CPED STAFF REPORT

Prepared for the City Planning Commission
CPC Agenda Item #6
May 11, 2015
BZZ-7129

LAND USE APPLICATION SUMMARY

Property Location: 501 Huron Boulevard Southeast and 2510 Essex Street Southeast
Project Name: Huron and Essex Hotel
Prepared By: Aaron Hanauer, City Planner, (612) 673-2494
Applicant: CPM Development, Daniel Oberpriller
Project Contact: DJR Architecture, Scott Nelson
Request: To build a five-story hotel with 140 bedrooms, event space and restaurant
Required Applications:

Conditional Use Permit	To increase the maximum permitted height from 4 stories or 56 feet to approximately 5 stories or 64.7 feet.
Variance	To reduce the south interior side yard setback from 13 feet to 7.8 feet to allow for the proposed building.
Variance	To reduce the south interior side yard setback from 5 feet to 0 feet to allow for a port cochere and rooftop deck.
Variance	To reduce the south interior side yard setback from 5 feet to 1.7 feet to allow for an uncovered driveway.
Variance	To reduce the off-street loading requirement from two large spaces to one small loading space.
Site Plan Review	To build a five-story hotel with 140 bedrooms, event space and restaurant

SITE DATA

Existing Zoning	I1/ Light Industrial District IL/ Industrial Living Overlay District UA/University Area Overlay District
Lot Area	36,791 square feet / 0.84 acres
Ward(s)	2
Neighborhood(s)	Prospect Park
Designated Future Land Use	Transitional Industrial
Land Use Features	Stadium Village Transit Station Area half block to the south of the Stadium Village Activity Center near the University of Minnesota Growth Center
Small Area Plan(s)	Stadium Village University Avenue Station Area Plan (2012)

Date Application Deemed Complete	April 20, 2015	**Date Extension Letter Sent**	N/A
End of 60-Day Decision Period	June 20, 2015	**End of 120-Day Decision Period**	N/A

BACKGROUND

SITE DESCRIPTION AND PRESENT USE.

The project site is located in the Stadium Village area of the University of Minnesota south of TCF Bank Stadium and north of Interstate 94. The L-shaped project site consists of two parcels: 501 Huron Boulevard Southeast and 2510 Essex Street Southeast and creates the southeast corner of the Huron and Essex intersection. The project site is located within the Stadium Village Transit Station Area (although it is outside of the transit station pedestrian oriented overlay district), a half block to the south of the Stadium Village Activity Center, and near the University of Minnesota Growth Center.

There is one building on the project site; a one-story brick factory building at 501 Huron Boulevard Southeast that was constructed in 1911 for the Glide Road Machine Company, a manufacturer of machines for leveling, grading and ditching roadways. Everfresh Food Corporation, a chow main noodle manufacturer, has been at this location since 1956. Everfresh Food owns the project site. CPM Development, the applicant, has a purchase agreement. The manufacturing building is located up to the street along Huron Boulevard Southeast; additions have been added to the building and it now spans most of the 501 Huron Boulevard parcel. The building was not determined to be a historic resource in February 2015 as part of a CPED historic review. The 2510 Essex Street SE parcel has a 40-space surface parking lot and a cellphone tower at the back of the lot. This parcel was previously part of the railroad right-of-way for the Soo Line Railroad. A chain link fence runs most of the perimeter of the project site.

The project site has three curb cuts; one curb cut along Huron Boulevard Southeast and two along Essex Street Southeast. There is a six-foot wide sidewalk along Huron Boulevard and Essex Street. The sidewalk extends from the building to the street along Huron Boulevard; along Essex Street, there is a larger than typical boulevard between the building and the public sidewalk.

SURROUNDING PROPERTIES AND NEIGHBORHOOD.

The adjacent properties are a mixture of residential, commercial, and industrially zoned properties. The property to the north of the project site, 2508 Delaware, (zoned R6/Multiple Family Residential) is the location of the 10-story, Stadium View apartment building. There are three properties that touch the southern extent of the project site: 515 Huron Boulevard Southeast (zoned R6/Multiple Family Residential) is the location of the six-story Solhause Tower apartment building. The property at 2512 Essex Street (zoned I1/Light Industrial) is railroad right-of-way and does not have street access. 525 Huron Boulevard Southeast (zoned I1/Light Industrial) has a one-story building that is the location of the University of Minnesota KinderCare. The property to the east, 2530 Essex Street Southeast (zoned R5/Multiple Family Residential) is the location of a three-car garage. 1022 Essex Street Southeast, which is located across Huron Boulevard Southeast to the west (zoned C3A/Community Activity Center District) is the location of a low-density residential structure.

In 2014, CPM Development received city approvals to rezone the properties at 1014-1022 Essex Street Southeast and 506 Huron Boulevard Southeast from R5 to C3A and to build a 123-room hotel (BZZ-6473). If the proposed project is approved, the other project site would be sold to the University of Minnesota for future university development.

Within the last five years, three major developments along Huron Boulevard Southeast have been completed or are near completion between Fulton Street Southeast and Washington Avenue Southeast: Solhaus (2428 Delaware Street Southeast), Solhaus Tower (515 Huron Boulevard Southeast) and WaHu Student Apartments (1000 Washington Avenue Southeast).

Huron Boulevard Southeast is a primary route for vehicles traveling to and from the University of Minnesota via Interstate 94. The annual average daily traffic count (AADT) was 22,800 in 2012 (Source: Mn/DOT Traffic). Essex Street Southeast is currently a two-lane, one-way street traveling westbound.

PROJECT DESCRIPTION.

CPM Development is proposing to tear down the one-story brick factory building at 501 Huron Boulevard Southeast and build a five-story, 140-room hotel with restaurant and banquet facility/meeting rooms. The building footprint would closely follow the property lines along Huron and Essex. The portion of the building at the corner of Huron Boulevard and Essex Street would be three-stories in height (note: the second floor of the building is considered two stories since the ceiling height exceeds 14 feet). There are three rooftop decks associated with the event space and another rooftop deck that is accessible from the fourth floor hotel portion of the building. The exterior building materials are brick, stucco, and metal panel. The first-floor hotel restaurant will have an approximately 1,300 square foot outdoor seating area along Essex Street Southeast and is proposed to be well landscaped on both sides.

There would be two vehicular access/exit points. The access point on Huron Boulevard will be an entrance-only point for vehicles. A covered drop off area (port cochere) is proposed to be located 28 feet back from the front property line along Huron Boulevard. The curb cut on Essex Street will be an exit-only point for vehicles. The project includes 83 off-street parking spaces; 35 off-street parking spaces on the first floor covered/uncovered parking area and 48 within the underground parking area. Bike parking for 16 bikes is proposed within the Essex Street Southeast Boulevard. The main pedestrian entrance to the hotel will be on Huron Boulevard Southeast; another pedestrian entrance/exit point will be provided on Essex Street Southeast for the restaurant.

RELATED APPROVALS.

Planning Case #	Application	Description	Action
BZZ-46	Administrative review of telecommunication tower	Cell-phone tower	Approved

COMMITTEE OF THE WHOLE REVIEW

The applicant attended the March 19, 2015, Planning Commission Committee of the Whole meeting. As requested, the applicant looked to plant boulevard trees with tree grates at the sidewalk edge. However, this was not feasible due to not having enough width to provide an accessible walking path. Since the Committee of the Whole meeting, the applicants has increased the width of the sidewalk along Huron Boulevard Southeast and enhanced the landscaping area along Essex Street Southeast.

PUBLIC COMMENTS.

As of the publication of the staff report, no public comments have been received. Any correspondence received after the publication of the staff report and prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to increase the maximum permitted height in the I1/Light Industrial zoning district from 4 stories or 56 feet to approximately 5 stories or 64.7 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.*

   The I1 zoning district allows buildings by right to be 56 feet tall when they are a maximum of four stories. The establishment, maintenance or operation of the conditional use for a five-story, 64.7 foot tall structure will not be detrimental to or endanger the public health, safety, comfort or general welfare. The proposed project will be located next to two taller structures; a six-story apartment building to the south which is 74 feet in height (515 Huron Boulevard Southeast) and a 10-story apartment building to the north (2508 Delaware Street Southeast). As stated by the applicant, the building steps down to 3-stories at the corner and is set back and articulated along the street fronts in a manner that actively engages with the pedestrian realm. And the building wall meets or significantly exceeds the required 13' setback from the interior property lines except for a small segment where the building angles to the southeast which will help provide adequate separation.

   Allowing the building to be five stories rather than four stories will also not be detrimental or endanger the public health, safety, comfort or general welfare as the development will comply with all applicable building codes, life safety ordinances and Public Works requirements. It should be noted that the project site is a brownfield site. Brownfield sites are abandoned, idled, or underused industrial and commercial properties where financing expansion or redevelopment is complicated by actual or suspected environmental contamination. The redevelopment of the site done in accordance with Minnesota Pollution Control Agency standards will improve the environmental condition of the project site and area.

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.*

   The conditional use to allow an increase in height 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. As stated in Finding 1, the proposed five-story, 64.7-foot tall structure will be shorter than the neighboring six and ten story buildings. The building setbacks and massing will mitigate the impact of its height on adjacent properties and the pedestrian realm.

   The Huron Boulevard Gateway District, which the property is located in, is recognized by the Stadium Village University Avenue Transit Station Area Plan as a prime area for redevelopment into high-density residential that will typically be built five stories or taller. Even though the proposed use is not a residential use, the hotel use is a permitted use in the property's zoning district and the scale of the building is in compliance with the plan.

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

   Adequate utilities, access roads and drainage will be provided as part of the project. The applicant received initial City of Minneapolis department comments (including Public Works) at a meeting on April 10, 2015. If the land use applications are approved, additional details will be required to show

that pumping and discharge of groundwater will not be necessary in order to keep the below grade areas dry. The applicant will be required to continue to work closely with the Public Works Department, the Plan Review Section of the Inspections Department and the various utility companies during the duration of the development should the applications be approved. This would be required to ensure that all procedures are followed and that the development complies with all City and other applicable requirements.

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

   Adequate measures have been taken to minimize traffic congestion in the public streets. The applicant is proposing to exceed their minimum off-street parking requirement; 81 off-street parking spaces are required and 83 off-street parking spaces are proposed, In addition, they are providing bike parking for 16 bikes even though it is not required. It should also be noted that the project site is located within three blocks of the METRO Green Line-Stadium Village Transit station which will increase the percentage of people traveling to the hotel by mass transit. Finally, the draft travel demand management plan (TDMP) submitted by the applicant states that the hotel management will be committed to meeting the mode split by developing and implementing an incentive program to encourage guests and employees to use alternative modes of transportation, designating a TDM liaison to coordinate the various TDM strategies and monitoring the implementation of the proposed TDMP actions and progress made toward achieving the TDMP mode split goals.

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

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

   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 1.13: Support high-density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

   1.13.1 Encourage pedestrian-oriented services and retail uses as part of higher-density development near transit stations.

   1.13.2 Pursue opportunities to integrate existing and new development with transit stations through joint development.

   Land Use Policy 1.15: Support development of growth centers as locations for concentration of jobs and housing and supporting services.

   1.15.1 Support development of growth centers through planning efforts to guide decisions and prioritize investments in these areas.

   1.15.2 Support the intensification of jobs in growth centers through employment generating development.

   Transportation Policy 2.4: Make transit a more attractive option for both new and existing riders.

   2.4.3 Encourage higher intensity and transit-oriented development to locate in areas well served by transit.

Urban Design Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.1 Encourage both mixed-use buildings and a mix of uses in separate buildings where appropriate.

Urban Design Policy 10.10: Support urban design standards that emphasize a traditional urban form in commercial areas.

10.10.1 Enhance the City's commercial districts by encouraging appropriate building forms and designs, historic preservation objectives, site plans that enhance the pedestrian environment and by maintaining high quality four season public spaces and infrastructure.

10.10.4 Orient new buildings to the street to foster safe and successful commercial nodes and corridors.

10.10.6 Require storefront window transparency to assure both natural surveillance and an inviting pedestrian experience.

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

The Stadium Village University Avenue Station Area Plan provides additional guidance for the development. The project site is within the Huron Boulevard Corridor Character Area of the station area plan. The Huron Boulevard Corridor Character Area is encouraging of high-density development, development that supports a pedestrian oriented environment, and an enhanced public realm. The proposed project accomplishes these goals.

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

With the approval of the conditional use permit, variances and site plan review applications, this development would be in conformance with the applicable regulations of the zoning code.

Additional Standards to Increase Maximum Height

In addition to the conditional use permit standards, the Planning Commission shall consider, but not be limited to, the following factors when determining the maximum height of principal structures in commercial districts:

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

Allowing the proposed building to have an additional story and 8.7 feet of additional height than what is allowed in the I1 zoning district will not have an effect on the access to light and air of surrounding properties. Except for a small portion of the building where the building angles to the southeast, the building will be meeting the zoning district setbacks and public right-of-way separates the proposed development from other properties to the west and north.

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

Allowing the proposed building to have an additional story and 8.7 feet of additional height than what is allowed in the I1 zoning district will not have a significant impact in terms of shadowing of residential properties. The residential structures to the north (2508 Delaware Street Southeast) and to the south (515 Huron Boulevard Southeast) are taller than the proposed building and the residential structures to the west are more than 65 feet away from the proposed development. Significant public spaces such as parks and plazas will also not be impacted by the request for

additional height. In addition, the proposed development will not be impacting light access for a nearby solar energy system that has received City of Minneapolis approval.

3. The scale and character of surrounding uses.

The proposed development will fit in with the scale and character of the surrounding uses. Neighboring buildings include the six-story, 74 foot-tall Solhaus Tower at 515 Huron Boulevard SE, the 10-story Stadium View apartment building at 2508 Delaware Street Street Southeast to the north, and the six-story Solhaus apartment building located one block to the northeast (2428 Delaware Street SE). As pointed out by the applicant, the proposed building will be taller than the one-story garage building to the east and the three-story apartment buildings across Huron to the west, but those buildings are older and anticipated/encouraged for redevelopment by the University's master plan and the Stadium Village Small Area Plan.

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

The proposed project will not have an impact of views of landmark buildings, significant open spaces or water bodies. The project will be located five blocks from the nearest local historic landmark (Fire Station #19), more than three blocks from the nearest significant open space and more than five blocks from the nearest water body.

VARIANCE: BUILDING (SOUTERN INTERIOR LOT LINE)

The Department of Community Planning and Economic Development has analyzed the application to reduce the south interior side yard setback from 13 feet to 7.8 feet to allow for the proposed building. based on the following findings:

1. *Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.*

   The proposed five-story building is subject to a 13 foot setback along the southern property line. The applicant is proposing that the building be 7.8 feet from the interior property line at its closest point. Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The project site is an L-shaped lot that reduces in width from 142 feet to 72 feet. It is at this point that the building is closest to the interior property line.

2. *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.*

   The property owner proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan. The intent of the setback requirements is to minimize conflict among the land uses by providing adequate open space and separation. The neighboring building to the south, 515 Huron Boulevard Southeast, is an apartment building. Even though the proposed building will be located closer to the property line than is allowed, only 18 percent of the building along this property line will be within the setback (46 linear feet of 260 linear feet of building). In addition, the portion of the building that is within the interior side yard setback will be 40 feet from the residential portion of the neighboring building to the south, which provides adequate separation between the active uses of both buildings.

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

   Granting the proposed variance will not alter the essential character of the locality or be injurious to the use and enjoyment of other property in the vicinity. In addition, granting of the variance will also not be detrimental to the health, safety, and welfare of the general public or those utilizing the property or nearby properties. As stated in Finding 2 above, only 18 percent of the proposed building will be located within the setback and the portion of the building that is within the interior side yard setback will be 40 feet from the residential portion of the neighboring building to the south, which provides adequate separation between the active uses of both buildings.

VARIANCE: PORT COCHERE AND ROOFTOP DECK

The Department of Community Planning and Economic Development has analyzed the application to reduce the south interior side yard setback from 5 feet to 0 feet to allow for the proposed port cochere and rooftop deck based on the following findings:

1. *Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.*

   The proposed one-story port cochere with a rooftop deck is subject to a 5-foot setback along the southern property line because the neighboring property is residentially zoned and has a permitted residential use. The applicant is proposing that the port cochere be located at the property line and the rooftop deck be located four feet from the property line. Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The project site is a unique-shaped lot that reduces in width from 142 feet to 72 feet. The lot at the location of the port cochere ranges in width from 107 to 129 feet in width. The unique shape of the lot creates challenges in meeting all zoning code requirements including off-street parking and loading as well as building location requirements. However, practical difficulties do not exist in having the rooftop deck at this location. The proposed rooftop deck is an amenity associated with second floor ballroom and will likely be a popular gathering place for those attending events at the hotel. CPED is recommending that the active portion of the rooftop deck not be closer than 20 feet from the southern property line, plantings be installed between the active portion of the rooftop deck and the edge of the rooftop deck, and that outdoor speakers not be allowed in order to be in compliance with the enclosed building section standards outlined in section 550.210.

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.*

   In terms of the port cochere, the property owner proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan. The intent of the setback requirements is to minimize conflict among the land uses by providing adequate open space and separation. The neighboring building to the south, 515 Huron Boulevard Southeast, is an apartment building. This neighboring building received variance approval in 2011 to be located three feet from this shared property line (BZZ-5276). The portion of the building that is three feet from the property line is a one-floor parking podium with an electrical room. A small rooftop deck for an apartment building is located on top of the parking podium near the proposed port cochere and rooftop deck. As conditioned, the proposed rooftop deck for the hotel that is setback 20 feet will meet the intent of setback requirement for an unenclosed area.

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

   Granting the proposed variance as conditioned will not alter the essential character of the locality or be injurious to the use and enjoyment of other property in the vicinity. In addition, granting of the variance will also not be detrimental to the health, safety, and welfare of the general public or those utilizing the property or nearby properties. The port cochere portion of the building will be located next to a parking podium and electrical room of the neighboring building that does not contain windows. The port cochere will also help reduce the noise of loading and people entering the hotel from their vehicles. By pulling the rooftop deck back 20 feet from the property line, having plantings between the rooftop deck and shared property line, and not allowing speakers, it will help reduce the potential for noise concerns.

VARIANCE: DRIVEWAY

The Department of Community Planning and Economic Development has analyzed the application to reduce the south interior side yard setback from 5 feet to 1.7 feet to allow for the proposed driveway based on the following findings:

1. *Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.*

   The proposed uncovered driveway along the southern property line is subject to a 5-foot setback along the southern property line because the neighboring property is residentially zoned and has a permitted residential use. The applicant is proposing that the uncovered driveway be located 1.7 feet from property line. Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The project site is a unique-shaped lot that reduces in width from 142 feet to 72 feet. The unique shape of the lot creates challenges in meeting all zoning code requirements including access to off-street parking and building location requirements.

2. *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.*

   The property owner proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan. The intent of the setback requirements is to minimize conflict among the land uses by providing adequate open space and separation. The proposed driveway will be located next to the neighboring apartment building's parking podium, which should eliminate any conflict between the neighboring uses.

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

   Granting the proposed variance will not alter the essential character of the locality or be injurious to the use and enjoyment of other property in the vicinity. In addition, granting of the variance will also not be detrimental to the health, safety, and welfare of the general public or those utilizing the

property or nearby properties. As stated above, the proposed uncovered driveway will be located next to the apartment building's parking podium that does not have windows.

VARIANCE: OFF-STREET LOADING

The Department of Community Planning and Economic Development has analyzed the application to reduce the off-street loading requirement from two larger spaces to one small loading space 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.*

   Per Section 541.560 and Table 541-8, the proposed hotel project requires two large loading spaces that are required to be at least 12 feet in width by at least 50 feet in length, exclusive of aisle and maneuvering space. The applicant is proposing to have one small loading space that is 10 feet wide by 25 feet deep. Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The project site is a unique-shaped lot that reduces in width from 142 feet to 72 feet. The unique shape of the lot creates challenges in meeting all zoning code requirements including access to off-street parking and building location requirements. In addition, the lot shape creates limited space for trucks to maneuver onsite as the driveway narrows to 16.9 feet at the point of entering the building.

2. *The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.*

   The property owner proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and comprehensive plan. The intent of the zoning code in requiring off-street loading spaces is to reduce traffic congestion in the public streets. The project includes one small loading space. The applicant states that the proposed hotel will rarely require large truck deliveries or need loading areas for multiple trucks simultaneously. On occasions when a large truck or multiple trucks are at the site, there is space within the enclosed driveway area to accommodate temporary loading demands.

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

   Granting the proposed variance will not alter the essential character of the locality or be injurious to the use and enjoyment of other property in the vicinity. The project includes one, small off-street loading space that is anticipated to meet most of the hotel's loading and unloading needs. In addition, the project site does include sufficient space to accommodate occasional large truck or multiple truck loading simultaneously.

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 placement of the building will reinforce the street wall along Huron Boulevard and Essex Street. It will also maximize natural surveillance as the building will exceed their window requirement with the exception of one floor on one elevation and facilitate pedestrian access and circulation with the proposed public realm improvements.
- The first floor of the building will be at the property line along Essex Street. However, it will be setback 9.8 feet from the front property line along Huron Boulevard. Alternative compliance is required.
- The area between the building and the lot line along Huron Boulevard includes stairs that connect the building to the public sidewalk, a covered area awning area that stretches the entire elevation, and pillars. However, the building does not provide amenities such as landscaping, tables and seating. Alternative compliance is required.
- The building is oriented with a principal pedestrian entrance along Huron Boulevard; another pedestrian entrance to the building is located on the Essex Street elevation.
- There is on-site accessory parking in three locations: underground, within the principal building and to the rear of the site.
- The new building provides architectural details such as a vertical metal element that extends beyond the main plane and frames the entrance on Huron Boulevard and breaks up the long elevation along Essex Street Southeast. In addition, large windows are proposed for the street facing parts of the building near the Huron and Essex intersection on the first two floors (note: the second floor is considered two floors because the ceiling height exceeds 14 feet in height).
- The only portion of the building where a segment has a blank uninterrupted wall that does not include windows, entries, recesses or projections is a portion of the southern elevation at the lot that will be used as the enclosed parking area. Alternative compliance is required.
- There are three proposed exterior materials for the building: face brick, stucco, and metal panel. Per section 530.120 and the City of Minneapolis Guide to Exterior Building Walls and Materials, these materials are considered durable. The Guide to Exterior Building Walls and Materials also outlines that only three exterior materials are allowed on each elevation as well as the percentage allowed for a durable material on each elevation. All elevations are proposed to have three materials and are in compliance with the maximum percentage of material for each elevation (see Table 1 and Plan sheet: Elevations: Material Percentages).
- The exterior materials and appearance on the rear and side walls of the building are similar and compatible with the front of the building.
- Plain face concrete block is not proposed as an exterior material.
- Principal entrances are clearly defined and emphasized through the use of a metal accent feature and metal canopy. The building includes multiple entrances.
- For a nonresidential use, walls that face a public street or on-site parking lot are required to have 30 percent window coverage on the first floor and 10 percent window coverage on the floors above. The only portion of the building that is not in compliance with this requirement is the first floor of the east elevation (see Table 2). Alternative compliance is required.
- The windows are in compliance with the other requirements outlined in section 530.120. The windows are vertical in proportion, distributed in a more or less even manner. And the bottom of any windows used to satisfy the ground floor window requirements is not more than four feet above the adjacent grade.
- As a condition of approval, per 530.120 (2), the first floor windows shall have clear or lightly tinted glass with a visible light transmittance ratio of 0.6 or higher and shelving, mechanical

equipment or other similar fixtures shall not block views into and out of the building in the area between four (4) and seven (7) feet above the adjacent grade.

- None of the Huron Boulevard building elevation (west) has an inactive function. Only 17 percent of the Essex Street elevation that faces a public street (north) has an inactive function as the vehicle access point is 33.25 feet wide and this building elevation is 198 linear feet.
- The form and pitch of the roof is flat, which is similar to the neighboring buildings.
- A portion of the first floor is a parking garage. It does not have sloped floors that dominate the appearance of the walls. The vehicles are screened from view.

Table 1. Percentage of Exterior Materials per Elevation

(see plan sheet: Elevations: Material Percentages)

Material	Allowed max %	North 1	North 2	South 1	South 2	South 3	East	West
Face brick	100%	22%	18%	18%	12%	25%	16%	21%
Stucco	75%	37%	22%	27%	37%	38%	30%	12%
Metal panel	75%	20%	39%	26%	35%	19%	35%	35%

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

	Code Requirement		Proposed	
Huron (West)				
1st floor	30% minimum	226 sq. ft.	57%	432 sq. ft.
2nd and 3rd floors	10% minimum	191 sq. ft.	43%	809 sq. ft.
4th and 5th floors	10% minimum	96 sq. ft.	18%	173 sq. ft.
Essex (North Elevation 2 only)				
1st floor	30% minimum	475 sq. ft.	33%	525 sq. ft.
2nd and 3rd floors	10% minimum	401 sq. ft.	13%	507 sq. ft.
4th floor	10% minimum	192 sq. ft.	29%	556 sq. ft.
5th floor	10% minimum	192 sq. ft.	30%	574 sq. ft.
East Elevation				
1st floor	30% minimum	147 sq. ft.	16%	78 sq. ft.
Upper floors	10% minimum	63 sq. ft.	13%	84 sq. ft.

Access and Circulation – *Meets requirements*

- Clear and well-lighted walkways of at least four feet in width will connect the building entrances to the adjacent public sidewalk. In addition, the ground floor covered/uncovered parking area will be connected by a walkway that connects the parking garage to the public sidewalk.
- There are no transit shelters on the project site and none are proposed.
- Vehicular access and circulation has been designed to minimize conflicts with pedestrian traffic and surrounding residential uses. The access and exiting proposal received preliminary Public Works approval. It should be noted that the project will reduce the number of curb cuts from three that exist currently to two and that the curb cuts will not exceed 20 feet in length at the property lines.

- Traffic is directed to minimize the impact upon residential properties. Vehicles will access the property on Huron Boulevard and exit the property via Essex Street Southeast. Since Essex Street Southeast is a one-way, westbound it will reduce the traffic impact on residential properties along Essex Street to the east.
- There is no alley that is part of the project site.
- The site plan minimizes the use of impervious surfaces and will exceed the required landscape percentage.

Landscaping and Screening – *Requires alternative compliance*

- The composition and location of landscaped areas complement scale of development and surroundings. The project includes a large contiguous planting area along the eastern portion of the property and within the boulevard along Essex Street Southeast.
- The project will meet exceed the landscaping requirement in terms of onsite landscaping. However, the applicant is proposing four canopy trees and 22 shrubs onsite which is below the seven canopy trees and 33 shrub requirement. Alternative compliance is required.
- Since there is another parcel between the parking area and Essex Street, the project site is not subject to the requirement that there be at least one tree provided for each 25 linear feet of the 10-space surface parking lot. However, the applicant is proposing four canopy trees at this location to help screen the onsite parking.
- The 10-space surface parking lot abuts residential zoning districts at 2530 Essex Street and 515 Huron Southeast. Therefore, the project site is subject to the landscape and screening requirements outlined in section 530.170 along the shared property lines of the residentially zoned districts. The project will have a landscaped yard that is at least seven feet wide around the perimeter of the 10-space surface parking lot. The applicant is proposing a three-foot high retaining wall around the perimeter of the surface parking lot and three-foot high shrubs on top of the retaining wall that faces 2530 Essex Street. This will provide the required six feet of screening along a shared residential property line. However, as proposed, the screening will not be six feet in height along the shared property line with 515 Huron Boulevard since there are not shrubs or fence on top of the retaining wall at this location. Alternative compliance is required.
- As a condition of approval, landscaped areas shall be covered with turf grass, native grasses or other perennial flowering plants, vines, mulch, shrubs or trees and the installation and maintenance of the landscape materials shall comply with the standards outlined in section 530.210.

Table 2. Onsite Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	36,791 sq. ft.
Building footprint	--	20,383 sq. ft.
Remaining Lot Area	--	16,408 sq. ft.
Landscaping Required	3,282 sq. ft.	5,414 sq. ft.
Canopy Trees (1: 500 sq. ft.)	7 trees	4 trees
Shrubs (1: 100 sq. ft.)	33 shrubs	22 shrubs

Additional Standards – *Meets requirements*

- The perimeter of the surface parking lot and driveway is defined by a six inch by six inch continuous concrete curb. CPED encourages the applicant to work with Public Works and to provide additional on-site retention and filtration of stormwater.
- The site plan will have a minimal impact on the blocking of views of important elements of the city. The proposed building will be located between a six story building to the south and a ten story building to the north.
- The proposed building will not have a shadowing impact on public spaces. The proposed building and the building at 515 Huron Boulevard Southeast are arranged to minimize the shadowing on most of the residential units at 515 Huron. Even though the building will be located close to the southern shared property line, most of the neighboring apartments will be more than 40 feet from the new building.
- The building will not have a major impact on the generation of wind currents at ground level.
- The site plan includes crime prevention design elements as specified in section 530.260. This includes natural surveillance and visibility with a greater amount of windows than required on most portions of the building, territorial reinforcement with the stairs along the Huron Boulevard and landscaping along Essex Street, and natural access control with the front entrance leading directly to the Huron Boulevard and Essex Street sidewalks.
- The project site does not include a locally designated historic resource or structure that has been determined to be eligible to be locally designated.

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

The proposed hotel with a restaurant and event space is *permitted use* in the I1/Light Industrial zoning district.

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

- 83 off-street parking spaces are proposed, which is in compliance with the minimum and maximum number of off-street parking (Table 3). A hotel is required to provide one space per three guest rooms plus parking equal to 10 percent of the capacity of persons affiliated with dining and meeting rooms. Therefore, the hotel is required to provide 47 off-street parking spaces for the hotel rooms and the second floor, 3,970 square foot event space is required to provide 26 off-street parking spaces. In addition, the 3,300 square foot first floor restaurant is required to provide one space per 500 square feet of gross floor area plus one space per 300 square feet of gross floor area in excess of 2,000 square feet. Therefore, the restaurant has an off-street parking requirement of eight spaces. The entire hotel project has an off-street parking requirement of 81 spaces.
- The maximum allowed parking for a hotel is one space per guest room plus 30 percent of the capacity of persons for affiliated uses such as dining or meeting rooms. Therefore, the

maximum amount of parking allowed for the hotel rooms is 140 spaces and 79 spaces for the event space. The maximum off-street parking allowed for a restaurant is one space per 75 square feet of gross floor area. Therefore, the restaurant portion of the building would be allowed to have 44 off-street parking spaces. The total maximum off-street parking allowed for the proposed use is 263 spaces.

- The materials of the driveway will meet the requirements with the bituminous pavement and stamped concrete.
- Per 541.240, the driveway width will not exceed 25 linear feet at the property line.
- The proposed two-way drive aisles will be a minimum width of 22 linear feet.
- Per 541.330, 75 percent of the required parking spaces shall comply with the minimum dimensions of standard spaces. The proposed project needs 61 standard off-street parking spaces to be in compliance with this requirement. Per 541.330, the compact parking spaces shall be labeled as such.
- The loading requirement for a hotel is two large spaces. The proposed project will have one small loading space. A variance is required.
- The plan is to remove snow from the site.
- Per Table 541-3, there is no bike parking requirement for a hotel. However, the applicant is proposing to provide 16 bike parking spaces.

Table 3. Vehicle Parking Requirements Per Use (Chapter 541)

	Minimum Parking Requirement	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
140-room hotel	47	--	47	140	47
Event space	26	--	26	79	26
Restaurant, sit down	8	--	8	44	10
Total	81	--	81	263	83

Building Bulk and Height – *Requires conditional use permit*

- The proposed hotel is in compliance with the maximum floor area ratio allowed in the I1/Light Industrial zoning district, however, the proposed height and number of stories requires a conditional use permit. The five-story, flat-roof building is 64.7 feet tall as defined by the Minneapolis zoning code. The natural grade 10 feet from the center of the building (along Huron Boulevard) is 826 feet above sea level. The proposed first floor elevation is 827.7 feet. The height of the building from the top of the first floor slab to the top of the parapet is 63 feet (890.7 feet above sea level).

Table 5. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	36,791. ft. / 0.84 acres
Gross Floor Area (GFA)	--	82,897 sq. ft.
Minimum Floor Area Ratio (GFA/Lot Area)	N/A	N/A
Maximum Floor Area Ratio (GFA/Lot Area)	2.7	2.2
Maximum Building Height	4 stories or 56 feet, whichever is less	5 stories or 64.7 ft.

Lot Requirements – *Not applicable*

- There are no minimum lot area requirements for a hotel or restaurant use in the I1, IL, or UA overlay districts. In addition, there is not a maximum impervious surface, lot coverage, or lot width requirement for a hotel in the I1, IL or UA overlay districts.

Yard Requirements – *Requires variance(s)*

- The proposed building requires a setback variance along the southern property line. In addition, the proposed port cochere and driveway require setback variances. Table 7 provides an analysis of the setback variances for the building. The building is setback 32 feet from the shared property line with a residential zoning district to the south and east. Therefore, per 550.160, the building does not have a front yard setback along Essex and Huron.

Table 7. Minimum Yard Requirements for The Proposed Building

	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front (Essex)	0 ft.	Established front yard setback for the first 25 feet from the residence district boundary to the east.	0 ft.	0 ft.
Front (Huron)	0 ft.	Established front yard setback for the first 25 feet from the residence district boundary to the south.	0 ft.	0 ft.
Interior (east)	0 ft.	5+2X provided that the minimum interior side yard is not greater than fifteen (15) feet. ft.*--	13 ft.	25 ft.
Interior (South)	0 ft.	5+2X provided that the minimum interior side yard is not greater than fifteen (15) feet. ft.*--	13 ft.	7.8 ft.

* X = Number of stories above the first floor

Signs – *Not applicable*

- The applicant did not submit a sign plan with their applications. All signs are subject to Chapter 543 of the Zoning Code and sign permits are required.

Refuse Screening – *Meets requirements*

- Trash storage is proposed within the enclosed portion of the building on the first floor and meets the requirements outlined in Section 535.80.

Screening of Mechanical Equipment – *Meets requirements*

- For the hotel rooms, the applicant is proposing to have heating, ventilation and air conditioning (HVAC) equipment underneath the windows. The mechanical equipment for the second floor event space will be within a room on the third floor. Any mechanical equipment proposed on the roof will be required to be screened per the requirements of 535.70. There will also be a transformer and backup generator located along the southern property line that will be placed five feet from the shared property line, which meets the setback requirement. As a condition of approval, the transformer and backup generator shall be screened per 535.70.

Lighting – *Meets requirements with Conditions of Approval*

- A lighting plan was not submitted with the application. As conditioned, a lighting plan shall be submitted prior to building permit issuance that shows the project is in compliance with the lighting requirements outlined in section 535.590.

Specific Development Standards – *Meets requirements*

- Per Chapter 536, a hotel use located outside of downtown is required to provide a minimum of 50 sleeping rooms. The proposal will be in compliance with this requirement.

IL/Industrial Living and UA/University Area Overlay District Standards – *Not applicable*

- None of the additional IL/Industrial Living Overlay District and UA/University Area Overlay District requirements are applicable for the proposed non-residential/hotel use. Most of the requirements in the IL and UA overlay districts relate to residential uses.

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

The Minneapolis Plan for Sustainable Growth identifies the site as Transitional Industrial on the future land use map. Transitional industrial includes industrial areas located outside of Industrial Employment Districts that are anticipated to evolve to other uses compatible with surrounding development and do not have the same level of policy protection as areas within Industrial Employment Districts. The project is also in compliance with the applicable comprehensive plan land use features.

- *Stadium Village Transit Station Area*: Transit station areas (TSAs) are located within an approximate ½ mile radius from transit stations, reflecting an understanding that most walking trips to and from transit stations are ten minutes or less in duration. The subject site is approximately a ¼ mile from the transit station. The comprehensive plan recognizes that potential TSA redevelopment opportunities are generally highest within ¼ mile of the transit station. The project will be a positive redevelopment opportunity and complement uses of the University of Minnesota campus and the neighboring multifamily residential uses.
- *University of Minnesota Growth Center:* The project site is near the University of Minnesota Growth Center. A growth center is described by the comprehensive plan as a busy, interesting and attractive place characterized by a concentration of business and

employment activity and a wide range of complementary activities taking place throughout the day into the evening. These activities include residential, office, retail, entertainment and recreational uses. The Minneapolis comprehensive plan recognizes the University of Minnesota as being home to one of the largest concentrations of employment in the City. The University of Minnesota is planning a major expansion with the Ambulatory Care Center 1.5 blocks to the west. Allowing for the hotel project will allow for more employment opportunities and complementary uses to the institutional ambulatory care center and the multifamily neighboring residential uses.

- *Stadium Village Activity Center (a half block to the north):* Activity centers generally have a mix of uses with citywide and regional draw, including areas of employment and commercial development. The applicant's proposed hotel use will allow for complementary use to the activity center without an adverse impact to the neighboring uses.

The proposed development is consistent with the land use, transportation and urban design policies and implementation steps listed in Finding Five of the conditional use permit application. In addition, the project is in compliance with the following urban design policies and implementation steps.

Urban Design Policy 10.11: Seek new commercial development that is attractive, functional and adds value to the physical environment.

10.11.1 Require the location of new commercial development (office, research and development and related light manufacturing) to take advantage of locational amenities and coexist with neighbors in mixed-use environments.

10.11.4 Maximize the year round potential for public transit, biking and walking in new developments.

Urban Design Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city and promote environmentally friendly lighting systems.

10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions and other unnecessary light pollution.

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

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

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

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

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

The project site is within the area covered by Stadium Village Small Area Plan (2012). Within the small area plan, the subject site is in the Huron Boulevard Corridor District. The proposed project is in compliance with the following small area plan recommendations

- Allow existing industrial uses to remain as long as they wish to be there. When they leave, guide their locations for high density residential development;
- Encourage land uses along Huron to support a pedestrian oriented development, balanced against heavy vehicle traffic flow and acknowledging its role as a gateway to the area;
- Provide improved sidewalk connections along Huron Boulevard;
- Provide a minimum of 8 foot wide sidewalks throughout the corridor where feasible;
- Incorporate streetscape elements such as more street trees, planters, monuments, public art, kiosks and benches to create a more inviting and comfortable sidewalk environment and promote more sidewalk activity;

In addition, the intersection of Huron and Essex is identified as a possible pocket park/urban plaza area in the small area plan (Map 7.3). The proposed development includes a well landscaped outdoor seating area that will be an outdoor amenity for the neighborhood.

