Minneapolis
City of Lakes

CPED STAFF REPORT

Prepared for the City Planning Commission
CPC Agenda Item #7
May 11, 2015
BZZ-7099 and PL-290

LAND USE APPLICATION SUMMARY

Property Location: 2225 East Lake Street

Project Name: L&H Station

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Applicant: Hennepin County

Project Contact: BKV Group, Inc., Attn: Gretchen Camp

Request: To construct the first phase of a multi-phase development that includes office and commercial space, structured parking and a total of 115 residential units.

Required Applications:

Conditional Use Permit	For a Planned Unit Development in the C3A (Community Activity Center) District and PO (Pedestrian-Oriented) Overlay District.
Variance	Of the PO Standards.
Site Plan Review	To allow for the construction of the first phase of a multi-phase development that includes office and commercial space, structured parking and a total of 115 residential units.
Preliminary and Final Plat	To combine several underlying platted lots into one lot and one outlot.

SITE DATA

Existing Zoning	C3A (Community Activity Center) District PO (Pedestrian-Oriented) Overlay District
Lot Area	Lot: 147,821 square feet / 3.39 acres PUD: 267,382 square feet / 6.14 acres
Ward(s)	9
Neighborhood(s)	Corcoran Neighborhood Organization (CNO); adjacent to East Phillips Improvement Coalition (EPIC) and Longfellow Community Council (LCC)
Designated Future Land Use	Mixed Use
Land Use Features	The property is located within the boundaries of the Lake Street/Midtown Transit Station Area (TSA), the Lake Street LRT Station Activity Center, and within the Hiawatha & Lake Major Retail Center. Further, the property is located along East Lake Street, a designated Commercial Corridor.
Small Area Plan(s)	Corcoran Midtown Revival Plan Hiawatha/Lake Station Area Master Plan

Date Application Deemed Complete	March 11, 2015	**Date Extension Letter Sent**	April 15, 2015
End of 60-Day Decision Period	May 10, 2015	**End of 120-Day Decision Period**	July 9, 2015

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The site is currently occupied by a three-story, 51,000 square foot classroom building that is owned by Minneapolis Public Schools (MPS) and serves as the South Campus of the Adult Education Program. The building was constructed in 1986 and was the first building in a planned campus for a technical school; no additional buildings were ever constructed and MPS acquired the property in 1998. The remainder of the site consists of a fenced playground area and an associated 450 space surface parking lot. The parking spaces located east of 23rd Avenue extended have previously been used as a Metro Transit Park & Ride lot since the opening of the Hiawatha/Blue LRT line. These spaces were always deemed to be temporary and the agreement with Metro Transit was terminated in March. In addition, the Midtown Farmer's Market has operated on the northern portion of the parking lot abutting East Lake Street on Saturday mornings from May to October, and Tuesday evenings from June through October, since 2003. There is a parcel owned by Metropolitan Council that provides a pedestrian connection between the station and the former Park & Ride Lot. Hennepin County is working to acquire this parcel in order to include it as part of the second phase of development on the site. Further, two remaining residences located on the properties at 3049 and 3055 22nd Avenue South are currently not part of the MPS site, but are envisioned as part of a future development phase.

The entire eastern edge of the site is adjacent to the elevated Hiawatha LRT line and its Lake Street/Midtown Station as well as elevated Hiawatha Avenue at it crosses above Lake Street. The subject property is a key Transit-Oriented Development site in Midtown Minneapolis.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The subject property is surrounded by various land uses including low to medium density residential developments, various commercial/retail businesses including Hi-Lake Center and various big box retailers, institutional uses and surface parking lots. The zoning classifications are also varied and include C2, C3A, C3S, OR2, R6, R5, R4, R2B and R1A.

PROJECT DESCRIPTION. As proposed, the L&H Station project would result in the redevelopment of a six and one half-acre site at the intersection of East Lake Street and Hiawatha Avenue adjacent to the Lake Street/Midtown Blue Line LRT Station. The proposed phased development would incrementally result in the construction of 565 residential units, a 100,000 square foot office building, up to 16,075 square feet of retail space and a public plaza/market square. The proposed public plaza/market square would be located adjacent to the LRT station and would also serve as the permanent home of the Midtown Farmer's Market. The redevelopment would be served by up to 840 structured parking spaces.

