CPED STAFF REPORT

Prepared for the City Planning Commission

CPC Agenda Item #6
November 10, 2014
BZZ-6898

LAND USE APPLICATION SUMMARY

Property Location: 516 8th Street South

Project Name: Portland Tower

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Applicant: Portland Tower, LLC

Project Contact: Shamrock Companies, Attn: Lynn Leegard, (763) 331-4188

Request: To allow a new 17-story, condominium building that includes a ground level commercial space.

Required Applications:

Conditional Use Permit	To allow an increase in height in the B4N District from 10 stories or 140 feet to 17 stories or approximately 177 feet.
Variance	To reduce the west interior side yard setback requirement from 15 feet to 11 feet.
Variance	To exceed the maximum parking requirement.
Site Plan Review	To allow for the construction of a new 17-story, condominium building that includes a ground level commercial space and provides a total of 344 parking spaces to serve the proposed building and the existing Sexton building located on the adjacent parcel to the north (521 7th Street South).

SITE DATA

Existing Zoning	B4N (Downtown Neighborhood) District DP (Downtown Parking) Overlay District
Lot Area	27,225 square feet / .63 acres
Ward(s)	7
Neighborhood(s)	Elliot Park Neighborhood, Inc.
Designated Future Land Use	Mixed Use
Land Use Features	The property is within the boundaries of Downtown Minneapolis, a designated Growth Center.
Small Area Plan(s)	Downtown East / North Loop Master Plan; Elliot Park Neighborhood Master Plan

Date Application Deemed Complete	October 9, 2014	**Date Extension Letter Sent**	N/A
End of 60-Day Decision Period	December 8, 2014	**End of 120-Day Decision Period**	N/A

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The site consists of a vacant lot in Downtown Minneapolis.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The property is located in Downtown Minneapolis. The properties surrounding the site have downtown zoning designations predominantly including B4N, B4S-2 and B4-1. The uses within the area are varied and include commercial, office and residential uses.

PROJECT DESCRIPTION. The applicant proposes to construct a 17-story condominium building on the subject property that includes an approximately 3,000 square foot ground level commercial space and provides a total of 344 parking spaces to serve the proposed building and the existing Sexton building located on the adjacent parcel to the north (521 7th Street South). The proposed project consists of the following:

- Below grade: Three levels of underground parking totaling 132 stalls accessed off of South 8th Street. This parking would be reserved for the 123 residential condominium owners in the adjacent Sexton building.
- At grade: An approximately 3,000 square foot retail/commercial space, ground level lobbies for both the proposed building and the Sexton building (to access the parking), amenity space including a community room and exercise room for the proposed development as well as 12 parking spaces located interior to the building to serve the retail/commercial use (6 spaces) and residential guest parking (6 spaces) accessed off of South 8th Street.
- Floors 2-5: Four full levels of fully enclosed above-grade parking totaling 200 stalls for the proposed condominium building accessed off of Portland Avenue. The floors also include mechanical systems and storage lockers.
- Floors 6-17: Residential units, with ten units per floor on floors 6-13 and eight units per floor on floors 14-17. Unit sizes would range from approximately 1,100 to 1,680 square feet. Rooftop amenity space is located on floor 6.

The exterior materials proposed on the new building include two types of brick and various colors of metal panels. The base of the building as proposed would consist of storefront glazing with dark gray brick. The exposed parking floors would be fully enclosed with various colors of metal panel with some window openings and the remainder of the building's exterior would be composed of red brick.

Based on the proposal, a conditional use permit would be required to allow an increase in the maximum allowable height from 10 stories or 140 feet to 17 stories or approximately 177 feet at the tallest portion of the structure. Two variances are required that include: (1) a variance to reduce the west interior side yard setback requirement from 15 feet to 11 feet; (2) a variance to exceed the maximum parking requirement. Site plan review is also required.

The applicant attended the October 30, 2014, City Planning Commission Committee of the Whole meeting. The applicant has since modified the plans based on the feedback attained at that meeting as follows:

- Changed the tan toned metal panels at the above-grade parking levels to gray tones. The metal panels as proposed would be a combination of smooth, heavy texture and shadowline.

- Changed the metal panel from a horizontal orientation to a vertical orientation and correspondingly altered the windows in these floors to a vertical orientation.
- Added windows in the metal panel section facing the Sexton. Noting spandrel glass to avoid the ability to look into the Sexton windows (could not add windows facing the House of Charity due to the location on the property line).
- Added red brick at the street level to tie into the tower above (all brick now shown on the building is red and the black brick has been eliminated).
- Extended a large width of brick down from the tower above to the main entry location along Portland to highlight the entry and to tie the base to the tower.
- Added a metal canopy at main entry to the proposed principal entrance to the building.
- Added hanging planters along the street level to soften the pedestrian level.
- At the sides facing the Sexton and the House of Charity, added exposed aggregate, two-toned (dark grey and reddish) colored concrete panels in lieu of the metal panel to better allow the vines to grow unimpeded.

RELATED APPROVALS. The site has been reviewed for several past development proposals. The site initially received approval by the Planning Commission in January of 2005 (BZZ-2119), to restore the existing Sexton building located on the property at 521 7th Street South and construct a new building, inclusive of a parking facility on the property located at 516 8th Street South. The Planning Commission approved the following applications: a conditional use permit for 128 residential live/work units, a conditional use permit for a principal parking facility, two variance applications for signage and site plan review. The Sexton building was rehabilitated and converted into condominiums, but the development on the adjacent parcel was never constructed.

The subsequent proposal for the site was denied by the Planning Commission in May of 2006 (BZZ-2877), for a new 25-story mixed-use, 207 unit residential building on the property located at 516 8th Street South. The Planning Commission denied the following applications: a variance of the interior side yard along the west property line from 15 feet to 2 feet and site plan review.

The Planning Commission approved the following proposal in August of 2006 (BZZ-3146), for a new 34-story, 282 unit residential development that included liner uses on the ground floor with an approximate 4,800 square foot restaurant at the corner of Portland Avenue and 8th Street South. A total of 9 floors of above grade parking were proposed to be provided on floors 3-11. One level of underground parking was also proposed and residential units were located on floors 12-34. This project was never constructed.

The Planning Commission, in January of 2007 (BZZ-3372), approved a variance to increase the maximum permitted floor area ratio (FAR) for the previously approved project from the allowable 12.6 to 13.3. The FAR variance resulted from interior refinements. No alterations to height, bulk or setbacks were proposed to the previously approved project. This project was never constructed.

Planning Case #	Application	Description	Action
BZZ-2119	Conditional Use Permits, Variances and Site Plan Review	Restoration of the existing Sexton building and construction of a new 5-story building with ground level active uses and a parking ramp located above.	Approved in 2005
BZZ-2877	Variance and Site Plan Review	25-story, 207 unit residential development with ground level commercial space	Denied in 2006

BZZ-3146	Site Plan Review	34-story, 282 unit residential development with ground level commercial space	Approved in 2006
BZZ-3372	Variance	Floor area ratio (FAR) for a previously approved project due to interior refinements.	Approved in 2007
BZZ-5053	Temporary Use Permit (TUP)	Building materials and equipment storage.	Approved in 2010 (administratively)

PUBLIC COMMENTS. Staff has received official correspondence from the Elliot Park Neighborhood prior to the printing of this report that has been attached for reference. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to allow an increase in the maximum allowable building height from 10 stories or 140 feet to 17 stories or approximately 177 feet based on the following findings:

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

   Allowing a new 17-story building that is approximately 177 feet tall on the property that exceeds the underlying height permitted in the B4N district of 10 stories or 140 feet would not be detrimental to or endanger the public health, safety, comfort or general welfare. The building as proposed would be 7 stories or approximately 37 feet taller than what the B4N District allows. Contextually, the building would be the tallest structure on the block as the existing buildings vary from 4 to 8 stories; however, taller buildings are located within a block of the subject site and the adopted *Elliot Park Neighborhood Master Plan*, and the *Downtown East/North Loop Master Plan* encourage buildings that are taller with a range of 5 to 16 stories. Even though the building is proposed at 17 stories the overall feet in height is significantly less than it could be given that 14 feet is the maximum foot allowance for a story. The compressed floor heights of the parking floors at 8 feet, 8 inches results in a building that will have significantly less mass despite the fact that it has 7 additional stories. The proposal complements other uses in the area and the additional residential units would further strengthen the existing commercial base within the broader neighborhood. The proposed project would infill a downtown development site that has been vacant, underutilized and secured by jersey barriers and fencing for years.

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

   This property is located in Downtown Minneapolis. Allowing additional height would not be expected to be injurious to the use and enjoyment of other property in the vicinity nor would it impede on possible future development. The B4N District allows development that is 10 stories or 140 feet tall as of right and the applicant proposes to construct a building 7 stories or 37 feet taller. The development would provide additional opportunities for housing within the neighborhood as well as support the existing commercial uses within Downtown Minneapolis. Added height for a high

density mixed-use development in downtown which is a designated Activity Center and Growth Center is consistent with adopted city policies.

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

   Increasing the height of the building would have no impact on utilities, access roads or drainage. The site would have two access points, one off of South 8th Street and one off of Portland Avenue. The curb cut off of South 8th Street would provide access to the at grade parking as well as to the underground parking ramp. The curb cut off of Portland Avenue would ramp up to the parking proposed on floors two through five.

   The Public Works Department has reviewed the preliminary plan and will review the final plan for compliance with standards related to access and circulation, drainage, and sewer/water connections. The applicant would be required to work closely with the Public Works Department, the Plan Review Section of CPED and the various utility companies during the duration of the development should the plan be approved. This would be required to ensure that all procedures are followed in order to comply with city and other applicable requirements.

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

   The additional height of the development would have no impact on the traffic congestion in the area. Measures have been provided in regard to minimizing traffic congestion from a parking perspective as the applicant would be providing off-street parking for the proposed development as well as the abutting Sexton development. Chapter 541, Off-Street Parking and Loading would require no parking for the project given the location of the property in Downtown, the B4N zoning that applies to the site and the fact that the property is located in the DP Overlay District. The applicant is proposing to provide parking on-site that exceeds the maximum parking requirement. The variance findings for this request are addressed below.

   The applicant is working with Public Works on a Travel Demand Management Plan (TDMP) for the site. CPED Staff has not had an opportunity to review that document prior to the printing of this report. Staff anticipates that the TDMP will conclude that the proposed development would not be anticipated to have significant impacts on area traffic operations.

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

   In *The Minneapolis Plan for Sustainable Growth*, the future land use designation of this block is mixed use. The property is also located within the Downtown Growth Center. Downtown Minneapolis is the hub of the regional transit system and is a workplace for nearly 150,000 people. Mixed use allows for mixed use development, including mixed use with residential and may include either a mix of retail, office or residential uses within a building or within a district. There is no requirement that every building be mixed use. Specific to the Downtown Growth Center, the plan states: "As the physical and economic center of the city, Downtown is a logical place for a concentration of employment, housing, and other complementary uses. The land use pattern strengthens the concentrated office core with surrounding entertainment, cultural, and residential development. High intensity uses are encouraged to make the best use of the premium location and to strengthen the city's core." The following policies and implementation steps of *The Minneapolis Plan for Sustainable Growth* apply to this proposal to construct a 17-story condominium building with an approximately 3,000 square foot commercial space in Downtown:

- **Land Use Policy 1.1**: "Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan."

  (1.1.4) "Support context-sensitive regulations for development and land use, such as overlay districts, in order to promote additional land use objectives."

  (1.1.5) "Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development."

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

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

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

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

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

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

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

- **Land Use Policy 1.8: "**Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.
  (1.8.1) "Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.

- **Land Use Policy 1.15:** "Support development of Growth Centers as locations for concentration of jobs and housing, and supporting services."

  (1.15.3) "Encourage the development of high- to very high-density housing within Growth Centers."

- **Housing 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."

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

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

- **Urban Design Policy 10.1:** Promote building designs and heights that enhance and complement the image and form of the Downtown skyline, provide transition to the edges of

Downtown and protect the scale and quality in areas of distinctive physical or historical character.

(10.1.3) "Building placement should allow light and air into the site and surrounding properties."

- **Urban Design Policy 10.2:** "Integrate pedestrian scale design features into Downtown site and building designs and infrastructure improvements."

  (10.2.1) "The ground floor of buildings should be occupied by active uses with direct connections to the sidewalk."

  (10.2.2) "The street level of buildings should have windows to allow for clear views into and out of the building."

  (10.2.3) "Ensure that buildings incorporate design elements that eliminate long stretches of blank, inactive building walls such as windows, green walls, architectural details, and murals."

  (10.2.4) "Integrate components in building designs that offer protection to pedestrians, such as awnings and canopies, as a means to encourage pedestrian activity along the street."

  (10.2.5) "Locate access to and egress from parking ramps mid-block and at right angles to minimize disruptions to pedestrian flow at the street level."

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

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

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

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

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

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

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

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

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

  (10.18.5) Design parking structures so sloping floors do not dominate the appearance of the walls.

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

The proposal is in conformance with the above noted policies and implementation steps of the Comprehensive Plan.

There are two additional plans that must be considered when evaluating the proposal; the *Elliot Park Neighborhood Master Plan*, which was approved in 2003, and the *Downtown East/North Loop Master Plan*, which was also approved in 2003.

The *Elliot Park Neighborhood Master Plan* identifies several priority project areas; the subject parcel is located in overlapping districts denoted as the Historic 9th Street District and the Downtown District and within the Historic 9th Street Priority Project Area. The plan acknowledges repeatedly that the neighborhood has a reservoir/large percentage of land dedicated to surface parking lots and notes the significance of parking lot recovery in order to reclaim these properties for housing and infill development as important elements of the neighborhood's vision.

The design guidelines in the plan address the following categories for the overall neighborhood: (1) Site development: New development will continue to include a mix of uses and new development will blend in with and enhance existing neighborhood uses, amenities, landmarks and character. Buildings should be located close to the street matching existing setbacks where appropriate; (2) Architecture: Scale, massing, proportion and orientation, etc.; (3) Parking: To meet long range plans for the neighborhood, parking strategies must provide an appropriate balance of on-street, small surface lot and structured parking solutions; (4) Transit: mass transit, pedestrian and bicycle.

As previously noted, the subject property is located in overlapping districts. The Downtown District is considered the transition zone between the mid to high rise buildings in downtown and the three to four story buildings in the neighborhood. The recommended scale for the site is 12 to 16 north of 8th Street between 5th Avenue South and Park Avenue, recommended land use is primarily office, as well as mixed-use development with retail at the first floor and residential above, as well as increased use of below grade and structured parking and the elimination of surface parking.

The Historic 9th Street District is located along 9th Street and is the transition between downtown architecture and traditional single-family blocks. Given the location of the property north of 8th Street, the recommendations do not apply to the subject property.

The *Downtown East/North Loop Master Plan* locates the property within the Development Precinct 1: Elliot Park West. The plan calls for mixed use development that includes office and commercial uses on the subject block along 8th Street that is 5 to 13 floors in height. Generally, the plan states that medium density, mixed use projects are appropriate in the northern reaches of the precinct in order to create a transitional step down zone between the height intensity character of the Downtown Core and the low-intensity setting of the historic district.

It is CPED Staff's position that the proposal to construct a 17-story, condominium building with approximately 3,000 square feet of ground level commercial space that includes underground and structured parking for the proposed development as well as for the existing adjacent development is generally consistent with both adopted policy documents as discussed above.

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

   If the requested land use/zoning applications are approved, the proposal would comply with all applicable provisions of the B4N District and DP Overlay District.

ADDITIONAL STANDARDS TO INCREASE MAXIMUM HEIGHT

In addition to the conditional use standards, the city planning commission shall consider, but not be limited to, the following factors when determining the maximum height:

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

   The proposed development would not be expected to have significant impacts on the amount of light and air that surrounding properties receive given that the allowable height in the district without a conditional use permit is 10 stories or 140 feet and the building meets the applicable

setback requirement along the north property line and is setback 10 feet where applicable adjacent to the west property line. The added height should not result in any significant additional impacts. It is important to acknowledge that the abutting Sexton building, located approximately 4 inches from the north property line would be the most impacted by the proposed structure due to the existing window openings that face the interior lot line. The building as proposed would be setback 4 feet, 6 inches at the ground floor and 3 feet 8 inches on floors 2-5. Given that no setback applies to the proposed building along the north property line until the 6th floor where the residential uses begin, and the building then correspondingly complies with the required setback, it is difficult to require that the proposed building should be setback further than proposed for floors 1-5 despite its proximity to the adjacent Sexton building and its potential impact on livability. Overall, the increase in height should not result in any additional impacts on the surrounding properties than a building constructed to the allowable height in the B4N district.

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

   There are smaller residential properties located on the subject block; however, there are no significant adjacent public spaces and no adjacent solar energy systems. As the attached shadow studies indicate, the proposed building would shadow adjacent residential buildings to the west, north and east depending on the time of day and year, with more substantive shadowing impacts at sunrise and sunset and during the winter months. However, any building constructed on the property would have some shadowing impacts as the property is currently vacant and the proposed increase in height, which is only 37 feet taller than what would be permitted as of right in the B4N District would not be expected to further shadow the residential properties any more significantly. Overall, the most impacted residential structures are those that share the block with the proposed structure.

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

   The scale and character of the buildings as well as the architectural styles of the surrounding properties in this area of downtown are varied. Relative to similar developments within the general vicinity, the proposal is compatible with the scale and character of other buildings in the area despite the fact that it would be the tallest building on the block. In general, the design and allocation or distribution of height on site would be compatible with the surrounding uses and it is consistent with adopted policy.

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

   There are no landmark buildings, significant open spaces or water bodies near the development site that would be affected by significant shadows.

VARIANCES

The Department of Community Planning and Economic Development has analyzed the following variance applications: (a) to reduce the west interior side yard setback requirement from 15 feet to 11 feet; and (b) to allow an increase in the maximum parking requirement, 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.*

   a. ***Interior side yard setback along the west property line:*** The applicant proposes to reduce the interior side yard setback from 15 feet to 11 feet along the west property line. In the downtown districts, residential uses facing an interior side yard are required to provide

a yard of at least 5+2x (where x is equal to the number of stories above the first floor), or a maximum of 15 feet. The proposed building is not subject to a setback requirement until the 6th floor of the building as floors 1-5 have no residential uses facing the interior side yard. A stairwell is proposed at zero feet, but the stairwell is not subject to the setback requirement. The residential units facing the west property line are located 11 feet from the property line. The abutting property to the west is occupied by the House of Charity and their building is located approximately 12 feet, 8 inches from the property line, providing a separation of approximately 22 feet, 8 inches between the residential floors of the proposed building and the existing adjacent building. Practical difficulties exist in complying with the ordinance. Increasing the setback 5 additional feet would not provide any additional relief to the adjacent property as the setback would not apply until the 6th floor of the proposed development, or above the roofline of the adjacent building. Further, as previously noted, with the setback on the adjoining property, a separation of 22 feet, 8 inches would apply for the residential floors.

b. ***Maximum parking requirement:*** The applicant is proposing to provide parking on-site that exceeds the maximum parking requirement. In the B4N District the maximum parking allowed is 1.6 spaces per dwelling unit. Practical difficulties exist in complying with the ordinance as an easement agreement for parking was recorded against the subject property in 2006. This easement granted the adjacent Sexton building association a non-exclusive permanent parking easement for parking purposes on the subject property; meaning any new development on the property would need to provide additional parking for the Sexton building association. There are a total of 123 condominium units in the adjacent Sexton building and a total of 112 condominium units proposed on-site for a total of 235 units. The applicant proposes 344 off-street parking spaces – 133 for the 123 unit Sexton building or a ratio of 1.08; and 201 spaces for the proposed 112 units or a ratio of 1.79; 6 spaces for the commercial space (which has no parking requirement but the 6 proposed do not exceed the maximum allowed) and 6 visitor spaces (2 of which are required for the new development, 2 of which would be required for the Sexton development and 2 of which count towards the maximum number of spaces). The ratio when evaluating both buildings, 235 units and a total of 336 spaces is 1.43, which is well below the maximum ratio of 1.6.

In order for the proposed 112 unit building to comply with the 1.6 ratio, a maximum of 179 spaces would be allowed. As previously noted, a total of 201 spaces are provided or 22 additional spaces beyond the maximum permitted. The circumstances are unique due to the fact that there is a permanent parking easement on the subject property. Practical difficulties exist in complying with the ordinance due to the fact that the adjoining building has rights to parking spaces on the subject property, and as previously noted when evaluating both buildings that include 235 units and a total of 336 spaces the ratio is 1.43, which is well below the maximum ratio of 1.6.

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.*

a. ***Interior side yard setback along the west property line:*** The proposal to reduce the interior side yard setback along the west property line from 15 feet to 11 feet is reasonable and would be in keeping with the spirit and intent of the ordinance and the comprehensive plan. As previously noted, there is no setback that applies until the 6th floor of the building as a result of the residential uses. The abutting property to the west is occupied by the

House of Charity and their building is located approximately 12 feet, 8 inches from the property line, providing a separation of approximately 22 feet, 8 inches between the residential floors of the proposed building and the existing adjacent building. Increasing the setback 5 additional feet would not provide any additional relief to the adjacent property as the setback would not apply until the 6th floor of the proposed development, or above the roofline of the adjacent building. The request is reasonable and contextually appropriate in this specific circumstance. Further, if the property to the west is developed with a structure built up to the shared property line, the proposed setback ensures that light and air to these dwelling units would be sufficiently preserved.

b. **Maximum parking requirement:** The intent of the maximum parking requirement is to ensure that parking does not consume an inordinate amount of downtown space, both land and floor area, and to recognize the substantial public investment in transit, which converges in downtown Minneapolis, the most transit-accessible location in the region. In this specific circumstance, however, allowing an increase in the maximum parking requirement would be reasonable and would be in keeping with the spirit and the intent of the ordinance. All proposed parking is completely enclosed, either underground, interior at the ground level or above grade. None of the proposed parking is exposed within a surface parking lot or within an open air parking ramp. Further, the ratio that applies when evaluating both buildings with a total of 235 units and 336 spaces is 1.43, which is well below the maximum ratio of 1.6. When evaluating just the proposed building, the applicant is proposing 22 additional spaces beyond the maximum that is permitted. The request is reasonable and appropriate given the constraints and the context.

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.*

a. **Interior side yard setback along the west property line:** The proposal to reduce the required setback from 15 feet to 11 feet at the closest point along the west property line to accommodate a new 17-story condominium building would not adversely 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. Increasing the setback 5 additional feet would not provide any additional relief to the adjacent property as the setback would not apply until the 6th floor of the proposed development, or above the roofline of the adjacent building. Further, the adjacent building is located 12 feet, 8 inches from the property line which provides adequate separation. The request is reasonable and contextually appropriate in this specific circumstance. Further, if the property to the west is developed with a structure built up to the shared property line, the proposed setback ensures that light and air to these dwelling units would be sufficiently preserved.

b. ***Maximum parking requirement:*** The granting of this variance would not adversely 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. All parking proposed for the development and the adjacent development is completely enclosed as no open air parking ramp is proposed.

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 development is subject to required yards only along the interior property lines beginning on the 6th floor of the structure due to the residential use of the building. The building would be predominantly constructed up to the property along both street frontages with approximately 3 foot recesses where the building entrances are proposed.
- The principal entrance to the proposed ground-level commercial space located at the corner of Portland Avenue and South 8th Street would be located off of Portland Avenue. The residential lobby for the building would be located off of Portland Avenue, as would an entrance lobby for the adjacent Sexton building for access to their parking. The remainder of the building along both street frontages consists of residential amenity space. The design of the site maximizes natural surveillance and visibility, and facilitates pedestrian access and circulation. The area between the building and the public streets would have tree plantings and planters.
- Windows between 2 and 10 feet are required in order to provide natural surveillance and visibility by having active uses located along public streets. The proposal is meeting the intent of this requirement by integrating active uses along the public streets. The proposed development exceeds the ground floor window requirements and exceeds the 10% window requirement on each floor above the first floor that faces the public street and public sidewalk. All windows are distributed in a more or less even manner and are also vertical in proportion. **See Table 1.** All ground level windows must be transparent (non-reflective) as required by Section 530.120 of the Zoning Code.
- There are blank uninterrupted walls greater than 25 feet in length on floors 1-5 of the interior north and west elevations of the building that do not include windows, entries, recesses or projections, or other architectural elements. Alternative compliance is necessary. The applicant is proposing to utilize precast concrete panels on these elevations and plant vines at the base of the building to break up the blank walls. Staff would recommend that the Planning Commission grant alternative compliance for this provision provided green screens are installed and spaced at a distance of no greater than 25 linear feet. Green screens would provide a better growing medium and ensure a denser vertical and horizontal growth of the living wall as opposed to relying on vines planted at the base of the building. Further, Staff would recommend that a portion of the plantings provide greenery year round.
- No plain face concrete block is proposed.
- The proposal complies with the ground floor active functions provision as storage areas do not exceed 30% of linear frontage along each street.
- The exterior materials proposed on the building include brick, metal panels, pre-cast concrete panels, glass and various architectural details. All proposed materials are durable. Pre-cast concrete panels are proposed on the north and west elevations of the building, floors 1-5. Pre-cast concrete panels are not proposed on any of the other elevations and therefore, are not compatible on all sides of the building. Alternative compliance would be necessary. Staff would recommend that the Planning Commission require that the metal panel proposed on the street facing elevations on these floors be installed in lieu of the proposed concrete panels along the north and west elevations of the building in order to maintain material consistency given the visibility of these elevations. Future changes in exterior materials may require review before the

City Planning Commission. The proposed building form and flat roof would be considered compatible with other buildings in the area.

- The parking garage is entirely enclosed. There are 3 levels of below grade parking accessed off of South 8th Street totaling 132 spaces. An enclosed parking area totaling 12 spaces would be located at grade which would also be accessed off of South 8th Street. Above grade parking is proposed on floors 2-5 and would be accessed off of Portland Avenue. A total of 115 bicycle parking spaces would be provided on site as well, 112 of those would be enclosed.

Table 1. Percentage of Windows Required for Elevations Facing a Public Street, Sidewalk, Pathway, or On-Site Parking

	Code Requirement		Proposed	
Residential Uses				
Portland Ave-1st Floor	20% minimum	197 sq. ft.	42%	414 sq. ft.
8th St. S. -1st Floor	20% minimum	168 sq. ft.	49%	408 sq. ft.
Portland Ave-2nd Floor and Above	10% minimum		>10%	
8th St. S. -2nd Floor and Above	10% minimum		> 10%	
Nonresidential Uses				
Portland Ave-1st Floor	30% minimum	89 sq. ft.	100%	296 sq. ft.
8th St. S.– 1st Floor	30% minimum	139 sq. ft.	84%	392 sq. ft.

Access and Circulation – *Meets requirements*

- The principal entrances to the building would be located off of the public sidewalk directly abutting South 8th Street and Portland Avenue.
- No transit shelters are included in the development; however, the downtown site is well-served by transit with numerous bus stops and routes accessible within walking distance.
- The proposed development has been designed to minimize conflicts with pedestrian traffic and surrounding residential uses. All proposed parking is contained within the building and curbs cuts to the site have been minimized to the extent practical.
- There is no public alley located on the block. The site would have two access points; one off of South 8th Street and one off of Portland Avenue.
- Although impervious surfaces would cover essentially the entire site, the applicant is proposing a partial green roof on the 6th floor of the building as part of amenity space for residents.

Landscaping and Screening – *Not applicable*

- In the Downtown Districts, any building containing 50,000 square feet or more of gross floor area are exempt from the general landscaping and screening requirements. The parking and loading landscaping and screening requirements apply; however, all on-site parking would be enclosed in this specific circumstance.
- The applicant proposes to install planters with annuals adjacent to the building entries as well as street trees in the public right-of-way along both street frontages. In addition, a green roof is proposed on the 6th floor as part of the outdoor amenity space for residents. Green walls are also proposed on the north and west elevations abutting the adjacent residential uses.

Additional Standards – *Meets requirements*

- All parking for the proposed project is being provided within the building. As proposed the site would have two access points; one off of Portland Avenue and one off of South 8th Street. The

water drainage on site has been designed so as not to drain onto any adjacent lots. The applicant is incorporating on-site retention and filtration.

- The proposed building would not significantly shadow public spaces nor would the proposed structure result in signficant impacts to wind and air in relation to the surrounding area.
- The site appears to incorporate the applicable CPTED principles. The active uses proposed within the ground level of the building provide natural surveillance, there are windows on all sides of the building that allow people to observe adjacent public spaces and the entrances are connected to the public sidewalk. The site is further designed with landscaping, and architectural features to delineate space and control access. The walkway between the Sexton building and the proposed building should be well lit and monitored. Staff has no additional comments or concerns at this time regarding site safety; however, CPED Staff will request that a detailed lighting plan be submitted outlining the locations of all new light fixtures for security purposes.
- The property is vacant; therefore, there are no eligible or designated historic structures on the subject site. Further, the property is not located in a historic district or identified as a historic resource.

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

The proposed uses are *permitted* in the B4N District.

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

- There is no required parking for the development. The applicant proposes to provide parking that exceeds the maximum amount allowed based on the number of units. The variance findings are addressed above.

Table 2. Vehicle Parking Requirements Per Use (Chapter 541)

	Minimum Parking Requirement	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
General retail sales and services	0	N/A	0	6	6
Residential dwellings – Proposed structure	0	N/A	0	1.6 per dwelling or 179	1.79 per dwelling or 201
Residential dwellings – Sexton building	0	N/A	0	1.6 per dwelling or 197	1.08 per dwelling or 133
Visitor parking	4 (2 for each building)	N/A	4	Any amount over minimum required	4
Total	0	N/A	0	382	344

Table 4. Bicycle Parking and Loading Requirements (Chapter 541)

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed	Loading Requirement	Proposed
General retail sales and services	3	Not less than 50%	N/A	3	N/A	N/A
Residential dwellings - proposed	56	N/A	Not less than 90%	112	1 small	1 small
Total	59	2	101	115	1 small	1 small

Building Bulk and Height – *Requires a conditional use permit*

- The proposal requires a conditional use permit to allow an increase in the maximum allowable building height from 10 stories or 140 feet to 17 stories or 177 feet. The conditional use permit is addressed above.

Table 5. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	27,225 square feet	27,225 sq. ft. / .63 acres
Gross Floor Area **(GFA)**	54,450 square feet	405,627 square feet
Minimum Floor Area Ratio **(GFA/Lot Area)**	2.0	14.9
Maximum Building Height	10 stories or 140 feet, whichever is less. There is no maximum floor area ratio in the B4N District.	17 stories or 177 ft.

Residential Lot Requirements – *Meets requirements*

Table 6. Residential Lot Summary

	Code Requirement	Proposed
Dwelling Units **(DU)**	N/A	112 DUs
Density (DU/acre)	N/A	153 DU/acre

Yard Requirements – *Requires a variance*

- The proposal requires a variance to reduce the interior side yard setback along the west property line from 15 feet to 11 feet for the residential uses, beginning on the 6th floor of the proposed building. The variance is addressed above.

Table 7. Minimum Yard Requirements

	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front – (Portland)	0 ft.	N/A	0 ft.	0 to 3 ft.
Front – (8th)	0 ft.	N/A	0 ft.	0 to 3 ft.
Interior Side **(West)**	15 ft. for the residential floors	N/A	15 ft.	1 ft., 2 inches for floors 1-5 and 0 ft. for a stair tower and 11 ft. for the residential floors (6-17)
Interior Side **(North)**	15 ft. for the residential floors	N/A	15 ft.	3 ft., 8 inches to 4 ft., 6 inches for floors 1-5 and 23 feet for the residential floors (6-17)

Signs – *Not applicable*

- Signs are subject to Chapters 531 and 543 of the Zoning Code. All new signs are required to meet the requirements of Chapter 543 of the zoning code and require a separate permit. No signs are proposed at this time.

Dumpster Screening – *Meets requirements*

- A trash room is located within the interior of the building. It will serve both the proposed building and the existing Sexton building located on the adjacent parcel.

Screening of Mechanical Equipment – *Meets requirements*

- Mechanical equipment is proposed on the 5th floor of the building. The equipment would be screened in compliance with the regulations outlined in Section 535.70 of the Zoning Code.

Lighting – *Meets requirements*

- The applicant is proposing to install wall mounted light fixtures and decorative lighting on the exterior of the building. A photometric plan was not submitted as part of the application but will be required with the final submittal. All lighting will need to be downcast and shielded to avoid undue glare. All lighting shall comply with Chapters 535 and 541 and CPED Staff shall review the details of the fixtures in the final review prior to permit issuance.

Impervious Surface Area – *Not applicable*

Specific Development Standards – *Not applicable*

DP Overlay District Standards –

- The DP Overlay District was put in place to restrict the establishment or expansion of surface parking lots and establishing certain minimum and maximum off-street parking standards in the downtown area. Prohibited uses include commercial parking lots, including the expansion of any existing commercial parking lot and the conversion of any accessory parking lot to a commercial parking lot. The applicant is not proposing a commercial parking lot.
- Accessory parking lots may be allowed as a conditional use but the parking lot must be located on the same zoning lot as the principal use served and the number of parking spaces shall not exceed 20 spaces. No parking lot is proposed as part of the development.

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

See the above listed response to finding #5 in the conditional use permit application to allow additional height. The policies and implementation steps apply to the site plan review application as well.

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

See the above listed response to finding #5 in the conditional use permit application to allow additional height. The policies outlined in the *Elliot Park Neighborhood Master Plan*, and the *Downtown East/North Loop Master Plan* apply to the site plan review application as well.

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:

- **Blank Wall Provision.** There are blank uninterrupted walls greater than 25 feet in length on floors 1-5 of the interior north and west elevations of the building that do not include windows, entries, recesses or projections, or other architectural elements. Alternative compliance is necessary. The applicant is proposing to utilize precast concrete panels on these elevations and plant vines at the base of the building to break up the blank walls. Staff would recommend that the Planning Commission grant alternative compliance for this provision provided green screens are installed and spaced at a distance of no greater than 25 linear feet. Green screens would provide a better growing medium and ensure a denser vertical and horizontal growth of the living wall as opposed to relying on vines planted at the base of the building. Further, Staff would recommend that a portion of the plantings provide greenery year round.
- **Exterior material consistency.** The exterior materials proposed on the building include brick, metal panels, pre-cast concrete panels, glass and various architectural details. Pre-cast concrete panels are proposed on the north and west elevations of the building, floors 1-5. Pre-cast concrete panels are not proposed on any of the other elevations and therefore, are not compatible on all sides of the building. Alternative compliance would be necessary. Staff would recommend that the Planning Commission require that the metal panel proposed on the street facing elevations on these floors be installed in lieu of the proposed concrete panels along the north and west elevations of the building in order to maintain material consistency given the visibility of these elevations.

RECOMMENDATIONS

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

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the application for a conditional use permit to allow an increase in the maximum allowable height in the B4N District from 10 stories or 140 feet to 17 stories or approximately 177 feet on the property located at 516 8th Street South, subject to the following conditions:

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

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

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the application for a variance to reduce the interior side yard setback along the west property line from 15 feet to 11 feet for the residential uses located on floors 6-17, on the property located at 516 8th Street 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 allow an increase in the maximum off-street parking requirement for the project to allow a parking ratio of 1.79 for the proposed building (as well as a ratio of 1.08 for the adjacent Sexton building and a net ratio of 1.43 for both buildings), on the property located at 516 8th Street South.

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 new 17-story, condominium building that includes an approximately 3,000 square foot ground level commercial space on the property located at 516 8th Street South, subject to the following conditions:

1. CPED Staff review and approval of the final site, elevation, lighting and landscaping plans before building permits may be issued.
2. All site improvements shall be completed by November 10, 2016, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
3. All ground-level windows must be transparent (non-reflective) as required by Section 530.120 of the Zoning Code.
4. Metal panels consistent with those proposed on the street-facing elevations shall be installed on the north and west elevations of the proposed building, floors 1-5, in lieu of the pre-cast concrete panels.
5. Green screens shall be installed and spaced at a distance of no greater than 25 linear feet on the blank walls that exist on the north and west elevations of the building. A portion of the plantings shall provide greenery year round.

ATTACHMENTS

1. Written description and findings submitted by applicant
2. Zoning map
3. Site plan
4. Plans
5. Building elevations
6. Renderings
7. Shadow study
8. Photos

OERTEL ARCHITECTS

1795 SAINT CLAIR AVENUE, ST. PAUL, MN 55105

TEL: 651/696-5186 www.oertelarchitects.com FAX: 651/696-5188

Date: 11.3.14
To: Becca Farrar-Hughes
From: Deb Brandwick
RE: Portland Tower re-submittal – C.O.W. recommended changes

Becca,

Attached are revised renderings and CAD elevations of the proposed Portland Tower (Portland & 8th).

Changes made per comments received at Committee of the Whole:

Changed the tan toned metal panels to gray tones.
The metal panels will be a combination of smooth, heavy texture and shadowline
Changed the metal panel from horizontal orientation to a vertical orientation.
Changed the windows in the metal panel to a vertical orientation.
Added windows in the metal panel section facing the Sexton. Noting spandrel glass to avoid the ability to look into the Sexton windows. (Could not add windows facing the House of Charity due to the location on the property line.)
Added red brick at the street level to tie into the tower above. (All brick now shown is red. Black brick has been eliminated.)
Extended a large width of brick down from the tower above to the main entry location along Portland to highlight the entry and tie the base to the tower.
Add metal canopy at main entry.
Added hanging planters along the street level to soften the pedestrian level.
At the sides facing the Sexton and the House of Charity, added exposed aggregate, two-toned (dark grey and reddish) colored concrete panels in lieu of the metal panel to better allow the vines to grow unimpeded (and minimize time workers will be on scaffolding directly outside the Sexton windows). If required, Green Screens can be installed on the precast panels, but would be unnecessary for the growth of the vines.