5. Alternative compliance.

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

- **Building Placement.** The building is proposed to be setback 9.8 feet from the front property line along Huron Boulevard. Per 530.110, the building wall is required to be located not more than eight feet from the front lot line. Alternative compliance is required. Even though the actual building is setback 9.8 feet, the building will have pillars that are 2.6 feet from the property line which will help reinforce the building wall along Huron Boulevard. In addition, CPED realizes that Huron is a busy street with more than 22,000 daily vehicles. By allowing the building to be setback an additional 1.8 additional feet it allows pedestrians coming to the proposed hotel and those traveling within the area some additional space between the building and the street. Given the combination of the proposed architectural design and site location, CPED is recommending that the Planning Commission grant alternative compliance for the proposed building placement.
- **Amenities between the building and the lot line abutting a public street.** The area between the building and the lot line along Huron Boulevard includes stairs that connect the building to the public sidewalk, a covered area awning area that stretches the entire elevation, and pillars. However, the building does not provide amenities such as landscaping, tables and seating. Alternative compliance is required. CPED recognizes that Huron is a busy street and that it would be difficult for plantings areas to survive in extreme winter conditions and that the amount of real estate in this area is not adequate to provide tables and seating. Therefore, CPED is recommending that the Planning Commission grant alternative compliance with the condition that evenly placed planters be installed between the building pillars and the main building wall.
- **Blank wall:** A 121 linear foot portion of southern building wall on the first floor will have a blank, uninterrupted wall that does not include windows, entries, recesses or projections for more than 25 feet in three locations. This is not in compliance with section 530.120. These blank uninterrupted distances are 31 feet, 32 feet, and 48 feet. Alternative compliance is required. CPED recognizes that this building wall is for a parking garage and will be in close

proximity to the neighboring building's wall that is parking garage. CPED also recognizes the applicant's efforts to break up the blank wall with metal accent feature and the planting of two evergreen trees. CPED is recommending that the Planning Commission grant alternative compliance for the three blank wall areas on the first floor of the southern elevation with the condition that a total of six deciduous trees be planted between the southern building wall and the southern interior property line where there are blank, uninterrupted walls.

- **Minimum window requirement:** The building is proposed to have 16 percent windows on the first floor of the east elevation (Elevation 5). Per 530.120 (b) (2), a nonresidential use with walls that face an on-site parking lot are required to have 30 percent window coverage on the first floor. Alternative compliance is required. CPED recognizes that this building wall does not provide additional opportunities to meet the 30 percent requirement and that the open vehicle access point will provide opportunities to see inside and out of the parking area which will help with public safety. CPED is recommending that the Planning Commission grant alternative compliance to allow for a lesser amount of windows on the first floor of the east elevation.
- **Onsite canopy trees:** The project site will include four canopy trees. Per 530.160, seven canopy trees are required. Alternative compliance is required. CPED recognizes and appreciates the enhanced landscaping and canopy tree planting proposal within the Essex Street Boulevard, however, there is an opportunity to plant additional trees on site and that the trees will help screening the parking area from Essex Street and the neighboring parcels. Therefore, CPED is recommending that the Planning Commission not grant alternative compliance for the number of canopy trees and the applicant plant a total of seven canopy trees onsite.
- **Onsite shrubs.** The project site will include 22 shrubs. Per 530.160, 33 shrubs are needed to be in compliance with the site plan review. Alternative compliance is required. CPED recognizes and appreciates the enhanced landscaping and shrub planting proposal within the Essex Street boulevard, however, there is an opportunity to plant additional shrubs on site and that the shrubs will help screen the parking area from Essex Street and the neighboring parcels. Therefore, CPED is recommending that the Planning Commission not grant alternative compliance for the number of shrubs and the applicant plant a total of 33 shrubs onsite.
- **Screening surface parking from residential zoning districts.** The project includes a 10-space surface parking lot that abuts residential zoning districts at 2530 Essex Street and 515 Huron Southeast. Per 530.160 and 530.170, screening is required that is six feet in height and 95 percent opaque. The applicant is proposing screening that meets these requirements along the shared property line at 2530 Essex Street, however, the project is not in compliance with the screening height and opacity requirement between their property and 515 Huron Southeast. Alternative compliance is required. There is adequate space to provide the additional shrubs and this parking. Therefore, CPED is recommending that the Planning Commission not grant alternative compliance for screening of the surface parking lot and that the applicant meet the screening requirement outlined in section 530.160 and 530.170 in terms of height and opacity.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by CPM Development for the properties located at 501 Huron Boulevard Southeast and 2510 Essex Street Southeast:

A. Conditional Use Permit to allow an increase in the maximum permitted height in the I1/Light Industrial District.

Recommended motion: **Approve** the conditional use permit for an increase in height from 4 stories or 56 feet to 5 stories or 64.7 feet in the I1/Light Industrial District, subject to the following conditions:

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

B. Variance to reduce the south interior side yard setback for the proposed building.

Recommended motion: **Approve** the variance to reduce the south interior side yard setback from 13 feet to 7.8 feet to allow for the proposed building.

C. Variance to reduce the south interior side yard setback to allow for a port cochere and rooftop deck.

Recommended motion: **Approve** the variance to reduce the south interior side yard setback from 5 feet to 0 feet to allow for a port cochere and rooftop deck, subject to the following conditions:

1. Per 550.210, the active portion of the rooftop deck shall be setback 20 feet from the southern property line, plantings shall be installed between the active rooftop deck and the southern property line and no outdoor speakers shall be allowed within the rooftop deck area.

D. Variance to reduce the south interior side yard setback to allow for an uncovered driveway.

Recommended motion: **Approve** the variance to reduce the south interior side yard setback from 5 feet to 1.7 feet to allow for an uncovered driveway.

E. Variance to reduce the off-street loading requirement.

Recommended motion: **Approve** the variance to reduce the off-street loading requirement from two large spaces to one small loading space.

F. Site Plan Review to allow for the construction of a five-story, 140-room hotel building.

Recommended motion: **Approve** the site plan review for the construction of a five-story, 140-room hotel, subject to the following conditions:

1. As required by section 530.120 (2) (d), the first floor windows shall have clear or lightly tinted glass with a visible light transmittance ratio of 0.6 or higher and shelving, mechanical equipment or other similar fixtures shall not block views into and out of the building in the area between four (4) and seven (7) feet above the adjacent grade.
2. Landscaped areas shall be covered with turf grass, native grasses or other perennial flowering plants, vines, mulch, shrubs or trees and the installation and maintenance of the landscape materials shall comply with the standards outlined in section 530.210.
3. Any mechanical equipment proposed to be placed on the roof will be required to be screened to the requirements of 535.70. In addition, the transformer and backup generator shall be screened as required by section 535.70.
4. A lighting plan shall be submitted prior to building permit issuance that shows the project is in compliance with the lighting requirements outlined in section 535.590.

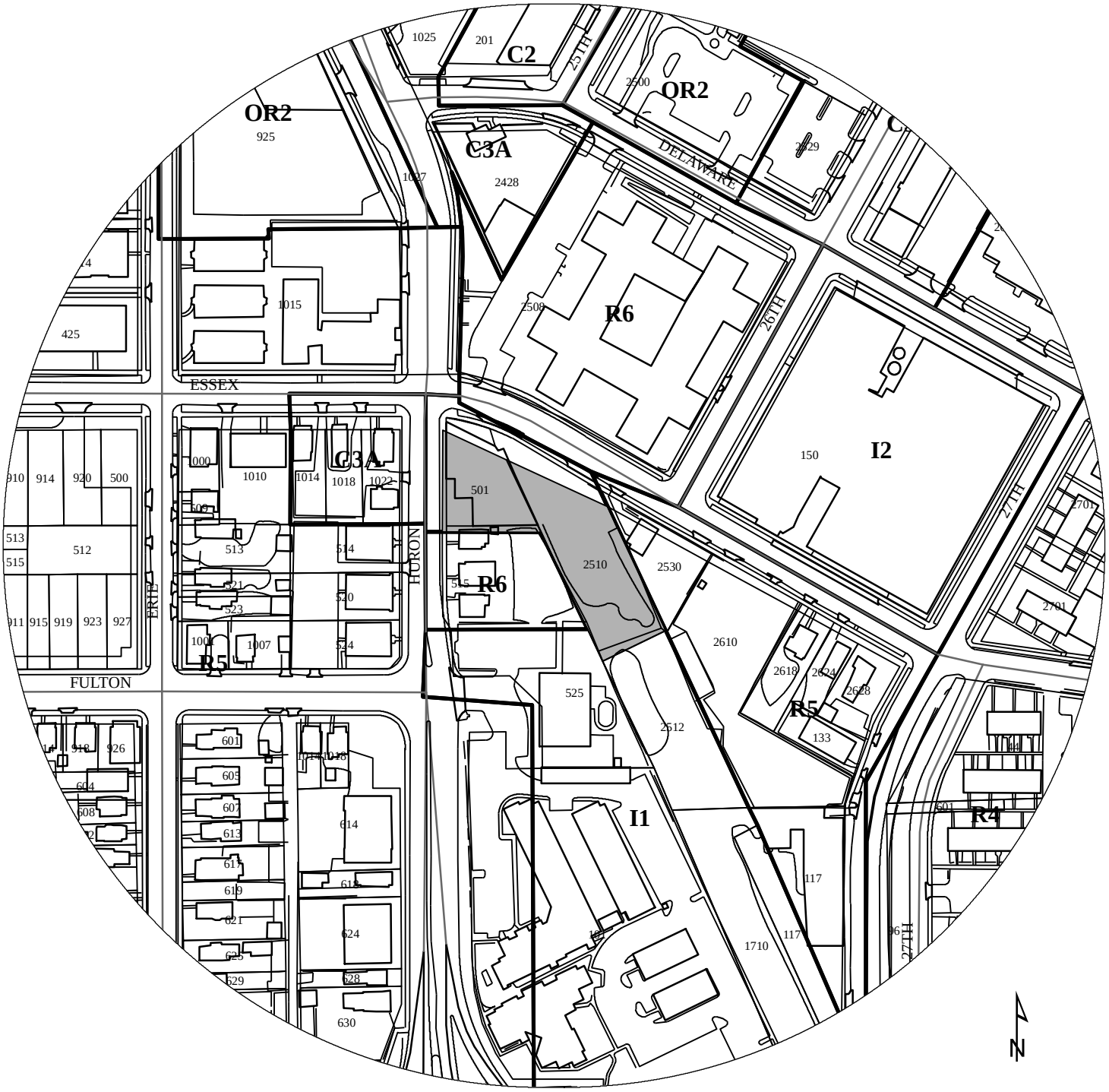
5. As required by section 541.330, the compact parking spaces shall be labeled as such.
6. As required by section 530.110 and the request for alterative compliance, evenly placed planters shall be installed between the building pillars and the main building wall along Huron Boulevard Southeast. Per 530.120 and the request for alternative compliance, six deciduous trees shall be planted between the southern building wall and the southern interior property line where there are blank, uninterrupted walls. As required by section 530.160, seven canopy trees and 33 shrubs shall be planted onsite.
7. Screening of the surface parking lot shall be in compliance with section 530.160 and 530.170 in terms of height and opacity.

ATTACHMENTS

1. BZZ Map
2. PDR report
3. Project description and statement to findings
4. Survey
5. Architectural plan set – site context, floor plans, elevations, shadow study, renderings
6. Civil plan set – site, grading, and utility plans, civil details and landscape plan
7. Images
8. Aerials

CPM Development **2nd**

NAME OF APPLICANT WARD



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PROPERTY ADDRESS

2510 Essex Avenue SE and 501 Huron Boulevard SE

FILE NUMBER

BZZ-7129

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

Preliminary Development Review Report

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

Status *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001299
Applicant:	CPM DEVELOPMENT 2919 KNOX AVE S MINNEAPOLIS, MN 55408
Site Address:	2510 ESSEX ST SE 501 HURON BLVD SE
Date Submitted:	01-APR-2015
Date Reviewed:	10-APR-2015

Purpose

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

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

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

Project Scope

Proposed 5 story, 140 room hotel with main and lower level parking. project includes main floor restaurant and 2nd level banquet facilities.

Review Findings (by Discipline)

❑ Sidewalk

- The plan as submitted meets the requirements of the Public Works Sidewalk Inspections Division.

❑ Fire Safety

- Provide required fire suppression system throughout building
- Fire department connection must be located on the address side of building and within 150 feet of a fire hydrant
- Provide required fire alarm system throughout building
- Provide and maintain fire apparatus access at all times

***Approved**: You may continue to the next phase of developing your project.
***Resubmission Required**: You cannot move forward or obtain permits until your plans have been resubmitted and approved.

❑ Zoning - Planning

- 5-story, 140-room hotel building requires the following land use applications:
    - Conditional use permit to increase the height from four stories (56 feet) to five stories (63 feet);
    - Variance to reduce the south interior side yard setback from 13 feet to 10 feet to allow for the proposed building;
    - Variance to reduce the south interior setback from 5 feet to 1.5 feet to allow for port cochere;
    - Variance to reduce the south interior setback from 5 feet to 3 feet to allow for an uncovered driveway;
    - Variance to reduce the north interior setback from 5 feet to 4.5 feet to allow for an uncovered driveway;
    - Variance to reduce the off-street loading requirement from two spaces to one space;
    - Site plan review.
- Anticipated project will go to the May 11 CPC meeting.

❑ Addressing

- The proposed address will be 511 Huron Blvd SE.
- This building is also considered to have a parking ramp per MCO Chapter 108. As such, within 5 years of the date of the certificate of occupancy being issued, the parking ramp will be required to have annual inspections and apply for a Ramp Operating Certificate.
- When assigning suite numbers to the interior dwelling spaces the following guidelines apply:
    - The first one to two digits of the suite sequence number will designate the floor number of the site.
    - The last two digits of the suite sequence number will designate the unique ID for the unit (condo, suite, unit, or apartment).
    - Suite sequence digit numbers will be assigned to dwelling, commercial and retail units, not common areas. For example, laundry rooms, saunas, workout rooms, etc., would not be assigned numbers.
    - Please provide each condo, suite, unit or apartment number.

❑ Right of Way

- An encroachment permit shall be required for all streetscape elements in the Public right-of-way such as: plants & shrubs, planters, tree grates and other landscaping elements, sidewalk furniture (including bike racks and bollards), and sidewalk elements other than standard concrete walkways such as pavers, stairs, raised landings, retaining walls, access ramps, and railings (NOTE: railings may not extend into the sidewalk pedestrian area). Please contact Bob Boblett at (612) 673-2428 for further information.
- Contact Paul Cao at (612) 673-2943 for position and alignment of bike racks proposed in the Public right-of-way. If the racks are privately owned, they will require an encroachment permit.
- Note to the Applicant: Any elements of an earth retention system and related operations (such as construction crane boom swings) that fall within the Public right-of-way will require an encroachment permit application. If there are to be any earth retention systems which will extend outside the property line of the development then a plan must be submitted showing details of the system. All such elements shall be removed from the Public right-of-way following construction with the exception of tie-backs which may remain but must be uncoupled and de-tensioned. Please contact Bob Boblett at (612) 673-2428 for further information.
- In addition, any elements of an earth retention system and related excavations that fall within the Public right-of-way will require a "Right-of-Way Excavation Permit". This permit is typically issued to the General Contractor just prior to the start of construction. However, it is the Applicant's responsibility to insure that all required permits have been acquired by its consultants, contractors, sub-contractor's prior to the start of work.

❑ Historical Preservation Committee

- Applicant applied for a historic resouce to review the historic significance of the building at 501 Huron Boulevard Southeast. It was determined that the building is not a historic resource.

❑ Parks - Forestry

- A removal permit for existing trees on Essex St will be required. The fee will be the calculated on the current tree value minus a $1600.00 credit for the proposed trees (4 * $400.00).
- The Park Board will measure and evaluate the existing trees on removal permit to calculate value.
- Contact Craig Pinkalla (cpinkalla@minneapolisparks.org), Telephone (612)-499-9233 regarding removal or protection of trees during construction in the city right of way.
- Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance.
- The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance:
- http://library.municode.com/index.aspx?clientId=11490
- As adopted, the fee in lieu of dedication for new residential units is $1,500 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is $200 per development employee (as defined in ordinance). Any dedication fee (if required) must be paid at the time of building permit issuance. There is also an administration fee that is 5% of the calculated park dedication fee.
- As proposed, for your hotel project at the corner of Huron and Essex, the calculated dedication fee is as follows:
- 140 rooms x $202.80 (Rate for Hotels) = $28,392
- Restaurant/Kitchen = $ 1,014
- Credit for Building to be wrecked = - $ 6,084
- Subtotal = $23,322
- Administrative Fee (capped at $1,000) = $ 1,000
- Total = $24,322
- This is a preliminary calculation based on your current proposal; a final calculation will be made at the time of building permit submittal.
- For further information, please contact Don Zart at (612)673-2726.

❑ Street Design

- The plan as submitted meets the requirements of the Public Works Street Design Division.

❑ Business Licensing

- Business license and Health Food Plan Review Required for restaurant and banquet area. Contact Becky Anger (612)673-2690 for details on submitting for this.

❑ Traffic and Parking

- The nature of the proposed development is such that traffic impacts will be an issue; please continue to work directly with Allan Klugman at (612) 673-2743 to discuss the remaining requirements of the submitted Travel Demand Management Plan (TDMP).
- The Applicant shall note the location of any existing Metro Transit "bus stops" on the site plan.
- Current ordinance states that all maneuvers associated with loading, parking or sanitation pick up for a private development shall occur on private property. Please provide a narrative explaining the trash removal operations and show turning maneuvers for all truck type vehicles that will be using the loading dock/parking entrance areas.
- Per City Ordinance the Applicant shall provide for (and identify) a solid waste collection point (SWCP) on the site plans. The location of the SWCP is subject to the review and approval of the Public Works Department.
- Please contact Bill Prince at (612) 673-3901 regarding existing and proposed street lighting. All street lighting (existing and proposed) shall be shown clearly on the site plan.

❑ Water

- All existing and proposed underground Public Utilities (water, sanitary sewer, and storm drain) shall be shown on the site plan with corresponding pipe sizes and types. For Public watermain infrastructure records call (612) 673-2865. Any existing connections not in use shall be noted on the plans for removal, and shall be removed per the requirements of the Utility Connections Department, call (612) 673-2451 for more information.
- The water service connection to Essex St. S.E. should be designed to avoid bends into the existing main; rather it is recommended to run water service lines straight from the main into the proposed building to the meter location. Please contact Rock Rogers at (612) 673-2286, to review domestic and fire service design, connections, and sizes.
- Water: Plan shows combination fire and domestic service line. If a booster pump is to be used to increase water volume to the higher floors of the hotel, separate service lines shall be installed.

❑ Environmental Health

- This is an active Minnesota Pollution Control Voluntary Investigation and Clean up siye identifiede by VP31310. Work on site where contamination is present must be done in accordance with plans approved by the Minnesota Pollution Control Agency. Local permit and approvals for temporary storage, disposal or reuse of site soils is identified below.
- If dewatering is required during site construction see below for city permit requirements. Subgrade structures should be designed to prevent infiltration of groundwater without the need for a permanent dewatering system being installed. If a continuously operating permanent dewatering system is needed it must be approved as part of the sanitary sewer and storm drain site plan approval prior to construction beginning.
- No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or during any hours on Saturdays, Sundays and state and federal holidays, except under permit. Contact Environmental Services at 612-673-3867 for permit information.
- Permits and approval are required from Environmental Services for the following activities: Temporary storage of impacted soils on site prior to disposal or reuse; Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water, underground or aboveground tank installation or removal, well construction or sealing. Contact Tom Frame at 612-673-5807 for permit applications and approvals.
- A review of the project, permits issued and an inspection from Environmental Service for identification of equipment and site operations that require annual registration with the City of Minneapolis will occur for this project.

❑ Sewer Design

- **Groundwater:**
- Please identify the lowest floor elevations on the Grading Plan. It must be adequately demonstrated that pumping and discharge of groundwater will not be necessary in order to keep the below grade areas dry. Please also identify the location and elevations on any proposed foundation or drain tile systems.
- **Utility:**
- The linework for the City storm sewer does not appear to show up on Sheet C4.0.
- For comments or questions on Public Works Surface Water & Sewers Division related requirements please contact Jeremy Strehlo, (Professional Engineer) at (612) 673-3973, or jeremy.strehlo@minneapolismn.gov

❑ Construction Code Services

- The plan as submitted meets City of Minneaopolis requirements for Construction Code Services.
- Please contact the Met Council regarding a SAC Determination. See this link for more information. http://www.minneapolismn.gov/www/groups/public/@regservices/documents/webcontent/convert_281675.pdf

END OF REPORT

DJR
ARCHITECTURE, INC.

333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
T: 612.676.2700 F: 612.676.2796 www.djr-inc.com

March 30, 2015

PROPOSED HOTEL
ESSEX & HURON

PROJECT NARRATIVE

PROJECT DESCRIPTION:

The proposed 140 room hotel project is a redevelopment of the southeast corner of Essex Street SE and Huron Boulevard SE. The total site area is approximately 36,800 SF. The site currently contains a wholesale food production facility for Everfresh, which manufacturer's chow mein noodles, with adjacent parking and loading facilities. The proposed Hotel would be 5 stories tall with underground parking for 47 cars. The site is a block east of the new U of M Ambulatory Care Center currently under construction. It is anticipated that many patients and their families will be guests at this Hotel.

ZONING / VARIANCES / CONDITIONAL USE PERMIT (CUP):

501 Huron and 2510 Essex are currently zoned I-1 (Hotels are allowed in the I-1 district). The sites are also in the University Avenue Overlay district. A setback variance will be required for the portion of the building on Essex, the porte cochere on south and at the southwest inside corner A CUP will be required for the height increase for a 5 story building (4 stories are allowed in I-1 district). A variance will also be required for the hotel loading area. (two large areas are required and we proposing to provide one small loading area)

SITE DESIGN:

The building will be set back from Huron to allow a 9' wide sidewalk (8' at colmns) with an additional 6' to the building wall to allow for ramps and steps. The pedestrian entry to the building lobby will be located on Huron. The restaurant will be located on the corner and extend along Essex with outdoor seating and landscape planting beds at corner and both sides of garage entry. The building will be accessed from a right in one way drive from Huron to a covered drop off which will also access the building lobby. A right in, right out turn will provided from Essex (which is a one way street going West). The ramp extending to basement parking garage can be accessed from either drive. A delivery area will be provided in the space below the building.

The first floor building plan places the restaurant seating at the corner and along the Essex entry side and at the corner with the main breakfast room and lounge located there. There will also be outdoor seating adjacent to the sidewalk. Extensive landscaping consisting of perennial flowers, shrubs and trees will be provided at the corner and along the Essex sidewalk.

BUILDING DESIGN & FEATURES:

The exterior design style will be modern with large glass areas at the public areas facing the street, including the restaurant, lobby and two-story second level meeting rooms. Second level prefumction space will also have exterior decks on North and South sides.The primary building materials will include brick and stucco with the canted marquees comprised of a metal panels.

HURON & ESSEX HOTEL PROJECT

APRIL 9, 2015

CONDITIONAL USE PERMIT FOR ADDITIONAL HEIGHT
REQUIRED FINDINGS

A conditional use permit is being applied for to allow a building height of 5 stories/ 63', which exceeds the 4-story, 56' limit of the I1 zoning district. The request for increased height for the project meets the required findings for the issuance of a conditional use permit under § 525.340 and the additional considerations for increased height in § 548.110 of the Zoning Code.

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

A new, 5-story building will not be detrimental to or endanger the public health, safety, comfort or general welfare. The building steps down to 3-stories at the corner and is set back and articulated along the street fronts in a manner that actively engages with the pedestrian realm. The building wall meets or significantly exceeds the required 13' setback from the interior property lines except for a small segment where the building angles to the southeast. Neighboring properties to the south and north along Huron are both zoned R6, which allows height of 6 stories/84' as of right, and contain taller, 6- and 10-story apartment buildings. The development will comply with all applicable building codes, life safety ordinances and Public Works requirements.

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

The proposed 5-story building will not be injurious to the use and enjoyment of other property or impede the normal and orderly development of the area. As noted above, the building height is less than that of neighboring buildings on either side along Huron and the building setbacks and articulation mitigate the impact of its height on adjacent properties and the pedestrian realm. The proposed hotel is consistent with recommendations in the *Stadium Village University Avenue Station Area Plan* (the "SV Area Plan") for redevelopment of obsolete industrial sites along Huron with high density residential development.

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

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

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

The additional height of the building will have no impact on traffic congestion in the public streets. The project will meet the parking requirements of the Zoning Code and loading will

occur off-street within the garage area. The project team has worked closely with Public Works and Planning to design the proposed access and egress driveways. The existence of a Green Line LRT station within three blocks of the site will allow hotel guests to utilize mass transit.

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

As reflected in the City's comprehensive plan, *The Minneapolis Plan for Sustainable Growth* (the "MPSG") and the SV Area Plan, the future land use guidance for the project site is Transitional Industrial. The site is also associated with the University of Minnesota Growth Center and is within a half block of the Stadium Village Activity Center. It is three blocks from a Green Line LRT station and within a Transit Station Area. Although Huron Boulevard is not a designated Commercial or Community Corridor, it is a major route for traffic into and out of the University area via the Huron – I94 ramp just south of the project site. Huron is also a major bus transit route.

Per the guidance in the MPSG, Transitional Industrial areas are anticipated to evolve to other uses compatible with surrounding development. Hotels are permitted uses in the I1, Light Industrial District, and are compatible with the surrounding mixed use area.

The proposed hotel use is also consistent with the following MPSG policy for Growth Centers:

> Land Use Policy 1.15: Support development of Growth Centers as locations for concentration of jobs and housing, and supporting services.
>
> > 1.15.4 Promote the integration of major public and private institutional campuses located in Growth Centers, including health care and educational services, with the function and character of surrounding areas.

The hotel will provide a much-needed support service to the nearby medical and educational facilities. The hotel use and new development will serve as a transition between those facilities and the residential area to the east.

The MPSG describes Activity Centers as "the places that shape Minneapolis' urban identity. They attract residents, workers, and visitors from throughout the city and region. Activity Centers support a wide range of commercial, office, and residential uses." There is a great need for additional hotel amenities for visitors to both the University and the Stadium Village Activity Center. A 5-story hotel will be compatible in function and character with the trend of redevelopment along Huron and in the Stadium Village Activity Center.

Development of a hotel on this site is also consistent with the Land Use Policy 1.13 related to Transit Station Areas:

> Land Use Policy 1.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

The proposed high-density, 5-story hotel near a transit station can be utilized by visitors and guests who do not otherwise require personal vehicles.

The site is located within the Huron Boulevard Corridor Character Area of the SV Plan, which is described as "a transitional zone which has seen a fair amount of redevelopment in recent

decades from industrial to high density residential." The SV Plan includes the following land use recommendations for this area:

- Generally speaking support high density residential development in this area.
- Encourage land uses along Huron to support a pedestrian oriented environment, balanced against heavy vehicle traffic flow, and acknowledging its role as a gateway to the area.

The proposed hotel redevelopment on Huron will significantly improve a very challenged pedestrian environment. The hotel plan provides for active uses along the streets, landscaping at the corner and along Essex, and outdoor seating. The streetscape will be clean, safe and well-lit. The project will reinforce the "gateway" character of Huron near the I 94 exit/entrance ramps.

The proposed height is also consistent with the urban design policies in Chapter 10 of the MPSG that generally conclude that medium-scale development such as the proposed project is appropriate in locations like the project site that are located in (or near) Activity Centers and Growth Centers. See Urban Design Policy 10.5. The project design is also consistent with the guidance of Urban Design Policy 10.9 regarding development in mixed-use areas to "[s]upport urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development" and to "[c]oordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas." The site plan for the project will add vitality and safety to the pedestrian realm with active ground floor uses, sidewalk seating, landscape buffers, and improved lighting. The vehicle access areas have been carefully designed to minimize vehicle and pedestrian conflicts.

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

With approval of the other zoning applications for the project, it will conform to the applicable regulations of the I1 zoning district.

<u>Additional factors to be considered when determining an increase in height per §548.110.</u>

(1) Access to light and air of surrounding properties.
Public right-of-way separates the proposed development from other properties to the west and north. The building will be setback over 24' from the R5 district property line to the east and from 7'-9½" to over 32' from the R6 property lines on the south and southwest. The proposed 5-story building will not impede access to light and air for these surrounding properties.

(2) Shadowing of residential properties, significant public spaces, or existing solar energy systems.
The building will not shadow significant public spaces or known solar energy systems. It will cast shadows on residential properties typically to be expected from buildings with heights allowed in the surrounding R5 and R6 districts.

(3) The scale and character of surrounding uses.
The height of the proposed project is compatible in scale and character with the surrounding uses. The neighboring Solhaus apartment building to the south and west is 6 stories. The Stadium View apartment building across Essex to the north is 10 stories. The WaHu student housing project that is under construction 2½ blocks north is 11 stories. The building will be taller than the 1-story garage building to the east and the 3-story apartment buildings across Huron to the west, but those buildings are older, lower-quality buildings and redevelopment with density and height similar to the project is desirable and anticipated by the University's master plan and the SV Area Plan.

(4) Preservation of views of landmark buildings, significant open spaces or water bodies.
The Project will not block views of landmark buildings, significant open spaces or water bodies.

VARIANCE FOR YARD SETBACKS
REQUIRED FINDINGS

The hotel is subject setback requirements along the interior property lines of 13' for the building and 5' for the driveways. Variances are being requested to allow the following reduction of required yards:

- south interior side yard variance to allow the uncovered driveway at 1'-8";
- south interior side yard variance to allow the porte cochere at 0'; and
- south/southwest interior side yard variance to allow the building at 7'-9½".

The Project meets the required findings for a variance under § 525.500 of the Zoning Code.

1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.

Practical difficulties in meeting the setback requirements result from the unusual, "bent" shape and dimensions of the site. The driveway from Huron (and the porte cochere over it) needs to be located at the edge of the property in order to allow for functionally-sized lobby, restaurant and hotel amenity spaces on the ground level adjacent to the driveway. The location also maximizes the distance of the curb cut from the intersection. The width of the driveway is necessary to allow for safe circulation and guest drop off areas. The design incorporates a through drive between Huron and Essex based on consultation with Public Works to mitigate congestion and improve traffic flow on those streets. The building meets the 13' setback requirement along the southwest property line and significantly exceeds it at over 32' along much of the south property line, but comes within 7'-9½" at the pinch point where the property angles to the southeast. These are unique circumstances not created by the applicant.

2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.

The proposed placements of the driveway, porte cochere and building are reasonable and consistent with the intent of the ordinances, the comprehensive plan policies applicable to the site, and the purpose of the I1 district. The proposed driveway would be a permitted

obstruction in the required yard if the project were a residential use instead of a hotel. The intent of the ordinance will be met by providing landscaped screening along the shared property line with the Solhaus apartment building. The impact of the requested yard variances is mitigated by the fact that the ground floor of the adjacent Solhaus building (which also required a setback variance) is primarily parking garage and most of the upper residential floor area is setback substantially further from the property line.

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

The granting of the variances will not alter the essential character of the area, be injurious to the use or enjoyment of other properties, or be detrimental to the public welfare. The existing condition of the site has the Everfresh building placed at the shared property line and where there isn't a building, there is surface parking. As noted above, the proposed driveway would be a permitted obstruction for a residential project that could be built in the adjacent R6 district. The impact of the driveway and building setbacks will be mitigated by landscaping and the fact the adjacent use is a garage. Locating the driveway as far from the intersection as possible and providing an off-street drop off area are measures that prevent traffic congestion and enhance public safety. The variances will not be detrimental because the design will comply with building and life safety codes.

VARIANCE FOR LOADING
REQUIRED FINDINGS

A variance is being requested to reduce the loading requirement for the hotel from two large loading spaces to one small space that will be located within the enclosed portion of the driveway. The Project meets the required findings for a variance under § 525.500 of the Zoning Code.

1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.

Practical difficulties exist for providing two large, off-street loading spaces because of the unusual dimensions of the site. Due to how the lot narrows from west to east, area for truck maneuvering is limited and dedicating space for two large loading spaces would interfere with vehicular circulation within the garage. A loading requirement of two large spaces is excessive for the proposed hotel and restaurant uses, which will rarely require large truck deliveries or need loading areas for multiple trucks simultaneously. These circumstances are unique to the property and have not been created by the applicant.

2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.

The proposed single, small loading space for the project is reasonable. As noted, the hotel will rarely require large truck deliveries or need loading areas for multiple trucks simultaneously. On occasions when a large truck or multiple trucks are at the site, there is space within the enclosed driveway area to accommodate those temporary loading demands. It is in keeping with the spirit and intent of the City's ordinances and comprehensive plan policies to not require dedicated loading areas in excess of the actual demand when off-street loading can be provided in a way that makes more efficient use of the site.

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

The requested loading variance will not alter the character of the locality or be detrimental to the public or surrounding properties because loading activity will be accommodated on site.

ALTA/ACSM LAND TITLE SURVEY

SITE ADDRESS: Parcel 1, #2510 ESSEX STREET SE., Minneapolis, MN (P.I.D.# 30-029-23-24-0159) & Parcel 2, #501 HURON BOULEVARD SE., Minneapolis, MN (& P.I.D.# 30-029-23-24-0158)

~for~ "First American Title Insurance Company National Commercial Services", "CPM Development, LLC", Everfresh Food Corporation, Sharon L. Steinfeldt, Trustee of the Sharon L. Steinfeldt Revocable Trust Under Agreement dated April 6, 2005 and Civil Site Group

VICINITY MAP

City of Minneapolis, Minnesota (No Scale)

SCHEDULE B2 SURVEY RELATED ITEMS:

9. Encroachment easement for the benefit of part of Lots 5, 6, and 7, Block 32, Regents Addition, as contained in Encroachment Easement Agreement dated September 1, 1995, recorded October 18, 1995, as Document No. 6487901. (Parcel 1) (Referenced hereon)

10. Encroachment easement for the benefit of Lot 1 and the northwesterly 20 feet of Lot 2, Moores Rearrangement of Block 33, Regents Addition, as contained in Encroachment Easement Agreement dated January 30, 2001, recorded February 13, 2001, as Document No. 7423248. (Parcel 1) (Referenced hereon)

13. Right of way for street purposes conveyed to the City of Minneapolis by Warranty Deed dated February 6, 1886, recorded October 27, 1886, in Book 462 of Deeds, page 327. (Parcel 2) (Shown hereon)

GENERAL NOTES

1. Fee ownership is vested in Everfresh Food Corporation, a Minnesota corporation (Parcel 1); Sharon L. Steinfeldt, Trustee of the Sharon L. Steinfeldt Revocable Trust Under Agreement dated April 6, 2005 (Parcel 2).
2. Bearings shown hereon are on assumed datum.
3. Boundary area of surveyed premises, Parcel 1: 24,550± sq.ft. (0.564± acres, Parcel 2: 12,241± sq.ft. (0.281± acres), Total Area: 36,791± sq.ft. (0.845± acres) The surveyed premises has access to Huron Boulevard SE and Essex Street SE., publicly maintained right-of-way.
4. Error of Cousure, Parcel 1 = 0.0016 feet or 1:467,800, Parcel 2 = 0.0081 feet or 1:58,204.
5. Based on the descriptions contained in the title commitment, no gaps or overlaps exist between Parcel 1 and Parcel 2.
6. Utilities shown hereon are as observed, as taken from construction plans obtained from the Metropolitan Waste Control Commission, some utility company marking and form surveys by others. Additional utilities and other improvements may exist on site. Excavations were not made during the process of this survey to locate underground utilities and/or structures. The location of underground utilities and/or structures may vary from locations shown hereon and additional underground utilities and/or structures will be encountered. Contact Gopher State One Call Notification Center at (651) 454-0002 for verification of utility type and field location prior to excavation. No Gopher State One Call contact was made as part of this survey.
7. Subsurface and environmental conditions were not examined or considered during the process of this survey. No statement is made concerning the existence of underground or overhead containers or facilities that may affect the use or development of the surveyed property.
8. No recorded document was provided to Acre Land Surveying regarding the "25' Perpetual Subsurface Easement" as shown on MWCC Intercepter Plan TU-A-6, location of same is approximate and is based the location shown on said "Intersepter Plan.
9. The field work for this survey was completed December 18th, 2014.
10. According to FEMA map 27053C0378E map, effective date of September 2nd, 2004, this property lies within unshaded Zone X.
11. Approximately 22 marked or partially marked standard spaces were observed on this site, additional spaces may exist that are not marked.
12. Encroachments are as follows: encroachment of a 6' chain link fence over SW'ly. line onto Parcel 1 as covered by encroachment easement per Doc. No. 6487901, encroachment of eave overhangs over the NE'ly. line onto Parcel 1 as covered by encroachment easement per Doc. No. 7423248, encroachment of a 6' chain link fence over SE'ly. line of Parcel 1 onto adjoining parcel, encroachment of retaining wall over NE'ly. line onto Parcel 1, encroachment of building located on Parcel 2 into Essex Street SE. Right-of-way and a possible encroachment of gravel surface over SW'ly. line of Parcel 1 onto adjoining parcel.

