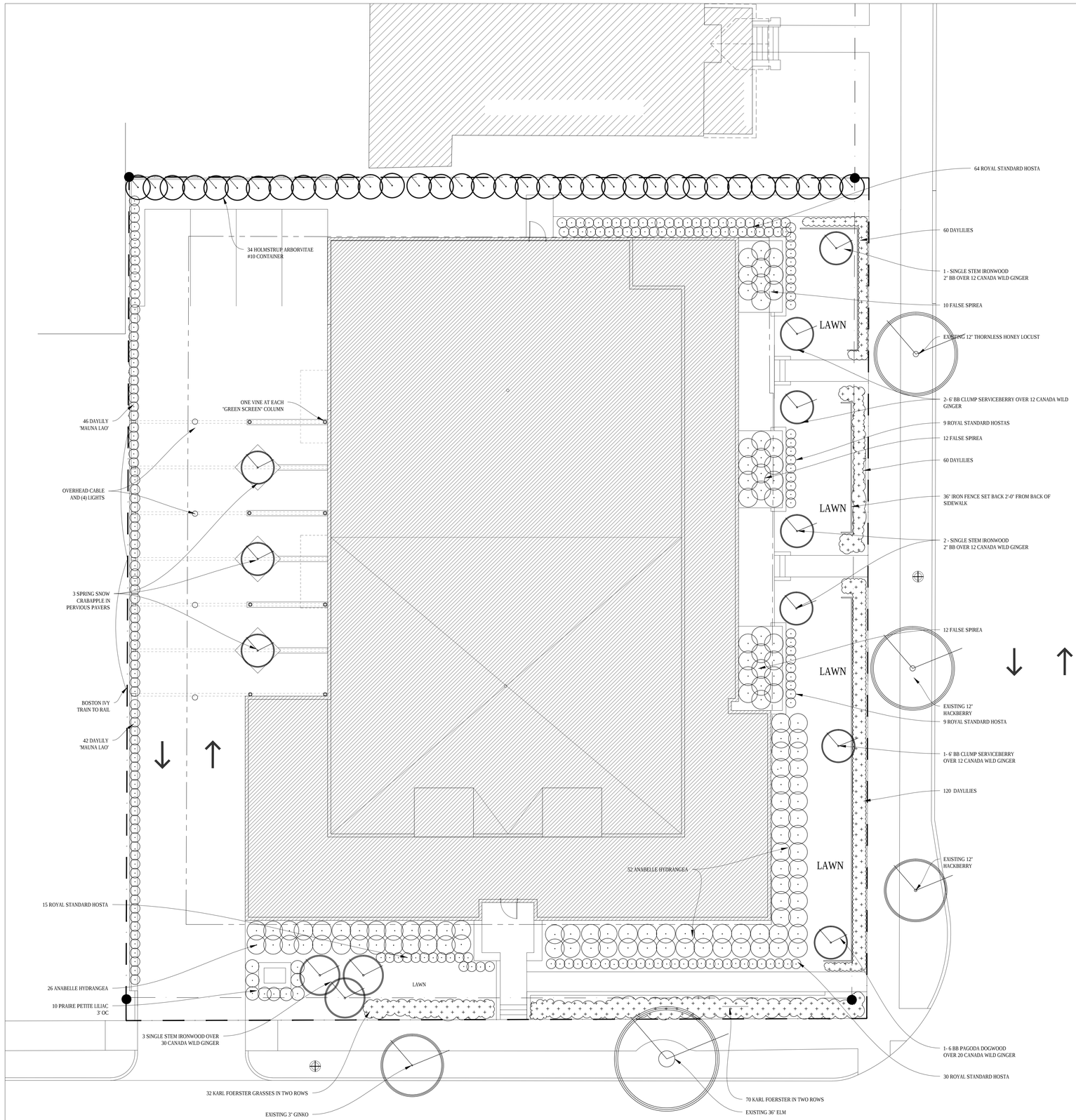
LAND USE APPLICATION

MARK	DATE	DESCRIPTION

PROJECT NO:	12-0007
DRAWN BY:	JJ/AH
CHK'D BY:	PK

SHEET TITLE
SITE PLAN

AS100



1 L100 LANDSCAPE PLAN
SCALE: 1/8" = 1'-0"

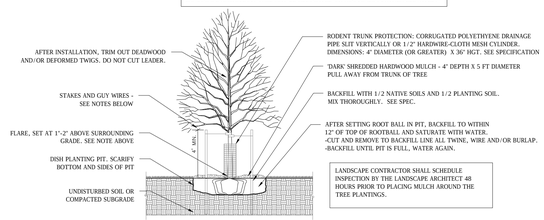
Colfax- Plant List

QTY	COMMON NAME	BOTANICAL NAME	SIZE	CONT	REMARKS
	Deciduous Canopy Trees				
6	Ironwood	*Ostrya sp.*	2.5"	bb	
	Ornamental Trees				
1	Pagoda Dogwood	*Cornus alternifolia*	6'	bb	
3	Serviceberry	*Amelanchier sp.*	6'	bb	
3	Spring Snow Crabapple	*Malus 'spring snow'*	2"	bb	
	Deciduous Shrubs				
78	Hydrangea 'Annabelle'	*Hydrangea arborescens.'Annabelle'*	#5	cont	
34	False Spirea	*Sorbaria Sorbifolia 'Sem'*	#5	cont	
	Evergreen Trees				
34	Arborvitae 'Holmstrup'	*Thuja occidentalis 'Holmstrup'*	#10	cont	
	Perennials				
240	Daylilly	*Hemerocallis*	#1	cont	
132	Hosta 'Royal Standard'	Hosta sp. 'Royal Standard'	#1	cont	
122	Wild Ginger	*Asarum canadense*	#1	cont	
88	Daylily 'Mauna Loa'	*Hemerocallis sp. 'Mauna Loa'*	#1	cont	
	Grasses				
102	Feather Reed Grass 'Karl Foerster'	*Calamagrostis acutiflora*	#1	cont	
	Vines				
7	Boston Ivy	*Parthenocissus tricuspidata*	#1	cont	

2 L100 PLANT SCHEDULE
SCALE: NTS

TREES WITH BE REJECTED FOR THE FOLLOWING REASONS:
-POOR FORM
-DAMAGED TRUNK
-BURIED ROOT FLARES
-ENCIRCLING TRANSPORT ROOTS
-UNCONSOLIDATED ROOTBALL SOIL (DUE TO EXCESSIVE HANDLING)

NOTES:
1) CONTRACTOR SHALL LOCATE WITH PIN THE ROOT FLARE OF EACH TREE PRIOR TO DIGGING THE PLANTING PIT. (THE FLARE IS THE TRANSITION ZONE BETWEEN THE MAIN STEM AND THE ROOT SYSTEM.)
2) REMOVE SOIL FROM TOP OF ROOTBALL TO EXPOSE TOP OF FLARE. TREES WITH MORE THAN 2" OF EXCESS SOIL ABOVE THE FLARE WILL BE REJECTED. MEASURE DISTANCE BETWEEN FLARE AND BOTTOM OF ROOTBALL. SUBTRACT 10% TO DETERMINE DEPTH OF PLANTING PIT.
3) DIG PIT TO DEPTH DETERMINED ABOVE. PIT SHALL BE DISHED WITH SIDEWALLS AS SHOWN BELOW. SCARIFY WALLS AND BOTTOM OF PIT.
4.) SET TREE IN PIT SO THAT FLARE IS ONE-TWO INCHES ABOVE SURROUNDING GRADE.
5) IN ALL AREAS WITH HEAVY CLAY OR POORLY DRAINED SOILS (MOTTLING), CONTACT LANDSCAPE ARCHITECT. TREE MAY BE RELOCATED OR ROOTBALL FURTHER ELEVATED.



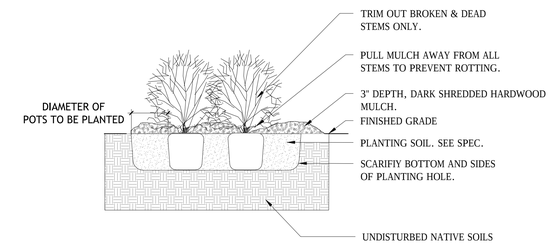
STAKING:
GUY ASSEMBLY NOT MANDATORY BUT, CONTRACTOR SHALL MAINTAIN TREE IN A PLUMB POSITION FOR THE DURATION OF THE GUARANTEE PERIOD.

GUY ASSEMBLY: 16" POLYPROPYLENE OR POLYETHYLENE (40 ML) 1-1/2" WIDE STRIP- (TYP.). DOUBLE STRAND 14 GA WIRE & 3 STEEL STAKES OR SIGN POSTS @ 120 DEG. O.C. (SEE STAKING DIAGRAM).

COORDINATE STAKING TO INSURE UNIFORM ORIENTATION OF GUY LINES AND STAKES.

STAKING DIAGRAM

3 L100 TREE PLANTING DETAIL
SCALE: NTS



4 L100 SHRUB PLANTING DETAIL
SCALE: NTS

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MINNEAPOLIS, MN 55405

athome APARTMENTS
LANDERGROUP urban development

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REGISTRATION NO: 12383

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CONSULTANT
Type
Contact Person
Phone #
Address 1
City, State ZIP

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BOB CLOSE, FASLA
651-600-9538
bobclose48@gmail.com
landscape architecture
urban design
placemaking
master planning

DATE: AUGUST 4, 2014

LAND USE APPLICATION

MARK	DATE	DESCRIPTION

PROJECT NO: 12-0007
DRAWN BY: AH
CHK'D BY: BC

SHEET TITLE
LANDSCAPE PLAN

L100

GENERAL NOTES

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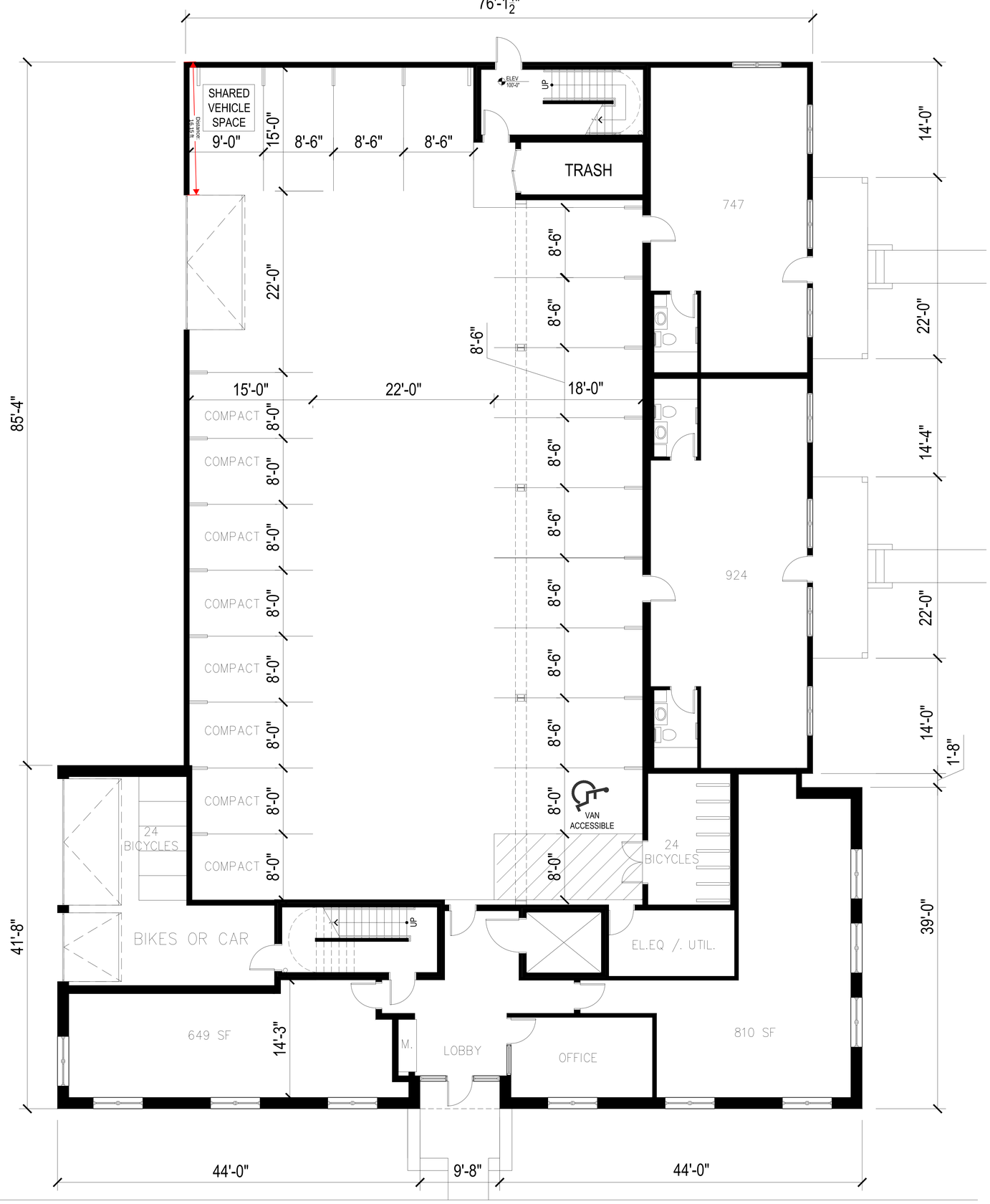
10,565 SQUARE FEET



1 A101 FIRST FLOOR PLAN
SCALE: 3/16" = 1'-0"

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MINNEAPOLIS, MN 55405

at home APARTMENTS
LANDERGROUP urban development

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Loucks Associates
Civil Engineer
Valentina M. Anderson
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Minneapolis, MN 55369

BOB CLOSE STUDIO, LLC
LANDSCAPE ARCHITECT
BOB CLOSE, FASLA
651-600-9538

DATE: AUGUST 4, 2014

LAND USE APPLICATION

MARK	DATE	DESCRIPTION

PROJECT NO: 12-0007
DRAWN BY: JJ/AH
CHK'D BY: PK

SHEET TITLE
FIRST FLOOR PLAN

A101

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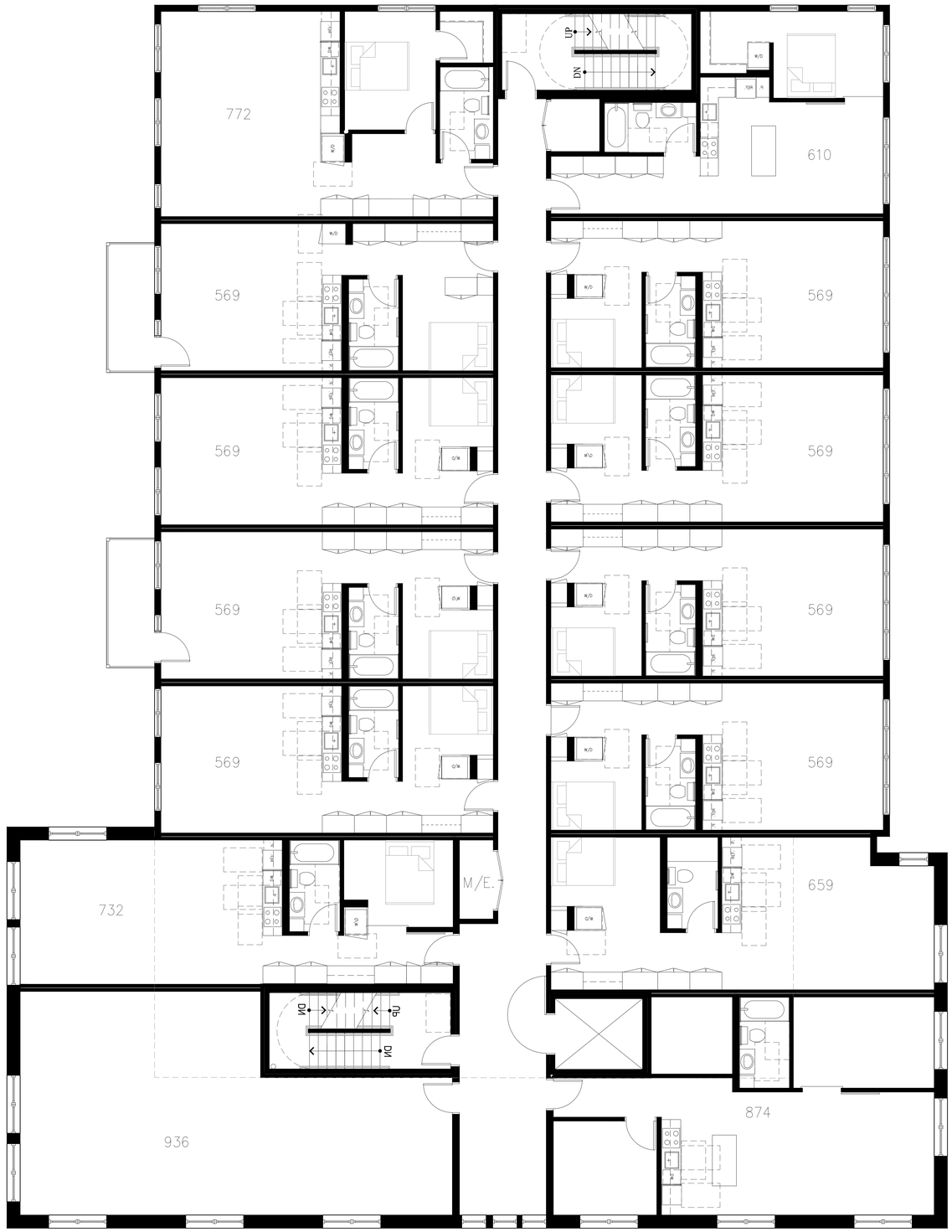

1 A101 SECOND AND THRID FLOOR PLANS
SCALE: 3/16" = 1'-0"

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MINNEAPOLIS, MN 55405

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LANDSCAPE ARCHITECT
BOB CLOSE, FASLA
651-600-9538