Note that we tried several variations with additional columns of brick running through the metal panel, but none that improved the appearance of the design. Specifically along the 8th Street side, with the brick tower above being set back, extending brick through the metal panel didn't make sense compositionally. I do believe the change in metal panel color and the addition of red brick at the street level accomplishes the request to better tie the tower and the base together. Also, the one large vertical brick 'column' at the main entry then becomes special and highlights that as an area of importance as entry.

The windows in the parking levels comprise greater than 10% of the wall area. I will forward calculations separately.

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The residential wall with windows along the west elevation (House of Charity) is 11'-0" back from the property line in lieu of the 10' previously stated. This dimension is still less than the 15' required by the zoning code, but just wanted to clarify.

Thank you,

Deb Brandwick
Oertel Architects
651.696.5186, ext. 315
dbrandwick@oertelarchitects.com

PROJECT DESCRIPTION

Date: October 8, 2014

TO: Ms. Becca Farrar
Minneapolis City Planner

FROM: Lynn Leegard
Portland Tower, LLC

RE: Project Description
Portland and 8th Street S., Minneapolis

Developer: Portland Tower, LLC ("Portland Tower") is proposing to construct a new condominium project in downtown Minneapolis. Mr. James Stanton, the owner of Portland Tower has constructed eight other condominium projects in Minneapolis. The first six were located in the North Loop (Lindsay Lofts, Rock Island Lofts, 212 Lofts, Security Warehouse Lofts, 5th Avenue Lofts and Riverwalk). The two most recent projects were located in the Mill City District (Bridgewater and Stonebridge).

Location: On August 15, 2014 Portland Tower acquired from Rock Properties Management, LLC the parcel of land located on the corner of Portland and 8th Street S. Specifically the address of the parcel is:

516 8th Street S., Minneapolis, MN

The parcel contains approximately .62 acres (27,225 square feet). The property is currently vacant.

Historic Preservation: There is no historic preservation concern since the property is currently vacant.

Zoning: The property is currently zoned B4-N with the overlay district of DP. The proposed project will not require any re-zoning.

Building Description: The proposed project includes both parking and residential units. The residential units are located on twelve (12) floors (Floors 6-17) and includes 112 condominiums. There is no maximum residential unit requirement. The residential floors contain ten (10) units per floor on floors 6-13 and eight units per floor on floors 14-17. The first floor will contain a commercial space along with the community room and exercise room, an office, mail room and package room all for the use by the condominium owners. Although the unit floor plans have not been finalized the units will range in size from approximately 1100 to 1680 square feet. The exterior of the project is red brick, three-tone tan metal panel for above-ground parking, black and clear anodized aluminum window frames and will be consistent in design with previous projects such as Bridgewater and Stonebridge.

Building Details: Under B4-N zoning, the minimum Floor Area Ratio is 2.0 for a minimum required FAR of 54,450 square feet. The site contains 27,225 square feet and the proposed project includes 337,975 total square feet of above grade square footage and 193,152 square feet of above grade residential square footage which exceeds the minimum amount required.

Amenities: The proposed project includes a community room including a kitchen, an exercise room, bike storage and roof-top deck.

Parking: The proposed project includes parking that will be located on three (3) underground levels and five (5) floors above ground. The three (3) underground parking levels will be reserved for the residential condominium owners in the Sexton Association. The first floor parking will be reserved for the commercial tenant and residential guest parking and the parking on floors 2-5 will be reserved for owners in the new condominium project. (Please see Letter of Findings for Parking Variance).

New Signage: At this time the final signage for the proposed project has not been designed however all signage will comply with the city code.

Applications: As part of the project Portland Tower has filed with the City a Land Use Application including a CUP for height and variance for parking.

Portland Tower, LLC
3200 Main Street NW
Suite 300
Coon Rapids, MN 55448
763.421.3500

October 8, 2014

Ms. Becca Farrar
Planner
City of Minneapolis
250 South 4th Street
Room 300
Minneapolis, MN 55415

RE: Conditional Use Permit for Height
Portland

Dear Ms. Farrar:

Please find listed below the required findings for a Conditional Use Permit for the property located at Portland and 8th Street S. in Minneapolis ("Portland Project").

1. The establishment of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare. The Portland Project is an upscale residential project that will be a great improvement to the current vacant site.

2. The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district. Additional residential units in the area will enhance the neighborhood with more pedestrian activity and add additional customers to support the surrounding commercial businesses and enhance the Elliot Park Neighborhood.

3. The Portland Project is a new construction building that has adequate utilities, access roads, drainage and necessary facilities for the project.

4. The Project is a new construction building that took adequate measures to minimize traffic congestion in the public streets. The Portland Project will incorporate one existing curb cut along Portland that will simply shift 3' to the south and will include one new curb cut along 8th Street S. to provide parking access for the Sexton Association parking spaces. In addition, all residential and guest parking will be included in the building either below grade or on the first five (5) levels of the building.

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

6. The conditional use shall, in all other respects, conform to the applicable regulations of the district.

In addition, please find listed below the additional findings regarding the increase in height. The allowable height is ten (10) stories and the proposed Portland Project is 17 stories.

1. The city block that includes the Portland Project contains a variety of properties including a surface parking lot, the Sexton Condominium project that is a 7-story residential property, The House of Charity which is a 4-story residential property and Central Community Housing Trust of Minneapolis which is a 6-story residential property. Across 8th Street is Kraus Anderson which is currently a 2-story property, however, Kraus Anderson is in the process of proposing a new project on their property that would have substantially more height.

2. The Portland Project will not have material differences in shadowing on neighboring residential properties from the increase in height from ten (10) stories to seventeen (17). The majority increase in shadowing will extend over the surface parking lot located kitty-corner behind the Portland Project (Please see Sun Studies). Currently the courtyard area of the Sexton Condominium project receives very little sunlight even without a new project on the Portland Property.

3. The Portland Project will be smaller in scale than the Centre Village property located a block to the west and much smaller in scale than the residential property located a block south.

4. The increased height of the Portland Project from ten (10) stories to seventeen (17) will have no impact on the preservation of views of landmark buildings, significant open spaces or water bodies. The Foshay Tower is located several blocks away.

Please feel free to contact me if you have any questions.

Sincerely yours,

Lynn M. Leegard

Lynn M. Leegard
Vice President

Portland Tower, LLC
3200 Main Street NW
Suite 300
Coon Rapids, MN 55448
763.421.3500

October 8, 2014

Ms. Becca Farrar
Planner
City of Minneapolis
250 South 4th Street
Room 300
Minneapolis, MN 55415

RE: Findings Required for Set-back Variance
Condominium Project
Portland and 8th Street S., Minneapolis

Dear Ms. Farrar:

Please find listed below the required findings for approval of a variance relating to the set-back of the west side of the project located at the corner of Portland and 8th Street S. ("Portland Property" or "Project").

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 property is a small site and the placement of the columns required for the construction of the building to construct the building and include all of the parking to accommodate the adjoining property known as the Sexton, requires the setback to be reduced from 15' to 10'. If the setback of 15' is required, the exterior building wall would have to move to the next available set of columns. That would be a distance of an additional 24' back which would result in a total setback of 34'.

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 15' setback requirement for residential properties is intended to make sure that residential occupants have sufficient light coming in to their units. The Project is designed to include a stairwell and two (2) corner units on the west side of the building. The stairwell does not have a setback requirement since it is circulation only and not occupied residential space.

The two (2) corner units on the west side of the building are designed with windows on both the west façade and windows on the north and south facades of the respective units.

Currently the adjoining property to the west is a four-story building that is lower in height than the residential units of the Project which are located on floors 6-17. If, however, the adjoining property is modified to include a much taller building and one that is built closer to the property line the end units in the Project along the west side will still have sufficient light because of the windows on the north and south facades.

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 be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. As stated above, the residential units on the west side of the building will have sufficient light based on the design of the building and units.

Please feel free to contact me if you have any questions.

Sincerely yours,

Lynn M. Leegard

Lynn M. Leegard
Vice President

Portland Tower, LLC
3200 Main Street NW
Suite 300
Coon Rapids, MN 55448
763.421.3500

October 8, 2014

Ms. Becca Farrar
Planner
City of Minneapolis
250 South 4th Street
Room 300
Minneapolis, MN 55415

RE: Findings Required for Parking Variance
Condominium Project
Portland and 8th Street S., Minneapolis

Dear Ms. Farrar:

Please find listed below the required findings for approval of a variance relating to parking stalls for the project located at the corner of Portland and 8th Street S. ("Portland Property" or "Project").

1. **The property cannot be put to a reasonable use under the conditions allowed by the official controls and strict adherence to the regulations of this zoning ordinance would cause undue hardship.**

The Portland Property is adjacent to the residential condominium project known as the Sexton Condominium, CIC Number 1434 ("Sexton"). On May 2, 2006 the Sexton Declaration was recorded in the Office of the County Recorder of Hennepin County, Minnesota as Document No. 8787098 ("Sexton Declaration"). The Sexton Declaration contemplated that the Sexton Association would enter into an Easement Agreement Regarding Parking with the owner of the Portland Property in order to provide the primary means of parking for owners of units in the Sexton Association. An Easement Agreement for Parking ("Parking Easement") dated May 2, 2006 was recorded against the Portland Property in the Office of the County Recorder of Hennepin County, Minnesota as Document No. 8787096. The Parking Easement granted the Sexton Association a non-exclusive permanent easement for parking purposes in the parking ramp that was to be construct on the Portland Property.

As a result, the parking needed to construct a new condominium project on the Portland Property needs to provide sufficient parking for both the new project and the Sexton Association.

A viable residential development cannot be built with the strict adherence to the parking maximum regulation since the parking needs to provide parking in essence to two (2) residential projects. If required to adhere to the parking maximum and pursuant to the Parking Easement required to provide parking to the Sexton Association, there would not be sufficient parking available for the new condominium owners which would result in simply trading one parking problem for another.

2. **The circumstances are unique to the parcel of land for which the variance is sought and have not been created by any persons presently having an interest in the property.**

The requested variance has not been created by Portland Tower. The Parking Easement was entered into by a previous owner, Sexton Lofts, LLC. Any developer wishing to develop a viable residential development on the Portland Property will be required to provide additional parking for the Sexton Association as required by the Parking Easement.

In addition, as the developer Portland Tower is not able to avoid the need for a variance simply by re-designing the building.

3. **The granting of the variance will be in keeping with the spirit and intent of the ordinance and will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity.**

The requirement of the 1.6 parking units/dwelling units is an effort to minimize traffic from residential properties in the downtown area. The Portland Property however is really parking for two (2) residential projects and if analyzed as such falls well below the maximum allowable parking spaces of 1.6.

The Sexton Association contains 123 residential units and the proposed Portland Project includes 112 residential units for a combined total of 235 residential units. The total proposed parking for the Portland Project is as follows:

Total Parking:	344
Less Allowable Guest Parking:	6
Less Allowable Retail Parking:	6
Residential Parking:	332
Residential Units:	235
Parking Ratio:	1.41

4. **The proposed variance will not substantially increase the congestion of the public streets, or increase the danger of fire, or be detrimental to the public welfare or endanger the public safety.**

The proposed variance would not substantially increase the congestion since the current owners in the Sexton Association are already living in the building and parking in other surrounding parking facilities.

Please feel free to contact me if you have any questions

Sincerely yours,

Lynn M. Leegard

Lynn M. Leegard
Vice President

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763.421.3500

October 8, 2014

Ms. Lynn Regnier
Elliot Park Neighborhood, Inc.
609 South 10th Street
Suite 170
Minneapolis, MN 55404

VIA EMAIL
lynnregnier@elliotpark.org

Re: Applications
Portland and 8th Street S.

Dear Ms. Regnier:

This letter is to notify you that Portland Tower, LLC ("Portland Tower") is seeking approval for the construction of a condominium project consisting of 112 units.

Portland Tower is submitting for approval by the City of Minneapolis the following applications:

Land Use Application
Conditional Use Permit for height
Variance for parking

The address of the property involved is:

516 8th Street S., Minneapolis, MN

A copy of the Land Use Application and a copy of a site map of the project are included for your reference.

Please call me at (763) 331-4188 or e-mail me at leegard@shamrockcompanies.com if you have any questions.

Sincerely,

Lynn M. Leegard

Lynn M. Leegard
Vice President

Portland Tower, LLC
3200 Main Street NW
Suite 300
Coon Rapids, MN 55448
763.421.3500

October 8, 2014

Ms. Lisa Goodman
Council Member
City Of Minneapolis
City Hall
350 S. 5th St., Room 307
Minneapolis, MN 55415

VIA EMAIL
lisa.goodman@minneapolismn.gov

Re: Applications
Portland and 8th Street S.

Dear Ms. Goodman:

This letter is to notify you that Portland Tower, LLC ("Portland Tower") is seeking approval for the construction of a condominium project consisting of 112 units.

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Sincerely,

Lynn M. Leegard

Lynn M. Leegard
Vice President

Farrar, Rebecca D.

From: Bert Winkel <b.winkel@houseofcharity.org>
Sent: Monday, October 20, 2014 9:33 AM
To: Goodman, Lisa R.
Cc: Farrar, Rebecca D.; Lynn Regnier
Subject: Portland Towers Variance Request

City Council Member Lisa Goodman
Senior City Planner Becca Farrar-Hughes
Elliot Park Neighborhood Inc Lynn Reginier

House of Charity has been in the Elliot Park since 1976. We have worked hard at being a good neighbor and active in the community. We have used our resources to provide needed services to the poor, homeless and others in the city. We have updated our facilties in order to provide safe and affordable housing to those unable to afford market rate rent. Yet, we have assisted those residenets who can afford market rate housing find it.

We have two concerns:

1. Variance to the Setback - When Mr. Stanton proposed the Portland Tower project he approached us about acquiring an easment over a portion of our property that is now used as a driveway to our staff parking and trash receptacles. This would allow him to build his condos on the property line verses the 15 foot setback required for 75% windows. We have refused his offer twice. It is our understanding that he will be asking for a variance of anywhere between 10 and 12 1/2 feet from you and we are asking you to refuse this variance.

While we are not opposed to the development of this lot, we are concerned about the impact on our clients. Our clients have all experienced society's misperceptions of people experiencing homelessness. I do not want our client's to worry about the perceptions of the condo owners looking down at their movements if Mr. Stanton is granted the variance. Mr. Stanton himself stated to me, " at least you don't have the loitering outside that Salavtion Army has."

2. Landscaping - The three levels of parking above ground will be as tall as our building. The west side of the garage, which faces our east facing windows of our clients, will be brick and some form of decorative metal. Since there is no landspacing planned to break up this wall, we have asked, and Mr. Stanton has agreed, to have green walls installed. While we realize he can not make the whole wall green, we are asking to see the plan and quantity of green wall before the project is approved.

Again, we are not opposed to the development of this project, however, we are concerned about our residents.

Bert Winkel
Executive Director

House of Charity
510 South 8th Street
Minneapolis, MN 55404-1079
phone: 612-594-2001
fax: 612-594-2020
b.winkel@houseofcharity.org
www.houseofcharity.org

www.facebook.com/houseofcharitymn
twitter.com/houseofcharity

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Feed. House. Empower.

ELLIOT PARK
NEIGHBORHOOD

October 30, 2014

City of Minneapolis Community Planning Commission

Dear Planning Commission members:

Elliot Park Neighborhood Inc. (EPNI) has reviewed Shamrock Development's Portland Tower proposal for the corner of 8th Street South and Portland Avenue. Over the course of the last month EPNI has heard the proposal at its Development Task force and at its monthly Building, Land Use, and Housing (BLUH) Community Forum on October 16. Also, the EPNI Board of Directors held a special meeting on October 29 to meet with the developer.

The following motion was recommended at the BLUH Community Forum and then adopted unanimously by the EPNI Board of Directors on October 29, 2014:
"To grant conceptual approval for the 'Portland Tower' project, as presented by Shamrock Development, conditioned upon the addition of green screening on the west and north parking ramp walls and more glass insertions on the 8th Street and Portland Avenue parking ramp walls."

Between the BLUH meeting and the EPNI Board meeting the new renderings presented by Shamrock incorporated the green screening and additional windows as requested. The new plans also added street trees and planter boxes as suggested by community members.

It is worth noting that two other entities located in the neighborhood have expressed concerns about the proposed development. House of Charity, located next door at 510 S. 8th Street, has concerns about the variance request for less of a setback on the west side. These concerns were not presented at the BLUH meeting so they were not included in the motion passed at that meeting.

The Sexton Building Condominium Association has expressed concerns about the proximity of the Portland Tower building to the Sexton, which is 4.5 feet. This concern was also expressed at the BLUH Forum, but more attention was given to the developer's offer to make this wall "green" by plantings that would cover the wall, and by the developer's plan to provide parking spaces for Sexton residents.

Both of these entities are undertaking actions on their own to present their concerns to the Planning Commission. We must emphasize that the EPNI motion is not in conflict with concerns being advanced by the Sexton and the House of Charity. The restricted timing for the neighborhood review process in relation to the timing of these concerns being advanced was a factor. EPNI urges the Planning Commission to give full consideration to the concerns of Sexton residents and the House of Charity.

Thank you for your thorough review of the Portland Tower proposal. EPNI will be represented at the Committee of the Whole meeting on October 1. Please contact Kim Vohs, EPNI's Community Development Consultant, at 952-975-9316 or vohsconsult@outlook.com, if you have any questions.

Sincerely,

Lynn Regnier

Lynn Regnier
Executive Director

EPNI has moved to 609 South 10th Street, Suite 170

719 10th Street South
Minneapolis, MN 55404
612-335-5846
www.elliotpark.org

SHARES
MINNESOTA

Jeffrey W. Jones
Attorney

D 612.359.7625
jjones@fwhtlaw.com

333 South Seventh Street
Suite 2600
Minneapolis, MN 55402
T 612.359.7600
F 612.359.7602

fwhtlaw.com

FABYANSKE
WESTRA
HART &
THOMSON

October 21, 2014

VIA EMAIL
Rebecca Farrar-Hughes
Senior City Planner
Development Services Division
City of Minneapolis – Community Planning
And Economic Development
250 South Fourth Street - Room 300
Minneapolis, MN 55415
rebecca.farrar@minneapolismn.gov

RE: The Portland Towers Proposed Condominium Building on the Corner of Portland Avenue and Eighth Street South in Minneapolis, Minnesota

Dear Ms. Farrar:

I represent the Sexton Condominium Association (the "Association"). As you may know, we have been working with the developer, Shamrock Construction, regarding the proposal to build a condominium building on the corner of Eighth Street and Portland Avenue. Although the Association supports the proposed development of a condominium on the vacant lot, in part because the proposed building will partially address the Sexton's Condominium Association's parking needs, we do have one main concern with the proposed building. The Association is concerned that there will be only four and a half feet between the proposed Portland Towers building and the Sexton Condominium Association building. This raises a safety issue because emergency vehicles, including fire trucks, will not be able to access the Sexton Condominium courtyard. Finally, the Association is also concerned that the proposed construction will be so close to the Sexton, which is 90 years old, and such construction could potentially damage to the Sexton building.

We would fully support the building if there was more of a setback that would allow, at a minimum, vehicles to access the courtyard for emergency purposes.

Very truly yours,

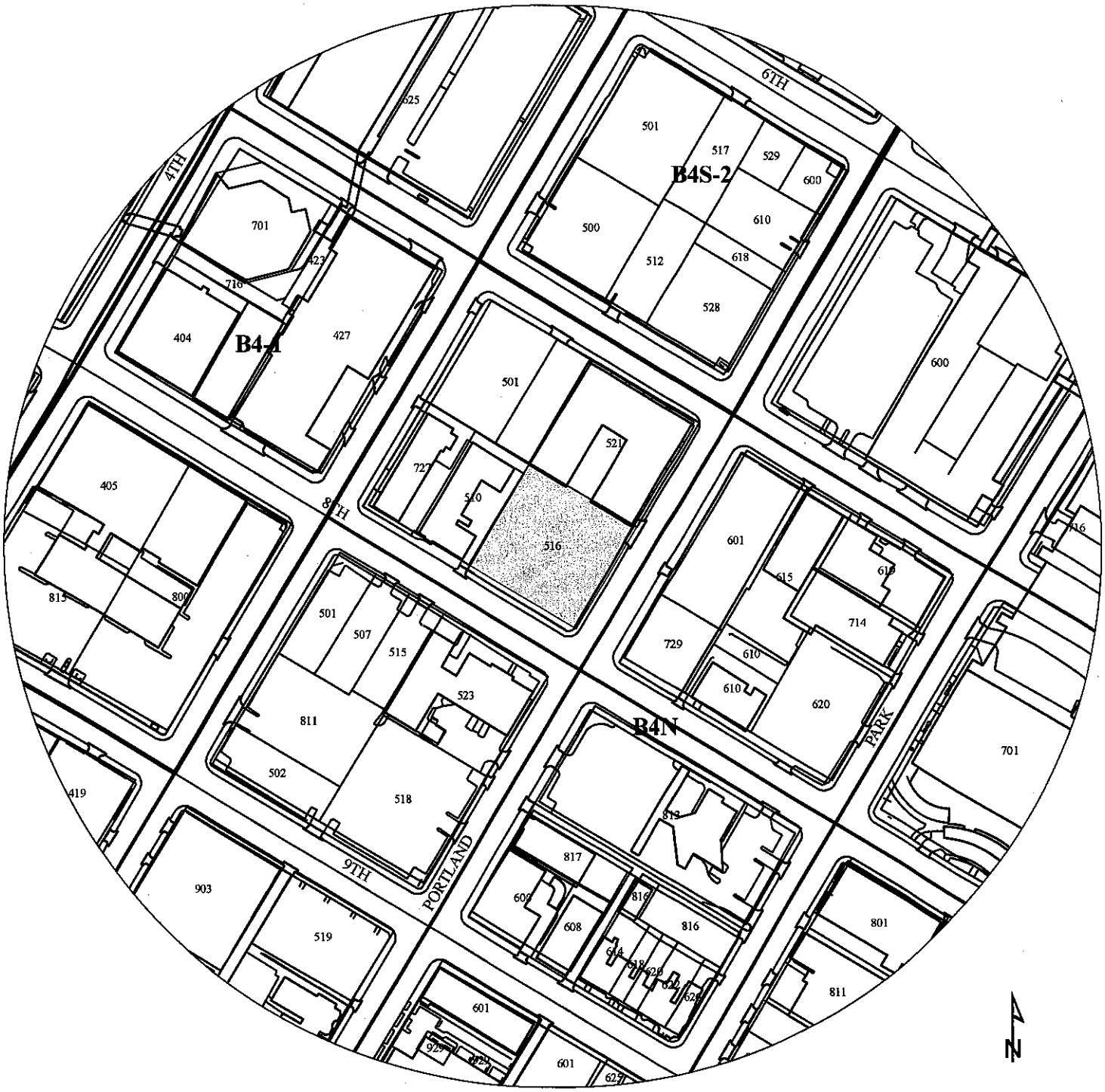
Jeffrey W. Jones

JWJ/gml
Cc: Lynn Regnier, Executive Director - Elliot Park Neighborhood, Inc. (Lynnregnier@elliotpark.org) (via email)
Lisa Goodman (lisagoodman@minneapolismn.gov) (via email)

085344\001\3890465.v1

Portland Tower **7th**

NAME OF APPLICANT WARD

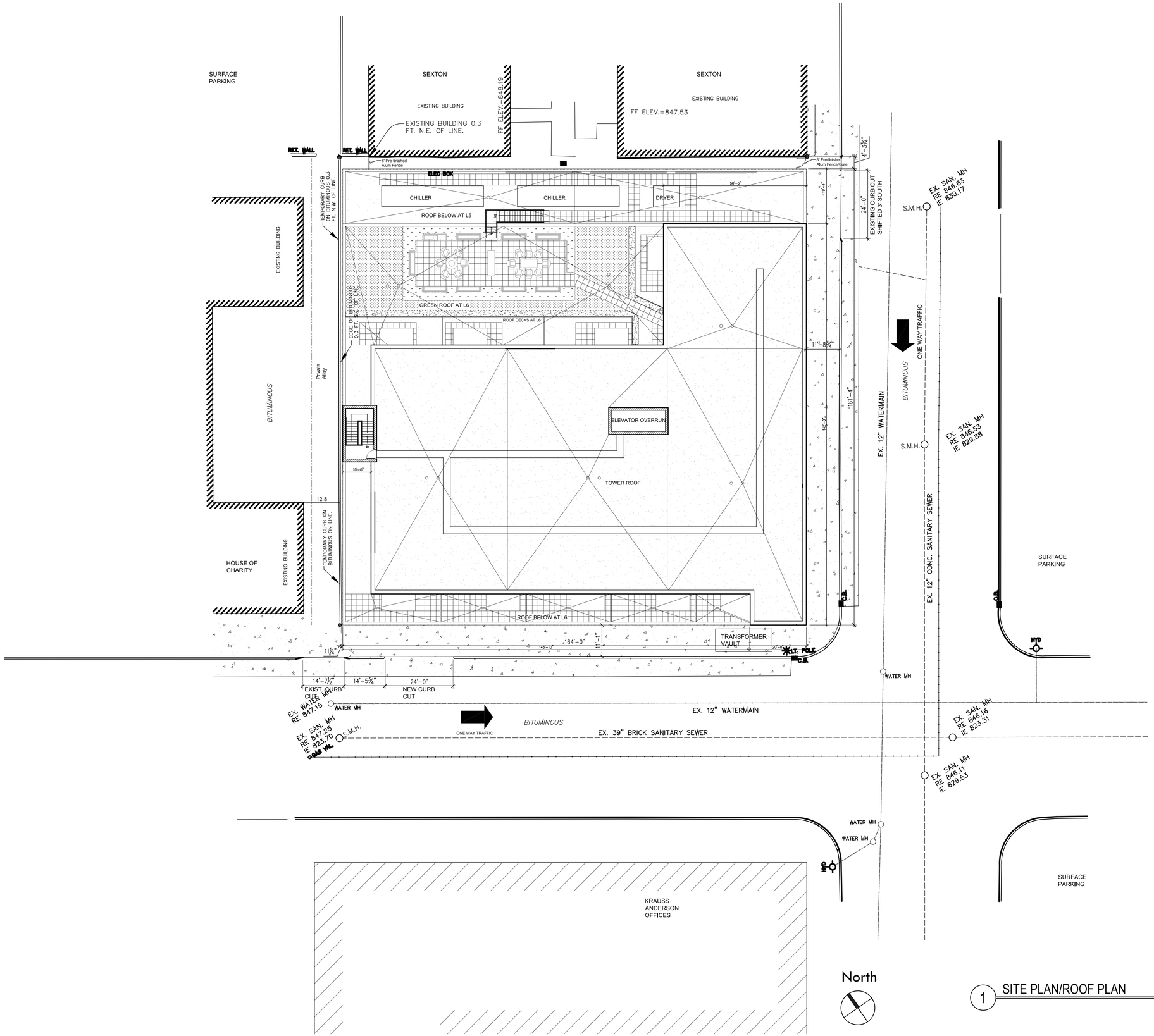


PROPERTY ADDRESS

516 8th Street South

FILE NUMBER

BZZ-6898



1 SITE PLAN/ROOF PLAN

1/16" = 1'-0"

PLOTTED: 10-09-2014 FILE NAME: Option_Site.dwg

OERTEL ARCHITECTS

1795 Saint Clair Avenue
St. Paul, Minnesota 55105

(651) 696-5186 Tel
(651) 696-5188 Fax

www.oertelarchitects.com

PROJECT NAME:

PORTLAND & 8th

MINNEAPOLIS, MN

PLANNING COMMISSION SUBMITTAL
OCTOBER 8, 2014

PROJECT NUMBER: 14–18

DATE ISSUED:

DRAWN BY: DLB

CHECKED BY: JLO

REVISIONS:

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SIGNATURE

DATE

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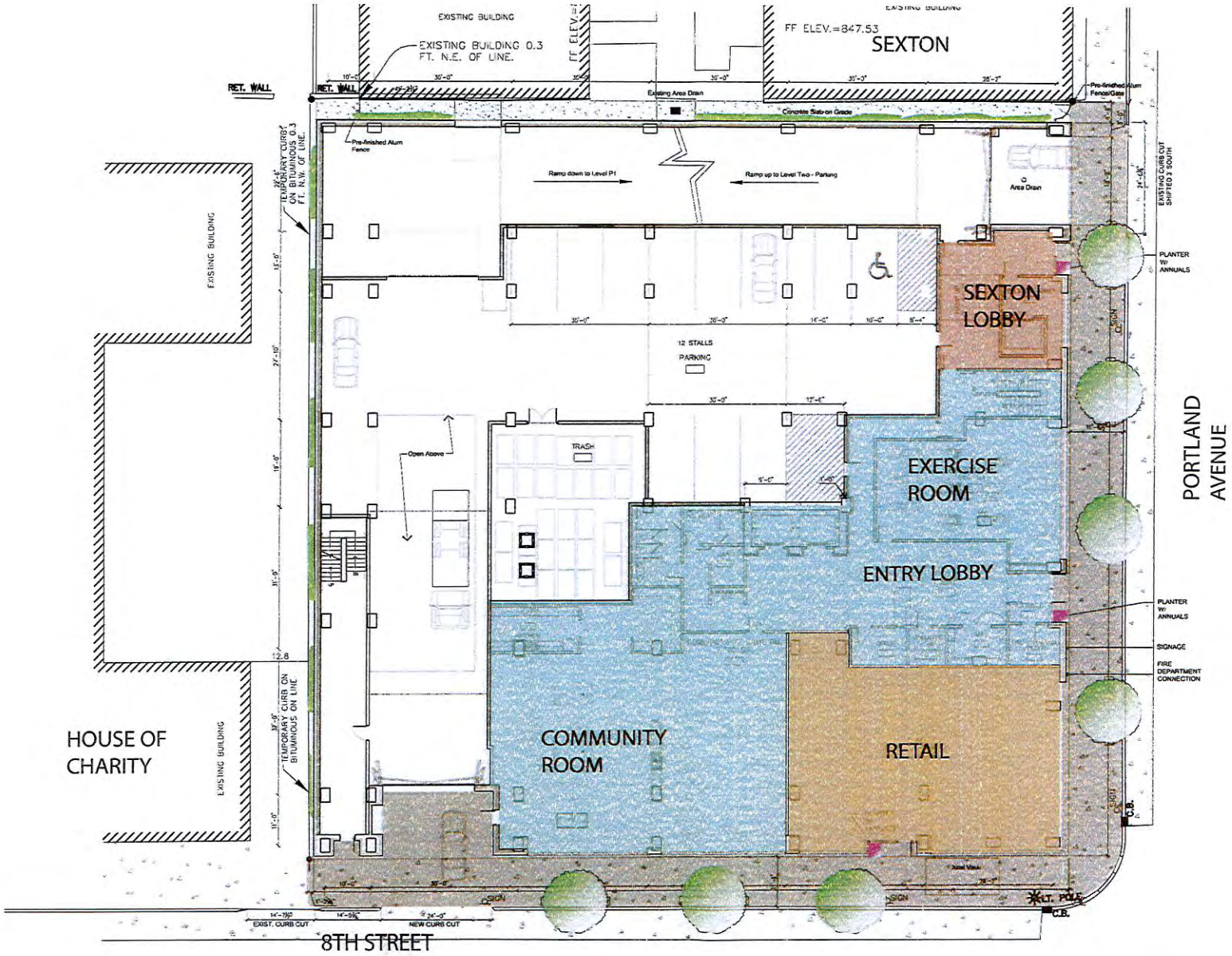
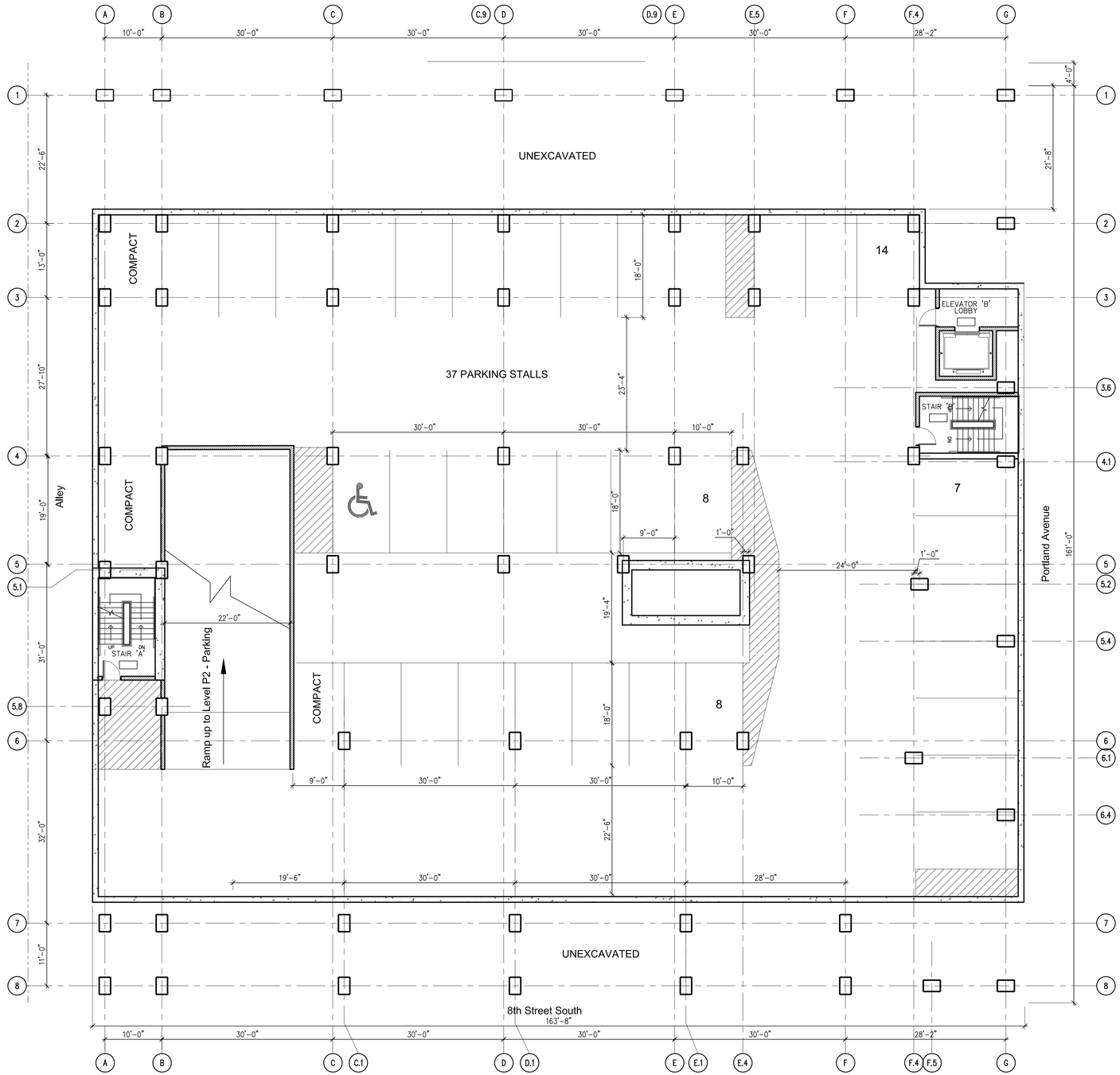
SHEET NO: A0.0


EXISTING BUILDING
EXISTING BUILDING 0.3 FT. N.E. OF LINE.
FF ELEV.=847.53
SEXTON
RET. WALL
Existing Area Drain
Concrete Slab on Grade
Pre-finished Alum Fence
Ramp down to Level P1
Ramp up to Level Two - Parking
Area Drain
EXISTING CURB CUT SHIFTED 3' SOUTH
PLANTER W/ ANNUALS
SEXTON LOBBY
12 STALLS PARKING
TRASH
Open Above
EXERCISE ROOM
ENTRY LOBBY
PLANTER W/ ANNUALS
SIGNAGE
FIRE DEPARTMENT CONNECTION
COMMUNITY ROOM
RETAIL
PORTLAND AVENUE
HOUSE OF CHARITY
EXISTING BUILDING
TEMPORARY CURB ON BITUMINOUS 0.3 FT. N.W. OF LINE.
TEMPORARY CURB ON BITUMINOUS ON LINE
EXIST. CURB CUT
NEW CURB CUT
8TH STREET



1 LEVEL P3 OPTION

1" = 10'