LEGEND

- DENOTES IRON MONUMENT FOUND
- DENOTES IRON MONUMENT SET
- DENOTES CURB STOP
- DENOTES CROSSWALK BUTTON
- DENOTES TRAFFIC SIGNAL
- DENOTES EXISTING CONTOUR
- DENOTES UTILITY POLE
- DENOTES STONE RETAINING WALL
- DENOTES ELECTRIC MANHOLE
- DENOTES GAS METER/BOX
- DENOTES SANITARY SEWER MANHOLE
- DENOTES MISCELLANEOUS MANHOLE
- DENOTES STORM SEWER MANHOLE
- DENOTES CATCH BASIN
- DENOTES FIRE HYDRANT
- ×961.3 DENOTES EXISTING ELEVATION.
- DENOTES GUY WIRE
- DENOTES OVERHEAD WIRE
- DENOTES UNDERGROUND ELECTRIC
- DENOTES UNDERGROUND TELEPHONE
- DENOTES UNDERGROUND GAS
- DENOTES WATERMAIN
- DENOTES SANITARY SEWER
- DENOTES STORM SEWER
- DENOTES EXISTING FENCE
- DENOTES GATE VALVE
- DENOTES ELECTRIC METER/BOX
- DENOTES CONCRETE
- DENOTES BITUMINOUS
- DENOTES GRAVEL

LEGAL DESCRIPTION

Parcel 1 (2510 Essex Street SE):

That part of the 100 foot wide Soo Line Railroad Right-of-Way, formerly known and platted as the Chicago Milwaukee and St. Paul Railway (C.M. and St.P.) in the Northwest Quarter of Section 30, Township 29 North, Range 23 West of the 4th Principal Meridian, Hennepin County, Minnesota, described as follows:

Commencing at the northwest corner of Lot 1, Block 32, "Regents Addition" according to the recorded plat thereof, said Hennepin County; thence South 63 degrees 51 minutes 54 seconds East, assumed bearing along the southwesterly line of Essex Street Southeast as taken or opened by the City of Minneapolis, a distance of 246.25 feet to the most northerly corner of Lot 1, Moores Rearrangement of Block 33, Regents Addition to Minneapolis, according to the recorded plat thereof, said Hennepin County; thence North 63 degrees 51 minutes 54 seconds West along said southwesterly line a distance of 157.38 feet to the westerly line of said railroad right-of-way; thence South 24 degrees 24 minutes 57 seconds East along said westerly line a distance of 206.34 feet to the point of beginning of the land to be described; thence North 65 degrees 35 minutes 03 seconds East a distance of 100.00 feet to the easterly line of said railroad right-of- way; thence South 24 degrees 24 minutes 57 seconds East along said easterly line a distance of 100.00 feet; thence South 65 degrees 35 minutes 03 seconds West a distance of 100.00 feet to said westerly line; thence North 24 degrees 24 minutes 57 seconds West along said westerly line a distance of 100.00 feet to said point of beginning.

AND

That part of the 100 foot wide Soo Line Railroad Right-of-Way, formerly known and platted as the Chicago Milwaukee and St. Paul Railway (C.M. and St.P.) in the Northwest Quarter of Section 30, Township 29, Range 23 West of the 4th Principal Meridian, Hennepin County, Minnesota, described as follows:

Commencing at the northwest corner of Lot 1, Block 32, "Regents Addition" according to the recorded plat thereof, said Hennepin County; thence South 63 degrees 51 minutes 54 seconds East, assumed bearing along the southwesterly line of Essex Street Southeast as taken or opened by the City of Minneapolis, a distance of 246.25 feet to the most northerly corner of Lot 1, Moores Rearrangement of Block 33, Regents Addition to Minneapolis, according to the recorded plat thereof, said Hennepin County, which is the point of beginning of the land to be described; thence North 63 degrees 51 minutes 54 seconds West along said southwesterly line a distance of 157.38 feet, more or less, to the westerly line of said railroad right-of-way; thence South 24 degrees 24 minutes 57 seconds East along said westerly line a distance of 206.34 feet; thence North 65 degrees 35 minutes 03 seconds East a distance of 100.00 feet to the easterly line of said railroad right-of-way; thence North 24 degrees 24 minutes 57 seconds West along said easterly line a distance of 84.81 feet to said point of beginning.

Parcel 2 (501 Huron Boulevard SE):

Lots One (1) and Two (2), Block 32, Regents Addition, Hennepin County, Minnesota.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

BENCHMARK

TOP NUT HYDRANT OF FIRE HYDRANT AT THE SOUTHWEST QUADRANT OF HURON BOULEVARD SE. AND JESSEX STREET SE.
ELEVATION=829.55 (Based on University of Minnesota 1912 USC&G datum)

DRAWN BY: LCR	JOB NO: 14636ALTA	DATE: 12/30/14	
1	04/07/15	ADD BLDG TO SOUTH	ERV
2			
3			
NO.	DATE	DESCRIPTION	BY

ACRE LAND SURVEYING
Serving Twin Cities Metro area and beyond
763-458-2997 acrelandsurvey@gmail.com

I hereby certify to "First American Title Insurance Company National Commercial Services", "CPM Development, LLC", Everfresh Food Corporation, Sharon L. Steinfeldt, Trustee of the Sharon L. Steinfeldt Revocable Trust Under Agreement dated April 6, 2005 and Civil Site Group, to their heirs, successors and assigns, that I have surveyed the property legally described hereon; that this survey is a true, correct and accurate drawing and representation of said property and the boundaries thereof; that this map or plat and the survey on which it is based were made in accordance with "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," as jointly established and adopted by ALTA and ACSM in 2011, and includes Items 1,2, 3, 4, 5, 7(a), 8, 9, 11(b) and 13 of Table A thereof, and meets the Accuracy Standards (as adopted by ALTA and ACSM and in effect on the date of this certification), and that in locating or identifying recorded easements or other recorded documents I have relied upon the Commitment for Title Insurance issued by First American Title Insurance Company National Commercial Services, dated December 1st, 2014, revised December 16th, 2014 (Commitment No. NCS-702818-MPLS).

Dated December 30th, 2014

Eric R. Vickaryous, P.L.S.#44125

NORTH

JOB #14636ALTA

C:\Users\Owner\OneDrive\CAD-1D\14636alta-essex-huron\dwg\14636.dwg 4/07/2015 5:15pm

PROJECT DATA:

ADDRESS	501 HURON BLVD SE & 2510 ESSEX ST SE
SITE AREA	36,800 SF
ZONNING DISTRICT	I-1
FAR:	2.7
	99,360 SF ALLOWABLE AREA
	Bldg Area - Garage Area =74,846 SF

BUILDING SQUARE FOOTAGE:

LOWER LEVEL	20,430 SF
1ST FLR	18,321 SF
(9,227 SF heated) (9,134 SF garage)	
2ND FLR	20,716 SF
3RD FLR	20,323 SF
4TH FLR	19,026 SF
5TH FLR	19,026 SF
TOTAL:	117,842 SF

ROOM COUNT:

2ND FLR	27
3RD FLR	33
4TH FLR	40
5TH FLR	40
TOTAL:	140 UNITS

ROOM MIX:

STANDARD	117
LARGER	23
SUITES	4

PARKING PROVIDED:

LOWER LEVEL	47 STALLS
MAIN LEVEL	26 STALLS
SURFACE PARKING	10 STALLS
TOTAL:	83 STALLS

PARKING REQUIRED:

140 ROOMS	47 STALLS
BALLROOM	26 STALLS
RESTAURANT	10 STALLS
TOTAL:	83 STALLS

PROJECT DESCRIPTION:

The proposed project is a redevelopment of the Southeast corner of Essex Street SE and Huron Boulevard SE. (501 Huron, 2510 Essex) The total site area is approximately 36,800 SF. The site currently contains a wholesale food production facility for Everfresh, which manufacturers chow mein noodles, with adjacent parking and loading facilities.

The proposed Hotel would be a 5 stories building, approximately 63 feet tall, with underground and surface parking for 83 cars. This Hotel is designed for 140 rooms with a 3,500 SF restaurant and pool located on the first floor. Meeting rooms with banquet facilities will be located on the second floor.

Upon approval from Minneapolis Planning Commission and City Council, this proposed project would replace the 123 room hotel approved last year across the street on the Southwest corner of Essex and Huron. That site would be sold to the University of Minnesota for future development.

ZONING / VARIANCES:

501 Huron and 2510 Essex are currently zoned I-1 (Hotels are allowed in the I-1 district). The sites are also in the University Avenue Overlay district. A setback variance will be required for the portion of the building on Essex and at the southwest inside corner A CUP will be required for the height increase for a 5 story building (4 stories are allowed in I-1 district).

DESIGN CONCEPT:

The building plan will follow the angle of the property with the main public areas located on the corner. The building will be set back from Huron to allow a 9' sidewalk, with an additional 6' to the building wall to allow for a wider sidewalk. The pedestrian entry to the building lobby will be located on Huron. The restaurant will be located on the corner and extend along Essex with outdoor seating and pocket park at corner. The building will be accessed from a right in drive from Huron to a covered drop off which will also access the building lobby. A delivery area will be provided in the space at the drive under. This drive will also provide access to the first floor parking garages. An exterior ramp on the North East side accessed from Essex will provide access to below grade parking.

A traffic study with new traffic counts and TDMP is underway. Per initial meetings with the Minneapolis Traffic Department, Essex may become a two-way street from Huron to SE 26th, if the report indicates a better traffic flow will result.

The exterior design style will be modern with large glass areas at the public areas facing the street, including the restaurant, lobby and two-story second level meeting rooms. The primary building materials will include brick and stucco with the canted marquees comprised of metal panels.

Land Use Application

HURON & ESSEX HOTEL

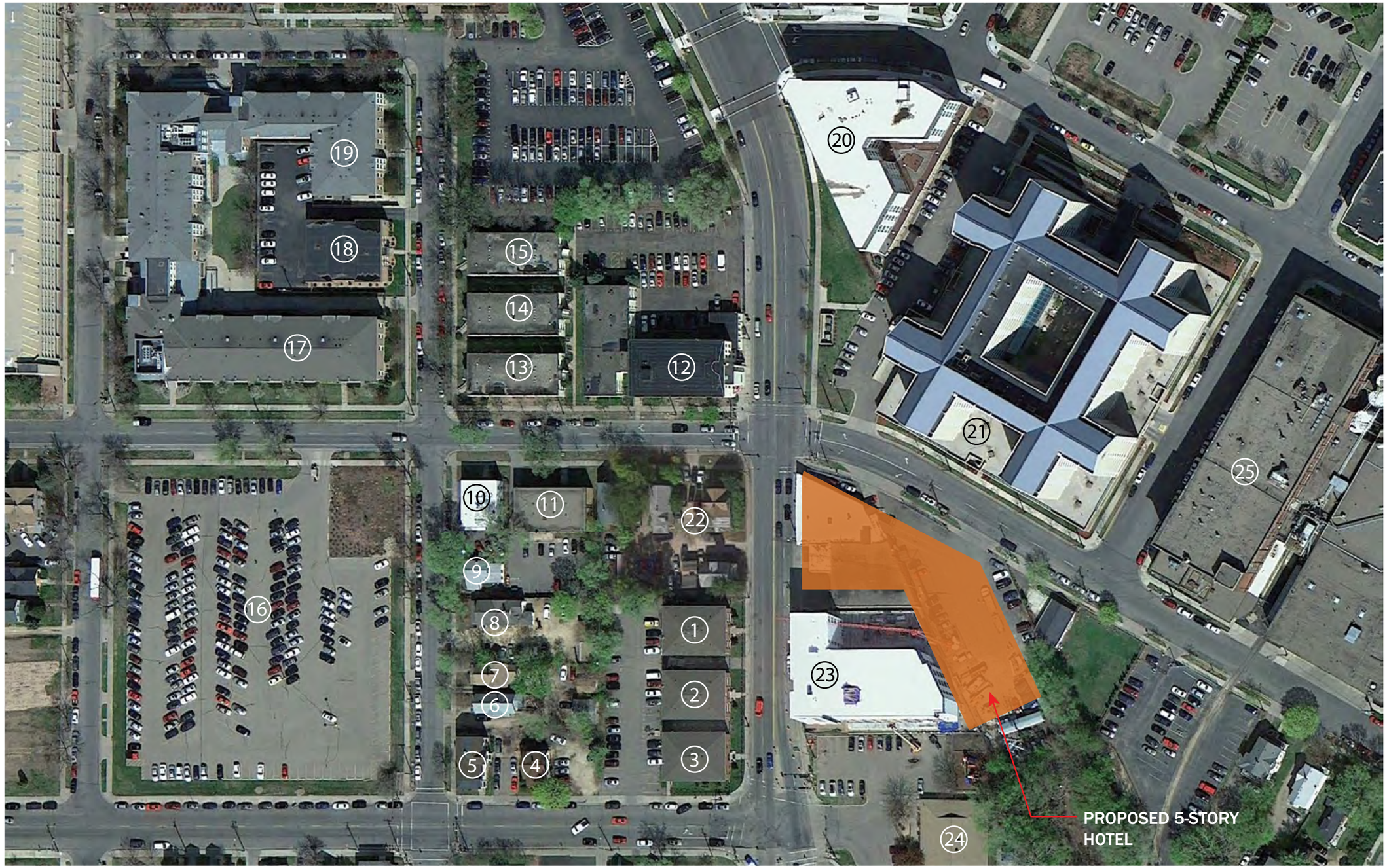
Minneapolis, Minnesota

April 9, 2015

Cover Sheet

14-125

DJR ARCHITECTURE INC.



1. 3-Story Apartment
2. 3-Story Apartment
3. 3-Story Apartment
4. 2-Story House
5. 2-Story House
6. 2-Story House
7. 2-Story House
8. 2-Story House
9. 2-Story House
10. 2-Story Apartment
11. 3-Story Apartment
12. 3-Story Apartment
13. 3-Story Apartment
14. 3-Story Apartment
15. 3-Story Apartment
16. Construction Site
17. 3-Story Apartment
18. 3-Story Apartment
19. 3-Story Apartment
20. 6-Story Apartment
21. 10-Story Apartment
22. 2-Story Commercial
23. 6-Story Apartment
24. 1-Story Commercial
25. 4-Story Commercial

Land Use Application

HURON & ESSEX HOTEL

Minneapolis, Minnesota

April 9, 2015

Site Context Plan

14-125

N

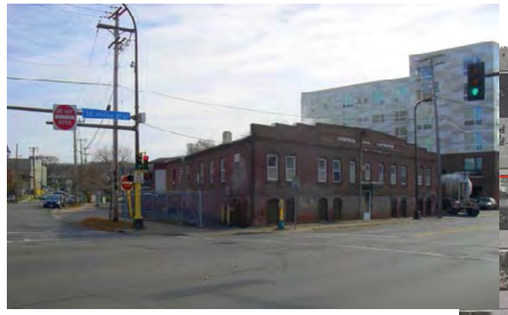
DJR ARCHITECTURE INC.

Wahu Student Housing
(under construction)

TCF Bank stadium 3 blocks north of site

Multiple restaurants in walking distance

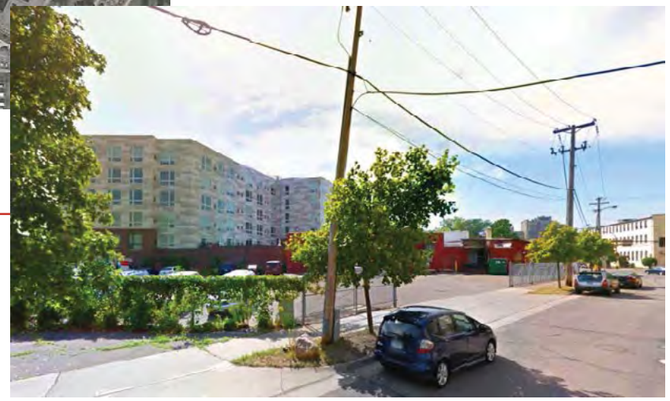
Northwest view of property from corner of Essex and Huron



Student Housing

Adjacent to the Univeristy of Minnesota

Student Housing



View of site looking
west from Essex St.

Land Use Application

HURON & ESSEX HOTEL

Minneapolis, Minnesota

April 9, 2015

Site Context Pictures

14-125

DJR ARCHITECTURE INC.

Land Use Application

HURON & ESSEX HOTEL

Minneapolis, Minnesota

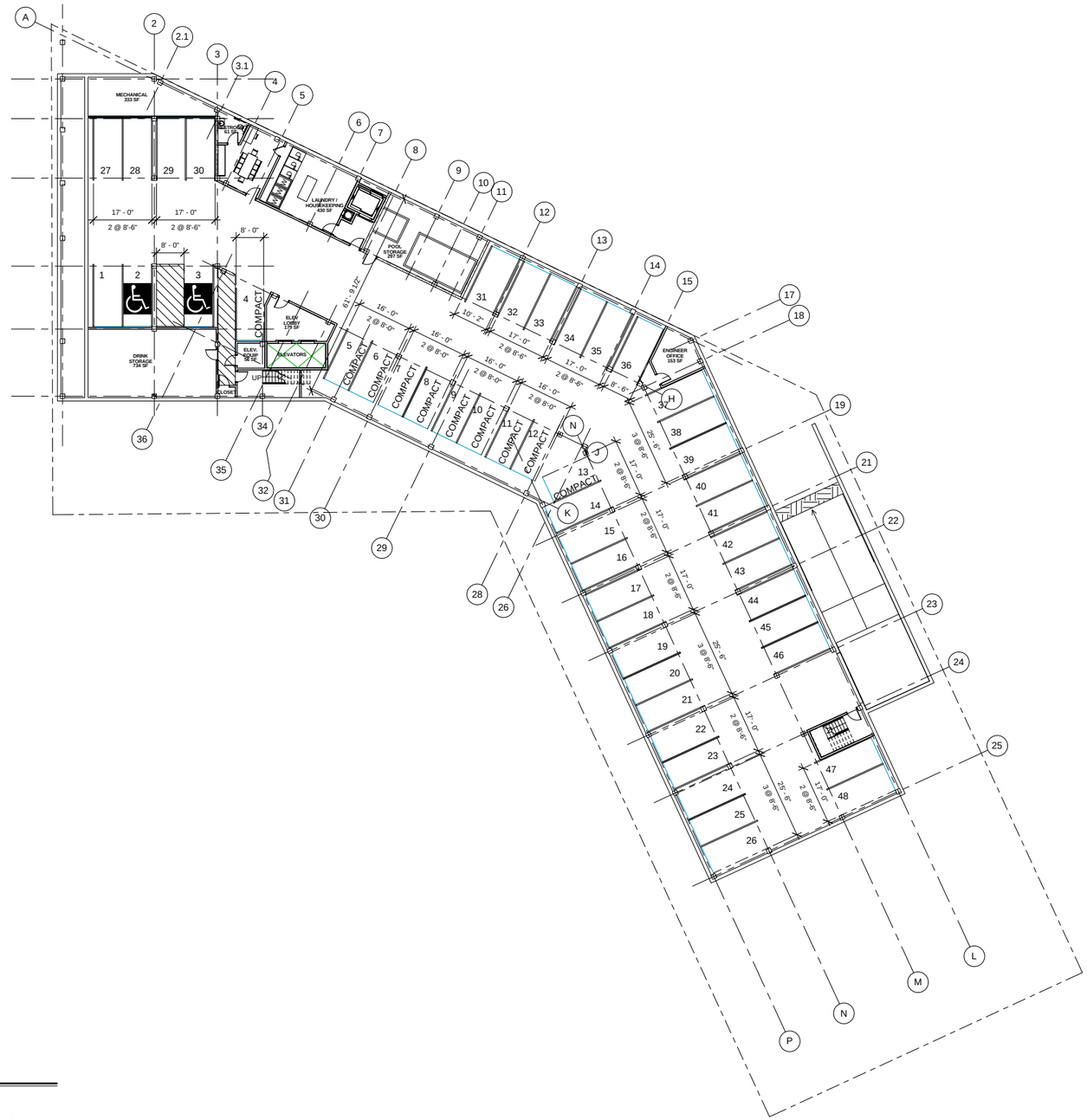
April 9, 2015

N

Aerial View

14-125

DJR ARCHITECTURE INC.



Lower Level

Land Use Application

HURON & ESSEX HOTEL

Minneapolis, Minnesota

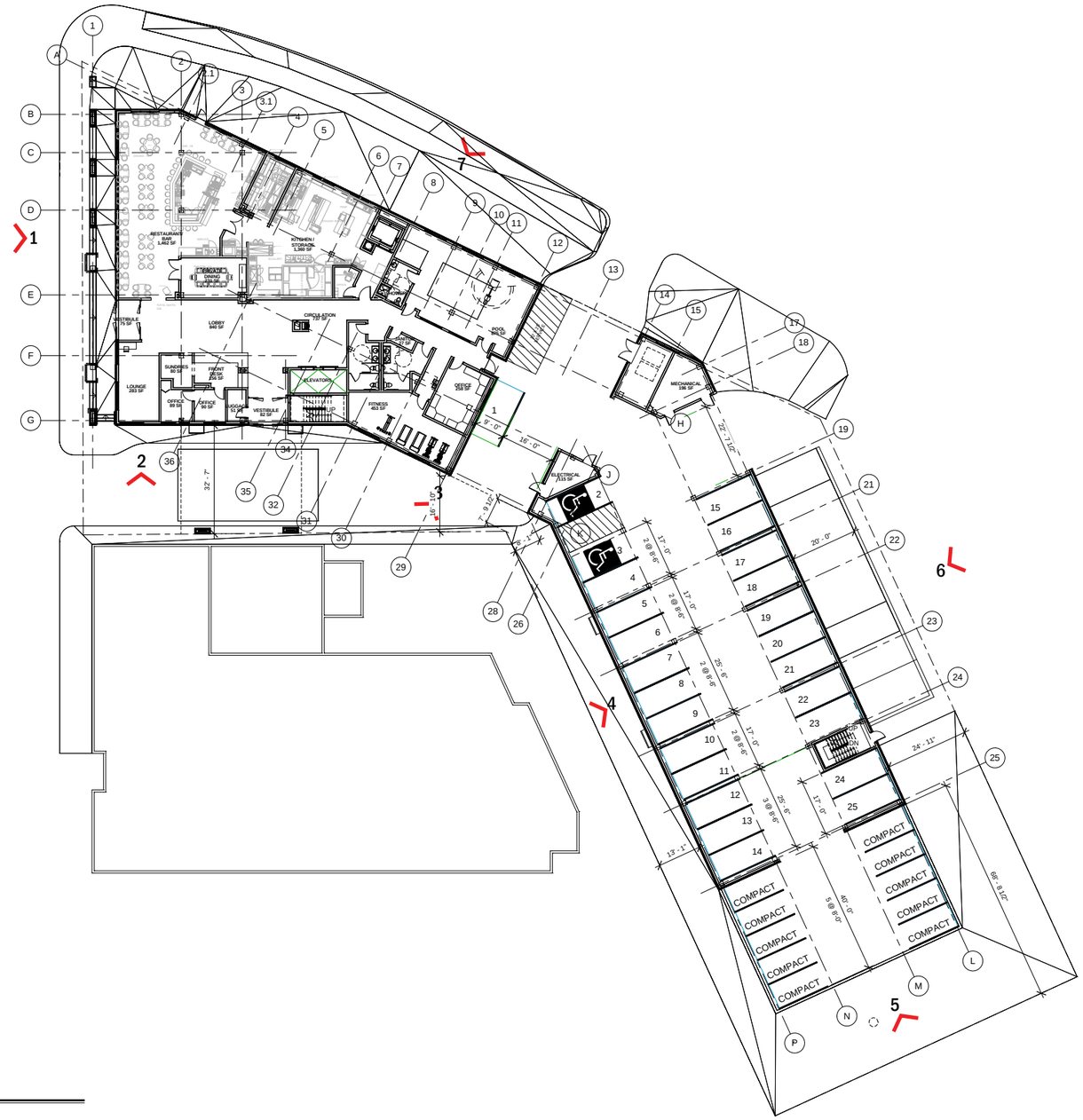
April 9, 2015

16' 32' 64'

Floor Plan

14-125

DJR ARCHITECTURE INC.



First Floor

Land Use Application

HURON & ESSEX HOTEL

Minneapolis, Minnesota

April 9, 2015

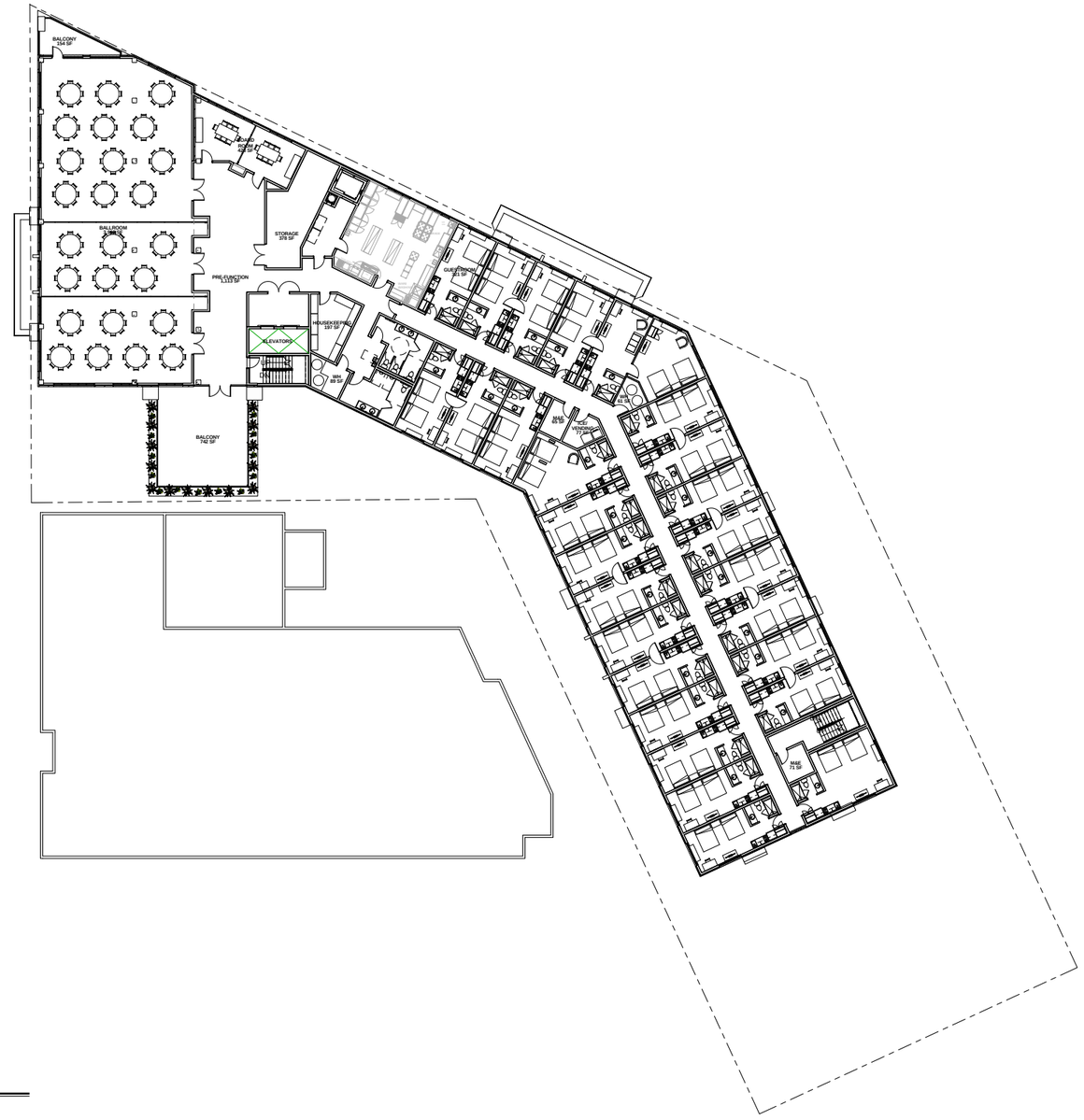
16' 32' 64'

N

Floor Plan

14-125

DJR ARCHITECTURE INC.



Second Floor

Land Use Application

HURON & ESSEX HOTEL

Minneapolis, Minnesota

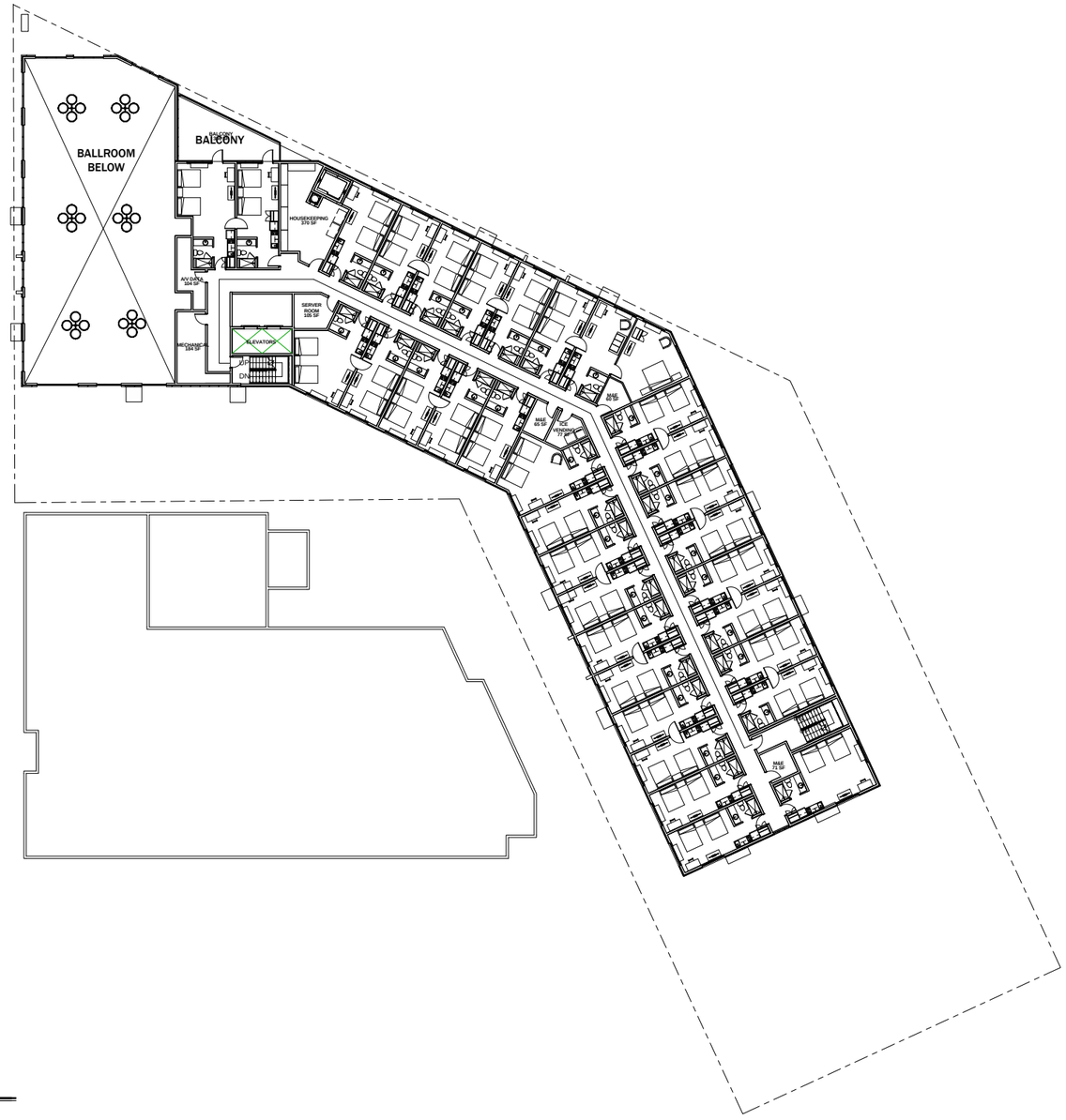
April 9, 2015

16' 32' 64'

Floor Plan

14-125

DJR ARCHITECTURE INC.



Third Floor

Land Use Application

HURON & ESSEX HOTEL

Minneapolis, Minnesota

April 9, 2015

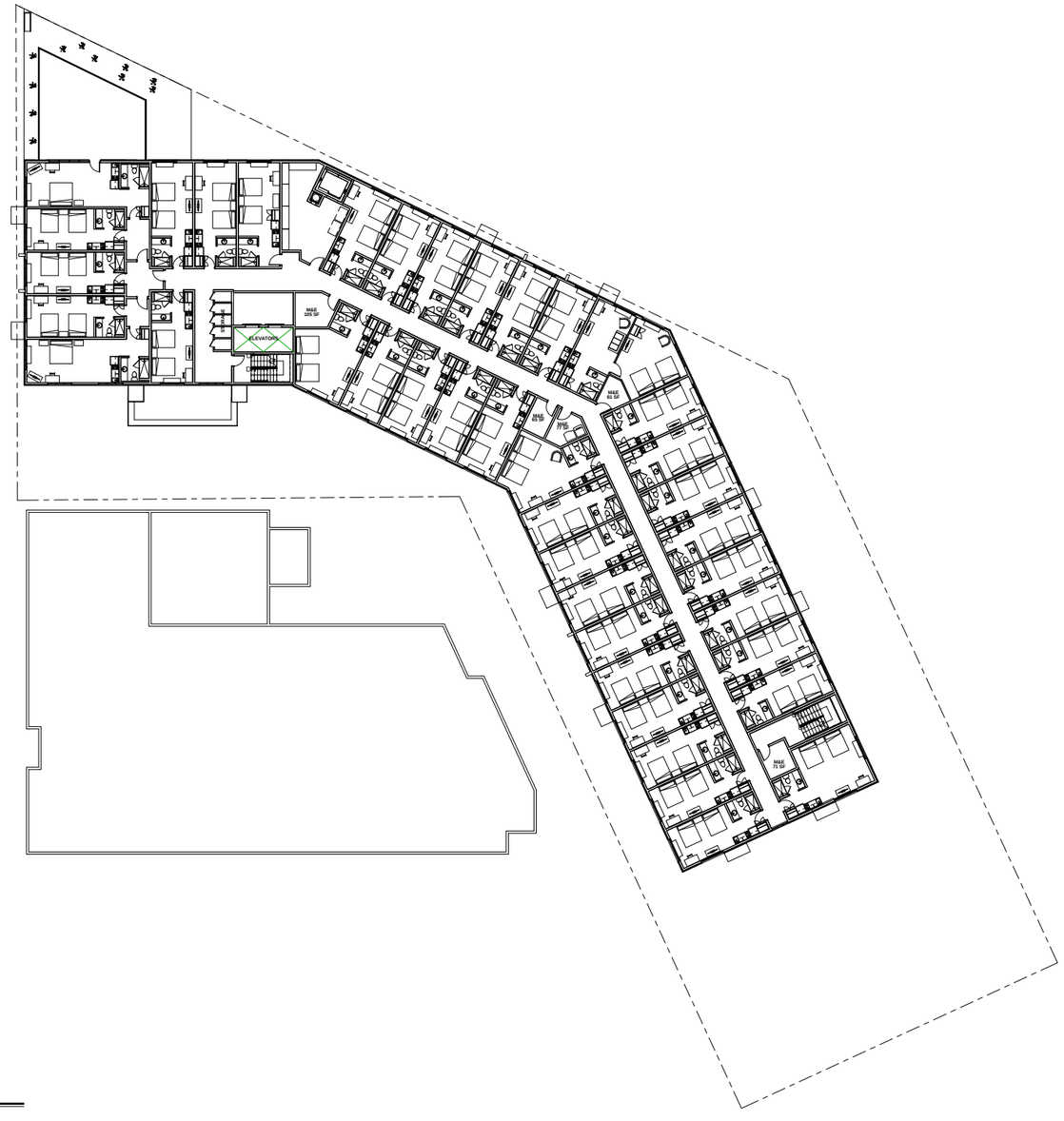
16' 32' 64'

N

Floor Plan

14-125

DJR ARCHITECTURE INC.



Fourth & Fith Floors

Land Use Application

HURON & ESSEX HOTEL

Minneapolis, Minnesota

April 9, 2015

16' 32' 64'

N

Floor Plan

14-125

DJR ARCHITECTURE INC.