DATE: AUGUST 4, 2014

LAND USE APPLICATION

MARK	DATE	DESCRIPTION

PROJECT NO: 12-0007
DRAWN BY: JJ/AH
CHK'D BY: PK

SHEET TITLE
SECOND AND THIRD FLOOR PLANS

A102

7,304 SQUARE FEET

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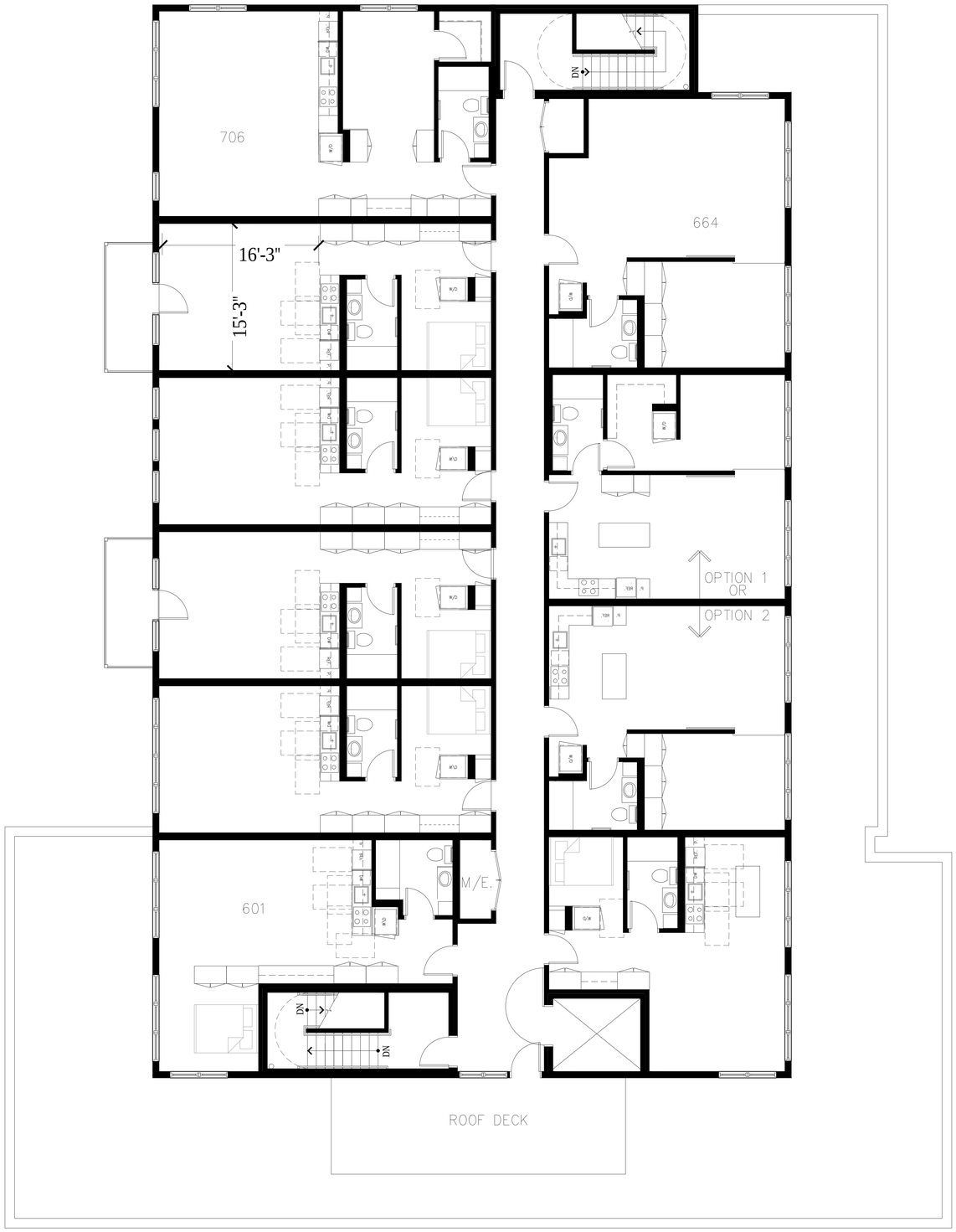

1 A101 FOURTH FLOOR PLANS
SCALE: 3/16" = 1'-0"

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Loucks Associates
Civil Engineer
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BOB CLOSE STUDIO, LLC
LANDSCAPE ARCHITECT
BOB CLOSE, FASLA
651-600-9538

DATE: AUGUST 4, 2014

LAND USE APPLICATION

MARK	DATE	DESCRIPTION

PROJECT NO: 12-0007
DRAWN BY: JJ/AH
CHK'D BY: PK

SHEET TITLE
FOURTH FLOOR PLAN

A103

EXTERIOR MATERIALS:
54% BRICK
27% GLASS
10% METAL PANEL
08% STUCCO
01% STONE SILLS

2 A200 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

MATERIAL INDEX

1	FACE BRICK #1
2	FACE BRICK #2
3	BURNISHED BLOCK
4	STONE BASE COURSE
5	METAL CANOPY
6	PERGOLA
7	STUCCO (COLOR: WARM LIGHT GRAY)
8	PREFINISHED METAL PANEL
9	PREFINISHED METAL TRIM
10	PREFINISHED METAL PARAPET CAP
11	CEMENT BOARD PANEL (COLOR: WARM LIGHT GRAY)
12	PREFINISHED CEMENT BOARD TRIM
13	METAL ROOF
14	PREFINISHED METAL FASCIA
15	STEEL CHANNEL COLUMNS
16	COMPOSITE WINDOWS
17	GARAGE DOOR, PAINTED
18	STONE SILL

EXTERIOR MATERIALS:
16% BRICK
36% GLASS
13% METAL PANEL
30% STUCCO
01% STONE SILLS
04% BLOCK

1 A200 EAST ELEVATION
3/16" = 1'-0"

Collage architects
www.collagearch.com

COLFAX

2320 COLFAX AVENUE
MINNEAPOLIS, MN 55405

at home APARTMENTS
LANDERGROUP urban development

DATE: XX.XX.XXXX

I HEREBY CERTIFY THAT THIS PLAN SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

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REGISTRATION NO: 23570

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LAND USE APPLICATION

MARK	DATE	DESCRIPTION

PROJECT NO:	12-0007
DRAWN BY:	JJ/AH
CHK'D BY:	PK

SHEET TITLE

ELEVATIONS

A200

EXTERIOR MATERIALS:

13% BRICK
20% GLASS
11% METAL PANEL
28% STUCCO
03% BLOCK
25% CEMENT BOARD

2 A201 NORTH ELEVATION

SCALE: 3/16" = 1'-0"

EXTERIOR MATERIALS:

16% BRICK
33% GLASS
22% METAL PANEL
02% STUCCO
27% CEMENT BOARD

1 A201 WEST ELEVATION

SCALE: 3/16" = 1'-0"

MATERIAL INDEX

1	FACE BRICK #1
2	FACE BRICK #2
3	BURNISHED BLOCK
4	STONE BASE COURSE
5	METAL CANOPY
6	PERGOLA
7	STUCCO (COLOR: WARM LIGHT GRAY)
8	PREFINISHED METAL PANEL
9	PREFINISHED METAL TRIM
10	PREFINISHED METAL PARAPET CAP
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LAND USE APPLICATION

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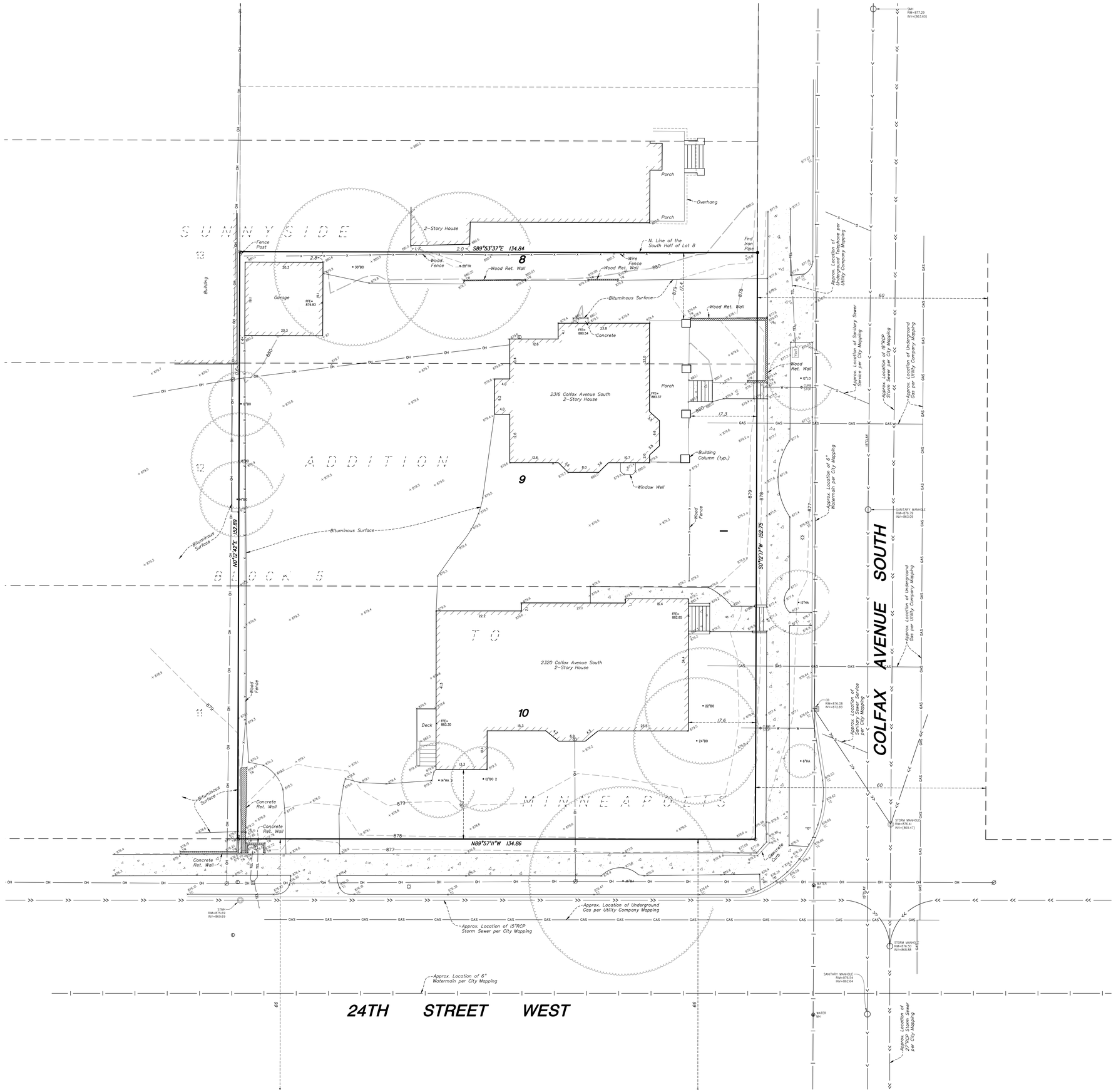
SHEET TITLE

ELEVATIONS

A201



NORTH

0 10 20
SCALE IN FEET

SURVEY LEGEND – EXISTING CONDITIONS

CATCH BASIN	STORM SEWER
STORM MANHOLE	SANITARY SEWER
SANITARY MANHOLE	WATERMAIN
WATER MANHOLE	UNDERGROUND ELECTRIC
HYDRANT	UNDERGROUND GAS
GATE VALVE	UNDERGROUND TELEPHONE
TELEPHONE PEDESTAL	OVERHEAD UTILITY
POWER POLE	CHAIN LINK FENCE
LIGHT POLE	CONCRETE CURB
SIGN	CONCRETE
972.5 SPOT ELEVATION	872 CONTOUR

CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

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DATE:	**JUNE 18, 2014**

CITY SUBMITTAL

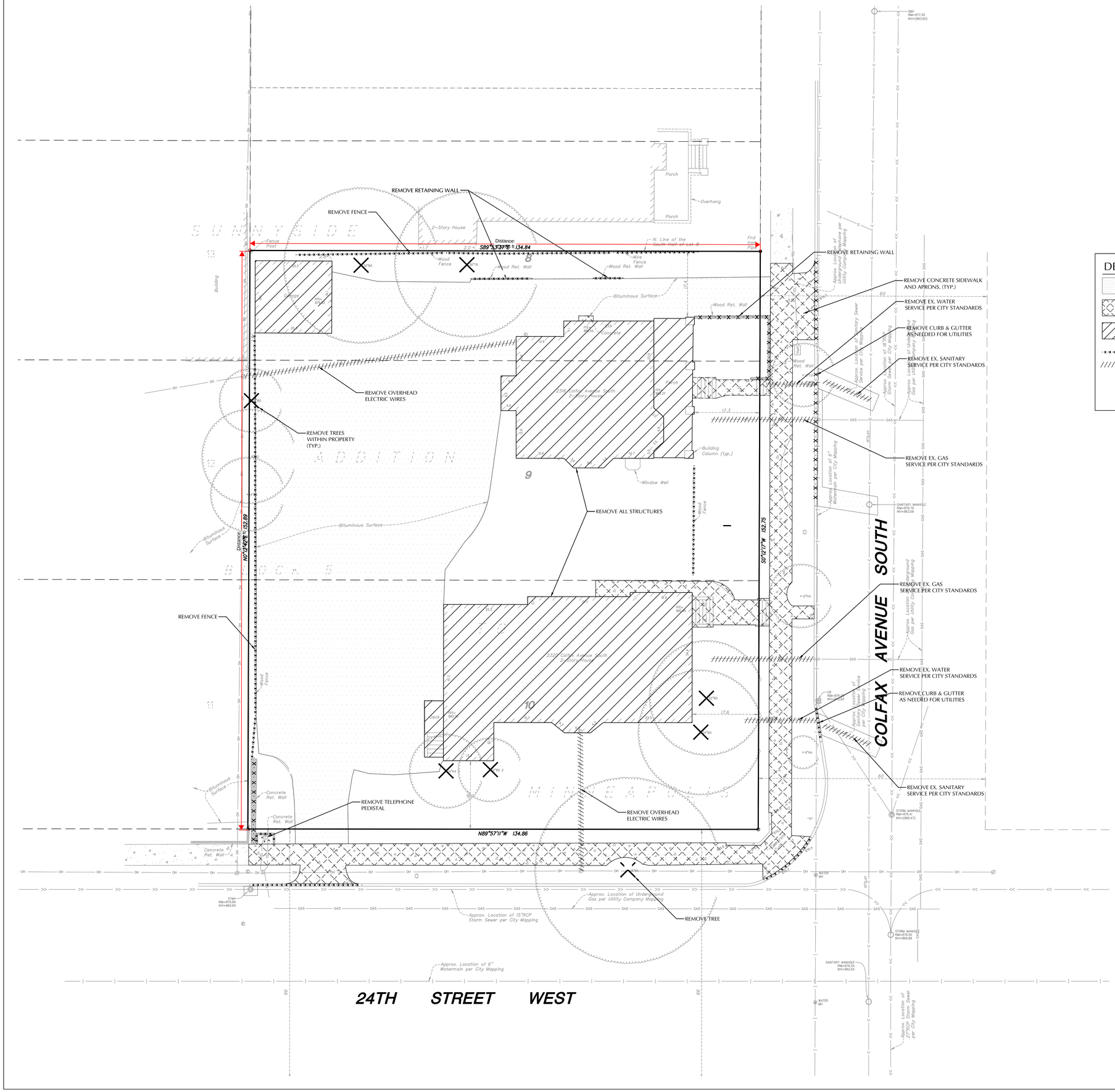
MARK	DATE	DESCRIPTION

PROJECT NO:	12-0007 - LOUCKS PROJECT #12372
DRAWN BY:	VMA / MDC
CHKD BY:	MJS / VMA

SHEET TITLE

EXISTING CONDITIONS

C1-1



NORTH

SCALE IN FEET 0 10 20

SURVEY LEGEND – EXISTING CONDITIONS

CATCH BASIN	STORM SEWER
STORM MANHOLE	SANITARY SEWER
SANITARY MANHOLE	WATERMAIN
WATER MANHOLE	UNDERGROUND ELECTRIC
HYDRANT	UNDERGROUND GAS
GATE VALVE	UNDERGROUND TELEPHONE
TELEPHONE PEDESTAL	OVERHEAD UTILITY
POWER POLE	CHAIN LINK FENCE
LIGHT POLE	CONCRETE CURB
SIGN	CONCRETE
972.5 SPOT ELEVATION	872 CONTOUR

DEMOLITION LEGEND:

- REMOVE EXISTING BITUMINOUS PAVING
- REMOVE EXISTING CONCRETE PAVING/WALKS
- REMOVE EXISTING BUILDINGS
- REMOVE EXISTING CURB & GUTTER AND RETAINING WALL
- REMOVE EXISTING UTILITIES
- REMOVE EXISTING MANHOLES, POWER POLES, TRANSFORMERS, ETC.
- REMOVE EXISTING TREES

CALL BEFORE YOU DIG!

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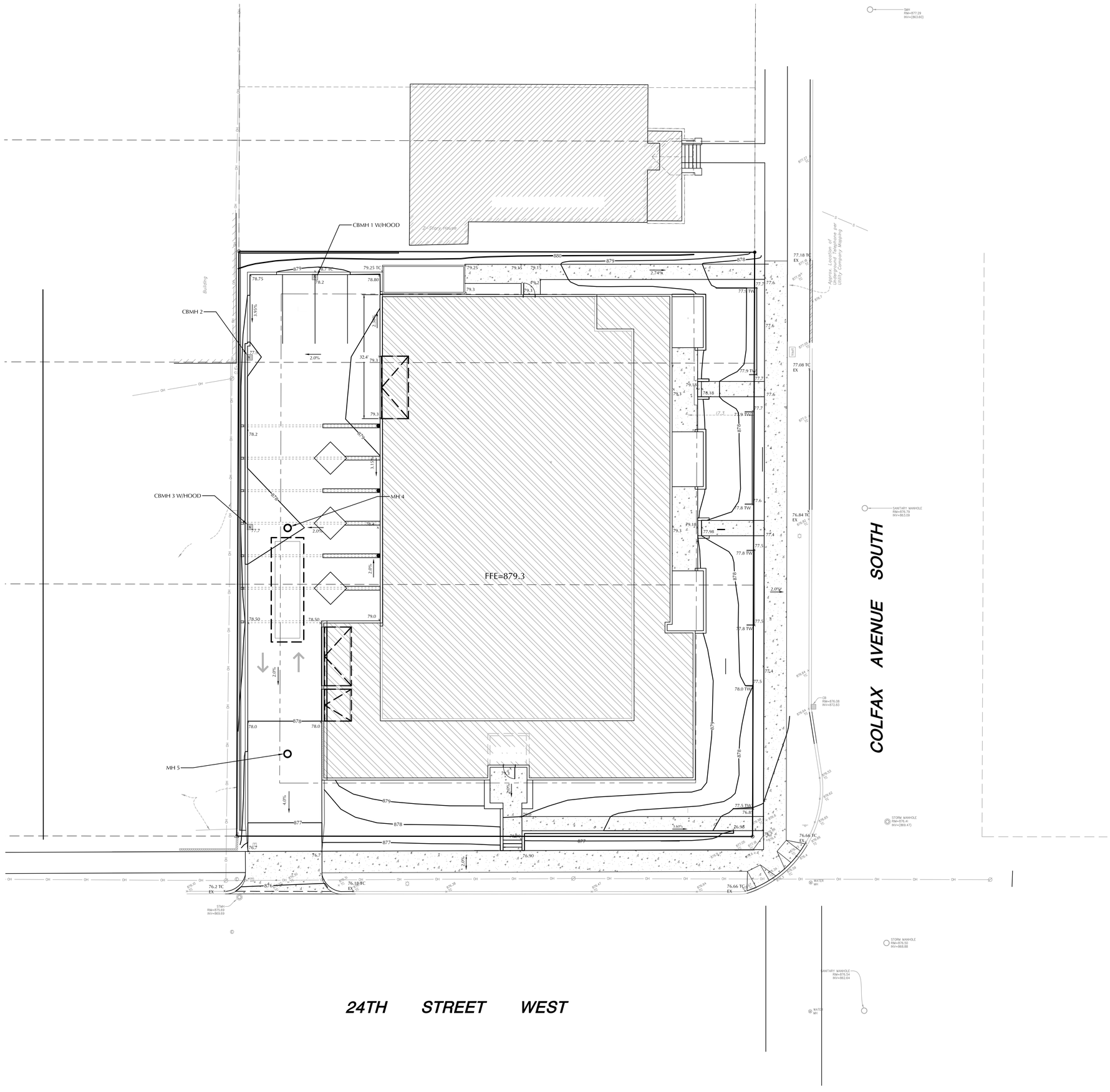
DRAWN BY:	VMA / MDC
CHK'D BY:	MJS / VMA

SHEET TITLE

DEMOLITION PLAN

C1-2



NORTH

SCALE IN FEET 0 10 20

EXISTING	CIVIL LEGEND	PROPOSED
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	CULVERT	
	HYDRANT	
	GATEVALVE	
	POST INDICATOR VALVE	
	LIGHT POLE	
	POWER POLE	
	SIGN	
	BENCHMARK	
	SOIL BORINGS	
	WATER MANHOLE	
	TELEPHONE MANHOLE	
	UTILITY MANHOLE	
	ELECTRIC MANHOLE	
	WATER SERVICE	
	SANITARY SERVICE	
	HANDICAP PARKING	
	DIRECTION OF FLOW	
	SPOT ELEVATION	
	CONTOURS	
	SANITARY SEWER	
	STORM SEWER	
	WATERMAIN	
	FORCEMAIN	
	DRAINTILE	
	SILT FENCE	
	CURB & GUTTER	
	RETAINING WALL	
	TREELINE	
	EASEMENT LINE	
	SETBACK LINE	
	FENCE LINE	
	UNDERGROUND TELE	
	UNDERGROUND GAS	
	OVERHEAD UTILITY	

GRADING, DRAINAGE & EROSION CONTROL NOTES

1. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF BUILDINGS, VESTIBULES, SLOPED PAVING, EXIT PORCHES, RAMPS, TRUCK DOCKS, ENTRY LOCATIONS AND LOCATIONS OF DOWNSPOUTS.
2. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE MINIMUM OF 6 INCHES OF TOP SOIL AND SOD OR SEED. THESE AREAS SHALL BE WATERED BY THE CONTRACTOR UNTIL THE SOD OR SEED IS GROWING IN A HEALTHY MANNER.
3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASE OF THIS PROJECT. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
5. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
6. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTORS PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTORS SAFETY MEASURES IN, OR NEAR THE CONSTRUCTION SITE.
7. BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL INSTALL A TEMPORARY ROCK ENTRANCE PAD AT ALL POINTS OF VEHICLE EXIT FROM THE PROJECT SITE. SAID ROCK ENTRANCE PAD SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF THE PROJECT. SEE DETAILS SHOWN ON SHEET C8-1 OF THE PROJECT PLANS.
8. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE ESTABLISHED AROUND THE ENTIRE SITE PERIMETER AND IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, CITY REQUIREMENTS AND THE DETAILS SHOWN ON SHEET C8-1 OF THE PROJECT PLANS.
9. ALL ENTRANCES AND CONNECTIONS TO CITY STREETS SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS AND NOTIFICATIONS AS REQUIRED BY THE CITY.
10. SEE UTILITY PLAN FOR FURTHER DETAIL REGARDING THE STORM SEWER.