North

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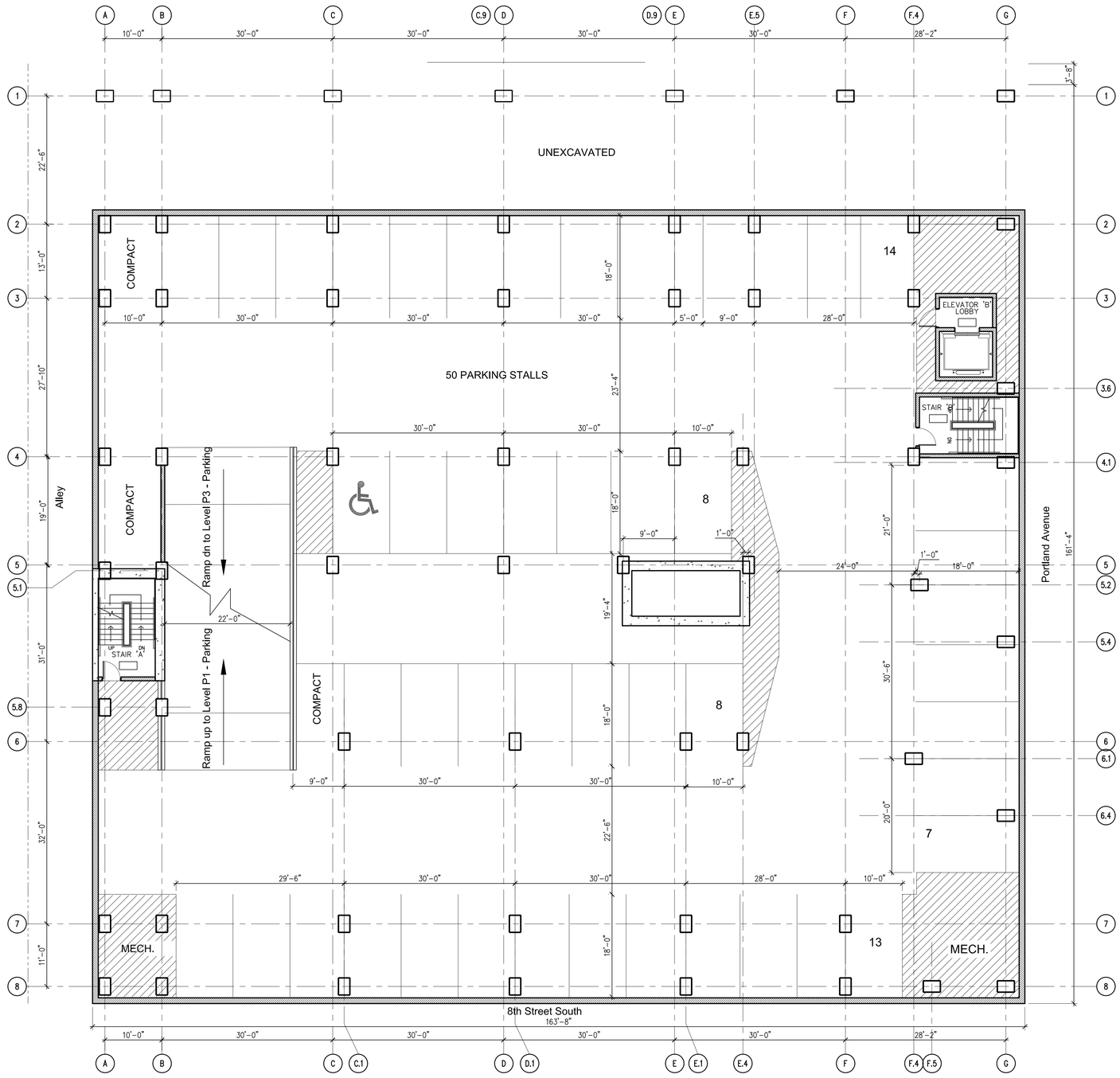

1 LEVEL P2 OPTION

1" = 10'

North

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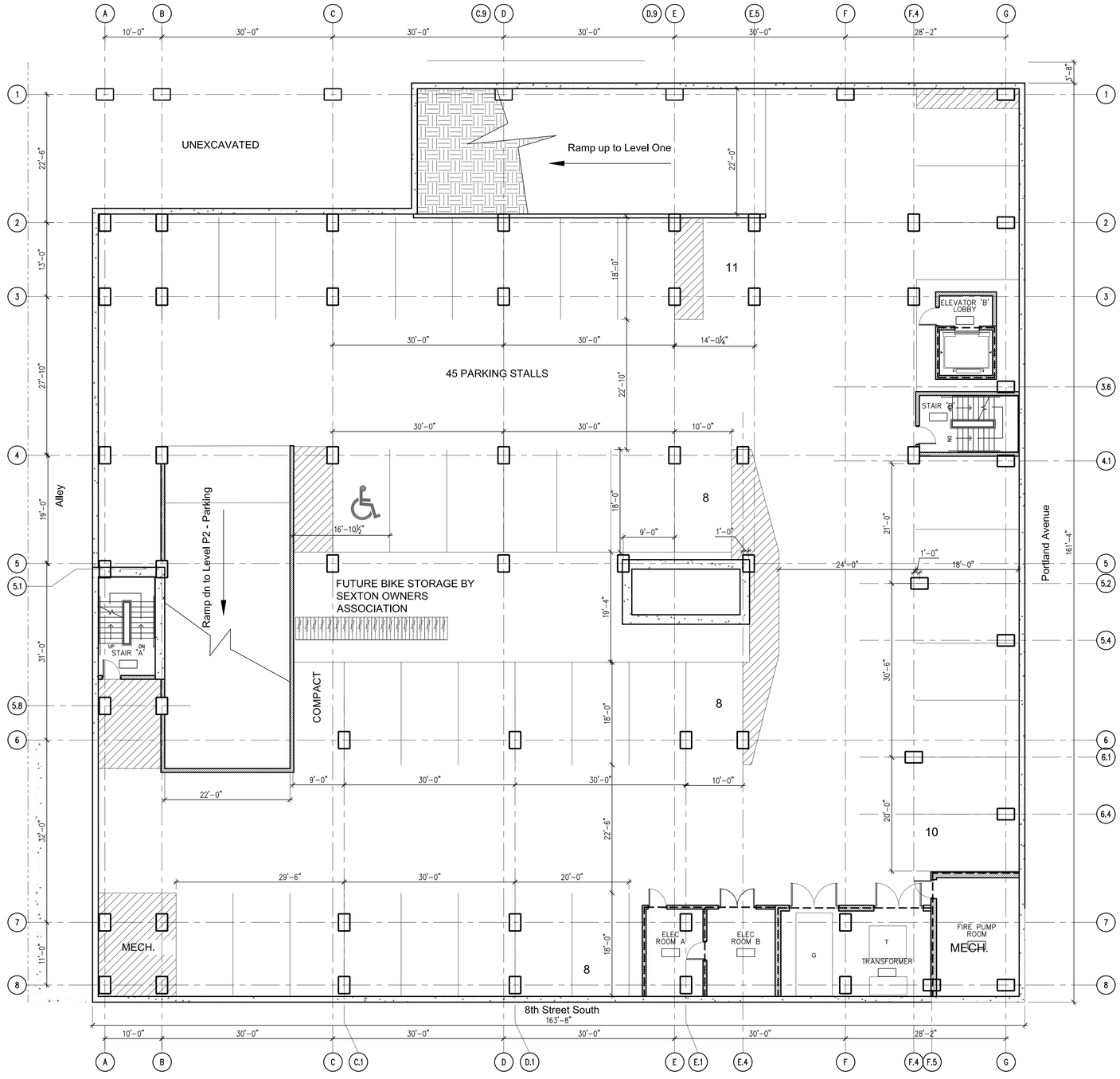
SHEET NAME:

SHEET NO: A0.2



1 LEVEL P1 OPTION

1" = 10'

North

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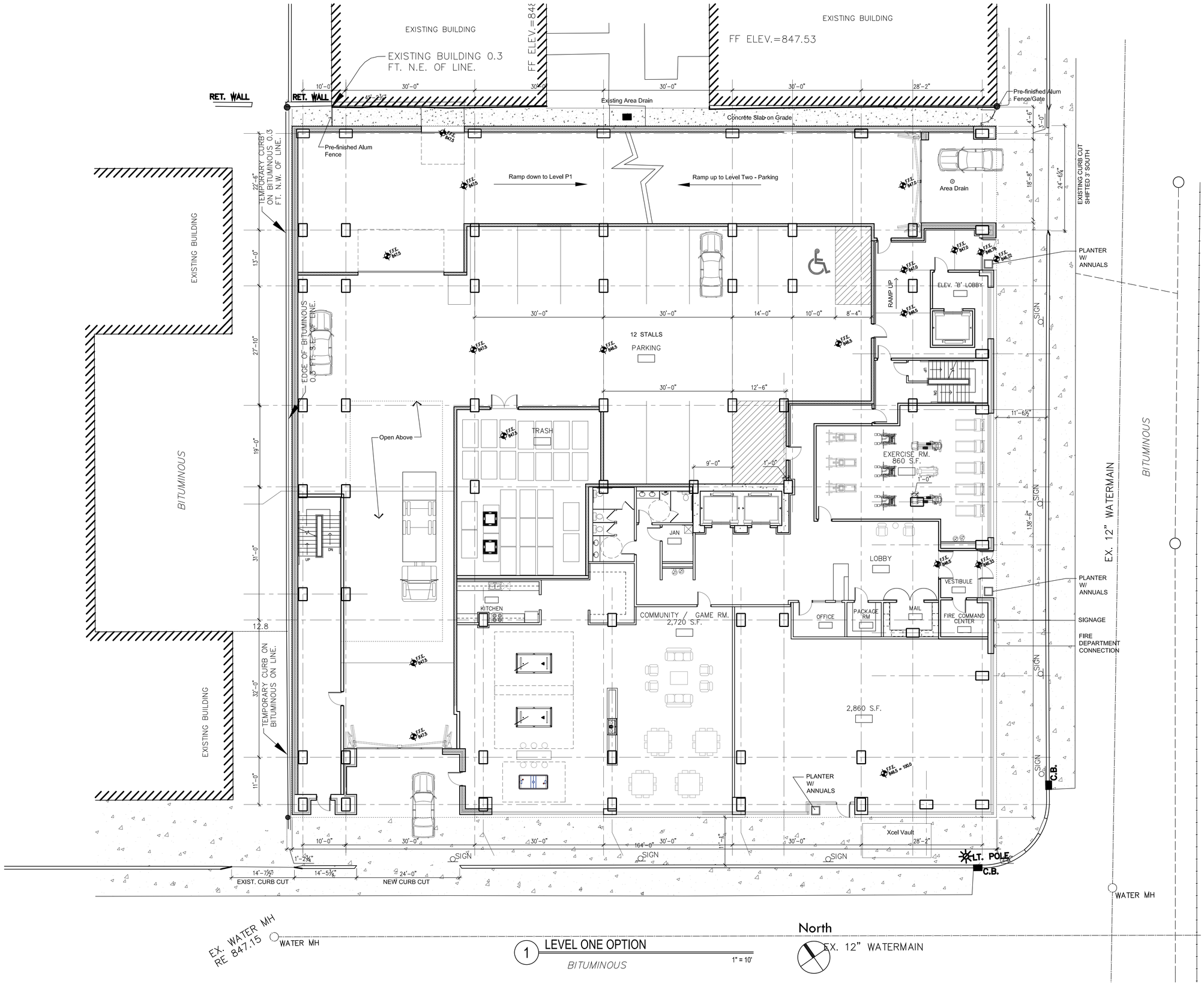
SHEET NAME:

SHEET NO: A0.1



1 LEVEL ONE OPTION

BITUMINOUS

1" = 10'

PLOTTED: 10-09-2014 FILE NAME: Option_L1.dwg

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DATE

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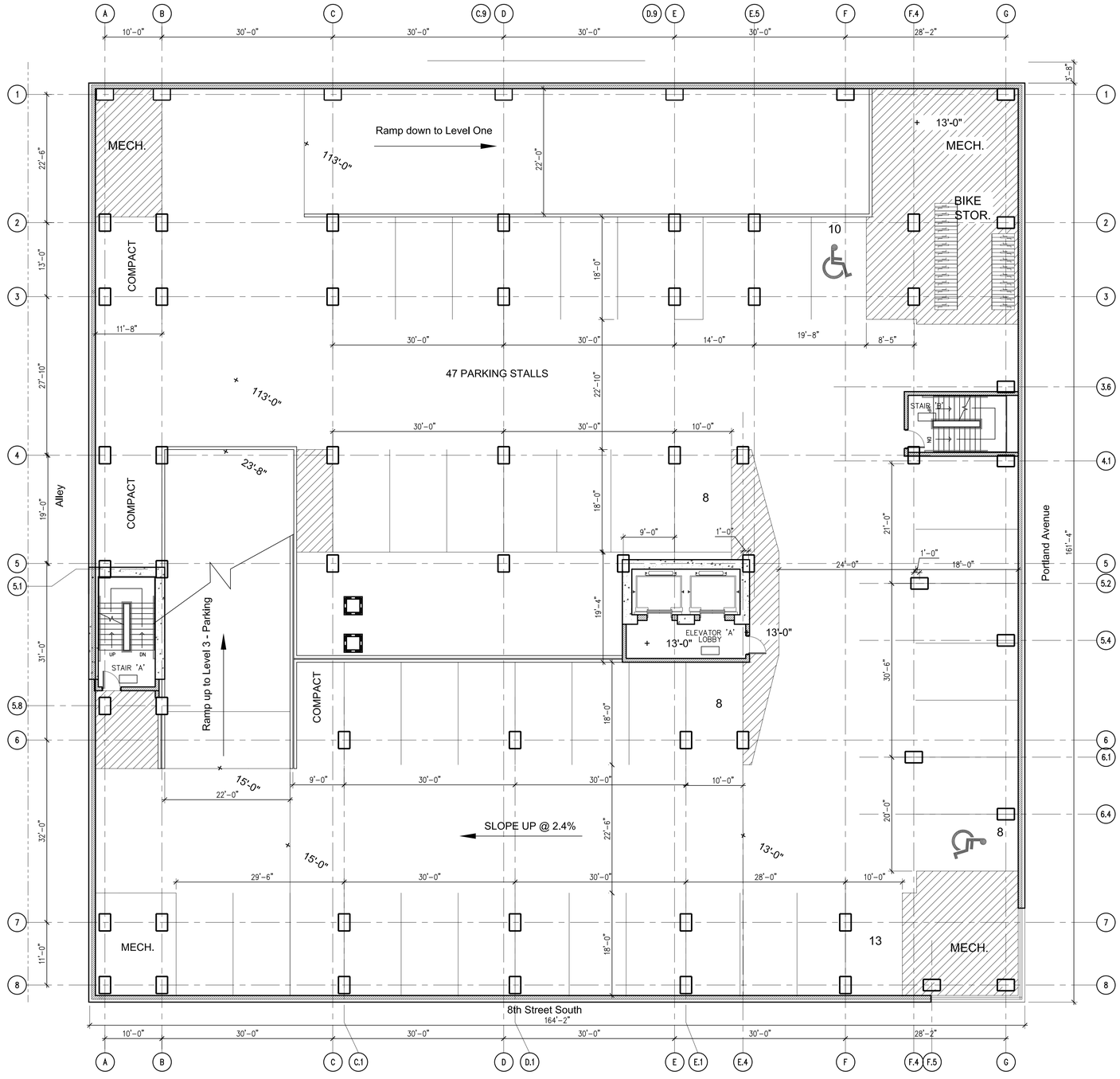
SHEET NO: A1.1



1 LEVEL L2 OPTION

1" = 10'

North

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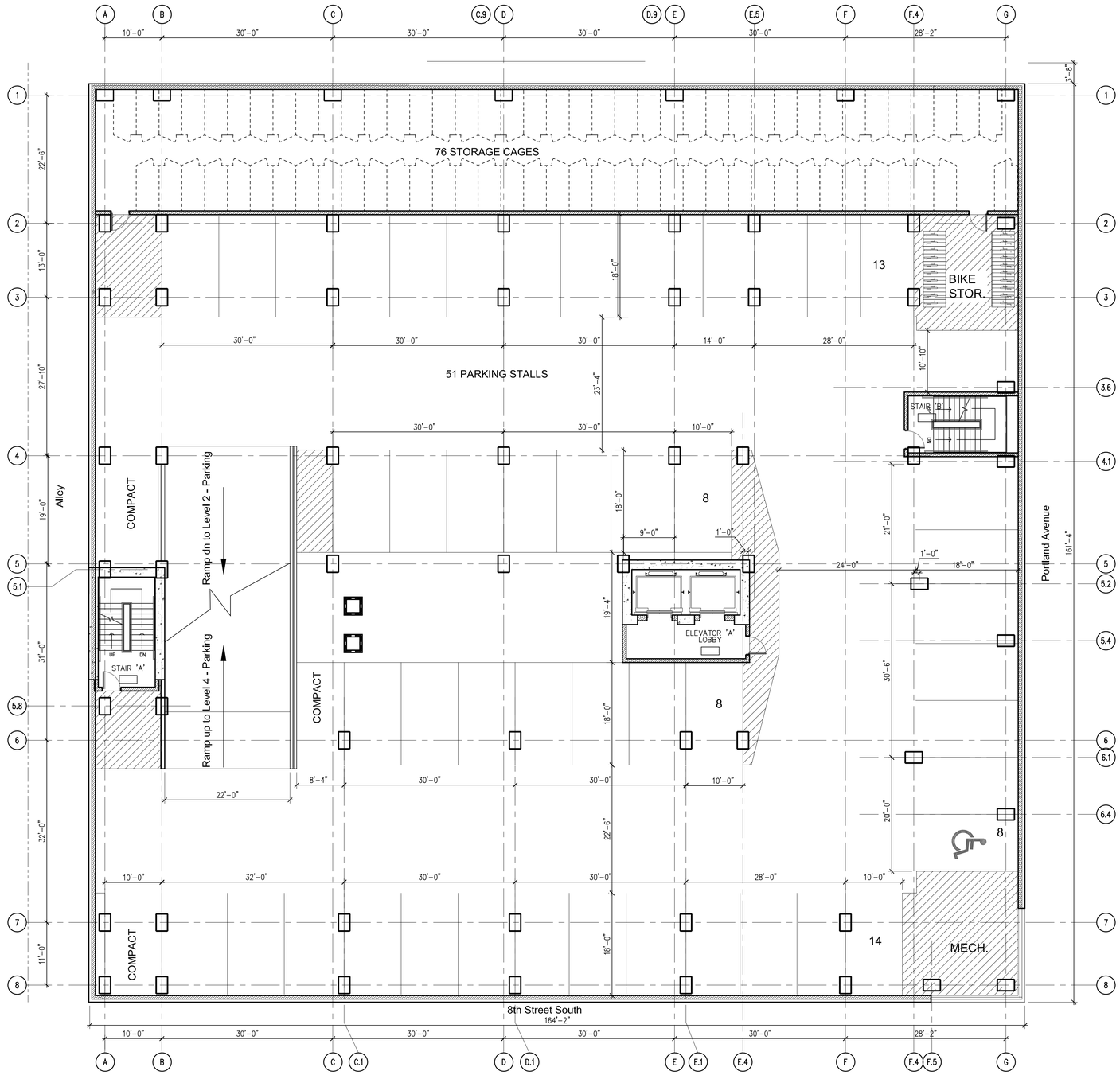

1 LEVEL L3 OPTION

1" = 10'

North

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1795 Saint Clair Avenue
St. Paul, Minnesota 55105

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(651) 696-5188 Fax

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SHEET NO: A1.3

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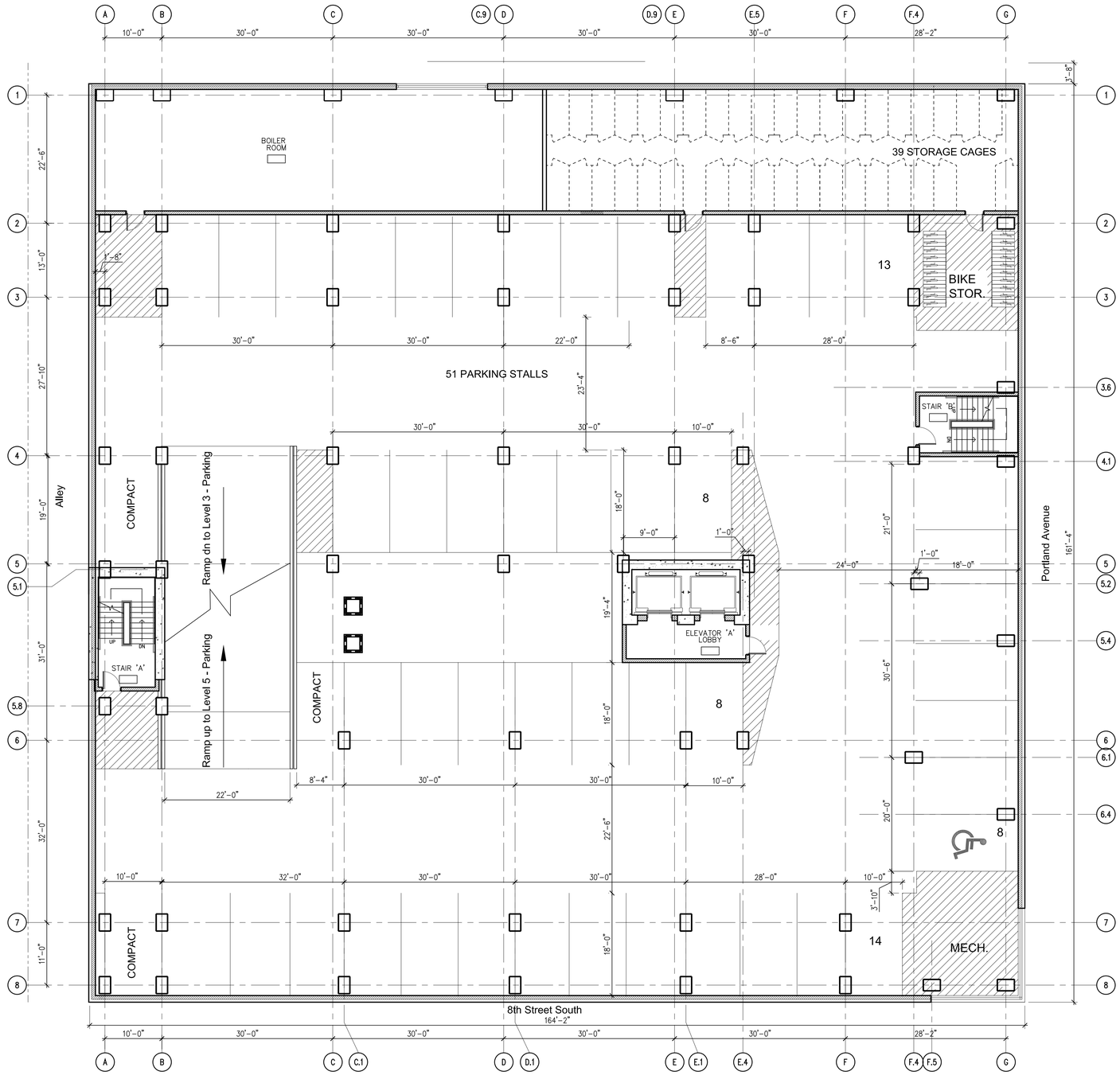

1 LEVEL L4 OPTION

1" = 10'

North

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1795 Saint Clair Avenue
St. Paul, Minnesota 55105

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(651) 696-5188 Fax

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PROJECT NAME:

PORTLAND & 8th

MINNEAPOLIS, MN

PLANNING COMMISSION SUBMITTAL
OCTOBER 8, 2014

PROJECT NUMBER: 14–18

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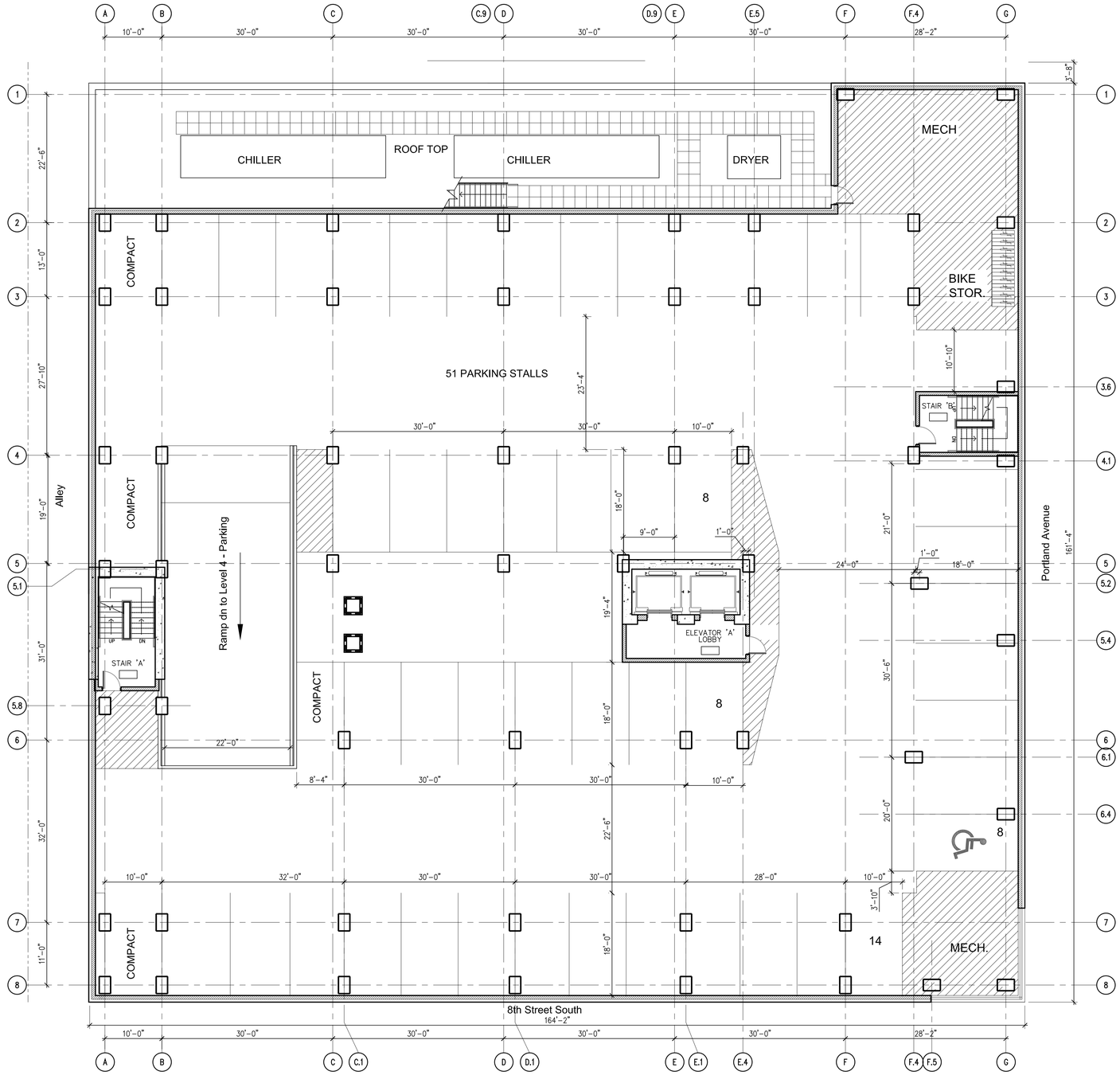

1 LEVEL L5 OPTION

1" = 10'

North

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St. Paul, Minnesota 55105

(651) 696-5186 Tel
(651) 696-5188 Fax

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PROJECT NAME:

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MINNEAPOLIS, MN

PLANNING COMMISSION SUBMITTAL
OCTOBER 8, 2014

PROJECT NUMBER: 14–18

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DATE

REGISTRATION

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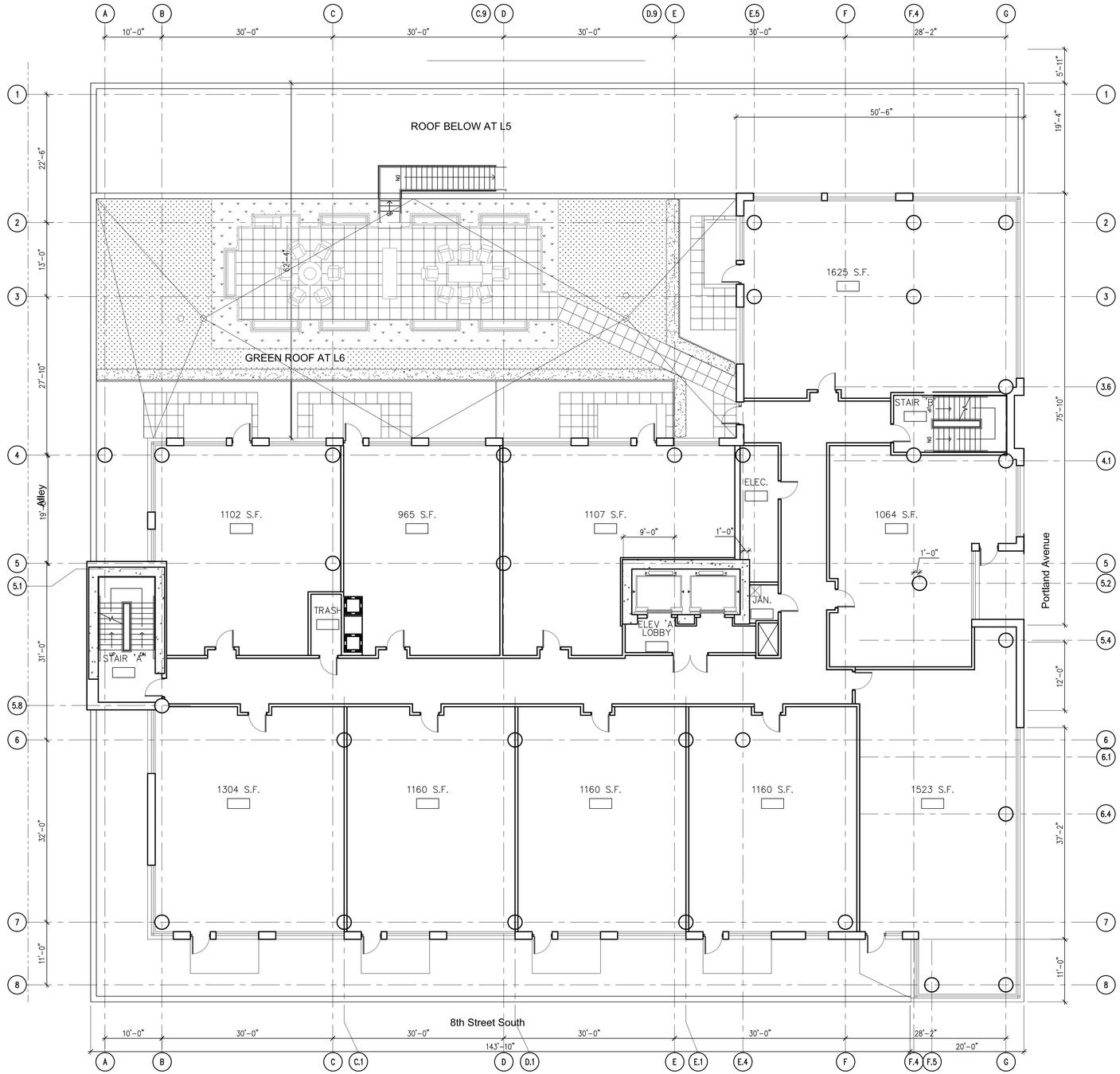
SHEET NO: A1.5



1 L6-L13

1" = 10'

North

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DATE

REGISTRATION

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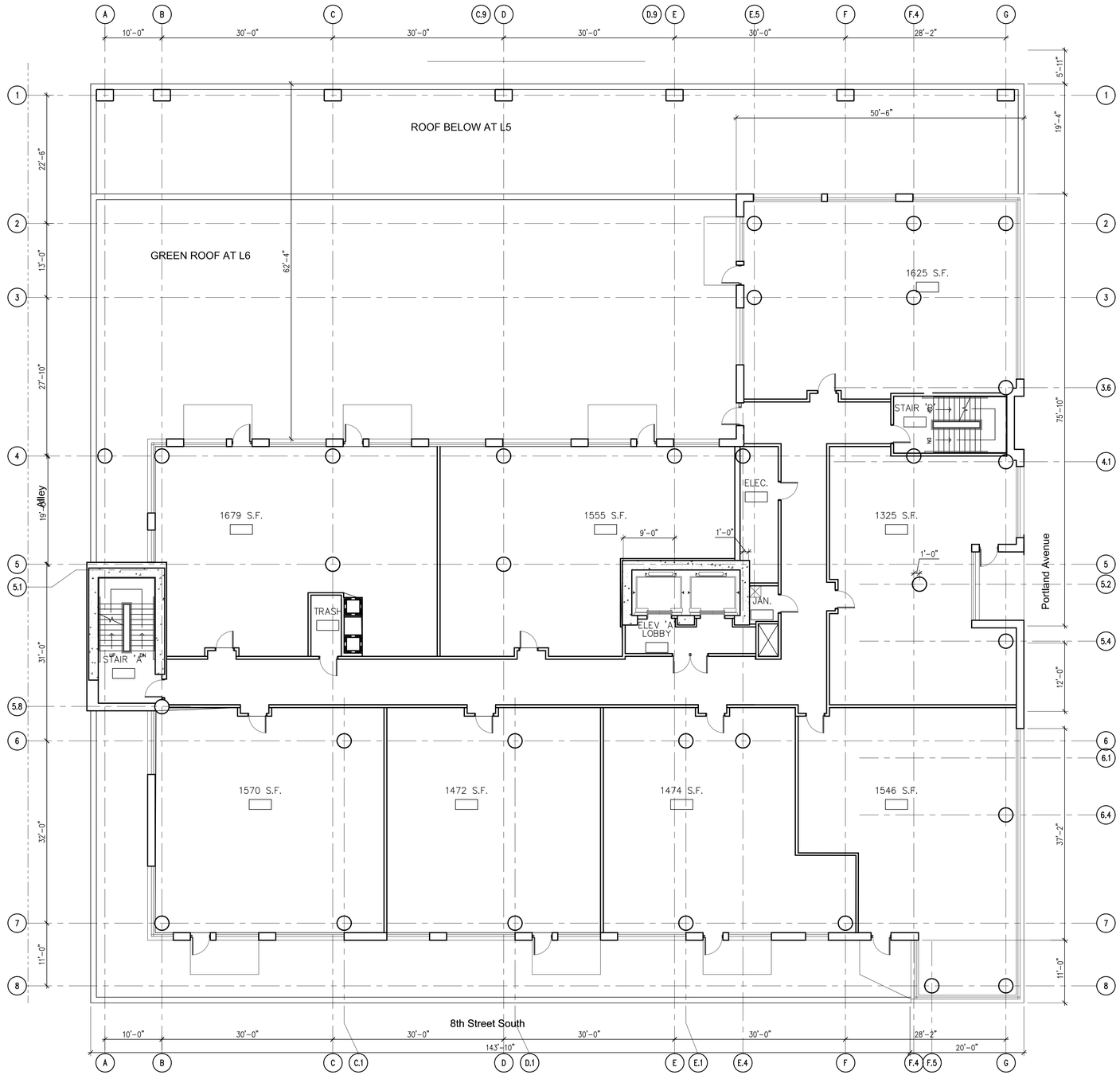
SHEET NO: A1.6



1 L14-L17

1" = 10'

North

OERTEL ARCHITECTS

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St. Paul, Minnesota 55105

(651) 696-5186 Tel
(651) 696-5188 Fax

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PORTLAND & 8th

MINNEAPOLIS, MN

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OCTOBER 8, 2014

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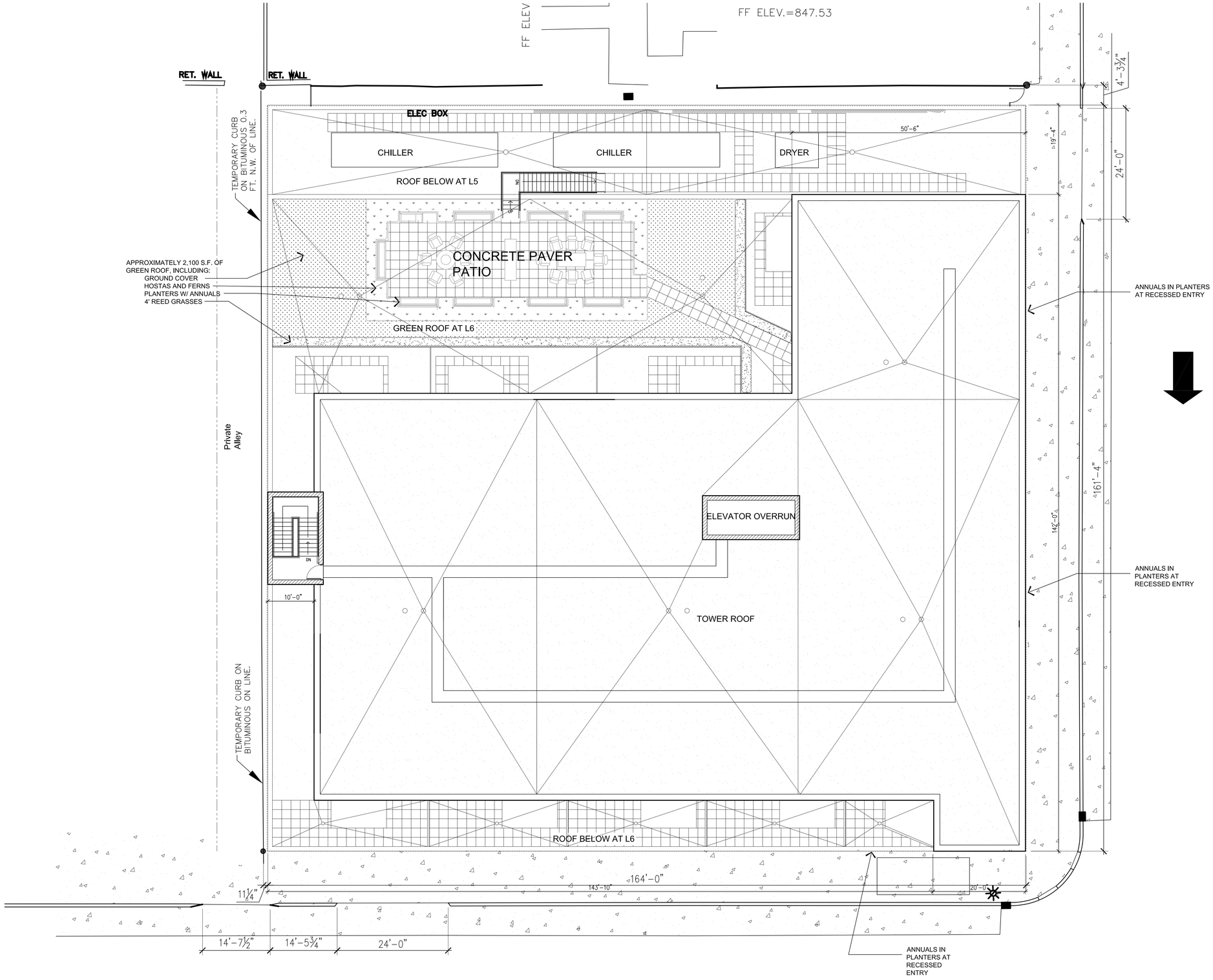

