



MEMORANDUM

TO: City Planning Commission, Committee of the Whole
FROM: [Becca Farrar- Hughes](#), Senior City Planner, (612) 673-3594
DATE: February 26, 2015
SUBJECT: L&H Station – 2225 East Lake Street

The applicant is proposing to construct the first phase of a new multi-phase development that would result in the redevelopment of an approximate 6½-acre site adjacent to the LRT Station at Hiawatha and Lake Street. The site is currently occupied by a 3-story, 51,000 square foot Minneapolis Public School (MPS) classroom building, a fenced playground area and a 450 space surface parking lot. The parking spaces located east of 23rd Avenue extended are used as a Park and Ride lot established through a lease with the Metropolitan Council which will terminate in March. In addition, the Midtown Farmer's Market has operated on the northern portion of the parking lot abutting Lake Street. This development is anticipated to be developed in 4 separate phases over 10 years, and would provide at completion a total of 565 residential units, a 100,000 square foot office building, 16,075 square feet of commercial space, 840 off-street parking spaces and a public plaza/marketplace.

As proposed, the first phase of the development would be constructed on the surface parking area located directly west of the existing MPS building. Phase One would include 100,000 square feet of office space, 8,000 square feet of commercial space and a total of 125 residential units.

The office building would be fully occupied by Hennepin County Human Services and Public Health Department. The new building would be one of its six regional service hubs that are now being developed by the County that provides various services to county residents including assessments and program referrals. Approximately, 8,000 square feet of new retail space would be developed on both sides of the Hennepin County office building adjacent to the Lake Street frontage. Phase One development would also include a 6-story, 125-unit residential building with a principal entrance off of 22nd Avenue and ground level townhomes adjacent to the internal private street.

As part of the first phase, a 406 space parking structure that includes two levels of below grade parking and one level of at grade parking that is covered by a green roof canopy, would be developed to serve the County's regional service hub, the office, retail spaces and the residential building. During Phase One the County would also have use of the remaining surface spaces located directly south of Phase One.

During Phase One the Minneapolis Public Schools Adult Education program would continue to operate out of the existing building as its South Campus. The use of the parking spaces along the east edge of the site now leased or designated for Metropolitan Council's Park and Ride lot would terminate. The MPS Adult Education program would use these spaces in the interim, replacing the parking spaces lost by the development of Phase One.

The exterior materials proposed on the office building and retail spaces would primarily include metal, precast concrete and glass. On the residential building the exterior is composed of brick, metal panels, fiber cement board panels, and glass.

Formal land use applications have not been submitted to date as the applicant is currently in the process of completing a state mandated Environmental Assessment Worksheet (EAW) for the site. This process is anticipated to be completed in early March. Based on a cursory review of the submitted plans, the following land use applications appear necessary:

- (1) Conditional Use Permit for a Planned Unit Development;
- (2) Site plan review;
- (3) Preliminary and Final Plat.

The project was originally discussed at the CPC COW meeting on December 4, 2014. At that meeting a few key CPED and Commissioner concerns were identified as follows:

- Inactivity of the ground-level building elevation along 22nd Avenue South;
- The sheer number of parking spaces provided on-site given the adjacency of the site to a transit station. Further, the volume of parking provided at the ground level resulted in negative impacts on the design of the ground level specifically on the west elevation of building facing 22nd Avenue South;
- Residential building materials – simplify the material palette;
- Plaza ownership, operations and maintenance.

The applicant has provided additional information that pertains to the above-listed items as part of their submittal packet. CPED Staff has not identified any additional issues at this stage.

L&H Station Project Update

The L&H Station project was discussed at the Committee of the Whole meeting on December 4, 2014. Based on feedback received at that meeting, the applicant is providing the following project updates for discussion at a follow-up COW meeting on February 26, 2015:

1) Plaza ownership, operations and maintenance:

The master plan that has been advanced for L&H Station shows an area on the east side of the site between the existing MPS Building and Hiawatha Avenue. This has been earmarked for a public plaza and permanent home of the Midtown Farmers Market. It will be developed in future phases and advanced at the time of the removal of the MPS Building. The area devoted to the plaza area is slightly under 40,000sf and is of a size to accommodate a variety of uses. First and foremost is for the property to be of a sufficient size to accommodate farmer market operations. Equally important however is the advancing of a public plaza/open space area that is appropriately designed and functional for those times when the farmers market is not there. We are sensitive to designing and developing a space that is functional and animated and does not become an urban wasteland when the market is not operating.

Ownership of the plaza has been a topic of discussion for several years. We have been looking for a party to take on the long-term ownership of the plaza. Ideally this would be a public body experienced in the operation and maintenance of public spaces. Hennepin County is not in this business. Nobody has stepped to the plate or expressed an interest. As a fall back we are looking at an organizational structure that would have the land managed by an association (not all that different from a condominium or homeowners association). The property would be operated, managed and maintained by the association and the cost of such activity would come from annual assessments from owners in the Lake and Hiawatha development. As we are still advancing plans and the plaza would be developed as part of subsequent phases this is still a work in progress.

The Musicant Group has been retained as a consultant by Hennepin County to ensure that the plaza is an active asset used by the community, new retail businesses and visitors to the Corcoran neighborhood throughout the day and year. This will occur through extensive community engagement around what sort of activities, experiences, uses people want to see in the space. A corresponding design, programming and management plan will thus be created by BKV and The Musicant Group. The 3-5 year gap between Phase 1 and Phase 2 allows for on-site experimentation with programming concepts (the Midtown Farmer's Market, pop ups, events, etc.) with related learnings being incorporated into the long term design and management of the plaza. Overall, the design will focus on creating many things to see, do, and experience through permanent and movable physical elements.

Programming discussions are underway with a working group established as part of the public consultation process. This group, which is being facilitated by The Musicant Group, will concentrate on a myriad of plaza issues. It is very much an evolving and iterative process. The advancing of design considerations will permit us to price the improvements and looking to funding vehicles to cover associated costs.

2) Parking:

The parking facility for Phase I now contains a total of 406 spaces. In the early days of the project we had been looking at a parking facility that had approximately 450 spaces. The number of spaces has progressively been reduced due to design and operational issues. As we move from schematic drawings into development drawings and then to construction drawings, it may be possible that further stall reductions take place.

We have reviewed the appropriate provisions of the *Minneapolis Plan for Sustainable Growth* and other planning documents. We believe that the current expression of parking on site, Human Services & Public Health Department (HSPHD) experience, management support and design and development approach

fully support the goals of the city. The project in its first phase will not seek to build the maximum number of parking spaces permitted by zoning ordinance. We are seeking to provide the number of parking spaces that support operations and a development and management practices that promote other modes of transportation.

HSPHS has prepared a detailed analysis of staffing levels by function within the office building. A copy of the analysis is enclosed. The analysis is based upon an evolving understanding of the functions that will be placed at Lake Street, evolving staffing levels both within the functions at the Service Center and within HSPHD. Comments have been made about the level of training and on-boarding activity. These numbers are based upon what is happening within HSPHD today and the level of activity that is taking place at facilities downtown. It is true that these two functions do not run at capacity each and every day, however it has been advised that capacity is reached regularly during several days a week and for extended periods of time. We have been advised that the number of new hires within HSPDH and the turnover rates within that department make on-boarding a regular and not an occasional activity. The analysis identifies the following functions with the Service Center: HUB staff, on-boarding teams, Indian Child Welfare Act teams, staff development and training, WIC clinic, Foster Care, Adoption and Kinship teams and community partners. The analysis based upon actual experience has identified the number of personnel who will be assigned to this facility.

Additionally, we have identified the number of clients who will visit the site on a daily basis. The analysis goes on to assess the number of staff and clients who will be on site at any given point in time. This number is less than the total staff and client counts and is based upon experience at other locations as to how staff and clients come to the site on a daily basis. The analysis then goes on to reduce the number on-site at the same time by 45% - being the modal split direction provided by staff. We have accepted this direction provided by staff, although we understand that driving and therefore parking requirements are higher than what the analysis shows. We do recognize that the shared use of the parking facility by the service functions, the retail, the community and the residential do afford certain flexibility in terms of the overall parking supply meeting demand. We have shown a minimal amount of stalls for the retail use and residential parking at 90%. The summary of all uses noted above:

	<u>Total Count</u>	<u>On-Site at Same Time</u>	<u>55% modal split</u>
Regional Service Center	556	446	245
Clientele	445	120	65
	1,001	566	310
Retail	8	8	6
Residential	125	125	113
	1,134	699	429

Something that needs to be appreciated is the manner in which the HUB staff work. Many of the social and case workers assigned to the HUB work outside of the office and are not on site 5 days a week, 8 hours a day. Instead, they work in a flexible environment where they go out into the community to meet with clients. These individuals depend upon their personal vehicles and cannot service clients through other modes of transportation. The flexible work approach also reduces the number of clients who may be on site and therefore increasing parking demand – a fine balance.

HSPHD believes its parking demand is higher than the analysis noted above. In fact, the Alliant Engineering work prepared in the spring of 2014 had showed this. Notwithstanding this, HSPHD is prepared to work with the current supply (406 spaces) and manage demand.

The parking model being advanced here is not a suburban model. If this was a comparable facility in the suburbs, it would be parked at a higher ratio and parking would not be structured. Instead, we could take advantage of lower land prices and would provide surface parking rather 100% structured parking. Land uses would not be mixed and development would not be at the densities proposed at L&H. All aspects of

this development proposal reflect the principals of transit-oriented development and development within the urban context.

Hennepin County is a strong supporter of all modes of transportation. It is all about provide opportunity to pursue other options but it is also about choice. The same policy statement is in the City's Comprehensive Plan. The TDMP that has been prepare to support the development of this site speaks of the initiatives and efforts that will be undertake to promote other mode of transportation. The County does offer reduced transit pricing and the opportunity to pay this directly with pre-tax dollars. This is a tremendous financial benefit to county employees. In addition, an important part of this development will be in providing bicycle facilities for employees, residents and clients. Part of this development will include an expansive bike facility/corral that provides secure storage for bicycles and changing facilities that will meet the needs of employees using bikes to commute to work. Given the County's significant support of transit in this region, we will continue to advance policies and program that encourage transit ridership across the board.

Finally, we are extremely concerned about under parking the first phase of the development. Unlike downtown where if a building is under-parked, those seeking parking have the opportunity to seek out other parking options, which are readily available. In this community there are no commercial options and under parking the project means that those seeking parking would look to park on neighborhood streets. This would externalize a negative impact and would exacerbate an on-street parking issue. The development of the site will result in the elimination of the Metro Transit park-n-ride lot and the overflow parking provided to the YWCA and the MPS field house. All these users would look to neighboring streets. If we can appropriately park phase 1, we can internalize needs and not add to an emerging parking situation.

3) **22nd Avenue street elevation:**

The goal for this street frontage is to include as much active functions as possible, while also accommodating an entrance for at-grade parking. Uses along this frontage included retail and an adjacent retail plaza, a bike facility for storage with a proposed bicycle maintenance component, parking entry with after-hours decorative gates for screening the opening, and the housing building main entrance with outdoor terrace. To enhance the pedestrian experience, the elevation incorporates elements such as canopies, ample glazing, a green wall, an ornamental trellis, bike racks, varied paving patterns and attractive landscaping.

Enclosed are updated views and elevations of the 22nd Avenue streetscape, depicting the various features, as described above.

4) **Phase One Housing exterior materials:**

The exterior materials of the phase one housing project include brick, metal panels, cement board siding and glazing. The material palette has a primary color base of charcoal and white/buff, while a green cladding is used to highlight the main building corner and small accents of red are seen throughout the elevations.

Enclosed are updated rendered elevations and views of the Phase One housing project, showing the proposed material and color palette for the building exterior.

Project Description

The L&H Station master site plan will redevelop a 6½-acre site adjacent to the LRT Station at Hiawatha and Lake Street in Minneapolis. This phased, Transit Oriented Development will provide 565 housing units, a 100,000 sf office building and 16,075 sf of commercial space and a public plaza/marketplace served by 840 parking spaces.

L&H Station will be the redevelopment of a six and one half-acre site at the intersection of Lake Street and Hiawatha Avenue adjacent to the Lake Street/Midtown Blue Line LRT Station. This phased, Transit Oriented Development will incrementally construct 510 housing units, a 100,000 sf office building, up to 16,075 sf of retail and office retail space and a public plaza/pedestrian corridor/market square. The market square adjacent to the LRT station will also serve as the site of the Midtown Farmer's Market now operating on parking areas on site two days each week. The redevelopment will be served by up to 750 structured parking spaces replacing the 450 surface spaces now on the site.

The initiation of each element after those described in Phase One will be determined by the schedule of the relocation of the South Campus of the Adult Education Program by Minneapolis Public Schools and on market acceptance and conditions. Construction on the site will begin in 2015 and will continue periodically for up to 10 years.

Phase One (2015)

The first phase will be built on the surface parking area directly west of the present school building on the site. During Phase One, new office, retail and housing will be developed on the site. Hennepin County Human Services and Public Health Department will occupy the new office building. It will be one of its six regional service hubs now being developed by the County. It will be an active building. In these hubs county residents can receive assessments and referrals, and based on their individual or family needs clients could be connected to a number of programs to help them. Clients will be able to but not be limited to: applying for food support, for Medical Assistance, addressing homelessness, dealing with utility shut-offs, evictions and other emergencies, get support for seniors in their homes, learn about early childhood programs, and programs for people with disabilities and improve mental health or chemical health.

In Phase One 8,000 sf of new retail space will be developed on either side of the Hennepin County office building on the Lake Street frontage of the site. The Phase One development will also include a 6-story residential building with approximately 115 units. The main entrance for the housing will be from 22nd Avenue and ground level townhomes adjacent to the internal private street will screen the at-grade parking.

Between the office and residential buildings a 406 space parking structure with two levels below grade and with one level at the grade covered by a green roof canopy, will be developed to serve the County's regional service hub, the retail spaces and the residential building. During Phase One the County will also have use of remaining surface spaces located directly south of Phase One. Parking for the housing will be a combination of designated stalls as well as share stalls that will not be used by County staff during nights and weekends. County parking stalls at grade level will also be made available to Farmers' Market visitors on weekends and selected evenings.

During Phase One the Minneapolis Public Schools Adult Education program will continue to use the existing building as its South Campus. The use of the parking spaces along the east edge of the site now leased or designated for the Park and Ride lot will cease. The MPS Adult Education program will use these spaces, replacing the parking spaces lost by the development of the Phase One site.