CALL BEFORE YOU DIG!

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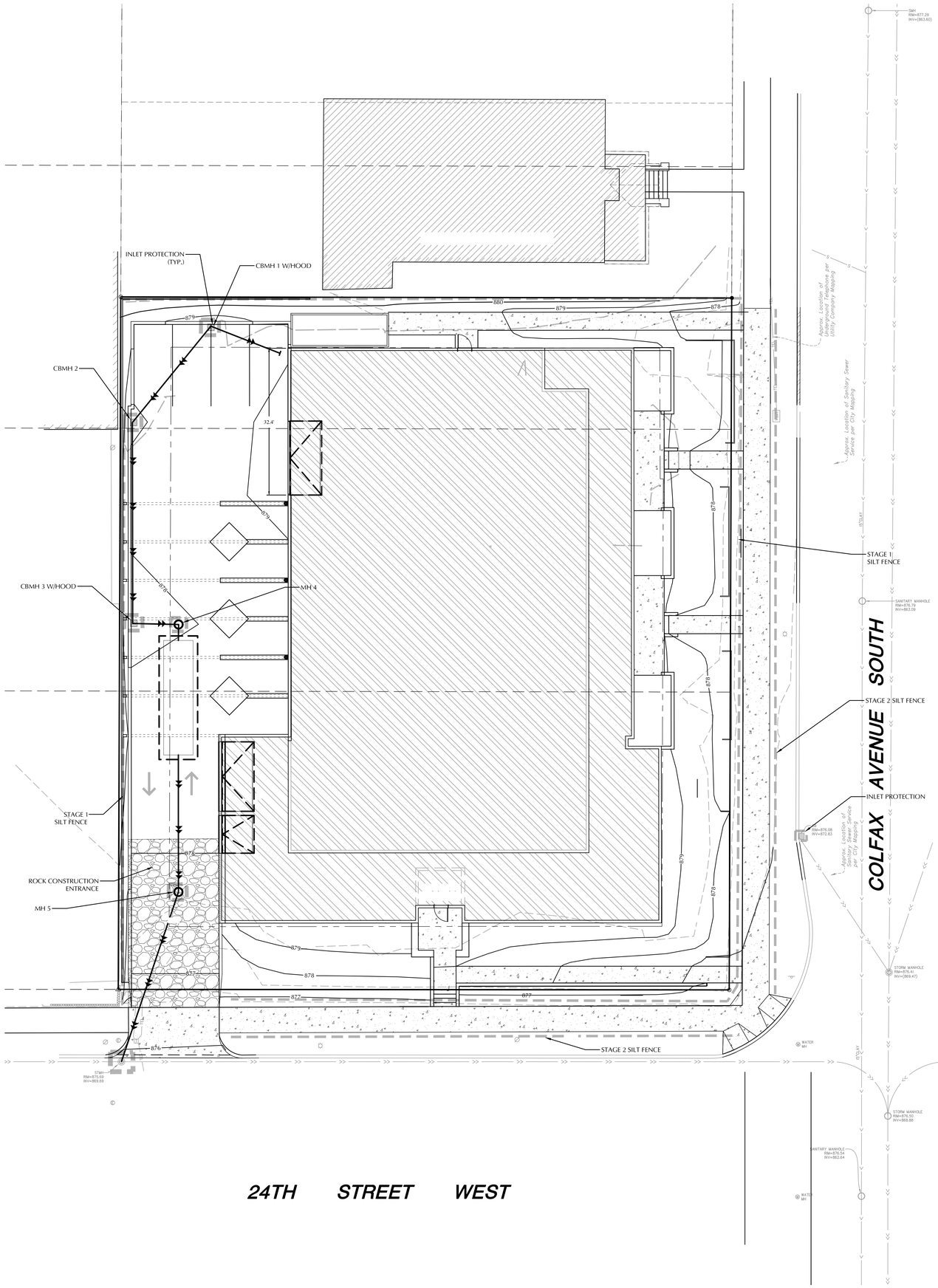
PROJECT NO:	12-0007 - LOUCKS PROJECT #12372
DRAWN BY:	VMA / MDC
CHK'D BY:	MJS / VMA

SHEET TITLE

GRADING AND DRAINAGE PLAN

C3-1



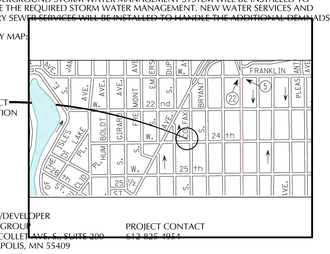
NORTH

SCALE IN FEET 0 10 20

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)
GENERAL NOTES:

1. PROJECT NARRATIVE: THE NATURE OF THIS PROJECT WILL CONSIST OF REMODELING THE EXISTING LEHMAN LEARNING CENTER INTO AN APARTMENT COMPLEX. THE PROJECT WILL MAKES USE OF THE EXISTING PARKING SURFACE WHILE REMOVING A SIGNIFICANT AMOUNT OF IMPERVIOUS AREA TO CREATE A COURTYARD AREA. AN UNDERGROUND STORM WATER MANAGEMENT SYSTEM WILL BE INSTALLED TO PROVIDE THE REQUIRED STORM WATER MANAGEMENT. NEW WATER SERVICES AND SANITARY SEWER SERVICES WILL BE INSTALLED TO HANDLE THE ADDITIONAL DEMMADS.

2. VICINITY MAP:



3. OWNER/DEVELOPER
LANDERGROUP
3802 NICOLLET AVE. S., SUITE 300
MINNEAPOLIS, MN 55409

PROJECT CONTACT
612-835-4951

4. LAND DISTURBING ACTIVITIES:
AREA TO BE DISTURBED = 0.47 ac.

	PRIOR TO CONSTRUCTION	POST CONSTRUCTION
IMPERVIOUS AREA:	0.31 ac.	0.36 ac.

SOIL TYPES: SEE SOIL BORINGS

POST CONSTRUCTION RUNOFF COEFFICIENT: CN=90

5. CONTRACTOR TO SEE SHEET C8-1 FOR STANDARD DETAILS FOR EROSION CONTROL DEVICES.

6. FOLLOWING INITIAL SOIL DISTURBANCE OR REDISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN SEVEN (7) CALENDER DAYS ON ALL PERIMETER DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1); EMBANKMENTS OF PONDS, BASINS, AND TRAPS; AND WITHIN FOURTEEN (14) DAYS ON ALL OTHER DISTURBED OR GRADED AREAS. THE REQUIREMENTS OF THIS SECTION DO NOT APPLY TO THOSE AREAS WHICH ARE SHOWN ON THE PLAN AND ARE CURRENTLY BEING USED FOR MATERIAL STORAGE OR FOR THOSE AREAS ON WHICH ACTUAL CONSTRUCTION ACTIVITIES ARE CURRENTLY BEING PERFORMED.

7. THE INTENDED SEQUENCING OF MAJOR CONSTRUCTION ACTIVITIES ARE AS FOLLOWS:
   1. CLEAR AND GRUB FOR THOSE AREAS NECESSARY FOR INSTALLATION OF PERIMETER EROSION CONTROL DEVICES.
   2. CONSTRUCTION OF PERIMETER EROSION CONTROL DEVICES.
   3. REMAINING INTERIOR SITE CLEARING, GRUBBING AND DEMOLITION.
   4. INSTALLATION OF PERMANENT AND TEMPORARY STABILIZATION MEASURES.
   5. ROUGH GRADING OF SITE.
   6. UTILITY INSTALLATION INCLUDING WATER SERVICES, SANITARY SERVICES, STORM SEWER, DRAINTILE, AND STORMTECH SYSTEM. NOTE: EXISTING WATERMAIN CONNECTIONS (2 ON COLFAX, AND SANITARY CONNECTIONS (2 ON COLFAX) TO BE ABANDONED PER CITY OF MINNEAPOLIS REQUIREMENTS.
   7. BUILDING CONSTRUCTION, PARKING LOT, AND SITE CONSTRUCTION.
   8. FINAL GRADING, LANDSCAPING OR STABILIZATION.
   9. IMPLEMENTATION AND MAINTENANCE OF FINAL EROSION CONTROL STRUCTURES.
   10. REMOVEAL OF TEMPORARY EROSION CONTROL DEVICES.

8. THE CONTRACTOR AND DEVELOPER SHALL REQUEST THE EROSION CONTROL INSPECTOR TO INSPECT AND APPROVE WORK COMPLETED IN ACCORDANCE WITH THE APPROVED EROSION CONTROL AND SEDIMENT CONTROL PLAN, AND IN ACCORDANCE WITH CHAPTER 52. THE CONTRACTOR AND DEVELOPER SHALL BE REQUIRED TO OBTAIN WRITTEN APPROVAL BY THE INSPECTOR AT THE STAGES OF DEVELOPMENT AS OUTLINED IN SECTION 52.250, SUBSECTIONS (1), (2), (3).

9. TO THE BEST OF OUR ABILITY; THE CLEARING, GRADING, CONSTRUCTION, AND DEVELOPMENT OF THIS PROJECT WILL BE DONE PURSUANT TO THE APPROVED PLANS. CHANGES TO THE PLANS WILL BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO BEING IMPLEMENTED.

XXXXXXXX XXXXXXXX

10. THE CITY ENGINEER MAY REQUIRE ADDITIONAL INFORMATION OR DATA DEEMED APPROPRIATE AND/OR MAY IMPOSE SUCH CONDITIONS THERETO AS MAY BE DEEMED NECESSARY TO ENSURE COMPLIANCE WITH THE PROVISIONS OF CHAPTER 52, THE MANUAL OF STANDARDS, OR THE PRESERVATION OF PUBLIC HEALTH AND SAFETY.
11. THE LOCATION OF AREAS NOT TO BE DISTURBED MUST BE IDENTIFIED WITH FLAGS, STAKES, SIGNS, SILT FENCE, ETC. BEFORE CONSTRUCTION BEGINS.
12. ON SLOPES 3:1 OR GREATER MAINTAIN SHEET FLOW AND MINIMIZE RILLS AND/OR GULLIES, SLOPE LENGTHS CAN NOT BE GREATER THAN 75 FEET.
13. ALL STORM DRAINS AND INLETS MUST BE PROTECTED UNTIL ALL SOURCES OF POTENTIAL DISCHARGE ARE STABILIZED.
14. TEMPORARY SOIL STOCKPILES MUST HAVE EFFECTIVE SEDIMENT CONTROL AND CAN NOT BE PLACED IN SURFACE WATERS OR STORM WATER CONVEYANCE SYSTEMS. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT AMOUNT OF SILT, CLAY, OR ORGANIC COMPOUNDS ARE EXEMPT EX: CLEAN AGGREGATE STOCK PILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES.
15. SEDIMENT LADEN WATER MUST BE DISCHARGED TO A SEDIMENTATION BASIN WHENEVER POSSIBLE. IF NOT POSSIBLE, IT MUST BE TREATED WITH THE APPROPRIATE BMP'S.
16. SOLID WASTE MUST BE DISPOSED OF PROPERLY AND MUST COMPLY WITH MPCA DISPOSAL REQUIREMENTS.
17. EXTERNAL WASHING OF CONSTRUCTION VEHICLES MUST BE LIMITED TO A DEFINED AREA OF THE SITE.
18. NO ENGINE DEGREASING IS ALLOWED ON SITE.
19. THE OWNER WHO SIGNS THE NPDES PERMIT APPLICATION IS A PERMITTEE AND IS RESPONSIBLE FOR COMPLIANCE WITH ALL TERMS AND CONDITIONS OF THE PERMIT. THE OPERATOR (CONTRACTOR) WHO SIGNS THE NPDES PERMIT APPLICATION IS A PERMITTEE FOR PARTS II.B., PART II.C AND PART IV. OF THE NPDES PERMIT AND IS JOINTLY RESPONSIBLE WITH THE OWNER FOR COMPLIANCE WITH THOSE PORTIONS OF THE PERMIT.
20. INSPECTIONS
    A. INITIAL INSPECTION FOLLOWING SILT FENCE INSTALLATION BY CITY REPRESENTATIVE IS REQUIRED.
    B. EXPOSED SOIL AREAS: ONCE EVERY 7 DAYS AND WITHIN 24 HOURS FOLLOWING A 0.5" OVER 24 HOURS RAIN EVENT.
    C. STABILIZED AREAS: ONCE EVERY 30 DAYS D. FROZEN GROUND: AS SOON AS RUNOFF OCCURS OR PRIOR TO RESUMING CONSTRUCTION.
21. OWNER MUST KEEP RECORDS OF ALL PERMITS REQUIRED FOR THE PROJECT, ALL INSPECTIONS AND MAINTENANCE, PERMANENT OPERATION AND MAINTENANCE AGREEMENTS, AND REQUIRED CALCULATIONS FOR TEMPORARY AND PERMANENT STORM WATER MANAGEMENT SYSTEMS. THESE RECORDS MUST BE RETAINED FOR THREE YEARS.
22. SWPPP MUST BE AMENDED WHEN:
    A. THERE IS A CHANGE IN DESIGN, OPERATION, MAINTENANCE, WEATHER OR SEASONAL CONDITIONS THAT HAS A SIGNIFICANT EFFECT ON DISCHARGE
    B. INSPECTIONS INDICATE THAT THE SWPPP IS NOT EFFECTIVE AND DISCHARGE IS EXCEEDING WATER QUALITY STANDARDS.
    C. THE BMP'S IN THE SWPPP ARE NOT CONTROLLING POLLUTANTS IN DISCHARGES OR IS NOT CONSISTENT WITH THE TERMS AND CONDITIONS OF THE PERMIT.
23. HAZARDOUS MATERIALS SUCH AS OIL, GASOLINE, PAINT, AND ANY OTHER HAZARDOUS SUBSTANCES MUST BE PROPERLY STORED, INCLUDING SECONDARY CONTAINMENT, TO PREVENT SPILLS, LEAKS, OR OTHER DISCHARGES. RESTRICTED ACCESS TO STORAGE AREAS MUST BE PROVIDED TO PREVENT VANDALISM. CONCRETE WASH MUST BE LIMITED TO A DEFINED AREA OF THE SITE AND RUNOFF MUST BE CONTAINED WITHIN THE DEFINED AREA.
24. ALL WASTE AND UNUSED BUILING MATERIALS SHALL BE PROPERLY DISPOSED OF OFF SITE AND NOT ALLOWED TO BE CARRIED BY RUNOFF INTO A RECEIVING CHANNEL OR STORAGE SEWER SYSTEM.

SILT FENCE REQUIRED MAINTENANCE:
1. WHEN SEDIMENT REACHES 1/3 THE HEIGHT OF SILT FENCE IT MUST BE REMOVED WITHIN 24 HOURS.
2. REPAIR OR REPLACE DISFUNCTIONAL SILT FENCE WITHIN 24 HOURS.

INLET PROTECTION REQUIRED MAINTENANCE:
1. WHEN SEDIMENT REACHES 1/3 THE HEIGHT OF BASKET DEPTH IT MUST BE CLEANED WITHIN 24 HOURS.
2. REPAIR OR REPLACE DISFUNCTIONAL INLET PROTECTION WITHIN 24 HOURS.

EROSION AND SEDIMENT CONTROL NOTES

INSTALL PERIMETER EROSION CONTROLS AS INDICATED IN PLANS PRIOR TO START OF WORK. HAY BALES ARE NOT ALLOWED AS EROSION & SEDIMENT CONTROL DEVICE IN MINNEAPOLIS.