1 LANDSCAPE PLAN

1" = 10'-0"

OERTEL ARCHITECTS

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St. Paul, Minnesota 55105

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MINNEAPOLIS, MN

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OCTOBER 8, 2014

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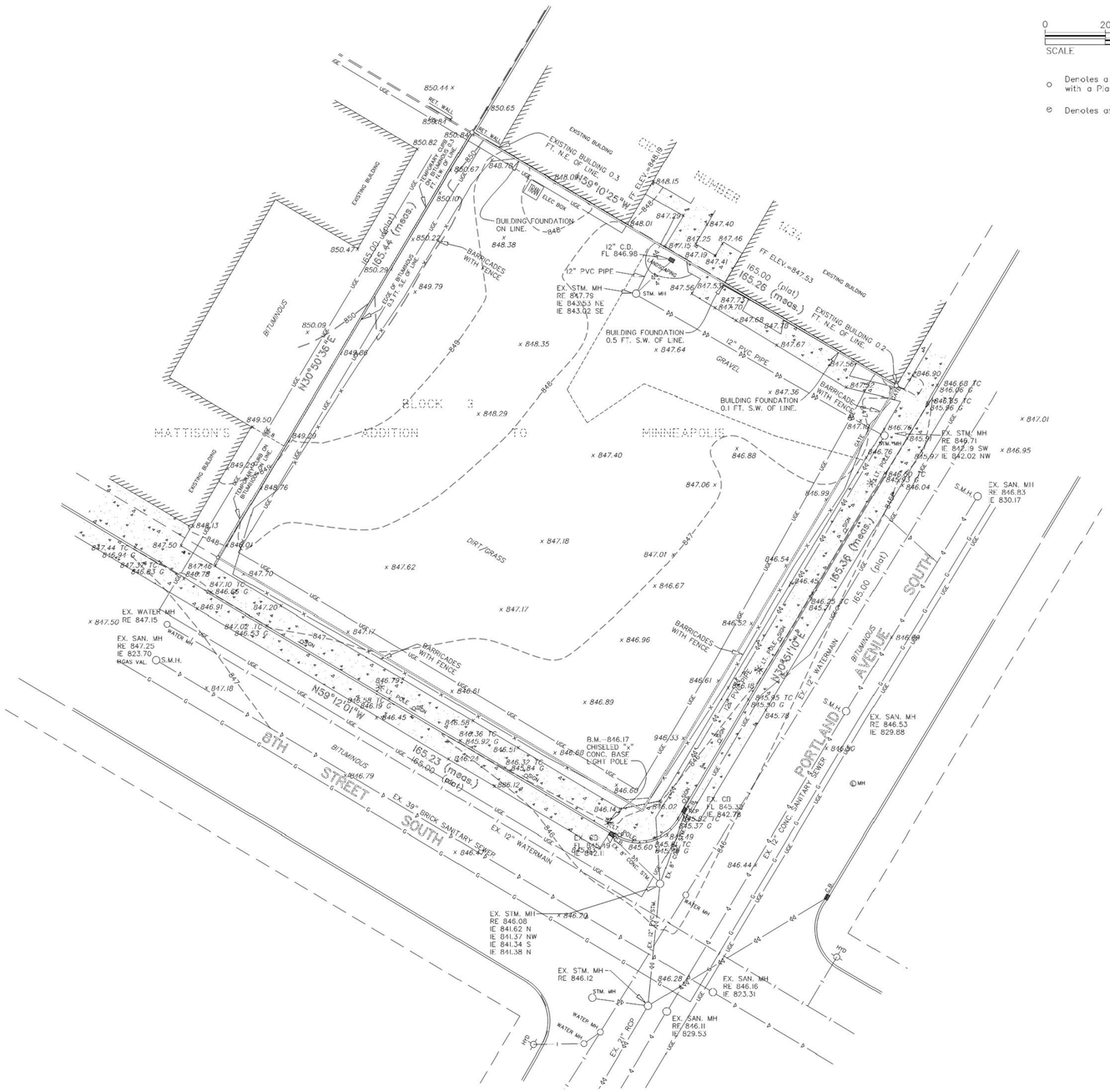
SIGNATURE

DATE

REGISTRATION

SHEET NAME:

SHEET NO: L.0



SCALE 0 20 40 60 IN FEET

Denotes a 1/2 Inch x 14 Inch Iron Pipe set with a Plastic Cap Stamped 21729

Denotes an Iron Monument Found

LEGEND

- HYD — Denotes Existing Water Hydrant
- Denotes Existing Water Valve
- S.M.H. — Denotes Existing Sanitary Sewer Manhole
- STM MH — Denotes Existing Storm Sewer Manhole
- C.B. — Denotes Existing Catch Basin
- SIGN — Denotes Existing Traffic Sign
- L.T. POLE — Denotes Existing Light Pole
- Denotes Existing Watermain
- Denotes Existing Sanitary Sewer
- Denotes Existing Storm Sewer
- Denotes Existing Underground Gas Line
- Denotes Existing Barbed Wire Fence
- UGE — Denotes Existing Underground Electric Line

SUBJECT PROPERTY

The Southeasterly one-half of the Southwesterly one-half of Block 3, Mattisons Addition to Minneapolis, Hennepin County, Minnesota.

Benchmark: 846.17 ft. (N.A.V.D. 88)
CHISELED "X" IN CONCRETE AT BASE OF LIGHT POLE, NORTH QUAD. OF 8TH STREET SOUTH & PORTLAND AVENUE SOUTH.

REV NO.	DATE	DESCRIPTION

DATE: 9/23/2014
BOOK/PAGE: --/--
DRAWN BY: BJC
CHECKED BY: RVB
DWG: 8986-10TOPO
TEXT: --
FILE NO.: 8986.10-02

I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the state of Minnesota.

Signature: Rick M. Bom
Date: 9/23/2014 Lic. No. 21729

Oliver Surveying & Engineering Inc.
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500 Dodge Ave. Elk River, Minnesota 55330
(763) 441-2072 - fax. (763) 441-5665
www.oliver-inc.com

MATTISON'S ADDITION TO MINNEAPOLIS
MINNEAPOLIS, MN
FOR
SHAMROCK DEVELOPMENT, INC
TOPOGRAPHIC SURVEY

SHEET NO. — OF —

OERTEL ARCHITECTS
1795 Saint Clair Avenue
St. Paul, Minnesota 55105
(651) 696-5186 Tel
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www.oertelarchitects.com

PROJECT NAME:
PORTLAND & 8th
MINNEAPOLIS, MN

BKBM ENGINEERS
5930 Brooklyn Boulevard
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PROJECT NUMBER: 14470.00
DATE ISSUED: 10-08-14
DRAWN BY: KAB
CHECKED BY: JWM
REVISIONS:

SIGNATURE
DATE
REGISTRATION

SHEET NAME: TOPOGRAPHIC SURVEY
SHEET NO: C0.0

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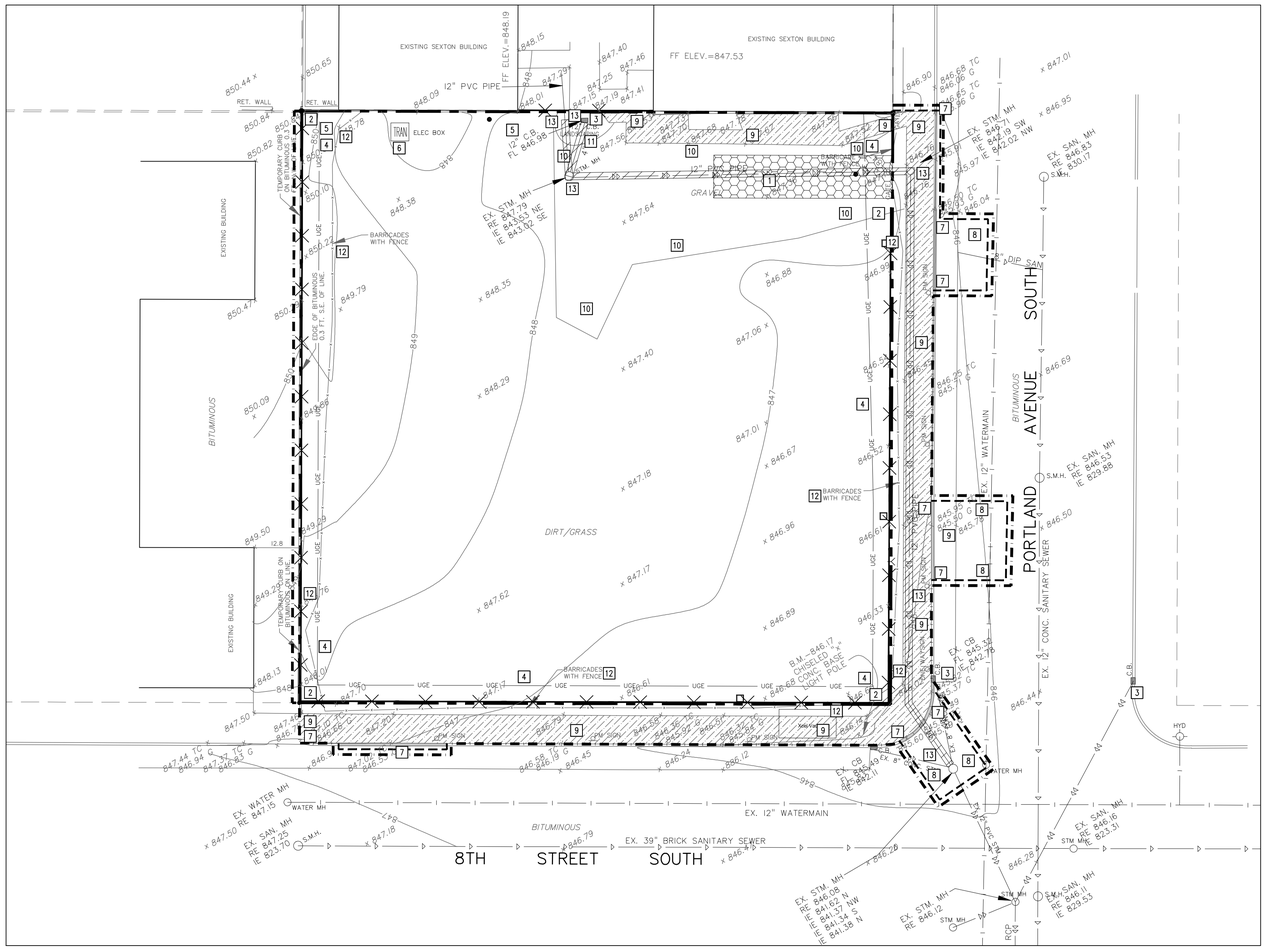


1 C1.0 DEMOLITION AND EROSION CONTROL PLAN
1"=20'

PROPOSED PLAN SYMBOLS

- CONSTRUCTION LIMITS
- SILTATION FENCE
- PROPERTY LINE
- SAWCUT LINE (APPROX.)
- EROSION CONTROL BLANKET (TEMPORARY)
- BITUMINOUS REMOVAL
- CONCRETE REMOVAL
- PIPE REMOVAL
- CURB REMOVAL

*NOTE: CONSTRUCTION LIMITS ARE ANTICIPATED TO BE PROPERTY LINE UNLESS OTHERWISE SHOWN.

ABBREVIATIONS

BLDG	Building
BM	Bench Mark
CB	Catch Basin
CL	Center Line
CONC	Concrete
DIP	Ductile Iron Pipe
ELEV	Elevation
EX	Existing
FFE	Finished Floor Elevation
INV	Invert
MAX	Maximum
MH	Manhole
MIN	Minimum
PVC	Polyvinyl Chloride
RCP	Reinforced Concrete Pipe

APPROXIMATE DISTURBED AREA IS 0.74 ACRES

NOTE:
STORM SEWER INLETS NOT SHOWN ON PLAN MAY RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. INSTALL INLET SEDIMENT PROTECTION PER DETAIL 4/C1.0 ON ALL STORM INLETS THAT MAY RECEIVE RUNOFF.

N

20' 10' 0 20' 40'
SCALE 1" = 20'

KEYED NOTES

KEYED NOTES ARE DENOTED BY [NO] ON PLAN.

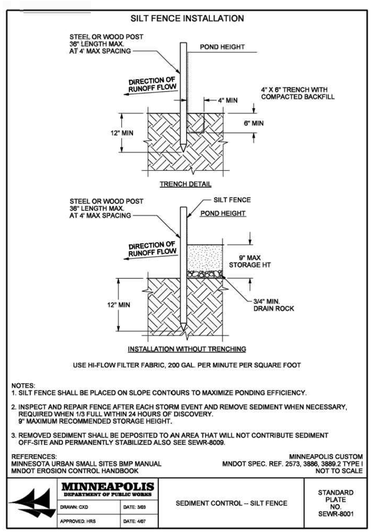
1. INSTALL ROCK CONSTRUCTION ENTRANCE. REFER TO DETAIL 3/C1.0.
2. INSTALL SILT FENCE. REFER TO DETAIL 2/C1.0.
3. INSTALL INLET SEDIMENT PROTECTION. REFER TO DETAIL 4/C1.0.
4. COORDINATE REMOVAL/RELOCATION OF UNDERGROUND ELECTRIC WITH UTILITY COMPANY.
5. PROTECT OR RELOCATE UNDERGROUND ELECTRIC. COORDINATE RELOCATION OF UNDERGROUND ELECTRIC WITH UTILITY COMPANY.
6. REMOVE/RELOCATE ELECTRICAL TRANSFORMER. COORDINATE REMOVAL/RELOCATION OF TRANSFORMER WITH UTILITY COMPANY.
7. REMOVE CURB AND GUTTER IN ITS ENTIRETY TO THE EXTENT SHOWN. SAWCUT AND REMOVE AT NEAREST JOINT.
8. SAWCUT AND REMOVE BITUMINOUS PAVEMENT IN ITS ENTIRETY TO THE EXTENTS SHOWN.
9. SAWCUT AND REMOVE CONCRETE PAVEMENT/SIDEWALK IN ITS ENTIRETY TO THE EXTENTS SHOWN.
10. REMOVE GRAVEL SURFACE IN ITS ENTIRETY TO THE EXTENTS SHOWN.
11. REMOVE LANDSCAPING.
12. REALIGN CONCRETE BARRICADES WITH CHAIN LINK FENCE TO PERIMETER OF SITE DURING CONSTRUCTION. REMOVE BARRICADES WITH CHAIN LINK FENCE ONCE CONSTRUCTION PROGRESSES TO A POINT WHERE THEY ARE NO LONGER NEEDED. LIMIT SITE ACCESS DURING CONSTRUCTION PER CITY OF MINNEAPOLIS REQUIREMENTS.
13. REMOVE STORM SEWER PIPE AND STRUCTURES IN THEIR ENTIRETY TO THE EXTENTS SHOWN. FOLLOW ALL CITY OF MINNEAPOLIS STANDARDS AND SPECIFICATIONS.

DEMOLITION AND REMOVAL NOTES:

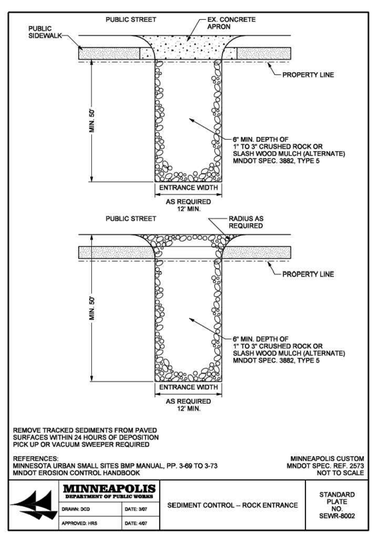
1. PRIOR TO START OF DEMOLITION, ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE INSTALLED BY THE CONTRACTOR AND INSPECTED BY THE CITY OF MINNEAPOLIS. ALL SILT FENCES SHALL BE INSTALLED AND INSPECTED PRIOR TO ANY CONSTRUCTION ACTIVITY. SILT FENCES SHALL BE INSTALLED ALONG THE CONTOUR.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATION, ELEVATION AND MARK ALL EXISTING UTILITIES 48 HOURS BEFORE CONSTRUCTION STARTS. THE ENGINEER, ARCHITECT OR OWNER DOES NOT GUARANTEE THAT ALL THE UTILITIES ARE MAPPED, OR IF MAPPED, ARE SHOWN CORRECTLY. CONTACT GOPHER STATE ONE CALL AT 651-454-0002 FOR FIELD LOCATING EXISTING UTILITIES. CONTACT UTILITY OWNER IF DAMAGE OCCURS DUE TO CONSTRUCTION.
3. THERE MAY BE MISCELLANEOUS ITEMS TO BE REMOVED THAT ARE NOT IDENTIFIED ON THESE PLANS. THE CONTRACTOR SHALL VISIT THE SITE AND REVIEW THE DOCUMENTS TO OBTAIN A CLEAR UNDERSTANDING OF THE INTENDED SCOPE OF WORK.
4. PRIOR TO START OF CONSTRUCTION, DISCONNECT ALL GAS AND ELECTRIC SERVICES. COORDINATE DISCONNECTION OF EACH UTILITY WITH THE UTILITY OWNER. REMOVE ALL GAS AND ELECTRIC LINES UNDER PROPOSED BUILDING FOOTPRINT.
5. ANY UTILITIES NOT INDICATED FOR REMOVAL OR ABANDONMENT, ARE TO BE PROTECTED AT ALL TIMES.
6. ALL EXISTING CURB AND GUTTER IS TO BE REMOVED WITHIN THE SCOPE OF THE PROJECT FROM THE SAW CUT LINES TO THE NEAREST JOINT.
7. THE BACKGROUND INFORMATION WAS PREPARED BY OLIVER SURVEYING & ENGINEERING, INC. (763) 441-5665.
8. ALL WORK IN THE PUBLIC RIGHT OF WAY IS TO BE COORDINATED WITH THE CITY OF MINNEAPOLIS. ROADWAY REPAIRS, BOULEVARD REPAIRS, AND TRAFFIC CONTROL ARE TO BE PER CITY OF MINNEAPOLIS STANDARDS AND SPECIFICATIONS.

GENERAL NOTES:

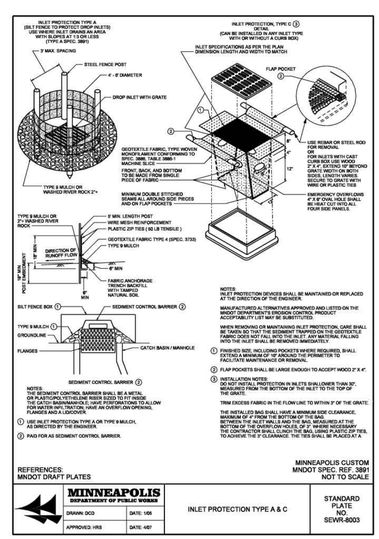
1. CONCRETE CURB AND GUTTER REMOVAL, PAVEMENT REMOVAL, AND UTILITY REMOVAL LIMITS ARE TO BE COORDINATED THE CITY OF MINNEAPOLIS AND UTILITY OWNER. REFER TO ALL CONSTRUCTION DOCUMENTS.
2. THE CONTRACTOR SHALL DEVELOP AND IMPLEMENT A TRAFFIC CONTROL PLAN WHILE WORKING WITHIN THE RIGHT-OF-WAY. THE TRAFFIC CONTROL PLAN SHALL BE APPROVED BY THE CITY ENGINEERING DEPARTMENT PRIOR TO STREET ENCROACHMENT.
3. CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING AND REVIEW ALL CONSTRUCTION DOCUMENTS AND GEOTECHNICAL REPORTS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ITEMS THAT SHOULD HAVE BEEN ANTICIPATED BY PERFORMING THE ABOVE.
4. THE ROCK CONSTRUCTION ENTRANCE INDICATED ON THE PLAN IS SHOWN IN AN APPROXIMATE LOCATION. PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR IS TO COORDINATE WITH THE CITY OF MINNEAPOLIS FOR THE EXACT ROCK CONSTRUCTION ENTRANCE LOCATION.



2 C1.0 SILT FENCE
NOT TO SCALE



3 C1.0 ROCK CONSTRUCTION ENTRANCE
NOT TO SCALE



4 C1.0 INLET SEDIMENT PROTECTION
NOT TO SCALE

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CHECKED BY: JWM
REVISIONS:

I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSION ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

SIGNATURE: Joel W. Maier
Joel W. Maier
DATE: OCT 08, 2014
REGISTRATION: 19181

SHEET NAME:
DEMOLITION AND EROSION CONTROL PLAN

SHEET NO:
C1.0

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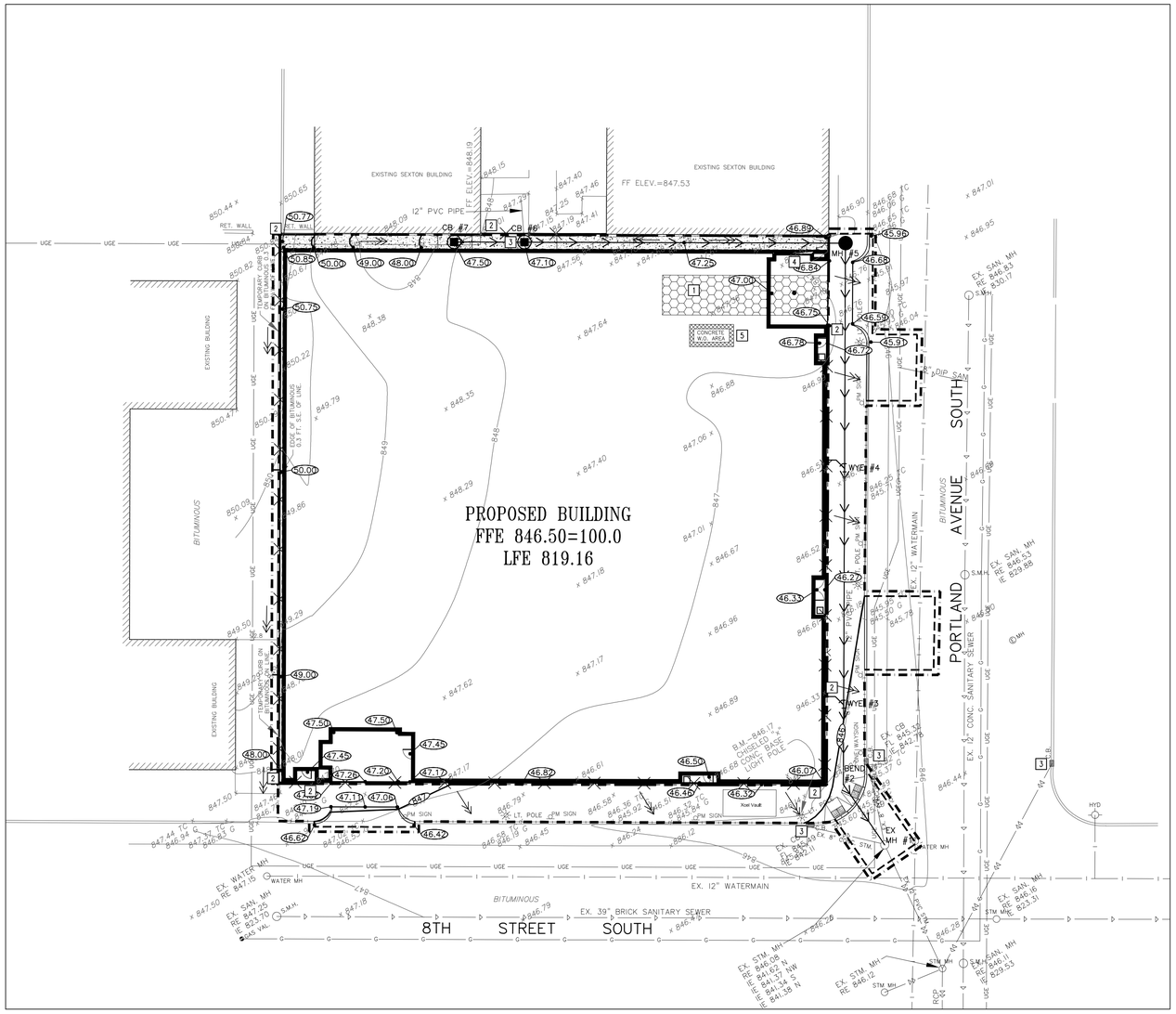

1 C2.0 GRADING, DRAINAGE, AND EROSION CONTROL PLAN
1"=20'

PROPOSED PLAN SYMBOLS

- CONSTRUCTION LIMITS
- SILTATION FENCE
- PROPERTY LINE
- SAWCUT LINE (APPROX.)
- PROPOSED CONTOUR (846)
- STORM SEWER
- CATCH BASIN
- MANHOLE
- ROCK CONSTRUCTION ENTRANCE
- DRAINAGE FLOW ARROW
- SPOT ELEVATION (46.78)
- SOIL BORING (SB-1)
- CONCRETE WASHOUT AREA (CONCRETE W.O. AREA)

ABBREVIATIONS

BLDG	Building
BM	Bench Mark
CB	Catch Basin
CONC	Concrete
ELEV	Elevation
EX	Existing
FFE	Finished Floor Elevation
INV	Invert
LFE	Lower Floor Elevation
MAX	Maximum
MH	Manhole
MIN	Minimum
PVC	Polyvinyl Chloride
RCP	Reinforced Concrete Pipe
W.O.	Washout

N

20' 10' 0 20' 40'
SCALE 1" = 20'

APPROXIMATE DISTURBED AREA IS 0.74 ACRES

NOTE:
STORM SEWER INLETS NOT SHOWN ON PLAN MAY RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. INSTALL INLET SEDIMENT PROTECTION PER DETAIL 4/C1.0 ON ALL STORM INLETS THAT MAY RECEIVE RUNOFF.

NOTE: ALL SIDEWALK, CURB AND GUTTER, DRIVEWAY ENTRANCES, AND ALLEYS ARE TO CONSTRUCTED PER:

STANDARD SUPPLEMENTAL SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC INFRASTRUCTURE IN THE CITY OF MINNEAPOLIS
2014 EDITION

BY

DEPARTMENT OF PUBLIC WORKS
MINNEAPOLIS, MINNESOTA
JANUARY 2, 2014

KEYED NOTES

KEYED NOTES ARE DENOTED BY [NO] ON PLAN.

1. INSTALL ROCK CONSTRUCTION ENTRANCE. REFER TO DETAIL 3/C1.0.
2. INSTALL SILT FENCE. REFER TO DETAIL 2/C1.0.
3. INSTALL INLET SEDIMENT PROTECTION. REFER TO DETAIL 4/C1.0.
4. ELECTRICAL TRANSFORMER/SWITCH GEAR. REFER TO ELECTRICAL PLANS.
5. APPROXIMATE LOCATION OF TEMPORARY CONTAINED CONCRETE WASH OUT BIN. REFER TO THE MINNESOTA'S NPDES/SDS GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY FOR MORE DETAILS. SELF CONTAINED CONCRETE WASHOUTS ON CONCRETE DELIVERY TRUCKS IS AN ACCEPTABLE ALTERNATIVE TO ON-SITE CONTAINMENT.

MINNEAPOLIS STANDARD EROSION CONTROL NOTES – (JANUARY 7, 2011)

1. **CONTRACTOR MUST CALL A CONSTRUCTION START 48 HOURS PRIOR TO ANY LAND DISTURBANCES 612-673-3867. FAILURE TO DO SO MAY RESULT IN FINES, THE REVOCATION OF PERMIT AND A STOP WORK ORDER BEING ISSUED.**
2. INSTALL PERIMETER EROSION CONTROL AT THE LOCATIONS SHOWN ON THE PLANS PRIOR TO THE COMMENCEMENT OF ANY LAND DISTURBANCE OR CONSTRUCTION ACTIVITIES.
3. BEFORE BEGINNING CONSTRUCTION, INSTALL A TEMPORARY ROCK CONSTRUCTION ENTRANCE AT EACH POINT WHERE VEHICLES EXIT THE CONSTRUCTION SITE. USE 2 INCH OR GREATER DIAMETER ROCK IN A LAYER AT LEAST 6 INCHES THICK ACROSS THE ENTIRE WIDTH OF THE ENTRANCE. EXTEND THE ROCK ENTRANCE AT LEAST 50 FEET INTO THE CONSTRUCTION ZONE USING A GEO-TEXTILE FABRIC BENEATH THE AGGREGATE TO PREVENT MIGRATION OF SOIL INTO THE ROCK FROM BELOW.
4. REMOVE ALL SOILS AND SEDIMENTS TRACKED OR OTHERWISE DEPOSITED ONTO PUBLIC AND PRIVATE PAVEMENT AREAS. REMOVAL SHALL BE ON A DAILY BASIS WHEN TRACKING OCCURS AND MAY BE ORDERED BY MINNEAPOLIS INSPECTORS AT ANY TIME IF CONDITIONS WARRANT. SWEEPING SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE CONSTRUCTION AND DONE IN A MANNER TO PREVENT DUST BEING BLOWN TO ADJACENT PROPERTIES.
5. INSTALL INLET PROTECTION AT ALL PUBLIC AND PRIVATE CATCH BASIN INLETS, WHICH RECEIVE RUNOFF FROM THE DISTURBED AREAS. CONTRACTOR SHALL CLEAN, REMOVE SEDIMENT OR REPLACE STORM DRAIN INLET PROTECTION DEVICES ON A ROUTINE BASIS SUCH THAT THE DEVICES ARE FULLY FUNCTIONAL FOR THE NEXT RAIN EVENT. SEDIMENT DEPOSITED IN AND/OR PLUGGING DRAINAGE SYSTEMS IS THE RESPONSIBILITY OF THE CONTRACTOR. **HAY BALES OR FILTER FABRIC WRAPPED GRATES ARE NOT ALLOWED FOR INLET PROTECTION.**
6. LOCATE SOIL OR DIRT STOCKPILES NO LESS THAN 25 FEET FROM ANY PUBLIC OR PRIVATE ROADWAY OR DRAINAGE CHANNEL. IF REMAINING FOR MORE THAN SEVEN DAYS, STABILIZE THE STOCKPILES BY MULCHING, VEGETATIVE COVER, TARPS, OR OTHER MEANS. CONTROL EROSION FROM ALL STOCKPILES BY PLACING SILT BARRIERS AROUND THE PILES. TEMPORARY STOCKPILES LOCATED ON PAVED SURFACES MUST BE NO LESS THAN TWO FEET FROM THE DRAINAGE/GUTTER LINE AND SHALL BE COVERED IF LEFT MORE THAN 24 HOURS.
7. MAINTAIN ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES IN PLACE UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED. INSPECT TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES ON A DAILY BASIS AND REPLACE DETERIORATED, DAMAGED, OR ROTTED EROSION CONTROL DEVICES IMMEDIATELY.
8. TEMPORARILY OR PERMANENTLY STABILIZE ALL CONSTRUCTION AREAS WHICH HAVE UNDERGONE FINAL GRADING, AND ALL AREAS IN WHICH GRADING OR SITE BUILDING CONSTRUCTION OPERATIONS ARE NOT ACTIVELY UNDERWAY AGAINST EROSION DUE TO RAIN, WIND AND RUNNING WATER WITHIN 7-14 DAYS. USE SEED AND MULCH, EROSION CONTROL MATTING, AND/OR SODDING AND STAKING IN GREEN SPACE AREAS. REMOVE ALL TEMPORARY SYNTHETIC, STRUCTURAL, NON-BIODEGRADABLE EROSION AND SEDIMENT CONTROL DEVICES AFTER THE SITE HAS UNDERGONE FINAL STABILIZATION WITH PERMANENT VEGETATION ESTABLISHMENT. FINAL STABILIZATION FOR PURPOSES OF THIS REMOVAL IS 70% ESTABLISHED COVER OVER DENUDED AREA.
9. READY MIXED CONCRETE AND CONCRETE BATCH/MIX PLANTS ARE PROHIBITED WITHIN THE PUBLIC RIGHT OF WAY. ALL CONCRETE RELATED PRODUCTION, CLEANING AND MIXING ACTIVITIES SHALL BE DONE IN THE DESIGNATED CONCRETE MIXING/WASHOUT LOCATIONS AS SHOWN IN THE EROSION CONTROL PLAN. UNDER NO CIRCUMSTANCE MAY WASHOUT WATER DRAIN ONTO THE PUBLIC RIGHT OF WAY OR INTO ANY PUBLIC OR PRIVATE STORM DRAIN CONVEYANCE.
10. CHANGES TO APPROVED EROSION CONTROL PLAN MUST BE APPROVED BY THE EROSION CONTROL INSPECTOR PRIOR TO IMPLEMENTATION. CONTRACTOR TO PROVIDE INSTALLATION AND DETAILS FOR ALL PROPOSED ALTERNATE TYPE DEVICES.
11. IF DEWATERING OR PUMPING OF WATER IS NECESSARY, THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS AND/OR APPROVALS PRIOR TO DISCHARGE OF ANY WATER FROM THE SITE. IF THE DISCHARGE FROM THE DEWATERING OR PUMPING PROCESS IS TURBID OR CONTAINS SEDIMENT LADEN WATER, IT MUST BE TREATED THROUGH THE USE OF SEDIMENT TRAPS, VEGETATIVE FILTER STRIPS, OR OTHER SEDIMENT REDUCING MEASURES SUCH THAT THE DISCHARGE IS NOT VISIBLY DIFFERENT FROM THE RECEIVING WATER. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED AT THE DISCHARGE POINT TO PREVENT SCOUR EROSION. THE CONTRACTOR SHALL PROVIDE A DEWATERING/PUMPING PLAN TO THE EROSION CONTROL INSPECTOR PRIOR TO INITIATING DEWATERING ACTIVITIES.

GRADING NOTES:

1. THE CONTRACTOR SHALL VISIT THE SITE, REVIEW ALL CONSTRUCTION DOCUMENTS AND FIELD VERIFY THE EXISTING CONDITIONS PRIOR TO BIDDING. NO ADDITIONAL COMPENSATION WILL BE GIVEN FOR WORK THAT COULD HAVE BEEN IDENTIFIED BY A SITE VISIT OR CONSTRUCTION DOCUMENT REVIEW.
2. THE BACKGROUND INFORMATION WAS PREPARED BY OLIVER SURVEYING & ENGINEERING, INC. (763) 441-5665.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATION, ELEVATION AND MARK ALL EXISTING UTILITIES 48 HOURS BEFORE CONSTRUCTION STARTS. THE ENGINEER, ARCHITECT OR OWNER DOES NOT GUARANTEE THAT ALL THE UTILITIES ARE MAPPED, OR IF MAPPED, ARE SHOWN CORRECTLY. CONTACT GOPHER ONE AT 651-454-0002 FOR FIELD LOCATING EXISTING UTILITIES. CONTACT UTILITY OWNER IF DAMAGE OCCURS DUE TO CONSTRUCTION.
4. PROTECT ALL EXISTING STRUCTURES AND UTILITIES WHICH ARE NOT SCHEDULED FOR REMOVAL.
5. NOTIFY CITY BUILDING INSPECTOR BEFORE TRENCHING AND EXCAVATION WORK COMMENCES. THE CONTRACTOR SHALL OBTAIN ALL APPLICABLE PERMITS PRIOR TO START OF CONSTRUCTION.
6. ALL SPOT ELEVATIONS SHOWN AS 48.32, FOR EXAMPLE, ARE TO BE UNDERSTOOD TO MEAN 748.32.
7. ALL SPOT ELEVATIONS ALONG THE CURB-LINE INDICATE THE ELEVATION OF THE GUTTER, UNLESS NOTED OTHERWISE.
8. NO LANDSCAPED SLOPES ARE TO EXCEED 3:1 (3 FEET HORIZONTAL TO 1 FOOT VERTICAL) UNLESS NOTED OTHERWISE.
9. PROVIDE POSITIVE DRAINAGE FROM BUILDINGS AT ALL TIMES.
10. UPON COMPLETION OF THE GRADING AND UTILITY WORK, THE CONTRACTOR SHALL CERTIFY THAT ALL GRADING AND UTILITY WORK WAS PERFORMED IN ACCORDANCE WITH THE APPROVED GRADING AND UTILITY PERMITS. AN AS-BUILT GRADING AND UTILITY PLAN SHALL BE SUBMITTED TO THE CITY FOR REVIEW AND DISTRIBUTION.
11. PRIOR TO ISSUANCE OF BUILDING PERMITS, ALL NECESSARY EROSION CONTROL DEVICES MUST BE IN PLACE AND FUNCTIONING. THE CITY WILL INSPECT THE SITE TO DETERMINE ITS SUITABILITY FOR BUILDING ACTIVITIES.
12. ALL DEBRIS CREATED IN THE PROCESS OF CLEARING AND GRADING THE SITE SHALL BE REMOVED FROM THE SITE. THIS INCLUDES TREES AND SHRUBS. UNDER NO CIRCUMSTANCES SHALL THIS TYPE OF MATERIAL BE BURIED OR BURNED ON THE SITE.
13. ALL GRADING OPERATIONS SHALL BE CONDUCTED IN A MANNER TO MINIMIZE THE POTENTIAL FOR SITE EROSION. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT SEDIMENT FROM RUNNING OFF ONTO ADJACENT PROPERTIES. ANY DAMAGE TO ADJACENT PROPERTIES MUST BE CORRECTED AND RESTORED AS SOON AS PERMISSION IS GRANTED FROM THE ADJACENT PROPERTY OWNER(S).
14. IF CONSTRUCTION OF THE SITE WORK PROCEEDS THROUGH THE WINTER MONTHS, ANY DISTURBED AREAS OUTSIDE THE BUILDING FOOTPRINTS ARE TO BE MINIMALLY STABILIZED PRIOR TO MARCH 1, AS FOLLOWS: AREAS PLANNED TO RECEIVE PAVEMENTS ARE TO HAVE CLASS 5 BASE INSTALLED; ALL OTHER DISTURBED AREAS ARE TO BE SEEDED, STRAW MULCH PLACED, AND DISC-ANCHORED.
15. THE CONTRACTOR SHALL LIMIT THE DISTURBED AREA AS MUCH AS POSSIBLE.