Subsequent Phases (2017 – 2025)

The construction on the remainder of the site will begin when the Minneapolis Public Schools completes its relocation of the Adult Education program to a new site allowing the present site to be vacated. A potential new site has been identified but assembly and construction may require three to eight years to complete. The demolition of this 51,000 sf classroom building constructed in 1986 will be the only demolition required for this project.

Future development will provide a new public space, the Market Square, with permanent facilities for the Midtown Farmer's Market a platform for programming other public events along the east side of the site. The Square will provide a high level of amenity, activation and connection at the Lake Street/Midtown LRT station for visitors to the County's Regional Services hub, for the other businesses and services in the redevelopment, for destinations in the district beyond L&H Station and for nearby residents.

The additional 8,075 sf proposed commercial space would be located along the edge of the Market Square. The multiple new residential buildings on the site will have a total of 340 housing units served by approximately 300 parking spaces.

Hennepin County is in discussion with the Metropolitan Council to allow the triangle-shaped parcel on the east edge of the site to be included into the development of the Market Square public space.

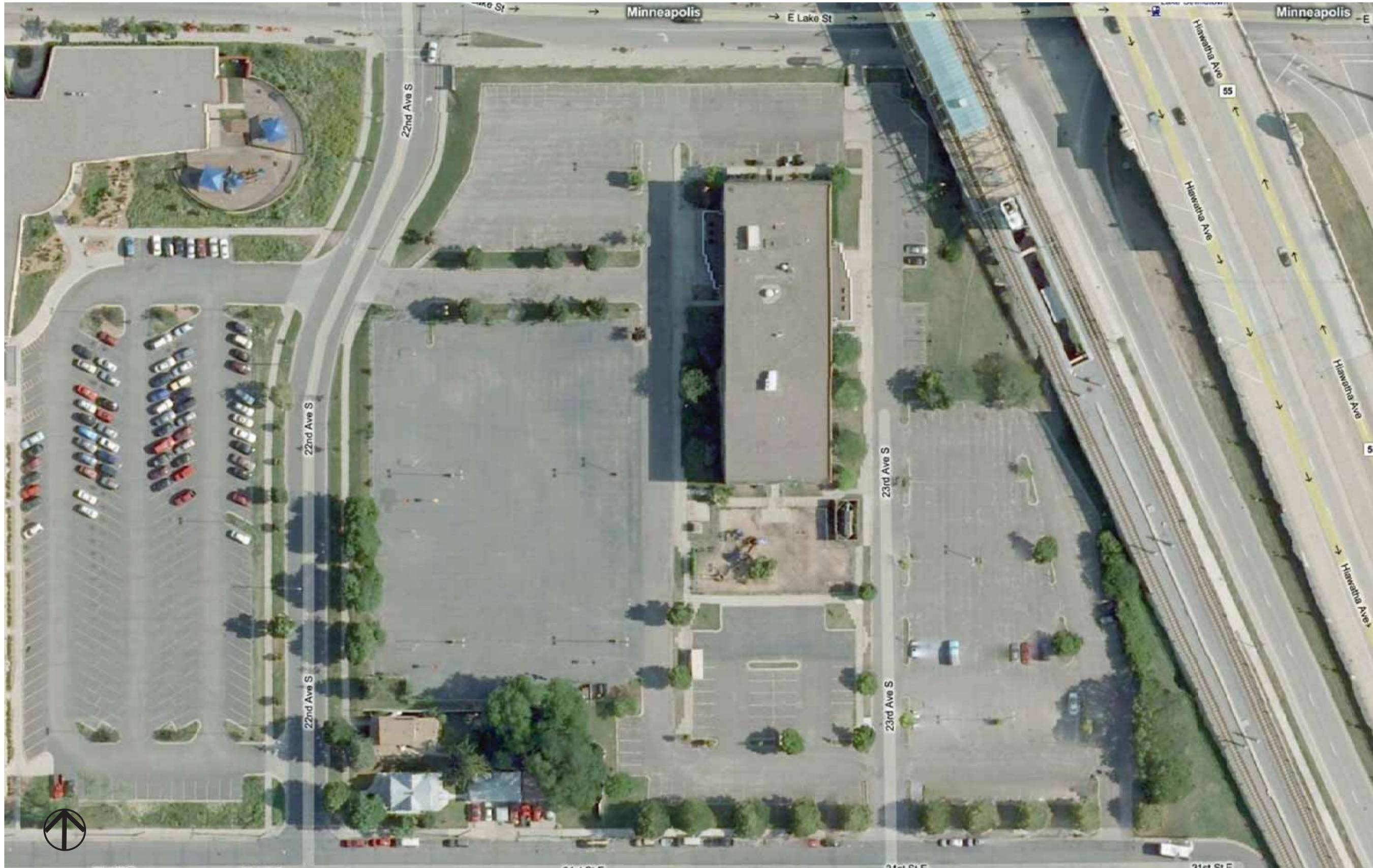
Two existing residences, 3029 and 3055 22nd Avenue S, located in the southwest corner of the site are not included in the County's purchase of the site from Minneapolis Public Schools but are designated for redevelopment. The owners of these parcels will be contacted for purchase of their parcels when appropriate as the redevelopment proceeds.

	HSPHD South Minneapolis Human Services Regional Center (SMHSRC)	Total Count	Maximum On Site at the Same Time	55% Parking Requirement	Staff, Client and Program Notes	Specialized Space Capacity
	STAFF					
					HSPHD Staff:	
S-1	SMHSRC "Hub" Staff	250	188	103	Work at the facility full time during regular business hours.	There are four conference rooms that seat 74 and one mediascape room that seats 6. The total capacity of these rooms is seating for 80. Employees from other County regional sites will travel to this facility to attend meetings that are held in these conference rooms.
S-2	Eligibility Supports HSR On-Boarding Teams	Average Daily			On-boarding staff members are hired in groups of 30 to 35 on a staggered basis every quarter. The training program is 3 months.	There are six training labs that seat 102 and office space seating for 84. The total capacity of all of these rooms and the adjoining office space is seating for 186.
S-2a	Staff	13	10	5	Employees work at the facility full time during regular business hours.	
S-2b	Staff Trainees	97	90	50	Staff members work at the facility full time during regular business hours. These employees are newly hired, and they are completing "on the job" training or "on boarding".	
S-3	Indian Child Welfare Act (ICWA) Teams	34	17	9	Staff members work in an open office environment at this facility and travel to and from client homes to provide service during regular business hours.	
S-4	Staff Development & Training	Average Daily				There are two training labs that seat 34, two training rooms that seat 112, a community room that seats 46 is used for training during the day and two mediascape rooms that seat 12. The total capacity of all of these rooms is seating for 204.
S-4a	Staff	8	6	3	Employees work at the facility full time during regular business hours.	
S-4b	Staff Trainees	90	90	50	This location is the "headquarters" for HSPHD's staff development and training program. The majority of trainees will travel to this facility from all six of the HSPHD's regions to attend training, and a few employees will already work at this site. HSPHD has almost 3,000 employees.	
S-5	WIC Clinic Staff	16	16	9	Work at the facility full time during regular business hours.	
S-6	Foster Care, Adoption & Kinship Teams	38	19	11	Office at this facility and travel to and from client homes to provide service during regular business hours.	

	Community Partner Staff	10	10	5	Community Partners are co-located with county staff.	There are 8 community partner interview rooms and 2 interview windows for a total of 10 work areas. Therefore, the estimate would be 10 community partner staff members and a minimum number of 10 clients. All clients often come with their extended family members or friends, so this number could be significantly higher.
	SUBTOTAL	556	446	245		
	CLIENTS					
	Regional Service Center Clients	Average Daily			Program Clients.	
	SMHSRC "Hub"	275	69	37	Initial contact (intake), assessment and eligibility determination services are provided for clients by a number of different types professionals.	
	WIC Clinic	150	38	21	WIC Clinic clients receive Women, Infants and Children (up to age 5) Supplemental Nutrition and Nutrition Education Services.	
	Foster Care, Adoption & Kinship	10	3	2	Programs provide services to: (1) Children who are state wards and families seeking to adopt them. (2) Foster care parents and the children they are caring for because they cannot live safely in their own homes. (3) Relatives who are identified to provide homes for children who are court-ordered to out-of-home placement. Services are provided on site (e.g. - foster care parent training, kinship assessments, adoptive parent training, etc.) or in the homes of clients.	
C-1						
C-2	Community Partner Clients	10	10	5		
C-3						
	SUBTOTAL	445	120	65		
	STAFF, TRAINEES AND CLIENTS					
	SUBTOTAL	1001	566	310		

RETAIL				75% Parking Requirement		
Retail		8	8	6		
RESIDENTIAL				90% Parking Requirement		
Residential		125	125	113		
TOTAL PARKING REQUIREMENTS						
	TOTAL	1,134	699	429		
jmn - December 26, 2014						