1 WEST ELEVATION
1/8" = 1'-0"

2 SOUTH ELEVATION
1/8" = 1'-0"

3 SOUTHWEST ELEVATION - PARTIAL 1
1/8" = 1'-0"

4 SOUTHWEST ELEVATION - PARTIAL 2
1/8" = 1'-0"

5 SOUTHEAST ELEVATION
1/8" = 1'-0"

DJR ARCHITECTURE, INC
333 Washington Ave N. Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

CPM DEVELOPMENT

CIVIL

STRUCTURAL

CONTRACTOR

CLIENT

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

Author
ARR NAME

Designer
Reviewer/Officer/Manager

04/29/2015
DATE

PRELIMINARY: NOT FOR CONSTRUCTION

Issue:

Date:

Project #: 14-125
Date: 04/29/2015
Drawn by: Author
Checked by Checker

HURON HOTEL, LLC

Huron Blvd SE & Essex St SE

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EXTERIOR ELEVATIONS

A200

2 NORTH ELEVATION - PARTIAL
1/8" = 1'-0"

1 NORTH ELEVATION - OVERALL
1/8" = 1'-0"

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Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

CPM DEVELOPMENT

CIVIL

STRUCTURAL

CONTRACTOR

CLIENT

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

SIGNATURE
Designer
Approved
ASR/ DJR

04/29/2015
DATE

PRELIMINARY: NOT FOR CONSTRUCTION

Issue:

Date:

Project #: 14-125
Date: 04/29/2015
Drawn by: DH
Checked by: DH

HURON HOTEL, LLC

Huron Blvd SE & Essex St SE

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EXTERIOR ELEVATIONS

A201

Elevations: Material Percentages

1 WEST ELEVATION
1/16" = 1'-0"

Brick 21%
Glass 32%
Metal 35% (includes louvers, metal fascia, metal doors, fins)
Stucco 12%

2 South Elevation 1

Brick 18%
Glass 29%
Metal 26% (includes louvers, metal fascia, metal doors, fins)
Stucco 27%

3 South Elevation 2

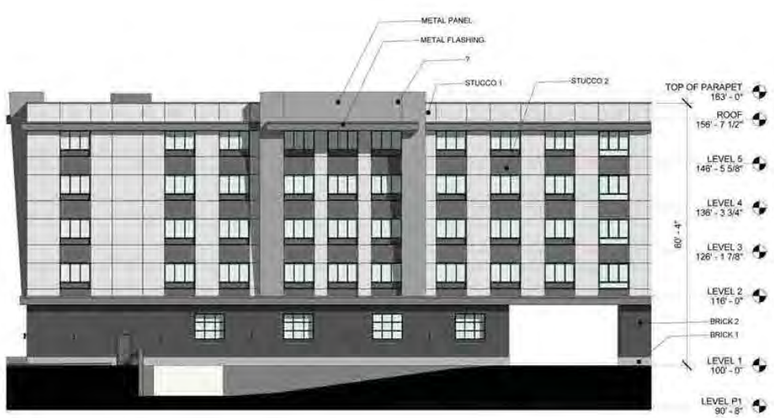
Brick 12%
Glass 16%
Metal 35% (includes louvers, metal fascia, metal doors, fins)
Stucco 37%

4 South Elevation 3

Brick 25%
Glass 18%
Metal 19% (includes louvers, metal fascia, metal doors, fins)
Stucco 38%

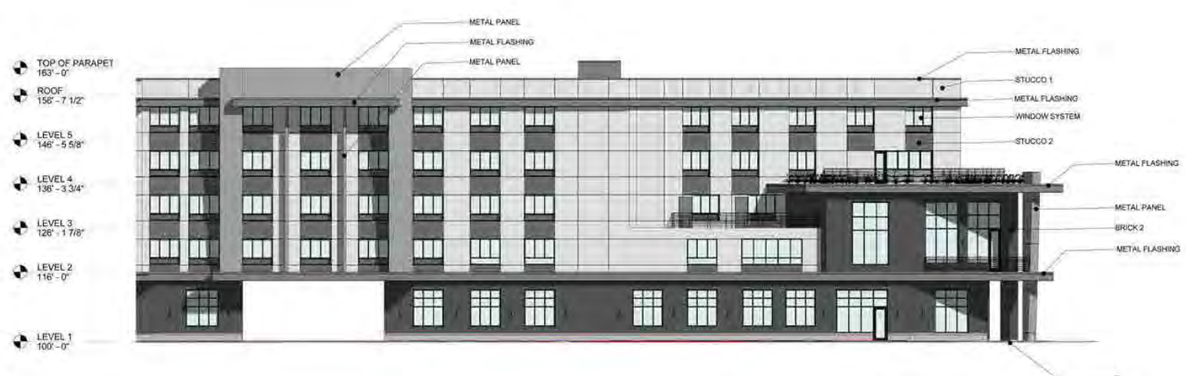
5 East Elevation
1/16" = 1'-0"

Brick 16%
Glass 14%
Metal 35% (includes louvers, metal fascia, metal doors, fins)
Stucco 35%



6 NORTH ELEVATION 1
1/16" = 1'-0"

Brick 22%
Glass 21%
Metal 20% (includes louvers, metal fascia, metal doors, fins)
Stucco 37%



7 NORTH ELEVATION 2
1/16" = 1'-0"

Brick 18%
Glass 21%
Metal 22% (includes louvers, metal fascia, metal doors, fins)
Stucco 39%

DJR ARCHITECTURE, INC
335 Washington Ave N, Suite 210
Minneapolis, Minnesota 55401
612.616.2791 www.djrarchitect.com

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

APPROVER PRINT NAME
SIGNATURE
DATE
LICENSE NUMBER

CLIENT
CONTRACTOR
STRUCTURAL
CIVIL

PRELIMINARY- NOT FOR CONSTRUCTION

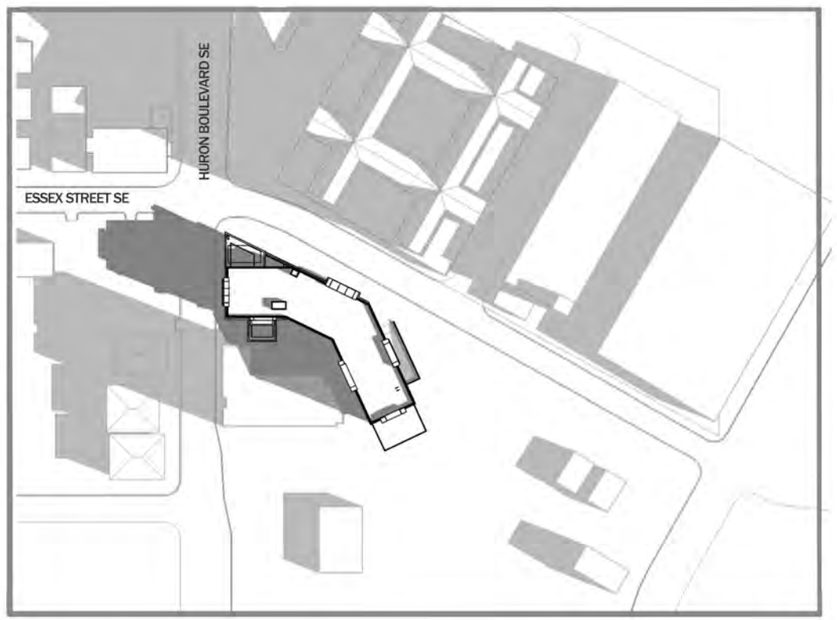
Issue:
Date:

Project #: 14-125
Date: 04/08/2015
Drawn by: DH
Checked by: SM

HURON & ESSEX HOTEL
Huron Blvd SE & Essex St SE

EXTERIOR ELEVATIONS

A200



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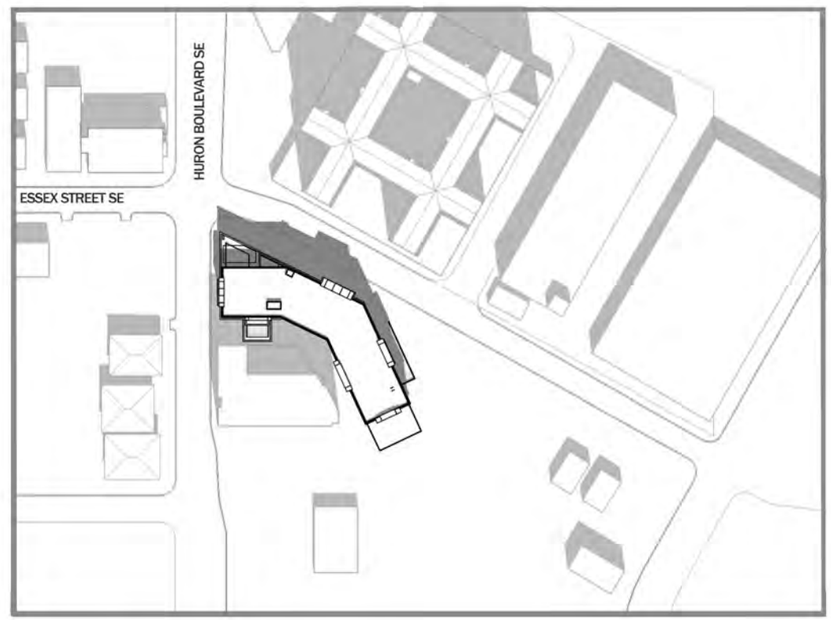

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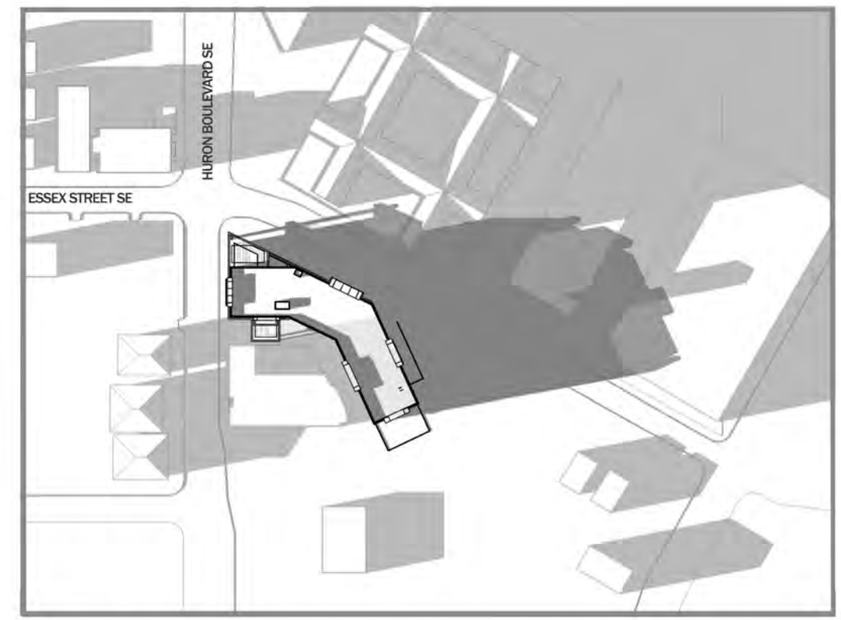

6:26 PM (HOUR BEFORE SUNSET)
SCALE 1"=200'-0"

HURON AND ESSEX HOTEL

04/08/2015

SHADOW STUDY - SPRING **MARCH 20**

14-125

DJR ARCHITECTURE, INC.

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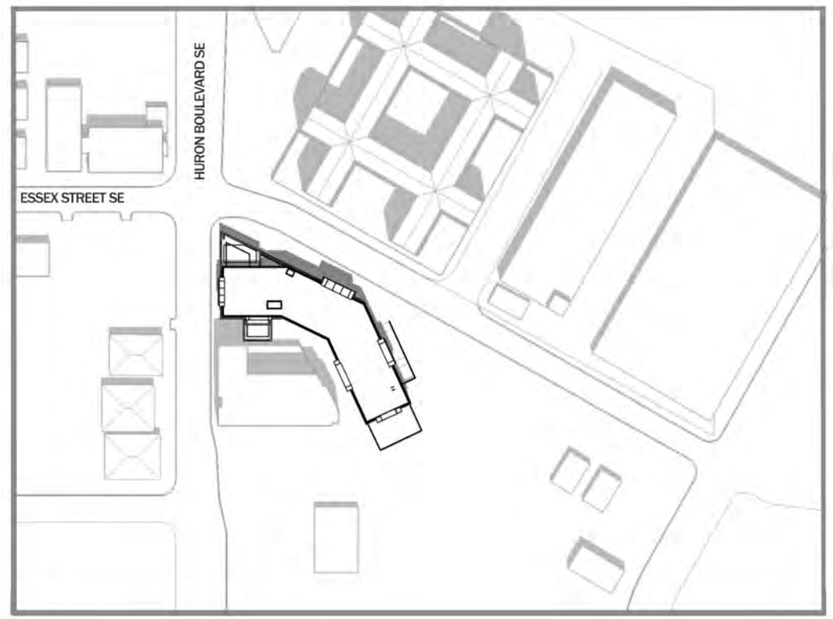

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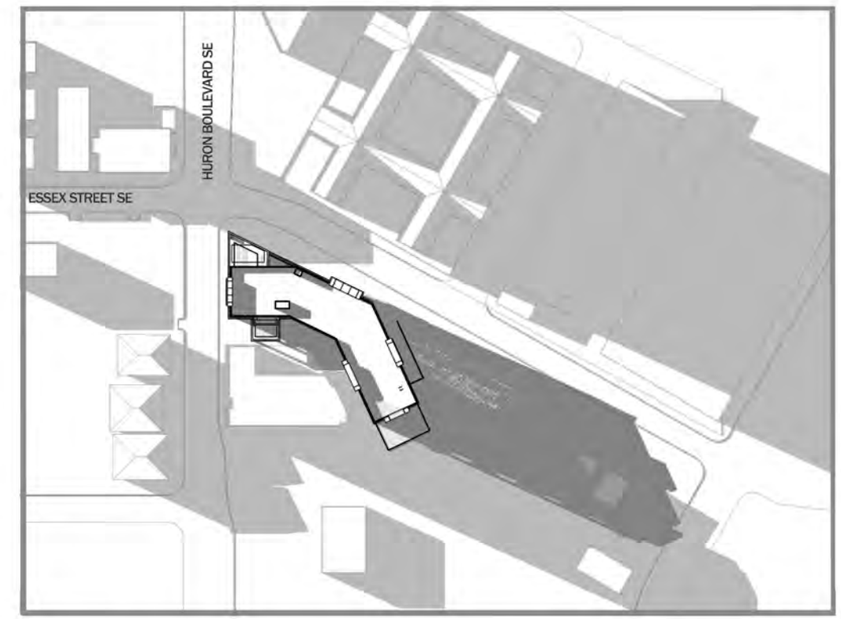

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SCALE 1"=200'-0"

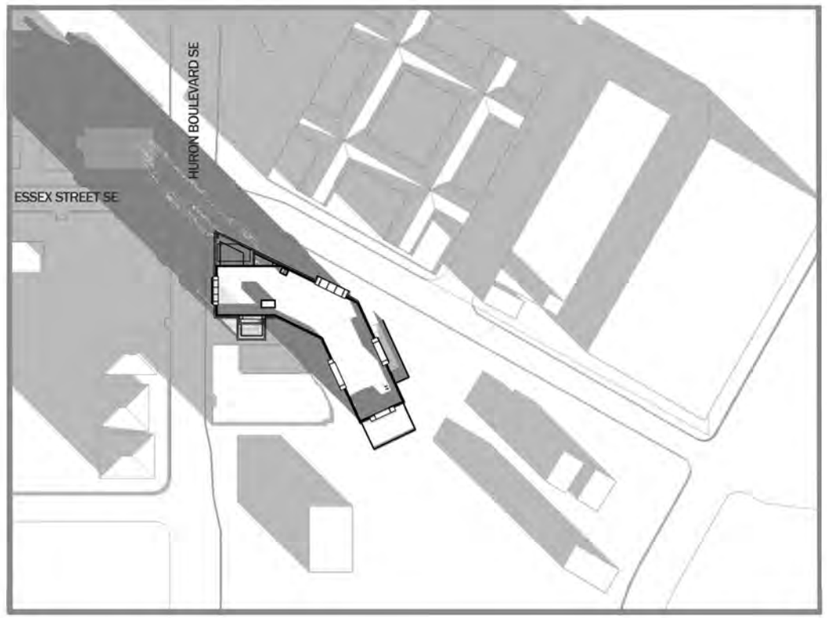
HURON AND ESSEX HOTEL

04/08/15

SHADOW STUDY SUMMER **JUNE 21**

14-125

DJR ARCHITECTURE, INC.



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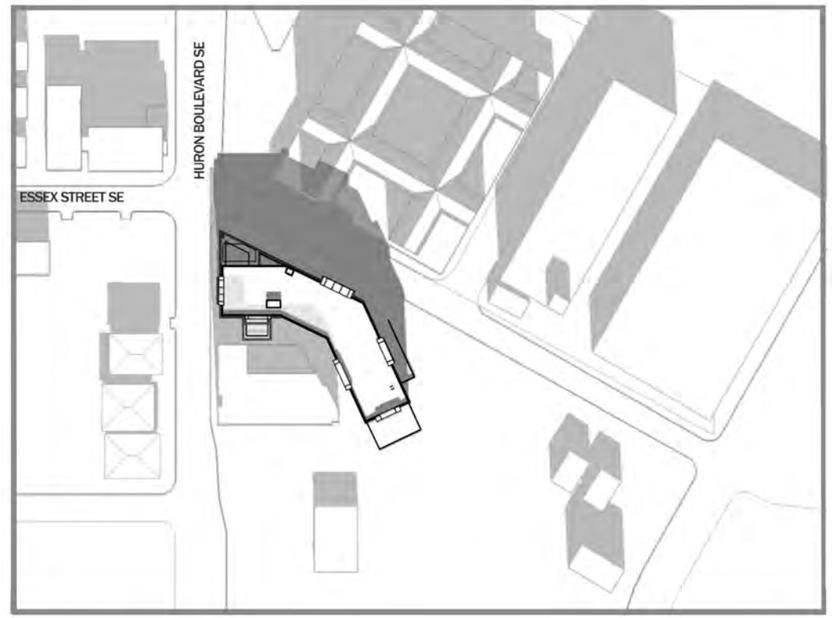

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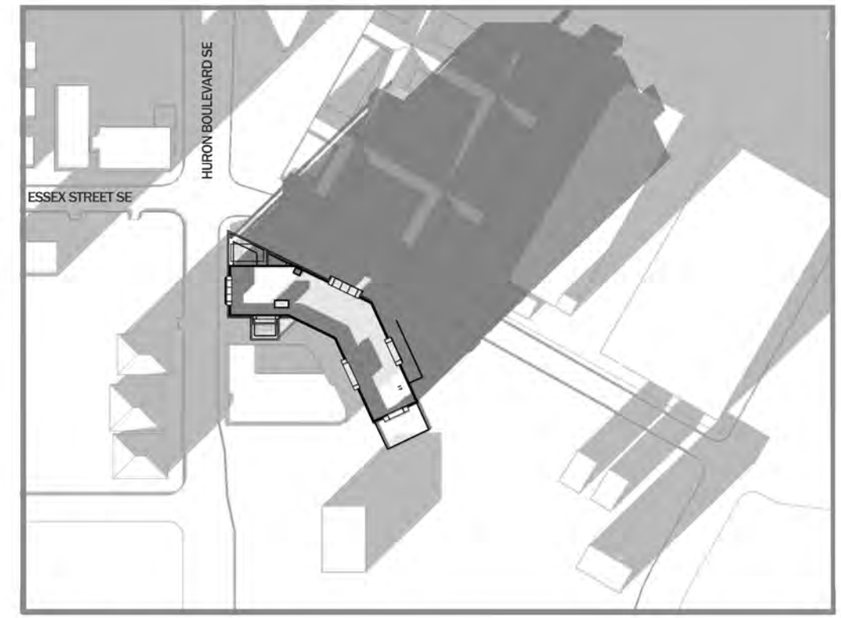

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HURON AND ESSEX HOTEL

04/08/15

SHADOW STUDY WINTER **DECEMBER 22**

14-125

DJR ARCHITECTURE, INC.

Land Use Application

HURON & ESSEX HOTEL

Minneapolis, Minnesota

April 9, 2015

Southwest View

14-125

DJR ARCHITECTURE INC.

Land Use Application

HURON & ESSEX HOTEL

Minneapolis, Minnesota

April 9, 2015

Northwest View

14-125

DJR ARCHITECTURE INC.

Land Use Application

HURON & ESSEX HOTEL

Minneapolis, Minnesota

April 9, 2015

Bird's Eye View

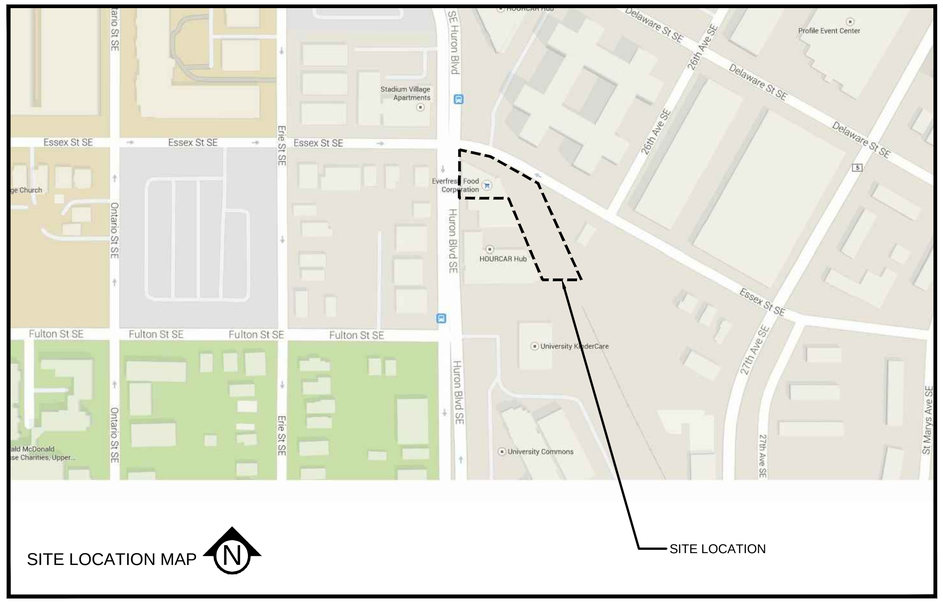
14-125

DJR ARCHITECTURE INC.

HURON AND ESSEX HOTEL

MINNEAPOLIS, MINNESOTA

ISSUED FOR: PDR SUBMITTAL



SITE LOCATION MAP

OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT

ALL CLEARING, GRADING, CONSTRUCTION OR DEVELOPMENT WILL BE DONE PURSUANT TO THE PLAN. SINGED BY PARTIES BELOW:

OWNER: _____

DEVELOPER: _____

CONTRACTOR: _____

DEVELOPER / PROPERTY OWNER:

CPM DEVELOPMENT
2919 KNOX AVENUE S, SUITE 200
MINNEAPOLIS, MN 55408
612-379-6062

ENGINEER / LANDSCAPE ARCHITECT:

CIVIL SITE GROUP
4931 W 35TH STREET
SUITE 200
ST LOUIS PARK, MN 55416
612-615-0060

SURVEYOR:

ACRE LAND SURVEYING, INC.
9140 BALTIMORE STREET NE, SUITE 100
BLAINE, MN 55449
763-458-2997

GEOTECHNICAL ENGINEER:

TBD

MASTER LEGEND:

- 932 — EX. 1' CONTOUR ELEVATION INTERVAL
- x 932.0 — EXISTING SPOT GRADE ELEVATION
- 939 — PROPOSED 1' CONTOUR ELEVATION INTERVAL
- 932.0 — SPOT GRADE ELEVATION (GUTTER/FLOW LINE UNLESS OTHERWISE NOTED)
- 932.0BC / 932.0TC — SPOT GRADE ELEVATION BACK OF CURB (TOP OF CURB)
- 932.0TW — SPOT GRADE ELEVATION TOP OF WALL
- 932.0BW — SPOT GRADE ELEVATION BOTTOM OF WALL
- DRAINAGE ARROW
- EOF — EMERGENCY OVERFLOW
- SILT FENCE / GRADING LIMIT
- INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE
- SOIL BORING LOCATION
- T.O — CURB AND GUTTER (T.O = TIP OUT)
- PROPOSED MANHOLE STORM
- PROPOSED CATCH BASIN OR CATCH BASIN MANHOLE STORM
- PROPOSED GATE VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED MANHOLE SANITARY
- PROPOSED SIGN
- PROPOSED LIGHT
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED WATER MAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATER MAIN
- G — EXISTING GAS MAIN
- E — EXISTING UNDERGROUND ELECTRIC
- C — EXISTING UNDERGROUND CABLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING STOPBOX
- EXISTING GATE VALVE
- EXISTING ELECTRIC BOX
- EXISTING LIGHT
- EXISTING GAS METER
- EXISTING GAS VALVE

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WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

SHEET INDEX

SHEET NUMBER	SHEET TITLE
C0.0	TITLE SHEET
C0.1	SITE SURVEY
C1.0	REMOVALS PLAN
C2.0	SITE PLAN
C3.0	GRADING PLAN
C4.0	UTILITY PLAN
C5.0	CIVIL DETAILS
C5.1	CIVIL DETAILS
C5.2	CIVIL DETAILS
C5.3	CIVIL DETAILS
L1.0	LANDSCAPE PLAN
SW1.0	STORM WATER POLLUTION PREVENTION PLAN - EXISTING CONDITIONS
SW1.1	STORM WATER POLLUTION PREVENTION PLAN - PROPOSED CONDITIONS
SW1.2	STORM WATER POLLUTION PREVENTION PLAN - DETAILS
SW1.3	STORM WATER POLLUTION PREVENTION PLAN - NARRATIVE

CivilSite GROUP
4931 W. 35TH ST. SUITE 200
ST. LOUIS PARK, MN 55416
CivilSiteGroup.com
Matt Pavek 763-213-3944
Pat Sarver 952-250-2003

DJR ARCHITECTURE, INC
333 Washington Ave N. Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

PROJECT
HURON AND ESSEX HOTEL
2510 ESSEX STREET SE, MINNEAPOLIS, MN
CPM DEVELOPMENT
2919 KNOX AVENUE S, SUITE 200, MINNEAPOLIS, MN

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

Matthew R. Pavek
DATE 3/27/15 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

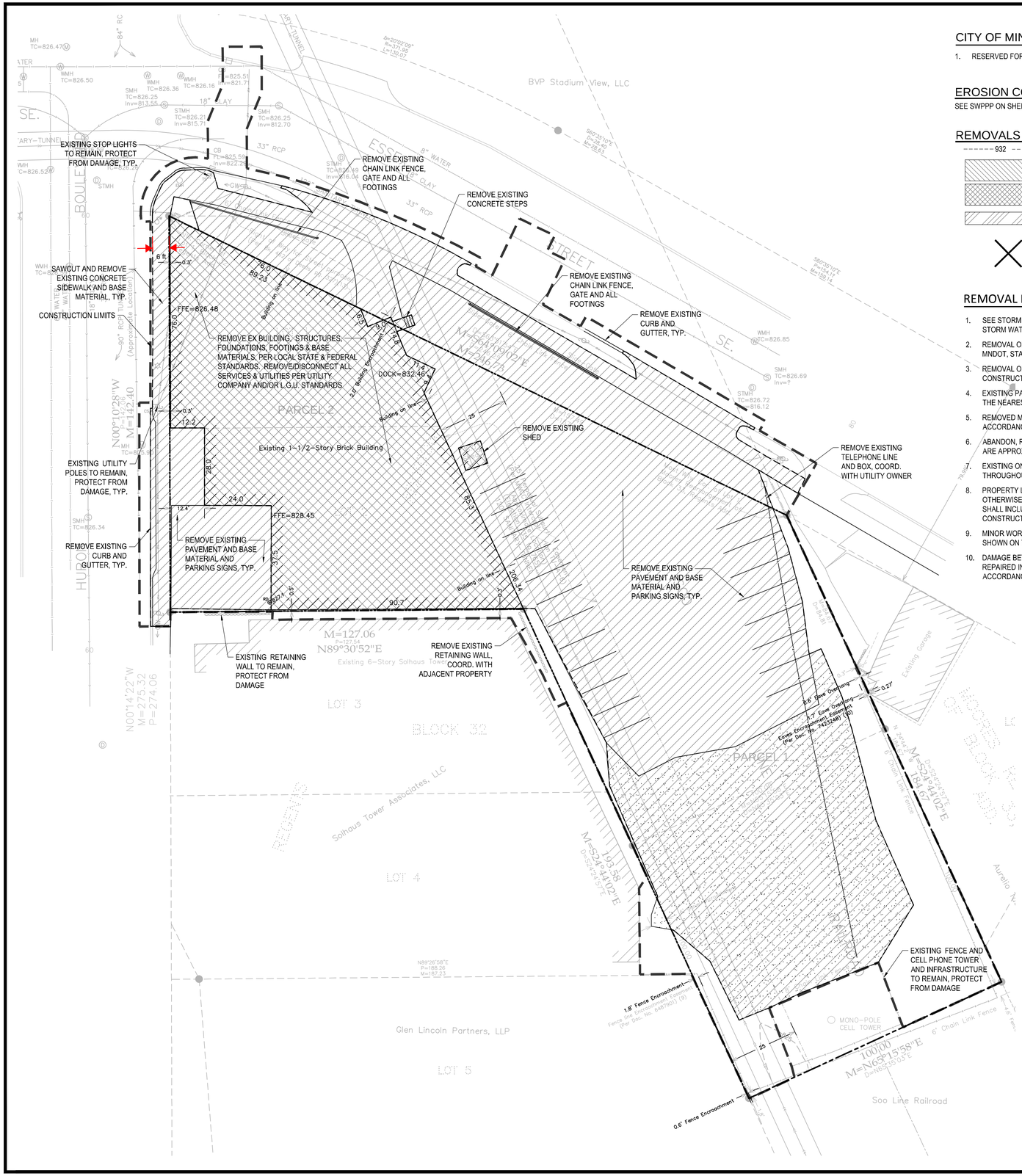
DATE	DESCRIPTION
3/27/15	PDR SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

TITLE SHEET

C0.0



CITY OF MINNEAPOLIS REMOVAL NOTES:

1. RESERVED FOR CITY SPECIFIC REMOVAL NOTES.

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0-SW1.3

REMOVALS LEGEND:

- 932 — EX. 1' CONTOUR ELEVATION INTERVAL
- REMOVAL OF PAVEMENT AND ALL BASE MATERIAL, INCLUDING BIT., CONC., AND GRAVEL PVMTS.
- REMOVAL OF STRUCTURE INCLUDING ALL FOOTINGS AND FOUNDATIONS.
- REMOVAL OF UTILITY LINES - COORDINATE WITH UTILITY COMPANY PRIOR TO CONSTRUCTION
- TREE REMOVAL - INCLUDING ROOTS AND STUMPS

REMOVAL NOTES:

1. SEE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLAN FOR CONSTRUCTION STORM WATER MANAGEMENT PLAN.
2. REMOVAL OF MATERIALS NOTED ON THE DRAWINGS SHALL BE IN ACCORDANCE WITH MNDOT, STATE AND LOCAL REGULATIONS.
3. REMOVAL OF PRIVATE UTILITIES SHALL BE COORDINATED WITH UTILITY OWNER PRIOR TO CONSTRUCTION ACTIVITIES.
4. EXISTING PAVEMENTS SHALL BE SAWCUT IN LOCATIONS AS SHOWN ON THE DRAWINGS OR THE NEAREST JOINT FOR PROPOSED PAVEMENT CONNECTIONS.
5. REMOVED MATERIALS SHALL BE DISPOSED OF TO A LEGAL OFF-SITE LOCATION AND IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.
6. ABANDON, REMOVAL, CONNECTION, AND PROTECTION NOTES SHOWN ON THE DRAWINGS ARE APPROXIMATE. COORDINATE WITH PROPOSED PLANS.
7. EXISTING ON-SITE FEATURES NOT NOTED FOR REMOVAL SHALL BE PROTECTED THROUGHOUT THE DURATION OF THE CONTRACT.
8. PROPERTY LINES SHALL BE CONSIDERED GENERAL CONSTRUCTION LIMITS UNLESS OTHERWISE NOTED ON THE DRAWINGS. WORK WITHIN THE GENERAL CONSTRUCTION LIMITS SHALL INCLUDE STAGING, DEMOLITION AND CLEAN-UP OPERATIONS AS WELL AS CONSTRUCTION SHOWN ON THE DRAWINGS.
9. MINOR WORK OUTSIDE OF THE GENERAL CONSTRUCTION LIMITS SHALL BE ALLOWED AS SHOWN ON THE PLAN AND PER CITY REQUIREMENTS.
10. DAMAGE BEYOND THE PROPERTY LIMITS CAUSED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED IN A MANNER APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT OR IN ACCORDANCE WITH THE CITY.
11. PROPOSED WORK (BUILDING AND CIVIL) SHALL NOT DISTURB EXISTING UTILITIES UNLESS OTHERWISE SHOWN ON THE DRAWINGS AND APPROVED BY THE CITY PRIOR TO CONSTRUCTION.
12. SITE SECURITY MAY BE NECESSARY AND PROVIDED IN A MANNER TO PROHIBIT VANDALISM, AND THEFT, DURING AND AFTER NORMAL WORK HOURS, THROUGHOUT THE DURATION OF THE CONTRACT. SECURITY MATERIALS SHALL BE IN ACCORDANCE WITH THE CITY.
13. VEHICULAR ACCESS TO THE SITE SHALL BE MAINTAINED FOR DELIVERY AND INSPECTION ACCESS DURING NORMAL OPERATING HOURS, AT NO POINT THROUGHOUT THE DURATION OF THE CONTRACT SHALL CIRCULATION OF ADJACENT STREETS BE BLOCKED WITHOUT APPROVAL BY THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
14. ALL TRAFFIC CONTROLS SHALL BE PROVIDED AND ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
15. SHORING FOR BUILDING EXCAVATION MAY BE USED AT THE DISCRETION OF THE CONTRACTOR AND AS APPROVED BY THE OWNERS REPRESENTATIVE AND THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
16. STAGING, DEMOLITION, AND CLEAN-UP AREAS SHALL BE WITHIN THE PROPERTY LIMITS AS SHOWN ON THE DRAWINGS AND MAINTAINED IN A MANNER AS REQUIRED BY THE CITY.

OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT

ALL CLEARING, GRADING, CONSTRUCTION OR DEVELOPMENT WILL BE DONE PURSUANT TO THE PLAN. SINGED BY PARTIES BELOW:

OWNER: _____

DEVELOPER: _____

CONTRACTOR: _____

OWNER INFORMATION

OWNER: CPM DEVELOPMENT
2919 KNOX AVENUE S, SUITE 200
MINNEAPOLIS, MN 55408

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PROJECT
HURON AND ESSEX HOTEL
2510 ESSEX STREET SE, MINNEAPOLIS, MN
CPM DEVELOPMENT
2919 KNOX AVENUE S, SUITE 200, MINNEAPOLIS, MN

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

Matthew R. Pavek
DATE 3/27/15 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

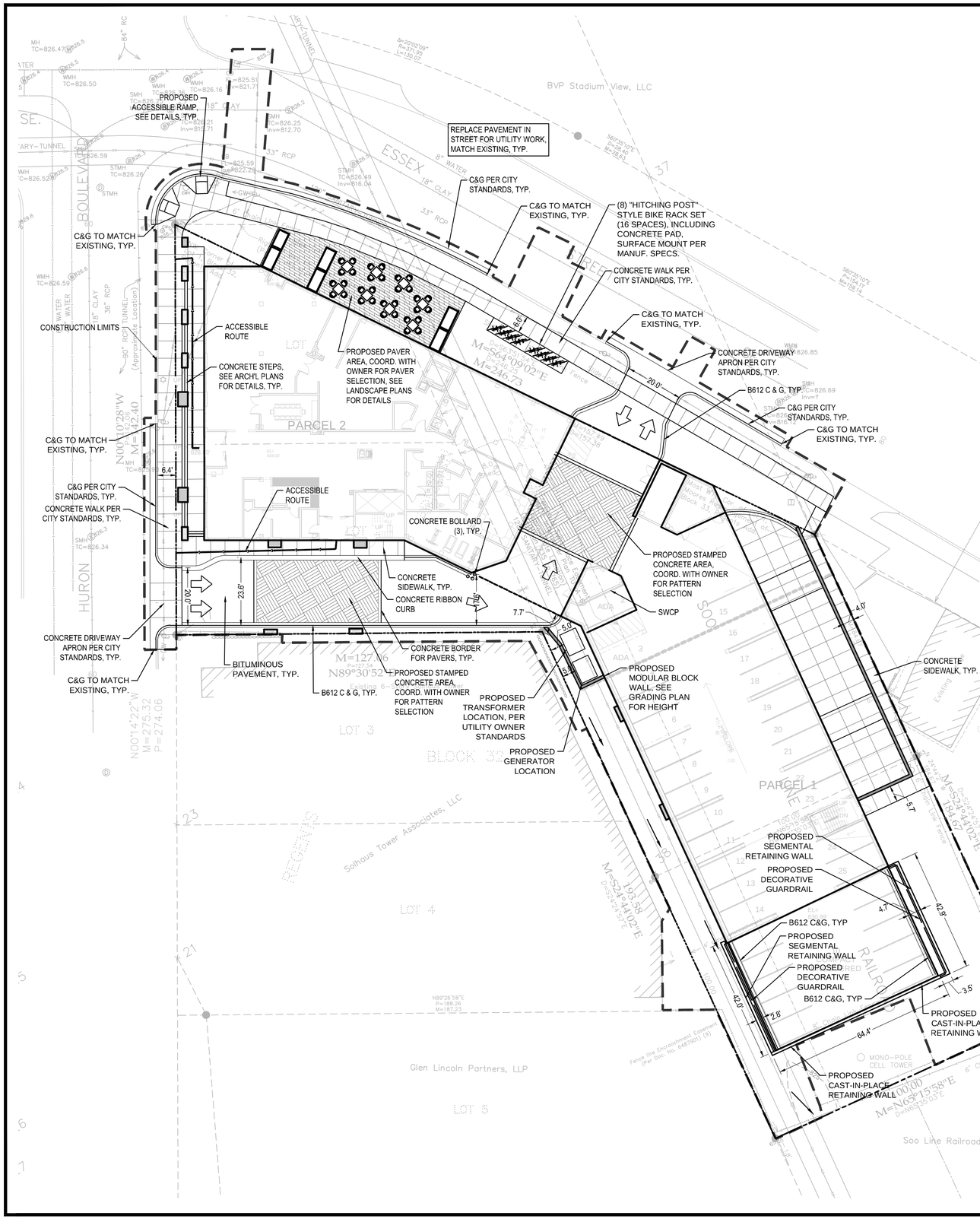
DATE	DESCRIPTION
3/27/15	PDR SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

REMOVALS PLAN

C1.0



CITY OF MINNEAPOLIS SITE SPECIFIC NOTES:

1. RESERVED FOR CITY SPECIFIC NOTES.

SITE PLAN LEGEND:

- CONCRETE PAVEMENT AS SPECIFIED (PAD OR WALK)
- PROPERTY LINE
- CURB AND GUTTER-SEE NOTES (T.O.) TIP OUT GUTTER WHERE APPLICABLE-SEE PLAN
- TRAFFIC DIRECTIONAL ARROWS
- SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED.
  HC = ACCESSIBLE SIGN
  NP = NO PARKING FIRE LANE
  ST = STOP
  CP = COMPACT CAR PARKING ONLY

SITE LAYOUT NOTES:

1. CONTRACTOR SHALL VERIFY LOCATIONS AND LAYOUT OF ALL SITE ELEMENTS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, LOCATIONS OF EXISTING AND PROPOSED PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES, BUILDINGS AND PAVEMENTS. CONTRACTOR IS RESPONSIBLE FOR FINAL LOCATIONS OF ALL ELEMENTS FOR THE SITE. ANY REVISIONS REQUIRED AFTER COMMENCEMENT OF CONSTRUCTION, DUE TO LOCATIONAL ADJUSTMENTS SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. ADJUSTMENTS TO THE LAYOUT SHALL BE APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF MATERIALS. STAKE LAYOUT FOR APPROVAL.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, INCLUDING A RIGHT-OF-WAY AND STREET OPENING PERMIT.
3. THE CONTRACTOR SHALL VERIFY RECOMMENDATIONS NOTED IN THE GEO TECHNICAL REPORT PRIOR TO INSTALLATION OF SITE IMPROVEMENT MATERIALS.
4. CONTRACTOR SHALL FIELD VERIFY COORDINATES AND LOCATION DIMENSIONS OF THE BUILDING AND STAKE FOR REVIEW AND APPROVAL BY THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION OF FOOTING MATERIALS.
5. LOCATIONS OF STRUCTURES, ROADWAY PAVEMENTS, CURBS AND GUTTERS, BOLLARDS, AND WALKS ARE APPROXIMATE AND SHALL BE STAKED IN THE FIELD, PRIOR TO INSTALLATION, FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT.
6. CURB DIMENSIONS SHOWN ARE TO FACE OF CURB. BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATION. LOCATION OF BUILDING IS TO BUILDING FOUNDATION AND SHALL BE AS SHOWN ON THE DRAWINGS.
7. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OR SAMPLES AS SPECIFIED FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO FABRICATION FOR ALL PREFABRICATED SITE IMPROVEMENT MATERIALS SUCH AS, BUT NOT LIMITED TO THE FOLLOWING, FURNISHINGS, PAVEMENTS, WALLS, RAILINGS, BENCHES, FLAGPOLES, LANDING PADS FOR CURB RAMPS, AND LIGHT AND POLES. THE OWNER RESERVES THE RIGHT TO REJECT INSTALLED MATERIALS NOT PREVIOUSLY APPROVED.
8. PEDESTRIAN CURB RAMPS SHALL BE CONSTRUCTED WITH TRUNCATED DOME LANDING AREAS IN ACCORDANCE WITH A.D.A. REQUIREMENTS-SEE DETAIL.
9. CROSSWALK STRIPING SHALL BE 24" WIDE WHITE PAINTED LINE, SPACED 48" ON CENTER PERPENDICULAR TO THE FLOW OF TRAFFIC. WIDTH OF CROSSWALK SHALL BE 5' WIDE. ALL OTHER PAVEMENT MARKINGS SHALL BE WHITE IN COLOR UNLESS OTHERWISE NOTED OR REQUIRED BY ADA OR LOCAL GOVERNING BODIES.
10. CURB AND GUTTER TYPE SHALL BE B612 UNLESS OTHERWISE NOTED ON THE DRAWINGS-TAPER BETWEEN CURB TYPES-SEE DETAIL.
11. ALL CURB RADII ARE MINIMUM 3' UNLESS OTHERWISE NOTED.
12. CONTRACTOR SHALL REFER TO FINAL PLAT FOR LOT BOUNDARIES, NUMBERS, AREAS AND DIMENSIONS PRIOR TO SITE IMPROVEMENTS.
13. FIELD VERIFY ALL EXISTING SITE CONDITIONS, DIMENSIONS.
14. PARKING IS TO BE SET PARALLEL OR PERPENDICULAR TO EXISTING BUILDING UNLESS NOTED OTHERWISE.
15. ALL PARKING LOT PAINT STRIPPING TO BE WHITE, 4" WIDE TYP.
16. BITUMINOUS PAVING TO BE "LIGHT DUTY" UNLESS OTHERWISE NOTED. SEE DETAIL SHEETS FOR PAVEMENT SECTIONS.
17. ALL TREES THAT ARE TO REMAIN ARE TO BE PROTECTED FROM DAMAGE WITH A CONSTRUCTION FENCE AT THE DRIP LINE. SEE LANDSCAPE DOCUMENTS.