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SIGNATURE Joel W. Maier
DATE OCT 08, 2014
REGISTRATION 19181

SHEET NAME:
GRADING, DRAINAGE AND EROSION CONTROL PLAN

SHEET NO:
C2.0

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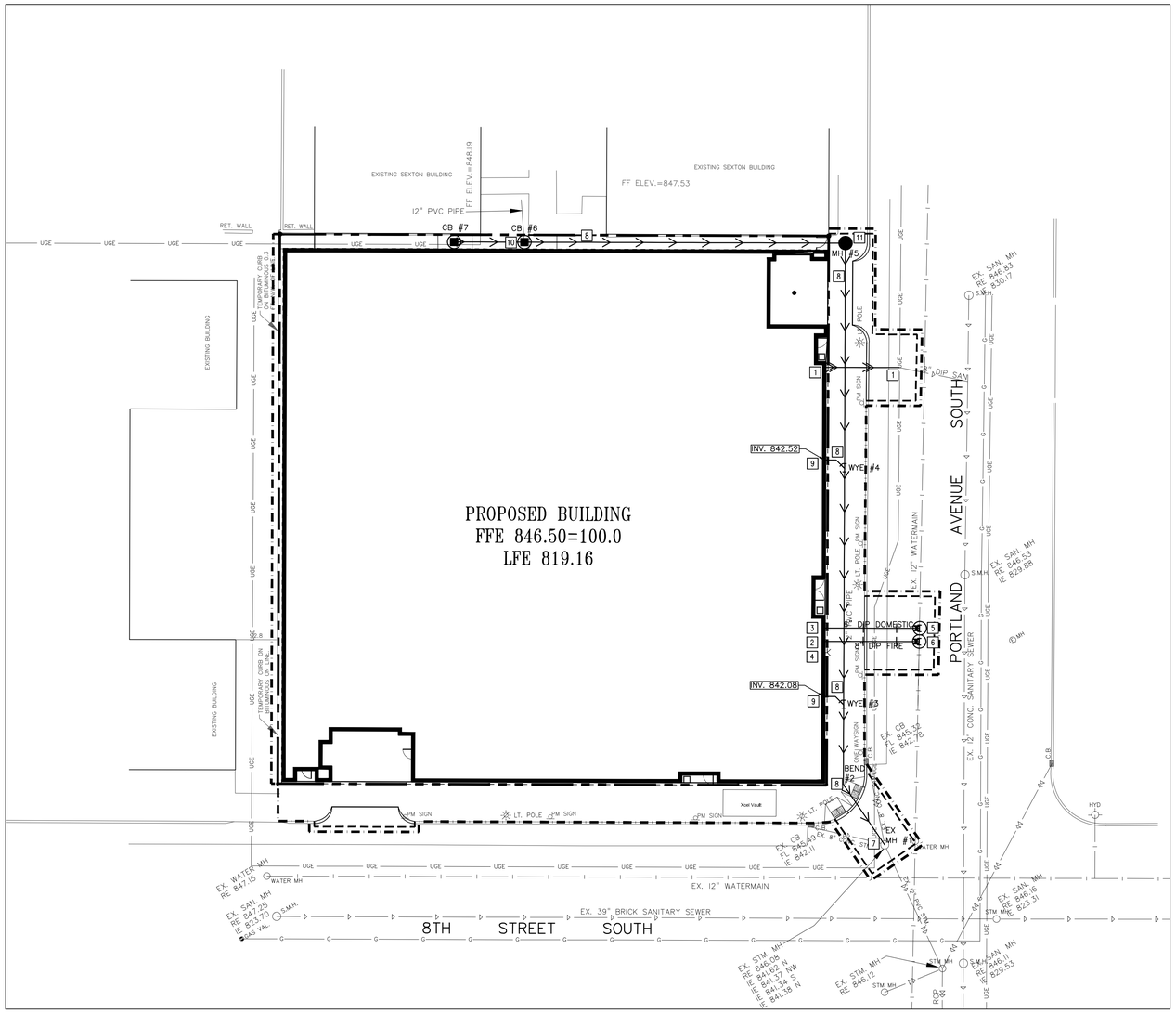

1 / C3.0 UTILITY PLAN
1"=20'

PROPOSED PLAN SYMBOLS

- CONSTRUCTION LIMITS
- PROPERTY LINE
- SAWCUT LINE (APPROX.)
- SANITARY SEWER
- WATER PIPE
- STORM SEWER
- GATE VALVE
- CATCH BASIN
- MANHOLE
- SEWER INVERT ELEVATION INV. 842.08

ABBREVIATIONS

BLDG	Building
BM	Bench Mark
CB	Catch Basin
CONC	Concrete
DIP	Ductile Iron Pipe
ELEV	Elevation
EX	Existing
FFE	Finished Floor Elevation
INV	Invert
LFE	Lower Floor Elevation
MAX	Maximum
MH	Manhole
MIN	Minimum
PVC	Polyvinyl Chloride
RCP	Reinforced Concrete Pipe
RD	Roof Drain

N

20' 10' 0 20' 40'
SCALE 1" = 20'

KEYED NOTES

KEYED NOTES ARE DENOTED BY NO ON PLAN.

1. CONNECT TO EXISTING 8-INCH DUCTILE IRON SANITARY SEWER SERVICE PIPE AND EXTEND PIPE TO WITHIN 5-FEET OF BUILDING AT A MINIMUM 1.0% SLOPE. INVERT ELEVATION OF EXISTING PIPE IS UNKNOWN. CONTRACTOR SHALL FIELD VERIFY PIPE INVERT AND CONTACT ENGINEER WITH RESULTS.
2. STUB 8-INCH FIRE PROTECTION SERVICE TO PROPOSED BUILDING. FOLLOW ALL CITY OF MINNEAPOLIS STANDARDS AND SPECIFICATIONS.
3. STUB 8-INCH DOMESTIC WATER SERVICE TO PROPOSED BUILDING. FOLLOW ALL CITY OF MINNEAPOLIS STANDARDS AND SPECIFICATIONS.
4. PROPOSED LOCATION OF FIRE DEPARTMENT CONNECTION.
5. WETTAP AND CONNECT NEW 6-INCH DOMESTIC WATER SERVICE TO EXISTING 12-INCH MAIN. INSTALL NEW 6-INCH GATE VALVE INSIDE OF NEW GATE VALVE MANHOLE. CONTRACTOR IS TO CONTACT THE CITY OF MINNEAPOLIS WATER DEPARTMENT PRIOR TO CONSTRUCTION FOR PERMITTING AND CONNECTION INFORMATION. THE CITY OF MINNEAPOLIS WILL PROVIDE AND INSTALL THE WETTAP AND VALVE AS PART OF THE PERMIT FEE. THE CONTRACTOR IS TO EXCAVATE FOR THE WETTAP, CONSTRUCT THE WATER VALVE MANHOLE, CONNECT TO THE VALVE AND BACKFILL THE TRENCH PER CITY OF MINNEAPOLIS STANDARDS AND SPECIFICATIONS. REFER TO DETAIL 1/C5.0.
6. WETTAP AND CONNECT NEW 8-INCH FIRE PROTECTION WATER SERVICE TO EXISTING 12-INCH MAIN. INSTALL NEW 8-INCH GATE VALVE INSIDE OF NEW GATE VALVE MANHOLE. CONTRACTOR IS TO CONTACT THE CITY OF MINNEAPOLIS WATER DEPARTMENT PRIOR TO CONSTRUCTION FOR PERMITTING AND CONNECTION INFORMATION. THE CITY OF MINNEAPOLIS WILL PROVIDE AND INSTALL THE WETTAP AND VALVE AS PART OF THE PERMIT FEE. THE CONTRACTOR IS TO EXCAVATE FOR THE WETTAP, CONSTRUCT THE WATER VALVE MANHOLE, CONNECT TO THE VALVE AND BACKFILL THE TRENCH PER CITY OF MINNEAPOLIS STANDARDS AND SPECIFICATIONS. REFER TO DETAIL 1/C5.0.
7. CONNECT NEW 12-INCH PVC STORM SEWER TO EXISTING MANHOLE AT INVERT ELEVATION 841.62. GROUT SEAL AROUND OPENING. FOLLOW ALL CITY OF MINNEAPOLIS STANDARDS AND SPECIFICATIONS.
8. INSTALL 12-INCH PVC STORM SEWER PIPE. REFER TO STORM SEWER TABLE BELOW FOR PIPE LENGTHS, ELEVATIONS AND STRUCTURE INFORMATION. **COORDINATE EXACT ROOF DRAIN SERVICE LOCATION AND INVERT ELEVATION WITH MECHANICAL CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.**
9. LOCATION OF PROPOSED ROOF DRAIN LEAD. **COORDINATE EXACT LOCATION AND INVERT ELEVATION WITH MECHANICAL CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.**
10. CONSTRUCT CATCH BASIN OVER EXISTING 12-INCH PVC STORM SEWER PIPE. REFER TO STORM SEWER TABLE BELOW FOR PIPE LENGTHS, ELEVATIONS AND STRUCTURE INFORMATION.
11. INSTALL SUMP MANHOLE. REFER TO DETAIL 7/C5.0.

CITY OF MINNEAPOLIS UTILITY NOTES:

1. ALL WORK DONE OUTSIDE OF THE LOT LINE ON PUBLIC RIGHT-OF-WAY MUST BE DONE BY A CONTRACTOR LICENSED TO WORK IN THE CITY OF MINNEAPOLIS WHO HAS THE $100,000.00 SIDEWALK CONTRACTOR'S BOND ON FILE WITH THE SIDEWALK DIVISION.
2. ALL UTILITIES MUST BE INSTALLED BY A MINNEAPOLIS LICENSED CONTRACTOR.
3. FOLLOW ALL CITY OF MINNEAPOLIS STANDARDS AND SPECIFICATIONS.
4. PRIOR TO CONSTRUCTION, CONTRACTORS ARE TO COORDINATE ALL WORK WITHIN RIGHT OF WAY AND OBTAIN ALL APPLICABLE PERMITS.

UTILITY NOTES:

1. COORDINATE SERVICE CONNECTION LOCATIONS AT THE BUILDING WITH THE MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR UNCOORDINATED WORK.
2. ALL SERVICE CONNECTIONS WITH LESS THEN 5 FEET OF COVER OVER THE TOP OF PIPE ARE TO BE INSULATED. INSULATION SHALL BE INSTALLED FROM THE CONNECTION OF THE SERVICE AT THE BUILDING TO THE POINT WHICH THE SERVICE ATTAINS 5 FEET OF COVER. CONTRACTOR SHALL OBTAIN WRITTEN PERMISSION FROM ARCHITECT OR ENGINEER PRIOR TO INSTALLATION OF INSULATION.
3. PROTECT ALL EXISTING STRUCTURES AND UTILITIES WHICH ARE NOT SCHEDULED TO BE REMOVED.
4. ALL SEWER AND WATER CROSSINGS SHALL HAVE A MINIMUM VERTICAL SEPARATION OF 1.5 FEET AND HORIZONTAL SEPARATION OF 10 FEET. FOLLOW ALL MN DEPARTMENT OF LABOR AND INDUSTRY PLUMBING STANDARDS AND CITY OF MINNEAPOLIS STANDARDS.
5. ALL WATER MAINS SHALL BE DUCTILE IRON PIPE, CLASS 52, UNLESS NOTED OTHERWISE.
6. ALL WATER MAIN SHALL HAVE A MINIMUM DEPTH OF COVER OF 8.0 FEET OVER TOP OF WATER MAIN.
7. PROVIDE THRUST BLOCKING ON ALL WATER MAIN PER CITY OF MINNEAPOLIS. PROVIDE MECHANICAL JOINT RESTRAINTS ON ALL BENDS, VALVES, TEES AND PLUGS.
8. SANITARY SEWER PIPE SHALL BE AWWA C151 CLASS 52 DUCTILE IRON PIPE WITH AWWA C104 CEMENT MORTAR LINING, UNLESS NOTED OTHERWISE.
9. STORM SEWER PIPING SHALL BE POLY VINYL CHLORIDE (PVC) SDR 26, UNLESS NOTED OTHERWISE. ALL STORM SEWER PIPE THAT IS EXTENDED TO THE BUILDING FOR ROOF DRAIN SERVICES IS TO BE PVC. PVC PIPE AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF ASTM D3034.
10. CONTRACTORS ARE TO COORDINATE ALL WORK WITH GAS, ELECTRIC, TELEVISION AND TELEPHONE COMPANIES PRIOR TO START OF CONSTRUCTION.
11. ALL PORTIONS OF THE STORM SEWER SYSTEM LOCATED WITHIN 10-FEET OF THE BUILDING OR WATER SERVICE LINE SHALL BE TESTED IN ACCORDANCE WITH MN PLUMBING CODE.
12. ALL JOINTS AND CONNECTIONS IN THE STORM SEWER SYSTEM SHALL BE GAS TIGHT OR WATER TIGHT IN ACCORDANCE TO MN PLUMBING CODE. APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATER TIGHT CONNECTIONS TO MANHOLES, CATCH BASINS, AND OTHER STRUCTURES. GROUT RINGS ARE AN ACCEPTABLE ALTERNATIVE. CEMENT MORTAR JOINTS ARE PERMITTED ONLY FOR REPAIRS AND CONNECTIONS OF EXISTING LINES CONSTRUCTED WITH SUCH JOINTS.

CITY OF MINNEAPOLIS UTILITY NOTES:

1. ALL WORK DONE OUTSIDE OF THE LOT LINE ON PUBLIC RIGHT-OF-WAY MUST BE DONE BY A CONTRACTOR LICENSED TO WORK IN THE CITY OF MINNEAPOLIS WHO HAS THE $100,000.00 SIDEWALK CONTRACTOR'S BOND ON FILE WITH THE SIDEWALK DIVISION.
2. ALL UTILITIES MUST BE INSTALLED BY A MINNEAPOLIS LICENSED CONTRACTOR.
3. UPON THE PROJECT'S COMPLETION, THE GENERAL CONTRACTOR SHALL PROVIDE TO THE DEPARTMENT OF PUBLIC WORKS A FINAL STORMWATER MANAGEMENT REPORT INCLUDING RECORD DRAWINGS. THIS REPORT WILL SERVE AS A MEANS OF VERIFICATION THAT THE INTENT OF THE APPROVED STORM WATER MANAGEMENT DESIGN HAS BEEN MET. THIS FINAL REPORT SHALL SUBSTANTIATE THAT ALL ASPECTS OF THE ORIGINAL DESIGN HAVE BEEN ADEQUATELY PROVIDED FOR BY THE CONSTRUCTION OF THE PROJECT.
4. ALL STREET LIGHTING SHALL BE INSTALLED PER CITY STANDARDS. STREET LIGHTING INSTALLED AS PART OF THE PROJECT SHALL BE INSPECTED BY THE CITY. CONTRACTORS SHALL ARRANGE FOR INSPECTIONS WITH THE TRAFFIC DEPARTMENT, PLEASE CONTACT DAVE PREHALL AT (612) 673-5759 FOR FURTHER INFORMATION. ANY LIGHTING INSTALLATIONS NOT MEETING CITY SPECIFICATIONS WILL BE REQUIRED TO BE REINSTALLED AT OWNER EXPENSE.
5. AN OBSTRUCTION PERMIT IS REQUIRED ANYTIME CONSTRUCTION WORK IS PERFORMED IN THE PUBLIC RIGHT-OF-WAY. PLEASE CONTACT SCOTT KRAMER AT (612) 673-2383 REGARDING DETAILS OF SIDEWALK AND LANE CLOSURES. LOG ON TO HTTP://MINNEAPOLIS.MN.ROWAY.NET/ FOR A PERMIT.
6. CONTACT ALLAN KLUGMAN AT (612) 673-2743 PRIOR TO CONSTRUCTION FOR THE TEMPORARY REMOVAL/TEMPORARY RELOCATION OF ANY CITY OF MINNEAPOLIS SIGNAL SYSTEM THAT MAY BE IN THE WAY OF CONSTRUCTION.
7. ALL COSTS FOR RELOCATION AND/OR REPAIR OF CITY TRAFFIC FACILITIES SHALL BE BORNE BY THE CONTRACTOR AND/OR PROPERTY OWNER.
8. CONTACT DOUG MADAY AT (612) 673-5755 PRIOR TO CONSTRUCTION FOR THE REMOVAL OF ANY CITY OF MINNEAPOLIS RIGHT OF WAY SIGNS THAT MAY BE IN THE WAY OF CONSTRUCTION.

STORM SEWER TABLE

STRUCTURE IDENTIFICATION	STRUCTURE DIMENSION (INCHES)	NEENAH CASTING	TOP ELEVATION	INVERT ELEVATION	PIPE LENGTH, DIAMETER, SLOPE & NEXT UPSTREAM STRUCTURE
EX MH #1	NA	NA	846.08	S. 841.34 N. 841.62	22 L.F. OF 12" PVC PIPE @ 0.73%, BEND #2
BEND #2	12	NA	NA	S. 841.78 NE. 841.78	24 L.F. OF 12" PVC PIPE @ 0.73%, WYE #3
WYE #3	12X10	NA	NA	SW. 841.96 NE. 841.96 NW. 842.04	71 L.F. OF 12" PVC PIPE @ 0.73%, WYE #4 4 L.F. OF 10" PVC PIPE @ 1.00%, BUILDING ROOF DRAIN
WYE #4	12X10	NA	NA	SW. 842.48 NE. 842.48 NW. 842.56	68 L.F. OF 12" PVC PIPE @ 0.73%, MH #5 4 L.F. OF 10" PVC PIPE @ 1.00%, BUILDING ROOF DRAIN
MH #5	48	R-1733	846.75	SW. 842.98 NW. 842.98 SUMP 839.98	97 L.F. OF 12" PVC PIPE @ 0.73%, CB #6
CB #6	48	R-2535	847.10	SE. 843.69 NE. 843.69 NW. 843.69	21 L.F. OF 12" PVC PIPE @ 0.73%, CB #7
CB #7	27	R-2535	846.70	SE. 843.90	----------

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PROJECT NUMBER: 14470.00
DATE ISSUED: 10-08-14
DRAWN BY: KAB
CHECKED BY: JWM
REVISIONS:

I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSION ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

SIGNATURE Joel W. Maier
Joel W. Maier
DATE OCT 08, 2014
REGISTRATION 19181

SHEET NAME:
UTILITY PLAN

SHEET NO:
C3.0

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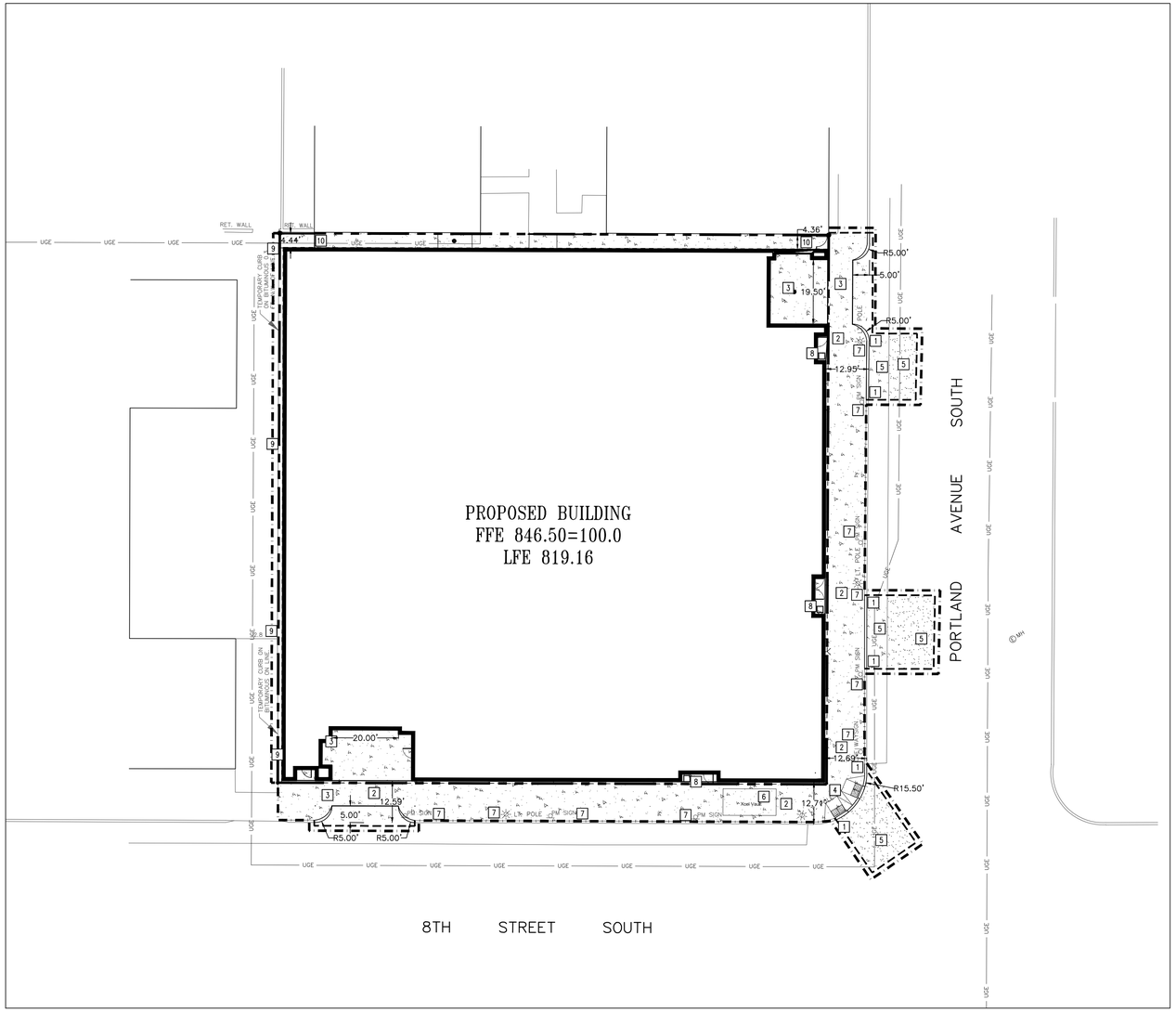

1 C4.0 PAVING AND GEOMETRIC PLAN
1"=20'

PROPOSED PLAN SYMBOLS

- CONSTRUCTION LIMITS
- PROPERTY LINE
- SAWCUT LINE (APPROX.)
- CONCRETE PAVEMENT/SIDEWALK
- BITUMINOUS PAVEMENT
- PEDESTRIAN CURB RAMP

NOTE: ALL SIDEWALK, CURB AND GUTTER, DRIVEWAY ENTRANCES, AND ALLEYS ARE TO CONSTRUCTED PER:

STANDARD SUPPLEMENTAL SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC INFRASTRUCTURE IN THE CITY OF MINNEAPOLIS 2014 EDITION

BY

DEPARTMENT OF PUBLIC WORKS MINNEAPOLIS, MINNESOTA JANUARY 2, 2014

ABBREVIATIONS

BLDG	Building
BM	Bench Mark
CONC	Concrete
ELEV	Elevation
EX	Existing
FFE	Finished Floor Elevation
LFE	Lower Floor Elevation
MAX	Maximum
MIN	Minimum
R	Radius
TYP.	Typical

N

20' 10' 0 20' 40'
SCALE 1" = 20'

KEYED NOTES

KEYED NOTES ARE DENOTED BY NO ON PLAN.

1. INSTALL B6124 CONCRETE CURB AND GUTTER. REFER TO CITY OF MINNEAPOLIS DETAIL 7/C5.0.
2. INSTALL CONCRETE WALK. REFER TO DETAIL 3/C5.1.
3. INSTALL CONCRETE DRIVE ENTRANCE PER CITY OF MINNEAPOLIS DETAIL 1/C5.1
4. INSTALL PEDESTRIAN CURB RAMPS. REFER TO DETAIL 4/C5.1. REFER TO CITY OF MINNEAPOLIS SIDEWALK STANDARDS AND SPECIFICATIONS.
5. REPAIR 8TH STREET SOUTH AND PORTLAND AVENUE PAVEMENTS PER CITY OF MINNEAPOLIS STANDARDS. EXISTING PAVEMENT CROSS-SECTION IS UNKNOWN AT THIS TIME. INTENT IS FOR THE CONTRACTOR TO REPLACE THE EXISTING PAVEMENT CROSS-SECTION.
6. LOCATION OF NEW XCEL ENERGY VAULT.
7. EXISTING PARKING METER SIGNS, DIRECTIONAL TRAFFIC SIGN AND STREET LIGHTS ARE NOT TO BE DISTURBED. PROTECT ITEMS AT ALL TIMES.
8. PLANTER BOX, REFER TO ARCHITECTURAL DRAWINGS.
9. REPAIR BITUMINOUS PAVED ALLEY PER CITY OF MINNEAPOLIS STANDARDS. EXISTING PAVEMENT CROSS-SECTION IS UNKNOWN AT THIS TIME. INTENT IS FOR THE CONTRACTOR TO REPLACE THE EXISTING PAVEMENT CROSS-SECTION AND BITUMINOUS CURB.
10. 4-INCH THICK CONCRETE WALKWAY BETWEEN BUILDINGS WITH PRE-FINISHED ALUMINUM FENCE/GATE. REFER TO ARCHITECTURAL DRAWINGS FOR FENCE.

GENERAL NOTES:

1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS NOTED OTHERWISE.
2. ALL CURB AND GUTTER IS TO BE B624 CONCRETE CURB AND GUTTER UNLESS NOTED OTHERWISE.
3. NO SIDEWALK IS TO HAVE MORE THAN A 2% CROSS SLOPE OR MORE THAN A 5% LONGITUDINAL SLOPE.
4. REFER TO ARCHITECTURAL PLANS FOR PROPOSED BUILDING LAYOUT.
5. FOLLOW ALL CITY OF MINNEAPOLIS RULES, REGULATIONS AND SPECIFICATIONS WHEN WORKING IN PUBLIC RIGHT OF WAY.
6. NO PONDING OF WATER OR ABRUPT TRANSITIONS WILL BE ALLOWED WHERE NEW PAVEMENT/CURB/SIDEWALK MATCHES INTO EXISTING PAVEMENT/CURB/SIDEWALK.

PAVING NOTES:

1. REFER TO STRUCTURAL PLANS FOR STOOP DETAILS. ALL WALKS ARE TO BE CENTERED ON THE STOOPS.
2. INSTALL APPROPRIATE EXPANSION MATERIAL WHERE CONCRETE IS ADJACENT TO BUILDING FACE.
3. SAWCUT AND MATCH NEW BITUMINOUS PAVEMENT INTO EXISTING PAVEMENT. NO ABRUPT GRADE TRANSITIONS OR PONDING OF WATER WILL BE ALLOWED.
4. MATCH NEW CONCRETE CURB AND GUTTER INTO EXISTING. FOLLOW ALL CITY OF MINNEAPOLIS STANDARDS AND SPECIFICATIONS FOR CURB TYPE, MATERIAL AND INSTALLATION METHODS.
5. SAWCUT EXISTING BITUMINOUS PAVEMENT AND CURB AND GUTTER TO NEAREST JOINT. COORDINATE REMOVAL LIMITS WITH SITE DEMOLITION CONTRACTOR AND CONSTRUCTION MANAGER. INSTALL DRIVE ENTRANCE PER CITY OF MINNEAPOLIS STANDARDS AND SPECIFICATIONS. FOLLOW ALL CITY OF MINNEAPOLIS REQUIREMENTS FOR TRAFFIC CONTROL.

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C4.0

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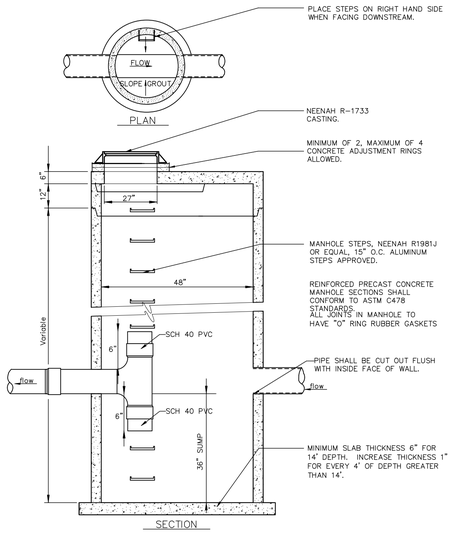
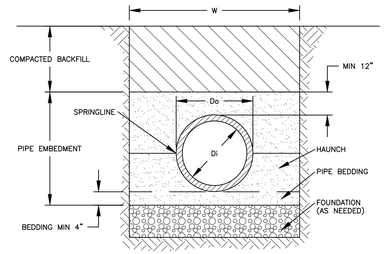
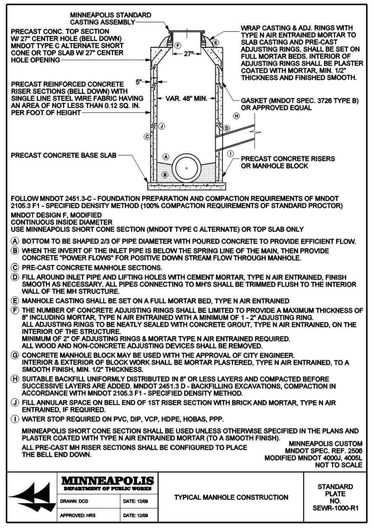


7 / C5.0 SUMP MANHOLE #5
NOT TO SCALE

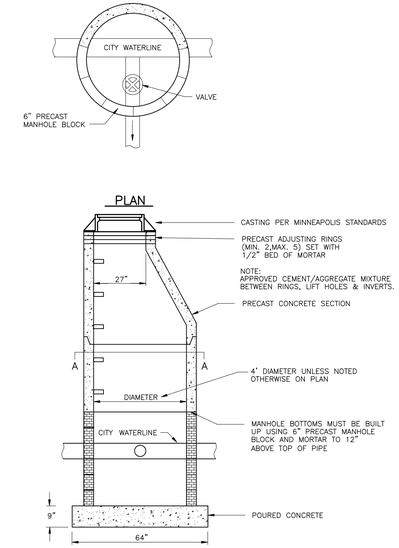


NOTES:
1. THE MINIMUM TRENCH WIDTH "W" SHALL BE W=Do+16" OR 1.25*Do+12 WHICHEVER IS GREATER.
2. PIPE EMBEDMENT MATERIAL SHALL BE CLASS I OR CLASS II MATERIAL. REFER TO SPECIFICATIONS FOR DETAILS.
3. REFER TO ASTM D2321-05 "UNDERGROUND INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY-FLOW APPLICATIONS" FOR DETAILS.

5 / C5.0 TYPICAL PIPE BEDDING FOR PVC
NOT TO SCALE

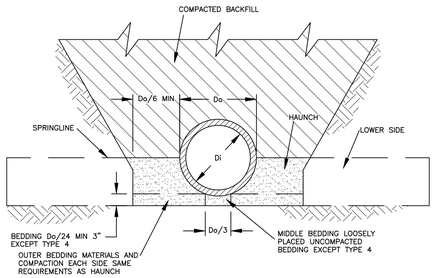


3 / C5.0 STANDARD PRECAST MANHOLE
NOT TO SCALE



NOTE:
THE CONTRACTOR IS TO EXCAVATE FOR WATER VALVE MANHOLE AND PIPING. CONTRACTOR IS TO PROVIDE ALL MATERIAL THE CITY WILL INSTALL WETTAP AND TEE. CONTRACTOR IS TO BACKFILL AND INSTALL WATER VALVE MANHOLE. FOLLOW ALL CITY OF MINNEAPOLIS STANDARDS AND SPECIFICATIONS.

1 / C5.0 WATER VALVE MANHOLE
NOT TO SCALE

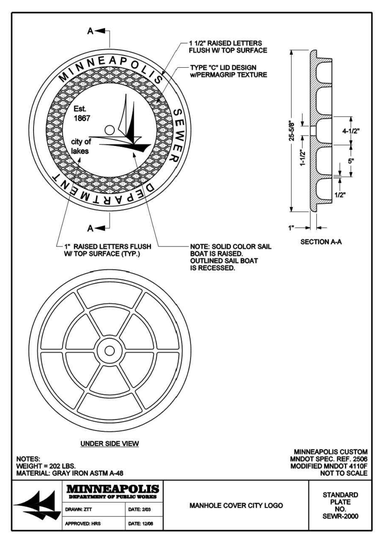


NOTES:
1. COMPACTION AND SOIL SYMBOLS-I.E. "95% CATEGORY I" REFERS TO CATEGORY I SOIL MATERIAL WITH MINIMUM STANDARD PROCTOR COMPACTION OF 95%.
2. SOIL IN BEDDING AND HAUNCH ZONES SHALL BE COMPACTED TO AT LEAST THE SAME COMPACTION AS SPECIFIED FOR THE MAJORITY OF SOIL IN THE BACKFILL ZONE.
3. THE TRENCH WIDTH SHALL BE WIDER THAN SHOWN IF REQUIRED FOR ADEQUATE SPACE TO ATTAIN SPECIFIED COMPACTION IN THE HAUNCH AND BEDDING ZONES.
4. FOR TRENCH WALLS WITH GREATER THAN 10 DEGREE SLOPES THAT CONSIST OF EMBANKMENT, THE LOWER SIDE SHALL BE COMPACTED TO AT LEAST THE SAME COMPACTION AS SPECIFIED FOR THE SOIL IN THE BACKFILL ZONE.
5. NO BEDDING IS REQUIRED FOR TYPE 4 STANDARD INSTALLATION.
6. REFER TO ASTM C1479-07 FOR DETAILS.
7. TYPE III BEDDING SHALL BE USED UNLESS NOTED OTHERWISE.