Existing Site Conditions



L&H Master Plan



Phase I Site Plan



View of Plaza from Lake Street



View of Office Building from Lake Street



View from Lake Street and 22nd Avenue



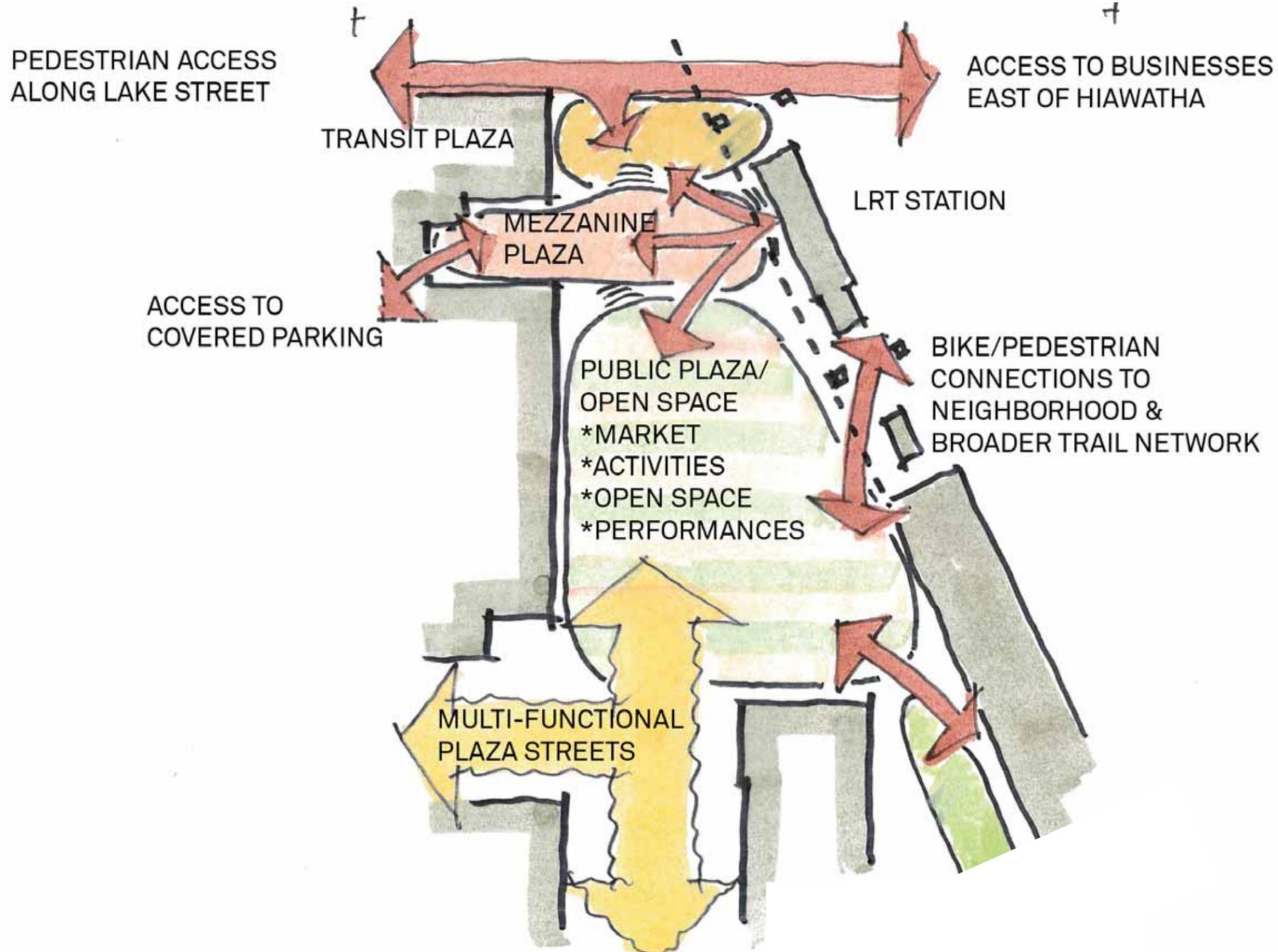
View of Bike Plaza from 22nd Avenue



View of Phase I Housing from 22nd Avenue



Plaza Programming Concepts



Plaza Plans



View of Plaza from Woonerf, looking north

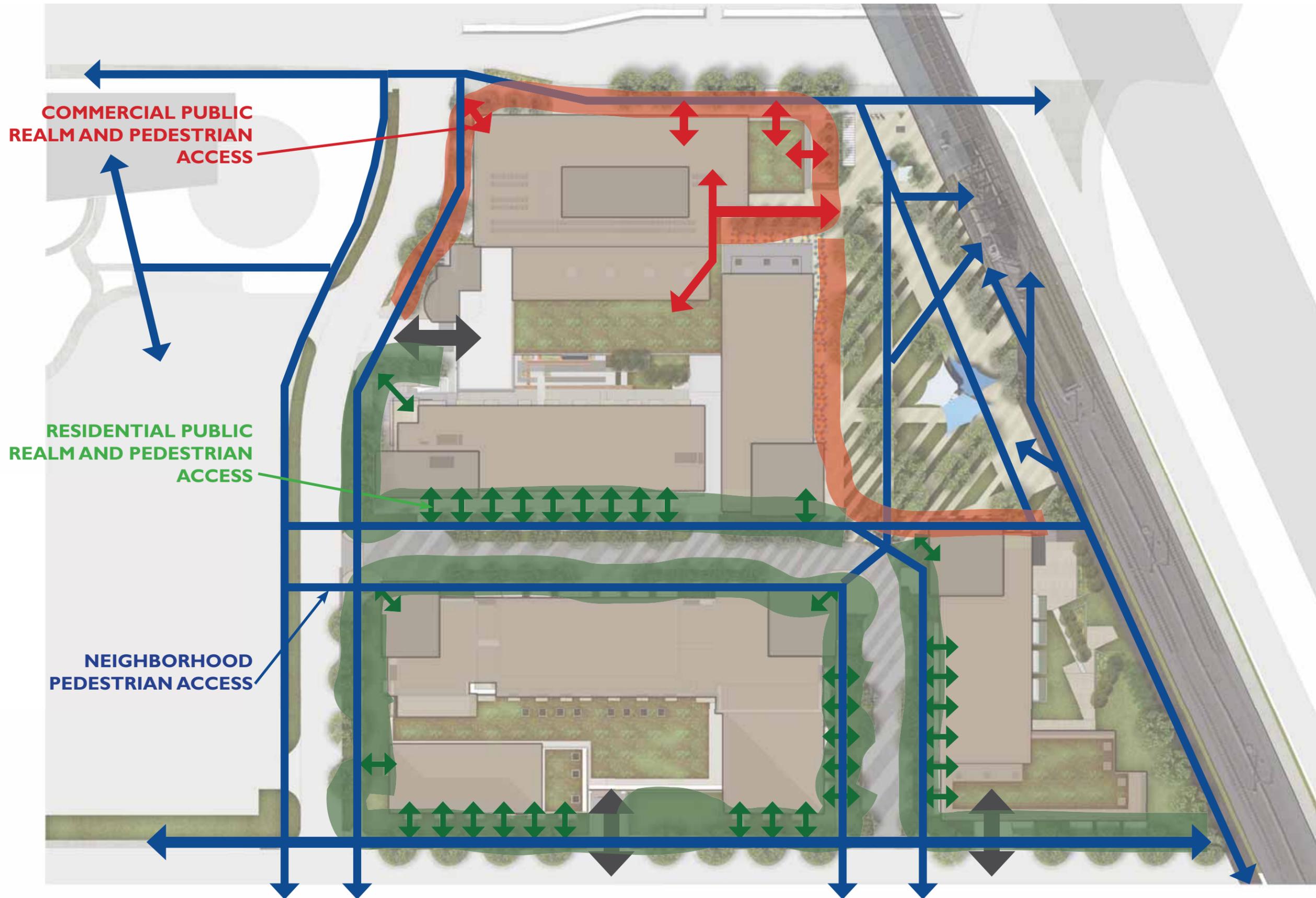


CNO Sustainability Principles

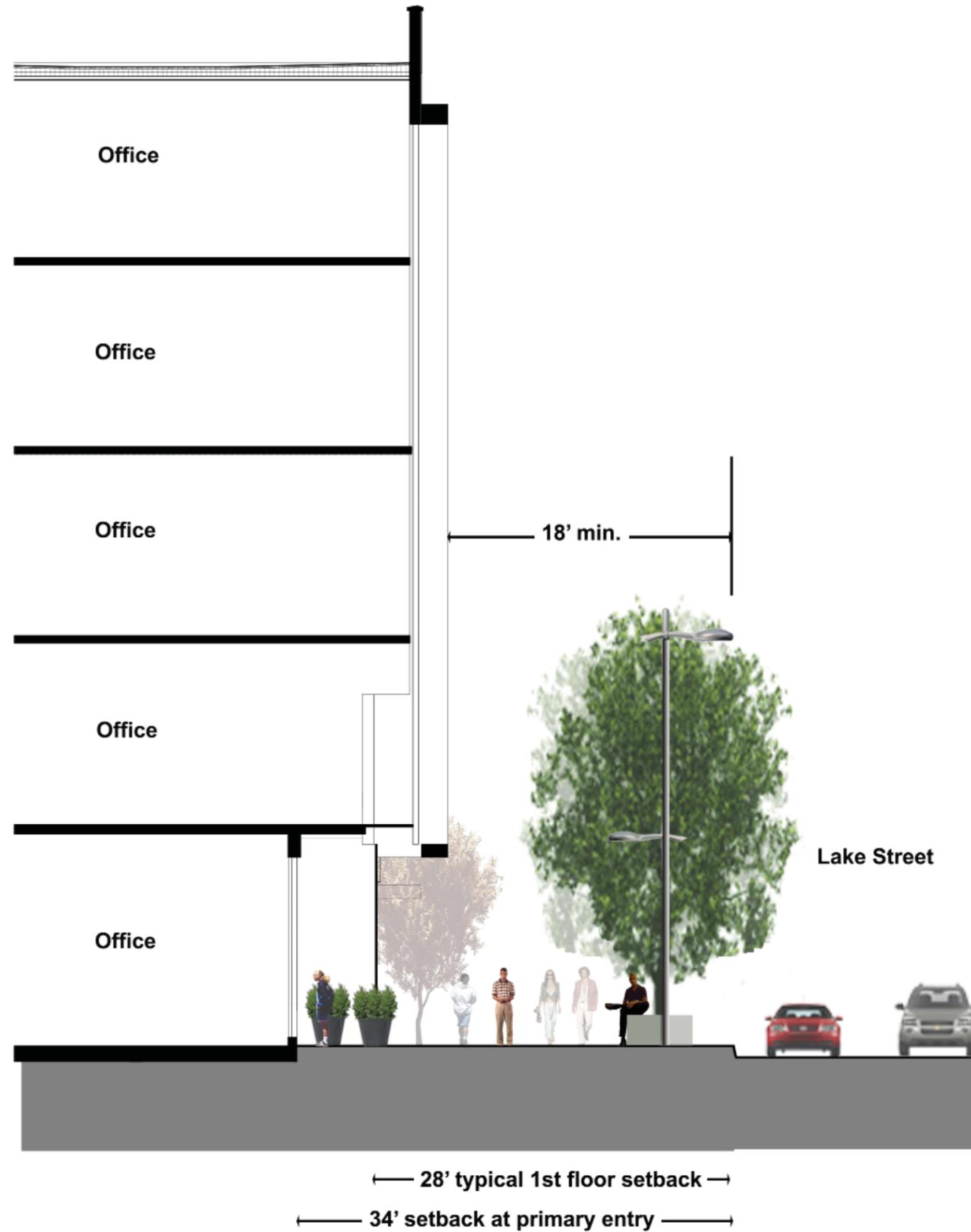
CATEGORY	CNO GOAL	L&H PHASE 1 GOAL
1) Performance Goals	Reduce fossil fuel use 70% in 2015, 80% in 2020	Fossil fuel reduction of 70% (Office - B3 Standards; Housing - MN Green Communities, NGBS or LEED)
2) Potable Water Reduction	Reduce by 30%	Reduce by 40%
3) Solid Waste Construction: Operations:	Recycle 75% of waste Reduce 50% of waste	Recycle 85% of waste Reduce 75% of waste
4) Stormwater Management	Meet City/MPCA guides	Remove 70% Total Suspended Solids and Reduce Discharge Rates
5) Transportation	Reduce vehicle miles (bike, walk, LRT/bus)	Transit: 45% use Bike/Walk: 10% use
6) Vegetation	Increase urban canopy (at least 50% coverage)	Increase urban canopy to 82,000 sf (full master plan)