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MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 2572
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		EROSION CONTROL NOTES	STANDARD PLATE NO. SEWR-8207
DRAWN: DCD	DATE: 5/08		
APPROVED: HWS	DATE: 5/07		

CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

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Collage architects
www.collagearch.com

COLFAX
2320 COLFAX AVENUE
MINNEAPOLIS, MN 55405

@ Home Apartments
LANDERGROUP urban development

DATE: 03.18.2013

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MICHAEL J. ST. MARTIN, PE
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763-424-5505
7200 Hemlock Lane #300
Maple Grove, MN 55369

Bob Close Studio, LLC
Landscape Architect
Bob Close, FASLA
651-600-9538

DATE:	JUNE 18, 2014

CITY SUBMITTAL

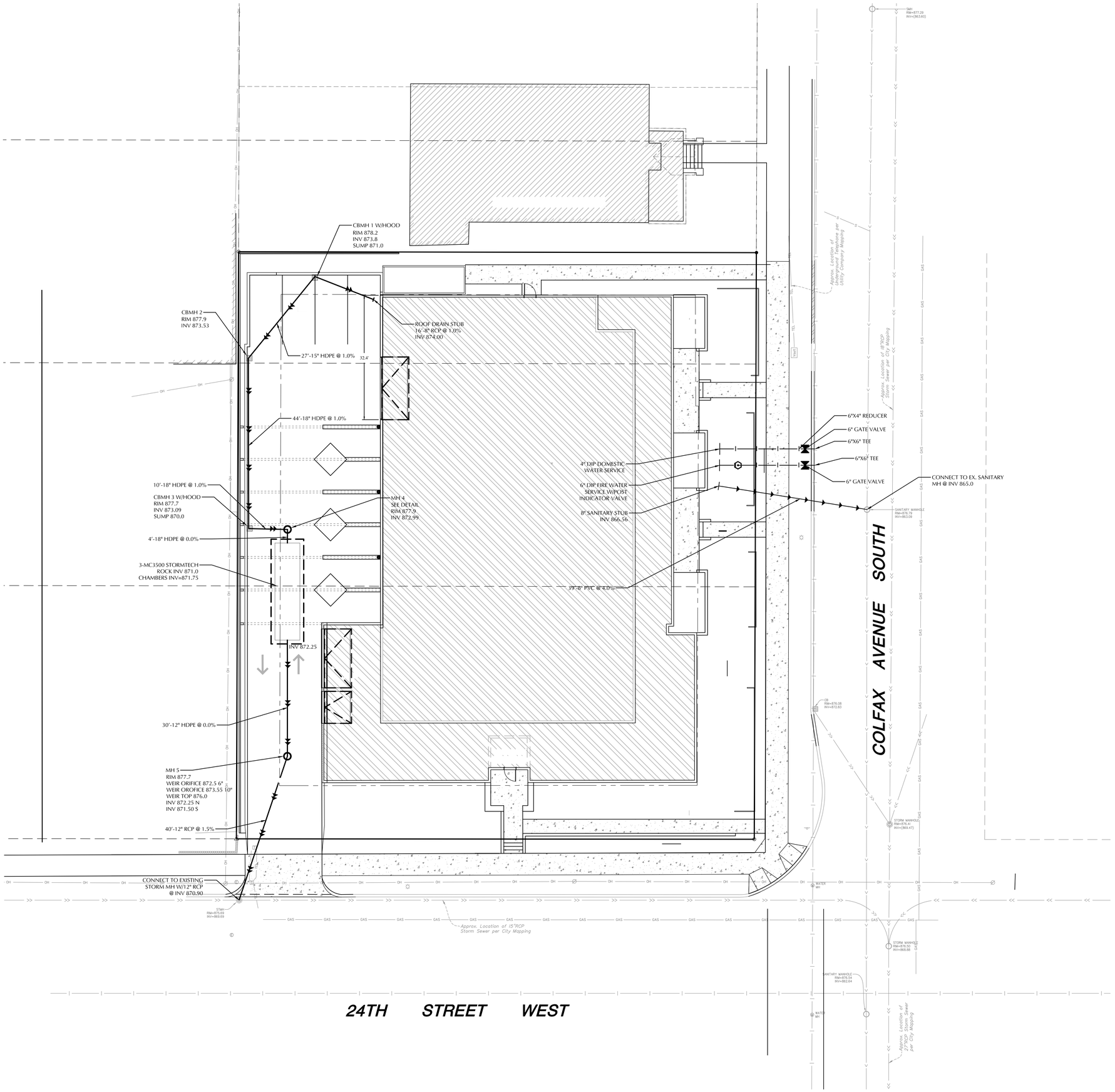
MARK	DATE	DESCRIPTION

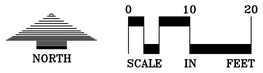
PROJECT NO:	12-0007 - LOUCKS PROJECT #12372
DRAWN BY:	VMA / MDC
CHKD BY:	MJS / VMA

SHEET TITLE

STORM WATER POLLUTION PREVENTION PLAN

C3-2





EXISTING	CIVIL LEGEND	PROPOSED
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	CULVERT	
	HYDRANT	
	GATEVALVE	
	POST INDICATOR VALVE	
	LIGHT POLE	
	POWER POLE	
	SIGN	
	BENCHMARK	
	SOIL BORINGS	
	WATER MANHOLE	
	TELEPHONE MANHOLE	
	UTILITY MANHOLE	
	ELECTRIC MANHOLE	
	WATER SERVICE	
	SANITARY SERVICE	
	HANDICAP PARKING	
	DIRECTION OF FLOW	
	SPOT ELEVATION	
	CONTOURS	
	SANITARY SEWER	
	STORM SEWER	
	WATERMAIN	
	FORCEMAIN	
	DRAINTILE	
	SILT FENCE	
	CURB & GUTTER	
	RETAINING WALL	
	TREELINE	
	EASEMENT LINE	
	SETBACK LINE	
	FENCE LINE	
	UNDERGROUND TELE	
	UNDERGROUND GAS	
	OVERHEAD UTILITY	

UTILITY PLAN GENERAL NOTES

1. ALL SANITARY SEWER, STORM SEWER AND WATERMAIN UTILITIES SHALL BE FURNISHED AND INSTALLED PER THE REQUIREMENTS OF THE SPECIFICATIONS, THE CITY AND THE STANDARD UTILITIES SPECIFICATION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), 1999 EDITION. ALL HDPE CONNECTIONS TO CONCRETE MANHOLES SHALL BE CONNECTED WITH AN INTERNAL RUBBER GASKET OR BY USING ADS WATERSTOP GASKET. ALL SANITARY SEWER MAIN LINE SHALL BE SDR 35. ALL SANITARY SEWER SERVICES SHALL BE SDR 26.
2. SEE SHEET C8-1 AND THE CONTRACT SPECIFICATIONS FOR SPECIFIC UTILITY DETAILS AND UTILITY SERVICE DETAILS.
3. ALL UTILITY PIPE BEDDING SHALL BE COMPACTED SAND OR FINE GRANULAR MATERIAL PER THE REQUIREMENTS OF THE CITY. ALL COMPACTION SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CEAM SPECIFICATION.
4. ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. THE CITY DEPARTMENT OF ENGINEERING AND BUILDING INSPECTIONS DEPARTMENT AND THE CONSTRUCTION ENGINEER MUST BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY WORK WITHIN THE PUBLIC RIGHT OF WAY, OR WORK IMPACTING PUBLIC UTILITIES.
5. ALL SANITARY SEWER AND WATER SERVICES SHALL TERMINATE AT THE PROPERTY LINE UNLESS OTHERWISE NOTED.
6. THE CONTRACTOR SHALL NOTIFY GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION OR UNDERGROUND WORK.
7. THE CONTRACTOR SHALL FIELD ADJUST WATERMAIN TO AVOID CONFLICTS WITH SANITARY SEWER, STORM SEWER, AND SERVICES AS REQUIRED. INSULATION OF WATER AND SANITARY SEWER LINES SHALL BE PROVIDED WHERE 7.5 FEET MINIMUM DEPTH CAN NOT BE ATTAINED.
8. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY. THIS SHALL INCLUDE ALL SIGNAGE, BARRICADES, FLASHERS AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT THE EXPRESSED AUTHORITY OF OF THE CITY.
9. ALL NEW WATERMAIN MUST HAVE A MINIMUM OF 7.5 FEET OF COVER.
10. ADJUST ALL EXISTING STRUCTURES, BOTH PUBLIC AND PRIVATE TO THE PROPOSED GRADES WHERE DISTURBED AND COMPLY WITH ALL REQUIREMENTS OF THE UTILITY OWNERS. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
11. PROPOSED PIPE MATERIALS:

WATERMAIN	DIP CLASS 52	NO LESS THAN 7.5' DEEP.
WATER SERVICE	COPPER TYPE K,	1" SERVICE TO PROPERTY LINE.
SANITARY SEWER	PVC SDR 26	NO MORE THAN 20' DEEP.
SANITARY SEWER	PVC SDR 26	20' - 25' DEEP.
SANITARY SEWER	PVC 8" SCH. 40	SERVICE TO PROPERTY LINE.
STORM SEWER	RCP CLASS 5	12" TO 18" DIAMETER.
STORM SEWER	HDPE	8" TO 18" DIAMETER.
DRAINTILE	POLYETHYLENE	BACK OF CURB.

12. REMOVE AND DISPOSE OF UNUSED WATERMAIN AND SANITARY SEWER SERVICES AS REQUIRED BY THE CITY OF MINNEAPOLIS.

CALL BEFORE YOU DIG!

Gopher State One Call

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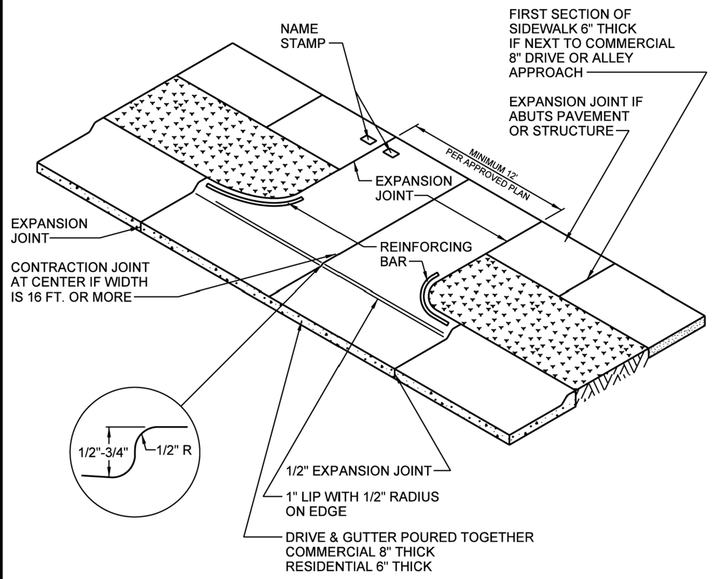
MARK	DATE	DESCRIPTION

PROJECT NO:	12-0007 - LOUCKS PROJECT #12372
DRAWN BY:	VMA / MDC
CHKD BY:	MJS / VMA

SHEET TITLE

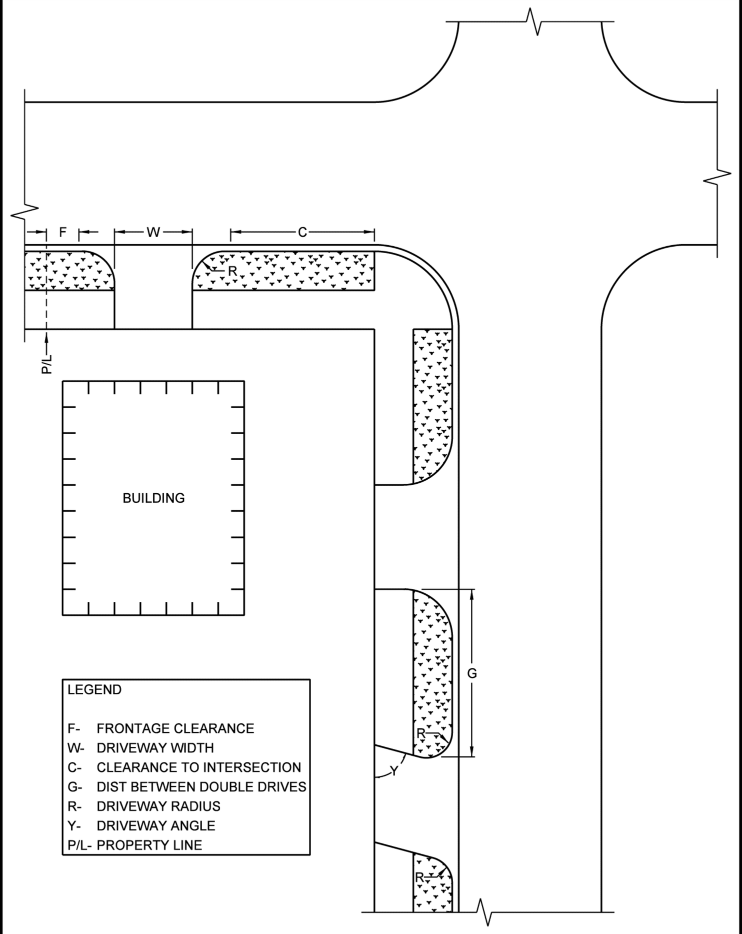
UTILITY PLAN

C4-1



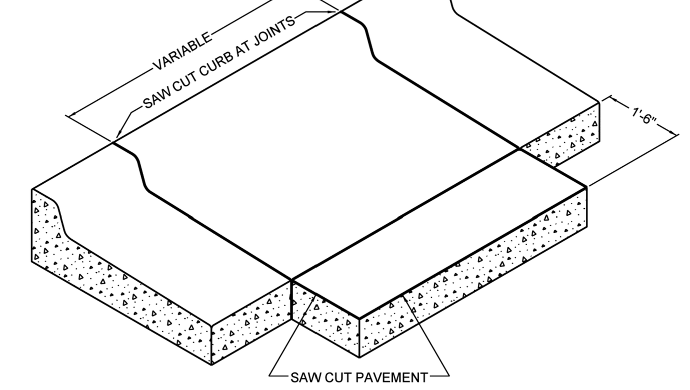
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: JFC | DATE: 9/10/07 | APPROVED: GAS | DATE: 5/19/08

TYPICAL DRIVEWAY — STANDARD PLATE NO. ROAD-2002



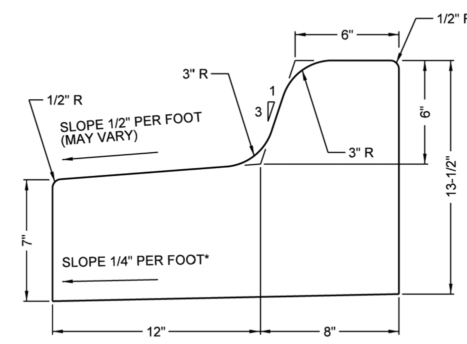
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: JFC | DATE: 9/10/07 | APPROVED: GAS | DATE: 5/19/08

DRIVEWAY REFERENCE — STANDARD PLATE NO. ROAD-2000



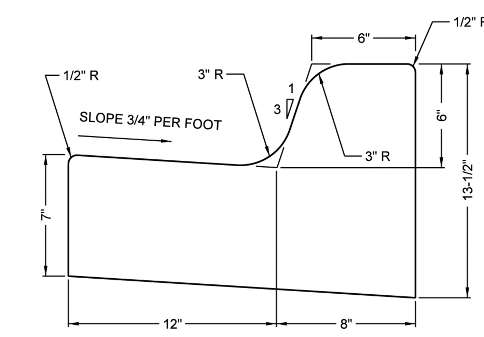
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: JFC | DATE: 9/10/07 | APPROVED: GAS | DATE: 5/19/08

SAW CUT AT CURB AND GUTTER REMOVAL — STANDARD PLATE NO. ROAD-1010



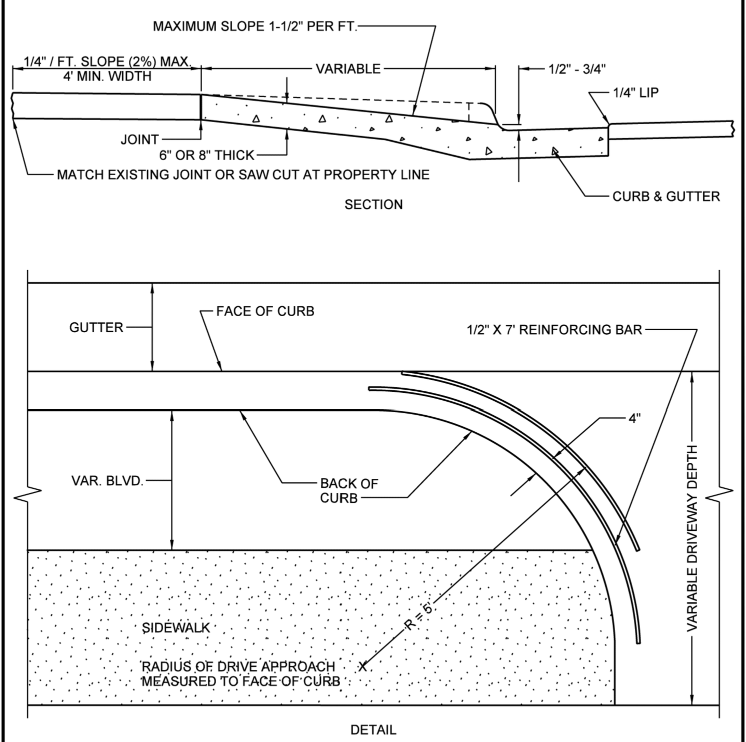
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: JFC | DATE: 4/7/08 | APPROVED: GAS | DATE: 5/19/08

B612 CURB AND GUTTER TIPOUT — STANDARD PLATE NO. ROAD-1001



MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: JFC | DATE: 4/1/08 | APPROVED: GAS | DATE: 5/19/08

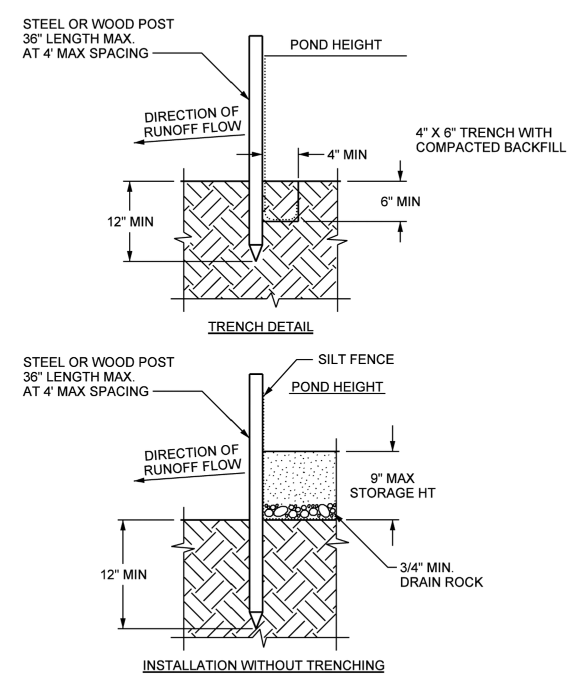
B612 CURB AND GUTTER — STANDARD PLATE NO. ROAD-1000



MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: JFC | DATE: 9/10/07 | APPROVED: GAS | DATE: 5/19/08

TYPICAL DRIVEWAY CONSTRUCTION — STANDARD PLATE NO. ROAD-2001

SILT FENCE INSTALLATION



USE HI-FLOW FILTER FABRIC, 200 GAL. PER MINUTE PER SQUARE FOOT

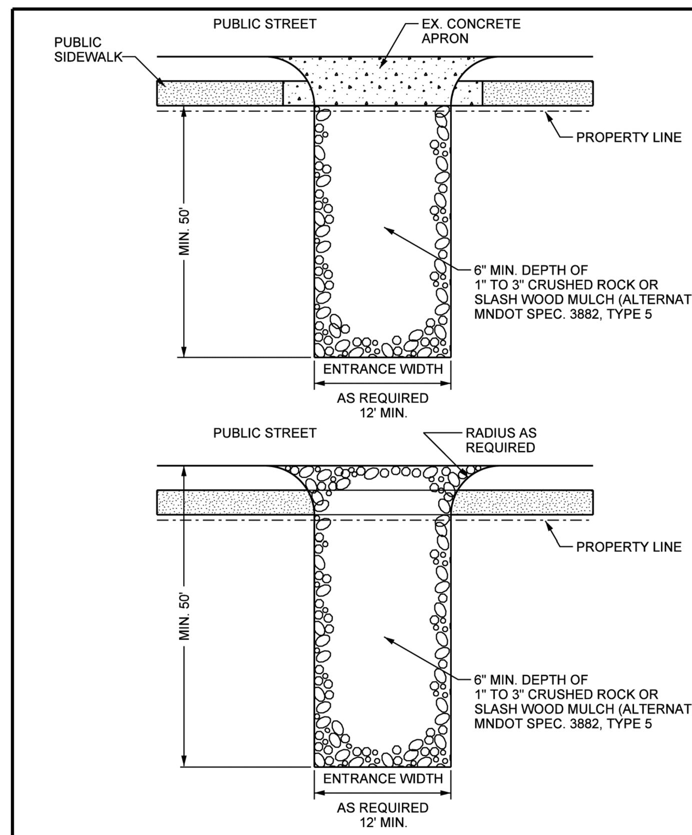
NOTES:
1. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
2. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY, REQUIRED WHEN 1/3 FULL WITHIN 24 HOURS OF DISCOVERY. 9" MAXIMUM RECOMMENDED STORAGE HEIGHT.
3. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND PERMANENTLY STABILIZED ALSO SEE SEWR-8009.