Construction on the first phase is anticipated to begin in 2015, and continue incrementally over ten years with the fourth phase concluding in 2025. The initiation of each phase after Phase One would be determined based on the timing of the relocation of MPS and their functions that currently operate out of the existing building on the premises, and on market acceptance and conditions.

Phase One: 2015

As proposed, the first phase of the development would be constructed on the surface parking area located directly west of the existing MPS building. Phase One would include approximately 100,000 square feet of office space, 8,000 square feet of commercial space at the street level of the office building, structure parking and a total of 115 residential units.

The office building would be occupied by Hennepin County Human Services and Public Health Department (HSPHD). The structure would be approximately five stories or 79 feet in height, and 100,000 square feet in size. The principal entrance to the facility would be located directly off of East Lake Street. Approximately 500 employees are expected to office out of the new facility; however, it is

anticipated that the on-site count of employees at any one time would total approximately 325 individuals as these employees would meet clients both in and out of the office building. The new building would be one of its six regional service hubs that are now being developed by the County that provide various services to county residents including assessments and program referrals. Clients would be able to apply for food support and medical assistance, address homelessness, deal with utility shut-offs, evictions and other emergencies, get support for seniors in their homes, learn about early childhood programs and programs for people with disabilities as well as programs geared towards improving mental health and eliminating chemical dependencies.

The County has established human services centers in four HSPHD service regions in Brooklyn Center (Northwest Family Service Center), north Minneapolis, south suburban (Bloomington), and west suburban (Hopkins). There are three satellite locations as well that include Plymouth at Interfaith Outreach and Community Partners, Brookdale and Sabathani Community Center in Minneapolis. Construction is underway at the northeast/central human services center (located in the Health Services Building) and nearing completion at satellites in northeast Minneapolis (Eastside Neighborhood Services) and in Eden Prairie (located in the former Eden Prairie Service Center/library).

Approximately, 8,000 square feet of new retail space would be integrated into the ground level of the office building along the East Lake Street frontage. The principal entrance to the retail spaces would be located directly off of East Lake Street. The space is expected to accommodate approximately three to five tenants.

Phase One would also include a six-story, 115 unit market-rate residential building. The project would have a combination of one-bedroom and two-bedroom units ranging from 550 to 850 square feet. All units would have outdoor space in the form of a balcony, terrace (at the amenity deck) or walk-up patio. Exterior materials are proposed to be brick, metal, cement fiber board and glass. The material palette has a primary base color of charcoal, while silver and green metal is used to highlight the ends of the building. Wood panels are further used as accents within the balcony and walk-up recesses. The main entrance for the housing would be located off of 22nd Avenue South. Ground level townhouse units would be developed along the private street connecting 22nd Avenue South to 23rd Avenue South (extended).

As part of the first phase, a 406 space parking structure that includes both below grade and one level of at grade parking that is covered by a green roof canopy, would be developed to serve the office, retail spaces and the residential building. At-grade parking for Phase One would be controlled via gate access and would require patrons to receive validation. The below-grade parking spaces would have secured access via a FOB system. During Phase One the County would also have use of the remaining surface spaces located directly south of Phase One.

During Phase One, MPS would continue to operate out of the existing building.

Based on the proposal, the first phase of the development requires a Conditional Use Permit (CUP) for a Planned Unit Development (PUD). A variance of the PO standards is required regarding window percentage along 22nd Avenue South and for building placement along both 22nd Avenue South and East Lake Street. Site plan review is also required as is a preliminary and final plat. Each future phase would be taken through the City's design and approval process independently and would minimally require an amendment to the CUP for the PUD and site plan review.

Subsequent Phases Two – Four: 2017 – 2025

The construction on the remainder of the site would begin when MPS relocates to a new site, thus allowing for the demolition of the existing 51,000 square foot building that occupies the subject property. A potential new site has been identified but assembly and construction may require five to eight years to complete.

Future phased development would provide a new public plaza/market square, along the east side of the site, with permanent facilities for the Midtown Farmer's Market and a platform for programming other public events. The public plaza/market square would provide a connection to the Lake Street/Midtown LRT station for visitors to Hennepin County's regional human services office, and other businesses and services on the site, for other destinations in the district beyond L&H Station, and for nearby residents.