SITE AREA CALCULATIONS:

	EXISTING		PROPOSED	
BUILDING COVERAGE	10,477 SF	28.5%	21,076 SF	57.3%
ALL PAVEMENTS	20,895 SF	56.8%	8,793 SF	23.9%
ALL NON-PAVEMENTS	5,420 SF	14.7%	6,923 SF	18.8%
TOTAL SITE AREA	36,792 SF	100.0%	36,792 SF	100.0%
IMPERVIOUS SURFACE				
EXISTING CONDITION	31,372 SF	85.3%		
PROPOSED CONDITION	29,869 SF	81.2%		
DIFFERENCE	-1,503 SF	-4.1%		

OWNER INFORMATION

OWNER: CPM DEVELOPMENT
2919 KNOX AVENUE S, SUITE 200
MINNEAPOLIS, MN 55408

OPERATIONAL NOTES:

1. ALL SNOW WILL BE REMOVED FROM SITE AT EACH PLOWING - NO SPECIFIC SNOW STORAGE LOCATIONS WILL BE REQUIRED.
2. TRASH REMOVAL AND REGULAR DELIVERIES SHALL OCCUR THROUGH THE BUILDING IN THE PARKING GARAGE AREA.

CITY COORDINATION NOTES:

1. TRAFFIC & PARKING

1.1. COORDINATE WITH BILL PRINCE, CITY OF MINNEAPOLIS, (612) 673-3901 FOR ALL WORK REGARDING STREET LIGHTING AND ELECTRICAL SYSTEMS. STREET LIGHTING INSTALLED AS PART OF THE PROJECT SHALL BE INSPECTED BY THE CITY, CONTACT DAVE PREHALL (612) 673-5759. ANY LIGHTING INSTALLATIONS NOT MEETING CITY SPECIFICATIONS WILL BE REQUIRED TO BE REINSTALLED AT CONTRACTOR'S EXPENSE.

1.2. COORDINATE WITH BOB BOBLETT CITY OF MINNEAPOLIS, (612) 673-2428 FOR ALL ISSUES REGARDING WORK IN AND ADJACENT TO CITY RIGHTS-OF-WAY. AN ENCROACHMENT PERMIT SHALL BE REQUIRED FOR ALL STREETSCAPE ELEMENTS IN THE PUBLIC ROW. ANY ELEMENTS OF AN EARTH RETENTION SYSTEM AND RELATED OPERATIONS WILL REQUIRE AN ENCROACHMENT PERMIT. ANY EXCAVATIONS THAT FALL WITHIN THE PUBLIC ROW WILL REQUIRE A ROW EXCAVATION PERMIT.

1.3. COORDINATE WITH SCOTT KRAMER, CITY OF MINNEAPOLIS, (612) 673-2383 REGARDING ANY WORK THAT IS PERFORMED IN THE RIGHT-OF-WAY. AN OBSTRUCTION PERMIT WILL BE REQUIRED FOR ALL WORK IN THE RIGHT-OF-WAY. CONTACT SCOTT KRAMER REGARDING DETAILS OF SIDEWALK AND LANE CLOSURES.

1.4. COORDINATE WITH CRAIG PINKALLA, CITY OF MINNEAPOLIS, (612) 499-9233 FOR ALL WORK REGARDING REMOVAL OR PROTECTION OF TREES DURING CONSTRUCTION IN THE CITY RIGHT-OF-WAY.

1.5. COORDINATE WITH PAUL CAO, CITY OF MINNEAPOLIS, (612) 673-2943 FOR ALL WORK REGARDING BIKE RACKS IN THE CITY RIGHT-OF-WAY.

1.6. COORDINATE WITH ALLAN KLUGMAN, CITY OF MINNEAPOLIS, (612) 673-5750 PRIOR TO CONSTRUCTION FOR THE TEMPORARY REMOVAL/RELOCATION OF ANY CITY OF MINNEAPOLIS SIGNAL SYSTEM. ALL COSTS FOR RELOCATION AND/OR REPAIR OF CITY TRAFFIC SHALL BE BORNE BY THE CONTRACTOR.

1.7. COORDINATE WITH DOUG MADAY, CITY OF MINNEPOLIS, (612) 673-5755 PRIOR TO CONSTRUCTION FOR THE REMOVAL OR RELOCATION OF ANY CITY OF MINNEAPOLIS RIGHT-OF-WAY SIGNS.

2. ENVIRONMENTAL HEALTH

2.1. COORDINATE WITH ENVIRONMENTAL SERVICES, CITY OF MINNEAPOLIS, (612) 673-3867 FOR PERMITS RELATING TO AFTER HOURS WORK, TEMPORARY STORAGE OF IMPACTED SOILS ON SITE PRIOR TO DISPOSAL OR REUSE, REMEDIATION OF CONTAMINATED SOIL AND GROUNDWATER, REUSE OF IMPACTED SOILS ON SITE, DEWATERING AND DISCHARGE OF ACCUMULATED STORM WATER OR GROUND WATER TO CITY SEWERS, FLAMMABLE WASTE TRAPS, UNDERGROUND OR ABOVEGROUND TANK INSTALLATION OR REMOVAL, WELL CONSTRUCTION OR SEALING, OR ON-SITE ROCK CRUSHING.

2.2. NO CONSTRUCTION, DEMOLITION OR COMMERCIAL POWER MAINTENANCE EQUIPMENT SHALL BE OPERATED WITHIN THE CITY BETWEEN THE HOURS OF 6:00 PM AND 7:00 AM ON WEEKDAYS OR DURING ANY HOURS ON SATURDAYS, SUNDAYS AND STATE AND FEDERAL HOLIDAYS, EXCEPT UNDER PERMIT.

2.3. IF CONTAMINATED SOIL IS ENCOUNTERED, IT MUST BE REPORTED TO THE MINNESOTA DUTY OFFICER AT (651) 649-5451. PREAPPROVAL FOR REMOVAL OR REUSE MUST OCCUR FROM THE MPCA AND THE CITY OF MINNEAPOLIS.

3. FORESTRY DEPARTMENT

3.1. TO PROTECT ROOT ZONES, NO CONSTRUCTION EQUIPMENT OR MATERIALS SHALL BE PLACED, PARKED, OR STORED ON ANY UNPAVED AREA WITHIN THE DRIP LINE OF ANY CITY OWNED TREE. NO CHEMICALS OR PETROLEUM PRODUCTS SHALL BE DEPOSITED ON ANY UNPAVED AREA IN THE CITY RIGHT-OF-WAY.

3.2. ANY TREE ROOTS ENCOUNTERED ARE TO BE CLEANLY CUT USING HAND TOOLS.

3.3. NO OPEN EXCAVATION OR BORE PITS ALLOWED WITHIN 8 FEET OF CITY STREET TREES.

3.4. CARE SHALL BE TAKEN NOT TO DAMAGE TREE TRUNKS OR BRANCHES. CONTRACTOR MUST CONTACT FORESTRY DEPARTMENT INSPECTION AT (612) 499-9233 AT LEAST 3 DAYS PRIOR TO STARTING WORK TO DISCUSS PROBLEMS OF OVERHANGING BRANCHES THAT MAY BE DAMAGED.

GOPHER STATE ONE CALL
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Pat Sarver 952-250-2003

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PROJECT
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Matthew R. Pavek
DATE 4/21/15 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
3/27/15	PDR SUBMITTAL
4/21/15	REVISED LAND USE SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

SITE PLAN

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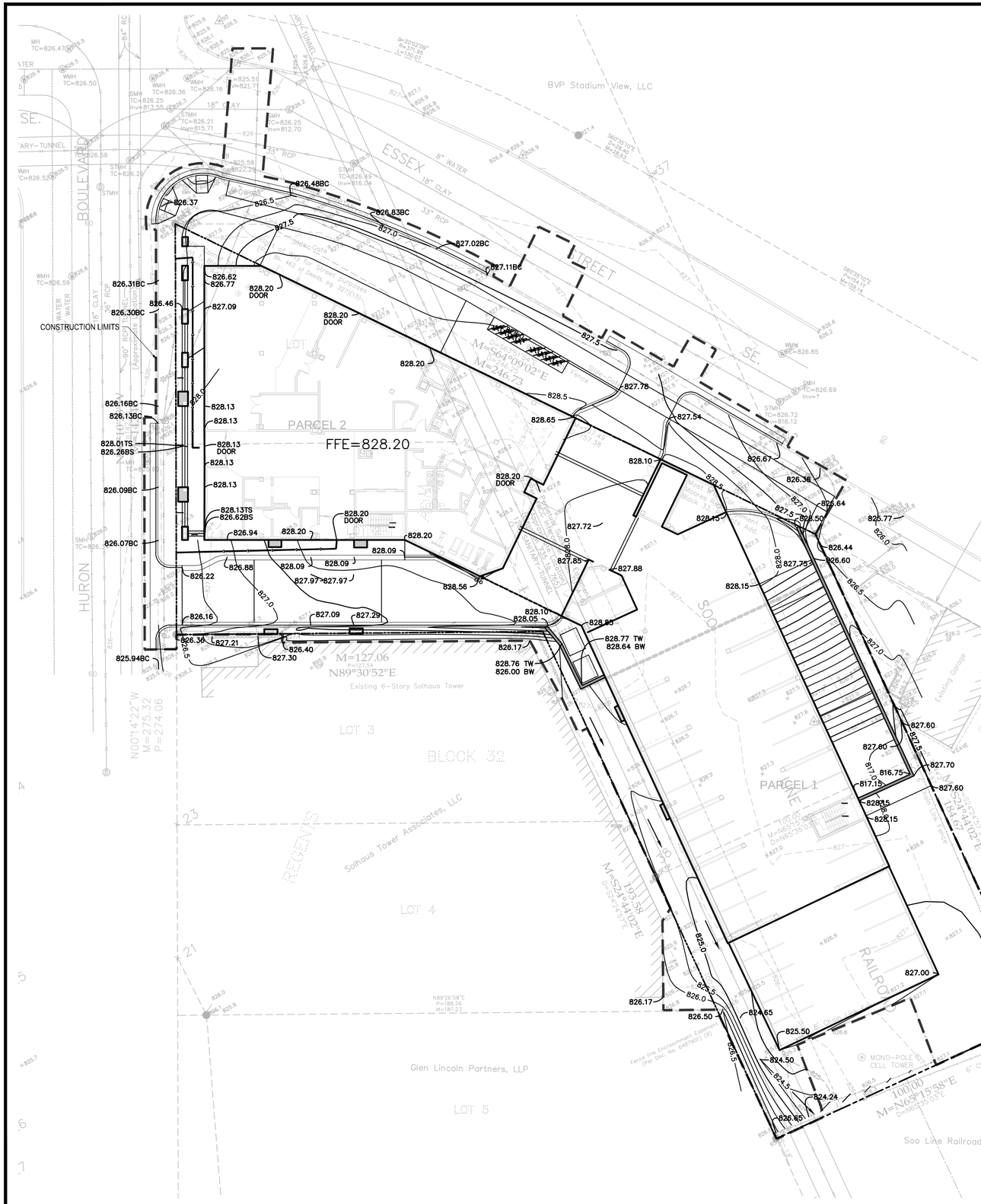

NON STORM WATER DISCHARGES:

THERE ARE NO KNOWN NON-STORM WATER DISCHARGES ON THE EXISTING SITE AND NONE ARE PROPOSED AS PART OF THIS DEVELOPMENT.

GROUNDWATER STATEMENT:

THIS PROJECT DOES NOT PROPOSE ANY PERMANENT GROUNDWATER DISCHARGE TO THE STORM WATER SYSTEM.

OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT

ALL CLEARING, GRADING, CONSTRUCTION OR DEVELOPMENT WILL BE DONE PURSUANT TO THE PLAN. SINGED BY PARTIES BELOW:

OWNER: _____

DEVELOPER: _____

CONTRACTOR: _____

GRADING PLAN LEGEND:

891	EX. 1' CONTOUR ELEVATION INTERVAL
819	1.0' CONTOUR ELEVATION INTERVAL
891.0	SPOT GRADE ELEVATION (FLOW LINE UNLESS OTHERWISE NOTED)
891.0 G	SPOT GRADE ELEVATION GUTTER
891.0 BC	SPOT GRADE ELEVATION BACK OF CURB (TOP OF CURB)
891.0 BS/TS	SPOT GRADE ELEVATION BOTTOM OF STAIRS/TOP OF STAIRS
T.O.	TIP OUT (T.O.) CURB AND GUTTER WHERE APPLICABLE - TAPER GUTTERS TO DRAIN AS SHOWN
	EXISTING AND PROPOSED DRAINAGE ARROWS

CITY OF MINNEAPOLIS GRADING NOTES:

1. RESERVED FOR CITY SPECIFIC GRADING NOTES.

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0-SW1.5

GROUNDWATER INFORMATION:

PER GEOTECHNICAL REPORT BY XXXXX, INC., DATED XX-XX-XX GROUNDWATER WAS OBSERVED AT ELEVATIONS RANGING FROM XXX.XX TO XXX.XX

THE BORINGS & GROUNDWATER ARE AS FOLLOWS:

B-1	XXX.XX
B-2	XXX.XX
B-3	XXX.XX
B-4	XXX.XX

PROPOSED FOOTING DRAIN TILE INVERT ELEVATION = XXX.XX

GENERAL GRADING NOTES:

1. SEE SITE PLAN FOR HORIZONTAL LAYOUT & GENERAL GRADING NOTES.
2. THE CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION (INCLUDING BUT NOT LIMITED TO SITE PREPARATION, SOIL CORRECTION, EXCAVATION, EMBANKMENT, ETC.) IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER, ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.
3. GRADING AND EXCAVATION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS & PERMIT REQUIREMENTS OF THE CITY.
4. PROPOSED SPOT GRADES ARE FLOW-LINE FINISHED GRADE ELEVATIONS, UNLESS OTHERWISE NOTED.
5. GRADES OF WALKS SHALL BE INSTALLED WITH 5% MAX. LONGITUDINAL SLOPE AND 1% MIN. AND 2% MAX. CROSS SLOPE, UNLESS OTHERWISE NOTED.
6. PROPOSED SLOPES SHALL NOT EXCEED 3:1 UNLESS INDICATED OTHERWISE ON THE DRAWINGS. MAXIMUM SLOPES IN MAINTAINED AREAS IS 4:1
7. PROPOSED RETAINING WALLS, FREESTANDING WALLS, OR COMBINATION OF WALL TYPES GREATER THAN 4' IN HEIGHT SHALL BE DESIGNED AND ENGINEERED BY A REGISTERED RETAINING WALL ENGINEER. DESIGN DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF GRADE STAKES THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH PROPER GRADES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR A FINAL FIELD CHECK OF FINISHED GRADES ACCEPTABLE TO THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO TOPSOIL AND SODDING ACTIVITIES.
9. IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, THE CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.
10. EXCAVATE TOPSOIL FROM AREAS TO BE FURTHER EXCAVATED OR REGRADED AND STOCKPILE IN AREAS DESIGNATED ON THE SITE. THE CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR RESPREADING ON THE SITE AS SPECIFIED. EXCESS TOPSOIL SHALL BE PLACED IN EMBANKMENT AREAS, OUTSIDE OF BUILDING PADS, ROADWAYS AND PARKING AREAS. THE CONTRACTOR SHALL SUBCUT CUT AREAS, WHERE TURF IS TO BE ESTABLISHED, TO A DEPTH OF 6 INCHES. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 6 INCHES.
11. FINISHED GRADING SHALL BE COMPLETED. THE CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRANSITION AREAS. PROVIDE A SMOOTH FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN, OR BETWEEN SUCH POINTS AND EXISTING GRADES. AREAS THAT HAVE BEEN FINISH GRADED SHALL BE PROTECTED FROM SUBSEQUENT CONSTRUCTION OPERATIONS, TRAFFIC AND EROSION. REPAIR ALL AREAS THAT HAVE BECOME RUTTED BY TRAFFIC OR ERODED BY WATER OR HAS SETTLED BELOW THE CORRECT GRADE. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION OR TO THE REQUIREMENTS OF THE NEW WORK.
12. PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE STREET AND/OR PARKING AREA SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS OF THE STREET OR PARKING AREA ARE UNSTABLE. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER.
13. TOLERANCES
    - 13.1. THE BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
    - 13.2. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
    - 13.3. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
    - 13.4. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
14. MAINTENANCE
    - 14.1. THE CONTRACTOR SHALL PROTECT NEWLY GRADED AREAS FROM TRAFFIC AND EROSION, AND KEEP AREA FREE OF TRASH AND DEBRIS.
    - 14.2. CONTRACTOR SHALL REPAIR AND REESTABLISH GRADES IN SETTLED, ERODED AND RUTTED AREAS TO SPECIFIED TOLERANCES. DURING THE CONSTRUCTION, IF REQUIRED, AND DURING THE WARRANTY PERIOD, ERODED AREAS WHERE TURF IS TO BE ESTABLISHED SHALL BE RESEEDED AND MULCHED.
    - 14.3. WHERE COMPLETED COMPACTED AREAS ARE DISTURBED BY SUBSEQUENT CONSTRUCTION OPERATIONS OR ADVERSE WEATHER, CONTRACTOR SHALL SCARIFY, SURFACE, RESHAPE, AND COMPACT TO REQUIRED DENSITY PRIOR TO FURTHER CONSTRUCTION.

GOPHER STATE ONE CALL
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(800) 252-1166 TOLL FREE
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Matthew R. Pavek
DATE 4/21/15 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

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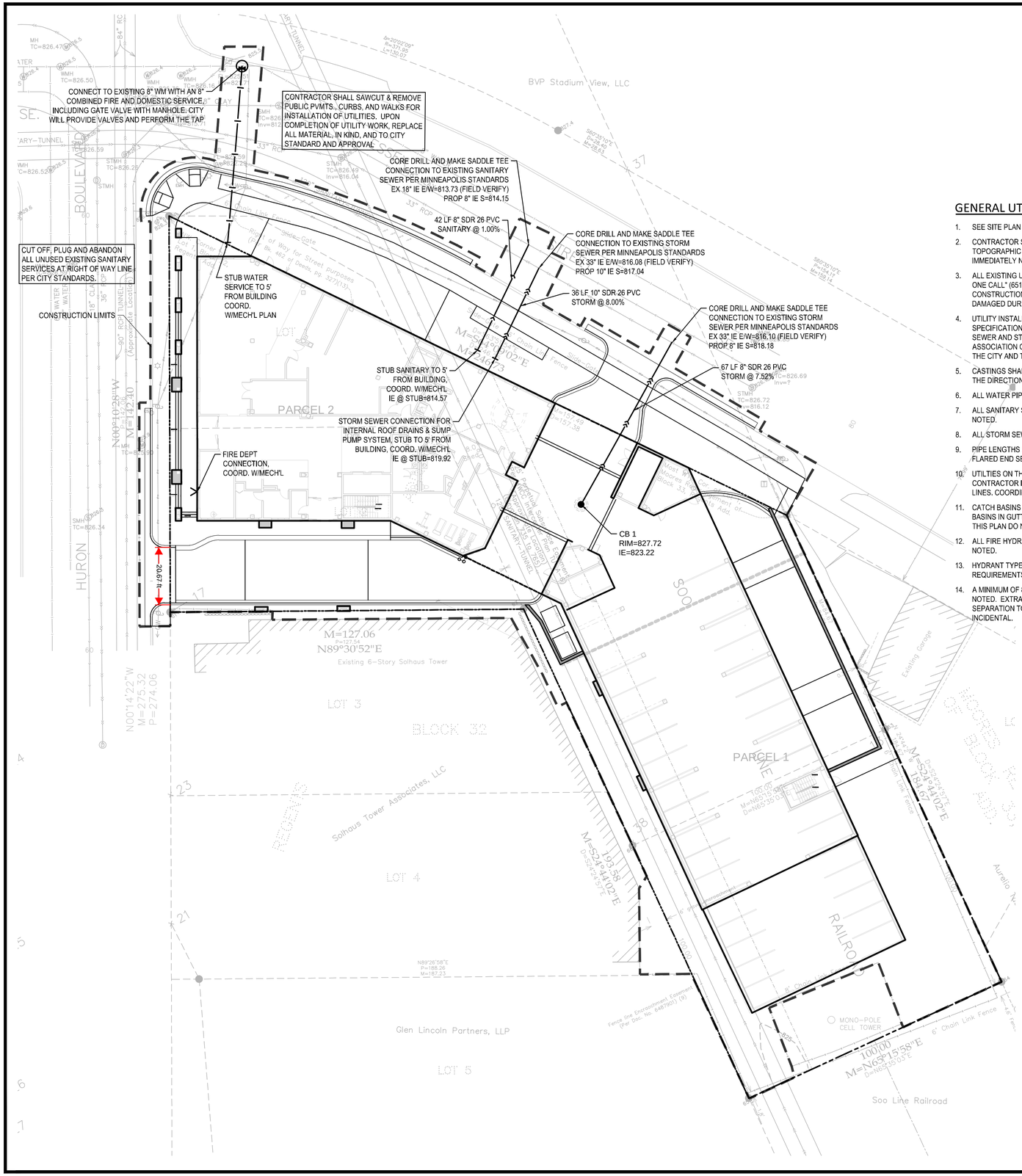
3/27/15	PDR SUBMITTAL
4/21/15	REVISED LAND USE SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

GRADING PLAN

C3.0



CITY OF MINNEAPOLIS UTILITY NOTES:

1. RESERVED FOR CITY SPECIFIC UTILITY NOTES.

UTILITY LEGEND:

- MANHOLE OR CATCH BASIN
- MANHOLE OR CATCH BASIN
- WATER MAIN
- SANITARY SEWER
- STORM SEWER

GENERAL UTILITY NOTES:

1. SEE SITE PLAN FOR HORIZONTAL DIMENSIONS AND LAYOUT.
2. CONTRACTOR SHALL FIELD VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES OR VARIATIONS FROM THE PLANS.
3. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILTIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
4. UTILITY INSTALLATION SHALL CONFORM TO THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION" AND "SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), AND SHALL CONFORM WITH THE REQUIREMENTS OF THE CITY AND THE PROJECT SPECIFICATIONS.
5. CASTINGS SHALL BE SALVAGED FROM STRUCTURE REMOVALS AND RE-USED OR PLACED AT THE DIRECTION OF THE OWNER.
6. ALL WATER PIPE SHALL BE CLASS 52 DUCTILE IRON PIPE (DIP) UNLESS OTHERWISE NOTED.
7. ALL SANITARY SEWER SHALL BE SDR 26 POLYVINYL CHLORIDE (PVC) UNLESS OTHERWISE NOTED.
8. ALL STORM SEWER PIPE SHALL BE HDPE UNLESS OTHERWISE NOTED.
9. PIPE LENGTHS SHOWN ARE FROM CENTER TO CENTER OF STRUCTURE OR TO END OF FLARED END SECTION.
10. UTILTIES ON THE PLAN ARE SHOWN TO WITHIN 5' OF THE BUILDING FOOTPRINT. THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE FINAL CONNECTION TO BUILDING LINES. COORDINATE WITH ARCHITECTURAL AND MECHANICAL PLANS.
11. CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.15 FEET PER DETAILS. RIM ELEVATIONS SHOWN ON THIS PLAN DO NOT REFLECT SUMPED ELEVATIONS.
12. ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB UNLESS OTHERWISE NOTED.
13. HYDRANT TYPE, VALVE, AND CONNECTION SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS. HYDRANT EXTENSIONS ARE INCIDENTAL.
14. A MINIMUM OF 8 FEET OF COVER IS REQUIRED OVER ALL WATERMAIN, UNLESS OTHERWISE NOTED. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM OF 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. EXTRA DEPTH WATERMAIN IS INCIDENTAL.
15. A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES, UNLESS OTHERWISE NOTED.
16. ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE IN ACCORDANCE WITH CITY STANDARDS AND COORDINATED WITH THE CITY PRIOR TO CONSTRUCTION.
17. CONNECTIONS TO EXISTING STRUCUTRES SHALL BE CORE-DRILLED.
18. COORDINATE LOCATIONS AND SIZES OF SERVICE CONNECTIONS WITH THE MECHANICAL DRAWINGS.
19. COORDINATE INSTALLATION AND SCHEDULING OF THE INSTALLATION OF UTILITIES WITH ADJACENT CONTRACTORS AND CITY STAFF.
20. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL PAVEMENT CONNECTIONS SHALL BE SAWCUT. ALL TRAFFIC CONTROLS SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE BUT NOT BE LIMITED TO SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
21. ALL STRUCTURES, PUBLIC AND PRIVATE, SHALL BE ADJUSTED TO PROPOSED GRADES WHERE REQUIRED. THE REQUIREMENTS OF ALL OWNERS MUST BE COMPLIED WITH. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
22. CONTRACTOR SHALL CORDINATE ALL WORK WITH PRIVATE UTILITY COMPANIES.
23. CONTRACTOR SHALL COORDINATE CONNECTION OF IRRIGATION SERVICE TO UTILITIES. COORDINATE THE INSTALLATION OF IRRIGATION SLEEVES NECESSARY AS TO NOT IMPACT INSTALLATION OF UTILITIES.
24. CONTRACTOR SHALL MAINTAIN AS-BUILT PLANS THROUGHOUT CONSTRUCTION AND SUBMIT THESE PLANS TO ENGINEER UPON COMPLETION OF WORK.
25. ALL JOINTS AND CONNECTIONS IN STORM SEWER SYSTEM SHALL BE GASTIGHT OR WATERTIGHT. APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATERTIGHT CONNECTIONS TO MANHOLES, CATCHBASINS, OR OTHER STRUCTURES.

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

N

1" = 20'-0"
10'-0" 0 20'-0"

CivilSite GROUP
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Pat Sarver 952-250-2003

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PROJECT
HURON AND ESSEX HOTEL
2510 ESSEX STREET SE, MINNEAPOLIS, MN
CPM DEVELOPMENT
2919 KNOX AVENUE S, SUITE 200, MINNEAPOLIS, MN

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

Matthew R. Pavek
DATE 4/21/15 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

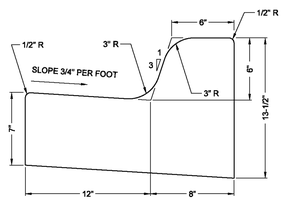
DATE	DESCRIPTION
3/27/15	PDR SUBMITTAL
4/21/15	REVISED LAND USE SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

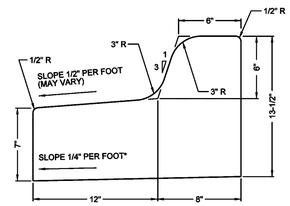
UTILITY PLAN

C4.0

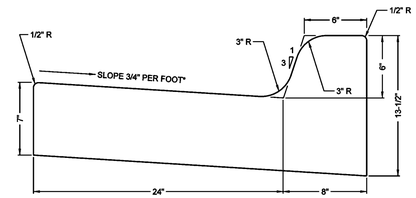


*SLOPE NOT TO EXCEED 1:20 AT CURB RAMPS

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		B612 CURB AND GUTTER	STANDARD PLATE NO. ROAD-1000
DRAWN: JFC	DATE: 4/1/08		
APPROVED: GAS	DATE: 5/19/08		

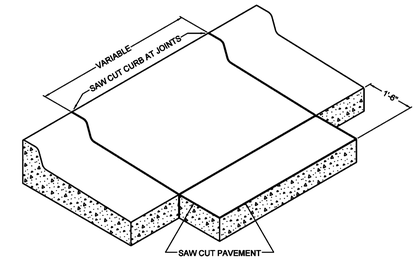


MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		B612 CURB AND GUTTER TIPOUT	STANDARD PLATE NO. ROAD-1001
DRAWN: JFC	DATE: 4/7/08		
APPROVED: GAS	DATE: 5/19/08		

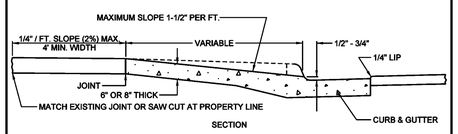


*SLOPE NOT TO EXCEED 1:20 AT CURB RAMPS

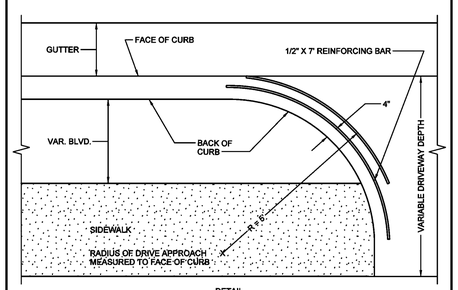
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		B-624 CURB AND GUTTER	STANDARD PLATE NO. ROAD-1003
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		



MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		SAW CUT AT CURB AND GUTTER REMOVAL	STANDARD PLATE NO. ROAD-1010
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		

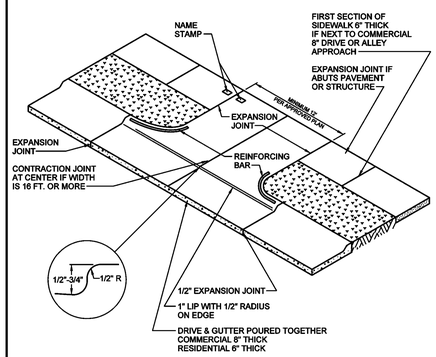


SECTION

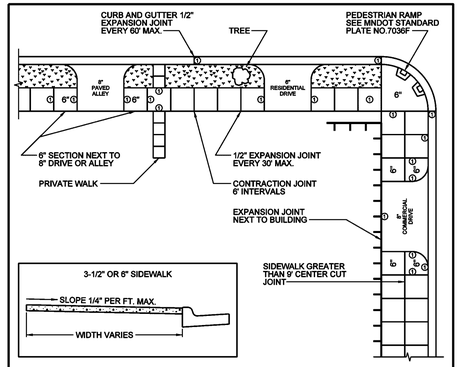


DETAIL

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		TYPICAL DRIVEWAY CONSTRUCTION	STANDARD PLATE NO. ROAD-2001
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		

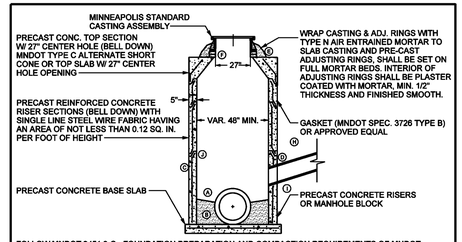


MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		TYPICAL DRIVEWAY	STANDARD PLATE NO. ROAD-2002
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		



NOTE:
1. EXPANSION MATERIAL REQUIRED (SEE MNDOT SPEC BOOK, 2301.3K JOINT CONSTRUCTION).
FIRST SECTION NEXT TO COMMERCIAL DRIVEWAY OR ALLEY 6" THICK.
1/2" THICK EXPANSION JOINTS AT 30' INTERVALS (MAXIMUM).
EXPANSION TO BE USED WHEN SIDEWALK ABUTS BUILDING.
CONTRACTION JOINT TO BE CENTERED ON SIDEWALK WIDER THAN 9'.
CONTRACTION JOINT TO BE PLACED EVERY 6' OR LESS.

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		TYPICAL SIDEWALK AND DRIVEWAY CONSTRUCTION	STANDARD PLATE NO. ROAD-2003
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		



FOLLOW MNDOT 2451.3-C - FOUNDATION PREPARATION AND COMPACTION REQUIREMENTS OF MNDOT 2105.3 F1 - SPECIFIED DENSITY METHOD (100% COMPACTION REQUIREMENTS OF STANDARD PROCTOR)

MNDOT DESIGN F, MODIFIED
CONTINUOUS INSIDE DIAMETER
USE MINNEAPOLIS SHORT CONE SECTION (MNDOT TYPE C ALTERNATE) OR TOP SLAB ONLY

- (A) BOTTOM TO BE SHAPED 2/3 OF PIPE DIAMETER WITH POURED CONCRETE TO PROVIDE EFFICIENT FLOW.
- (B) WHEN THE INVERT OF THE INLET PIPE IS BELOW THE SPRING LINE OF THE MAIN, THEN PROVIDE CONCRETE "POWER FLOWS" FOR POSITIVE DOWN STREAM FLOW THROUGH MANHOLE.
- (C) PRE-CAST CONCRETE MANHOLE SECTIONS.
- (D) FILL AROUND INLET PIPE AND LIFTING HOLES WITH CEMENT MORTAR, TYPE N AIR ENTRAINED, FINISH SMOOTH AS NECESSARY. ALL PIPES CONNECTING TO MH'S SHALL BE TRIMMED FLUSH TO THE INTERIOR WALL OF THE MH STRUCTURE.
- (E) MANHOLE CASTING SHALL BE SET ON A FULL MORTAR BED, TYPE N AIR ENTRAINED
- (F) THE NUMBER OF CONCRETE ADJUSTING RINGS SHALL BE LIMITED TO PROVIDE A MAXIMUM THICKNESS OF 8" INCLUDING MORTAR. TYPE N AIR ENTRAINED WITH A MINIMUM OF 1 - 2" ADJUSTING RING. ALL ADJUSTING RINGS TO BE NEATLY SEALED WITH CONCRETE GROUT. TYPE N AIR ENTRAINED, ON THE INTERIOR OF THE STRUCTURE. MINIMUM OF 2" OF ADJUSTING RINGS & MORTAR TYPE N AIR ENTRAINED REQUIRED. ALL WOOD AND NON-CONCRETE ADJUSTING DEVICES SHALL BE REMOVED.
- (G) CONCRETE MANHOLE BLOCK MAY BE USED WITH THE APPROVAL OF CITY ENGINEER. INTERIOR & EXTERIOR OF BLOCK WORK SHALL BE MORTAR PLASTERED, TYPE N AIR ENTRAINED, TO A SMOOTH FINISH, MIN. 1/2" THICKNESS.
- (H) SUITABLE BACKFILL UNIFORMLY DISTRIBUTED IN 8" OR LESS LAYERS AND COMPACTED BEFORE SUCCESSIVE LAYERS ARE ADDED. MNDOT 2451.3 D - BACKFILLING EXCAVATIONS, COMPACTION IN ACCORDANCE WITH MNDOT 2105.3 F1 - SPECIFIED DENSITY METHOD.
- (J) FILL ANNULAR SPACE ON BELL END OF 1ST RISER SECTION WITH BRICK AND MORTAR, TYPE N AIR ENTRAINED, IF REQUIRED.
- (I) WATER STOP REQUIRED ON PVC, DIP, VCP, HDPE, HOBAS, PPP.

MINNEAPOLIS SHORT CONE SECTION SHALL BE USED UNLESS OTHERWISE SPECIFIED IN THE PLANS AND PLASTER COATED WITH TYPE N AIR ENTRAINED MORTAR (TO A SMOOTH FINISH).

ALL PRE-CAST MH RISER SECTIONS SHALL BE CONFIGURED TO PLACE THE BELL END DOWN.

MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 2506
MODIFIED MNDOT 4000J, 4005L
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		TYPICAL MANHOLE CONSTRUCTION	STANDARD PLATE NO. SEWR-1000-R1
DRAWN: DCD	DATE: 12/09		
APPROVED: HRS	DATE: 12/09		

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Matthew R. Pavek
DATE 3/27/15 LICENSE NO. 44263

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REVISION SUMMARY

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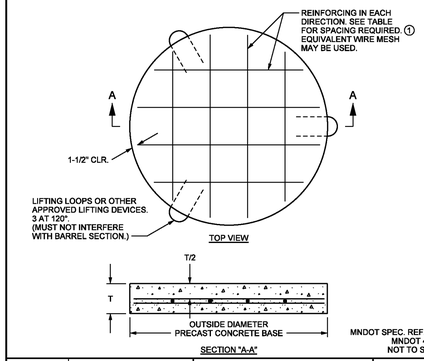
CIVIL DETAILS

C5.0

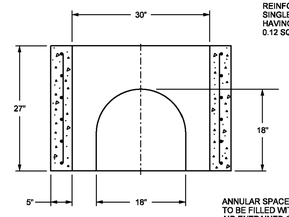
STRUCTURE	PRECAST CONCRETE BASE				
SIZE (in.)	OUTSIDE DIA. (in.)	"T" (in.)	MIN. REINFORCEMENT (1) (in.) BAR NUMBER	MIN. REINFORCEMENT (1) (in.) SPACING (in.)	WT. (lbs.)
30	44	6	#4	12	1680
48	66	6	#4	12	1680
60	78	8	#4	12	3320
72	92	8	#4	12	4620
84	106	8	#4	8	6130
96	120	8	#4	8	7850
108	132	10	#4	8	10690
120	146	12	#4	8	17440

ALL REBARS ARE IN ENGLISH DESIGNATIONS



MNDOT SPEC. REF. 2506
MNDOT 4011E
NOT TO SCALE

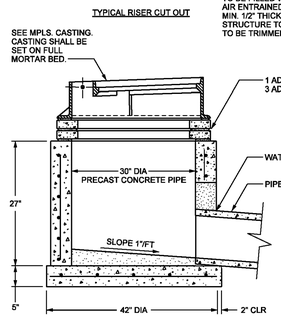
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: CKD | DATE: 2/03 | APPROVED: HRS | DATE: 12/06 | MANHOLE BASE SLAB | STANDARD PLATE NO. SEWR-1003



TYPICAL RISER CUT OUT

REINFORCING:
SINGLE LINE OF STEEL WIRE FABRIC HAVING AN AREA OF NOT LESS THAN 0.12 SQ.IN. PER FOOT OF HEIGHT.