REFERENCES:
MINNESOTA URBAN SMALL SITES BMP MANUAL
MNDOT EROSION CONTROL HANDBOOK

MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 2573, 3886, 3889.2 TYPE I
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: CXD | DATE: 3/03 | APPROVED: HRS | DATE: 4/07

SEDIMENT CONTROL -- SILT FENCE — STANDARD PLATE NO. SEWR-8001



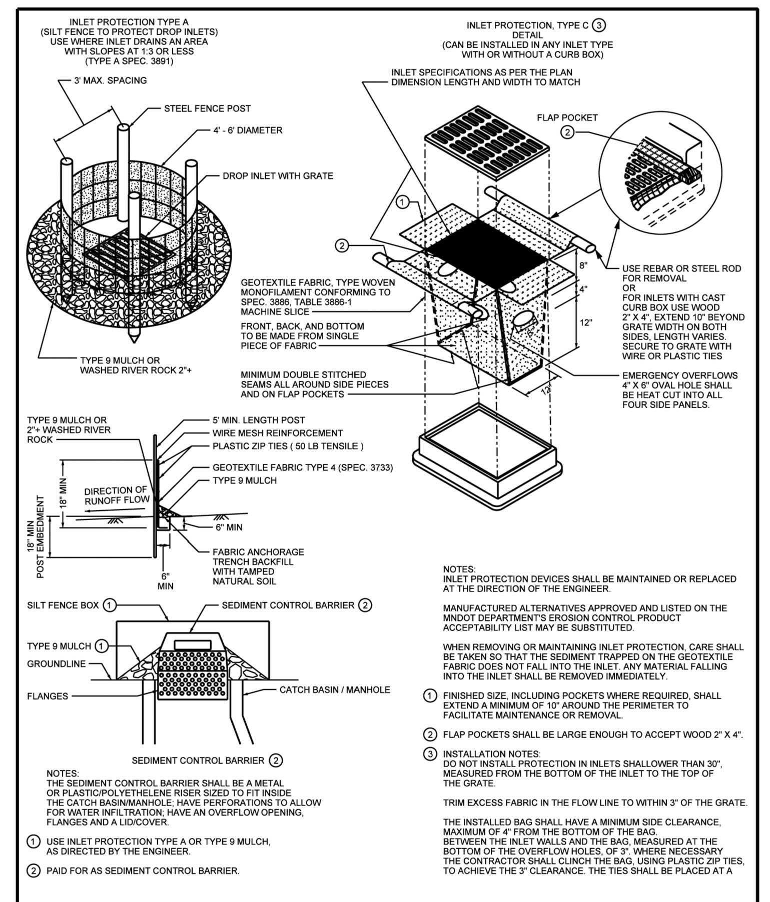
REMOVE TRACKED SEDIMENTS FROM PAVED SURFACES WITHIN 24 HOURS OF DEPOSITION PICK UP OR VACUUM SWEEPER REQUIRED

REFERENCES:
MINNESOTA URBAN SMALL SITES BMP MANUAL, PP. 3-69 TO 3-73
MNDOT EROSION CONTROL HANDBOOK

MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 2573
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 3/07 | APPROVED: HRS | DATE: 4/07

SEDIMENT CONTROL -- ROCK ENTRANCE — STANDARD PLATE NO. SEWR-8002



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

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

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

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

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

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

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

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

REFERENCES:
MNDOT DRAFT PLATES

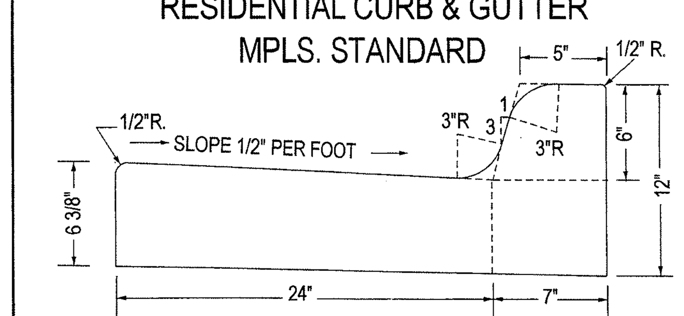
MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 3891
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 1/05 | APPROVED: HRS | DATE: 4/07

INLET PROTECTION TYPE A & C — STANDARD PLATE NO. SEWR-8003

CROSS SECTION OF MPLS STANDARD CURB & GUTTER

RESIDENTIAL CURB & GUTTER MPLS. STANDARD



MPLS STANDARD CURB & GUTTER

42

EROSION AND SEDIMENT CONTROL NOTES

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MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 8/06 | APPROVED: HRS | DATE: 3/07

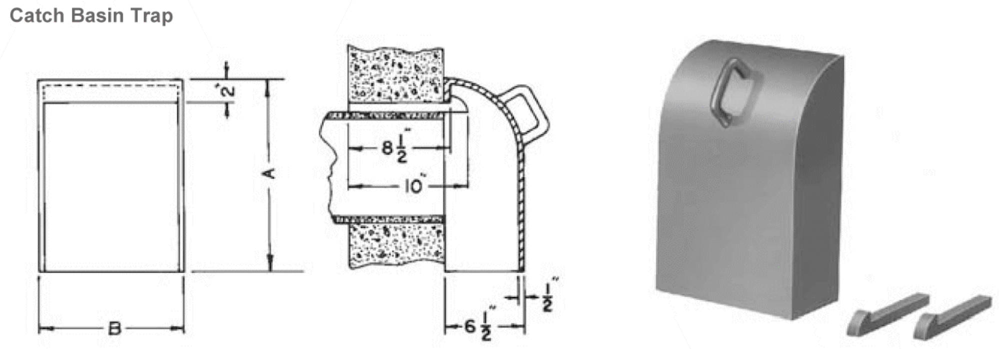
EROSION CONTROL NOTES — STANDARD PLATE NO. SEWR-8007

NEENAH FOUNDRY

Catch Basin Traps

R-3701 Series

Catch Basin Trap



- Cast iron handle.
- Locate bottom of trap minimum 6" below flow line.
- Install on flat wall only.

Catalog No.	A	B	Pipe Size	Setting Method
R-3701-6	16	12	to 6	on 2 hooks
R-3701-8	18	12	8	on 2 hooks
R-3701-10	20	12	10	on 2 hooks
R-3701-12	22	16	12	on 2 hooks
R-3701-15	25	19	15	on 2 hooks
R-3701-18	28	22	18	on 2 hooks

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SPECIFICATION NOTES:
ALL P.V.C. PIPE SHALL MEET OR EXCEED ASTM D 1784 AND ASTM D 2241. AASHTO M 278, CLASS PF 50, P.V.C., SDR- 26: ASTM D 3034, TYPE PSM P.V.C. SEWER PIPE, SDR 26 ASTM 758, SMOOTH WALL P.V.C., TYPE PS 46. ALL SANITARY CONNECTIONS LESS THAN 10" DIAMETER SHALL BE SCH 40 AND CLEANED WITH PROPER PRIMER AS DEFINED IN THE RESPECTIVE ASTM SPECIFICATION FOR SOLVENT JOINTS AND ALL JOINTS SHALL BE SOLVENT CEMENTED JOINTS WITH PROPER ASTM APPROVED CEMENTS.
ALL SANITARY CONNECTIONS 10" DIAMETER OR GREATER SHALL BE SDR-26 OR GREATER WITH COMPRESSION FITTINGS MEETING ASTM STANDARDS.
ALL MAINLINE SANITARY SEWERS SHALL BE VITRIFIED CLAY PIPE (VCP) UNLESS APPROVED BY CITY ENGINEER TO SUBSTITUTE PVC. SANITARY MAINS CONSTRUCTED OF PVC MATERIALS SHALL BE SDR-26 OR GREATER.

STORM DRAIN ONLY
SDR-35 MAY BE SPECIFIED FOR CITY CB RUNS ONLY, AT THE DISCRETION OF THE CITY PROJECT ENGINEER
ALL STORM DRAIN MAIN LINES SHALL BE REINFORCED CONCRETE MATERIALS WHERE POSSIBLE.
PVC STORM DRAINS SHALL BE PRE APPROVED BY THE SEWER MAINTENANCE ENGINEER.

ALL DIMENSIONS BELOW ARE VARIABLE BY MANUFACTURER
ALL PVC SHALL BE CONSTRUCTED FROM NEW MATERIALS

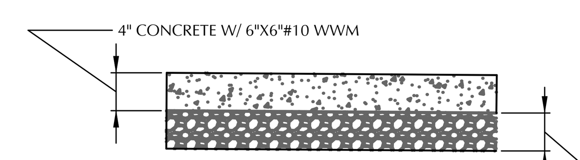
NOMINAL PIPE SIZE	P.V.C. PIPING SYSTEM O.D.	AVERAGE I.D.			WALL THICKNESS			WEIGHT			MAX W.P. (PSI)		
		40	80	SDR 26	40	80	SDR 26	40	80	SDR 26	40	80	SDR 26
4"	4.500	3.998	3.786	4.134	0.237	0.337	0.173	2.006	2.782	1.569	220	320	160
5"	5.563	5.017	4.767	5.108	0.258	0.375	0.214	2.726	3.867	2.411	190	290	160
6"	6.625	6.031	5.709	6.084	0.280	0.432	0.255	3.535	5.313	3.414	180	280	160
8"	8.625	7.943	7.565	7.921	0.322	0.500	0.332	5.305	8.058	5.784	160	250	160
10"	10.750	9.976	9.492	9.874	0.365	0.593	0.413	7.532	11.956	8.971	140	230	160
12"	12.750	11.890	11.294	11.711	0.406	0.687	0.490	9.949	16.437	12.620	130	230	160
14"	14.000	13.072	12.410	12.860	0.437	0.750	0.538	11.810	19.790	15.205	130	220	160
16"	16.000	14.940	14.214	14.696	0.500	0.843	0.615	15.416	25.430	19.877	130	220	160
18"	18.000	16.809	6.014	16.533	0.562	0.937	0.692	20.112	31.830	25.156	130	220	160
20"	20.000	18.743	17.814	18.370	0.593	1.031	0.769	23.624	40.091	31.057	120	220	160
24"	24.000	22.544	21.418	22.043	0.687	1.218	0.923	32.873	56.882	44.744	120	210	160

DIMENSIONS ARE IN INCHES.
WEIGHTS ARE IN POUNDS PER FT.
MINIMUM COVER ON PIPE IS 18", LESS THAN 18" USE DUCTILE IRON PIPE CLASS 52 OR EQUIVELANT.
ALTERNATE PIPE MATERIAL FOR MAINLINE CONSTRUCTION.

MNDOT SPEC. REF. 3245
NOT TO SCALE

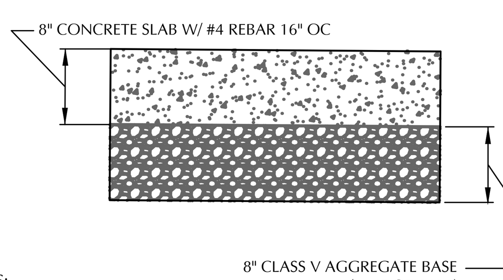
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 12/02 | APPROVED: HRS | DATE: 12/06

PVC PIPE STANDARDS — STANDARD PLATE NO. SEWR-4015



NOTES:
REFERENCE TO MN-DOT SPEC. 2521
CONTRACTION JOINTS AT 5' SPACING
EXPANSION JOINTS EVERY 40' OR LESS

CONCRETE WALKWAY PAVEMENT SECTION

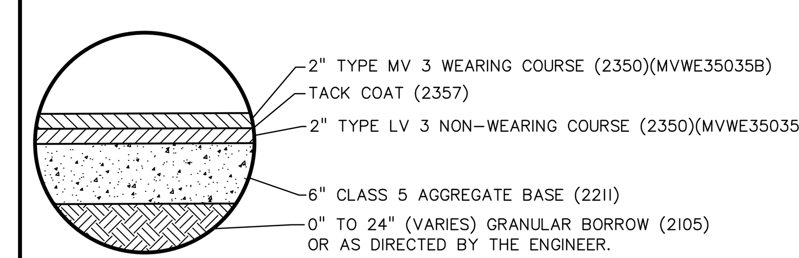


NOTES:
REFERENCE TO MN-DOT SPEC. 2521
CONTRACTION JOINTS AT 10' SPACING
EXPANSION JOINTS EVERY 40' OR LESS

CONCRETE DRIVE APRON AND SLAB PAVEMENT SECTION

CONCRETE SECTIONS

SCALE: N/A



BITUMINOUS PAVEMENT SECTION
LIGHT DUTY

Collage architects
www.collagearch.com

COLFAX

2320 COLFAX AVENUE
MINNEAPOLIS, MN 55405

@ Home Apartments
LANDERGROUP urban development

DATE: 03.18.2013

I HEREBY CERTIFY THAT THIS PLAN SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

MICHAEL J. ST. MARTIN, PE
REGISTRATION NO: 24440

Collage | architects
Architect
Pete Keely
651.472.0050
705 Raymond Avenue #200
St. Paul, Minnesota 55114

Loucks Associates
Civil Engineer
Michael J. St. Martin, PE
763-424-5505
7200 Hemlock Lane #300
Maple Grove, MN 55369

Bob Close Studio, LLC
Landscape Architect
Bob Close, FASLA
651-600-9538

DATE: JUNE 18, 2014

CITY SUBMITTAL

MARK	DATE	DESCRIPTION

PROJECT NO: 12-0007 - LOUCKS PROJECT #12372
DRAWN BY: VMA / MDC
CHK'D BY: MJS / VMA

SHEET TITLE

DETAILS

C8-1

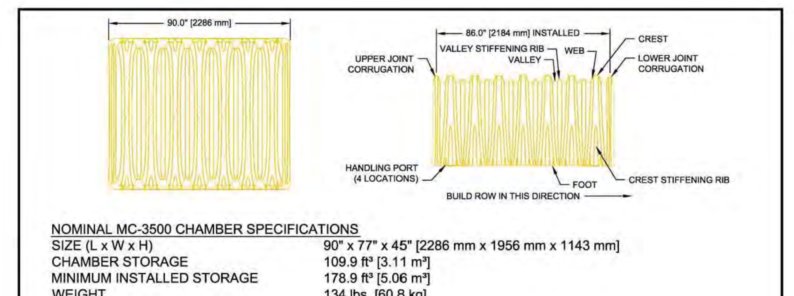
MC-3500 STORMWATER CHAMBER SPECIFICATIONS

1. CHAMBERS SHALL BE STORMTECH MC-3500 OR APPROVED EQUAL.
2. CHAMBERS SHALL BE MADE FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE COPOLYMERS.
3. CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORT PANELS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
4. THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12 ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
5. CHAMBERS SHALL CONFIRM TO THE REQUIREMENTS OF ASTM F 2418, "STANDARD SPECIFICATIONS FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS.
6. CHAMBERS SHALL CONFIRM TO THE REQUIREMENTS OF ASTM F 2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS.
7. ONLY CHAMBERS THAT ARE APPROVED BY THE ENGINEER WILL BE ALLOWED. THE CONTRACTOR SHALL SUBMIT (3 SETS) OF THE FOLLOWING TO THE ENGINEER FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE:
   a. A STRUCTURAL EVALUATION BY A REGISTERED STRUCTURAL ENGINEER THAT DEMONSTRATES THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12 ARE MET.
   b. STRUCTURAL CROSS SECTION DETAIL ON WHICH THE STRUCTURAL CROSS SECTION IS BASED.
8. THE INSTALLATION OF CHAMBERS SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S LATEST CONSTRUCTION GUIDE.

ADS ADVANCED DRAINAGE SYSTEMS, INC. THE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE DESIGN ENGINEER TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

StormTech Subsurface Stormwater Management. 70 INWOOD ROAD, SUITE 3 | ROCKY HILL, CT 06067 PHONE: 888-892-2694 | FAX: 866-328-8401 WWW.STORMTECH.COM

STORMWATER CHAMBER SPECIFICATIONS
SCALE: NTS
DATE: 3/29/10
DRAWN BY: KLJ
CHECKED:

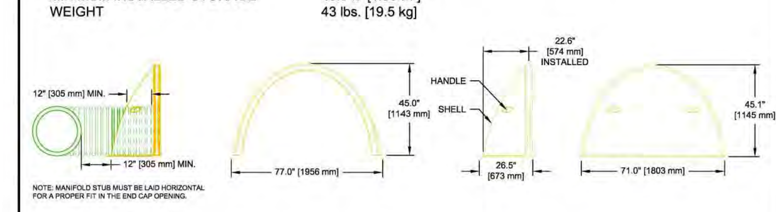


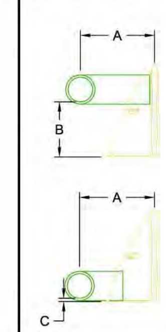
NOMINAL MC-3500 CHAMBER SPECIFICATIONS

SIZE (L x W x H)	90" x 77" x 45" [2286 mm x 1956 mm x 1143 mm]
CHAMBER STORAGE	109.9 ft³ [3.11 m³]
MINIMUM INSTALLED STORAGE	178.9 ft³ [5.06 m³]
WEIGHT	134 lbs. [60.8 kg]

NOMINAL MC-3500 END CAP SPECIFICATIONS

SIZE (L x W x H)	26.5" x 71" x 45.1" [673 mm x 1803 mm x 1145 mm]
ENDCAP STORAGE	15.6 ft³ [0.44 m³]
MINIMUM INSTALLED STORAGE	46.9 ft³ [1.33 m³]
WEIGHT	43 lbs. [19.5 kg]





PART NUMBERS ENDING WITH "B" ARE FOR STUBS AT BOTTOM OF END CAP.
PART NUMBERS ENDING WITH "T" ARE FOR STUBS AT TOP OF END CAP.

PART#	STUB	B	C
MC3500TEPE12T	12" [300 mm]	26.36" (670 mm)	N/A
MC3500TEPE12B	12" [300 mm]	N/A	1.35" [34 mm]
MC3500TEPE15T	15" [375 mm]	23.39" [594 mm]	N/A
MC3500TEPE15B	15" [375 mm]	N/A	1.50" [38 mm]
MC3500TEPE18T	18" [450 mm]	20.03" [509 mm]	N/A
MC3500TEPE18B	18" [450 mm]	N/A	1.77" [45 mm]
MC3500TEPE24T	24" [600 mm]	14.48" [368 mm]	N/A
MC3500TEPE24B	24" [600 mm]	N/A	2.06" [52 mm]

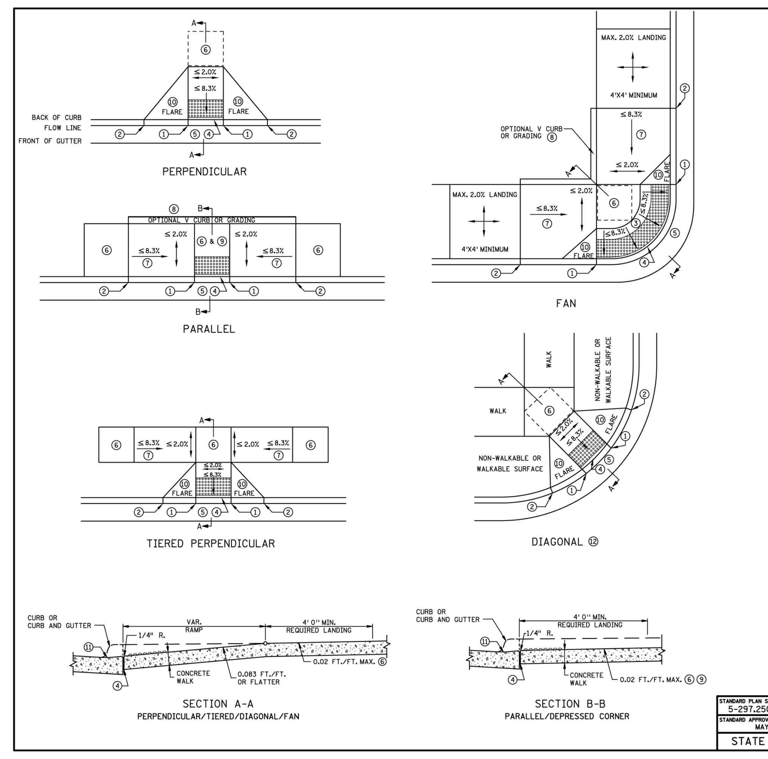
NOTE: ALL DIMENSIONS ARE NOMINAL

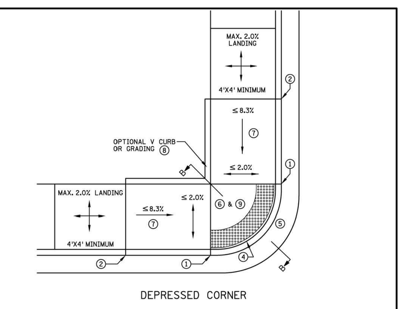
CUSTOM PRECORED INVERTS ARE AVAILABLE UPON REQUEST. INVENTORIED MANIFOLDS INCLUDE 12" - 24" SIZE ON SIZE AND 15" THROUGH 48" ECCENTRIC MANIFOLDS.