The additional 8,075 square feet of proposed commercial space would be located within the residential building proposed in a future phase along the edge of the public plaza/market square. Hennepin County is currently in discussion with the Metropolitan Council, owner of the triangle-shaped parcel on the east edge of the site, to be incorporated into the development of the public plaza/market square. The multiple new residential buildings on the site would have a total of 440 housing units potentially served by up to 399 parking spaces.

Two residences, 3029 and 3055 22nd Avenue South, located in the southwest corner of the site are not included in the County's purchase of the site from MPS but are designated for redevelopment. It is anticipated that the owners of these parcels will be contacted for purchase of their parcels when appropriate as the redevelopment proceeds.

ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW): An EAW was required for the project as the proposal exceeds thresholds regarding residential development (greater than 375 attached residential units) and regarding mixed-use projects (with a sum of quotients exceeding 1.0). The only significant environmental impact/issue that was identified in the EAW was potential traffic and parking issues. CPED and Public Works Staff have since approved a Travel Demand Management Plan (TDMP) that mitigates the identified impacts. On February 19, 2015, the Minneapolis City Council determined that the project does not have the potential for significant environmental effects and therefore no Environmental Impact Statement (EIS) was required.

COOPERATIVE AGREEMENT: A Cooperative Agreement between the City of Minneapolis and the Hennepin County Housing and Redevelopment Authority (HCHRA) is currently being finalized. In May of 2007, in conjunction with planning for the Lake Street Light Rail Station, the City of Minneapolis approved a redevelopment plan entitled the Hiawatha and Lake Redevelopment Plan. The Redevelopment Plan articulated the following objectives for the Project: to support compact development and promote mixed uses in the Lake Street Corridor, coordinate redevelopment efforts with major public infrastructure investments, including LRT or busways, integrate transit with all redevelopment projects, including safe and visually appealing transit stops for future LRT or busways, increase housing choices by promoting new mixed-income ownership and rental housing development, increase the number and quality of affordable homeownership and rental housing opportunities, and increase the quality and quantity of retail business services in the neighborhood. Development is further guided by the Corcoran Midtown Revival Plan adopted by the City in 2002 as an articulation of and an amendment to the City's comprehensive plan, which recommends the redevelopment of the site into a high-density mix of housing and commercial uses with facilities for a public market.

The purpose of the agreement is to outline specific commitments with respect to the improvements proposed in the first phase of the development to ensure consistency with the plans and to establish a framework for cooperation between the City and HCHRA with respect to the subsequent phases. The Cooperative Agreement is anticipated to be scheduled for a Community Development Committee meeting in May with formal City Council action following that meeting.

RELATED APPROVALS. The only past approvals for the site include approvals for the Midtown Farmer's Market that operates on the subject property. As previously noted, the Midtown Farmer's Market has operated on the northern portion of the parking lot abutting East Lake Street on Saturday mornings from May to October, and Tuesday evenings from June through October, since 2003.

PUBLIC COMMENTS. Staff has received official correspondence from the Corcoran Neighborhood Organization (CNO) which is attached for reference. Much of the extensive community outreach that has occurred is detailed within that correspondence. An email received from a neighborhood resident is also attached. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration and included in the public record.

ANALYSIS

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to amend the previously approved Planned Unit Development to allow for signage based on the following findings:

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

   Allowing the construction of the first phase of a multi-phase project on a key TOD site that would displace surface parking and result in the development of approximately 100,000 square feet of office space, 8,000 square feet of commercial space at the street level of the office building and a total of 115 residential units would not be detrimental to or endanger the public health, safety, comfort or general welfare. The proposed development is contextually appropriate and further enhances the character of the area all while being consistent with adopted policies that call for mixed-use and density given the location of the site along East Lake Street, a designated Commercial Corridor and within the boundaries of the Lake Street/Midtown Transit Station Area (TSA), the Lake Street LRT Station Activity Center, and within the Hiawatha & Lake Major Retail Center.

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 subject property is located in a developed urban area. Allowing for the construction of the first phase of the proposed PUD would not be injurious to the use and enjoyment of other property in the vicinity or impede the normal or orderly development and improvement of surrounding property for uses permitted in the district. The proposed development would be compatible with the character and scale of uses located in the area, as well as consistent with adopted City policies that encourage high-density development with neighborhood serving retail uses within TSAs.