ANNULAR SPACE AROUND PIPE REQUIRED TO BE FILLED WITH BRICK & MORTAR. TYPE N AIR ENTRAINED CONCRETE PLASTER COATED MIN. 1/2" THICK INTERIOR & EXTERIOR OF STRUCTURE TO A SMOOTH FINISH. ALL PIPES TO BE TRIMMED FLUSH WITH THE INTERIOR WALL

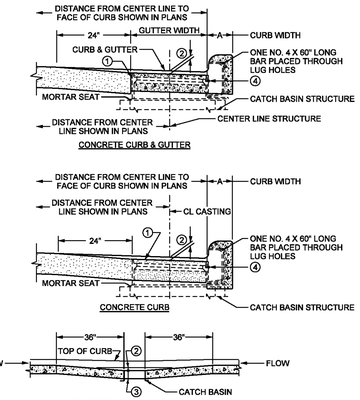


RISER TO BE SET ON A FULL MORTAR BED

MINNEAPOLIS STANDARD CB POT
MNDOT DESIGN N ONLY

MNDOT SPEC. REF. 2506
DESIGN N MNDOT 4003B
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 12/09 | APPROVED: HRS | DATE: 12/09 | PRECAST CATCH BASIN POT | STANDARD PLATE NO. SEWR-1008-R1



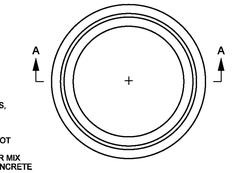
NOTES:
(1) CATCH BASIN CASTING.
(2) ON ALL APPLICATIONS USE 1-1/4" SUMP. SUMP SHALL BE MEASURED AT CENTER OF CASTING.
(3) SAME THICKNESS AS ADJACENT PAVEMENT OR GUTTER.
(4) CURB INLET CASTING SHALL BE FASTENED TEMPORARILY TO FRAME CASTING WITH 3 CAP SCREWS. DURING CURB CONSTRUCTION. CAP SCREWS MUST BE REMOVED AFTER CURB HAS HARDENED.

COMPENSATE FOR TILT BY VARYING THE DEPTH OF MORTAR SEAT.
ALL REINFORCEMENT REQUIRED IS INCIDENTAL, WITH NO DIRECT PAYMENT.
ALL REBARS ARE IN ENGLISH DESIGNATIONS.
ALL REBARS ARE GRADE 60

MNDOT SPEC. REF. 2506
MNDOT 7111J
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 5/03 | APPROVED: HRS | DATE: 12/06 | CATCH BASIN INSTALLATION | STANDARD PLATE NO. SEWR-1009

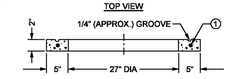
CONCRETE ADJUSTING RING



TOP VIEW

NOTES:
ON CONSTRUCTION OF DRAINAGE STRUCTURES, THE NUMBER OF ADJUSTING RINGS USED PER MANHOLE OR CATCH BASIN SHALL BE LIMITED TO PROVIDE A MAXIMUM THICKNESS OF 8" INCLUDING MORTAR THICKNESS (A 6" RING IS NOT ALLOWED ON NEW CONSTRUCTION). PLASTER COAT INTERIOR OF ADJ. RINGS MIN. 1/2" MORTAR MIX TYPE N AIR ENTRAINED. FINISHED SMOOTH. CONCRETE RINGS MUST BE ENCASED IN MORTAR.

(1) REINFORCING:
A SINGLE HOOP OF 8 GAGE STEEL WIRE.

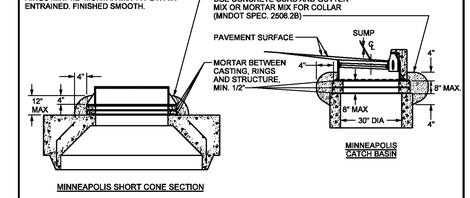


SECTION A-A

INSTALLATION DETAIL

PLASTER COAT INTERIOR OF ADJUSTING RINGS MIN. 1/2" MORTAR MIX TYPE N AIR ENTRAINED. FINISHED SMOOTH.

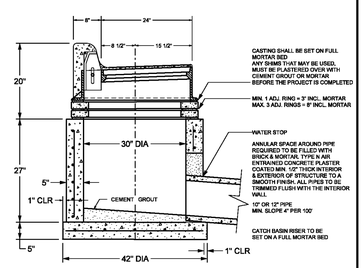
CONCRETE COLLAR TO ENCASE CASTING AND ADJUSTING RINGS. USE CONCRETE CURB AND GUTTER MIX OR MORTAR MIX FOR COLLAR (MNDOT SPEC. 2506.2B)



MINNEAPOLIS SHORT CONE SECTION

MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 2506, 4026A
CONCRETE ADJUSTING RINGS ONLY
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 12/09 | APPROVED: HRS | DATE: 12/09 | CONCRETE ADJUSTING RINGS | STANDARD PLATE NO. SEWR-1011-R1

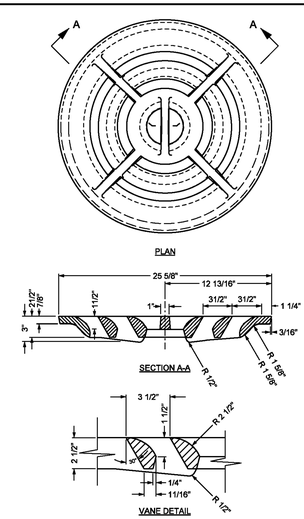


TYPICAL CATCH BASIN CONSTRUCTION, MINNEAPOLIS STANDARD

SEWR PLATE REFERENCES:
SEWR-1003
SEWR-1008-R1
SEWR-1009
SEWR-1010
SEWR-1011-R1
SEWR-2006
SEWR-2007
SEWR-2008
SEWR-3000
SEWR-3001

MNDOT SPEC. REF. 2506
DESIGN N MNDOT 4003B
NOT TO SCALE

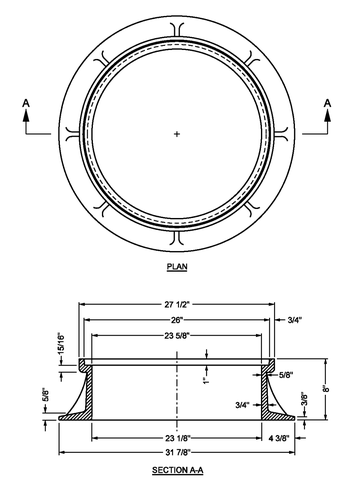
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 12/12 | APPROVED: KMM | DATE: 12/12 | STANDARD CATCH BASIN CONSTRUCTION | STANDARD PLATE NO. SEWR-1017



NOTES:
MINNEAPOLIS ALLEY INLET GRATE
MATERIAL: GRAY IRON ASTM A-48

MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 2506
MODIFIED MNDOT 4154B
NOT TO SCALE

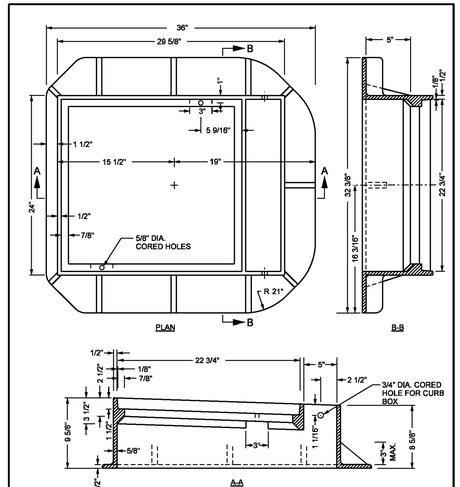
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: ZTT | DATE: 12/02 | APPROVED: HRS | DATE: 12/06 | CIRCULAR VANE GRATE | STANDARD PLATE NO. SEWR-2003



NOTES:
WEIGHT = 194 LBS.
MATERIAL: GRAY IRON ASTM A-48

MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 2506
MODIFIED MNDOT 4101D
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 2/07 | APPROVED: HRS | DATE: 2/07 | STANDARD MANHOLE CASTING | STANDARD PLATE NO. SEWR-2004



NOTES:
FOR USE WITH 30" DIA. REINFORCED CONCRETE CATCH BASIN POT. MAY ALSO BE USED ON A MANHOLE STRUCTURE WHEN PLACED TO CAPTURE GUTTER FLOWS.
MNDOT FRAME CASTING 806, USE GRATE 816, CURB BOX 824.
APPROXIMATE WEIGHT = 302 LBS.
MATERIAL: GRAY IRON ASTM A-48

MNDOT SPEC. REF. 2506
MNDOT 4125D
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 2/03 | APPROVED: HRS | DATE: 12/06 | CATCH BASIN CASTING | STANDARD PLATE NO. SEWR-2006

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2919 KNOX AVENUE S, SUITE 200, MINNEAPOLIS, MN

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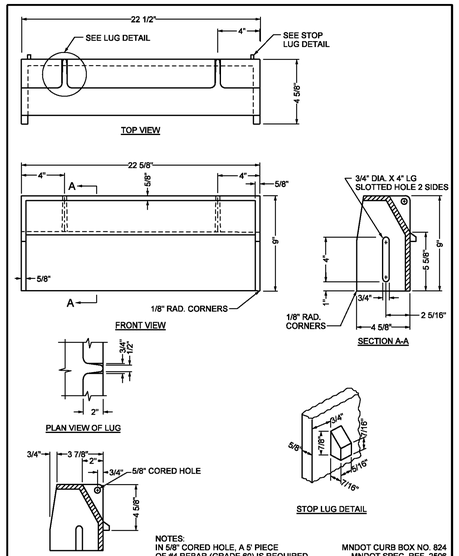
CIVIL DETAILS

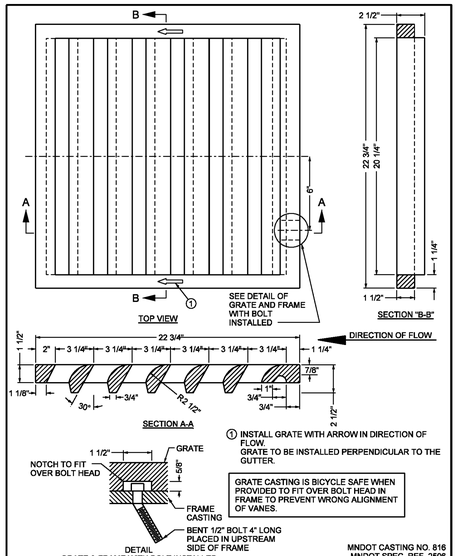
C5.1



NOTES:
IN 5/8" CORED HOLE, A 5' PIECE OF #4 REBAR (GRADE 60) IS REQUIRED.
WEIGHT = 54 LBS.
MATERIAL: GRAY IRON ASTM A-48

MNDOT CURB BOX NO. 824
MNDOT SPEC. REF. 2506
MNDOT 4133A
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		CURB BOX CASTING FOR CATCH BASIN	STANDARD PLATE NO. SEWR-2007
DRAWN: DCD	DATE: 2/03		
APPROVED: HRS	DATE: 12/06		



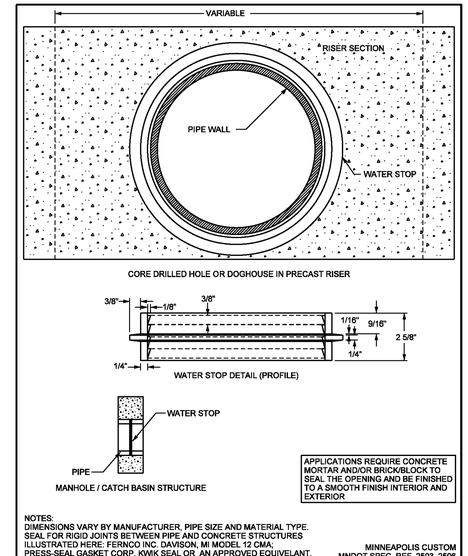
① INSTALL GRATE WITH ARROW IN DIRECTION OF FLOW.
GRATE TO BE INSTALLED PERPENDICULAR TO THE GUTTER.

GRATE CASTING IS BICYCLE SAFE WHEN PROVIDED TO FIT OVER BOLT HEAD IN FRAME TO PREVENT WRONG ALIGNMENT OF VANES.

NOTES:
MATERIAL: GRAY IRON ASTM A-48

MNDOT CASTING NO. 816
MNDOT SPEC. REF. 2506
MNDOT 4154B
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		CATCH BASIN GRATE TYPE "V"	STANDARD PLATE NO. SEWR-2008
DRAWN: DCD	DATE: 1/03		
APPROVED: HRS	DATE: 12/06		



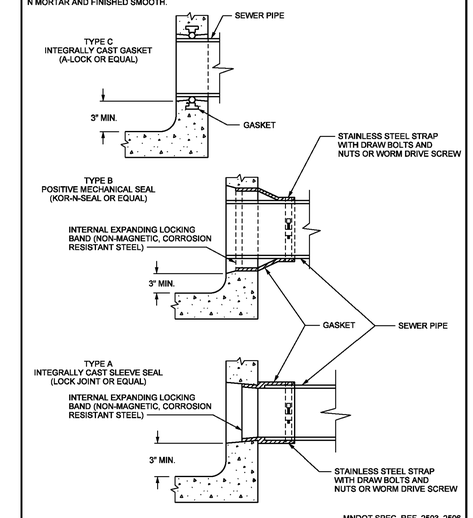
APPLICATIONS REQUIRE CONCRETE MORTAR AND/OR BRICK/BLOCK TO SEAL THE OPENING AND BE FINISHED TO A SMOOTH FINISH INTERIOR AND EXTERIOR

NOTES:
DIMENSIONS VARY BY MANUFACTURER, PIPE SIZE AND MATERIAL TYPE.
SEAL FOR RIGID JOINTS BETWEEN PIPE AND CONCRETE STRUCTURES ILLUSTRATED HERE: FERNCO INC. DAVISON, MI MODEL 12 CMA; PRESS-SEAL GASKET CORP. KWIK SEAL OR AN APPROVED EQUIVELANT.
NEOPRENE MATERIALS SHALL MEET OR EXCEED ASTM C 923 AND C 443.
WATER STOP REQUIRED FOR: PVC, HDPE, CIP, VCP, DIP, PPP, HOBAS.

MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 2503, 2506
MODIFIED MNDOT 4007C
NOT TO SCALE

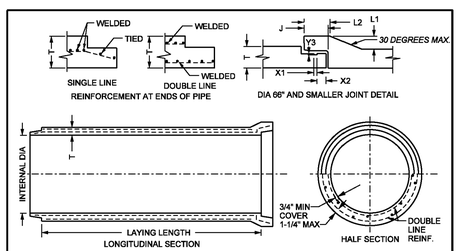
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		WATER STOP DETAIL	STANDARD PLATE NO. SEWR-3000
DRAWN: DCD	DATE: 2/03		
APPROVED: HRS	DATE: 12/06		

CORED OPENINGS SHALL BE BEVELLED TO ALLOW FOR MIS-ALIGNMENT.
FLEXIBLE SLEEVE SHALL BE NEOPRENE MATERIAL MEETING ASTN C-443.
VOIDS BETWEEN GASKET AND STRUCTURE SHALL BE FILLED USING TYPE N MORTAR AND FINISHED SMOOTH.



MNDOT SPEC. REF. 2503, 2506
MNDOT 4007C
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		WATERTIGHT PIPE CONNECTION	STANDARD PLATE NO. SEWR-3001
DRAWN: DCD	DATE: 3/03		
APPROVED: HRS	DATE: 12/06		



SEE PLATE SEWR-4000 FOR SHEAR REINFORCEMENT DETAILS — MODIFIED MNDOT 3000L "C" WALL ONLY

INTERNAL DIA. OF PIPE (IN.)	CROSS SECTION AREA	WALL THICKNESS (IN.) T	WEIGHT (LB. PER LIN. FT.)	MIN L2 (IN.)	L1 C WALL (IN.)	X1 (IN.)	X2 (IN.)	Y3 (IN.)
12	0.79	2 3/4	140	5	1 3/8	1	7/8	.313
15	1.23	3	180	4 3/4	1 1/2	1	7/8	.313
18	1.77	3 1/4	230	5	1 3/4	1	7/8	.313
21	2.40	3 1/2	280	5 1/4	1 7/8	1	7/8	.313
24	3.14	3 3/4	340	5 1/2	2	1	7/8	.313
27	3.98	4	410	5 1/2	2	1	7/8	.313
30	4.91	4 1/4	480	5 1/2	2	1	7/8	.313
33	5.94	4 1/2	510	5 3/4	2 1/8	1	7/8	.313
36	7.07	4 3/4	630	6	2 3/8	1	7/8	.313
42	9.62	5 1/4	810	6 3/4	3	1 3/16	1	.376
48	12.57	5 3/4	1010	7 1/4	3 3/8	1 3/16	1	.376
54	15.90	6 1/4	1230	7 1/2	2 7/8	1 3/16	1	.376
60	19.63	6 3/4	1470	7 1/2	2 3/8	1 3/16	1	.376
66	23.76	7 1/4	1740	7 1/2	2	1 3/16	1	.376

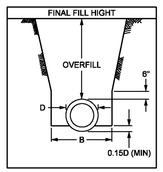
MNDOT SPEC. REF. 2503
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		RC PIPE 66" AND UNDER	STANDARD PLATE NO. SEWR-4001
DRAWN: DCD	DATE: 12/02		
APPROVED: HRS	DATE: 12/06		

CIRCULAR CONCRETE PIPE
HEIGHT OF BACKFILL IN FEET FOR CLASS C BEDDING
MEASURED AT TOP OF PIPE IN FEET, 120 PCF SOIL DENSITY

PIPE CLASS	CLASS II		CLASS III		CLASS IV		CLASS V	
PIPE DIA. (in.)	N	W	N	W	N	W	N	W
12	6	6	9	9	13	13	21	19
15	6	6	9	9	13	13	22	19
18	7	7	9	9	14	13	34	20
21	7	7	9	9	14	14	34	20
24	7	7	9	9	14	14	34	20
27	7	7	9	9	16	14	34	20
30	7	7	10	9	16	14	34	20
33	7	7	10	9	16	14	34	20
36	7	7	10	9	17	14	34	21
42	7	7	10	9	17	14	34	21
48	8	8	11	10	18	14	34	21
54	8	8	11	10	18	14	34	21
60	8	8	11	10	18	14	34	21
66	8	8	11	10	18	14	34	21
72	8	8	12	11	19	14	34	21
78	9	8	12	11	20	15	34	21
84	9	9	12	11	20	15	34	21
90	9	9	12	11	20	15	34	22
96	9	9	13	11	20	15	34	22
102	9	9	13	11	20	16	34	22
108	9	9	13	12	20	16	34	22

N = NARROW TRENCH: MINIMUM WIDTH
W = WIDE TRENCH: TRANSITION WIDTH
PIPE DIA. (in.) = INSIDE DIAMETER IN CHART

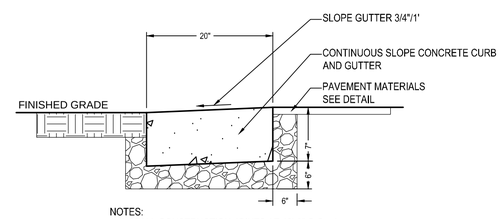


CLASS C (ORDINARY BEDDING)
CLASS C BEDDING CONSISTS OF CAREFULLY SHAPING THE FOUNDATION SOIL TO FIT THE LOWER EXTERIOR OF THE PIPE TO A DEPTH OF AT LEAST 15% OF THE OUTSIDE DIAMETER FOR CIRCULAR PIPES, AND AT LEAST EQUAL TO 1/2 OF THE HEIGHT OF ARCH PIPE. ADDITIONAL CONSIDERATION FOR BELL END PIPE IS USED. THE BEDDING MUST BE EXCAVATED TO ACCEPT THE BELL END SO THAT THE PIPE IS SUPPORTED ALONG ITS FULL LENGTH AND NOT JUST AT THE BELL.

PIPE DIA. (in.)	B
36 OR LESS	D + 24"
42 TO 54	1.5 x D
60 OR OVER	D + 36

MINNEAPOLIS DESIGN REFERENCE
MNDOT DRINAGE MANUAL
SECTION 2.5; AUGUST 30, 2000
FIG. 2.3 CLASSES OF BEDDING FOR TRENCH CONDITIONS
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		CLASS "C" BEDDING FOR TRENCH CONDITION	STANDARD PLATE NO. SEWR-8002
DRAWN: DCD	DATE: 12/02		
APPROVED: HRS	DATE: 1/07		



NOTES:
1. INSTALL CONSTRUCTION JOINTS AT 10'-0" O.C. +/-
2. BASE DEPTH DEPENDANT UPON SOIL CONDITIONS

① RIBBON CURB
N T S

CivilSite GROUP
4931 W. 35TH ST. SUITE 200
ST. LOUIS PARK, MN 55416
CivilSiteGroup.com
Matt Pavek 763-213-3944
Pat Sarver 952-250-2003

DJR ARCHITECTURE, INC
333 Washington Ave N. Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

PROJECT
HURON AND ESSEX HOTEL
2510 ESSEX STREET SE, MINNEAPOLIS, MN
CPM DEVELOPMENT
2919 KNOX AVENUE S, SUITE 200, MINNEAPOLIS, MN

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

Matthew R. Pavek
DATE 3/27/15 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

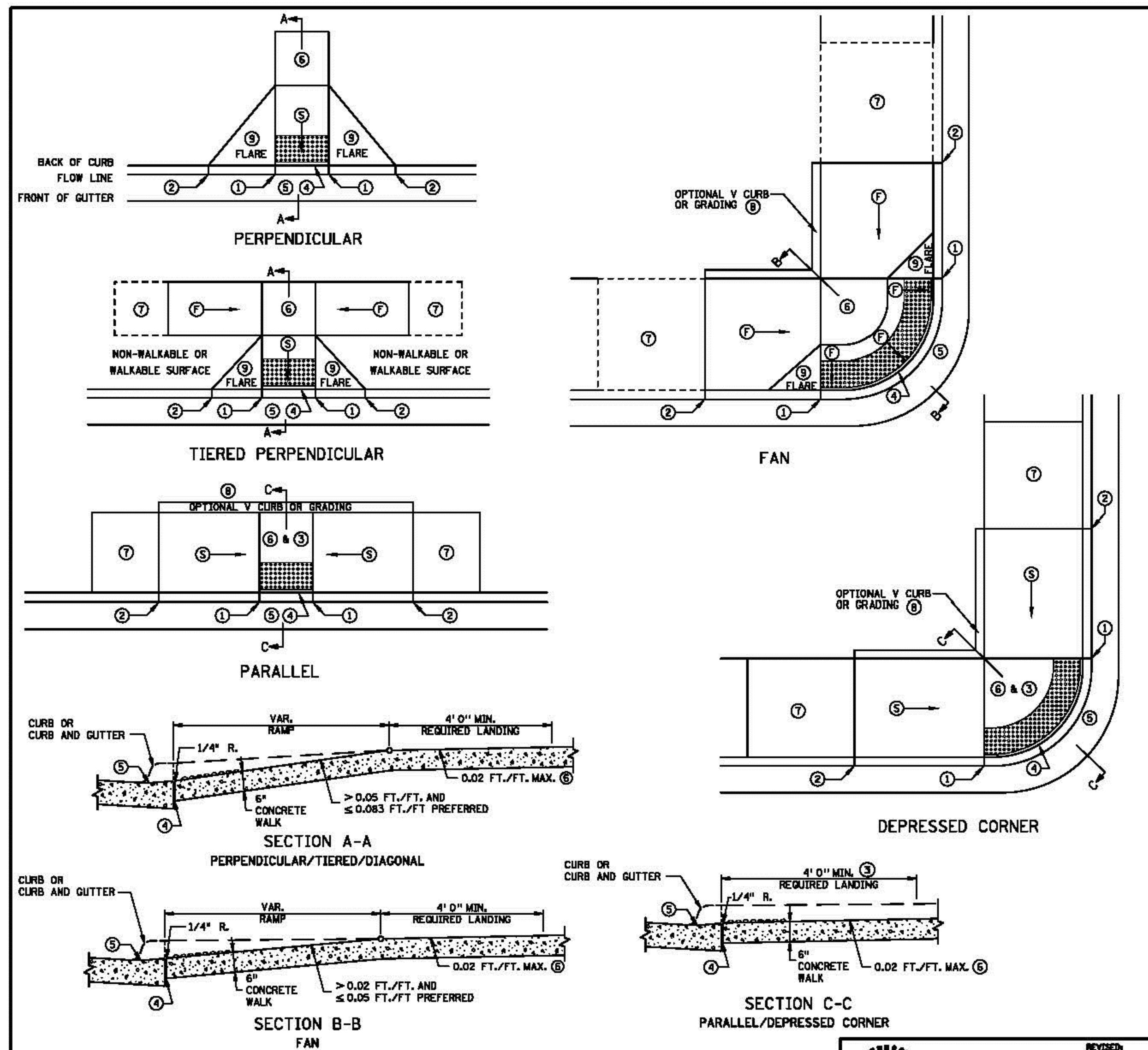
DATE	DESCRIPTION
3/27/15	PDR SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

CIVIL DETAILS

C5.2



PERPENDICULAR

TIERED PERPENDICULAR

PARALLEL

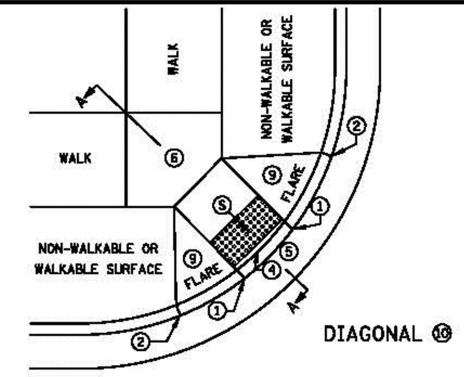
FAN

DEPRESSED CORNER

SECTION A-A
PERPENDICULAR/TIERED/DIAGONAL

SECTION B-B
FAN

SECTION C-C
PARALLEL/DEPRESSED CORNER



DIAGONAL ⑩

NOTES:

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS.

ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL.

TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONCTRUCTED, LANDINGS MAY BE CAST SEPARATELY. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 5 WHEN LANDINGS ARE CAST SEPARATELY.

ALL SLOPES ARE ABSOLUTE, RATHER THAN RELATIVE TO SIDEWALK/ROADWAY GRADES.

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MINIMUM OF 24" IN THE PATH OF TRAVEL. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH CROSSES A ROAD.

SEE STANDARD PLATE 7038 AND SHEET 4 OF 5 FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ DETECTABLE WARNINGS MAY BE PART OF 4' X 4' LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
④ 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M 213. JOINT FILLER SHALL BE PLACED FLUSH WITH THE BACK OF CURB AND ADJACENT SIDEWALK. JOINT SHALL BE FREE OF DEBRIS. RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB.
⑤ SEE PEDESTRIAN ACCESS ROUTE CURB AND GUTTER DETAIL FOR INFORMATION ON CONSTRUCTING CURB AND GUTTER AT CURB OPENINGS. SEE SHEET NO. 3 OF 5.
⑥ 4' BY 4' MIN. LANDING WITH MAX. 2.0% SLOPE IN ALL DIRECTIONS.
⑦ IF LONGITUDINAL SLOPE IS GREATER THAN 5.0%, 4' X 4' MIN. LANDING WITH MAX 2.0% SLOPE IN ALL DIRECTIONS REQUIRED.
⑧ V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. SEE SHEET 5 OF 5.
⑨ SEE SHEET 4 OF 5, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
⑩ DIAGONAL RAMPS SHOULD ONLY BE USED AFTER ALL OTHER CURB RAMP TYPES HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.

LEGEND

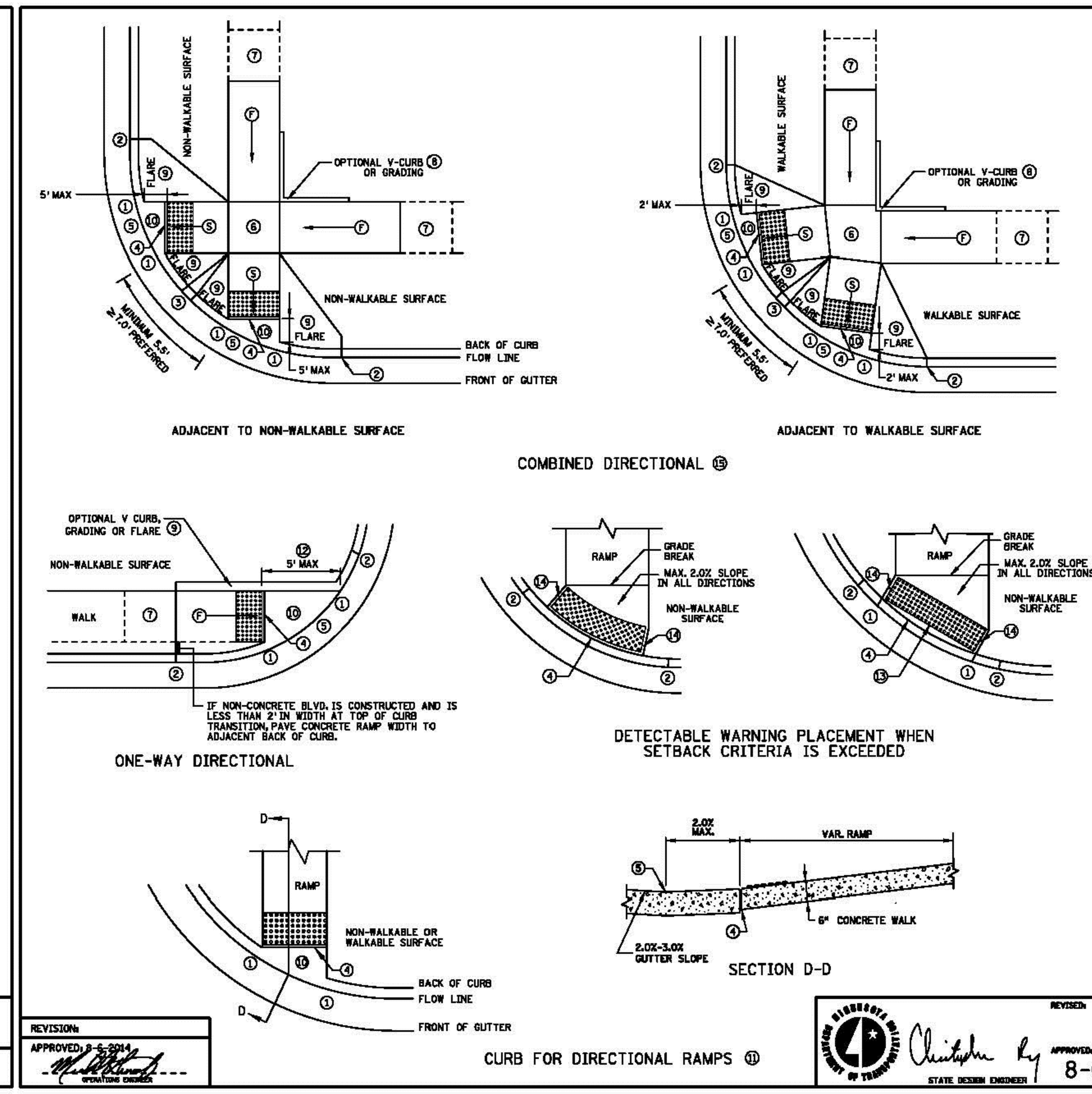
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

Ⓢ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%

Ⓕ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%

REVISION:
APPROVED: 8-6-2014
OPERATIONS ENGINEER
STATE DESIGN ENGINEER
REVISED:
APPROVED: 8-6-2014

PEDESTRIAN CURB RAMP DETAILS
STANDARD PLAN 5-297.250 | 1 OF 5



ADJACENT TO NON-WALKABLE SURFACE

ADJACENT TO WALKABLE SURFACE

COMBINED DIRECTIONAL ⑮

ONE-WAY DIRECTIONAL

DETECTABLE WARNING PLACEMENT WHEN SETBACK CRITERIA IS EXCEEDED

SECTION D-D

CURB FOR DIRECTIONAL RAMPS ⑪

NOTES:

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS.

ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL.

TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONCTRUCTED, LANDINGS MAY BE CAST SEPARATELY. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 5 WHEN LANDINGS ARE CAST SEPARATELY.

ALL SLOPES ARE ABSOLUTE, RATHER THAN RELATIVE TO SIDEWALK/ROADWAY GRADES.

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MINIMUM OF 24" IN THE PATH OF TRAVEL. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH CROSSES A ROAD.

SEE STANDARD PLATE 7038 AND SHEET 4 OF 5 FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ 3" MINIMUM CURB HEIGHT, 4" PREFERRED.
④ 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M 213. JOINT FILLER SHALL BE PLACED FLUSH WITH THE BACK OF CURB AND ADJACENT SIDEWALK. JOINT SHALL BE FREE OF DEBRIS. RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MIN. TO 6" MAX. FROM THE BACK OF CURB.
⑤ SEE PEDESTRIAN ACCESS ROUTE CURB AND GUTTER DETAIL FOR INFORMATION ON CONSTRUCTING CURB AND GUTTER AT CURB OPENINGS. SEE SHEET NO. 3 OF 5.
⑥ 4' BY 4' MIN. LANDING WITH MAX. 2.0% SLOPE IN ALL DIRECTIONS.
⑦ IF LONGITUDINAL SLOPE IS GREATER THAN 5.0%, 4' X 4' MIN. LANDING WITH MAX 2.0% SLOPE IN ALL DIRECTIONS REQUIRED.
⑧ V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.
⑨ SEE SHEET 4 OF 5, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
⑩ MAX. 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.
⑪ TO BE USED FOR ALL DIRECTIONAL RAMPS.
⑫ PLACE DOMES AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.
⑬ RECTANGULAR DETECTABLE WARNINGS MAY BE SETBACK 9" FROM THE BACK OF CURB WITH CORNERS SET 3" FROM BACK OF CURB. IF 9" SETBACK IS EXCEEDED USE RADIAL DETECTABLE WARNINGS.
⑭ WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB. MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑮ FRONT EDGE OF DETECTABLE WARNING SHALL BE SET BACK 2' MAXIMUM WHEN ADJACENT TO WALKABLE SURFACE, AND 5' MAXIMUM WHEN ADJACENT TO NON-WALKABLE SURFACE WITH ONE CORNER SET 3" FROM BACK OF CURB. WHETHER A SURFACE IS WALKABLE OR NOT SHALL BE DETERMINED BY THE ENGINEER

LEGEND

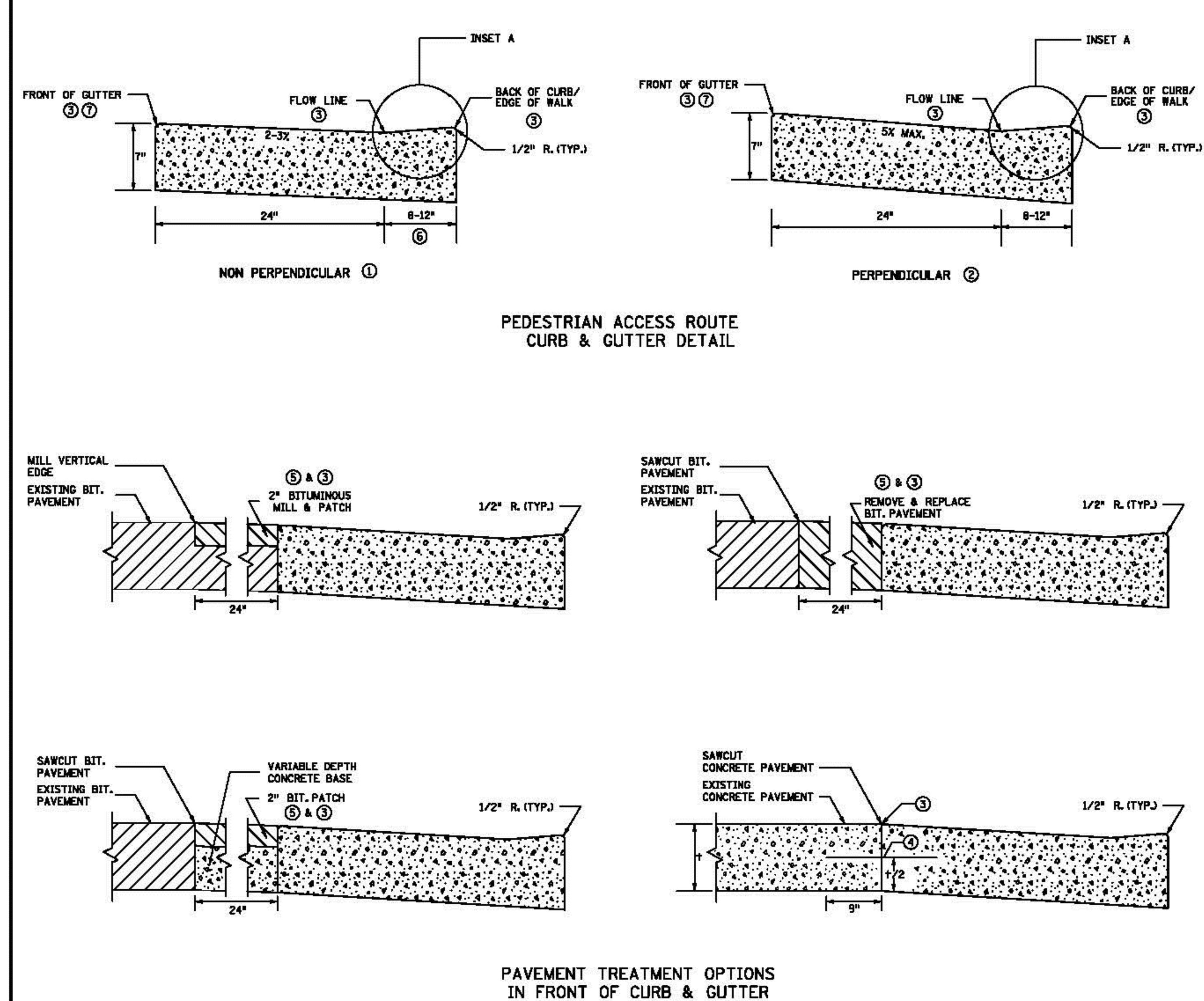
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

Ⓢ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%

Ⓕ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%

REVISION:
APPROVED: 8-6-2014
OPERATIONS ENGINEER
STATE DESIGN ENGINEER
REVISED:
APPROVED: 8-6-2014

PEDESTRIAN CURB RAMP DETAILS
STANDARD PLAN 5-297.250 | 2 OF 5

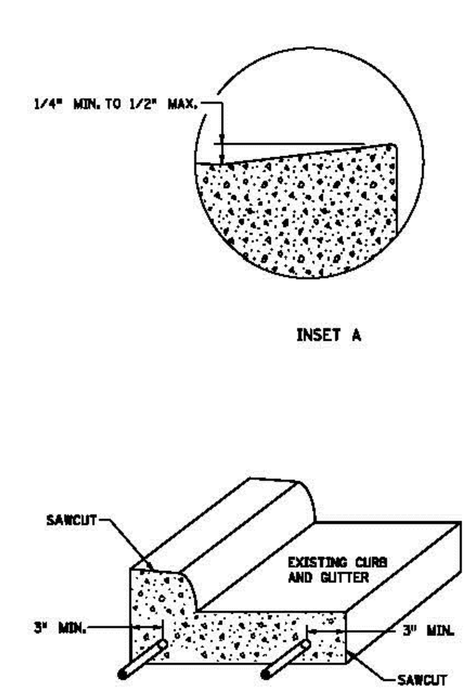


NON PERPENDICULAR ①

PERPENDICULAR ②

PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL

PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER
FOR USE ON CURB RAMP RETROFITS



INSET A

CURB AND GUTTER REINFORCEMENT ⑧
FOR USE ON CURB RAMP RETROFITS

NOTES:

POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.