L&H Master Plan - Public Realm Diagram



Lake Street Section



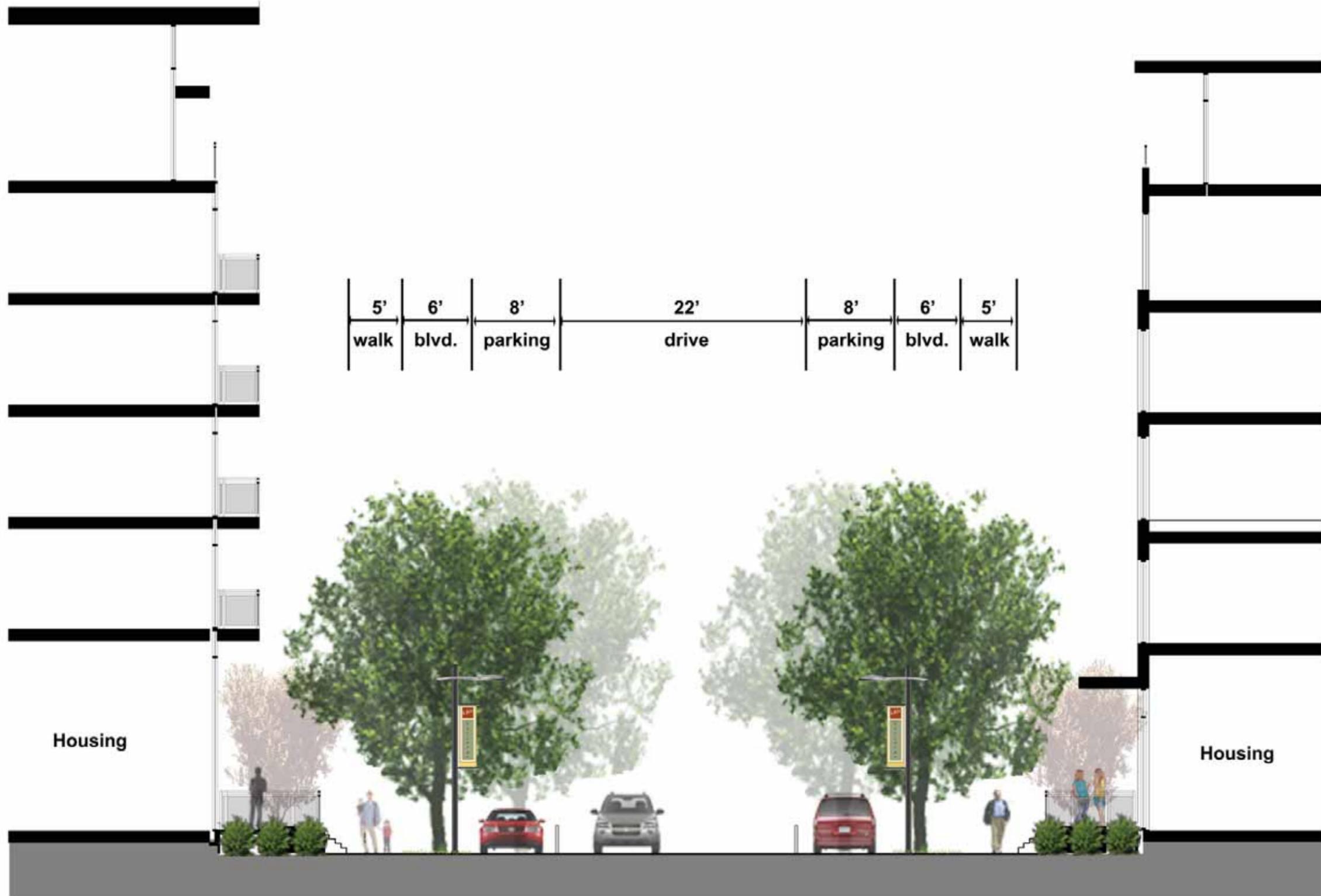
Plaza Section



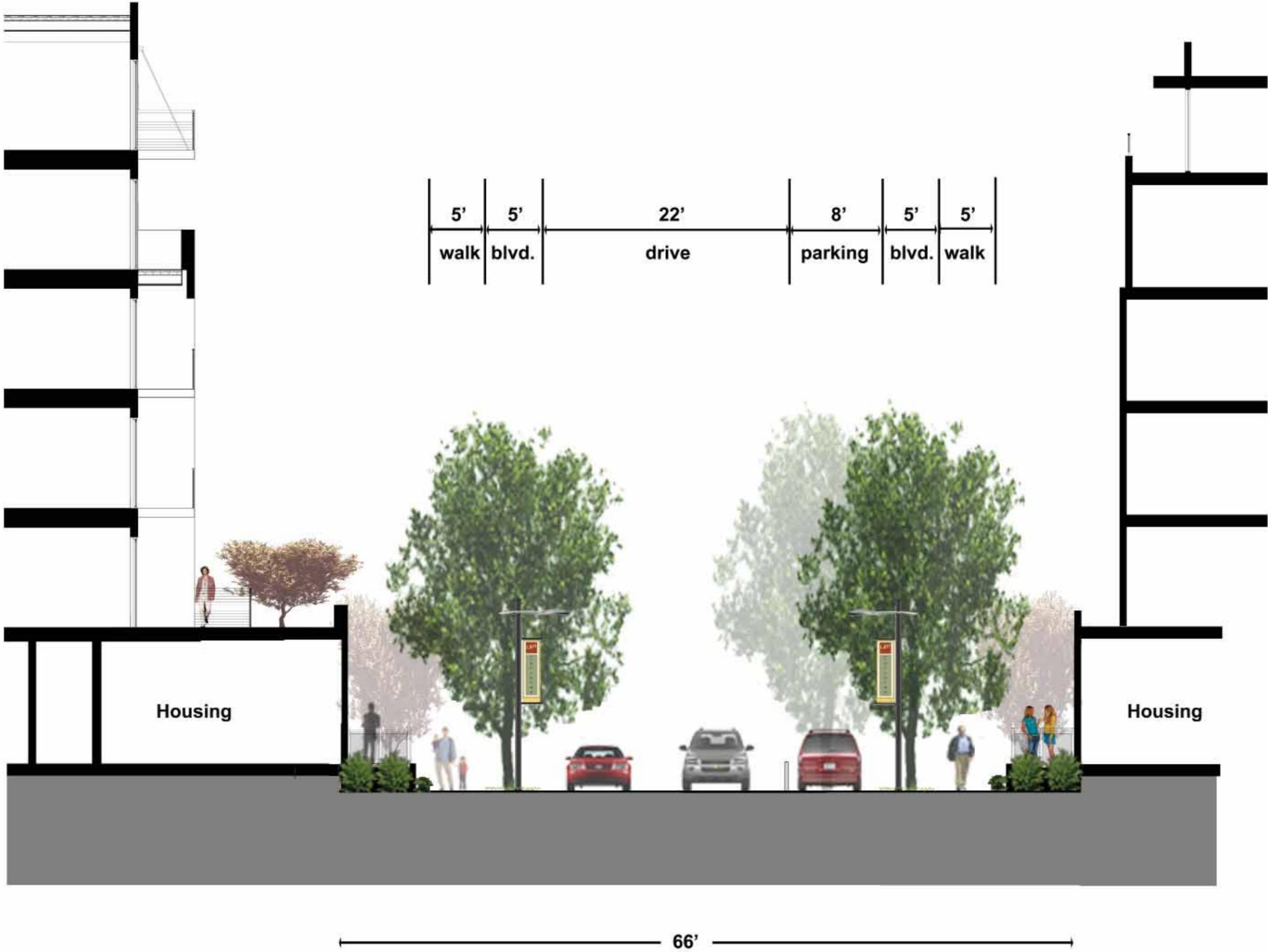
22nd Avenue Section



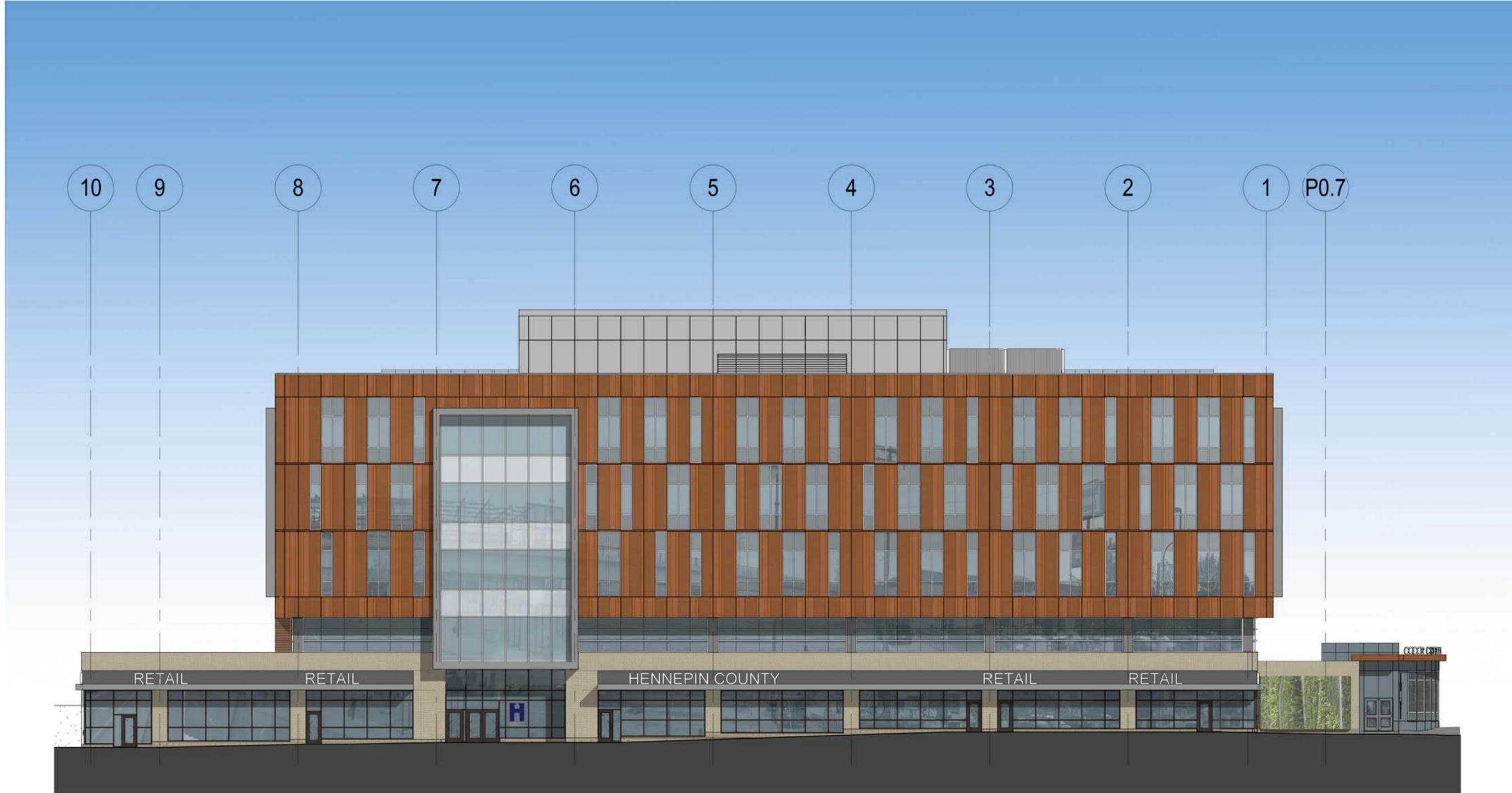
23rd Avenue Section



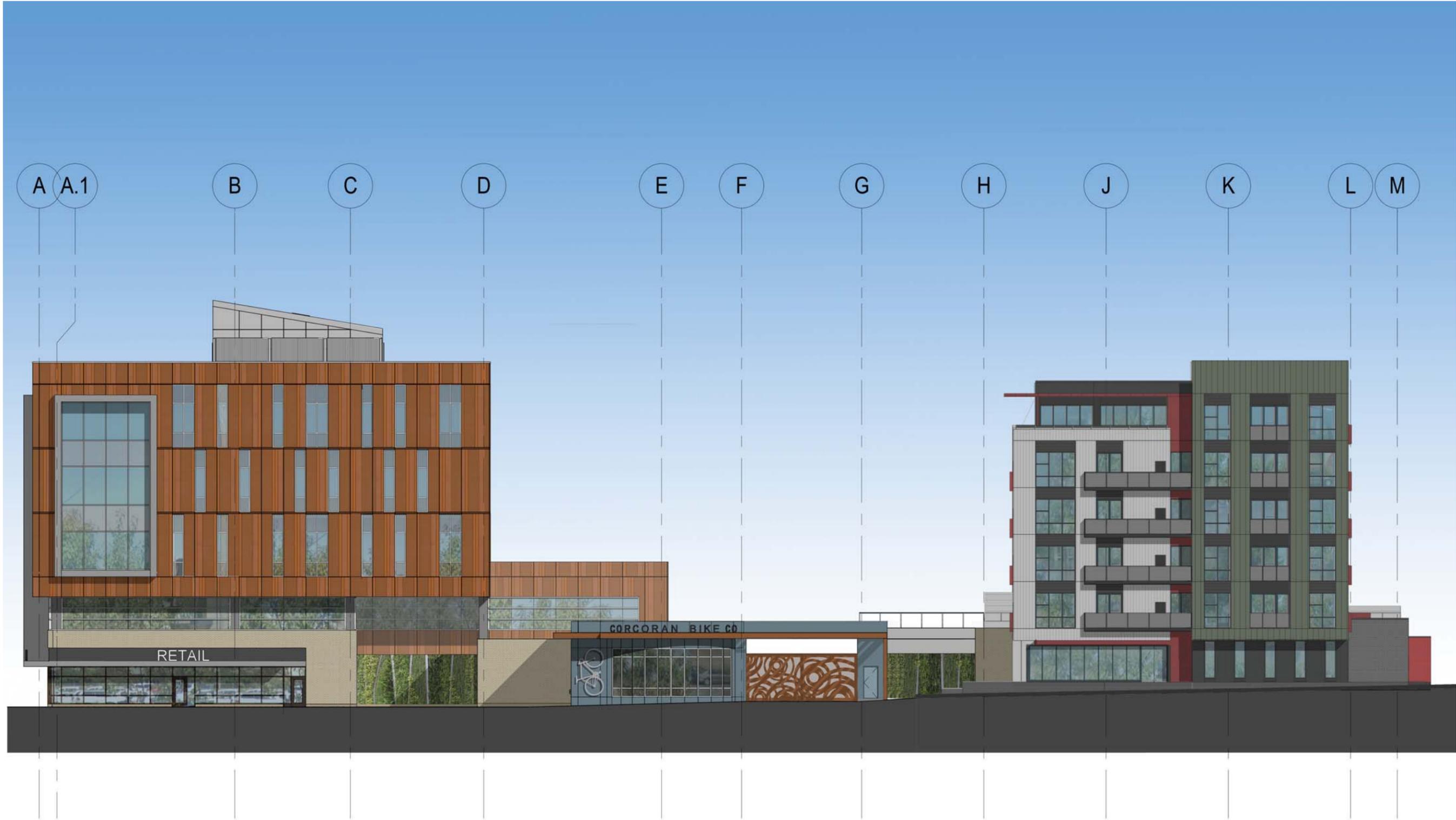
Woonerf Section, looking east



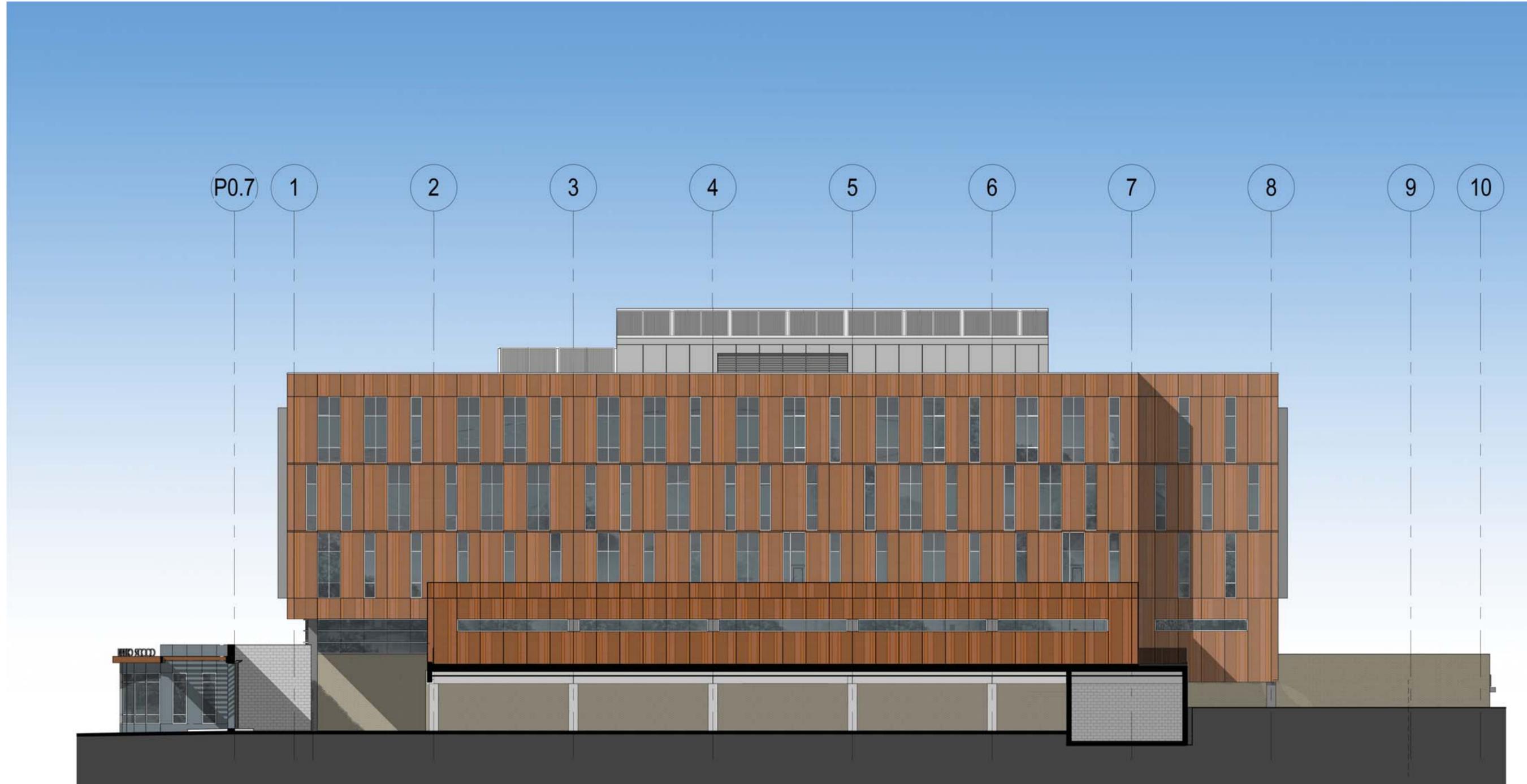
Phase I - North Elevation



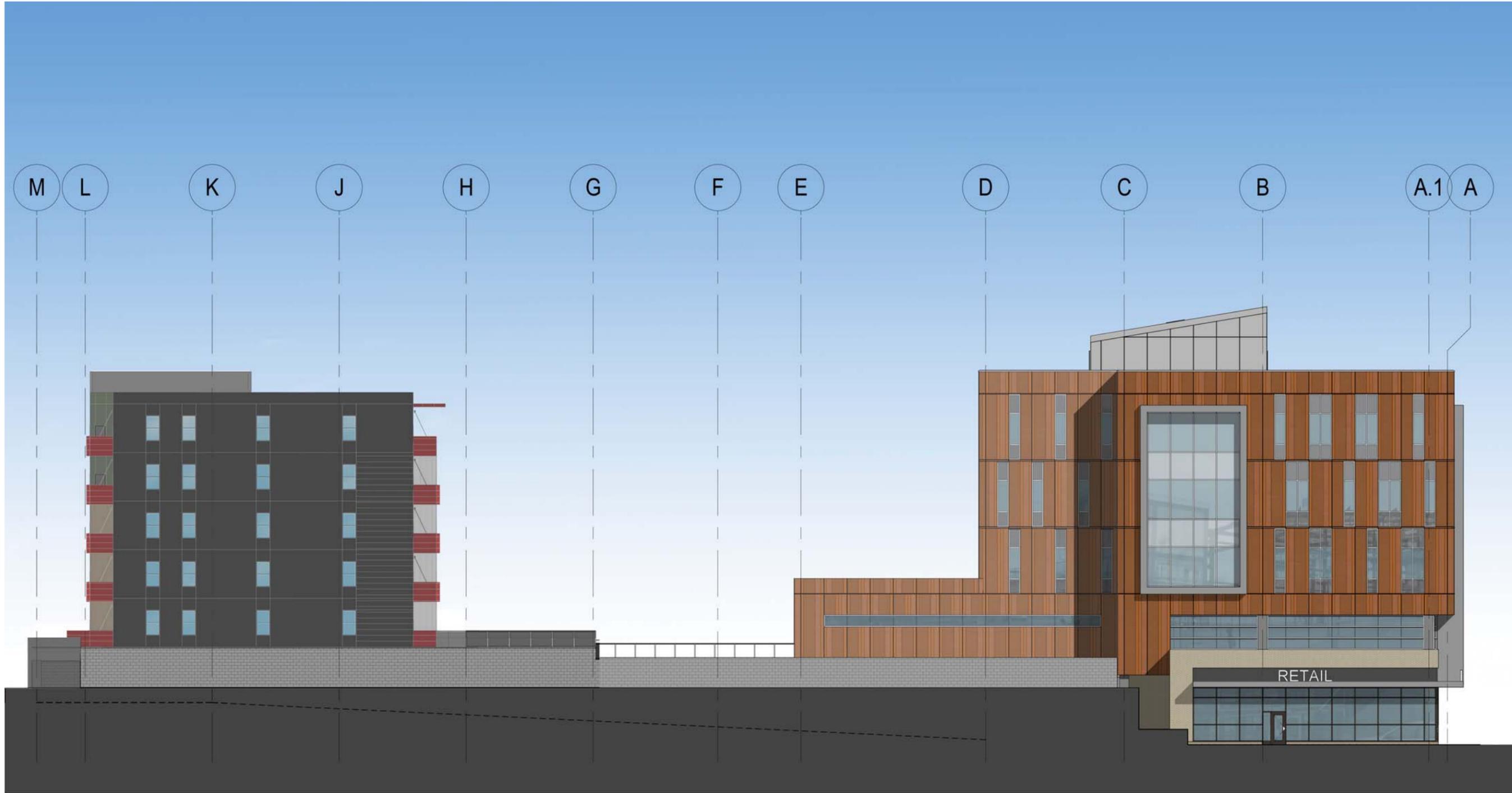
Phase I - West Elevation



Phase I - South Courtyard Elevation



Phase I - East Elevation



Phase I - South Elevation



Phase I - Housing North Elevation



CONSULTANTS

PROJECT TITLE
**S. MINNEAPOLIS
REGIONAL
SERVICE CENTER**

KEY PLAN

ISSUE #	DATE	DESCRIPTION
1	12/03/2014	SD SUBMITTAL
7	01/12/2015	PDR SUBMITTAL

NOT FOR
CONSTRUCTION

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

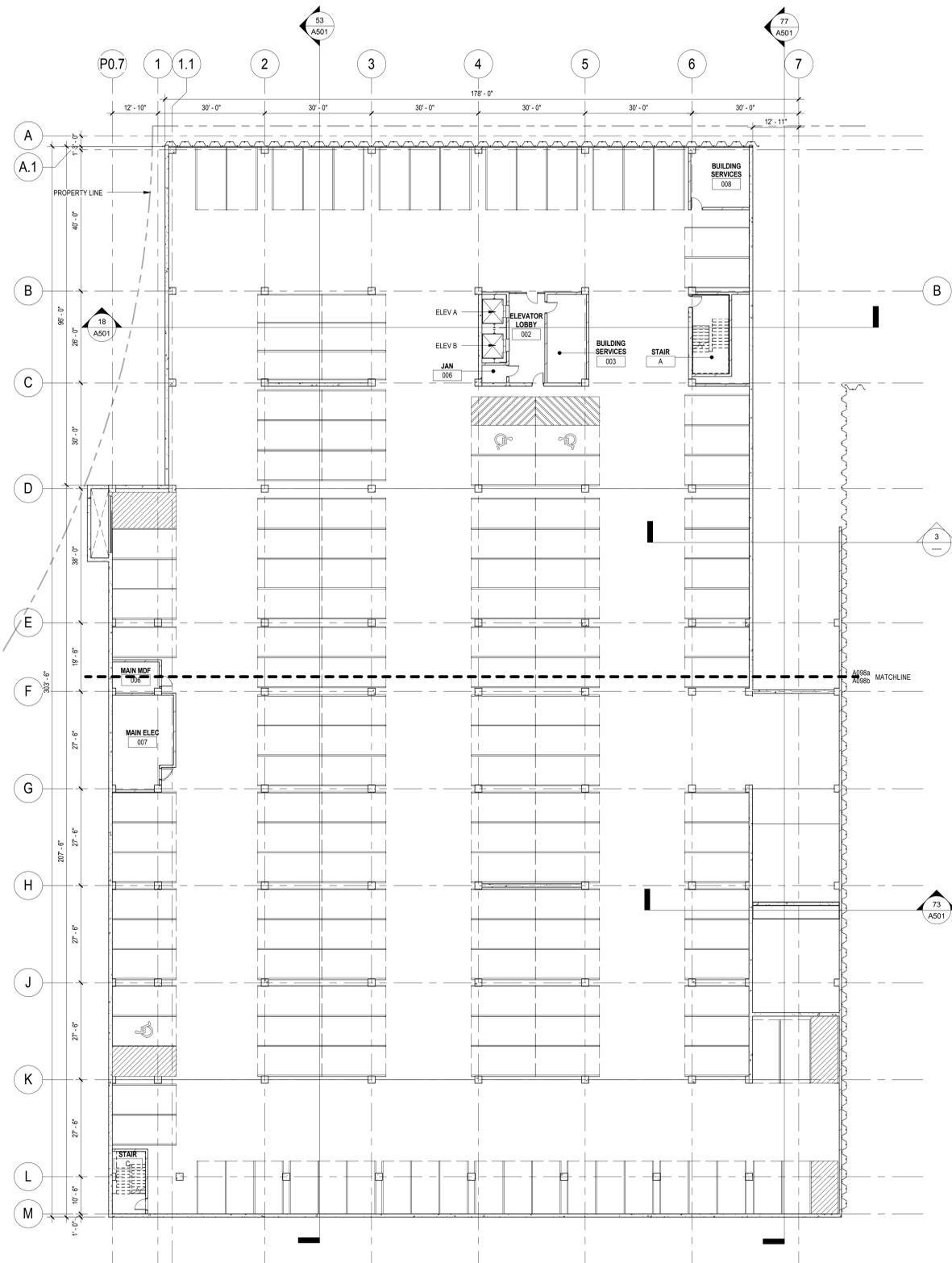
License Number _____ Date _____
DATE: 2/17/2015
DRAWN BY: TMB/STH
CHECKED BY: JAH
COMMISSION NUMBER: 1785.02

SHEET TITLE

**LEVEL P2
OVERALL FLOOR
PLAN**

SHEET NUMBER

A098