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

   As proposed the first phase of the PUD would be accessed via two curb cuts. The 406 space parking structure that includes both below grade and one level of at grade parking would be accessed off of 22nd Avenue South via a 45 foot wide curb cut and off of the proposed "woonerf" which would be a private internal street with a 20 foot curb cut that is an extension of 23rd Avenue South. CPED and Public Works Staff will not support a driveway width greater than 24 feet off of 22nd Avenue South. The existing 231 surface parking stalls located on site would remain until future phases of the development are constructed.

   The Public Works Department has reviewed the preliminary plan and will review the final plan for compliance with standards related to access and circulation, drainage, and sewer/water connections. The applicant would be required to continue to work closely with the Public Works Department,

the Plan Review Section of CPED and the various utility companies during the duration of the development should the 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. The applicant is aware that all applicable plans are expected to incorporate any applicable comments or modifications as required by the Public Works Department.

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

Measures have been provided in regard to minimizing traffic congestion from a parking perspective as the applicant would be providing adequate off-street parking for both vehicles (406 spaces) and bicycles (178 spaces total; 150 inside and 28 spaces outside) within a ground level and underground parking garage. Further, the site is located directly adjacent to the Lake Street/Midtown Station located along the Hiawatha/Blue LRT line. A NiceRide shared bicycle facility is located in the southwest corner of 22nd Avenue South and East Lake Street. The site is also well-served by transit as the nearest bus stops are located on both sides of East Lake Street between 22nd Avenue South and the Lake Street/Midtown LRT Station. The transit routes serving the area include the following: 21, 27, 53, and 55.

The Zoning Code requires the following for each of the proposed uses within the first phase of the development:

- Office: 1 space per 500 square feet in excess of 4,000 square feet. The applicant proposes to construct a 100,000 square foot office building; therefore, 192 off-street parking stalls would be required. Based on the location of the site in the PO, 75% of the minimum is required for non-residential uses. As such, a total of 144 off-street parking spaces are required.
- Residential: 1 space per dwelling unit; therefore, 115 off-street parking stalls would be required. Based on the location of the site in the PO, 90% of the minimum is required for residential uses. As such, a total of 104 off-street parking spaces are required. The residential component is also eligible for a transit incentive (541.200) of 10% as the use is located within 300 feet of a transit stop with midday service headways of 30 minutes or less in each direction. Therefore, a total of 94 off street parking spaces are required.
- Retail: 1 space per 500 square feet in excess of 4,000 square feet. The applicant proposes to construct approximately 8,000 square feet of retail/commercial space; therefore, 8 off-street parking stalls would be required. Based on the location of the site in the PO, 75% of the minimum is required for non-residential uses. As such, a total of 6 off-street parking spaces are required.
- Farmer's Market: 1 space per 2,000 square feet of sales area, except where approved as a temporary use. The applicant proposes to utilize 45,000 square feet of area; therefore, 23 off-street parking stalls would be required. Based on the location of the site in the PO, 75% of the minimum is required for non-residential uses. As such, a total of 17 off-street parking spaces are required.
- School, vocational or business: 1 space per classroom + 1 space per 5 students based on the maximum number of students attending classes at any one time. There are a total of 30 classrooms and a maximum of 450 students attending classes at any one time; therefore, 120 off-street parking stalls would be required. Based on the location of the site in the PO, 75% of the minimum is required for non-residential uses. As such, a total of 90 off-street parking spaces are required.

Overall, with completion of the first phase of development a minimum of 351 off-street parking spaces are required for all uses. As previously noted, the MPS school building would eventually be demolished as part of the second phase of development lessening the off-street parking requirement for the first phase to 261 off-street parking spaces. A total of 406 off-street parking spaces are proposed in the parking structure (296 standard, 95 compact, 15 accessible stalls); an additional 231 surface stalls would remain on-site until the future phases of development are constructed, although 64 of those stalls would be unavailable during construction due to construction staging.