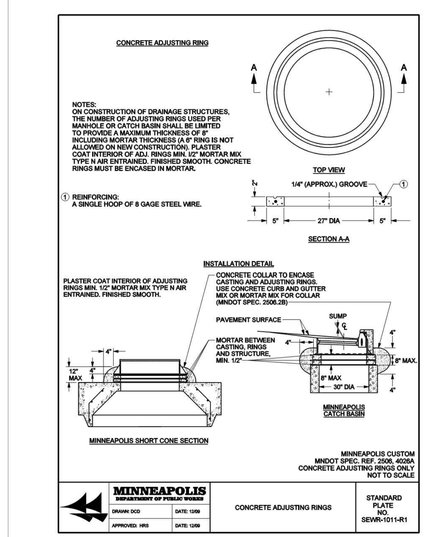
STANDARD TRENCH INSTALLATION SOIL AND MINIMUM STANDARD PROCTOR COMPACTION REQUIREMENTS		
INSTALLATION TYPE	HAUNCH AND OUTER BEDDING	LOWER SIDE
TYPE 1	95% CATEGORY I	90% CATEGORY I 95% CATEGORY II 100% CATEGORY III
TYPE 2	90% CATEGORY I 95% CATEGORY II	85% CATEGORY I 90% CATEGORY II 95% CATEGORY III
TYPE 3	85% CATEGORY I 90% CATEGORY II 95% CATEGORY III	85% CATEGORY I 90% CATEGORY II 95% CATEGORY III
TYPE 4	NO COMPACTION REQUIRED, EXCEPT IF CATEGORY III USE 85% CATEGORY III	NO COMPACTION REQUIRED, EXCEPT IF CATEGORY III USE 85% CATEGORY III

EQUIVALENT SOIL CLASSIFICATIONS FOR SOIL DESIGNATIONS		
SOIL	UNIFIED SOIL CLASSIFICATION SYSTEM (USCS)	MN/DOT SPECIFICATION
CATEGORY I	CLEAN COURSE GRAINED SOILS: SW, SP, GW, GP, OR ANY SOIL BEGINNING WITH ONE OF THESE SYMBOLS WITH 12% OR LESS PASSING A #200 SIEVE	COARSE FILTER AGGREGATE MN/DOT 3149.2H
CATEGORY II	COURSE GRAINED SOILS WITH FINES: GM, GC, SM, SC, OR ANY SOIL BEGINNING WITH ONE OF THESE SYMBOLS CONTAINING MORE THAN 12% PASSING A #200 SIEVE	AGGREGATE BEDDING MN/DOT 3149.2G
CATEGORY III	FINE GRAINED SOILS: CL, ML, (OR CL-ML, CL-ML, ML/CL) WITH LESS THAN 30% RETAINED ON A #200 SIEVE.	NOT APPLICABLE

6 / C5.0 TYPICAL PIPE BEDDING FOR DIP
NOT TO SCALE



4 / C5.0 STANDARD MPLS CITY LOGO COVER
NOT TO SCALE



2 / C5.0 CONCRETE ADJUSTMENT RINGS
NOT TO SCALE

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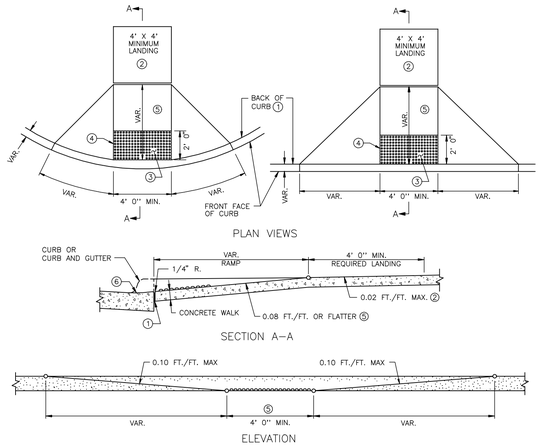


NOTES:

TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA), ALL STATE AGENCIES ARE REQUIRED TO UTILIZE THIS STANDARD PLATE. MODIFICATIONS ARE ALLOWED PROVIDED THEY MEET PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG). LOCAL AGENCIES ARE REQUIRED TO ADOPT SIMILAR DESIGNS.

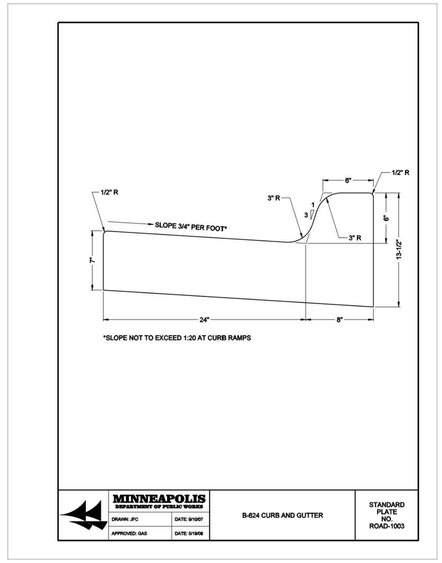
SHARED-USE PATHS SHALL HAVE DETECTABLE WARNINGS ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH CROSSES A ROAD. DETECTABLE WARNINGS ARE NOT TO BE USED ON SIDEWALKS OR PATHS WHEN CROSSING ALLEYS OR RESIDENTIAL DRIVEWAYS. DETECTABLE WARNINGS SHOULD BE USED WHERE PEDESTRIAN ACCESS ROUTES CROSS COMMERICAL DRIVEWAYS THAT ARE PROVIDED WITH TRAFFIC CONTROL DEVICES OR OTHERWISE PERMITTED TO OPERATE LIKE A PUBLIC ROADWAY.

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.)

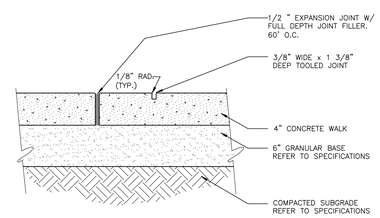
NO SIGNAL POLES, SIGN POSTS, CABINETS, OR OTHER OBSTRUCTIONS ARE ALLOWED IN THE RAMP OR PATH OF TRAVEL.

1. 1/2-INCH EXPANSION JOINT. 1/2-INCH PREFORMED JOINT FILLER MATERIAL, AASHTO M 213.
2. PROVIDE A 4' X 4' MINIMUM LANDING. SEE PLANS FOR PROPOSED RUNNING SLOPE AND CROSS SLOPE, NEITHER OF WHICH MAY EXCEED 0.02 FT./FT. AS CONSTRUCTED.
3. PLACE THE DETECTABLE WARNINGS AT THE BACK OF CURB. WHEN THE DETECTABLE WARNING SYSTEM IS A PREFORMED RECTANGLE PLACED AT THE BACK OF A RADIAL CURB LINE, HAND FORM THE CURB TO FILL THE GAP. DETECTABLE WARNING AREA SHALL BE 2' 0" MIN. IN THE DIRECTION PERPENDICULAR TO THE GRADE BREAK AND SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP.
4. WHERE RADIAL WARNING SURFACES ARE USED OR IN OTHER CIRCUMSTANCES WHERE THE EDGE OF THE WARNING SURFACE IS NOT PARALLEL TO THE EDGE OF THE CURB RAMP PATH OF TRAVEL, THE EDGE OF THE DETECTABLE WARNING SURFACE SHOULD NEVER BE MORE THAN 3 INCHES FROM THE EDGE OF THE RAMP. DETECTABLE WARNING AREA SHALL CONTRAST VISUALLY WITH THE ADJACENT GUTTER, ROADWAY, OR WALKWAY, EITHER LIGHT ON DARK OR DARK ON LIGHT. CONTRAST MAY BE PROVIDED ON THE FULL RAMP SURFACE, EXCLUDING THE FLARED SIDES.
5. CROSS SLOPE OF THE RAMP MAY NOT EXCEED 0.02 FT./FT. AS CONSTRUCTED.
6. ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE MAY NOT BE GREATER THAN 1/4 INCH.

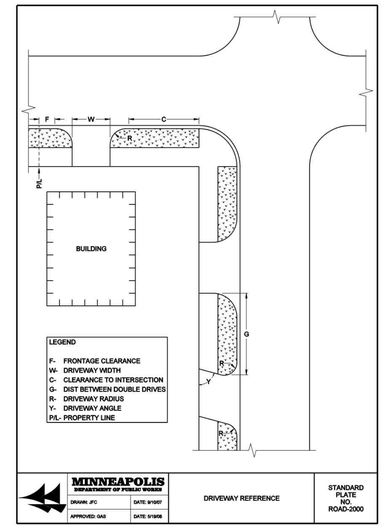
4 / C5.1 PEDESTRIAN CURB RAMP – ADA ACCESSIBLE
NOT TO SCALE

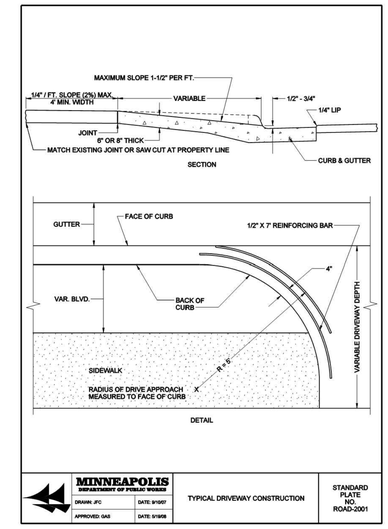


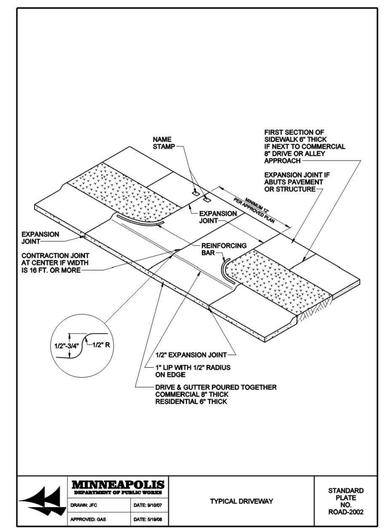
2 / C5.1 PUBLIC STREET CURB DETAIL
NOT TO SCALE

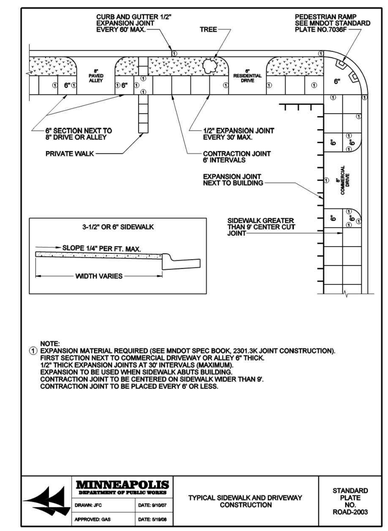


3 / C5.1 CONCRETE SIDEWALK CONSTRUCTION (TYP.)
NOT TO SCALE









1 / C5.1 DRIVEWAY & SIDEWALK DETAILS
NOT TO SCALE

OERTEL ARCHITECTS
1795 Saint Clair Avenue
St. Paul, Minnesota 55105
(651) 696-5186 Tel
(651) 696-5188 Fax
www.oertelarchitects.com

PROJECT NAME:

PORTLAND & 8th

MINNEAPOLIS, MN

BKBM ENGINEERS
5930 Brooklyn Boulevard
Minneapolis, MN 55429-2518
(763) 843-0420 Fax: (763) 843-0421
www.bkbm.com

PROJECT NUMBER: 14470.00

DATE ISSUED: 10-08-14

DRAWN BY: KAB

CHECKED BY: JWM

REVISIONS:

I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSION ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

SIGNATURE Joel W. Maier

Joel W. Maier

DATE OCT 08, 2014

REGISTRATION 19181

SHEET NAME:

CIVIL DETAILS

SHEET NO:

C51

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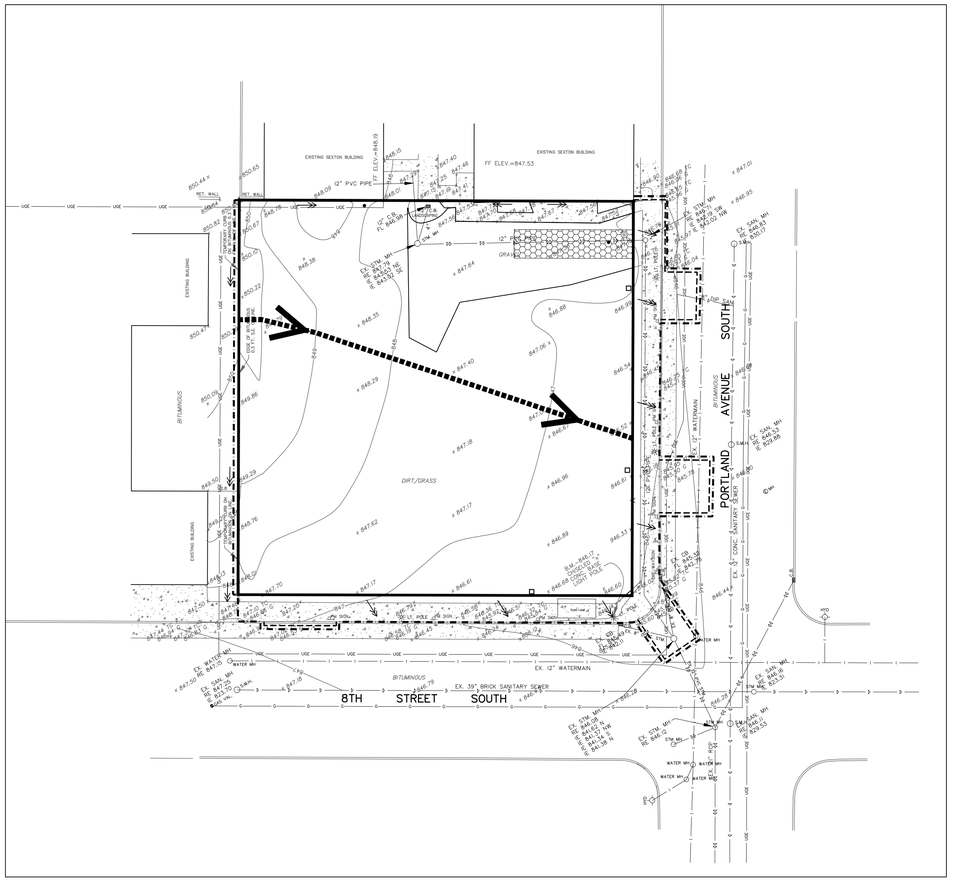
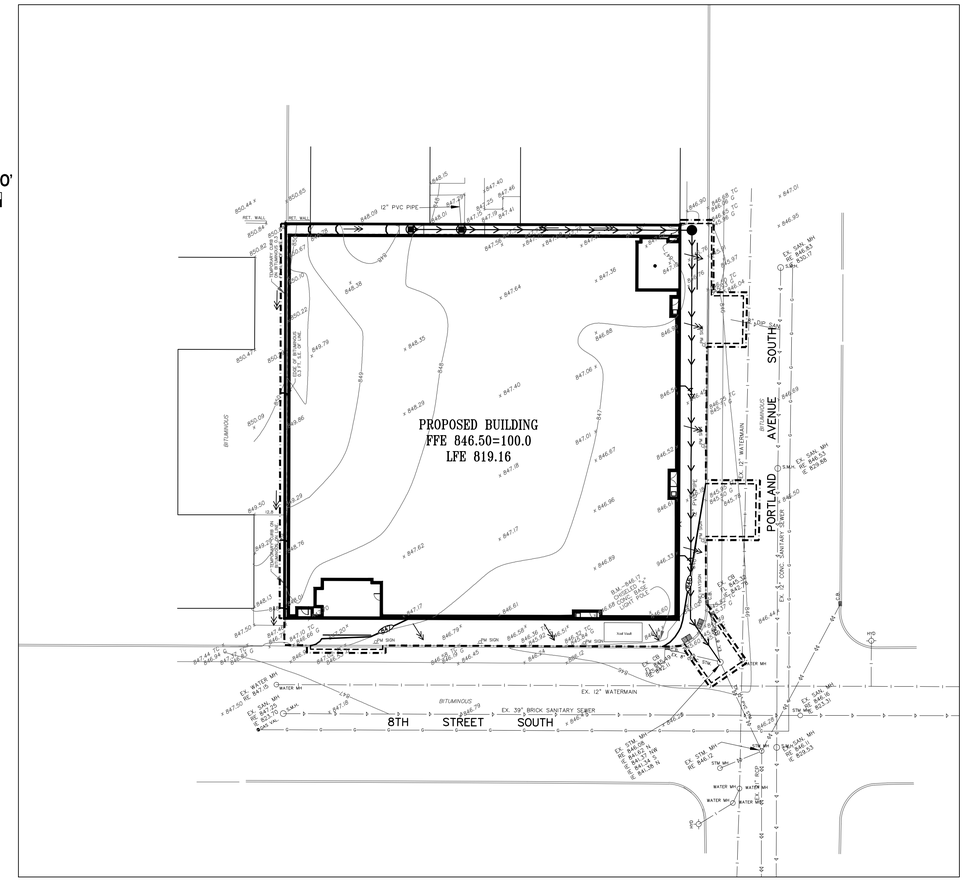


1 C6.0 EXISTING CONDITIONS
1"=30'

N

30' 15' 0 30' 60'
SCALE 1" = 30'



2 C6.0 PROPOSED CONDITIONS
1"=30'

EXISTING DRAINAGE AREAS								
DRAINAGE AREA	IMPERVIOUS AREA (ACRES)	PERVIOUS AREA (ACRES)	TOTAL AREA (ACRES)	TIME OF CONCENTRATION	Q OUT (CFS) STORM EVENT			
					2-YEAR (2.75")	10-YEAR (4.15")	100-YEAR (5.90")	ROUTING
1	0.083	0.547	0.630	16.7	0.24	0.83	1.77	SHEET FLOWS SE
TOTAL	0.083	0.547	0.630		0.24	0.83	1.77	

STORMWATER RUNOFF SUMMARY			
	2-YR STORM (2.75") RUNOFF (CFS)	10-YR STORM (4.15") RUNOFF (CFS)	100-YR STORM (5.90") RUNOFF (CFS)
EXISTING SITE	0.24	0.83	1.77
PROPOSED SITE	2.34	3.61	5.21

PROPOSED DRAINAGE AREAS								
DRAINAGE AREA	IMPERVIOUS AREA (ACRES)	PERVIOUS AREA (ACRES)	TOTAL AREA (ACRES)	TIME OF CONCENTRATION	Q OUT (CFS) STORM EVENT			
					2-YEAR (2.75")	10-YEAR (4.15")	100-YEAR (5.90")	ROUTING
1	0.582	0.048	0.630	5.0	2.34	3.61	5.21	TO STORM SEWER
TOTAL	0.582	0.048	0.630		2.34	3.61	5.21	

NOTE: PROPOSED PERVIOUS AREA INCLUDES 2100 SQ. FT. OF GREEN ROOF

MINNEAPOLIS VICINITY MAP

CONSTRUCTION ACTIVITY EROSION PREVENTION PRACTICES

PROVIDE TEMPORARY PROTECTION OR PERMANENT COVER FOR EXPOSED SOIL AREAS WITH A CONTINUOUS POSITIVE SLOPE WITHIN 200 FEET OF A SURFACE WATER, CURB AND GUTTER, CATCH BASIN, OR ANY STORM WATER CONVEYANCE SYSTEM CONNECTED TO ANY OF THE ABOVE WITHIN THE FOLLOWING TIME FRAME:

THE TIME AN AREA CAN REMAIN OPEN WHEN NOT ACTIVELY BEING WORKED ON:
SLOPES STEEPER THAN 3:1 – 7 DAYS
SLOPES 10:1 TO 3:1 – 14 DAYS
SLOPES FLATTER THAN 10:1 – 14 DAYS

DITCHES THAT CONNECT TO A SURFACE WATER MUST BE STABILIZED WITHIN 200–FEET FROM THE EDGE OF PROPERTY OR WITHIN 200–FEET TO ANY SURFACE WATER WITHIN 24–HOURS.

PIPE OUTLETS MUST BE PROVIDED WITH TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24–HOURS AFTER CONNECTION TO A SURFACE WATER.

SEDIMENT CONTROL MEASURES MUST BE INSTALLED ON ALL DOWN GRADIENT PERIMETERS BEFORE ANY UPGRADIENT LAND DISTURBING ACTIVITIES BEGIN.

SEDIMENT AND EROSION CONTROL MAINTENANCE

PERIMETER SEDIMENT CONTROL PRACTICES: WHEN SEDIMENT REACHES 1/3 THE HEIGHT OF THE BMP, THE SEDIMENT MUST BE REMOVED WITHIN 24 HOURS. IF PERIMETER SEDIMENT CONTROL HAS BEEN DAMAGED OR IS NOT FUNCTIONING PROPERLY, IT MUST BE REPAIRED AND/OR REPLACED WITHIN 24 HOURS. PERIMETER BMP MEASURES MAY INCLUDE SILT FENCING.

CONSTRUCTION SITE VEHICLE EXIT LOCATIONS: ALL TRACKED SEDIMENT ONTO PAVED SURFACES MUST BE REMOVED WITHIN 24 HOURS OF DISCOVERY OR MORE FREQUENTLY IF REQUIRED BY CITY OR WATERSHED.

CONSTRUCTION SITE DEWATERING: SITE WATER DISCHARGE DUE TO CONSTRUCTION DEWATERING OPERATIONS SHALL BE MONITORED FOR SEDIMENTATION AND TREATED PRIOR TO DISCHARGE TO PUBLIC STORM SEWERS. TREATMENT OF DEWATERING DISCHARGE MAY BE ACCOMPLISHED BY TEMPORARY SEDIMENTATION BASINS OR OTHER APPROPRIATE BMPS.

INSPECTIONS

EXPOSED SOIL AREAS: ONCE EVERY 7 DAYS AND WITHIN 24 HOURS FOLLOWING A 1/2 INCH OVER 24 HOURS RAIN EVENT.

STABILIZED AREAS: ONCE EVERY 30 DAYS.

FROZEN GROUND: AS SOON AS RUNOFF OCCURS OR PRIOR TO RESUMING CONSTRUCTION.

RECORDS: A COPY OF THE GRADING, DRAINAGE EROSION CONTROL PLAN AND WATERSHED DATA & SWPPP PLANS AS WELL AS THE INSPECTIONS/MAINTENANCE LOGS ARE TO BE KEPT EITHER IN THE FIELD OFFICE, INSPECTOR'S VEHICLE OR CONTRACTOR'S VEHICLE.

AGENCY CONTACTS

CITY OF MINNEAPOLIS
PUBLIC WORKS
309 2ND AVENUE S.,
RM 300 CITY HALL
MINNEAPOLIS, MN 55401
PHONE: (612) 673–2157

MINNESOTA POLLUTION CONTROL AGENCY
520 LAFAYETTE ROAD
SAINT PAUL, MN 55155
PHONE: (651) 296–6300

POLLUTION PREVENTION MANAGEMENT MEASURES

SOLID WASTE DISPOSED PROPERLY; COMPLY WITH MPCA REQUIREMENTS.

HAZARDOUS WASTE STORED (SECONDARY CONTAINMENT, RESTRICTED ACCESS) AND DISPOSED IN COMPLIANCE WITH MPCA REQUIREMENTS.

EXTERNAL WASHING OF TRUCKS AND OTHER CONSTRUCTION VEHICLES MUST BE LIMITED TO A DEFINED AREA OF THE SITE. RUNOFF MUST BE CONTAINED AND WASTE PROPERLY DISPOSED.

NO ENGINE DEGREASING ALLOWED ON–SITE.

CONCRETE WASHOUT ON–SITE: ALL LIQUID AND SOLID WASTES GENERATED BY CONCRETE WASHOUT OPERATIONS MUST BE CONTAINED IN A LEAK–PROOF CONTAINMENT FACILITY OR IMPERMEABLE LINER. A COMPACTED CLAY LINER THAT DOES NOT ALLOW LIQUIDS TO ENTER GROUND WATER IS CONSIDERED AN IMPERMEABLE LINER. THE LIQUID AND SOLID WASTES MUST NOT CONTACT THE GROUND, AND THERE MUST NOT BE RUNOFF FROM THE CONCRETE WASHOUT OPERATIONS OR AREAS. LIQUID AND SOLID WASTES MUST BE DISPOSED OF PROPERLY AND IN COMPLIANCE WITH MPCA REGULATIONS. A SIGN MUST BE INSTALLED ADJACENT TO EACH WASHOUT FACILITY TO INFORM CONCRETE EQUIPMENT OPERATORS TO UTILIZE THE PROPER FACILITIES. THE CONCRETE WASHOUT AREA INDICATED ON THE PLANS IS SHOWN IN AN APPROXIMATE LOCATION. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION IN ACCORDANCE WITH MPCA REQUIREMENTS.

FINAL STABILIZATION

STABILIZATION BY UNIFORM PERENNIAL VEGETATIVE COVER (70% DENSITY)

DRAINAGE DITCHES STABILIZED.

ALL TEMPORARY SYNTHETIC AND STRUCTURAL BMP'S REMOVED.

CLEAN OUT SEDIMENT FROM CONVEYANCES AND SEDIMENTATION BASINS (RETURN TO DESIGN CAPACITY).

MECHANICAL AND NON STORMWATER DISCHARGES, EXISTING AND PROPOSED

1. WATER LINE FLUSHING
2. LANDSCAPE IRRIGATION
3. DISCHARGE FROM POTABLE WATER SOURCES
4. AIR CONDITIONING CONDENSATION
5. INDIVIDUAL RESIDENT CAR WASHING
6. STREET WASH WATERS

OERTEL ARCHITECTS
1795 SAINT CLAIR AVENUE
ST. PAUL, MINNESOTA 55105
(651) 696-5186 TEL
(651) 696-5188 FAX
WWW.OERTELARCHITECTS.COM

PROJECT NAME:
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MINNEAPOLIS, MN

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SIGNATURE Joel W. Maier
Joel W. Maier
DATE OCT 08, 2014
REGISTRATION 19181

SHEET NAME: WATERSHED PLAN

SHEET NO: C6.0

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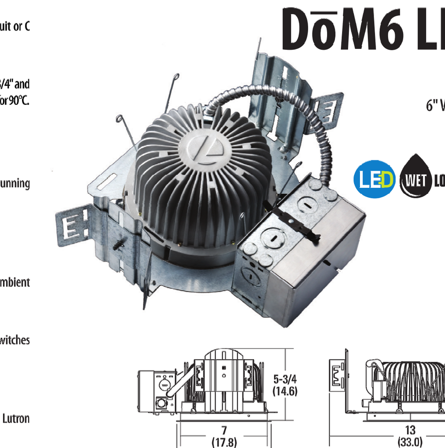
LITHONIA LIGHTING®

Catalog Number	
Notes	
Type	

DŌM
DōM6 LED

6" WET LENS LED

LED WET LOCATION™



FEATURES & SPECIFICATIONS

INTENDED USE — Ideal for a wide variety of low- to medium-height ceiling applications, and for shower and outdoor applications where a wet lensed fixture is required. The system maintains 70% lumen output at more than 50,000 hours.

CONSTRUCTION — 16-gauge galvanized steel mounting/plaster frame with torsion springs to mount open conical shape reflector.

Rugged, one-piece, die-cast housing with white interior dome reflector.

LED light source shielded from direct view.

Vertically adjustable mounting brackets that use 16-gauge flat bar hangers (included), 1/2" conduit or C channel T bar fasteners. Provides 3-3/4" total adjustment.

Post installation adjustment possible from above or below the ceiling.

Galvanized steel junction box with bottom-hinged access covers and spring latches. Two combination 1/2"-3/4" and three 1/2" knockouts for straight-through conduit runs. Capacity: 8 (4 in, 4 out) No. 12 AWG conductors, rated for 90°C.

Fixture height of 5-3/4" allows installation in shallow plenum applications.

Secondary housing adjustment system for precise, final ceiling-to-flange alignment.

Maximum 1-1/2" ceiling thickness.

ELECTRICAL — Utilizes high-brightness LEDs mounted to a metal core circuit board, ensuring cool-running operation, 3500K, CRI > 80.

Thermal control ensures cool running LEDs.

Thermal protection provided against improper insulation use.

High-efficiency, electronic LED driver mounted in the junction box.

Luminaire should be installed in applications where ambient temperatures do not exceed 50°C. Ambient temperatures that exceed 50°C will result in reduced lamp life and will void warranty.

Input wattage for 600L is 15.6W. Input wattage for 900L is 25.0W.

The DOM6 LED with DIM option operates with all 0-10V dimming switches. The following dimming switches have been confirmed to dim to 10% output:

Synergy® model number: ISD BC 120/277

Leviton® model number: IP710-DLX

Lutron® model number: NTFTV-WH. For on/off control, this switch requires a power pack. Consult Lutron for more information.

LISTINGS — CSA Certified to U.S. and Canadian safety standards. Wet location listed.

WARRANTY — Five-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Specifications subject to change without notice.

Specifications

Aperture: 6-3/4 (17.1)
Ceiling opening: 7 (17.8)
Overlap trim: 7-1/2 (19.0)
Height: 5-3/4 (14.6)
Length: 11-1/8 (28.3)
Standard width: 13 (33.0)
All dimensions are inches (centimeters) unless otherwise specified.

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative.

Example: DOM6 LED 900L 35K 120 DL64

DOM6 LED					
Series	Lumen output[1]	Color temperature	Voltage	Reflector[3]	Options
DOM6 LED	600L 900L	35K 3500K 40K 4000K	120 277 347[2]	DL61 White splay, flat clear lens DL6B1 Black baffle, flat clear lens DL64 White splay, fresnel lens DL6B4 Black baffle, flat fresnel lens DL6T73 White splay, tempered prismatic lens DL6BT73 Black baffle, tempered prismatic lens	DIM 0-10V dimming driver, 10% minimum light output ELRB722 Bodine® emergency battery pack with remote test switch provides 86% light output or roughly 770 lumens, for up to 90 minutes (900L only)[4] NSD Sensor Switch® nLight® one 5A relay with one 0-10 VDC dimming output; requires bus power, such as nPP16 power pack. Refer to nSP5_D.[5]

Accessories: *Order as separate catalog number.*	
IDS BC 120/277 WH	Synergy white switch
IDS BC 120/277 IV	Synergy ivory switch
NSP5 D ER KIT	Sensor Switch nLight secondary relay and dimming pack device used to switch and dim luminaires powered via an emergency circuit. Refer to NSP5 D ER KIT.

Notes
1 Total system delivered lumens; power factor > 0.90.
2 Not available with ELRB722
3 White integral flange.
4 ELRB722 available only with 900L.
5 For emergency generator/inverter applications order non-nLight-enabled fixture and NSP5 D ER KIT as an accessory. Refer to NSP5 D ER KIT.

DOWNLIGHTING DOM6_LED_WETLENS

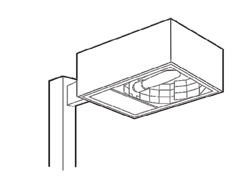
LITHONIA LIGHTING®

Catalog Number	
Notes	
Type	

Area Lighting

KSF1

METAL HALIDE: 100-250W
HIGH PRESSURE SODIUM: 70-200W
15' to 25' Mounting



FEATURES & SPECIFICATIONS

INTENDED USE — Ideal for car lots, street lighting or parking areas.

CONSTRUCTION — Rugged, .063" thick, aluminum rectilinear housing. Formed for weather-tight seal and integrity. Naturally anodized, extruded aluminum door frame with mitered corners, is retained with two .188" diameter hinge pins and secured with one quarter-turn, quick-release fastener. Weatherproof seal between housing and door frame is accomplished with an integrally designed, extruded silicone gasket that snaps into the door frame, and another gasket applied to the housing.

Finish: Standard finish is dark bronze (DDB), polyester powder finish with other architectural colors available.

OPTICS — Reflectors are anodized and segmented for superior uniformity and control. Reflectors attach with tool-less fasteners and are rotatable and interchangeable. Three cutoff distributions available: Type II (roadway), Type III (asymmetric), Type IV (forward throw, sharp cutoff). Lens is .125" thick impact-resistant tempered glass with thermally applied silk-screened shield.

ELECTRICAL — Ballast: High pressure sodium: 70-150W is high-reactance, high power factor. Constant wattage autotransformer for 200-250W. Metal halide: 100-150W is high-reactance, high power factor and standard with pulse-start ignitor technology. "SCWA" not required. Constant wattage autotransformer for 175-250W. Super CWA (pulse start ballast), 88% efficient and EISA legislation compliant, is required for 151-200W (SCWA option) for U.S. shipments only. CSA or INTL required for probe-start shipments outside the U.S. Pulse-start ballast (SCWA) required for 200M.

Ballasts are 100% factory-tested.

Socket is porcelain, horizontally mounted medium base socket for 70-150M and position-oriented mogul base socket for HPS and 175M-250M, with copper alloy, nickel-plated screw shell and center contact. UL listed 1500W-600V.

INSTALLATION — Extruded aluminum arm for pole or wall mounting is shipped in fixture carton. Optional mountings available.

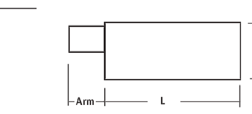
LISTING — UL listed for wet locations. Listed and labeled to comply with Canadian standards (see Options).

WARRANTY — 1-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Specifications subject to change without notice.

Specifications

EPA: 1.5 ft² (.14 m²) (includes arm)
Length: 21-1/4 (54.0)
Width: 15-15/32 (39.3)
Depth: 7-1/4 (18.4)
Arm: 4 (10.2)
*Weight: 35 lbs (15.9 kg)
*Weight as configured in example below.
All dimensions are inches (centimeters) unless otherwise specified.



Mounting option	Drilling template
SPxx, RPxx, DA12P	5
WBxx, DA12WB	6
WWxx	7

ORDERINGINFORMATION For shortest lead times, configure product using **bolded options.**

Example: KSF1 150S R3 TB SP04 LPI

KSF1							
Series	Wattage	Distribution	Voltage	Ballast	Mounting Type	Arm length[10]	Shipped separately
KSF1	Metal halide 100M[1] 175M[2] 200M[3] **150M** **250M[4]** Ceramic metal halide[5] 100MHC[1] 150MHC High pressure sodium[1] 70S[6] 100S 200S[6] 150S[6]	R2 Type II roadway **R3** Type III asymmetric **R4SC** Type IV forward throw, sharp cutoff	120 **347** **208[7]** 480[7] 240[7] TB[8] **277** 23050HZ[9]	**(blank)** Magnetic CWI Contant wattage isolated Pulse Start SCWA Super CWA pulse-start ballast NOTE: For shipments to U.S. territories, SCWA must be specified to comply with EISA.	**SP__** Square pole RP__ Round pole WB__ Wall bracket WW__ Wood pole or wall bracket	**04** 4" arm 06 6" arm **09** 9" arm 12 12" arm	DA12P Degree arm, pole DA12WB Degree arm, wall KMA Mast arm adapter KTMB Twin mounting bar

Options: Shipped installed in fixture		Options (cont.)	Shipped separately[13]	Finish[16]		Lamp[18]
PER NEMA twist-lock receptacle only (no photocontrol) SF Single fuse (120, 277, 347V) n/a TB DF Double fuse (208, 240, 480V) n/a TB QRS Quartz restrike system[11] QRSTD QRS time delay[9,11]		EC Emergency circuit[11] **CSA** CSA Certified NOM NOM Certified[8] INTL Available for MH probe-start shipping outside the U.S. KW1 KiloWatch® 120V control relay[12] KW4 KiloWatch® 277V control relay[12] REGC1 California Title 20 effective 1/1/2010	PE1 NEMA twist-lock PE (120, 208, 240V) PE3 NEMA twist-lock PE (347V) PE4 NEMA twist-lock PE (480V) PE7 NEMA twist-lock PE (277V) SC Shorting cap for PER option HS House side shield (R2, R3)[14,15] VG Vandal guard[14]	**(blank)** Dark bronze DWH White **DBL** Black DMB Medium bronze **DNA** Natural aluminum CRT Non-stick protective coating[17] Super Durable Finishes DDBXD Dark bronze	DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white	**LPI** Lamp included **L/LP** Less lamp NIGHTTIME FRIENDLY

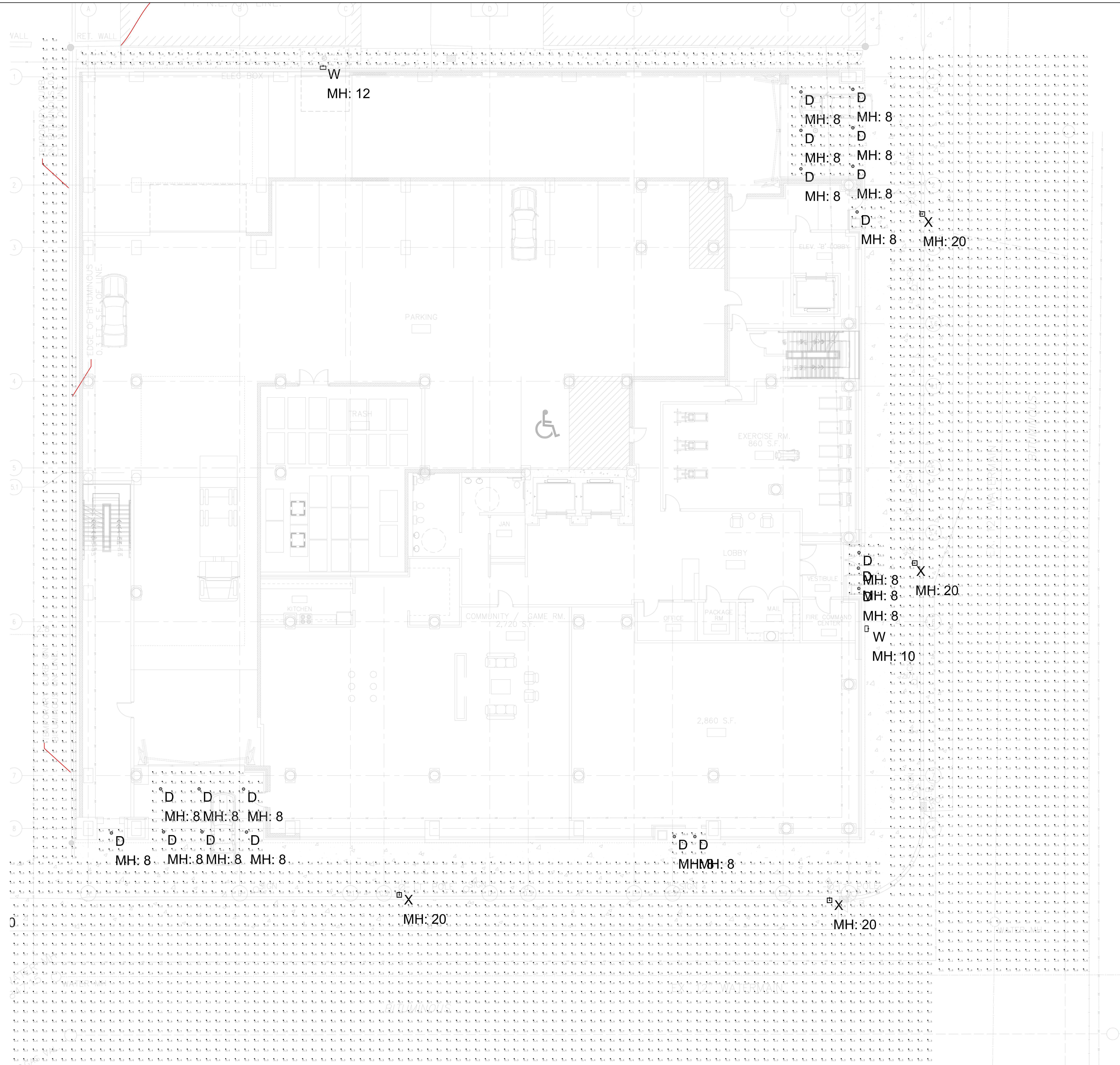
Accessories: Tenon Mounting Slipfitter *Number of fixtures.*						
Tenon O.D.	One	Two@180°	Two@90°[19]	Three@120°	Three@90°[19]	Four@90°[19]
2-3/8" (6)	T20-190	T20-280	T20-290	T20-320	T20-390	T20-490
2-7/8" (7.3)	T25-190	T25-280	T25-290	T25-320	T25-390	T25-490
4" (10.2)	T35-190	T35-280	T35-290	T35-320	T35-390	T35-490

Notes
1 Not available with SCWA.
2 These wattages do not comply with California Title 20 regulations.
3 Must be ordered with SCWA.
4 These wattages require the REGC1 option to be chosen for shipments into California for Title 20 compliance. 250M REGC1 is not available in 347V or 480V.
5 Not available with L/LP.
6 Not available with 480V.
7 Must specify CWI for use in Canada.
8 Optional multi-tap ballast (120, 208, 240, 277V); (120, 277, 347V in Canada).
9 Consult factory for available wattages.
10 Use 9" arm when two or more luminaires are oriented on a 90° drilling pattern.
11 Maximum allowable wattage lamp included.
12 KiloWatch® controls are available only with 150S.
13 May be ordered as an accessory.
14 Prefix with KSF1 when ordering as an accessory.
15 Available with R2 and R3 distributions only.
16 See www.lithonia.com/archcolors for additional color options.
17 Black finish only.
18 Must be specified.
19 Must use RP09 or RP12.