PARKING SCHEDULE BY LEVEL		
Level	Count	Description
LEVEL 1	8	ADA STALL 8'-6" x 18'-0"
LEVEL 1	15	COMPACT STALL 8'-0" x 15'-0"
LEVEL 1	64	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL 1: 87		
LEVEL P1	2	ADA STALL 8'-6" x 18'-0"
LEVEL P1	20	COMPACT STALL 8'-0" x 15'-0"
LEVEL P1	6	COMPACT STALL 8'-0" x 18'-0"
LEVEL P1	132	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL P1: 160		
LEVEL P2	3	ADA STALL 8'-6" x 18'-0"
LEVEL P2	20	COMPACT STALL 8'-0" x 15'-0"
LEVEL P2	6	COMPACT STALL 8'-0" x 18'-0"
LEVEL P2	129	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL P2: 158		
Grand total:	405	

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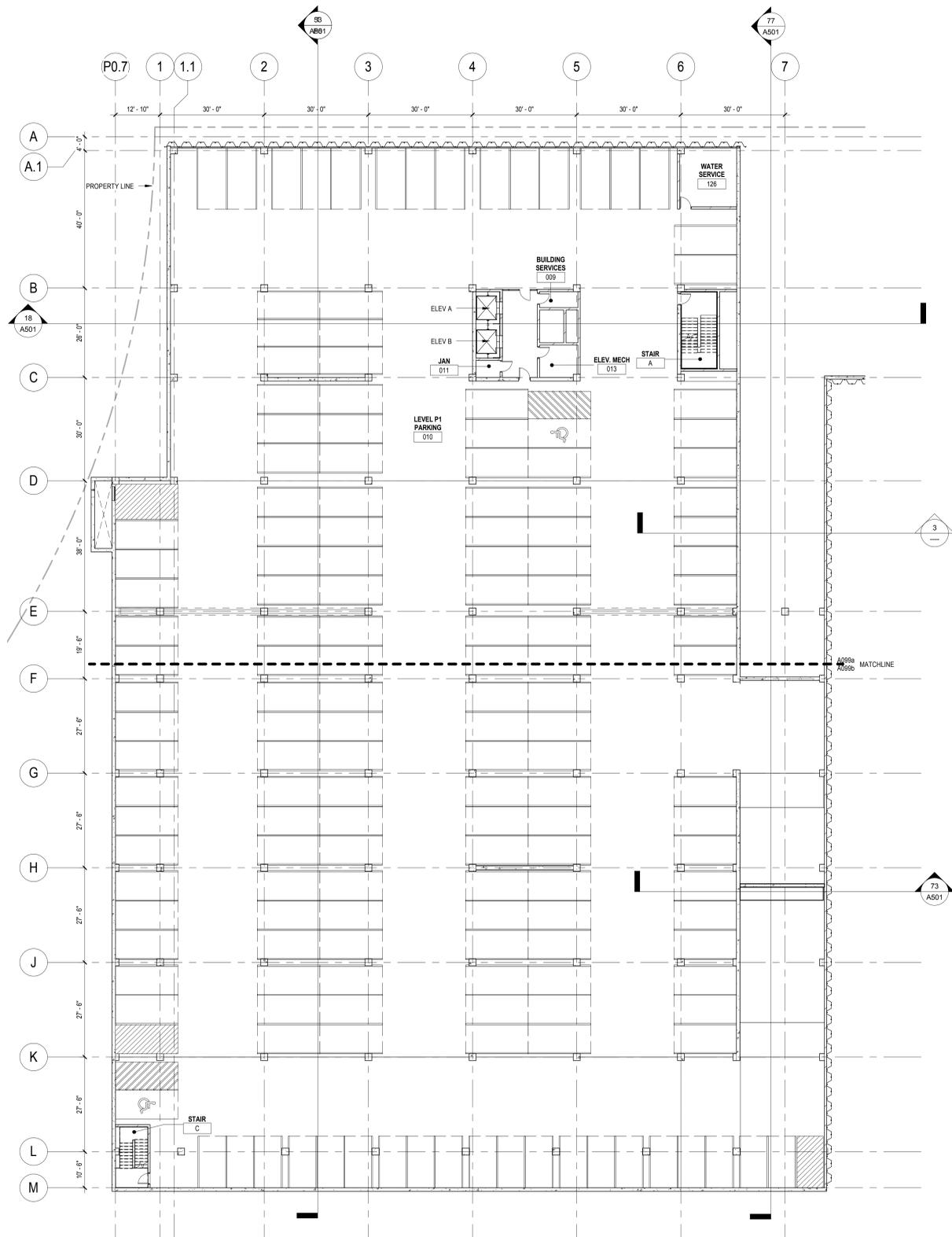
License Number	Date
DATE	2/17/2015
DRAWN BY	TMB/STH
CHECKED BY	JAH
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SHEET TITLE

LEVEL P1
OVERALL PLAN

SHEET NUMBER

A099



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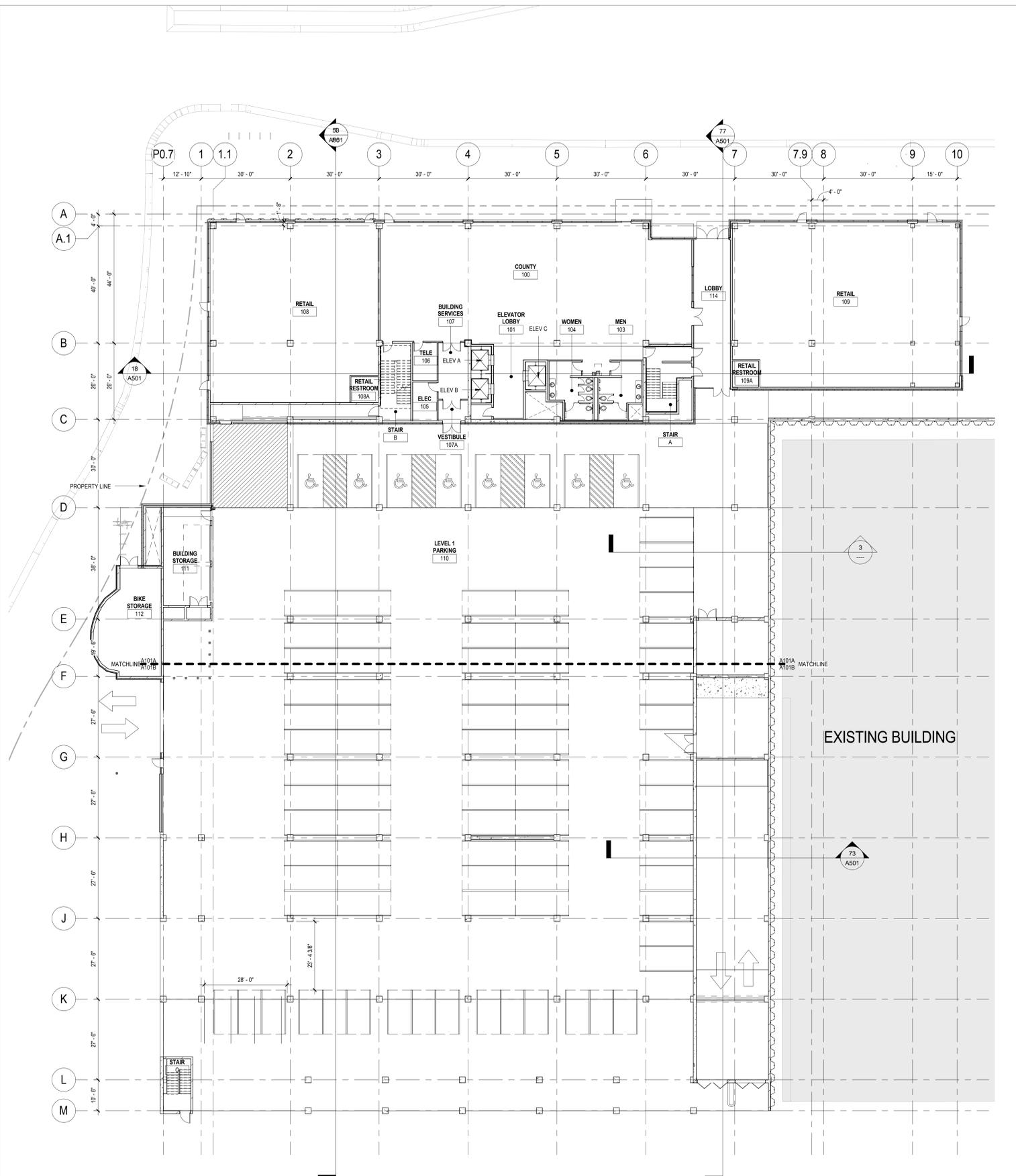
License Number	Date
DRAWN BY	2/17/2015
CHECKED BY	Author
COMMISSION NUMBER	Checker
	1785.02