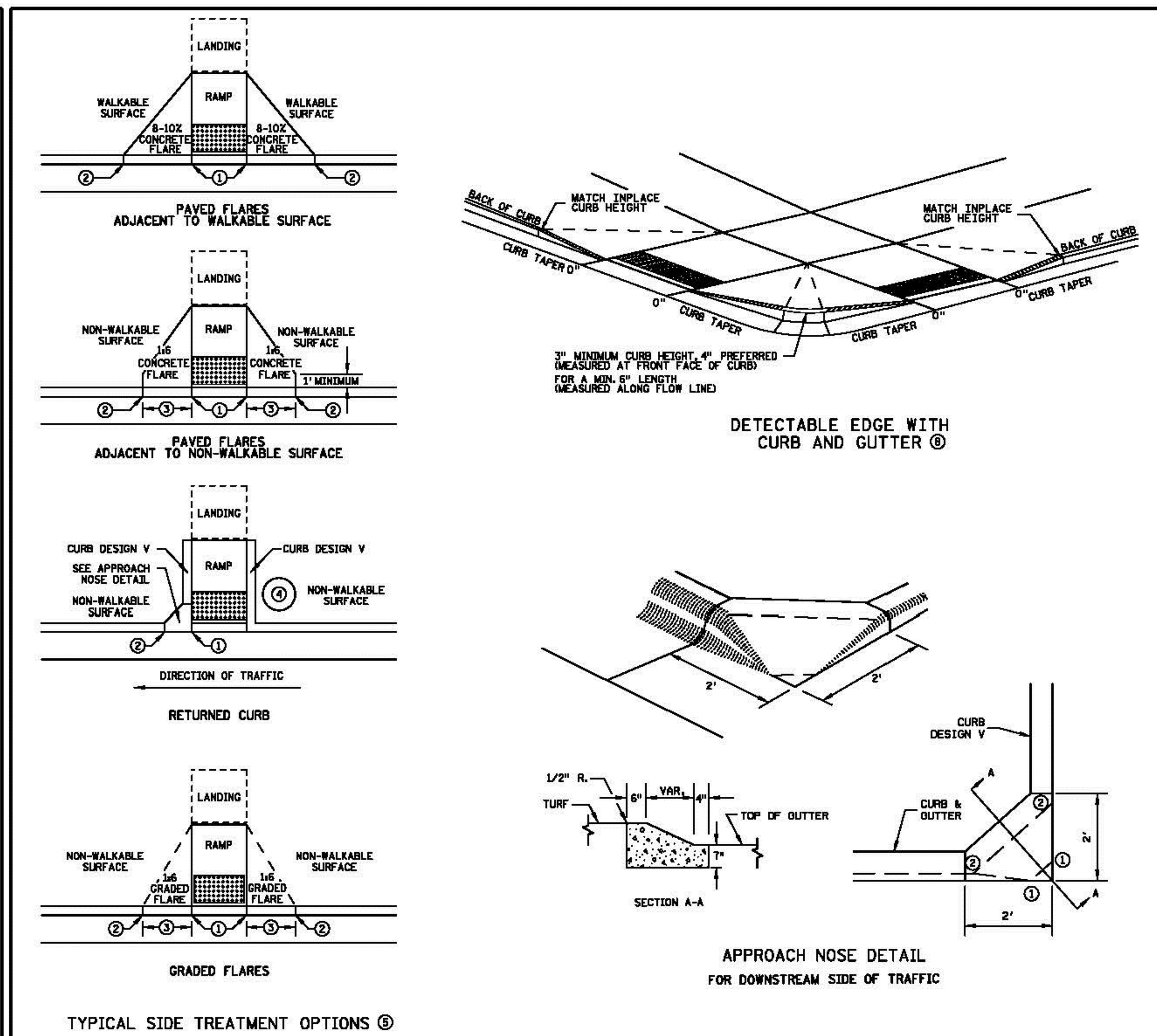
NO PONDING SHALL BE PRESENT IN THE PAR.

ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.

① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS, DEPRESSED CORNERS, & ONE WAY AND COMBINED DIRECTIONALS.
② FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, TIERED PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.
③ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
④ DRILL AND GROUT NO. 4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT.
⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS.
⑦ TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION. PAR GUTTER SHALL NOT BE OVERLAID.
⑧ WHERE PLAN SPECIFIES, DRILL AND GROUT 2 - NO. 4 X 12" LONG REINFORCEMENT BARS (EPOXY COATED).

REVISION:
APPROVED: 8-6-2014
OPERATIONS ENGINEER
STATE DESIGN ENGINEER
REVISED:
APPROVED: 8-6-2014

PEDESTRIAN CURB RAMP DETAILS
STANDARD PLAN 5-297.250 | 3 OF 5



PAVED FLARES ADJACENT TO WALKABLE SURFACE

PAVED FLARES ADJACENT TO NON-WALKABLE SURFACE

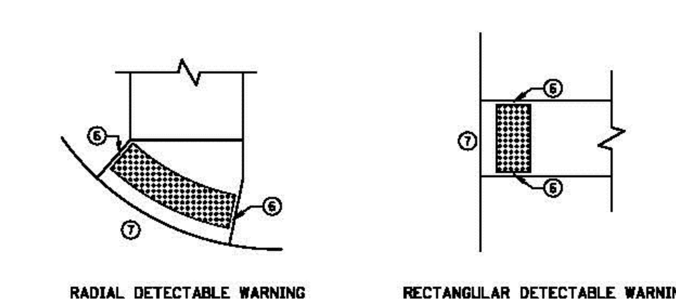
RETURNED CURB

GRADED FLARES

TYPICAL SIDE TREATMENT OPTIONS ⑤

DETECTABLE EDGE WITH CURB AND GUTTER ⑧

APPROACH NOSE DETAIL
FOR DOWNSTREAM SIDE OF TRAFFIC



RADIAL DETECTABLE WARNING

RECTANGULAR DETECTABLE WARNING

DETECTABLE EDGE WITHOUT CURB AND GUTTER

NOTES:

SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

WHETHER A SURFACE IS WALKABLE OR NOT SHALL BE DETERMINED BY THE ENGINEER.

CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8' LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ 2' - 3' FLARE.
④ IMMOVABLE OBJECT OR OBSTRUCTION.
⑤ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED ON ALL RAMPS AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.
⑥ WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY. MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑦ IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNINGS SHALL BE PLACED 1' FROM THE EDGE OF ROADWAY TO PROVIDE VISUAL CONTRAST.
⑧ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNINGS WHEREVER THERE IS ZERO-INCH HIGH CURB. CURB TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS WITHIN 3" OF THE EDGE OF THE DETECTABLE WARNINGS AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.

REVISION:
APPROVED: 8-6-2014
OPERATIONS ENGINEER
STATE DESIGN ENGINEER
REVISED:
APPROVED: 8-6-2014

PEDESTRIAN CURB RAMP DETAILS
STANDARD PLAN 5-297.250 | 4 OF 5

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CPM DEVELOPMENT
2919 KNOX AVENUE S, SUITE 200, MINNEAPOLIS, MN

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Matthew R. Pavek
DATE 3/27/15 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

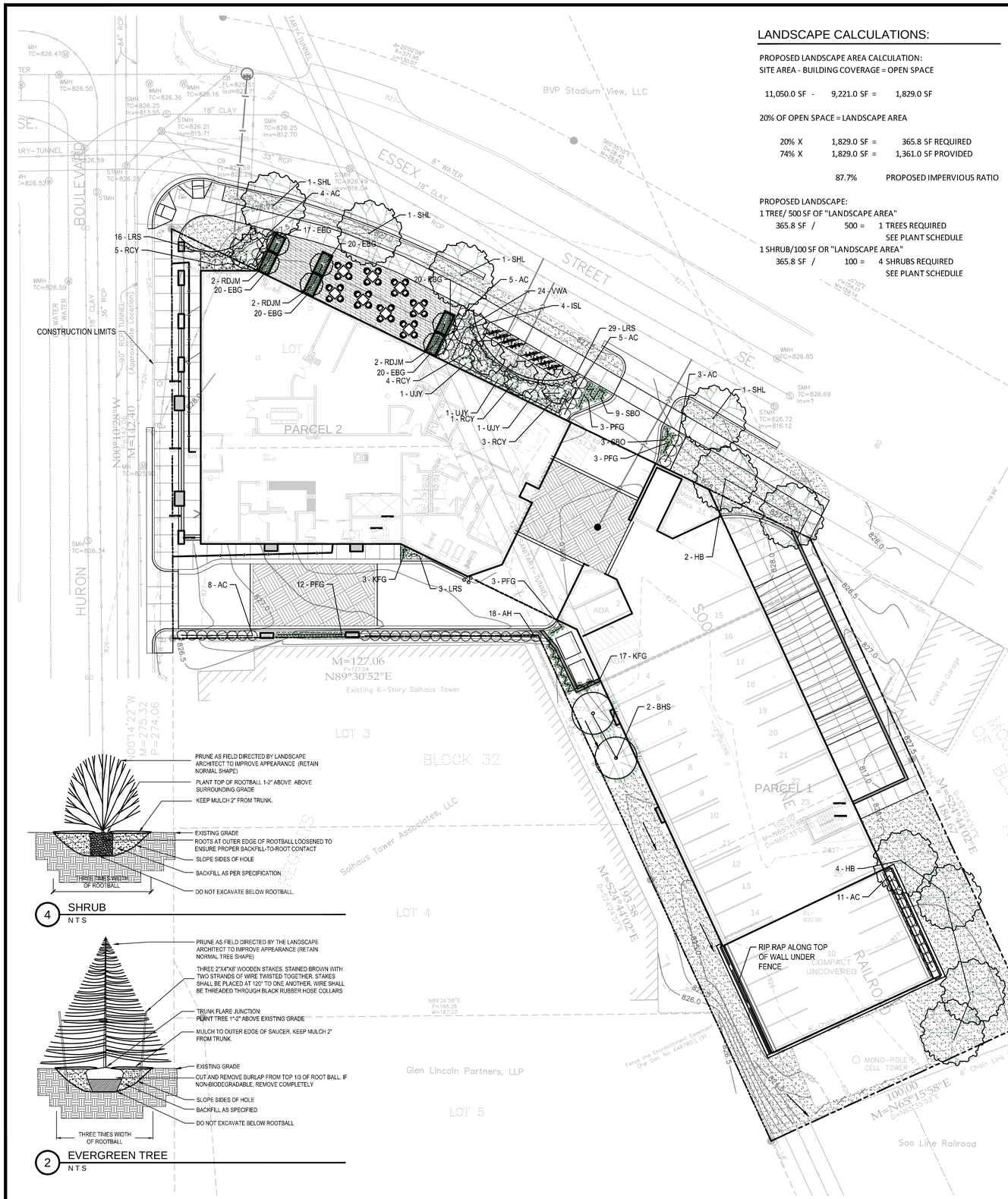
DATE	DESCRIPTION
3/27/15	PDR SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

CIVIL DETAILS

C5.3



LANDSCAPE CALCULATIONS:

PROPOSED LANDSCAPE AREA CALCULATION:
SITE AREA - BUILDING COVERAGE = OPEN SPACE

11,050.0 SF - 9,221.0 SF = 1,829.0 SF

20% OF OPEN SPACE = LANDSCAPE AREA

20% X 1,829.0 SF = 365.8 SF REQUIRED
74% X 1,829.0 SF = 1,361.0 SF PROVIDED

87.7% PROPOSED IMPERVIOUS RATIO

PROPOSED LANDSCAPE:
1 TREE/ 500 SF OF "LANDSCAPE AREA"
365.8 SF / 500 = 1 TREES REQUIRED
SEE PLANT SCHEDULE
1 SHRUB/100 SF OR "LANDSCAPE AREA"
365.8 SF / 100 = 4 SHRUBS REQUIRED
SEE PLANT SCHEDULE

PLANT SCHEDULE - OFF-SITE

SYM	QUANT.	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	COMMENTS
		DECIDUOUS TREES				
SHL	4	SKYLINE HONEYLOCUST	Gleditsia triacanthos 'Skycole'			
HB	2	HACKBERRY	Celtis occidentalis			
		ORNAMENTAL TREES				
RDJM	6	RED DRAGON JAPANESE MAPLE	Acer palmatum 'Red Dragon'			
ISL	4	IVORY SILK TREE LILAC (TREE FORM)	Syringa reticulata 'Ivory Silk (tree form)'			
		DECIDUOUS SHRUBS				
AC	17	ALPINE CURRANT	Ribes alpinum	#5	CONT.	DENSE BRANCHING
		EVERGREEN SHRUBS				
RCY	9	RUSSIAN CYPRESS	Microbiota decussata	24" HT.	CONT.	
UJY	3	UPRIGHT JAPANESE YEW	Taxus cuspidata 'Capitata'	24" HT.	CONT.	
		PERENNIALS, GRASSES & GROUND COVERS				
VWA	24	VISIONS IN WHITE ASTILBE	Astilbe 'Visions In White'			
LSR	38	LITTLE SPIRE RUSSIAN SAGE	Perovskia 'Little Spire'			
EBG	117	ELIJAH BLUE FESCUE	Festuca ovina 'Elijah Blue'			
SBO	12	SAPPHIRE BLUE OAT GRASS	Helictotrichon sempervirens 'Sapphire Blue'			
PFG	6	FLAME GRASS	Miscanthus sinensis 'Purpurascens'	#2	CONT.	

PLANT SCHEDULE - ON-SITE

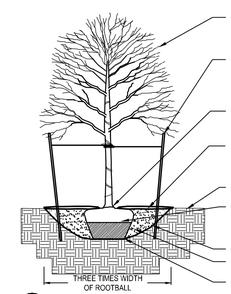
SYM	QUANT.	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	COMMENTS
		DECIDUOUS TREES				
HB	4	HACKBERRY	Celtis occidentalis			
		EVERGREEN TREES				
BHS	2	BLACK HILLS SPRUCE	Picea glauca 'Densata'	6' HT.	B&B	STRAIGHT LEADER
AC	19	ALPINE CURRANT	Ribes alpinum	#5	CONT.	DENSE BRANCHING
		DECIDUOUS SHRUBS				
AH	18	ANNABELLE HYDRANGEA	Hydrangea arborescens 'Annabelle'	#5	CONT.	DENSE BRANCHING
		EVERGREEN SHRUBS				
RCY	4	RUSSIAN CYPRESS	Microbiota decussata	24" HT.	CONT.	
		PERENNIALS, GRASSES & GROUND COVERS				
KFG	20	KARL FOERSTER GRASS	Calamagrostis x acutiflora "Karl Foerster"	#2	CONT.	
LSR	10	LITTLE SPIRE RUSSIAN SAGE	Perovskia 'Little Spire'			
PFG	18	FLAME GRASS	Miscanthus sinensis 'Purpurascens'	#2	CONT.	

LANDSCAPE NOTES:

1. ALL SHRUB BEDS SHALL BE MULCHED WITH 4" DEPTH (MIN. AFTER INSTALLATION AND/OR TOPDRESSING OPERATIONS) OF 3/4" BUFF LIMESTONE ROCK MULCH OVER WEED BARRIER. OWNER TO APPROVE ROCK SAMPLE PRIOR TO INSTALLATION. STEEL EDGING AS SHOWN ON PLAN, SUBMIT SAMPLE FOR APPROVAL.
2. 36"-48" SIZED "TIGER STRIPE" LIMESTONE BOULDERS, GENERALLY CUBE SHAPED, TO COMPLIMENT NEW LANDSCAPING. OWNER TO APPROVE BOULDER SAMPLE PRIOR TO INSTALLATION.
3. PLANT MATERIALS SHALL CONFORM WITH THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND SHALL BE OF HARDY STOCK, FREE FROM DISEASE, DAMAGE AND DISFIGURATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PLUMBNESS OF PLANT MATERIAL FOR DURING OF ACCEPTANCE PERIOD.
4. UPON DISCOVERY OF A DISCREPANCY BETWEEN THE QUANTITY OF PLANTS SHOWN ON THE SCHEDULE AND THE QUANTITY SHOWN ON THE PLAN, THE PLAN SHALL GOVERN.
5. CONDITION OF VEGETATION SHALL BE MONITORED BY THE LANDSCAPE ARCHITECT THROUGHOUT THE DURATION OF THE CONTRACT. LANDSCAPE MATERIALS PART OF THE CONTRACT SHALL BE WARRANTED FOR TWO (2) FULL GROWING SEASONS FROM SUBSTANTIAL COMPLETION DATE.
6. AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 4" LAYER LOAM AND SOD AS SPECIFIED UNLESS OTHERWISE NOTED ON THE DRAWINGS.
7. COORDINATE LOCATION OF VEGETATION WITH UNDERGROUND AND OVERHEAD UTILITIES, LIGHTING FIXTURES, DOORS AND WINDOWS. CONTRACTOR SHALL STAKE IN THE FIELD FINAL LOCATION OF TREES AND SHRUBS FOR REVIEW AND APPROVAL BY THE OWNER PRIOR TO INSTALLATION.
8. ALL PLANT MATERIALS SHALL BE WATERED AND MAINTAINED UNTIL ACCEPTANCE.
9. REPAIR AT NO COST TO OWNER ALL DAMAGE RESULTING FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
10. SWEEP AND MAINTAIN ALL PAVED SURFACES FREE OF DEBRIS GENERATED FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
11. REPAIR AT NO COST TO THE OWNER IRRIGATION SYSTEM DAMAGED FROM LANDSCAPE CONSTRUCTION ACTIVITIES.
12. NOT USED.
13. PROVIDE SITE WIDE IRRIGATION SYSTEM DESIGN AND INSTALLATION. SYSTEM SHALL BE A FULLY PROGRAMMABLE SYSTEM CAPABLE OF ALTERNATE DATE WATERING. THE SYSTEM SHALL PROVIDE HEAD TO HEAD COVERAGE AND BE CAPABLE OF DELIVERING ONE INCH OF PRECIPITATION PER WEEK. SYSTEM SHALL EXTEND INTO THE PUBLIC RIGHT-OF-WAY TO THE EDGE OF PATHWAY/BACK OF CURB.
14. CONTRACTOR SHALL SECURE APPROVAL OF PROPOSED IRRIGATION SYSTEM INCLUDING PRICING FROM OWNER, PRIOR TO INSTALLATION.

4 SHRUB
N T S

2 EVERGREEN TREE
N T S



3 DECIDUOUS TREE
N T S

LEGEND:
SHREDDED HARDWOOD MULCH (DK. BROWN), OVER FILTER FABRIC IN ALL PLANTING BEDS AND PLANTERS, TYP.
SOD

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(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

N
1" = 20'-0"
10'-0" 0 20'-0"

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CPM DEVELOPMENT
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Patrick J. Sarver
DATE 4/21/15 LICENSE NO. 24904

ISSUE/SUBMITTAL SUMMARY

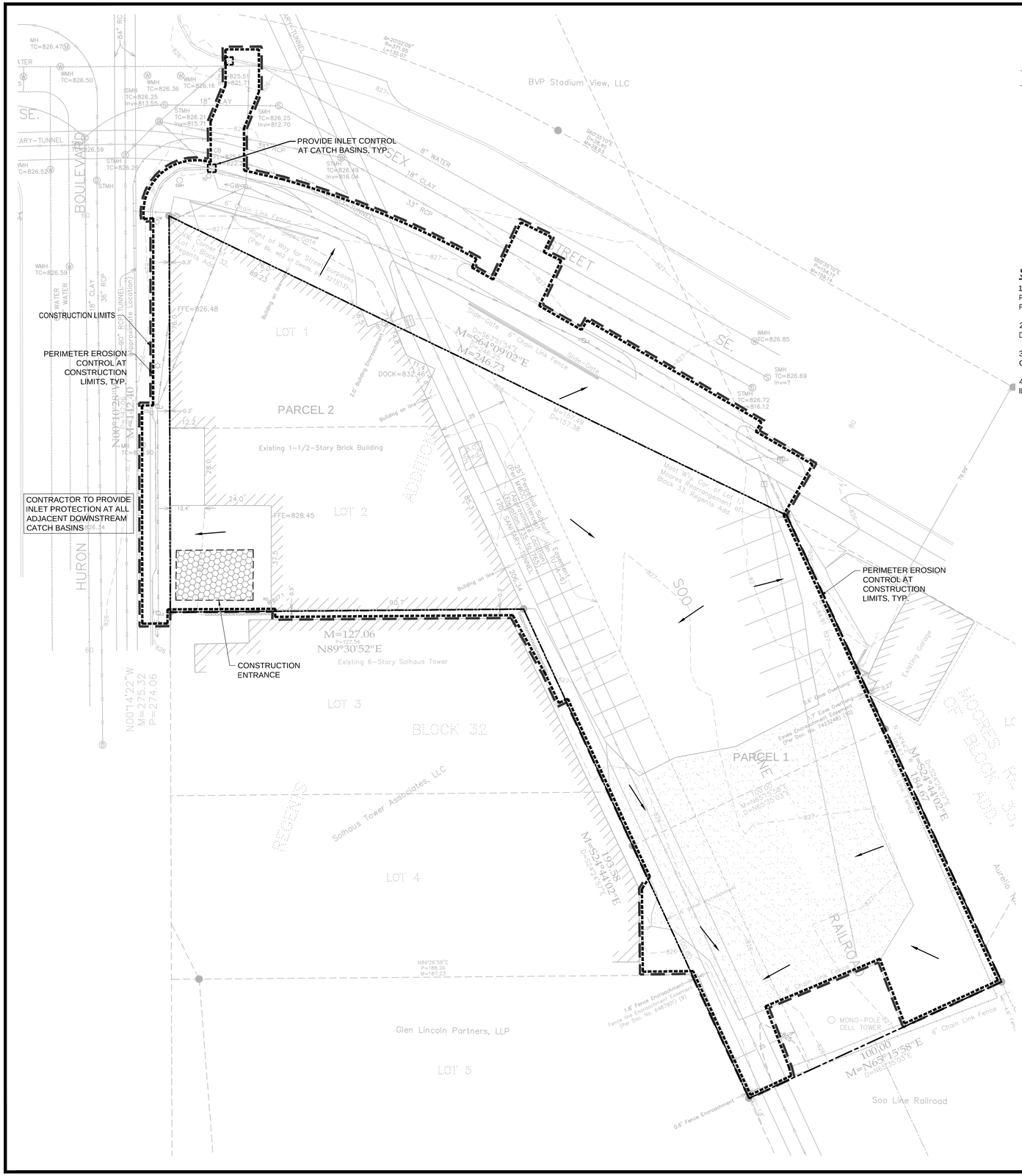
DATE	DESCRIPTION
3/27/15	PDR SUBMITTAL
4/21/15	REVISED LAND USE SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

LANDSCAPE PLAN

L1.0



LEGEND:

- 932 — EX. 1' CONTOUR ELEVATION INTERVAL
- 932 — 1' CONTOUR ELEVATION INTERVAL
- x 932.0 — EXISTING SPOT GRADE ELEVATION
- 932.0 — PROPOSED SPOT GRADE ELEVATION
- DRAINAGE ARROW
- SILT FENCE / BIOROLL - GRADING LIMIT
- INLET PROTECTION
- STABILIZED CONSTRUCTION ENTRANCE
- PROPOSED MANHOLE OR CATCH BASIN
- PROPOSED GATE VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- EXISTING WATER MAIN
- G — EXISTING GAS MAIN
- E — EXISTING UNDERGROUND ELECTRIC
- C — EXISTING UNDERGROUND CABLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING STOPBOX
- EXISTING GATE VALVE
- EXISTING ELECTRIC BOX
- EXISTING LIGHT
- EXISTING GAS METER
- EXISTING GAS VALVE

SWPPP NOTES:

1. THIS PROJECT IS LESS THAN ONE ACRE AND AN MPCA NPDES PERMIT IS NOT REQUIRED. AN EROSION CONTROL PERMIT IS REQUIRED FROM THE CITY OF MINNEAPOLIS.

2. SEE SHEETS SW1.0 - SW1.3 FOR ALL EROSION CONTROL NOTES, DESCRIPTIONS, AND PRACTICES.

3. SEE GRADING PLAN FOR ADDITIONAL GRADING AND EROSION CONTROL NOTES.

4. CONTRACTOR IS RESPONSIBLE FOR SWPPP IMPLEMENTATION, INSPECTIONS, AND COMPLIANCE WITH NPDES PERMIT.

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N

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10'-0" 0 20'-0"

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Matthew R. Pavek
DATE 3/27/15 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

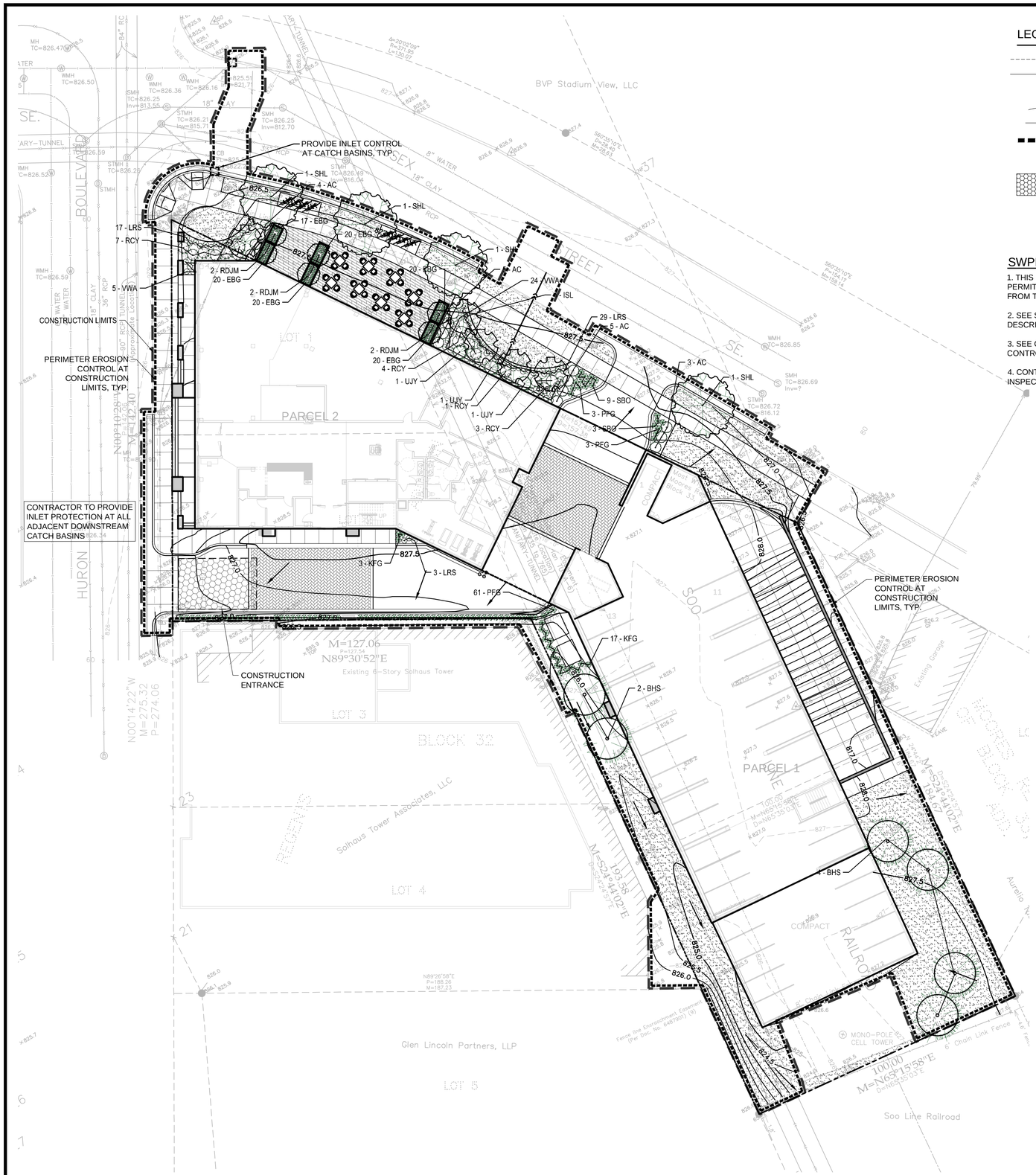
DATE	DESCRIPTION
3/27/15	PDR SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

SWPPP - EXISTING CONDITIONS

SW1.0



LEGEND:

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x 932.0	EXISTING SPOT GRADE ELEVATION
932.0	PROPOSED SPOT GRADE ELEVATION
	DRAINAGE ARROW
	SILT FENCE / BIOROLL - GRADING LIMIT
	INLET PROTECTION
	STABILIZED CONSTRUCTION ENTRANCE
	PROPOSED MANHOLE OR CATCH BASIN
	PROPOSED GATE VALVE
	PROPOSED FIRE HYDRANT
	PROPOSED SANITARY SEWER
	PROPOSED STORM SEWER
	EXISTING STORM SEWER
	EXISTING WATER MAIN
G	EXISTING GAS MAIN
E	EXISTING UNDERGROUND ELECTRIC
C	EXISTING UNDERGROUND CABLE
	EXISTING MANHOLE
	EXISTING CATCH BASIN
	EXISTING HYDRANT
	EXISTING STOPBOX
	EXISTING GATE VALVE
	EXISTING ELECTRIC BOX
	EXISTING LIGHT
	EXISTING GAS METER
	EXISTING GAS VALVE

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Matthew R. Pavek
DATE 3/27/15 LICENSE NO. 44263

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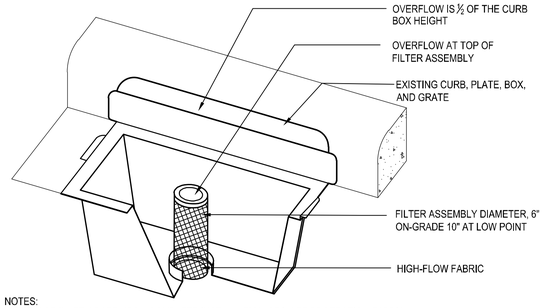
3/27/15	PDR SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

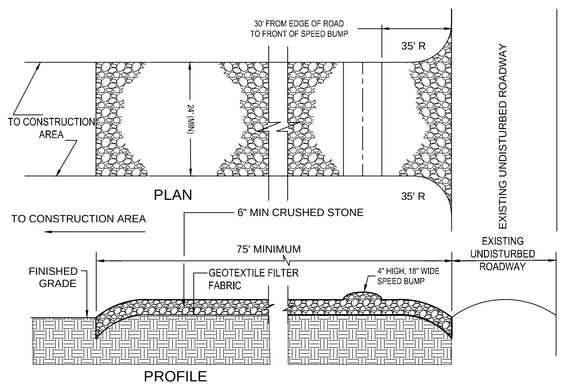
SWPPP - PROPOSED CONDITIONS

SW1.1



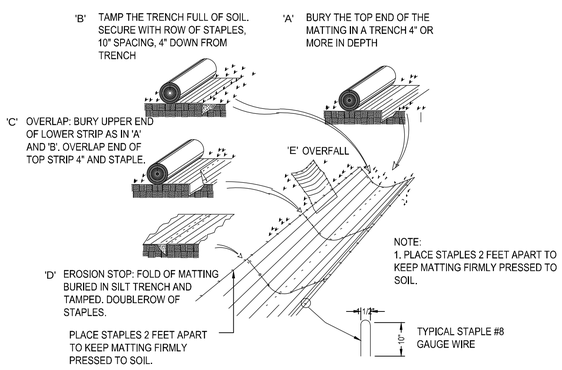
NOTES:
1. REPLACE INLET GRATE UPON COMPLETE INSTALLATION OF INLET PROTECTION FABRIC.
2. CONTRACTOR SHALL REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS FROM THE SURFACE OF THE SYSTEM AFTER EACH STORM EVENT AND AT THE COMPLETION OF THE CONTRACT.
3. REFERENCE APPLE VALLEY STANDARD PLATE ERO-4C.

1 CURB INLET FILTER
N T S

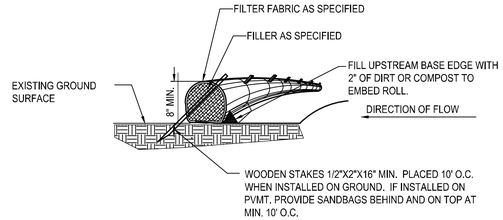


NOTES:
1. PROVIDE APPROPRIATE TRANSITION BETWEEN STABILIZED CONSTRUCTION ENTRANCE AND UNDISTURBED ROADWAY.
2. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO UNDISTURBED ROADWAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE OR ADDING STONE TO THE LENGTH OF THE ENTRANCE.
3. REPAIR AND CLEANOUT MEASURES USED TO TRAP SEDIMENT.
4. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO UNDISTURBED ROADWAY SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
5. FINAL LOCATION AND INSTALLATION SHALL BE COORDINATED WITH THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
6. CRUSHED STONE SHALL BE 1-1/2" DIA. CLOSE GRADED, AND IN ACCORDANCE TO MNDOT SECTION 2118.

2 STABILIZED CONSTRUCTION ACCESS
N T S

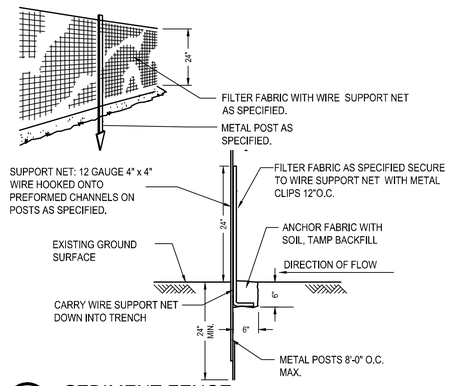


3 EROSION BLANKET
N T S



NOTE:
1. COMPOST FILTER LOGS (BIO ROLLS) SHALL BE FILTREXX EROSION CONTROL SOXX OR APPROVED EQUAL.
2. COMPOST FILLER TO BE MADE FROM A COMPOST BLEND 30%-40% GRADE 2 (SPEC 3890) AND 60%-70% PARTIALLY DECOMPOSED WOOD CHIPS, PER MNDOT SPEC 3897.
3. FILTER FABRIC SHALL BE GEOTEXTILE KNITTED MATERIAL WITH MAX. OPENINGS OF 3/8".
4. IF MULTIPLE ROLLS NEEDED, OVERLAP BY MIN. 12" AT ENDS AND STAKE.
5. SILT SHALL BE REMOVED ONCE IT REACHES 80% OF THE HEIGHT OF THE ROLL OR AS DEEMED NECESSARY BY SITE CONTRACTOR TO MAINTAIN PROPER FUNCTION.

4 SEDIMENT BIO-ROLL / COMPOST FILTER LOG
N T S



5 SEDIMENT FENCE
N T S

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SWPPP - DETAILS

SW1.2

GENERAL SWPPP REQUIREMENTS AND NOTES:

THE CONTRACTOR AND ALL SUBCONTRACTORS INVOLVED WITH A CONSTRUCTION ACTIVITY THAT DISTURBS SITE SOIL OR WHO IMPLEMENT A POLLUTANT CONTROL MEASURE IDENTIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MUST COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT (DATED AUGUST 1, 2013 # MNR100001 PAGES 1-35) AND ANY LOCAL GOVERNING AGENCY HAVING JURISDICTION CONCERNING EROSION AND SEDIMENTATION CONTROL.

PART III STORMWATER DISCHARGE DESIGN REQUIREMENTS

SWPPP (PART III.A)

THE NATURE OF THIS PROJECT WILL BE CONSISTENT WITH WHAT IS REPRESENTED IN THIS SET OF CONSTRUCTION PLANS AND SPECIFICATIONS. SEE THE SWPPP PLAN SHEETS AND SWPPP NARRATIVE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) FOR ADDITIONAL SITE SPECIFIC SWPPP INFORMATION. THE PLANS SHOW LOCATIONS AND TYPES OF ALL TEMPORARY AND PERMANENT EROSION PREVENTION AND SEDIMENT CONTROL BMP'S. STANDARD DETAILS ARE ATTACHED TO THIS SWPPP DOCUMENT.