ADS ADVANCED DRAINAGE SYSTEMS, INC. THE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE DESIGN ENGINEER TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

StormTech Subsurface Stormwater Management. 70 INWOOD ROAD, SUITE 3 | ROCKY HILL, CT 06067 PHONE: 888-892-2694 | FAX: 866-328-8401 WWW.STORMTECH.COM

MC-3500 TECHNICAL SPECIFICATIONS
SCALE: NTS
DATE: 04/25/12
DRAWN BY: JLM
CHECKED:

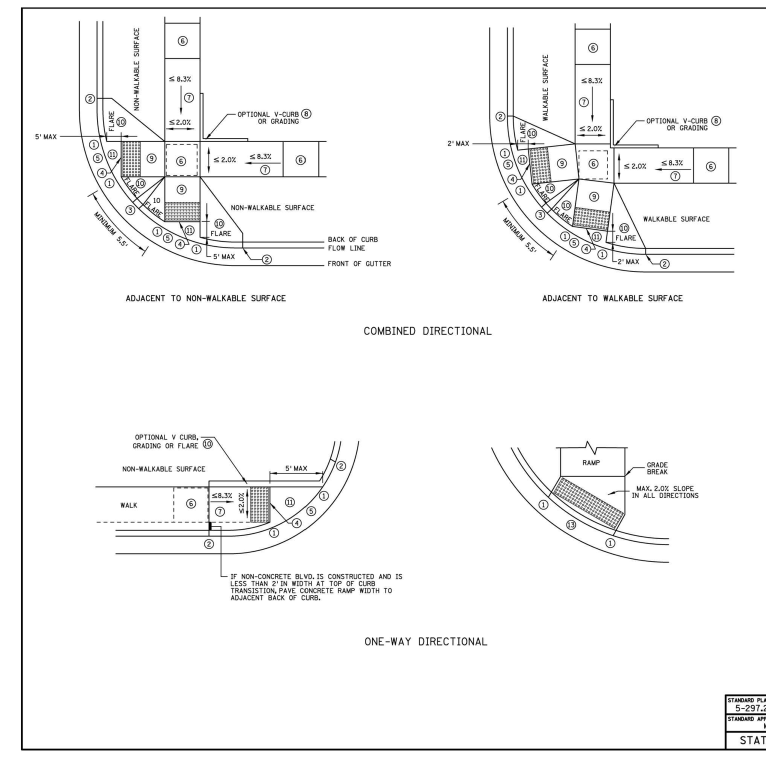


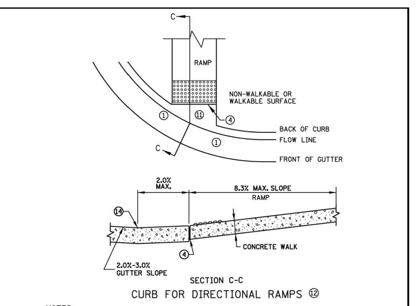


NOTES:
SEE STANDARD PLATE 7038 AND SHEET 4 OF 5 FOR DETAILS ON DETECTABLE WARNING.
SLOPES ARE DEFINED AS ABSOLUTE ELEVATION DIFFERENCE PER LENGTH OF RUN. (AS OPPOSED TO A RELATIVE SLOPE WITH RESPECT TO A CURB LINE OR CURB HEIGHT.)
LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION, AND AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5%.
INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE.
SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS 5% OR GREATER.
CONTRACTION JOINTS SHALL BE CONSTRUCTED AT ALL GRADE BREAKS.
TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.
USE 6" CONCRETE FOR ALL INITIAL RAMP AND LANDING AREAS.
CONTRACTOR SHALL EMPLOY APPROPRIATE METHODS FOR INTERMEDIATE GRADE CONTROL TO ENSURE ALL GRADE BREAKS ARE CONSTRUCTED PROPERLY.
ALL GRADE BREAKS SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL/PEDESTRIAN ACCESS ROUTE.
4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH CROSSES A ROAD.
① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ LESS THAN 5% PREFERRED. 5-8.3% SHOULD ONLY BE USED AFTER ALL OTHER SLOPES HAVE BEEN CONSIDERED AND DEEMED IMPRACTICAL.
④ 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M 213. JOINT FILLER SHALL BE PLACED FLUSH WITH THE BACK OF CURB AND ADJACENT SIDEWALK. JOINT SHALL BE FREE OF DEBRIS. RECTANGULAR DETECTABLE WARNINGS SHALL BE SET BACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SET BACK 3"-6" FROM THE BACK OF CURB.
⑤ SEE PEDESTRIAN ACCESS ROUTE CURB AND GUTTER DETAIL FOR INFORMATION ON CONSTRUCTING CURB AND GUTTER AT CURB OPENINGS. SEE SHEET NO. 3 OF 5.
⑥ 4' BY 4' MIN. LANDING WITH MAX. 2% SLOPE IN ALL DIRECTIONS.
⑦ IF RUNNING SLOPE IS LESS THAN 5.0% NO SECONDARY LANDING IS REQUIRED.
⑧ V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. SEE SHEET 5 OF 5.
⑨ DETECTABLE WARNINGS MAY BE PART OF 4'X 4' LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
⑩ SEE SHEET 4 OF 5, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
⑪ SEE SHEET 3 OF 5 FOR FURTHER DETAIL.
⑫ DIAGONAL RAMPS SHOULD ONLY BE USED AFTER ALL OTHER CURB RAMP TYPES HAVE BEEN CONSIDERED AND DEEMED IMPRACTICAL.

STANDARD PLAN SHEET NO. 5-297.250 (1 OF 5)
STANDARD APPROVED: MAY 10, 2012
PEDESTRIAN CURB RAMP DETAILS
STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

MAY 10, 2012 5-297.250 (1 OF 5)

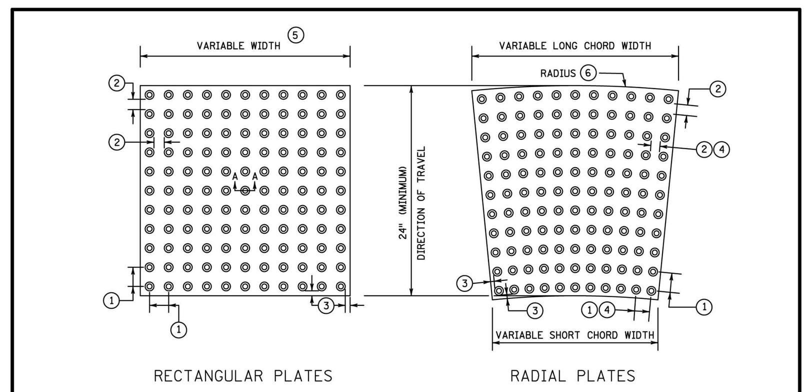


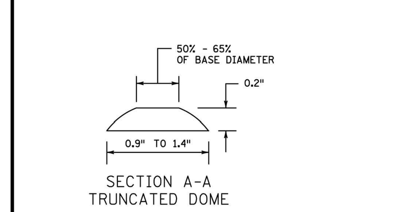


NOTES:
SEE STANDARD PLATE 7038 AND SHEET 4 OF 5 FOR DETAILS ON DETECTABLE WARNING.
SLOPES ARE DEFINED AS ABSOLUTE ELEVATION DIFFERENCE PER LENGTH OF RUN. (AS OPPOSED TO A RELATIVE SLOPE WITH RESPECT TO A CURB LINE OR CURB HEIGHT.)
LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION, AND AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5%.
INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE.
SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS 5% OR GREATER.
CONTRACTION JOINTS SHALL BE CONSTRUCTED AT ALL GRADE BREAKS.
TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.
USE 6" CONCRETE WALK FOR ALL INITIAL RAMP AND LANDING AREAS.
CONTRACTOR SHALL EMPLOY APPROPRIATE METHODS FOR INTERMEDIATE GRADE CONTROL TO ENSURE ALL GRADE BREAKS ARE CONSTRUCTED PROPERLY.
ALL GRADE BREAKS SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL/PEDESTRIAN ACCESS ROUTE.
4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH CROSSES A ROAD.
① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ 3" MINIMUM CURB HEIGHT.
④ 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M 213. JOINT FILLER SHALL BE PLACED FLUSH WITH THE BACK OF CURB AND ADJACENT SIDEWALK. JOINT SHALL BE FREE OF DEBRIS. RECTANGULAR DETECTABLE WARNINGS SHALL BE SET BACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SET BACK 3"-6" FROM THE BACK OF CURB.
⑤ SEE PEDESTRIAN ACCESS ROUTE CURB AND GUTTER DETAIL FOR INFORMATION ON CONSTRUCTING CURB AND GUTTER AT CURB OPENINGS. SEE SHEET NO. 3 OF 5.
⑥ 4' BY 4' MIN. LANDING WITH MAX. 2% SLOPE IN ALL DIRECTIONS.
⑦ IF RAMP SLOPE IS LESS THAN 5% NO SECONDARY LANDING IS REQUIRED.
⑧ V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.
⑨ RUNNING SLOPE LESS THAN OR EQUAL TO 8.3% & CROSS SLOPE LESS THAN OR EQUAL TO 2%.
⑩ SEE SHEET 4 OF 5, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
⑪ MAX. 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.
⑫ TO BE USED FOR ALL DIRECTIONAL RAMPS.
⑬ DOMES PLACED AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.
⑭ ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE MAY NOT BE GREATER THAN 1/4 INCH.

STANDARD PLAN SHEET NO. 5-297.250 (2 OF 5)
STANDARD APPROVED: MAY 10, 2012
PEDESTRIAN CURB RAMP DETAILS
STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

MAY 10, 2012 5-297.250 (2 OF 5)





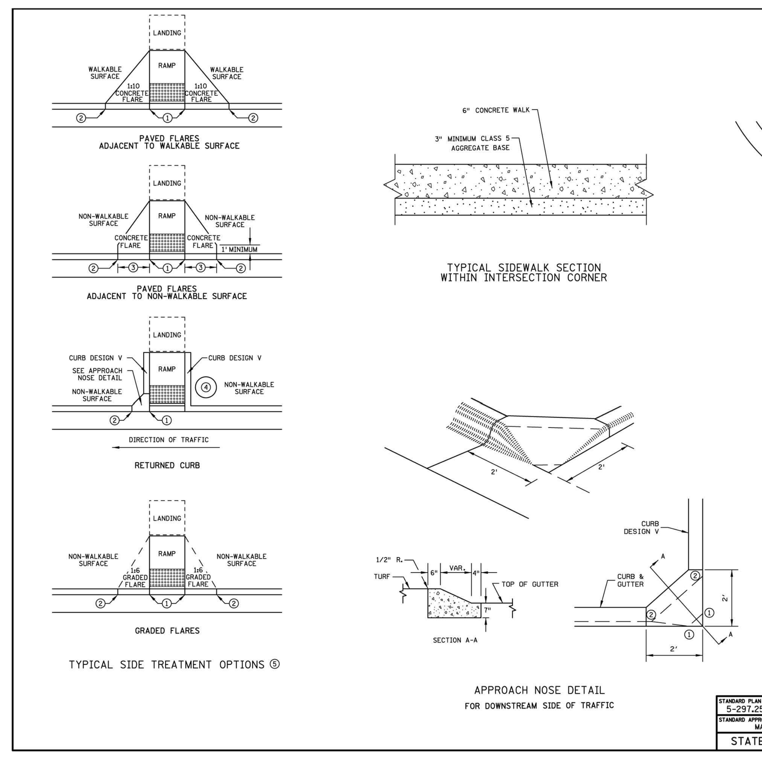
TYPICAL RADIAL TRUNCATED DOME PLATES

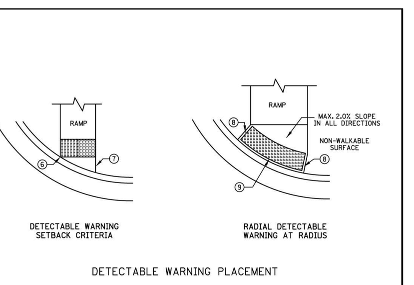
RADIUS (FEET) ⑦	LONG CHORD WIDTH (INCHES)	SQ. FT. PER PLATE	PLATES REQUIRED FOR 90 DEGREE TURN
10	23-1/2	3.53	8
15	18-13/16	2.93	15
15	23-1/2	3.67	12
20	18-13/16	3.00	20
20	18-7/8	2.98	20
25	20-1/2	3.28	23
25	23-9/16	3.77	20
30	22-5/8	3.65	25
35	22	3.56	30

NOTES:
DETECTABLE WARNING SURFACES SHALL FOLLOW THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG).
DETECTABLE WARNINGS CONSIST OF TRUNCATED DOMES ALIGNED IN A SQUARE OR RADIAL GRID PATTERN.
DETECTABLE WARNINGS ARE REQUIRED:
-WHERE RAMPS, LANDINGS, OR BLENDED TRANSITIONS PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE ROADWAY.
-WHERE PEDESTRIAN ACCESS ROUTES CROSS COMMERCIAL DRIVEWAYS THAT ARE PROVIDED WITH TRAFFIC CONTROL DEVICES OR OTHERWISE PERMITTED TO OPERATE LIKE A PUBLIC ROADWAY.
-AT PEDESTRIAN RAILWAY CROSSINGS.
-ON RAIL PLATFORMS WHERE BOARDING EDGES ARE NOT PROTECTED.
DETECTABLE WARNINGS SHALL EXTEND:
-A MINIMUM OF 24" IN THE DIRECTION OF TRAVEL.
-THE FULL WIDTH OF THE RAMP, LANDING, OR BLENDED TRANSITION, WITHIN 3" OF FULL WIDTH ON EITHER END.
-THE FULL LENGTH OF THE PUBLIC USE AREA OF A RAIL PLATFORM.
DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, ROADWAY, OR WALKWAY, EITHER A LIGHT-ON-DARK OR DARK-ON-LIGHT. CONTRAST MAY BE PROVIDED ON THE FULL RAMP SURFACE, EXCLUDING THE FLARED SIDES.

FOR MN/DOT PROJECTS, SEE MN/DOT'S APPROVED/QUALIFIED PRODUCT LISTS.
DETECTABLE WARNING SURFACE SHALL BE PAID FOR AS TRUNCATED DOMES BY THE SQUARE FOOT.
ALL TRUNCATED DOME SYSTEMS SHALL BE PLACED IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE MANUFACTURER.
① CENTER TO CENTER DOME SPACING: 1.6" MINIMUM, 2.4" MAXIMUM.
② BASE TO BASE DOME SPACING: 0.65" MINIMUM.
③ DOME BASE TO PLATE EDGE SPACING: 0.35" MINIMUM, 0.75" MAXIMUM.
④ SPACING VARIES ON RADIAL PLATES.
⑤ TYPICAL WIDTHS AVAILABLE: 12", 18", 24", 30", 36". CHECK WITH MANUFACTURERS FOR AVAILABLE WIDTHS.
⑥ ON RADIAL PLATE, RADIUS DEFINED AT BACK OF CURB.
⑦ TYPICAL RADII. CHECK WITH MANUFACTURERS FOR AVAILABLE RADII.

APPROVED AUGUST 23, 2010
STATE DESIGN ENGINEER
STATE OF MINNESOTA DEPARTMENT OF TRANSPORTATION
DETECTABLE WARNING SURFACE
TRUNCATED DOMES
SPECIFICATION REFERENCE 2531
STANDARD PLATE NO. 7038A

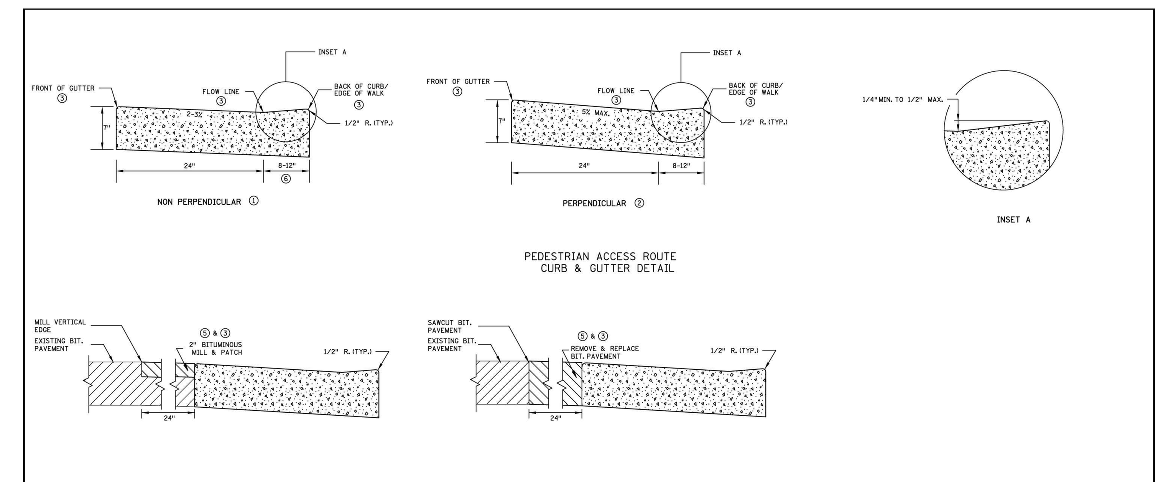


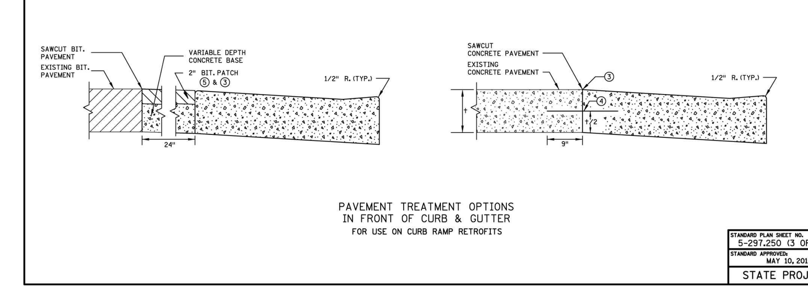


NOTES:
SEE STANDARD PLATE 7038 AND THIS SHEET FOR DETAILS ON DETECTABLE WARNING.
USE 6" CONCRETE WALK UP TO EXISTING SIDEWALK GRADES FOR ALL RAMP AND LANDING AREAS.
WHETHER A SURFACE IS WALKABLE OR NOT SHALL BE DETERMINED BY THE ENGINEER.
FLARE LENGTHS SHOULD BE LESS THAN 8' LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.
4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH CROSSES A ROAD.
① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ 2' - 3' CONCRETE FLARE.
④ IMMOVABLE OBJECT OR OBSTRUCTION.
⑤ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED ON ALL RAMPS AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.
⑥ DETECTABLE WARNING SHALL HAVE ONE CORNER 3" FROM THE BACK OF CURB.
⑦ SHALL BE 2' MAXIMUM OFFSET WHEN ADJACENT TO WALKABLE SURFACE AND 5' MAXIMUM OFFSET WHEN ADJACENT TO NON-WALKABLE SURFACE.
⑧ WHEN NO FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB. MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑨ DETECTABLE WARNING TO BE PLACED AT A UNIFORM OFFSET DISTANCE FROM 3" TO 6" FROM THE BACK OF CURB. IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNING SHALL BE PLACED 1' FROM THE EDGE OF ROADWAY TO PROVIDE CONCRETE BORDER.