SHEET TITLE

LEVEL 1 OVERALL
FLOOR PLAN

SHEET NUMBER

A101



1 LEVEL 1
A101 1/16" = 1'-0"

PARKING SCHEDULE BY LEVEL		
Level	Count	Description
LEVEL 1	8	ADA STALL 8'-6" x 18'-0"
LEVEL 1	15	COMPACT STALL 8'-0" x 15'-0"
LEVEL 1	64	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL 1: 87		
LEVEL P1	2	ADA STALL 8'-6" x 18'-0"
LEVEL P1	20	COMPACT STALL 8'-0" x 15'-0"
LEVEL P1	6	COMPACT STALL 8'-0" x 18'-0"
LEVEL P1	132	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL P1: 160		
LEVEL P2	3	ADA STALL 8'-6" x 18'-0"
LEVEL P2	20	COMPACT STALL 8'-0" x 15'-0"
LEVEL P2	6	COMPACT STALL 8'-0" x 18'-0"
LEVEL P2	129	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL P2: 158		
Grand total:	405	

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PROJECT TITLE

S. MINNEAPOLIS
REGIONAL
SERVICE CENTER

KEY PLAN

ISSUE #	DATE	DESCRIPTION
1	12/03/2014	SD SUBMITTAL
7	01/12/2015	PDR SUBMITTAL

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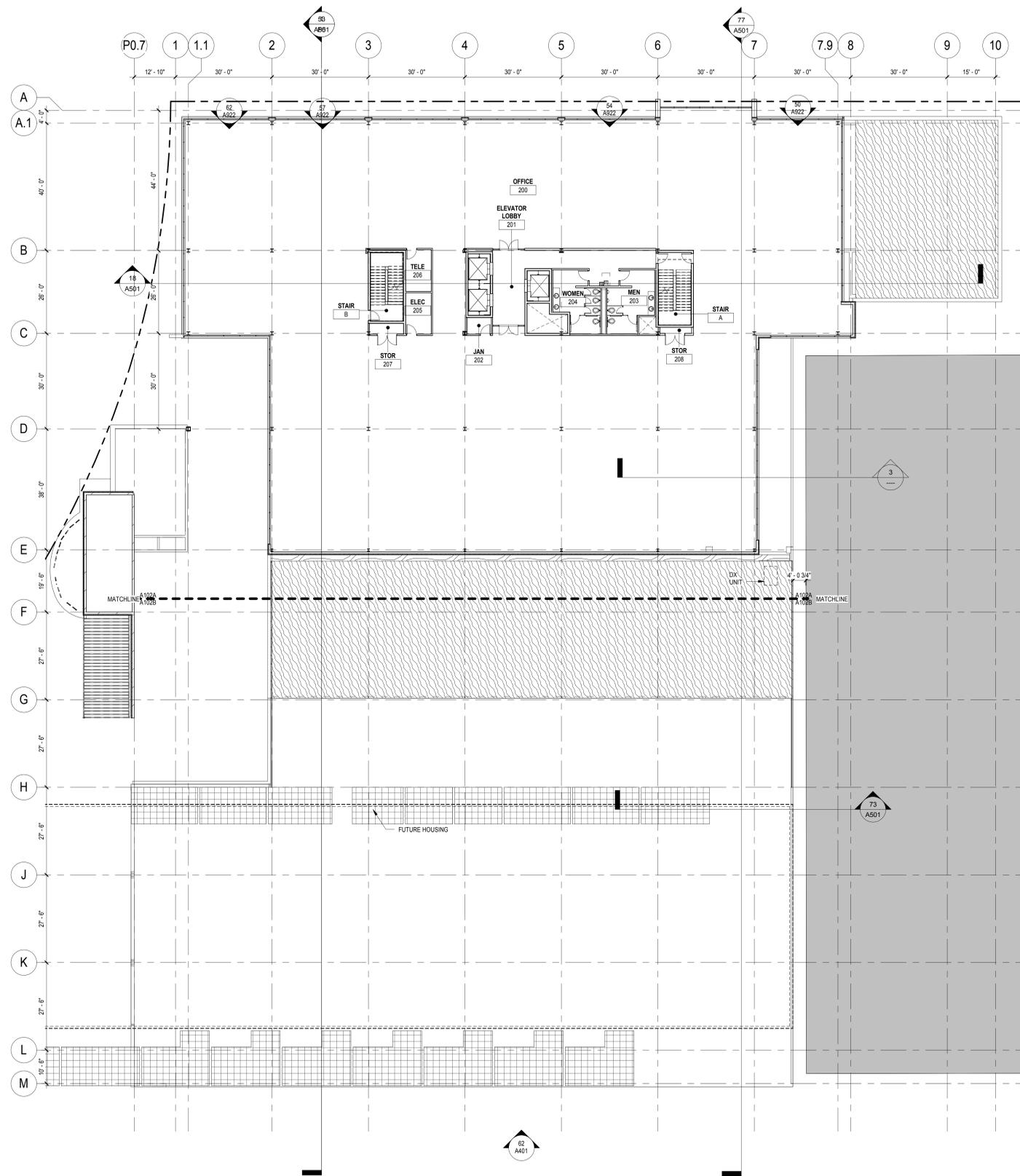
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COMMISSION NUMBER	1785.02

SHEET TITLE

LEVEL 2 OVERALL
FLOOR PLAN

SHEET NUMBER

A102



ARCHITECTURAL KEYNOTES
 A11 PERIMETER WALL & DEMISING WALL TO BE TAPED AND SANDED TO 10" AFF. ALL EXPOSED SURFACES TO RECEIVE ONE COAT OF PRIMER & (2) COATS OF PAINT (WHITE)
 A12 CONTRACTOR TO PROVIDE 1" HORIZONTAL BLINDS AT ALL WINDOWS IN TENANT SPACES

BKV GROUP
 Architecture
 Interior Design
 Landscape Architecture
 Engineering

Boaman
 Kroos
 Vogel
 Group
 Inc.

222 North Second Street
 Minneapolis, MN 55401
 Telephone: 612.339.3752
 Facsimile: 612.339.6212
 www.bkvgroup.com
 EOE

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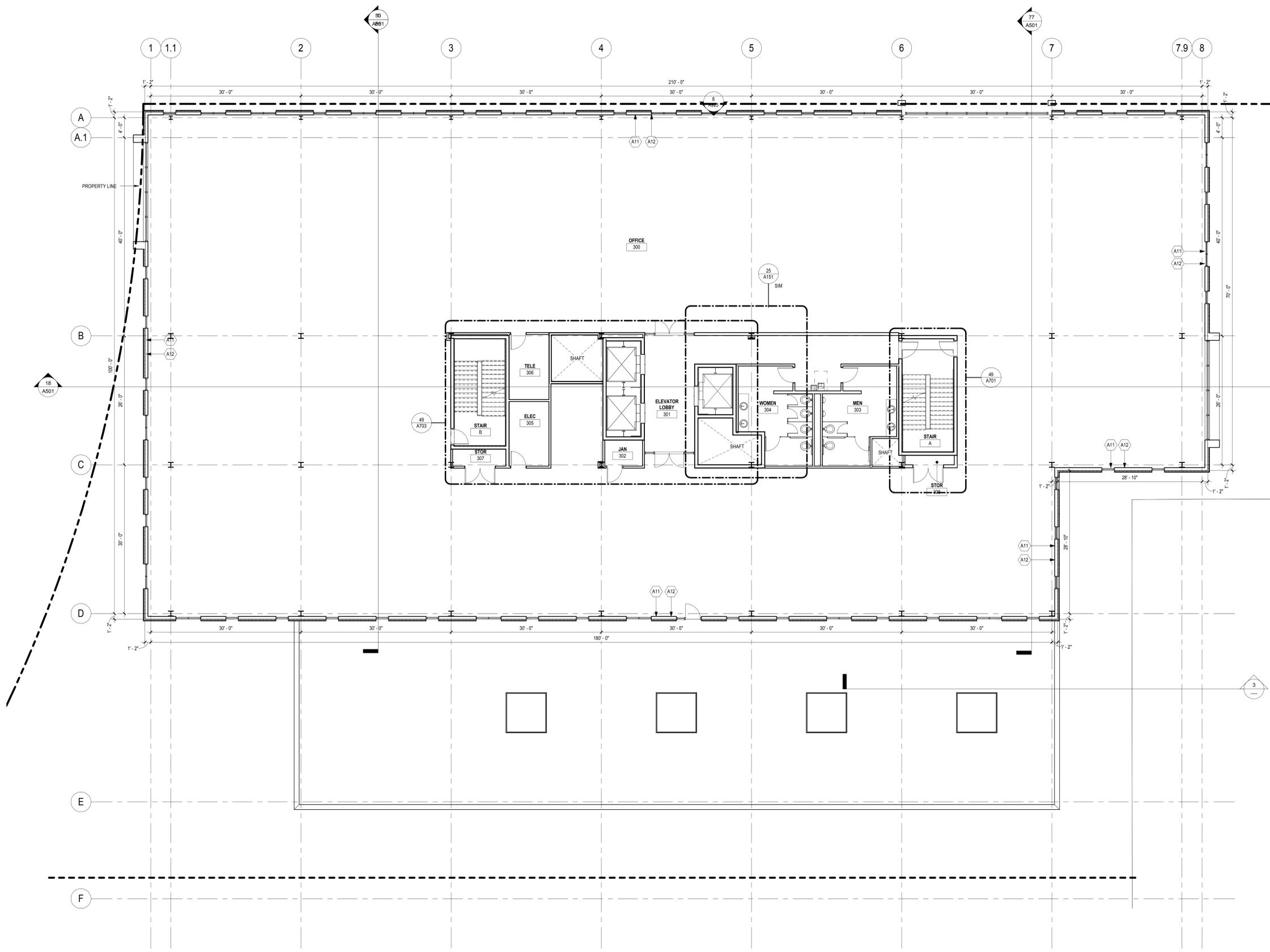
SHEET TITLE

LEVEL 3 AREA A
 FLOOR PLAN

SHEET NUMBER

A103A

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73 LEVEL 3 - STOREFRONT ELEVATIONS
 A103A 1/8" = 1'-0"

ARCHITECTURAL KEYNOTES
 A11 PERIMETER WALL & DEMISING WALL TO BE TAPED AND SANDED TO 100" AFF. ALL EXPOSED SURFACES TO RECEIVE ONE COAT OF PRIMER & (2) COATS OF PAINT (WHITE)
 A12 CONTRACTOR TO PROVIDE 1" HORIZONTAL BLINDS AT ALL WINDOWS IN TENANT SPACES

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222 North Second Street
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 Facsimile: 612.339.6212
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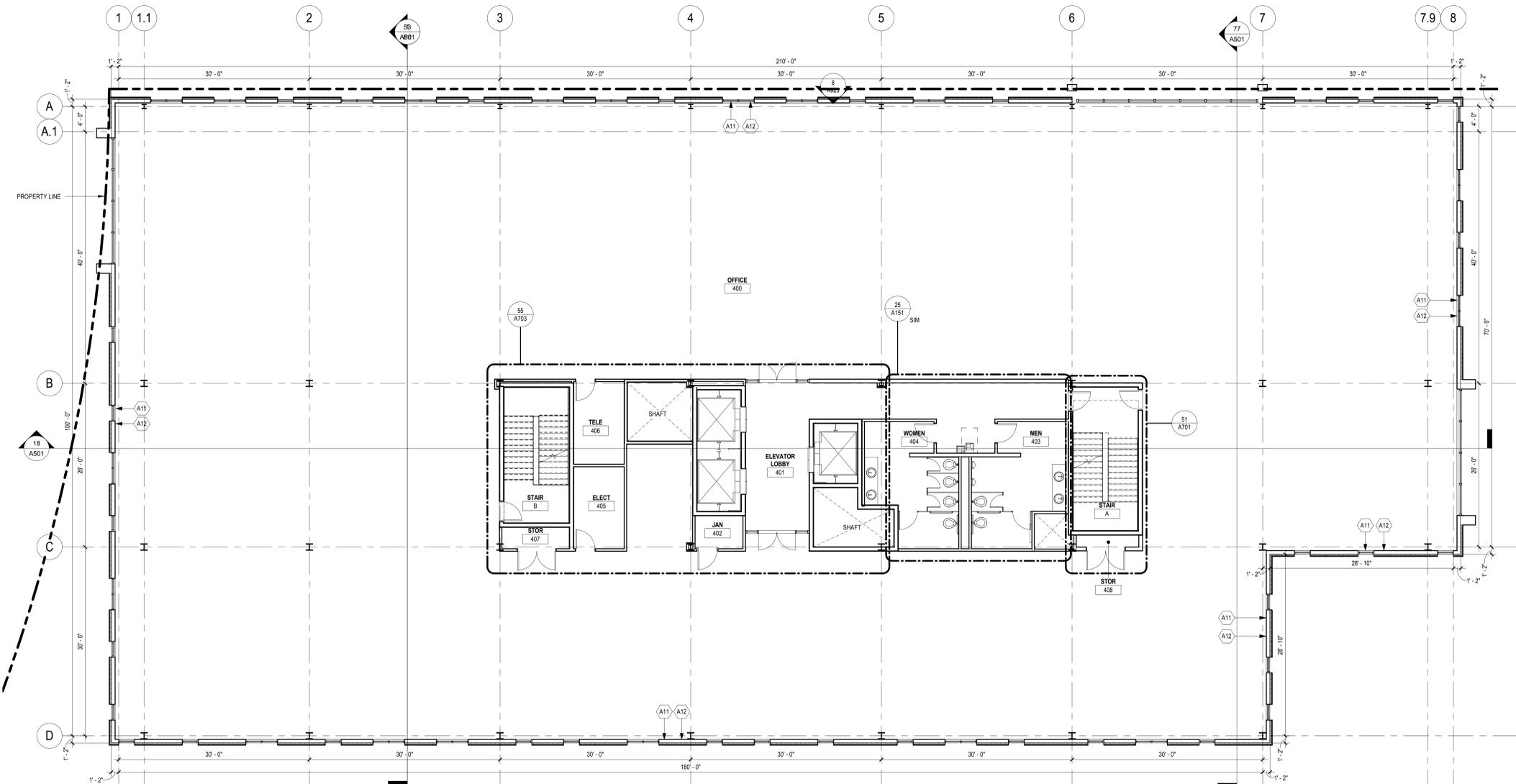
SHEET TITLE

LEVEL 4 AREA A
 FLOOR PLAN

SHEET NUMBER

A104A

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49 LEVEL 4 - ENLARGED OVERALL
 A104A 1/8" = 1'-0"

ARCHITECTURAL KEYNOTES
 A11 PERIMETER WALL & DEMISING WALL TO BE TAPED AND SANDED TO 100" AFF. ALL EXPOSED SURFACES TO RECEIVE ONE COAT OF PRIMER & (2) COATS OF PAINT (WHITE)
 A12 CONTRACTOR TO PROVIDE 1" HORIZONTAL BLINDS AT ALL WINDOWS IN TENANT SPACES

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Boaman
 Kroos
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 Group
 Inc.