THE INTENDED SEQUENCING OF MAJOR CONSTRUCTION ACTIVITIES IS AS FOLLOWS:
1. INSTALL STABILIZED ROCK CONSTRUCTION ENTRANCE
2. INSTALLATION OF SILT FENCE AROUND SITE
3. INSTALL ORANGE CONSTRUCTION FENCING AROUND INFILTRATION AREAS.
4. CLEAR AND GRUB FOR TEMPORARY SEDIMENT BASIN / POND INSTALL
5. CONSTRUCT TEMPORARY SEDIMENT BASIN / POND (PART III.B)
6. CLEAR AND GRUB REMAINDER OF SITE
7. STRIP AND STOCKPILE TOPSOIL
8. ROUGH GRADING OF SITE
9. STABILIZE DENUDED AREAS AND STOCKPILES
10. INSTALL SANITARY SEWER, WATER MAIN STORM SEWER AND SERVICES
11. INSTALL SILT FENCE / INLET PROTECTION AROUND CB'S
12. INSTALL STREET SECTION
13. INSTALL CURB AND GUTTER
14. BITUMINOUS ON STREETS
15. FINAL GRADE BOULEVARD, INSTALL SEED AND MULCH
16. REMOVE ACCUMULATED SEDIMENT FROM BASIN / POND
17. FINAL GRADE POND / INFILTRATION BASINS (DO NOT COMPACT SOILS IN INFILTRATION AREAS.) (PART III.C)
18. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED BY EITHER SEED OR SOD/LANDSCAPING, REMOVE SILT FENCE AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.

RECORDS RETENTION (PART III.E):

THE SWPPP (ORIGINAL OR COPIES) INCLUDING, ALL CHANGES TO IT, AND INSPECTIONS AND MAINTENANCE RECORDS MUST BE KEPT AT THE SITE DURING CONSTRUCTION BY THE PERMITTEE WHO HAS OPERATIONAL CONTROL OF THAT PORTION OF THE SITE. THE SWPPP CAN BE KEPT IN EITHER THE FIELD OFFICE OR IN AN ON SITE VEHICLE DURING NORMAL WORKING HOURS.

ALL OWNER(S) MUST KEEP THE SWPPP, ALONG WITH THE FOLLOWING ADDITIONAL RECORDS, ON FILE FOR THREE (3) YEARS AFTER SUBMITTAL OF THE NOT AS OUTLINED IN PART II.C. THIS DOES NOT INCLUDE ANY RECORDS AFTER SUBMITTAL OF THE NOT.

1. THE FINAL SWPPP;
2. ANY OTHER STORMWATER RELATED PERMITS REQUIRED FOR THE PROJECT;
3. RECORDS OF ALL INSPECTION AND MAINTENANCE CONDUCTED DURING CONSTRUCTION (SEE PART IV.E. INSPECTIONS AND MAINTENANCE);
4. ALL PERMANENT OPERATION AND MAINTENANCE AGREEMENTS THAT HAVE BEEN IMPLEMENTED, INCLUDING ALL RIGHT OF WAY, CONTRACTS, COVENANTS AND OTHER BINDING REQUIREMENTS REGARDING PERPETUAL MAINTENANCE; AND
5. ALL REQUIRED CALCULATIONS FOR DESIGN OF THE TEMPORARY AND PERMANENT STORMWATER MANAGEMENT SYSTEMS.

PART IV. CONSTRUCTION ACTIVITY REQUIREMENTS

EROSION PREVENTION (PART IV.B):

THE CONTRACTOR IS RESPONSIBLE FOR PLANING FOR AND IMPLEMENTING APPROPRIATE CONSTRUCTION PHASING, VEGETATIVE BUFFER STRIPS, HORIZONTAL SLOPE GRADING, AND OTHER CONSTRUCTION PRACTICES THAT MINIMIZE EROSION, SO THAT THE INSPECTION AND MAINTENANCE REQUIREMENTS OF PART IV.E. ARE COMPLIED WITH. THE LOCATION OF AREAS NOT TO BE DISTURBED MUST BE DELINEATED (E.G. WITH FLAGS, STAKES, SIGNS, SILT FENCE ETC.) ON THE DEVELOPMENT SITE BEFORE WORK BEGINS.

ALL EXPOSED SOIL AREAS MUST BE STABILIZED AS SOON AS POSSIBLE TO LIMIT SOIL EROSION BUT NO LATER THAN THE END OF THE NEXT WORK DAY WHEN EARTH-DISTURBING ACTIVITIES WILL CEASE FOR AT LEAST 14 DAYS. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT SILT, CLAY OR ORGANIC COMPONENTS (E.G., CLEAN AGGREGATE STOCKPILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES) AND THE CONSTRUCTED BASE COMPONENTS OF ROADS, PARKING LOTS AND SIMILAR SURFACES ARE EXEMPT FROM THIS REQUIREMENT BUT MUST COMPLY WITH PART IV.C.5.

SOILS WITHIN 200 FEET OF A PUBLIC WATER (AS DESIGNATED BY THE MINNESOTA DNR) MUST BE STABILIZED WITHIN 24 HOURS DURING FISH SPAWNING TIMES.

THE NORMAL WETTED PERIMETER OF ANY TEMPORARY OR PERMANENT DRAINAGE DITCH OR SWALE THAT DRAINS WATER FROM ANY PORTION OF THE CONSTRUCTION SITE, OR DIVERTS WATER AROUND THE SITE, MUST BE STABILIZED WITHIN 200 LINEAL FEET FROM THE PROPERTY EDGE, OR FROM THE POINT OF DISCHARGE INTO ANY SURFACE WATER. STABILIZATION OF THE LAST 200 LINEAL FEET MUST BE COMPLETED WITHIN 24 HOURS AFTER CONNECTING TO A SURFACE WATER.

STABILIZATION OF THE REMAINING PORTIONS OF ANY TEMPORARY OR PERMANENT DITCHES OR SWALES MUST BE COMPLETE WITHIN 14 DAYS AFTER CONNECTING TO A SURFACE WATER AND CONSTRUCTION IN THAT PORTION OF THE DITCH HAS TEMPORARILY OR PERMANENTLY CEASED.

TEMPORARY OR PERMANENT DITCHES OR SWALES THAT ARE BEING USED AS A SEDIMENT CONTAINMENT SYSTEM (WITH PROPERLY DESIGNED ROCK DITCH CHECKS, BIO ROLLS, SILT DIKES ETC.) DO NOT NEED TO BE STABILIZED. THESE AREAS MUST BE STABILIZED WITHIN 24 HOURS AFTER NO LONGER BEING USED AS A SEDIMENT CONTAINMENT SYSTEM.

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

SEED NOTES (PART III.A.4.A):

ALL SEED MIXES AND APPLICATION SHALL BE IN ACCORDANCE WITH THE MNDOT SEEDING MANUAL.

GENERAL RECOMMENDATIONS:
IMMEDIATELY BEFORE SEEDING THE SOIL SHALL BE TILLED TO A MINIMUM DEPTH OF 3 INCHES.

TEMPORARY EROSION CONTROL SEEDING, MULCHING & BLANKET.

SEED
- TEMPORARY SEED SHALL BE MNDOT SEED MIX 21-112 (WINTER WHEAT COVER CROP) FOR WINTER AND 21-111 (OATS COVER CROP) FOR SPRING/SUMMER APPLICATIONS. BOTH SEED MIXES SHALL BE APPLIED AT A SEEDING RATE OF 100 LBS/ACRE.

MULCH
- IMMEDIATELY AFTER SEEDING, WITHIN 24 HOURS, MNDOT TYPE 1 MULCH SHOULD BE APPLIED TO PROTECT AND ENHANCE SEED GERMINATION. MULCH SHALL BE APPLIED AT 90% COVERAGE (2 TONS PER ACRE OF STRAW MULCH)

SLOPES
- 3:1 (HORIZ/VERT.) OR FLATTER MUCH SHALL BE COVERED WITH MULCH
- SLOPES STEEPER THAN 3:1 OR DITCH BOTTOMS SHALL BE COVERED WITH EROSION CONTROL BLANKET.
- SEE PLAN FOR MORE DETAILED DITCH AND STEEP SLOPE EROSION CONTROL TREATMENTS.

SEDIMENT CONTROL (PART IV.C):

SEDIMENT CONTROL PRACTICES MUST MINIMIZE SEDIMENT FROM ENTERING SURFACE WATERS, INCLUDING CURB AND GUTTER SYSTEMS AND STORM SEWER INLETS.

a. TEMPORARY OR PERMANENT DRAINAGE DITCHES AND SEDIMENT BASINS THAT ARE DESIGNED AS PART OF A SEDIMENT CONTAINMENT SYSTEM (E.G., DITCHES WITH ROCK CHECK DAMS) REQUIRE SEDIMENT CONTROL PRACTICES ONLY AS APPROPRIATE FOR SITE CONDITIONS.

b. IF THE DOWN GRADIENT TREATMENT SYSTEM IS OVERLOADED, ADDITIONAL UPGRADIENT SEDIMENT CONTROL PRACTICES OR REDUNDANT BMPS MUST BE INSTALLED TO ELIMINATE THE OVERLOADING, AND THE SWPPP MUST BE AMENDED TO IDENTIFY THESE ADDITIONAL PRACTICES AS REQUIRED IN PART III.A.4, A. THROUGH C.

c. IN ORDER TO MAINTAIN SHEET FLOW AND MINIMIZE RILLS AND/OR GULLIES, THERE SHALL BE NO UNBROKEN SLOPE LENGTH OF GREATER THAN 75 FEET FOR SLOPES WITH A GRADE OF 3:1 OR STEEPER.

SEDIMENT CONTROL PRACTICES MUST BE ESTABLISHED ON ALL DOWN GRADIENT PERIMETERS BEFORE ANY UPGRADIENT LAND DISTURBING ACTIVITIES BEGIN. THESE PRACTICES SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION HAS BEEN ESTABLISHED IN ACCORDANCE WITH PART IV.G.

THE TIMING OF THE INSTALLATION OF SEDIMENT CONTROL PRACTICES MAY BE ADJUSTED TO ACCOMMODATE SHORT-TERM ACTIVITIES SUCH AS CLEARING OR GRUBBING, OR PASSAGE OF VEHICLES. ANY SHORT-TERM ACTIVITY MUST BE COMPLETED AS QUICKLY AS POSSIBLE AND THE SEDIMENT CONTROL PRACTICES MUST BE INSTALLED IMMEDIATELY AFTER THE ACTIVITY IS COMPLETED. HOWEVER, SEDIMENT CONTROL PRACTICES MUST BE INSTALLED BEFORE THE NEXT PRECIPITATION EVENT EVEN IF THE ACTIVITY IS NOT COMPLETE.

ALL STORM DRAIN INLETS MUST BE PROTECTED BY APPROPRIATE BMPS DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGING TO THE INLET HAVE BEEN STABILIZED. INLET PROTECTION MAY BE REMOVED FOR A PARTICULAR INLET IF A SPECIFIC SAFETY CONCERN (STREET FLOODING/FREEZING) HAS BEEN IDENTIFIED AND THE PERMITTEE(S) HAVE RECEIVED WRITTEN CORRESPONDENCE FROM THE JURISDICTIONAL AUTHORITY (E.G. CITY/COUNTY/TOWNSHIP/MNDOT ENGINEER) VERIFYING THE NEED FOR REMOVAL. THE WRITTEN CORRESPONDENCE MUST BE DOCUMENTED IN THE SWPPP OR AVAILABLE WITHIN 72 HOURS UPON REQUEST. WHEN WRITTEN CORRESPONDENCE CAN NOT BE OBTAINED IN A TIMELY MANNER, THE SPECIFIC INLET PROTECTION CAN BE REMOVED TO ALLEVIATE THE IMMEDIATE SAFETY CONCERN. HOWEVER, EFFORTS TO OBTAIN WRITTEN CORRESPONDENCE MUST BE DOCUMENTED IN THE SWPPP AND AVAILABLE WITHIN 72 HOURS UPON REQUEST. PERMISSION TO REMOVE INLET PROTECTION BASED ON A SPECIFIC SAFETY CONCERN MUST STILL BE OBTAINED FROM THE JURISDICTIONAL AUTHORITY WITHIN 30 DAYS OF REMOVAL.

TEMPORARY SOIL STOCKPILES MUST HAVE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS, AND
CANNOT BE PLACED IN SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS, OR CONDUITS AND DITCHES UNLESS THERE IS A BYPASS IN PLACE FOR THE STORMWATER.

VEHICLE TRACKING OF SEDIMENT FROM THE CONSTRUCTION SITE (OR ONTO STREETS WITHIN THE SITE) MUST BE MINIMIZED BY BMPS SUCH AS STONE PADS, CONCRETE OR STEEL WASH RACKS, OR EQUIVALENT SYSTEMS. STREET SWEEPING MUST BE USED IF SUCH BMPS ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED ONTO THE STREET (SEE PART IV.E.4.D.).

THE PERMITEE MUST MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL. MINIMIZING SOIL COMPACTION IS NOT REQUIRED WHERE THE FUNCTION OF THE SPECIFIC AREA OF THE SITE DICTATES THAT IT BE COMPACTED. METHODS FOR MINIMIZING COMPACTION INCLUDE THE USE OF TRACKED EQUIPMENT, AND STAYING OFF OF AREAS TO BE LEFT UN-COMPACTED. METHODS TO PRESERVE TOPSOIL INCLUDE STRIPPING AND STOCKPILING TOPSOIL PRIOR TO GRADING OR EXCAVATION OPERATIONS.

THE PERMITTEE MUST INSTALL TEMPORARY SEDIMENTATION BASINS AS REQUIRED IN PART III.B. OF THIS PERMIT.

DEWATERING AND BASIN DRAINING (PART IV.D):

DEWATERING OR BASIN DRAINING (E.G., PUMPED DISCHARGES, TRENCH/DITCH CUTS FOR DRAINAGE) RELATED TO THE CONSTRUCTION ACTIVITY THAT MAY HAVE TURBID OR SEDIMENT LADEN DISCHARGE WATER MUST BE DISCHARGED TO A TEMPORARY OR PERMANENT SEDIMENTATION BASIN ON THE PROJECT SITE WHENEVER POSSIBLE. IF THE WATER CANNOT BE DISCHARGED TO A SEDIMENTATION BASIN PRIOR TO ENTERING THE SURFACE WATER, IT MUST BE TREATED WITH THE APPROPRIATE BMP'S SUCH THAT THE DISCHARGE DOES NOT ADVERSELY AFFECT THE RECEIVING WATER, DOWNSTREAM LANDOWNERS OR WETLANDS. THE CONTRACTOR MUST ENSURE THAT DISCHARGE POINTS ARE ADEQUATELY PROTECTED FROM EROSION AND SCOUR. THE DISCHARGE MUST BE DISPERSED OVER NATURAL ROCK RIPRAP, SAND BAGS, PLASTIC SHEATHING OR OTHER ACCEPTED ENERGY DISSIPATION MEASURES. ADEQUATE SEDIMENTATION CONTROL MEASURES ARE REQUIRED FOR DISCHARGE WATER THAT CONTAINS SUSPENDED SOLIDS.

FILTER BACKWASH WATERS MUST BE HAULED AWAY FOR DISPOSAL, RETURNED TO THE BEGINNING OF THE TREATMENT PROCESS, OR INCORPORATE INTO THE SITE IN A MANNER THAT DOES NOT CAUSE EROSION. DISCHARGE OF THE BACKWASH WATER TO SANITARY SEWER IS ALLOWED WITH PERMISSION OF THE SANITARY SEWER AUTHORITY.

INSPECTIONS AND MAINTENANCE (PART IV.E):

THE CONTRACTOR IS RESPONSIBLE AT ALL TIMES FOR THE MAINTENANCE AND PROPER OPERATION OF EROSION AND SEDIMENT CONTROL FACILITIES. THE CONTRACTOR SHALL AT A MINIMUM, INSPECT, MAINTAIN AND REPAIR ALL DISTURBED SURFACES AND ALL EROSION AND SEDIMENT CONTROL FACILITIES AND SOIL STABILIZATION MEASURES ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS FOLLOWING A RAINFALL OF 0.5 INCHES OR GREATER AND WITHIN 7 DAYS AFTER THAT. CONTINUE INSPECTION ACTIVITIES UNTIL LAND-DISTURBING ACTIVITY HAS CEASED. THEREAFTER THE CONTRACTOR SHALL PERFORM THESE RESPONSIBILITIES AT LEAST WEEKLY UNTIL VEGETATIVE COVER IS ESTABLISHED. INSPECTIONS MUST INCLUDE STABILIZED AREAS, EROSION PREVENTION AND SEDIMENT CONTROL BMP'S AND INFILTRATION AREAS.

BASED ON INSPECTION RESULTS THE CONTRACTOR MAY MODIFY THE SWPPP IN ORDER TO PREVENT POLLUTANTS FROM LEAVING THE SITE VIA STORM WATER RUNOFF. THIS MODIFICATION MUST BE MADE WITHIN 7 CALENDAR DAYS OF THE INSPECTION UNLESS OTHERWISE REQUIRED BY THE TERMS OF THE PERMIT, LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS.

INSPECTION REPORTS MUST BE RECORDED WITHIN 24 HOURS IN WRITING AND KEPT ON FILE BY THE CONTRACTOR AS AN INTEGRAL PART OF THE SWPPP ON SITE AND THEN FOR AT LEAST 3 YEARS FROM THE DATE OF COMPLETION OF THIS PROJECT.

ALL PERIMETER CONTROL DEVICES MUST BE REPAIRED, REPLACED OR SUPPLEMENTED WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES 1/2 OF THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY, OR THEREAFTER AS SOON AS FIELD CONDITIONS ALLOW ACCESS.

REMOVE ALL DELTAS AND SEDIMENT DEPOSITED IN SURFACE WATERS, INCLUDING DRAINAGE WAYS, CATCH BASINS, AND OTHER DRAINAGE SYSTEMS, AND RESTABILIZE THE AREAS WHERE SEDIMENT REMOVAL RESULTS IN EXPOSED TOPSOIL. THIS REMOVAL AND STABILIZATION MUST TAKE PLACE WITHIN 7 DAYS OF DISCOVERY UNLESS PRECLUDED BY LEGAL, REGULATORY, OR PHYSICAL ACCESS CONSTRAINTS.

SEE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) FOR SITE SPECIFIC INSPECTIONS AND MAINTENANCE REQUIREMENTS.

POLLUTION PREVENTION MANAGEMENT (PART IV.F):

THE CONTRACTOR SHALL IMPLEMENT THE FOLLOWING POLLUTION PREVENTION MANAGEMENT MEASURES ON THE SITE;

SOLID WASTE: COLLECTED SEDIMENT, ASPHALT AND CONCRETE MILLINGS, FLOATING DEBRIS, PAPER, PLASTIC, FABRIC, CONSTRUCTION AND DEMOLITION DEBRIS AND OTHER WASTES MUST BE DISPOSED OF PROPERLY AND MUST COMPLY WITH MINNESOTA POLLUTION CONTROL AGENCY (MPCA) DISPOSAL REQUIREMENTS.

HAZARDOUS MATERIALS: OIL, GASOLINE, PAINT AND ANY HAZARDOUS SUBSTANCES MUST BE PROPERLY STORED, INCLUDING SECONDARY CONTAINMENT, TO PREVENT SPILLS, LEAKS OR OTHER DISCHARGE. RESTRICTED ACCESS TO STORAGE AREAS MUST BE PROVIDED TO PREVENT VANDALISM. STORAGE AND DISPOSAL OF HAZARDOUS WASTE MUST BE IN COMPLIANCE WITH MPCA REGULATIONS.

EXTERNAL WASHING OF TRUCKS AND OTHER CONSTRUCTION VEHICLES MUST BE LIMITED TO A DEFINED AREA OF THE SITE. RUNOFF MUST BE CONTAINED AND WASTEWATER PROPERLY DISPOSED OF. NO ENGINE DEGREASING IS ALLOWED ON SITE.

CONCRETE WASHOUT: 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 WASHOUT LIQUIDS TO ENTER THE GROUND 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. CONCRETE WASHOUT MAY ALSO OCCUR OFF SITE ACCORDING TO THE APPROPRIATE REGULATIONS.

FUELING OPERATION PLAN: ALL FUELING SHALL TAKE PLACE AT THE DESIGNATED FUELING LOCATION AND ACCORDING TO BEST PRACTICES FOR SITE FUELING OPERATIONS AS TO MINIMIZE THE POTENTIAL FOR SPILLS.

SPILL PREVENTION PLAN: ALL SPILLS SHALL BE IMMEDIATELY CLEANED UP AFTER DISCOVERY. THE SITE SUPERINTENDENT, WHO IS RESPONSIBLE FOR DAY-TO-DAY ONSITE CONSTRUCTION OPERATIONS WILL BE THE SPILL PREVENTION COORDINATOR AND WILL BE RESPONSIBLE FOR IMPLEMENTING CLEAN UP PROCEDURES, POSTING CLEAN UP RECOMMENDATIONS, AND ENSURING PROPER CLEAN UP TRAINING OF APPROPRIATE PERSONNEL.

SANITARY AND SEPTIC WASTE: SANITARY/SEPTIC FACILITIES SHALL BE PROVIDED AND MAINTAINED IN A NEAT AND SANITARY CONDITION, FOR THE USE OF THE CONTRACTOR'S EMPLOYEES. A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR AS REQUIRED BY STATE REGULATIONS WILL COLLECT SANITARY WASTE FROM PORTABLE UNITS.

FINAL STABILIZATION (PART IV.G):

THE CONTRACTOR MUST ENSURE FINAL STABILIZATION OF THE SITE ACCORDING THE DEFINITIONS IN THE NPDES GENERAL PERMIT PART IV SECTION G. THE CONTRACTOR MUST SUBMIT A NOTICE OF TERMINATION (N.O.T.) WITHIN 30 DAYS AFTER FINAL STABILIZATION IS COMPLETE OR WITHIN 7 DAYS AFTER SELLING THE SITE OR PORTION OF THE SITE (THAT HAS NOT UNDERGONE FINAL STABILIZATION) TO ANOTHER PARTY. A COPY OF THIS NOTICE OF TERMINATION / PERMIT MODIFICATION FORM MUST GO TO THE NEW OWNER. THE ORIGINAL CURRENT OWNER MUST PROVIDE A SWPPP TO THE NEW OWNER THAT SPECIFICALLY ADDRESSES THE REMAINING CONSTRUCTION ACTIVITY. SEE THE SWPPP PLAN SHEETS AND SWPPP NARRATIVE (ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE) AND SWPPP PLAN SHEETS FOR FINAL STABILIZATION MEASURES

TRAINING (PART III.A.2)

DESIGN ENGINEER: MATTHEW R. PAVEK P.E.
TRAINING COURSE: DESIGN OF SWPPP
TRAINING ENTITY: UNIVERSITY OF MINNESOTA
INSTRUCTOR: JOHN CHAPMAN
DATES OF TRAINING COURSE: 5/15/2011 - 5/16/2011
TOTAL TRAINING HOURS: 12
RE-CERTIFICATION: 1/13/14-1/13/14 (8 HOURS), EXP. 5/31/2017

OWNER INFORMATION

OWNER:
CPM DEVELOPMENT
2919 KNOX AVENUE S, SUITE 200
MINNEAPOLIS, MN 55408

CONTACT:
CPM DEVELOPMENT
2919 KNOX AVENUE S, SUITE 200
MINNEAPOLIS, MN 55408

AREAS AND QUANTITIES (PART III.A.4.B&C):

	EXISTING		PROPOSED	
BUILDING COVERAGE	10,477 SF	28.5%	21,076 SF	57.3%
ALL PAVEMENTS	20,895 SF	56.8%	8,793 SF	23.9%
ALL NON-PAVEMENTS	5,420 SF	14.7%	6,923 SF	18.8%
TOTAL SITE AREA	36,792 SF	100.0%	36,792 SF	100.0%
IMPERVIOUS SURFACE				
EXISTING CONDITION	31,372 SF	85.3%		
PROPOSED CONDITION	29,869 SF	81.2%		
DIFFERENCE	-1,503 SF	-4.1%		
DISTURBED AREA	43,000 SF			
SILT FENCE/BIO-ROLL	1,500 LF			
EROSION CONTROL BLANKET	0 SF			
INLET PROTECTION DEVICES	5 EA			

NOTE: QUANTITIES ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR SHALL DETERMINE FOR THEMSELVES THE EXACT QUANTITIES FOR BIDDING AND CONSTRUCTION.

SWPPP CONTACT PERSON

CONTRACTOR:

SWPPP INSPECTOR TRAINING:
ALL SWPPP INSPECTIONS MUST BE PERFORMED BY A PERSON THAT MEETS THE TRAINING REQUIREMENTS OF THE NPDES CONSTRUCTION SITE PERMIT.
TRAINING CREDENTIALS SHALL BE PROVIDED BY THE CONTRACTOR AND KEPT ON SITE WITH THE SWPPP

PARTY RESPONSIBLE FOR LONG TERM OPERATION AND MAINTENANCE OF PERMANENT STORM WATER MANAGEMENT SYSTEM

PERMANENT STORMWATER MANAGEMENT IS NOT REQUIRED AS PART OF THIS PROJECT TO MEET NPDES PERMIT REQUIREMENTS. THE PROPERTY OWNER IS RESPONSIBLE FOR THE LONG TERM OPERATION AND MAINTENANCE OF THE PROPOSED STORMWATER SYSTEM.

SWPPP ATTACHMENTS:

NOT APPLICABLE

SUPPLEMENTARY SITE SPECIFIC EROSION CONTROL NOTES:

THESE NOTES SUPERCEDE ANY GENERAL SWPPP NOTES.

THIS PROJECT IS LESS THAN 1.0 ACRES, SO AN NPDES PERMIT IS NOT REQUIRED AND DOES NOT NEED TO BE SUBMITTED TO THE MPCA, HOWEVER, THE CONTRACTOR IS REQUIRED TO FOLLOW THE GUIDELINES IN THE NPDES PERMIT THROUGHOUT CONSTRUCTION.

PROJECT NARRATIVE:

PROJECT IS A REDEVELOPMENT OF AN EXISTING BUILDING AND PARKING LOT SITE INTO A MULTI LEVELHOTEL. SITE AND LANDSCAPE IMPROVEMENTS WILL OCCUR.

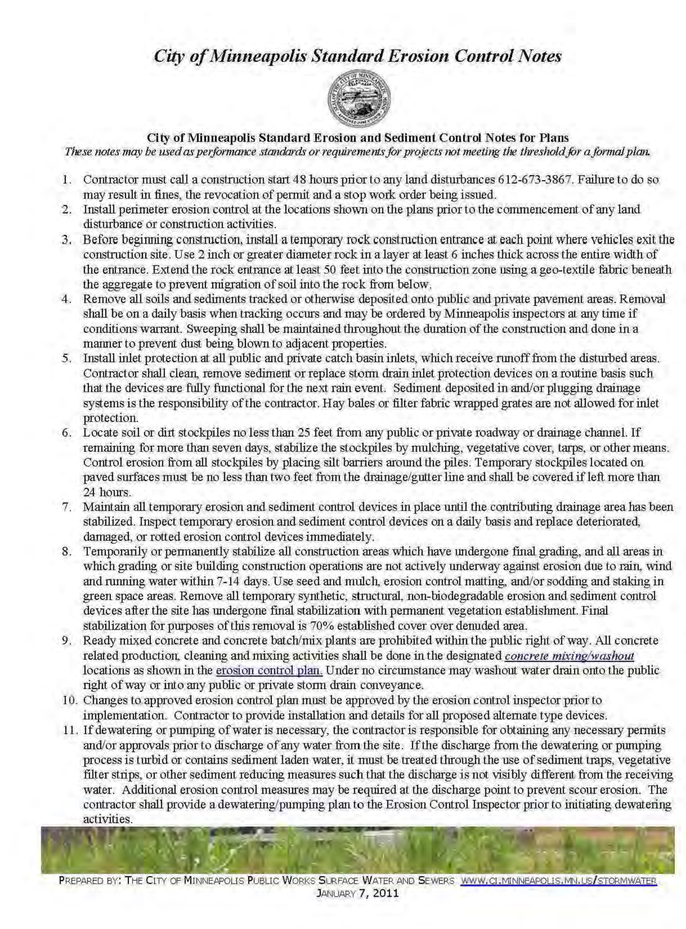
SPECIAL TMDL BMP REQUIREMENTS SITE SPECIFIC (IF REQUIRED):

NOT REQUIRED

PERMANENT STABILIZATION NOTES SITE SPECIFIC:

PERMANENT SEED MIX
- FOR THIS PROJECT ALL AREAS THAT ARE NOT TO BE SODDED OR LANDSCAPED SHALL RECEIVE A NATIVE PERMANENT SEED MIX.
  - AREAS IN BUFFERS AND ADJACENT TO OR IN WET AREAS MNDOT SEED MIX 33-261 (STORMWATER SOUTH AND WEST) AT 35 LBS PER ACRE.
  - DRY AREAS MNDOT SEED MIX 35-221 (DRY PRAIRIE GENERAL) AT 40 LBS PER ACRE.
- MAINTENANCE SHALL BE IN ACCORDANCE TO THE MNDOT SEEDING MANUAL.

CITY OF MINNEAPOLIS EROSION CONTROL NOTES:



City of Minneapolis Standard Erosion Control Notes

City of Minneapolis Standard Erosion and Sediment Control Notes for Plans
These notes may be used as performance standards or requirements for projects not meeting the threshold for a formal plan.

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.

PREPARED BY: THE CITY OF MINNEAPOLIS PUBLIC WORKS SURFACE WATER AND SEWERS WWW.CI.MINNEAPOLIS.MN.US/STORMWATER
JANUARY 7, 2011

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CivilSiteGroup.com
Matt Pavek 763-213-3944
Pat Sarver 952-250-2003

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612.676.2700 www.djr-inc.com

PROJECT
HURON AND ESSEX HOTEL
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CPM DEVELOPMENT
2919 KNOX AVENUE S, SUITE 200, MINNEAPOLIS, MN

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

Matthew R. Pavek
DATE 3/27/15 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
3/27/15	PDR SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

SWPPP - NARRATIVE

SW1.3

World • United States • MN • Hennepin Co. • Minneapolis • University
SE 27th Ave
SE Essex
subject property
Huron Blvd SE
SE Erie St
SE Erie St
SE Erie St
50 feet
10 m
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World • United States • MN • Hennepin Co. • Minneapolis • University
subject property
SE Essex St
Huron Blvd
SE Delaware St
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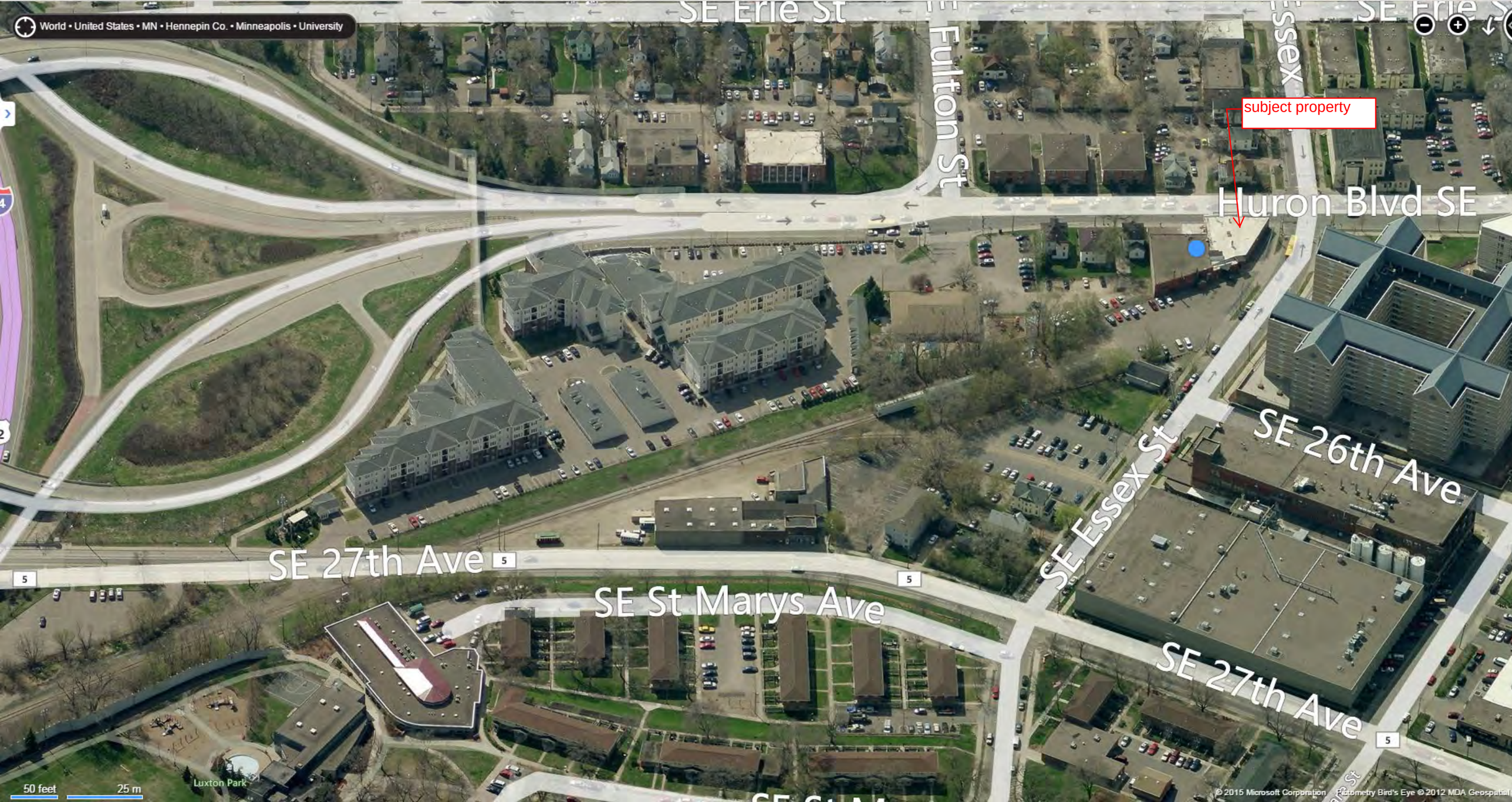
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SE 27th Ave
SE St Marys Ave
SE 27th Ave
Luxton Park
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25 m
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subject property
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Huron Blvd SE
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SE St Marys
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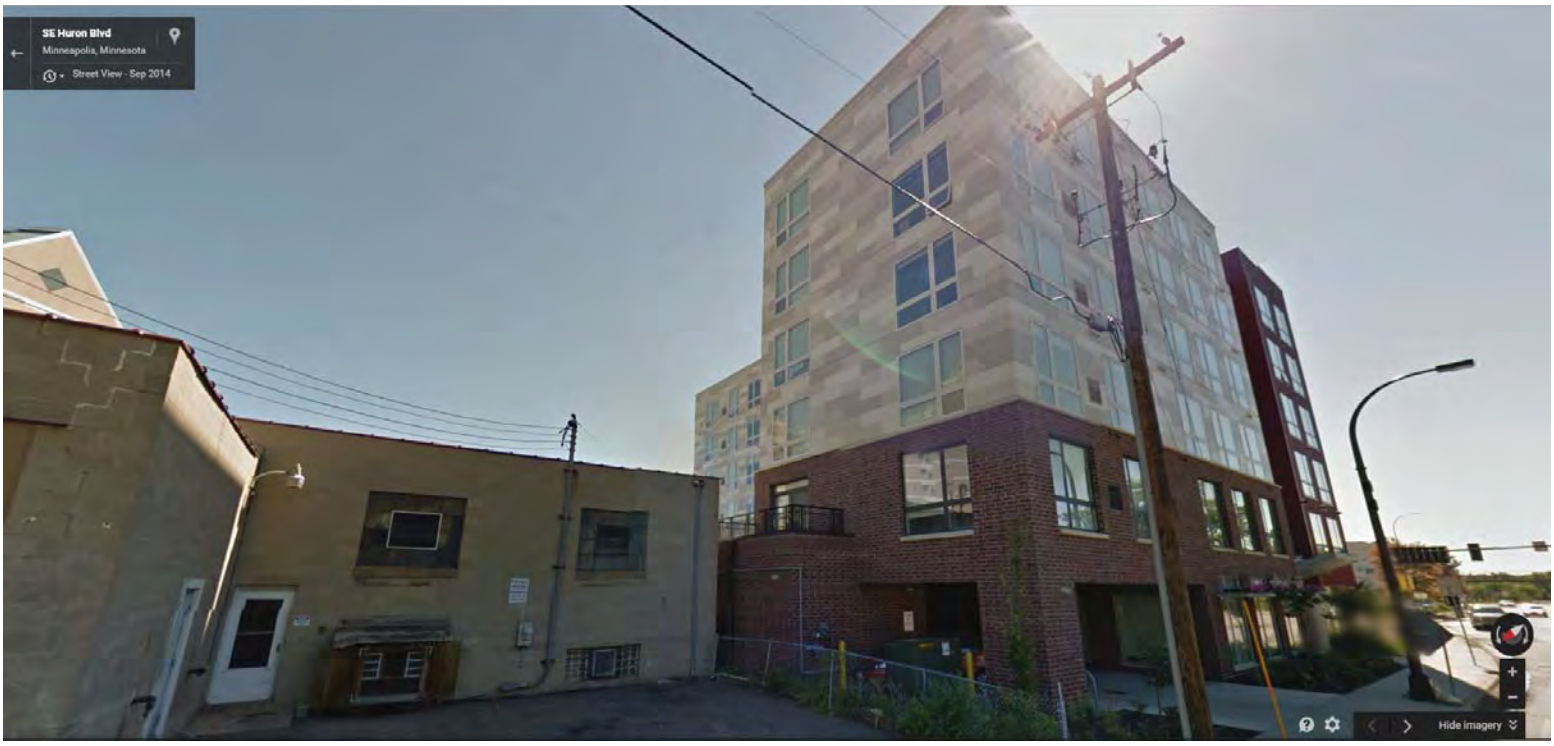
Luxton Park

501 Huron Boulevard Southeast

515 Huron Blvd SE



2530 Essex Street Southeast: Neighboring Property