STANDARD PLAN SHEET NO. 5-297.250 (4 OF 5)
STANDARD APPROVED: MAY 10, 2012
PEDESTRIAN CURB RAMP DETAILS
STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

MAY 10, 2012 5-297.250 (4 OF 5)





NOTES:
ADEQUATE DRAINAGE SHALL BE MAINTAINED THROUGHOUT THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% ABSOLUTE MAXIMUM.
NO PONDING SHALL BE PRESENT IN THE PAR.
ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE MAY NOT BE GREATER THAN 1/4 INCH.
① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS, DEPRESSED CORNERS, & ONE WAY AND COMBINED DIRECTIONALS.
② FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, TIERED PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.
③ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
④ DRILL AND GROUT NO. 13 EPOXY-COATED 18" LONG BARS AT 2' CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT.
⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS.

STANDARD PLAN SHEET NO. 5-297.250 (3 OF 5)
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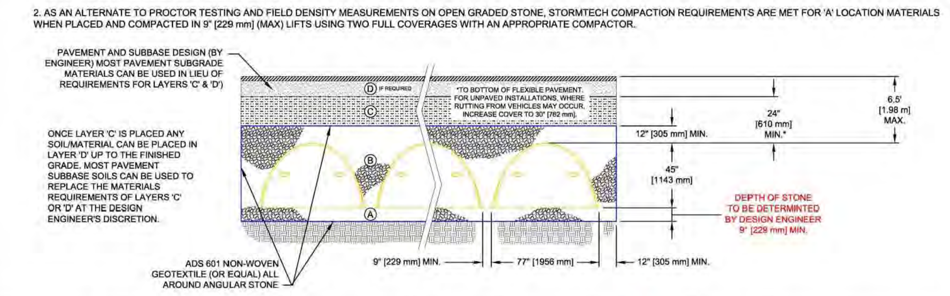
ACCEPTABLE FILL MATERIALS: STORMTECH MC-3500 CHAMBER SYSTEMS

MATERIAL LOCATION	DESCRIPTION	AASHTO M43 DESIGNATION¹	COMPACTION/DENSITY REQUIREMENT
Ⓓ FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER.	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
Ⓒ FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 24" [610 mm] ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THIS LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, < 35% FINES. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTION AFTER 24" [610 mm] OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" [305 mm] MAX LIFTS TO A MIN. 95% STANDARD PROCTOR DENSITY.
Ⓑ EMBEDMENT STONE SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE, NOMINAL SIZE DISTRIBUTION BETWEEN 3/4 - 2 INCH [19 - 51 mm]	3, 4	NO COMPACTION REQUIRED.
Ⓐ FOUNDATION STONE BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE, NOMINAL SIZE DISTRIBUTION BETWEEN 3/4 - 2 INCH [19 - 51 mm]	3, 4	PLATE COMPACT OR ROLL TO ACHIEVE A 95% STANDARD PROCTOR DENSITY ²

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. AS AN ALTERNATE TO PROCTOR TESTING AND FIELD DENSITY MEASUREMENTS ON OPEN GRADED STONE, STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" [229 mm] (MAX) LIFTS USING TWO FULL COVERAGES WITH AN APPROPRIATE COMPACTOR.

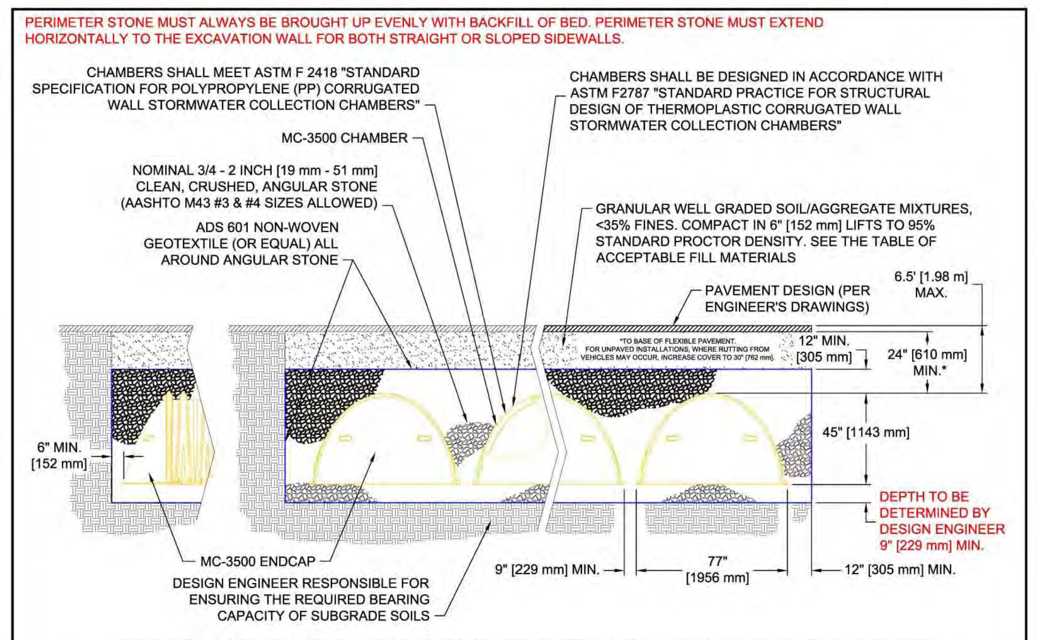


ADS ADVANCED DRAINAGE SYSTEMS, INC. THE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE DESIGN ENGINEER TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

StormTech Subsurface Stormwater Management. 70 INWOOD ROAD, SUITE 3 | ROCKY HILL, CT 06067 PHONE: 888-892-2694 | FAX: 866-328-8401 WWW.STORMTECH.COM

STORMTECH MC-3500 ACCEPTABLE FILL
SCALE: NTS
DATE: 09/22/10
DRAWN BY: KLJ
CHECKED:

PERIMETER STONE MUST ALWAYS BE BROUGHT UP EVENLY WITH BACKFILL OF BED. PERIMETER STONE MUST EXTEND HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH STRAIGHT OR SLOPED SIDEWALLS.

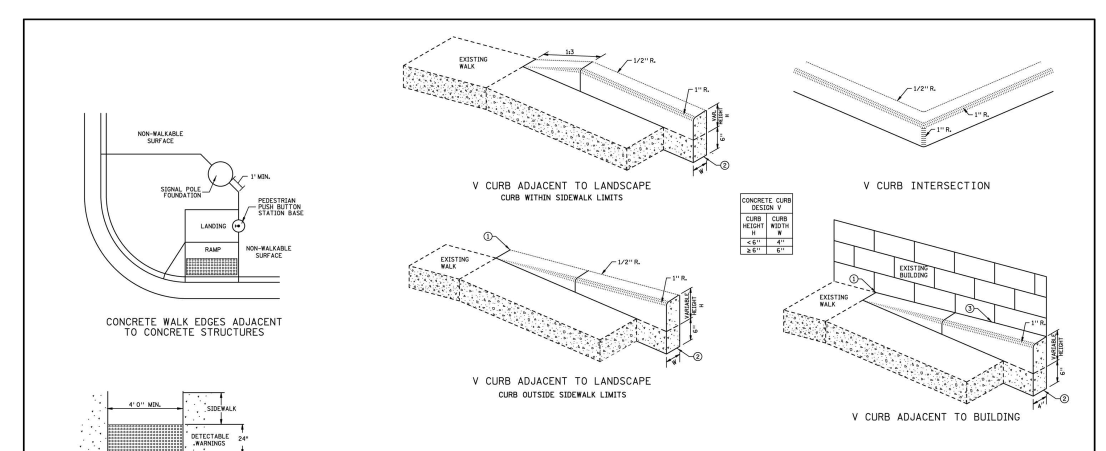


THE INSTALLED CHAMBER SYSTEM SHALL PROVIDE THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS SECTION 12.12 FOR EARTH AND LIVE LOADS, WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.

ADS ADVANCED DRAINAGE SYSTEMS, INC. THE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE DESIGN ENGINEER TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

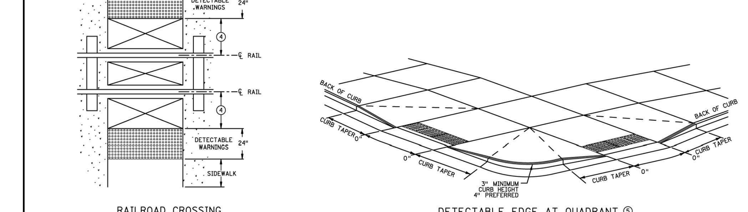
StormTech Subsurface Stormwater Management. 70 INWOOD ROAD, SUITE 3 | ROCKY HILL, CT 06067 PHONE: 888-892-2694 | FAX: 866-328-8401 WWW.STORMTECH.COM

MC-3500 TYPICAL CROSS-SECTION
SCALE: NTS
DATE: 08-22-12
DRAWN BY: JLM
CHECKED:



CONCRETE CURB DESIGN V

CURB HEIGHT H	CURB WIDTH W
< 6"	4"
≥ 6"	6"



NOTES:
ALL V-CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.
V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.
V CURB NEXT TO BUILDING SHALL BE A 4" WIDTH AND SHALL MATCH PREVIOUS TOP OF SIDEWALK ELEVATIONS.
① END TAPERS AT TRANSITION SECTION SHALL MATCH INPLACE SIDEWALK GRADES.
② ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALK.
③ EDGE BETWEEN NEW V CURB AND INPLACE STRUCTURE SHALL BE SEALED AND BOND BREAKER SHALL BE USED BETWEEN EXISTING STRUCTURE AND PLACED V-CURB.
④ EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 6' MINIMUM TO 15' MAXIMUM FROM THE CENTERLINE OF THE NEAREST RAIL. WHEN PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL.
⑤ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES TRUNCATED DOMES WHEREVER THERE IS ZERO-INCH HIGH CURB. CURB TRANSITIONS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS IMMEDIATELY AT THE EDGE OF THE TRUNCATED DOMES AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART OF A CURB TRANSITION AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY GUIDELINES.

STANDARD PLAN SHEET NO. 5-297.250 (5 OF 5)
STANDARD APPROVED: MAY 10, 2012
PEDESTRIAN CURB RAMP DETAILS
STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

MAY 10, 2012 5-297.250 (5 OF 5)

Collage architects
www.collagearch.com

COLFAX
2320 COLFAX AVENUE
MINNEAPOLIS, MN 55405

@ Home Apartments
LANDERGROUP urban development

DATE: 03.18.2013

I HEREBY CERTIFY THAT THIS PLAN SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

MICHAEL J. ST. MARTIN, PE
REGISTRATION NO: 24440

Collage | architects
Architect
Pete Keely
651.472.0050
705 Raymond Avenue #200
St. Paul, Minnesota 55114

Loucks Associates
Civil Engineer
Michael J. St. Martin, PE
763-424-5505
7200 Hemlock Lane #300
Maple Grove, MN 55369

Bob Close Studio, LLC
Landscape Architect
Bob Close, FASLA
651-600-9538

DATE: JUNE 18, 2014

CITY SUBMITTAL

MARK	DATE	DESCRIPTION

PROJECT NO: 12-0007 - LOUCKS PROJECT #12372
DRAWN BY: VMA / MDC
CHK'D BY: MJS / VMA

SHEET TITLE

DETAILS

C8-2

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at home APARTMENTS

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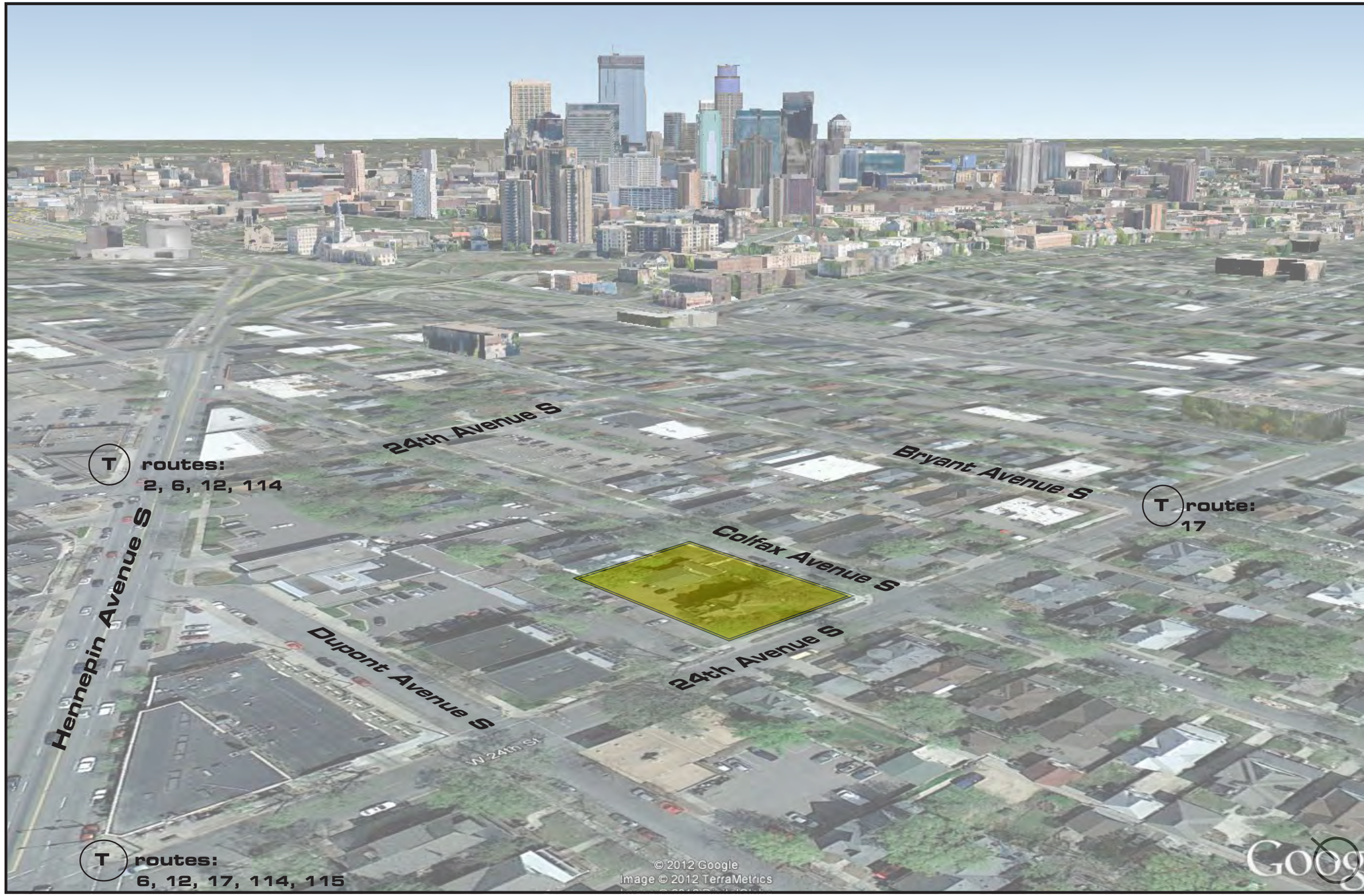

COLFAX

2320 2316 COLFAX

Minneapolis, MN

JULY 11 2014

at home APARTMENTS

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COLFAX

2320 2316 COLFAX

Minneapolis, MN

MAY.29.2014

SITE INDEX

Existing
(To Be Removed)

Property Line

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PARCEL MAP: NTS

COLFAX

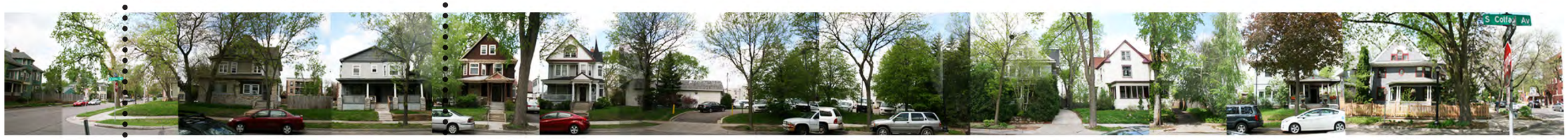
2320 2316 COLFAX

Minneapolis, MN

MAY.29.2014

EXISTING CONDITIONS

24TH ST



22ND ST

2320 COLFAX | 2316 COLFAX | 2310 COLFAX | 2306 COLFAX | 2301 DUPONT | 2212 COLFAX | 2210 COLFAX | 2204 COLFAX | 2200 COLFAX

Proposed Development

22ND ST

24TH ST

2211 COLFAX | 2217 COLFAX | 2301 COLFAX | 2307 COLFAX | 2313 COLFAX | 2315 COLFAX | 2321 COLFAX

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COLFAX STREET ELEVATIONS: NTS

A- Adjacent Multi-Family to the West

B- 2320 South Side

C- 2320 East Side

D- 2320 North Side

COLFAX

2320 2316 COLFAX

Minneapolis, MN

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E- 2320 North Side

F- 2316 East Side

G- 2316 West Side

H- 2316 South Side

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I- Adjacent Properties to the North

J- 2320 West Side

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1011 W 24th St
Minneapolis, MN 55405 – approximate address
W 24th St
Street View - Sep 2013
24th Street West
project site
Hide imagery

Hanauer, Aaron M.

From: Somogyi, Ben
Sent: Friday, August 15, 2014 9:29 AM
To: Hanauer, Aaron M.; Bender, Lisa
Subject: FW: LHENA Z&P New Business-2320 colfax ave.s

Can you please include this in the public record.

Ben Somogyi
Senior Policy Aide
Office of Council Member Lisa Bender
ben.somogyi@minneapolismn.gov
350 South Fifth Street, Room 307 | Minneapolis, MN 55415
(612) 673-3197
www.minneapolismn.gov/ward10 - **Sign up for our newsletter**

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From: Peter Kim [mailto:sukkikim@gmail.com]
Sent: Thursday, August 14, 2014 3:19 PM
To: Bender, Lisa
Cc: wedgecoordinator@gmail.com; <tjdray@msn.com>; Leslie Foreman; Eric Meininger
Subject: Re: LHENA Z&P New Business-2320 colfax ave.s

Sure.

We will find some developers who may be interested in this scope.

Best.

On Thu, Aug 14, 2014 at 3:15 PM, Bender, Lisa <Lisa.Bender@minneapolismn.gov> wrote:

Peter,

Thanks for your email, it will be made part of the public record for this project. As you know, we can only consider applications by parties who own the property or who have permission from the property owner to apply for land use applications.

all my best,

Lisa

Lisa Bender
10th Ward City Council Member

From: Peter Kim [mailto:sukkikim@gmail.com]
Sent: Thursday, August 14, 2014 10:20 AM
To: Bender, Lisa
Cc: wedgecoordinator@gmail.com; <tjdray@msn.com>; Leslie Foreman; Eric Meininger
Subject: LHENA Z&P New Business-2320 colfax ave.s

Lisa,

I am little disappointed that you left right after one presentation.