222 North Second Street
 Minneapolis, MN 55401
 Telephone: 612.339.3752
 Facsimile: 612.339.6212
 www.bkvgroup.com
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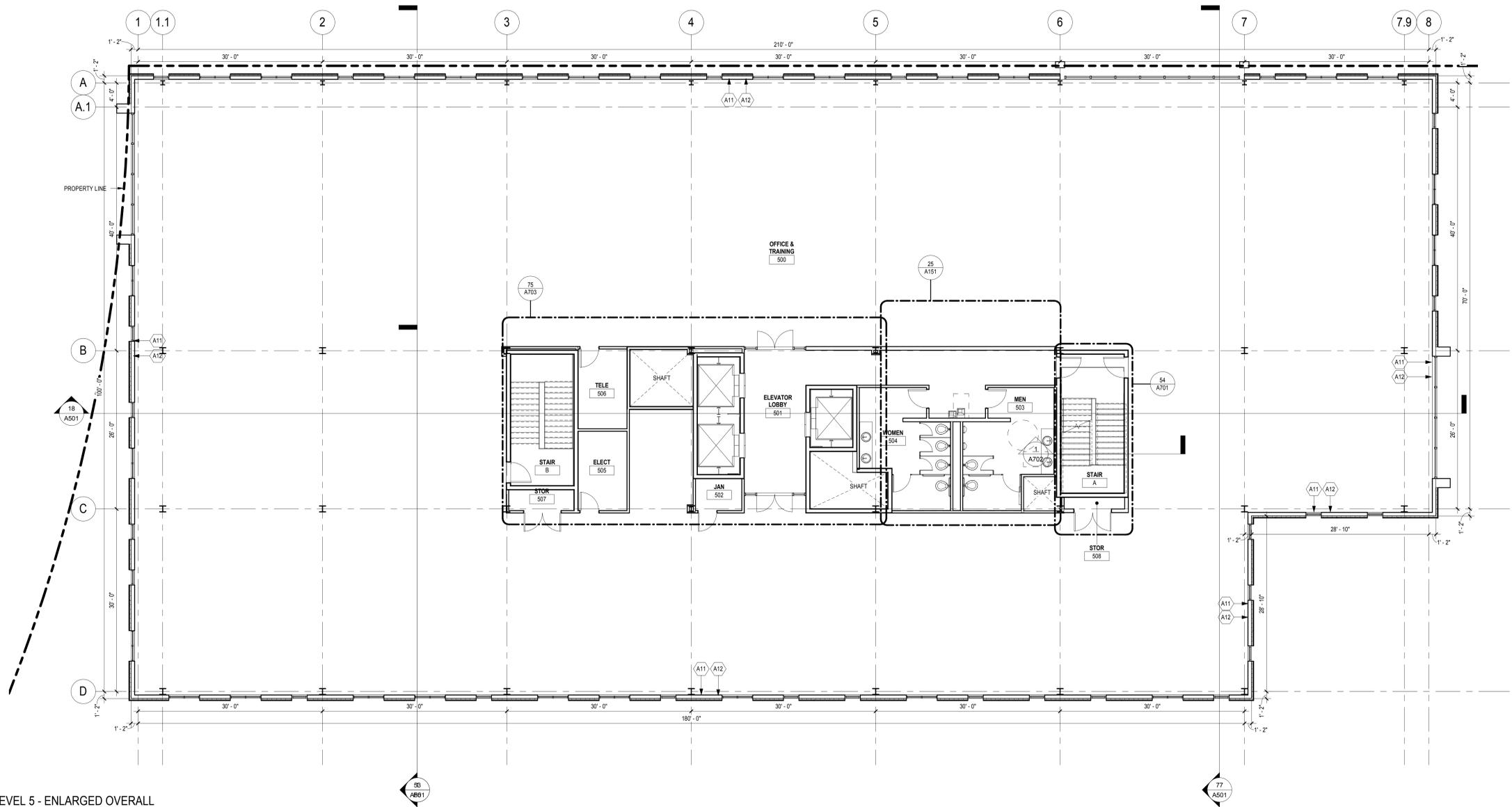
SHEET TITLE

LEVEL 5 AREA A
 FLOOR PLAN

SHEET NUMBER

A105A

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49 LEVEL 5 - ENLARGED OVERALL
 A105A 1/8" = 1'-0"

ARCHITECTURAL KEYNOTES
 A13 ROOFTOP AIR HANDLING UNIT
 A40 STRUCTURAL FRAME FOR FUTURE SOLAR PANELS

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 Group
 Inc.

222 North Second Street
 Minneapolis, MN 55401
 Telephone: 612.339.3752
 Facsimile: 612.339.6212
 www.bkvgroup.com
 EOE

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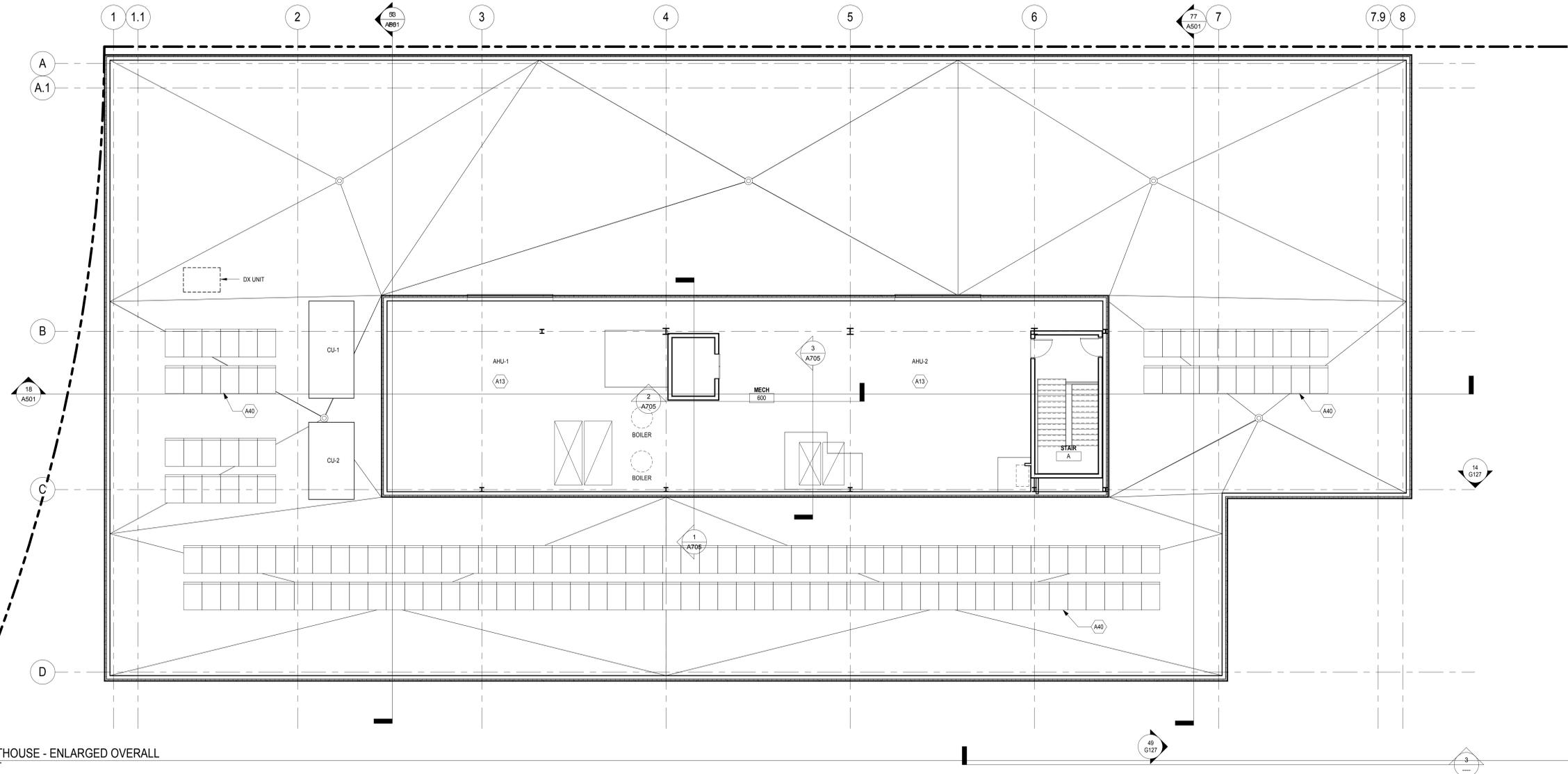
SHEET TITLE

PENTHOUSE
 LEVEL FLOOR
 PLAN

SHEET NUMBER

A106

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PENTHOUSE - ENLARGED OVERALL
 1/8" = 1'-0"

ISSUE #	DATE	DESCRIPTION
6	5/10/2014	Revision 6

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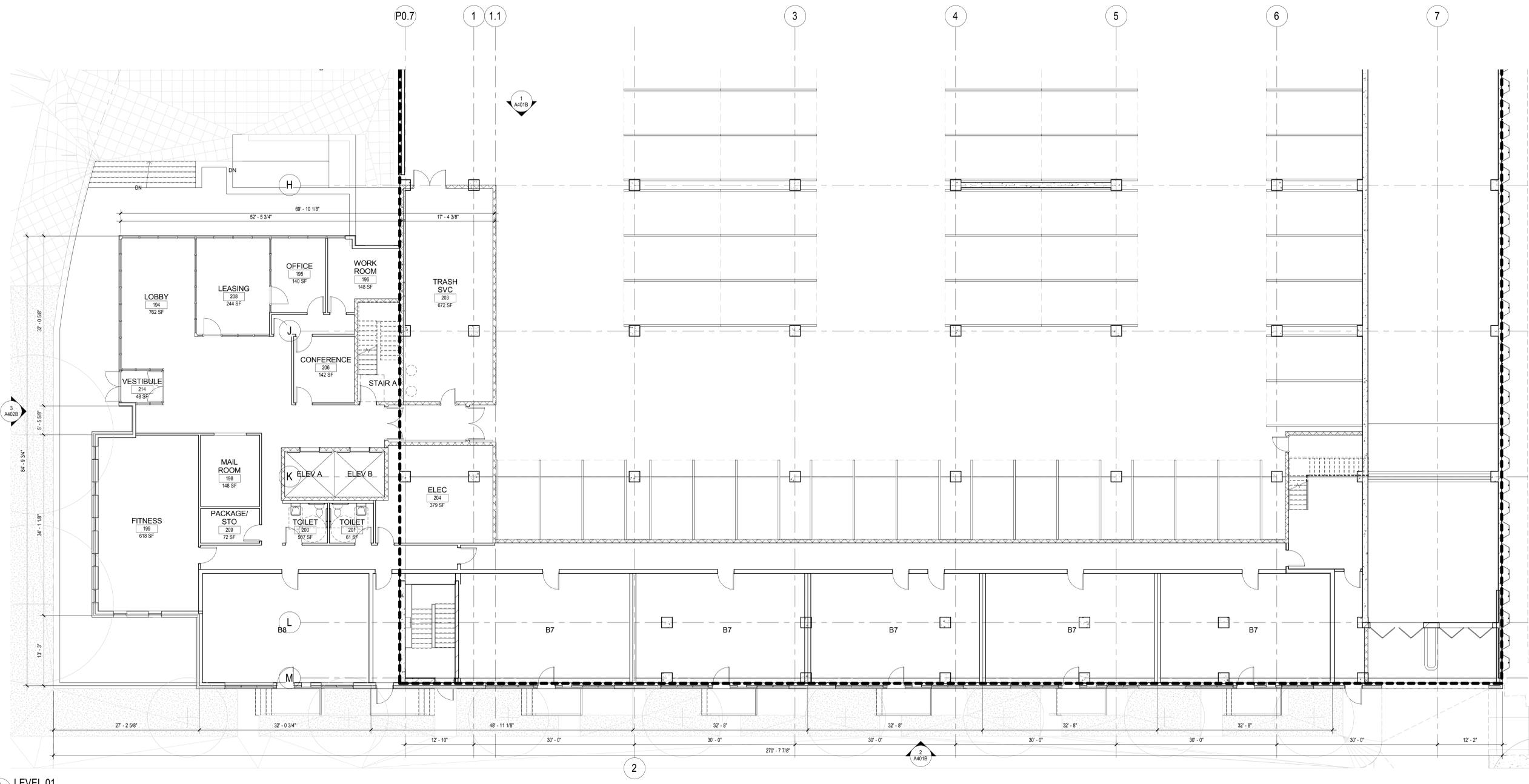
License Number	Date
DATE: 02/17/2014	
DRAWN BY: GAK	
CHECKED BY: Checker	
COMMISSION NUMBER: 1785.04	

SHEET TITLE

**LEVEL 01
GROUND FLOOR
PLAN**

SHEET NUMBER

A101B



LEVEL 01
1/8" = 1'-0"