OUTDOOR KSF1-M-S

Luminaire Schedule				
Symbol	Qty	Label	LLF	Description
⊡	6	X	0.750	STREET LIGHT - 175W PSMH ON 20' POLE
▯	2	W	0.950	WST LED 2 10A700/40K SR2 MVOLT
⊙	19	D	0.950	DOM6 900L 35K DO6

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
8th Ped Entr	Fc	6.02	7.0	4.6	1.31	1.52
8th Sidewalk	Fc	2.38	4.8	1.0	2.38	4.80
8th Street L	Fc	1.57	4.1	0.3	5.23	13.67
Alley_1_Plan	Fc	1.54	6.1	0.1	15.40	61.00
North Drive_	Fc	8.83	10.3	6.8	1.30	1.51
NorthWest Pe	Fc	1.35	4.9	0.0	N.A.	N.A.
Portland Egr	Fc	6.03	7.9	3.9	1.55	2.03
Portland Mai	Fc	13.62	16.6	10.3	1.32	1.61
Portland Sid	Fc	3.61	9.8	1.4	2.58	7.00
Portland Str	Fc	1.52	4.5	0.2	7.60	22.50
Retail 8th S	Fc	8.63	10.0	6.7	1.29	1.49
South Drive_	Fc	8.06	10.0	5.0	1.61	2.00
West Alley_P	Fc	0.25	2.0	0.0	N.A.	N.A.



1 **ELECTRICAL SITE PLAN**
SCALE: 1" = 10'-0"

PARSONS
Electrical | Technologies | Technical Services
Reinventing Possible

5960 Main Street NE
Minneapolis, MN 55432
Phone (763) 571-8000
Fax (763) 571-7210
www.parsonscorp.com

Project

PORTLAND & 8TH

Minneapolis, MN

Engineering Stamp

Project Info

Project:	C14140
Date:	10.07.2014
Project Manager:	P. Thompson
Project Lead:	T. LaMere
Designer:	M. Emerson

Key Plan

Sheet Reference Scale

0 1

BAR IS 1" ON ORIGINAL DRAWING.
IF NOT 1" ON THIS DRAWING
ADJUST SCALE ACCORDINGLY.

Revisions

#	Description	

Sheet Name

ELECTRICAL SITE PLAN

Sheet Number

E101

LITHONIA LIGHTING®

Catalog Number	
Notes	
Type	

FEATURES & SPECIFICATIONS

INTENDED USE — For walkways, plazas or pedestrian areas. **Certain airborne contaminants can diminish integrity of acrylic.** Click here for Acrylic Environmental Compatibility table for suitable uses.

CONSTRUCTION — Extruded one-piece aluminum, 0.125" wall thickness. Top cover is 0.156" wall cast aluminum. 42" overall height standard. Closed-cell EPDM gasketing is included.

Finish: Standard finish is dark bronze (DDB) polyester powder, electrostatically applied and oven-cured. Other colors available as options.

OPTICS — Hydroformed, fluted, anodized, aluminum upper reflector combined with spun aluminum, anodized, flared cone is standard. Cylindrical lower reflectors or cast-aluminum louvers also available. Lens is clear, seamless 100% virgin acrylic, 1/4" wall, flush fitting.

ELECTRICAL — High pressure sodium and metal halide are high-reactance, high-power-factor ballasts. Ballasts are 100% factory-tested for reliable operation. Electrical components are tray-mounted with quick-disconnect plug and are accessible through bottom of bollard.

Socket: Porcelain, vertically oriented, medium-base pulse-rated porcelain socket with copper alloy, nickel-plated shell and center contact.

INSTALLATION — Four 1/2"x 11" anchor bolts with double nuts and washers (shipped separately). 4-1/2" bolt circle template included.

LISTINGS — UL listed for wet locations. Listed and labeled to comply with Canadian standards (see Options).

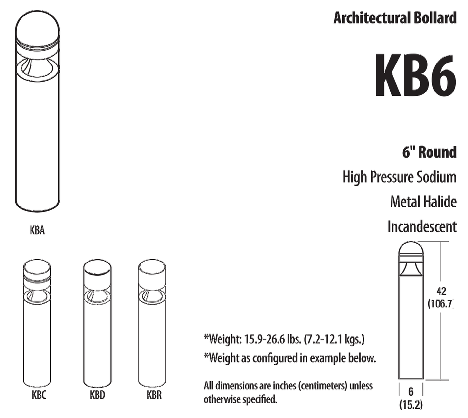
WARRANTY — 1-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Specifications subject to change without notice.

Architectural Bollard

KB6

6" Round
High Pressure Sodium
Metal Halide
Incandescent



*Weight: 15.9-26.6 lbs. (7.2-12.1 kgs.)
*Weight as configured in example below.

All dimensions are inches (centimeters) unless otherwise specified.

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative.

Example: KBA6 35S R5 120 SF LPI

Series	Wattage	Reflector	Voltage	Ballast	Options	Finish[7]		Lamp[9]
KBA6 KBC6 KBD6 KBR6	High pressure sodium 35S[1] 50S 70S Metal halide[2] 50M 70M Incandescent[1,3] I	Standard flared cone R5 Type V distribution Optional cylindrical reflectors CYA Specular CYB Black CYG Gold CYF Flat black	120 208 240 277 347[4] TB[5]	HID (blank) Magnetic Incandescent (blank) None	Shipped installed in fixture SF Single fuse (120, 277, 347V; N/A TB) DF Double fuse (208, 240V; N/A TB) H24 24" overall height H30 30" overall height H36 36" overall height FD Festoon outlet FG Ground-fault festoon outlet XT Diode (incandescent only) CSA Listed and labeled to comply with Canadian standards (120, 277, 347V only) Shipped separately[6] R6S Half-shield for 6" round	(blank) Dark bronze DBL Black DMB Medium bronze DNA Natural aluminum DSS Sandstone DGC Charcoal gray Super Durable Finishes DDBXD Dark bronze DBLXD Black DGCXD Charcoal gray DNAXD Natural aluminum DSSXD Sandstone	Striping[8] SDDB Dark bronze SDWH White SDBL Black SDNA Natural aluminum SDTG Tennis green SDBR Bright red SDBUA Dark blue SDYLB Yellow	LPI Lamp included L/LP Less lamp

Notes
1. 120V only.
2. Use coated lamp with metal halide sources.
3. 116W/TS maximum. Not available with LPI.
4. 347V available in 50W or 70W only.
5. Optional multi-tap ballast (120V, 208V, 240V, 277V; 120V, 277V, 347V in Canada).
6. May be ordered as an accessory. Must specify finish.
7. See www.lithonia.com/archcolors for additional color options.
8. Striping is available only on KBA6 or KBC6, and only in the colors listed.
9. Must be specified.

OUTDOOR KB6-M-S-I-Round

WST LED
Architectural Wall Sconce

Catalog Number	
Notes	
Type	

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The classic Architectural Wall Sconce is now available with the latest in LED technology. The result is a long-life, maintenance-free product with typical energy savings of 75% compared to metal halide versions. The integral battery backup option provides emergency egress lighting, without the use of a back-box or remote gear, so installations maintain their aesthetic integrity.

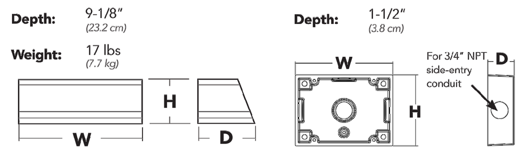
The WST LED is ideal for replacing existing 50 – 175W metal halide wall-mounted products. The expected service life is 20+ years of nighttime use.

Specifications
Luminaire

Height:	7-1/4" (18.4 cm)
Width:	16-1/4" (41.3 cm)
Depth:	9-1/8" (23.2 cm)
Weight:	17 lbs (7.7 kg)

Optional Back Box (BBW)

Height:	4" (10.2 cm)
Width:	5-1/2" (14.0 cm)
Depth:	1-1/2" (3.8 cm)



Ordering Information

EXAMPLE: WST LED 2 10A700/40K SR3 MVOLT DDBTXD

Series	Light Engines	Performance Package	Distribution	Voltage	Mounting	Options[3]	Finish *(required)*
WST LED	1 One engine (10 LEDs) 2 Two engines (20 LEDs)	700 mA options: 10A700/30K 3000K 10A700/40K 4000K 10A700/50K 5000K	SR2 Type II SR3 Type III SR4 Type IV	MVOLT[1] 120[1] 208[1] 240[1] 277[1] 347 480	Shipped included (blank) Surface mount Shipped separately[2] BBW Surface-mounted back box UT5 Uptilt 5 degrees	Shipped installed PE Photoelectric cell, button type[4,5] SF Single fuse (120, 277, 347V)[4] DF Double fuse (208, 240, 480V)[4] DMG 0-10V dimming driver (no controls) ELCW Emergency battery backup[6] WLU Wet location door for up orientation[7] PIR Motion/ambient light sensor[8] Shipped separately VG Vandal guard WG Wire guard	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

Emergency Battery Operation

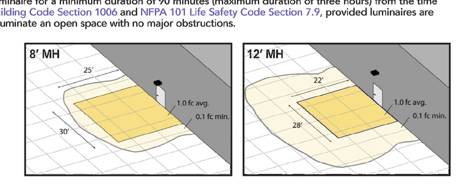
The emergency battery backup (ELCW option) is integral to the luminaire - no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product.

All ELCW configurations include an independent secondary driver with an integral relay to immediately detect AC power loss. Dual light engines are wired in parallel so both engines operate in emergency mode and provide additional component redundancy. These design features meet various interpretations of NFPA 70/NEC 2008 - 700.16

The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time supply power is lost, per International Building Code Section 1006 and NFPA 101 Life Safety Code Section 7.9, provided luminaires are mounted at an appropriate height and illuminate an open space with no major obstructions.

The examples at right show illuminance of 1 fc average and 0.1 fc minimum of the single-engine Type IV product in emergency mode.

WST LED 1 10A700/40K SR4 MVOLT ELCW
10' x 10' Gridlines
8' and 12' Mounting Height



NOTES
1. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with photocell (PE option) or fusing (SF, DF options).
2. May also be ordered separately as an accessory. Ex: WSBBW DDBXD U. Must specify finish.
3. Must be ordered with fixture; cannot be field installed.
4. Not available with MVOLT option. Button photocell (PE) can be ordered with a dedicated voltage option. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
5. Not available with 480V option. Not available with motion/ambient light sensor (PIR).
6. Integral battery pack is rated for -20° to 60°C operating temperature. ELCW warranty is 3-year period. Not available with 347V or 480V. Not available with WLU.
7. WLU not available with PIR or ELCW.
8. Specifies the SensorSwitch SFOD-7-ODP control (photocell included); see Motion Sensor Guide for details. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with WLU, VG or WG.

LITHONIA LIGHTING

One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • Fax: 770.918.1209 • www.lithonia.com

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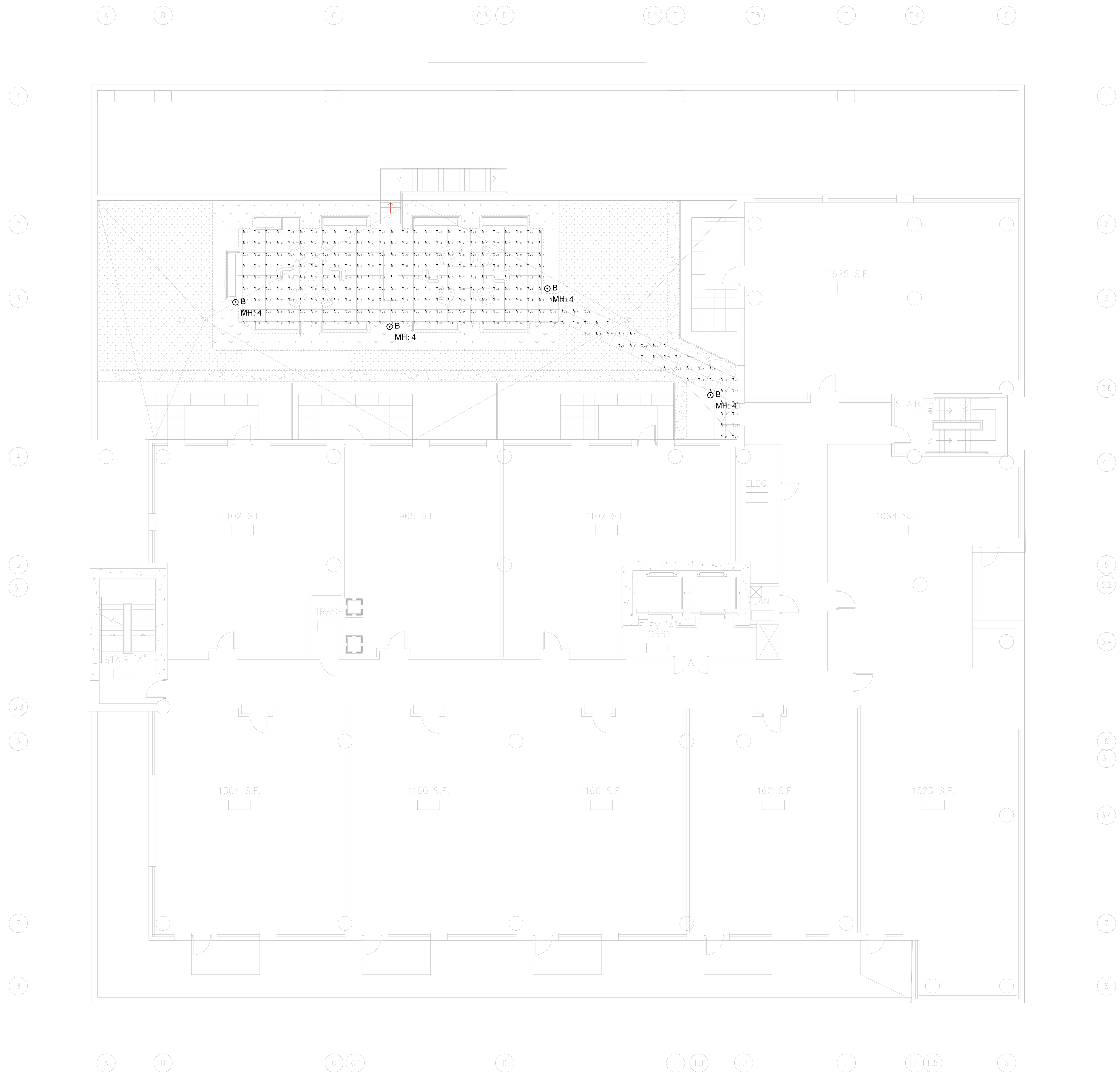

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description
⊙	4	B	SINGLE	5000	0.750	LITHONIA BOLLARD - KBD8 70M LV

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Roof Deck_Top	Illuminance	Fc	1.78	4.5	0.3	5.93	15.00

1 **ELECTRICAL ROOF PLAN**
SCALE: 1" = 10'-0"

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Electrical | Technologies | Technical Services
Reinventing Possible

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Minneapolis, MN 55432
Phone (763) 571-8000
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www.parsonscorp.com

Project

PORTLAND & 8TH

Minneapolis, MN

Engineering Stamp

Project Info

Project:	C14140
Date:	10.07.2014
Project Manager:	P. Thompson
Project Lead:	T. LaMere
Designer:	M. Emerson

Key Plan

Sheet Reference Scale

0 1

BAR IS 1" ON ORIGINAL DRAWING.
IF NOT 1" ON THIS DRAWING
ADJUST SCALE ACCORDINGLY.

Revisions

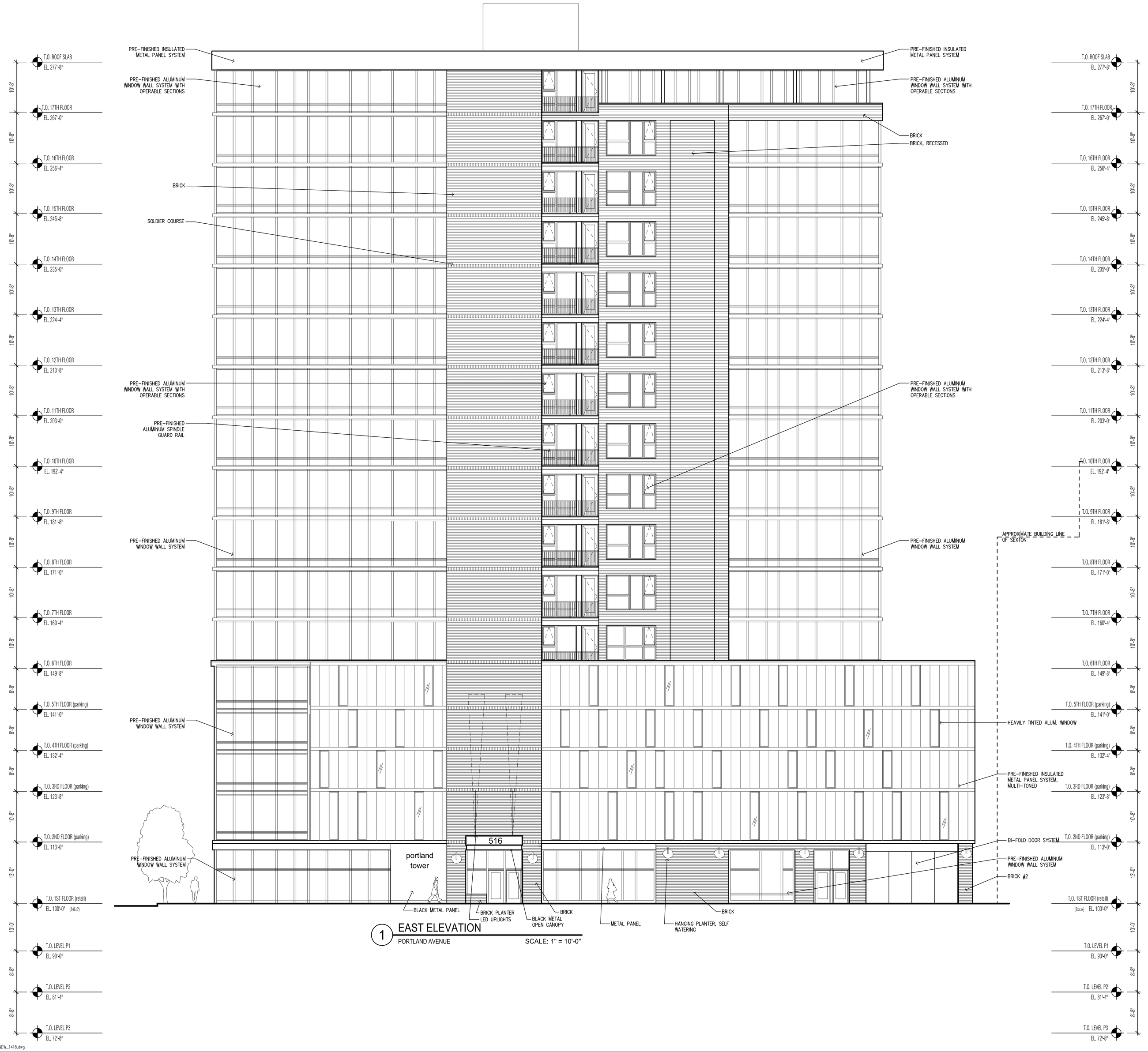
#	Description	

Sheet Name

ELECTRICAL ROOF PLAN

Sheet Number

E102



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(651) 696-5188 Fax

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MINNEAPOLIS, MN

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OCTOBER 8, 2014

C.O.W. SUBMITTAL
OCTOBER 22, 2014

PLANNING COMMISSION RE-SUBMITTAL
NOVEMBER 3, 2014

PROJECT NUMBER: 14–18

DATE ISSUED:

DRAWN BY: DLB

CHECKED BY: JLO

REVISIONS:

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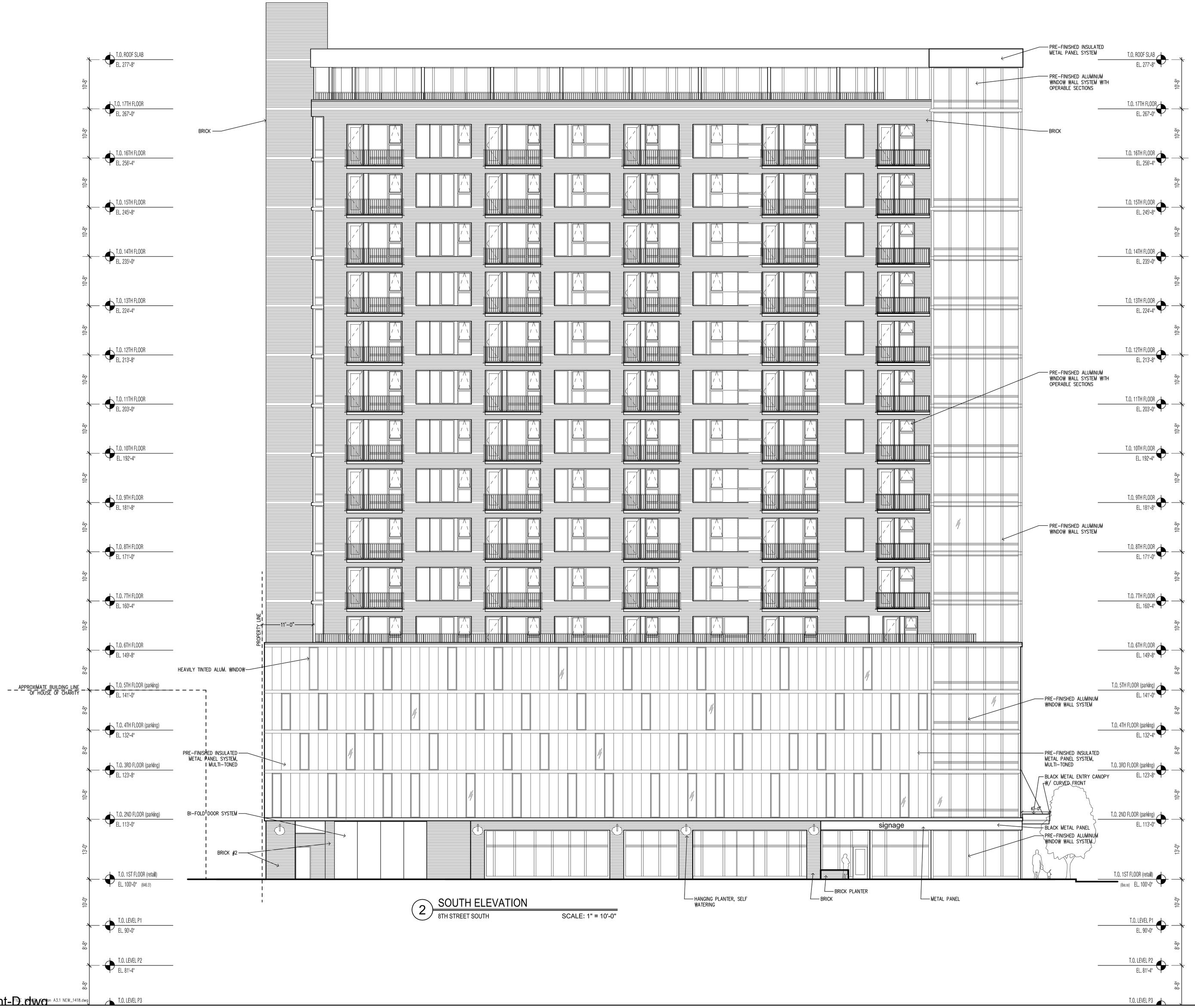

2 SOUTH ELEVATION
8TH STREET SOUTH SCALE: 1" = 10'-0"

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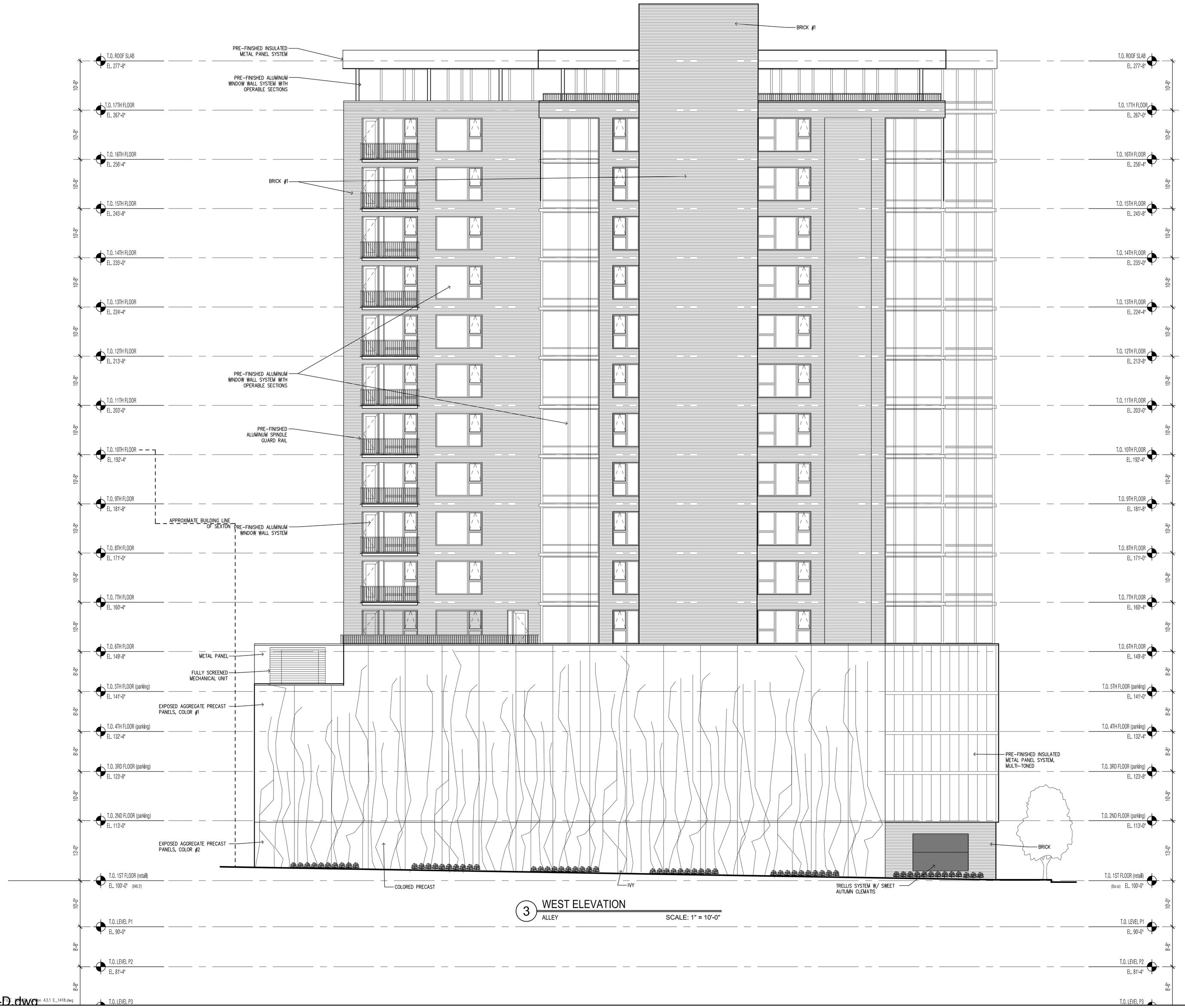

3 WEST ELEVATION
ALLEY SCALE: 1" = 10'-0"

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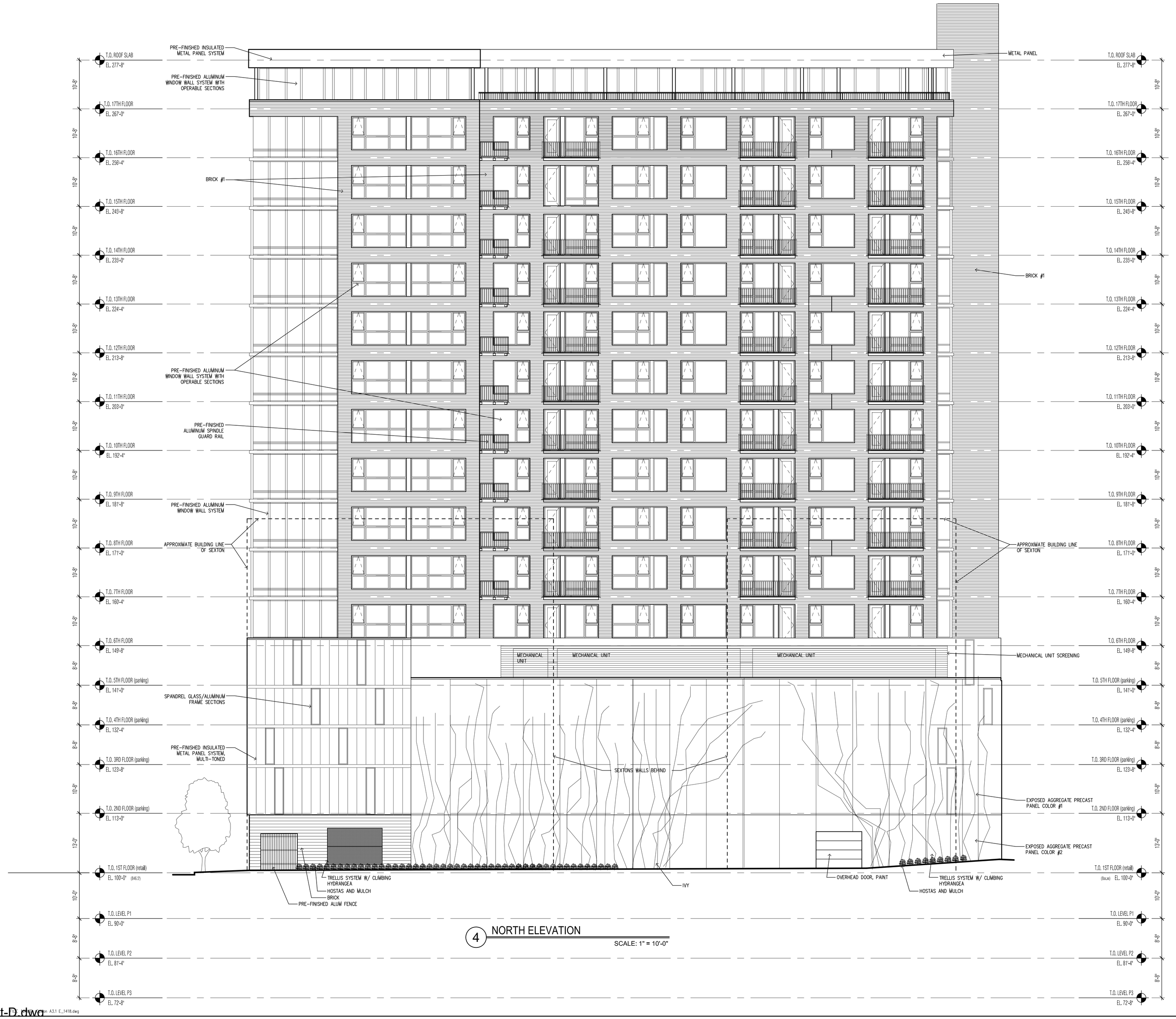

4 NORTH ELEVATION

SCALE: 1" = 10'-0"