Bob Roscoe and I presented (our own time and resources) attached PDF for 2320 colfax ave.s and I think city should assist on preserving neighborhood charaters through saving old house and endoring design that works with neighborhood fabric.

I know that you will disagree with me but I will not support presented project on 2320 colfax ave.s based on:

1. Lack of parking and negative impact of it: parking will overflow into street. I am directly impacted by it.

-Yesterday after meeting, few of us walking back, I took a bus but few parked. They could not find a parking in 2-3 blocks from VFW bacuase of new developments.

Think about in case of winter parking ban.

-I believe developer can afford basement parking if they did not overpay Mike C. for

two houses. parking stall cost: $20,000. They overpaid $350,000. With that money, they can add 18 more basement parking spaces.

2. non-distinctive, generic design similar to 28th South in Wedge.

I endore that designer need to look at differnt shape and forms.

3. Not worthy development considering opportunity cost:

with loosing two historic homes, development shall be outstanding.

This is not worth to consider as a new builidng on the site that they tear down perfectly functioning homes.

Best.

--
Peter Kim

--
Peter Kim

8/25/14 CPC
Agenda Item #6
Letter #1

Hanauer, Aaron M.

From: Peter Kim <sukkikim@gmail.com>
Sent: Sunday, August 24, 2014 12:01 PM
To: Hanauer, Aaron M.
Subject: 2320 Colfax Avenue South

Aaron,

For the record, I **OPPOSE** the proposed variance(parking) for the proposed Lander.Collage Development at this location.

Based on my experinece (resident since 2003 at 2204 Colfax ave.s) and professional credential (registered architect), **off-street parking is a MUST** and **infrastructure** for the city.

As you know, Colfax avenue south between 22nd and 24th has many curve cut because no alley. So, we do not have enough street parking. We experince many difficulties for house guest and daily parking.
Also, we had such a difficult time during Minneapolis Winter Parking Restriction.

Since car ownership is not something that no one can predict **(unless city can request off-street parking evidence for each individual renters when they buy a car)**, Developer should meet the city ordinance for parking so that extra burden is not flow into the adjacent neighbors.

Best

--
Peter Kim
2204 colfax ave.s
Minneapolis, MN 55405
612-508-5050

8/25/14 CPC
Agenda Item #6
Letter #2

Hanauer, Aaron M.

From: Michael McAloon <mcaloon@mchsi.com>
Sent: Saturday, August 23, 2014 11:02 PM
To: Hanauer, Aaron M.
Cc: Somogyi, Ben; Bender, Lisa
Subject: 2316-2320 Colfax Ave S (BZZ-6674, Ward: 10)

Aaron,

I would like to express my opposition to the variances requested by Collage Architects, on behalf of The Lander Group concerning the proposed building at 2316-2320 Colfax Avenue South. As a longtime resident of the home located at 2404 Colfax Ave So. The negative impact of these proposed variances directly impact our family.

I am opposed to granting these variances for the following reasons:

1. The setbacks along the front, rear and side lot of the building should not be reduced, to do so would have negative impact on the surrounding property values. These requests demonstrate the building is too large for the lot.
2. The lack of adequate parking and driveway will have a negative impact to the neighborhood. The parking will spill out onto the street. This area is already congested in the summer, during the winter parking ban it will be impossible to park in the area.

Please consider our concerns before approving these variances.

Robert W. McAloon

8/25/14 CPC
Agenda Item #6
Letter #3

Hanauer, Aaron M.

From: Saralyn Romanishan <sararomanishan@yahoo.com>
Sent: Thursday, August 21, 2014 5:01 PM
To: Council Members; Hanauer, Aaron M.
Subject: 2316-2320 Colfax Ave S BZZ-6674, Ward: 10

2316-2320 Colfax Ave S (BZZ-6674, Ward: 10)

I am against this development, at this location, but I would like to explain why.

Firstly, I believe this development would fit perfectly at the pending development location of 2004-2018 Lyndale Ave S. It would not overpower surrounding structures but would blend with them. It is also a much better quality and green product, definitely more of a gateway structure than the current proposal portrays. Add the theater and a restaurant and it would be perfect.

Secondly, I am opposed to the zero rear setback and would like to see more space between the portico poles and the nextdoor property. It is not appropriate for maintenance etc. of one building to occur on someone else's property. Also, since this building is very close to a possible historic district and is definitely part of an area with a lot of historic housing, I would like to see wider porches on the east side with the addition of some very inexpensive architectural details such as period window treatments and a pediment to blend in with the 100 year old homes and apartments nearby.

But, thirdly, and most importantly, I have one more reason.

I attended a Lowry Hill East neighborhood Zoning and Planning committee meeting last week and was impressed by a proposal that was brought forward as our city council member departed the meeting. The council member chose not to stay but the few that did, had an eye opening experience.

Two local architects decided to use the historic architecture of the current homes at 2316-2320 Colfax Ave S and come up with a rendering of what this development COULD BE if the developer and the city had approached it a different way.

The rendering showed the preservation of these two buildings by marrying them to an addition on the rear of the property. The facades remained, blending in with the historic character of the neighborhood around them.

Although, it may no longer be an option for this particular development, the idea is impressive and a long time coming. This is a style of architecture that has been practiced in densely populated Europe for a very long time. It works. It is time the city planning department and the city council considered alternative plans when confronted with a historic (landmarked or not) building. Density can be increased without teardowns. Density can be increased without loss of neighborhood character and identity. Density can be green.

I am sad to see these two buildings go simply to greed and a lack of imagination. Please consider this solution in the future vs. the mediocre box stereotype we have all come to know and fall asleep looking at.

Thank you and please enclose this in the packet for the Planning Commission,
Saralyn Romanishan
2111 Aldrich Ave S
Minneapolis, MN 55405

8/25/14 CPC
Agenda Item #6
Letter #4

Hanauer, Aaron M.

From: Kalke, Nan <Nan.Kalke@Capella.edu>
Sent: Thursday, August 21, 2014 3:31 PM
To: Hanauer, Aaron M.; Council Members
Cc: Bender, Lisa; Trilby Busch; Anders Christensen; Saralyn Romanishan; Peter Kim; Eric Meininger; Leslie Modrack; Fiona Pradhan; Sue Bode; Leslie Foreman
Subject: Comments on proposed development at 2316-2320 Colfax Ave S

Dear Mr. Hanauer, City Council Members, and concerned neighbors,

I live across the street from the proposed development at 2316-2320 Colfax Ave S, at 1011 W 24th Street, and am submitting the following comments for your consideration.

First, I would like to strongly encourage use of the existing buildings in the design for development of the site and not contribute to the waste created by demolition of the existing buildings. You and the City Planning Commission are in a position to promote what is the greenest, most sustainable plan by using the existing buildings.

Second, I have concerns both about the request for variance to reduce the minimum parking requirement from 38 to 27 spaces and that parking is not included with the apartment rental fee. I have lived in the Wedge for 14 years, 13 of these at a brownstone condo building on Emerson Ave S. The parking spaces for these buildings, even though they are 'attached' with unit ownership, are not sufficient in number to accommodate all the cars that are owned by those who own and rent the units, necessitating the use of the street to park the additional cars. Furthermore, there are those who drive in from areas farther out who park in the area and take the bus downtown. Particularly in the winter, when the streets often narrow due to the snow build-up, it is already very difficult to find parking on the street. The argument that the potential renter population for the proposed development do not own cars does not hold up with the younger renters and owners of the condo units at 2417 and 2421 Emerson Ave S. The only solution I can see is to pursue permit-only parking for the area around the proposed development at 2316-2320 Colfax Ave S, unless the City Planning Commission at a minimum denies the request for variance to reduce the minimum parking requirements and ideally holds the rental management group responsible for ensuring that 90% (or some high percentage) of the apartment renters also rent a parking space.

Third, I concede that the addition of another transformer on the corner side yard along West 24th Street will not significantly alter the appearance of that area as there are already several transformers next door on the same side of the street. However, I would request that the developer include the cost of painting the transformer with a design that the LHENA neighborhood association approves if the variance to allow the transformer at that location is approved.

Fourth, I support the City Planning Commission condition that the "cement board lap siding on the north and west elevation be replaced with stucco."

Finally, I appreciate the steps the Landers Group has made in changing the original design in size (decreased to a maximum height of 4 stories) and design (the addition of porches on the Colfax side, bicycle spaces and transit center, additional insulation, etc). I reiterate, however, my request that the City Planning Commission use this remarkable opportunity to save an historic house by incorporating it into a design that can be innovative, appealing, and exceedingly more green. Support a forward thinking Commission that becomes known for its leadership in GREEN density development and challenges all of us to work together, be better, and build better!

Thank you for taking the time to consider the above comments.

Sincerely,

Nan Kalke
1011 W 24th Street
Minneapolis, MN 55405
612-385-4231

8/25/14 CPC
Agenda Item #6
Letter #5

Hanauer, Aaron M.

From: kullbkathy@comcast.net
Sent: Thursday, August 21, 2014 12:14 PM
To: Hanauer, Aaron M.
Cc: Bender, Lisa; Trilby Busch; Anders Christensen; Saralyn Romanishan; Peter Kim; Nan Kalke; Eric Meininger; Leslie Modrack; Fiona Pradhan; Sue Bode; Leslie Foreman
Subject: 2320 Colfax Avenue South

Aaron,
Be it for the record that the Kullberg family who lives at 2437 Colfax Avenue South **oppose** the proposed variances for the proposed Lander/Collage Development at this location for the following reasons:
1) the greenest building program is to use the existing buildings in the design and NOT demolish them. A second plan has been proposed to the LHENA zoning and planning board which incorporates both houses into the property while providing a 4 story multi-unit building behind them, much in the historic Netherlands approach. Needless to say, the developer/architect nor our city council person did not want to hear of such a proposal.
2) The shorter setbacks do not blend into the existing street scape and will impede upon the walking flow of the neighborhood, in all four directions, and also infringe upon the privacy of the first floor residents of any structure built closer to the street.
3) The decrease in the number of parking stalls, although appearing to be a concession to those who think that the residents will not be owning cars, is not acceptable. Since the parking is to be an additional cost to the residents above their monthly rent, those with cars will historically park on the already crowded streets rather than pay the fee. To say that the potential 84 residents will only have 37 cars is a gross miscalculation.
4) The developer/architect, although appearing to make concessions to the design to better coexist with the neighborhood has not looked at all the options and should provide alternative designs before proceeding to the city planning commission.
Sincerely,
Kathleen and Curtis Kullberg
2437 Colfax Avenue South
Minneapolis, Minnesota 55405
612-374-4456

8/25/14 CPC
Agenda Item #6
Letter #6

Hanauer, Aaron M.

From: Chandra Lalla <chandra_lalla@hotmail.com>
Sent: Thursday, August 21, 2014 12:03 AM
To: Hanauer, Aaron M.
Subject: Support for 2316-2320 Colfax Ave S The Lander Group Proposal

Hi Mr. Hanauer & the CPC,

I reside at 24th & Aldrich Ave S, I'm excited about The Lander Group proposal and what it means for my neighborhood. We've had some development in Lowry Hill East, mainly the apartments along the Greenway. But there haven't been any new apartments constructed north of 28th Street since 1974. As a renter this is an important issue. I love my neighbors and neighborhood, which consist of approximately 80% renters. I hope to be able to continue living in this specific neighborhood but I'm concerned about being able to afford this location in the future; it is a high desirable area with a limited supply of units. My fear is being priced out of the area, so I've started attending meetings at the Lowry Hill East Neighborhood Association. I was there on August 13th for the Lander Group Colfax presentation, a large majority of my neighbors in attendance spoke favorable of the proposal and liked the design.

This location is perfect for walking, biking, and using transit—it's what attracted me to the area as I don't own a car or drive. You couldn't ask for a better location. I like the fact that this specific proposal encourages the methods of transportation previously mentioned. I imagine, it will appeal to people who are like me and use other forms of transportation to get around. It also offers transit incentives, private bike share, indoor storage options for bikes, and rental credits. I also appreciate the fact that these apartments aren't luxury housing. It's refreshing for a developer to focus on other income levels besides the luxury market alone. It was mentioned that this is possible due to the reduction in parking. I hope the City will consider changing parking minimums so we can have more affordable units and encourage the use of other forms of transportation.

Thank you,
Chandra Lalla
Lowry Hill East Resident

8/25/14 CPC
Agenda Item #6
Letter #7

Hanauer, Aaron M.

From: Pete Keely <pkeely@collagearch.com>
Sent: Tuesday, August 19, 2014 12:00 PM
To: Hanauer, Aaron M.
Cc: ahammes@collagearch.com
Subject: RE: 2320 Colfax Avenue: bike transit center

Aaron,
We have been working on some of the components for the building regarding transit, and specifically bike transit. We do view bike ridership as an integral part of the transit solution. We are trying to highlight bike ridership and make it conducive to year-round biking. To that effort we are providing the following:

- The bike storage is conveniently located with garage door openings for ease of access.
- Bike storage: There will be a minimum of 48 bike parking areas. This will include different types of security for the bike from a private locker, to a locked room, and general open parking. Additionally there will be visitor bike parking.
- A bike maintenance room is provided. The maintenance room will contain equipment to repair bikes (stand, pump, tools etc.).
- An indoor bike wash will be provided for winter bike maintenance.
- The ownership group is working with Nice-Ride in terms of locations and the possibility of a shared bike station and/or the possibility of an on-site shared bike.
- The bike area and lobby will also contain postings and information regarding trails, as well as transit options.
- There will be a shared vehicle on-site. (The ownership is looking into possibilities of participating with additional shared car vendors for additional solutions)
- Transit passes will be included with rent.
- Apartments with no cars will be offered a rent reduction.

We have been conduction some interviews and focus groups to expand the list, and to make refinements to what the tenants may want and use.

Please let me know if you have any additional questions.

pete keely AIA

Collage|architects

705 Raymond Ave. #200
St. Paul, MN 55114
pkeely@collagearch.com
www.collagearch.com
Ph: 651.472.0051

From: Hanauer, Aaron M. [mailto:Aaron.Hanauer@minneapolismn.gov]
Sent: Monday, August 18, 2014 4:10 PM
To: 'ahammes@collagearch.com'; Pete Keely
Subject: 2320 Colfax Avenue: bike transit center

Hi Abby and Peter,

8/25/14 CPC
Agenda Item #6
Letter #8

Hanauer, Aaron M.

From: Danforth Fleak <eyozhi@gmail.com>
Sent: Monday, August 25, 2014 10:02 PM
To: Hanauer, Aaron M.
Subject: Development at 2320 Colfax Ave S

Dear Mr. Hanauer:

My name is Danforth Fleak, and I am the property owner of 2217 Colfax Ave S in Minneapolis. The above referenced development is on my block, and I was unable to attend the hearing on the matter that was held this afternoon. Unfortunately, I could not get away from work commitments.

I am not 100% sure that this is the appropriate manner in which to voice any concerns that I have, but I will start here, and please feel free to let me know a better or more proper way to do so if there is one.

I am a businessman and generally believe that citizens should have the right to conduct their business as they see fit as long as it does not infringe too much on others in the community. I have been following the course of this development over the years, and I first must say that, in principle, I have no real objections to the building of such a development. I know that others in the community are fiercely opposed to such development on many different levels, but I do not share their feelings. Even though I have rental units in my building and this property would certainly be at least somewhat in competition with me, I do not feel that this is grounds to oppose it.

The one area that is of concern to me is the variance they are requesting with regard to parking spaces. I am not able to provide my tenants with off street parking, and the topic of parking on the street always comes up with prospective tenants. Certainly some of their tenants will not have vehicles, and I do not feel that they should be required to have a parking spot for every unit, but the number of parking spots they are requesting is rather small in relation to the total number of units. I am of the opinion that this would put a great deal of pressure on not only our block but surrounding blocks as well and make it certainly more challenging for me to fill my units.

Other than that, I welcome the change and believe that it will help not only our neighborhood but the surrounding businesses as well.

Again, if this is not an appropriate venue to voice such concerns, please let me know.

I thank you for your time and the service that you provide to the city and its citizens.

Sincerely,

Danforth Fleak

2217 Colfax Ave S #2
Minneapolis, MN 55405

Cell: 612-910-7421

8/25/14 CPC
Agenda Item #6
Letter #9

Hanauer, Aaron M.

From: Scott Cruse <scottclydecruse@gmail.com>
Sent: Tuesday, August 26, 2014 4:48 AM
To: Hanauer, Aaron M.
Subject: 2320 Colfax Av S

Dear Mr. Hanauer,
I live at 2620 Colfax Av S and I am writing to voice my strong opposition to the approval of the project at 2320 Colfax Av S. The variances requested should NOT be granted. This is exactly the kind of project that negatively impacts the neighborhood.

Scott Cruse
2620 Colfax Av S

Serious Concerns & Problems with development at 2316 – 2320 Colfax Ave S

From William Wells, neighbor, lives at 2838 Fremont Ave S. Minneapolis.

Item #6 on the Agenda (8/25/2014)

The Project proposes four-story, multiple-family dwelling with 42 units.
(6) two-bedroom units and (36) one-bedroom units. 27 parking spaces.

Problem: Multiple Self-Imposed Variances, mostly parking variances, to increase profitability for the developer, but have a negative impact on the neighborhood.

The Applicant Request a Variance to reduce minimum parking from 38 spaces to 27 spaces.

Note: There's 48 Bedrooms in this development. This variance will push all guest parking and additional resident parking onto the street and negatively impact the neighborhood. The Developer should meet the zoning code in one of two ways: First put the parking underground. Or change the unit count to more two bedroom units and less one bedroom unit. The creation of tiny one-bedroom units, maximizes profit, creates short term renters.

(Show graphic- First Floor Plan) prison cell dwelling units that are 12'-0" wide. 1st floor

The Applicant Request for a variance to allow a transformer within the side yard for the property located at 2316-2320 Colfax Ave S.

This is not a side yard. This is front yard facing 24th Street. Having a Transformer in front yard is a safety issue for the driveway, and very unsightly, this is a very bad precedent for the City to allow a transform in a residential front yard facing a public street.
This is a self-imposed hardship.

Additional Design Problems:

(1) There is no Lighting Plan provided. This project asks for setback variances to build the building closer to the lot lines than is allowed. The lighting could have a negative impact on surrounding residential property, the applicant should be required to submit a full lighting plan prior to approval.

(2) The applicant proposes four exterior materials on the west Elevation, these materials do not blend in well with the neighboring properties to the north and the west, which have one main exterior material on all four elevations. In addition, the applicant's proposal to have cement board lap siding on the north and west elevation is not compatible with the project's primary elevation.

(3) The Applicant proposes a Landscape yard of 2'-0" wide, along the West property line. The City standard is 5'-0" to 7'-0" for a condition like this, and I have never the City approve anything under 3'-0". This is a bad precedent and a self-imposed hardship. The Applicant should put the parking underground.

(4) The applicant proposes a 4' tree island in the surface parking lot, this is not enough space for the tree system to grow. The City standard is 7'-0" foot wide tree island for surface parking lots, The goal to reduce the urban heat island effect, this goal will not be met.

(5) PDR – report Storm, Water management
No storm water calculations were done, the applicant is not properly dealing with storm water management. The PDR report notes flooding has been an issue in this neighborhood. Where is the rain garden. ?

Conclusion: The project is over built for the site, with too many one bedroom units, and not enough parking, the project does not fit in with the historic context of the neighborhood. The variances requested are self-imposed variances, with the goal of increasing profit for the developer. These variances should be denied.