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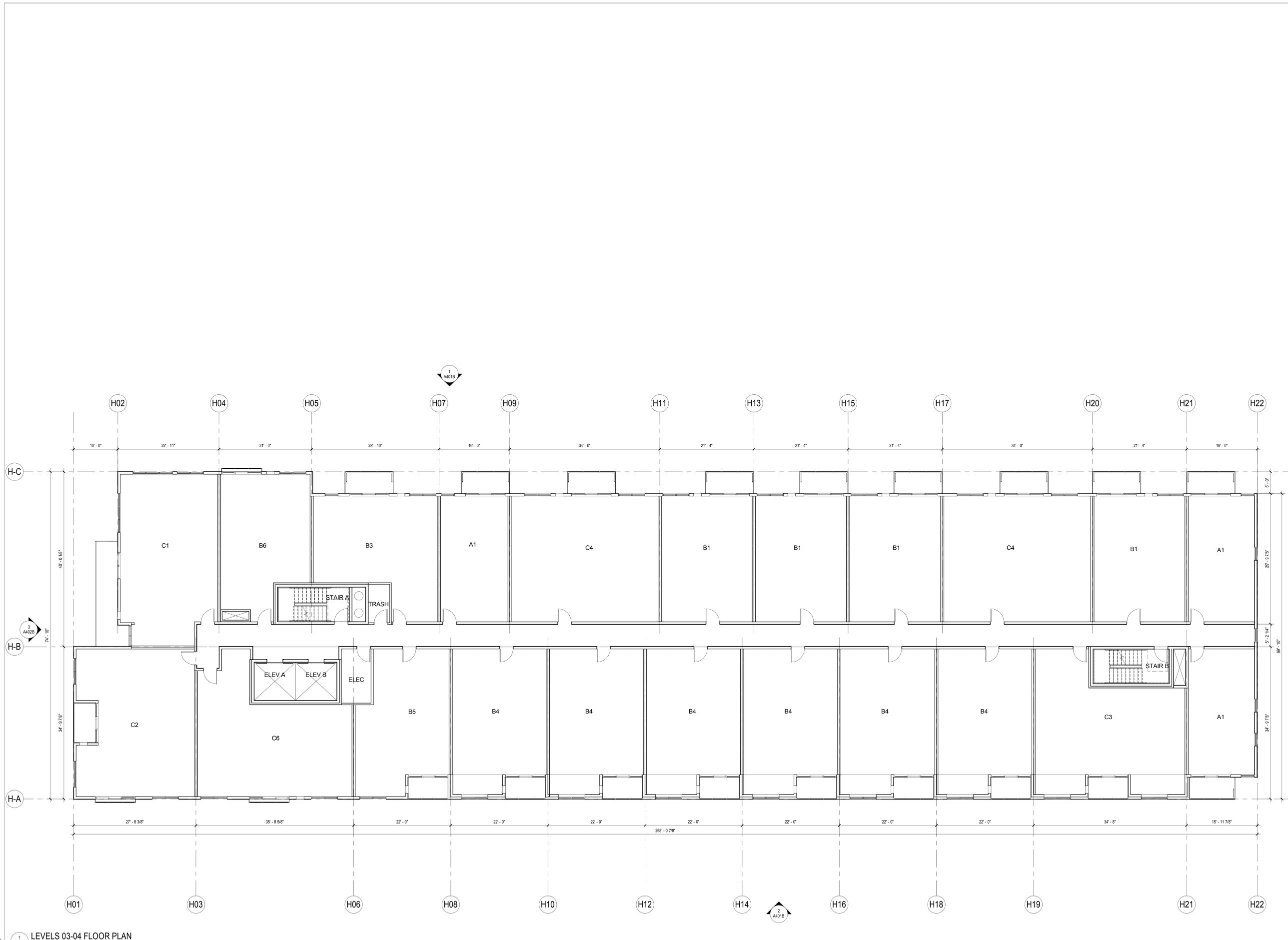
License Number	Date
DATE	02/17/2014
DRAWN BY	GAK
CHECKED BY	WB
COMMISSION NUMBER	1785.04

SHEET TITLE

**LEVEL 03-04
TYPICAL FLOOR
PLAN**

SHEET NUMBER

A103B



LEVELS 03-04 FLOOR PLAN
1/8" = 1'-0"

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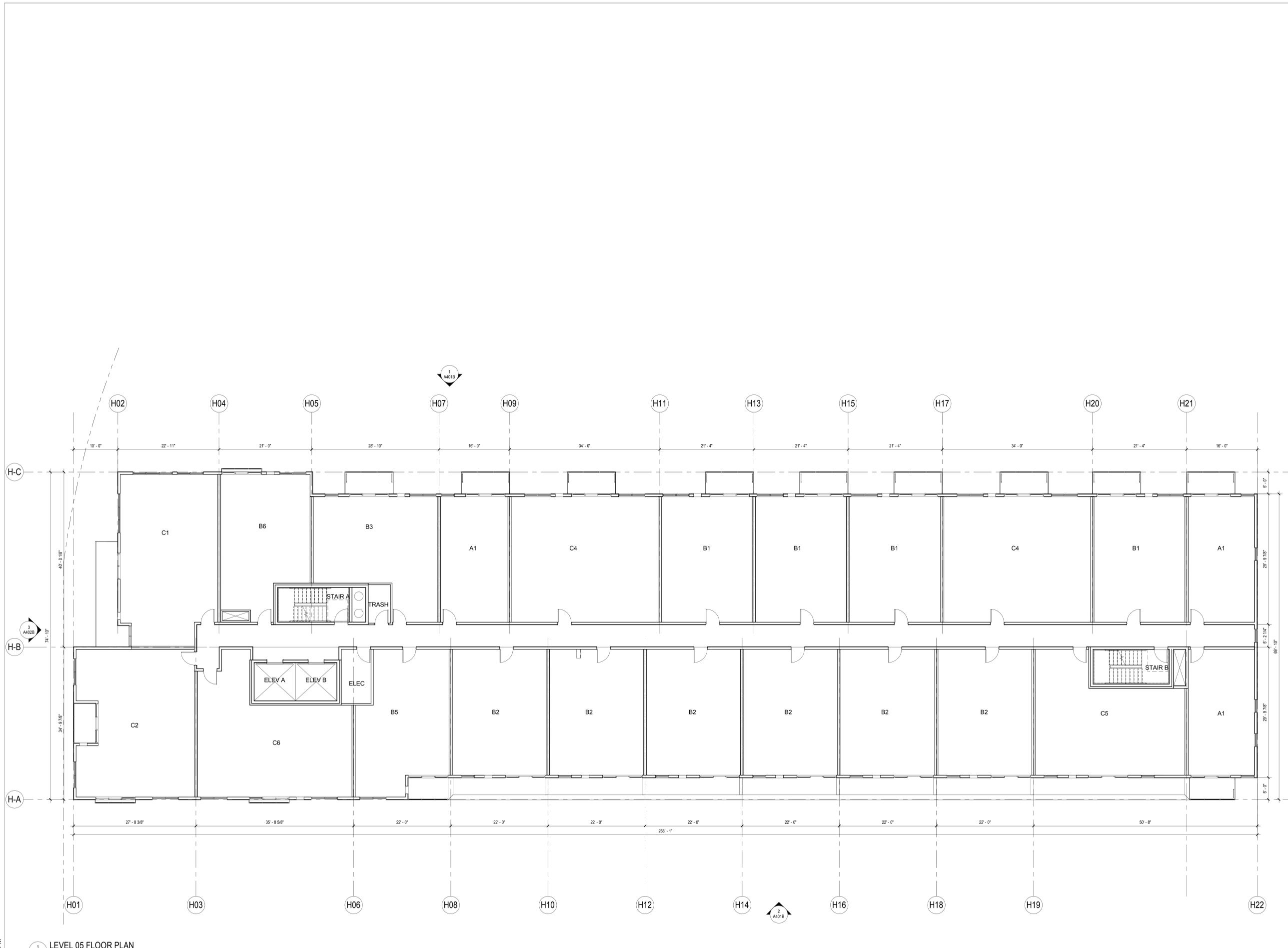
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COMMISSION NUMBER	1785.04

SHEET TITLE

**LEVEL 05 FLOOR
PLAN**

SHEET NUMBER

A104B



1
A104B
LEVEL 05 FLOOR PLAN
1/8" = 1'-0"

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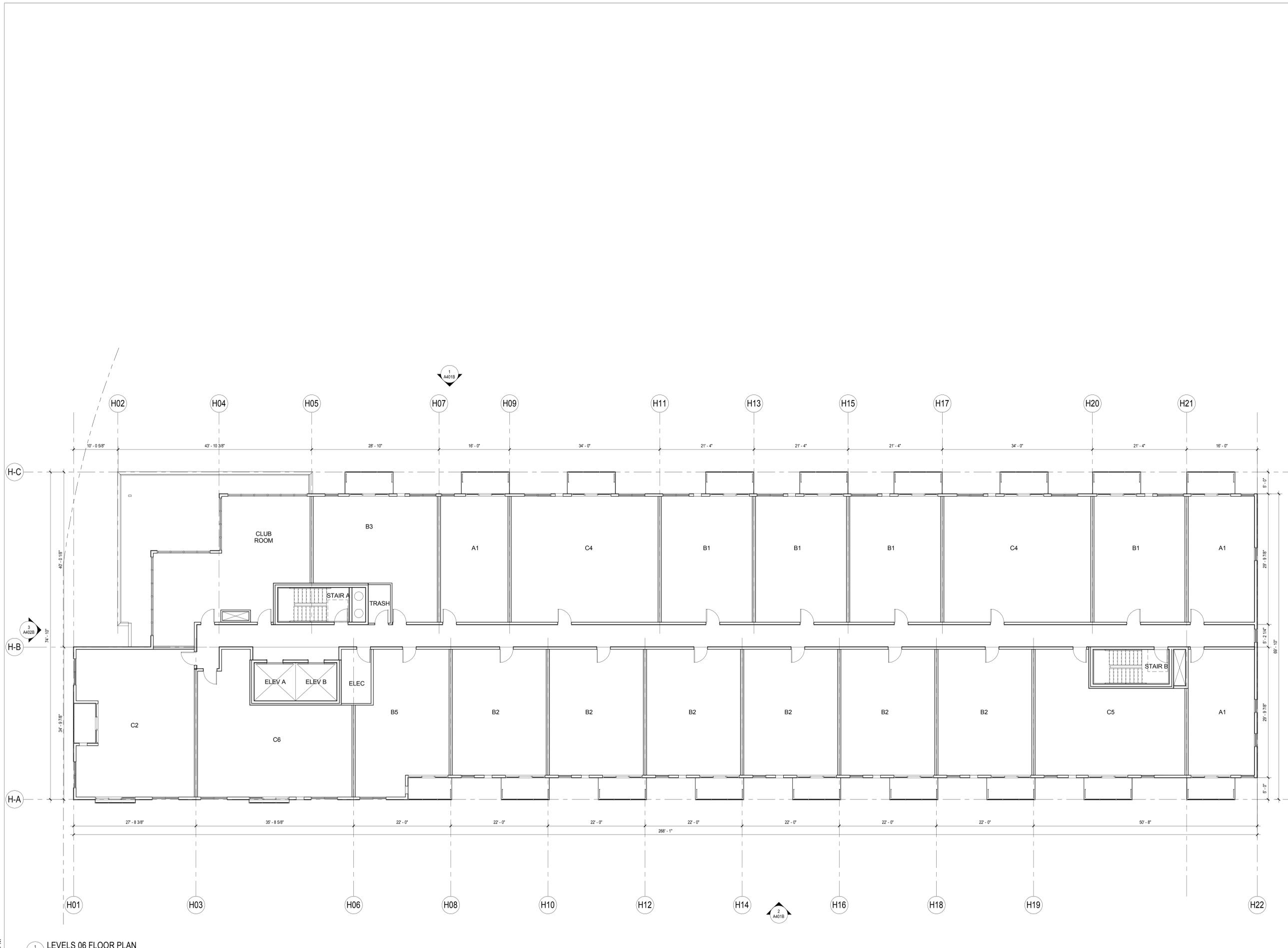
License Number	Date

SHEET TITLE

**LEVEL 06 FLOOR
PLAN**

SHEET NUMBER

A105B



1 A105B LEVELS 06 FLOOR PLAN
1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES	
Key Value	Keynote Text

ISSUE #	DATE	DESCRIPTION
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SHEET TITLE

EXTERIOR
ELEVATIONS

SHEET NUMBER

A401B



1 NORTH ELEVATION
A401B 3/32" = 1'-0"



2 SOUTH ELEVATION
A401B 3/32" = 1'-0"

EXTERIOR ELEVATION KEYNOTES	
Key Value	Keynote Text

ISSUE #	DATE	DESCRIPTION
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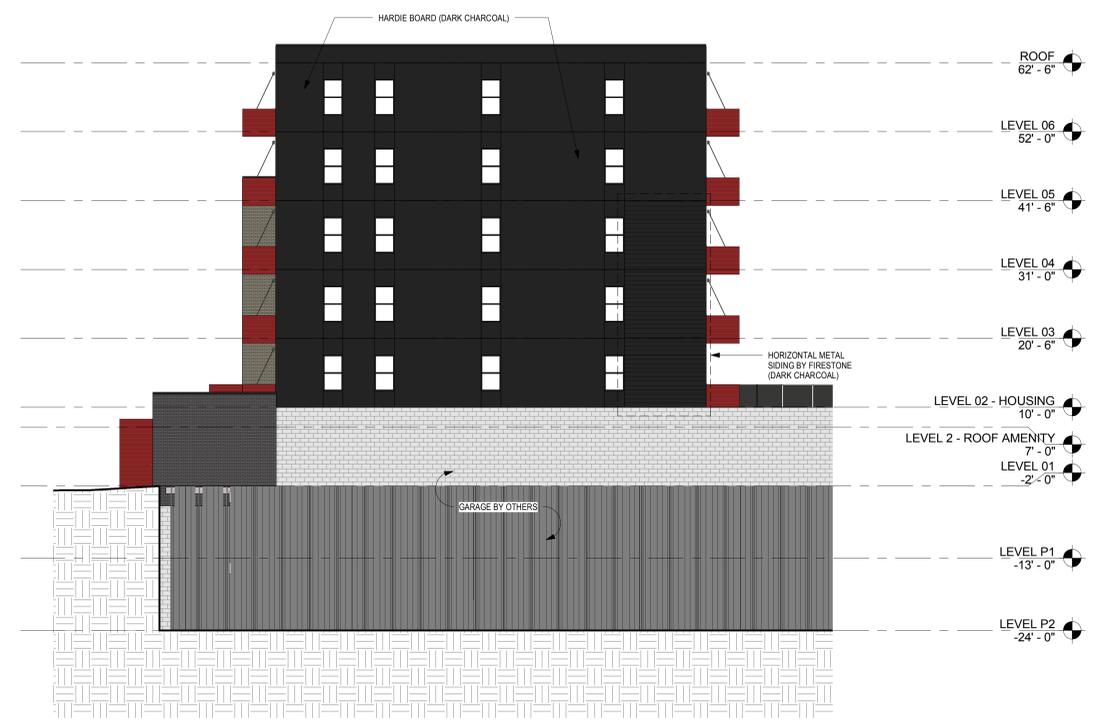
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COMMISSION NUMBER 1785.04	

SHEET TITLE

EXTERIOR
ELEVATIONS

SHEET NUMBER

A402B



2 EAST ELEVATION
A402B 3/32" = 1'-0"



3 WEST ELEVATION
A402B 3/32" = 1'-0"