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OCTOBER 22, 2014

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NOVEMBER 3, 2014

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SHEET NO: A3.4

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portland & 8th condos

aerial view from south

portland & 8th condos

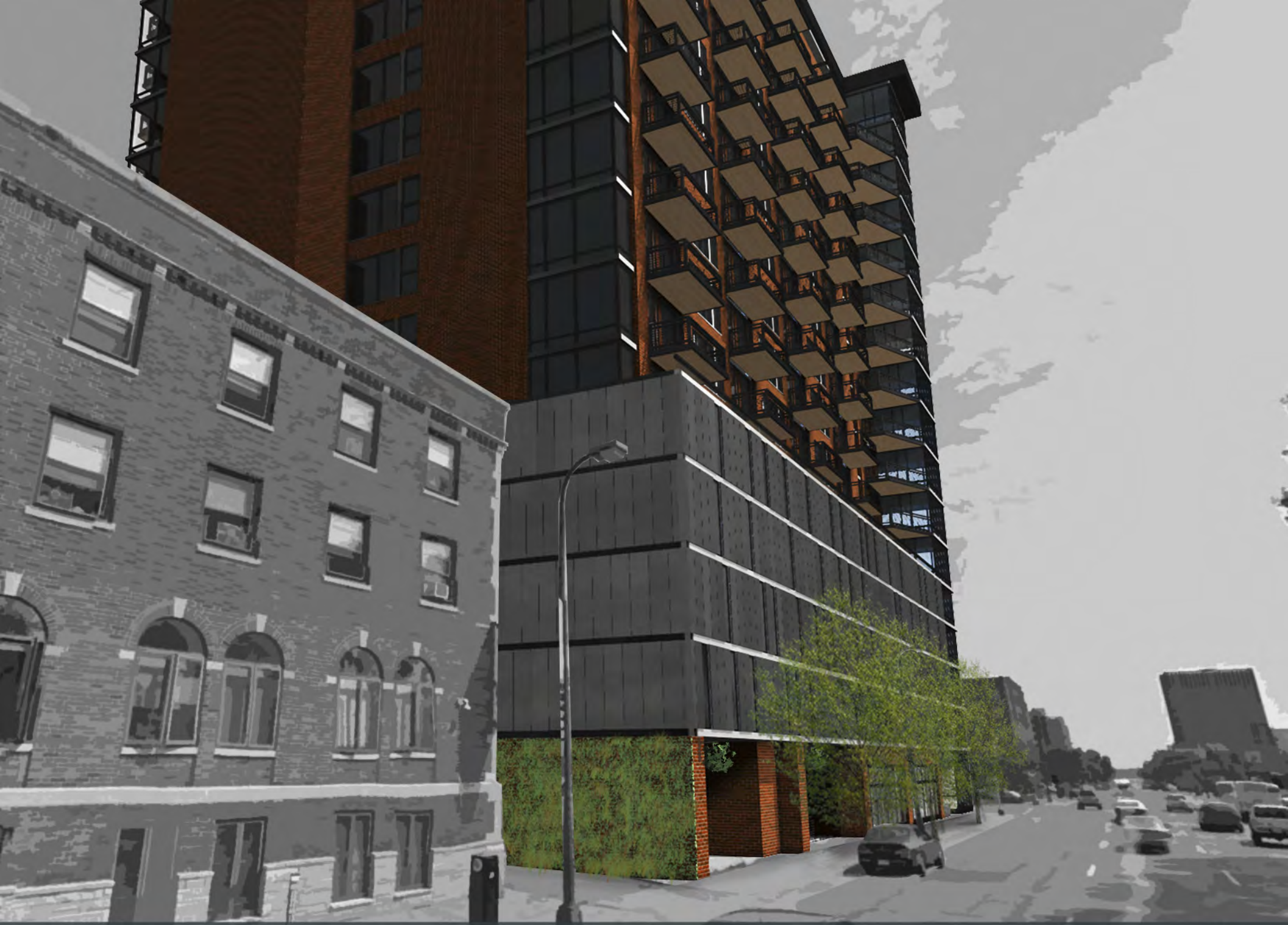
aerial view from north

portland & 8th condos

view from portland avenue

portland & 8th condos

view from portland avenue



portland & 8th condos

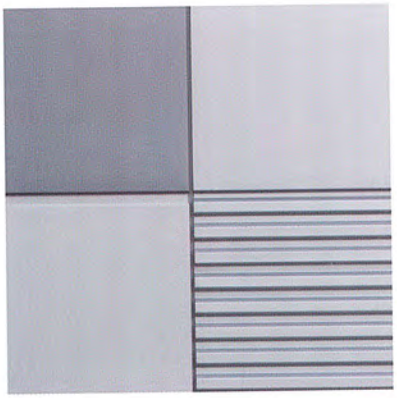
view from 8th street

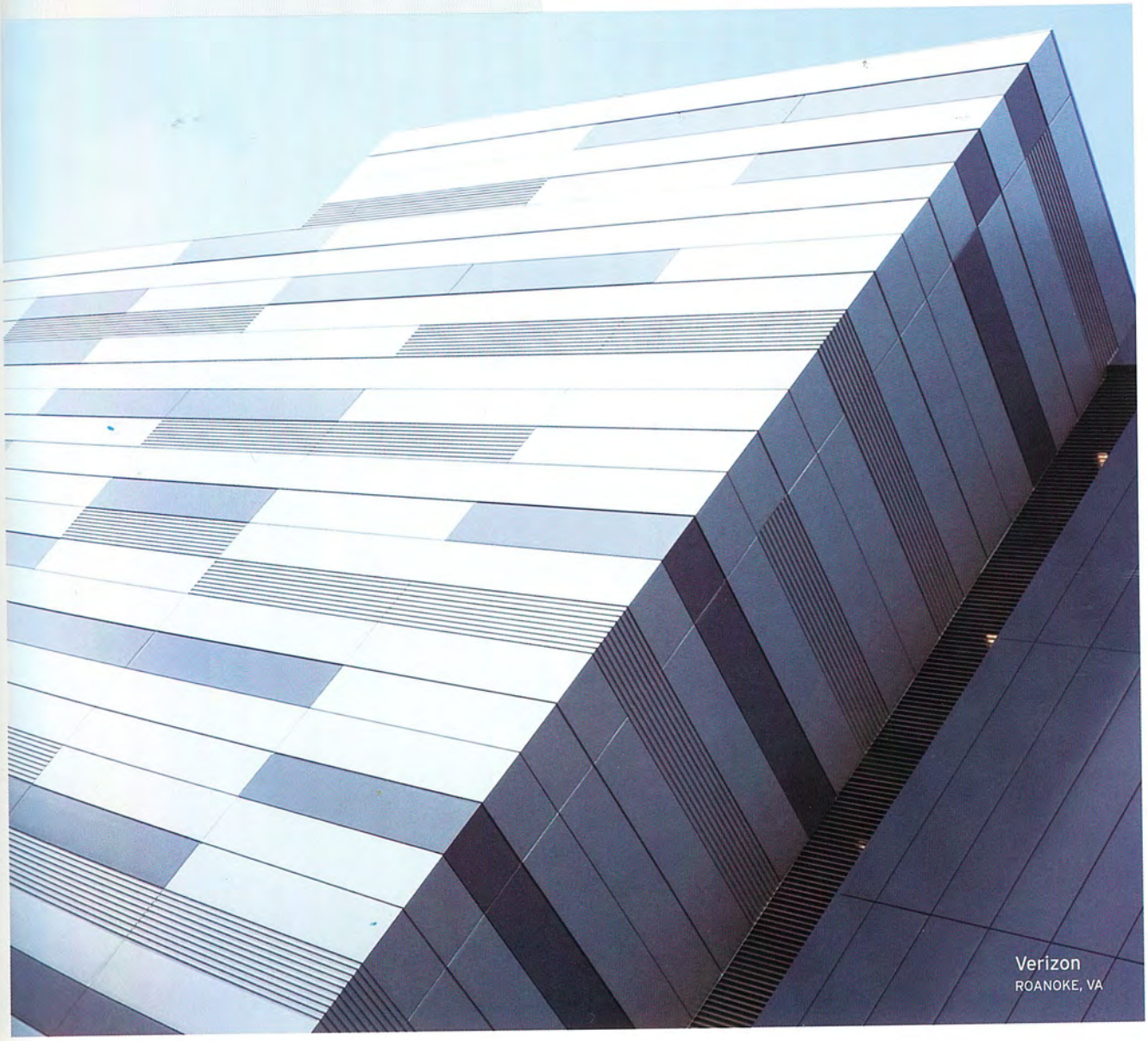
portland & 8th condos

view from portland avenue

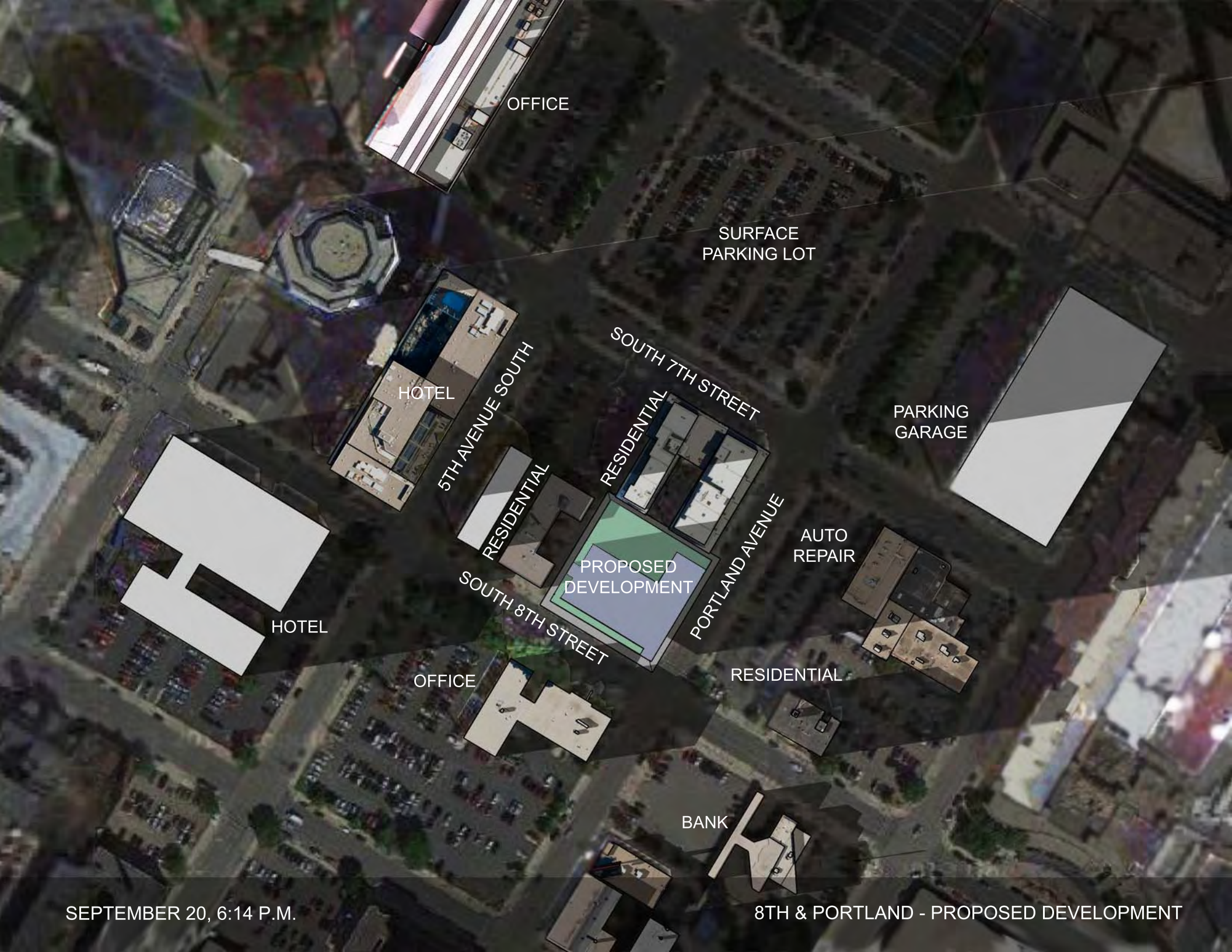
Integrated profiles

- Flexibility for unique design.
- Multiple profiles and color options.



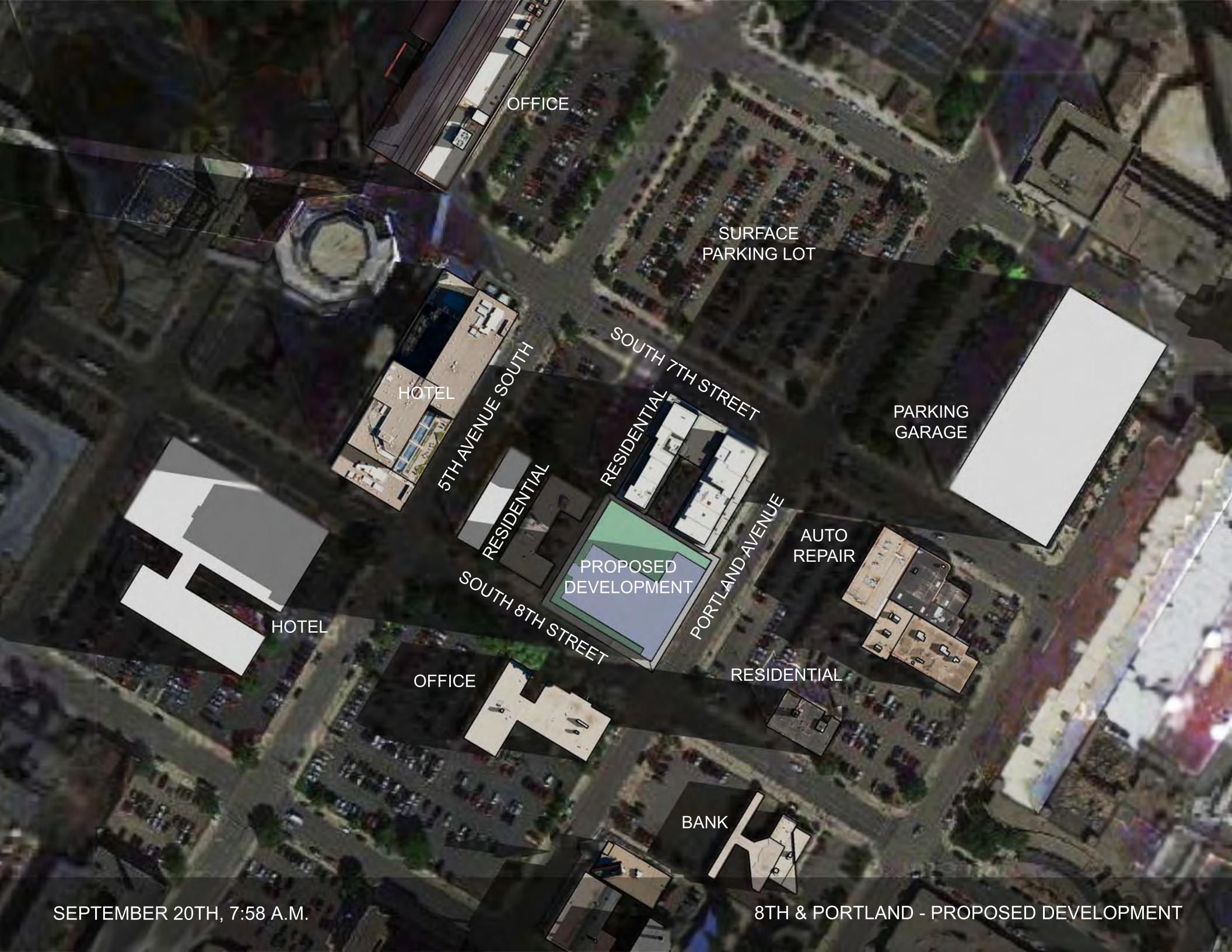


Verizon
ROANOKE, VA



SEPTEMBER 20, 6:14 P.M.

8TH & PORTLAND - PROPOSED DEVELOPMENT



SEPTEMBER 20TH, 7:58 A.M.

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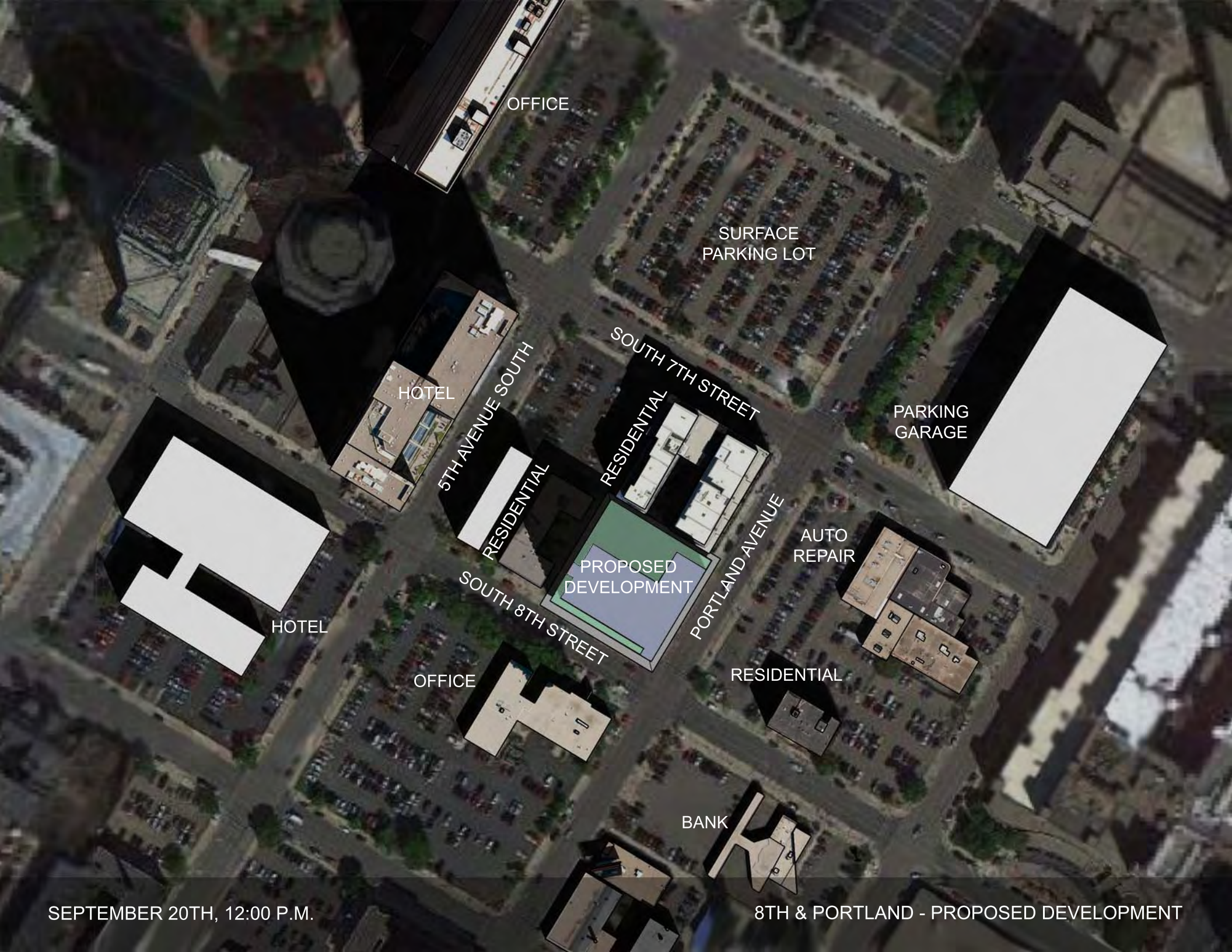

SEPTEMBER 20TH, 12:00 P.M.

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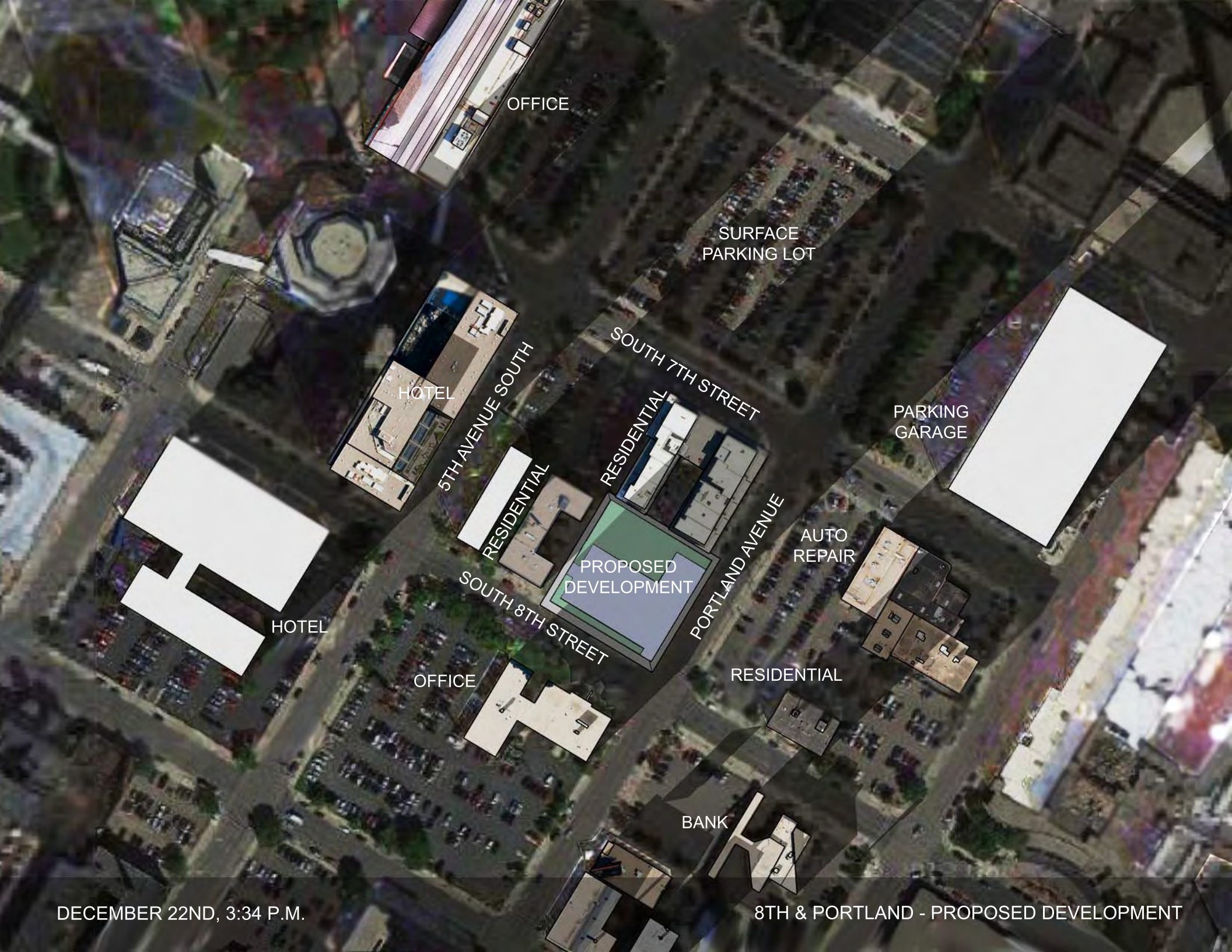

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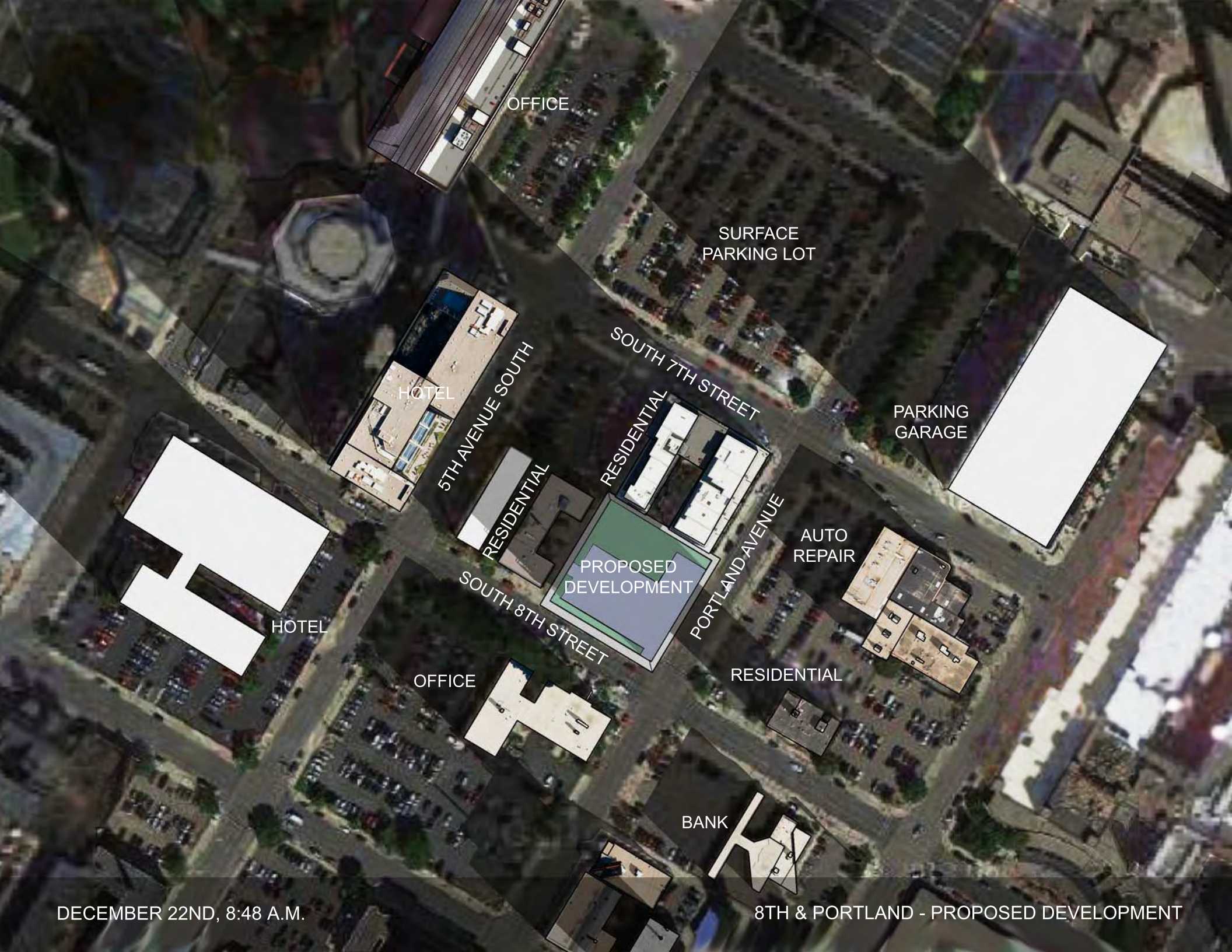

DECEMBER 22ND, 8:48 A.M.

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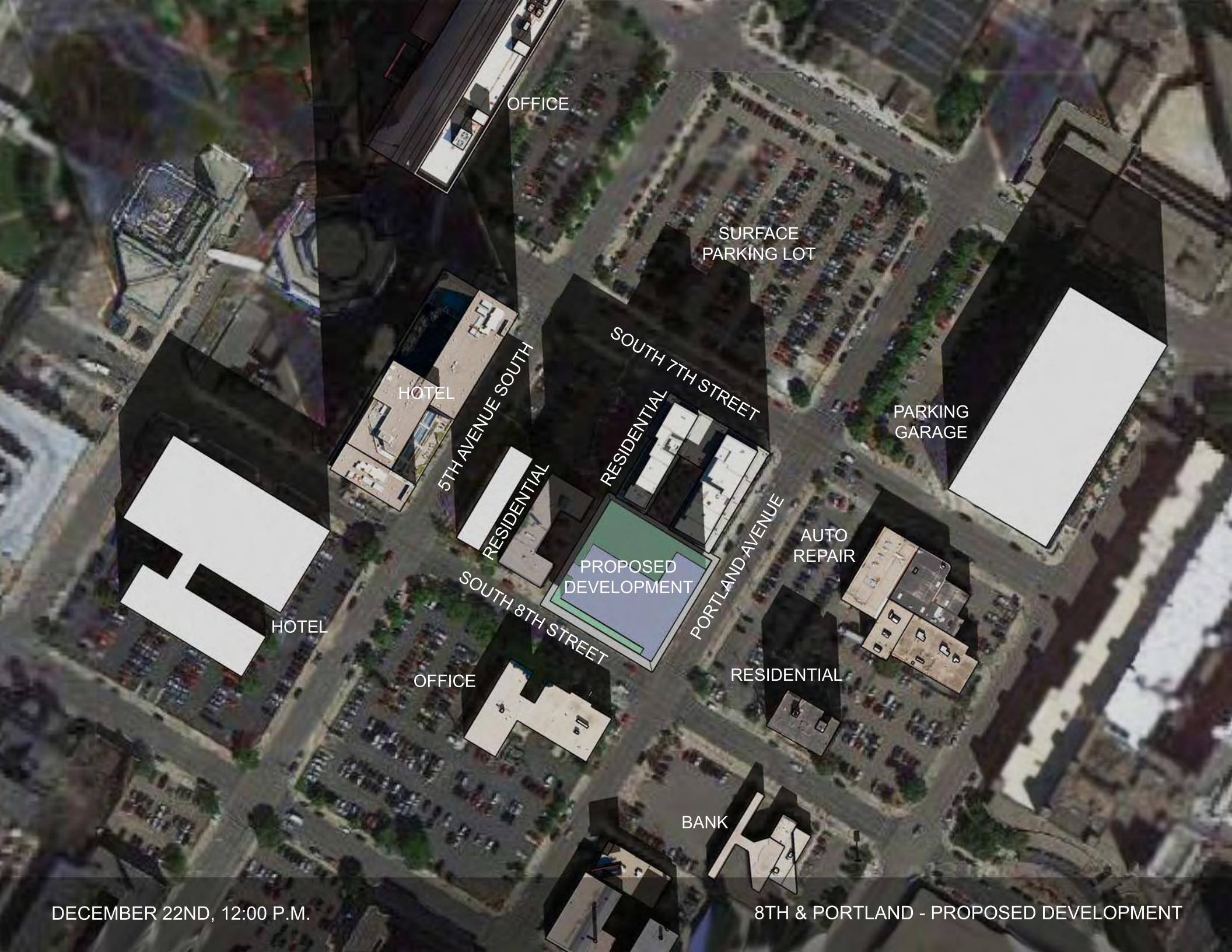

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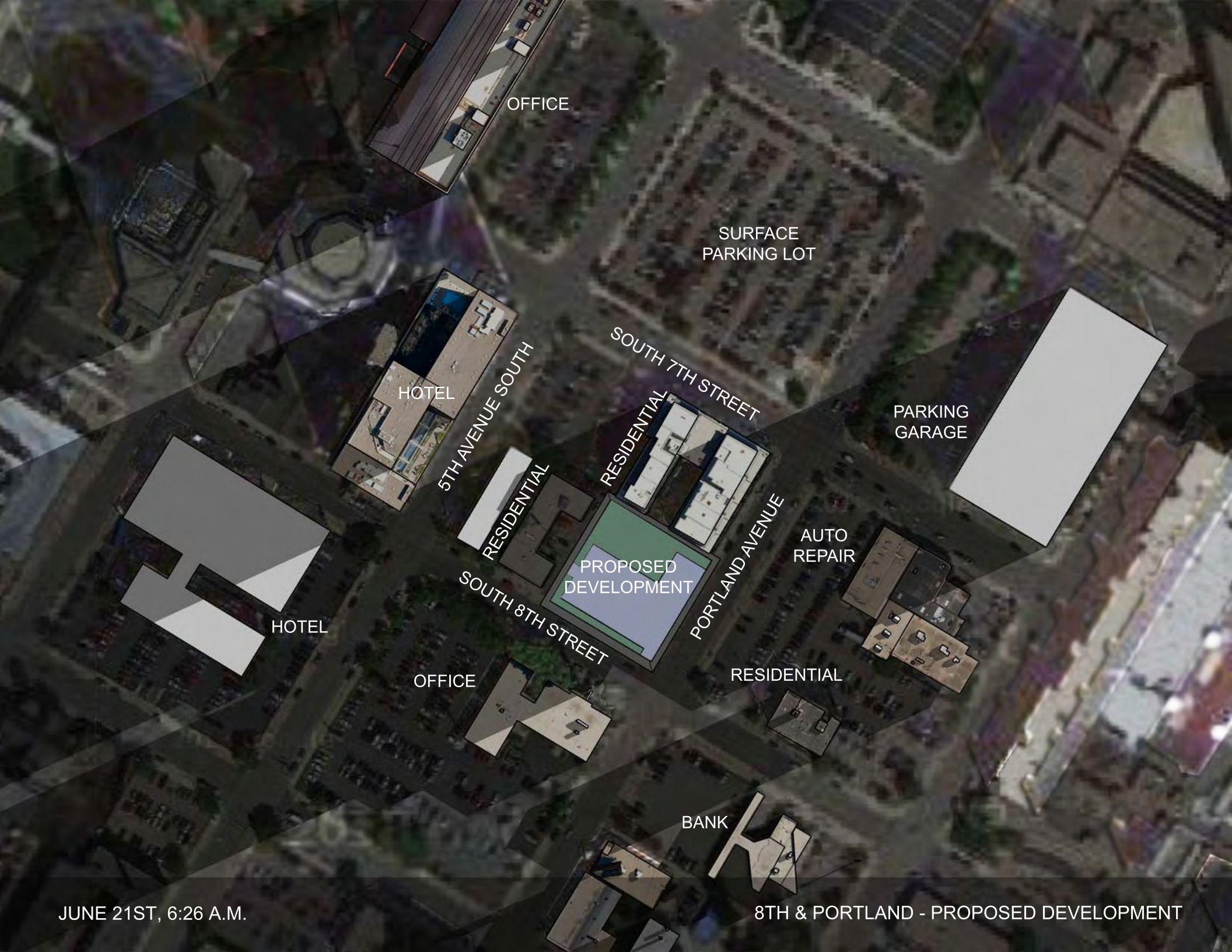

JUNE 21ST, 6:26 A.M.

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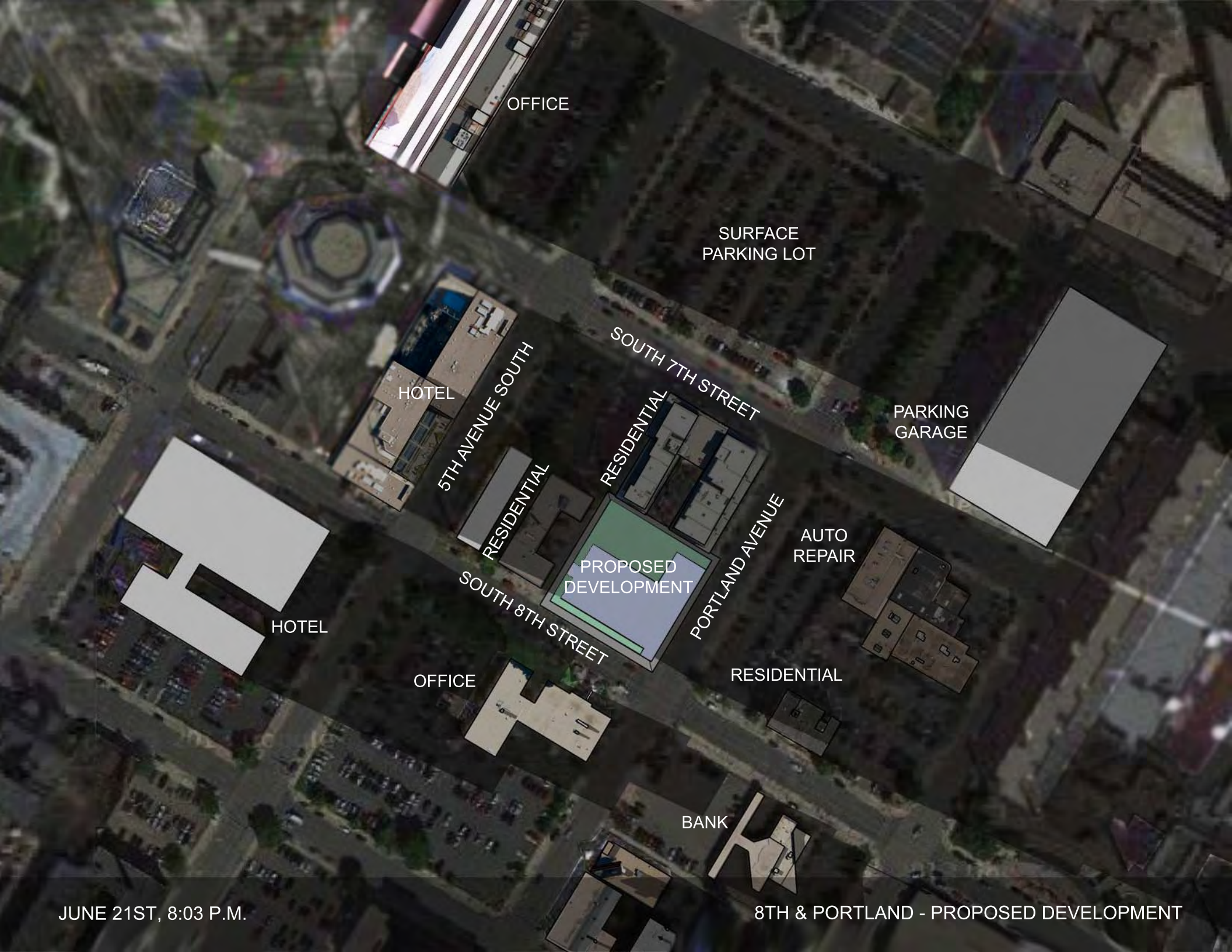

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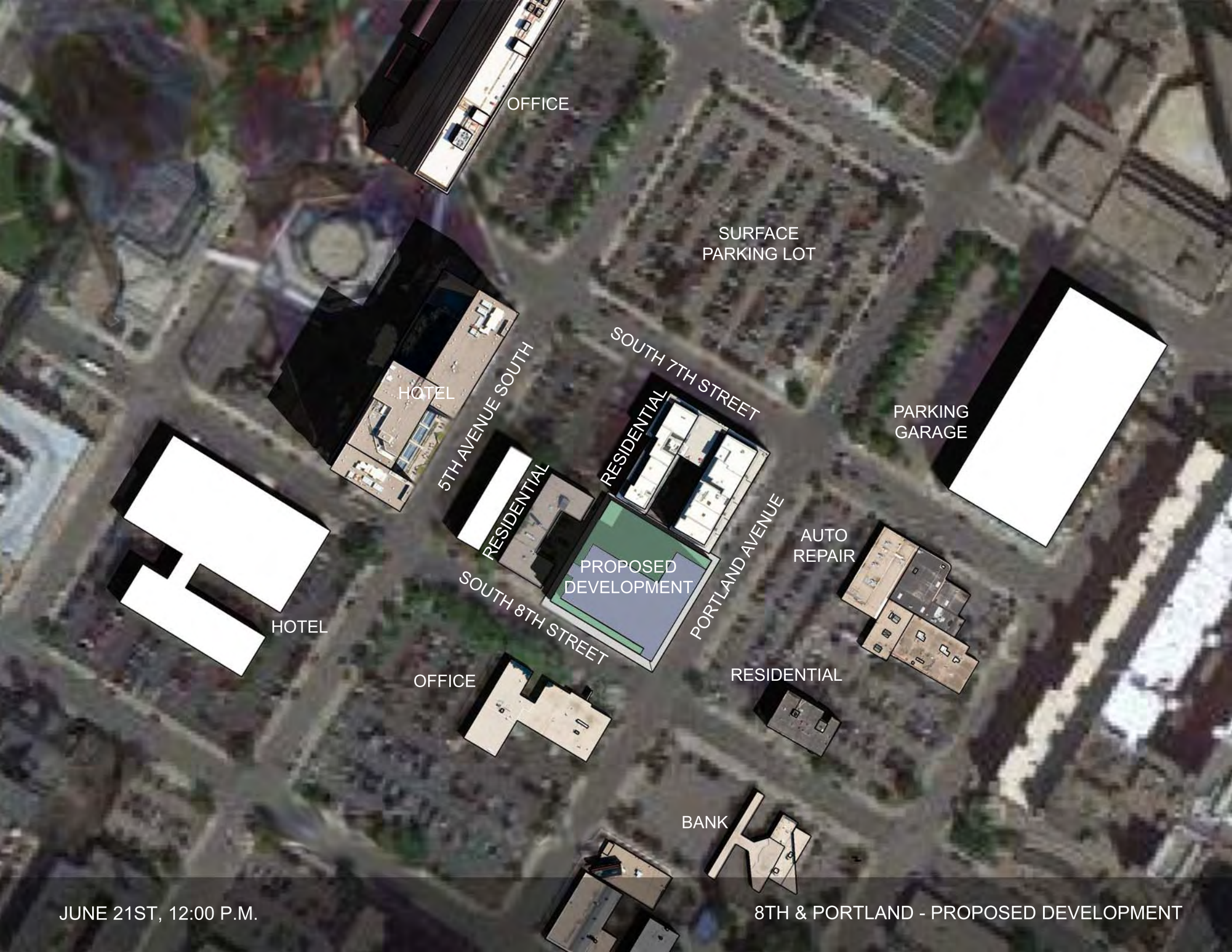

JUNE 21ST, 12:00 P.M.

8TH & PORTLAND - PROPOSED DEVELOPMENT

HYATT PLACE
HOUSE OF CHARITY

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STORES FACTORY
& WAREHOUSE SPACE
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GENERAL MERCHANDISE
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WAREHOUSES INC