A detailed Travel Demand Management Plan (TDMP) has been reviewed and approved by Public Works and CPED Staff. The TDMP covers a wide range of issues notably providing an assessment and understanding of the impacts of the present and planned land uses; pedestrian, bicycle, including bicycle parking and transit use; the possibility of establishing a Critical Parking Area; an inventory and an analysis of the existing off-street and on-street parking capacity in the neighborhood (with consideration of the YWCA, South High School, hide-and-ride users, impacts due to the elimination of the Park & Ride lot, etc.), opportunities for shared parking within the development; as well as required intersection analyses. Further, the applicant has agreed to monitor the travel behavior of the office users during specific increments (every two years for ten years) and to provide these status updates to the City. This information will be utilized to evaluate and consider the supply and demand for parking and correspondingly the provision of additional parking in future phases of the development.

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

The Minneapolis Plan for Sustainable Growth designates the site as Mixed Use. The subject property is located within the boundaries of the Lake Street/Midtown Transit Station Area (TSA), the Lake Street LRT Station Activity Center, and within the Hiawatha & Lake Major Retail Center. Further, the property is located along East Lake Street, a designated Commercial Corridor. Transit Station Area (TSA) is a land use policy feature developed from regional investment in dedicated, fixed-route transit lines. As such, TSAs call for tools that maximize potential community development benefits of transit while also strengthening and protecting the surrounding neighborhoods. Mixed use allows for mixed use development, including mixed use with residential and may include either a mix of retail, office or residential uses within a building or within a district. There is no requirement that every building be mixed use. Commercial Corridors typically have a mix of uses, with commercial uses dominating. These corridors accommodate high density (50-120 du/acre), transitioning down to medium density in surrounding areas. Activity Centers typically have a mix of uses including a high intensity of uses, "including employment, commercial, office, and residential uses. The features typically accommodate high density (50-120 du/acre) and very high density (120-200 du/acre), dependent on context." The following policies and implementation steps of *The Minneapolis Plan for Sustainable Growth* apply to this proposal:

Land Use Policy 1.1 states: "Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan." This policy includes the following applicable implementation steps: (1.1.3) "Encourage the use of flexible regulatory options that promote high quality development, such as the Planned Unit Development (PUD) tool"; (1.1.4) "Support context-sensitive regulations for development and land use, such as overlay districts, in order to promote additional land use objectives"; (1.5.1) "Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development."

Land Use Policy 1.2 states: "Ensure appropriate transitions between uses with different size, scale, and intensity." This policy includes the following applicable implementation step: (1.2.1) "Promote

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

Land Use Policy 1.3 states: "Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit. This policy includes the following applicable implementation steps: (1.3.1) "Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings"; and (1.3.2) "Ensure the provision of high quality transit, bicycle, and pedestrian access to and within designated land use features."

Land Use Policy 1.4 states: "Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users." This policy includes the following applicable implementation steps: (1.4.1) "Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served"; (1.4.2) "Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level"; (1.4.4) "Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide "eyes on the street".

Land Use Policy 1.5 states: "Promote growth and encourage overall city vitality by directing new commercial and mixed use development to designated corridors and districts." This policy includes the following applicable implementation step: (1.5.1) "Support an appropriate mix of uses within a district or corridor with attention to surrounding uses, community needs and preferences, and availability of public facilities."

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

Land Use Policy 1.10: "Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic." This policy includes the following applicable implementation steps: (1.10.1) "Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low impact light industrial – where compatible with the existing and desired character"; (1.10.4) "Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character"; (1.10.6) "Encourage the development of medium-density housing on properties adjacent to properties on Commercial Corridors.

Land Use Policy 1.12 states: "Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character." This policy includes the following applicable implementation steps: (1.12.1) "Encourage a variety of commercial and residential uses that generate activity all day long and into the evening"; (1.12.2) "Encourage mixed use buildings, with commercial uses located on the ground floor and secure entrances for residential uses"; (1.12.3) "Encourage active uses on the ground floor of buildings in Activity Centers"; (1.12.5) "Encourage a height of at least two stories for new buildings in Activity Centers, in keeping with neighborhood character"; (1.12.6) "Encourage the development of high- to

very-high density housing within the boundaries of Activity Centers" (1.12.7) "Encourage the development of medium- to high-density housing immediately adjacent to Activity Centers to serve as a transition to surrounding residential areas"; (1.12.8) "Support district parking strategies in Activity Centers, including shared parking facilities with uniform signage, and other strategies"; (1.12.9) Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces in Activity Centers.

Land Use Policy 1.13 states: "Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places." This policy includes the following applicable implementation step: (1.13.1) "Encourage pedestrian-oriented services and retail uses as part of higher density development near transit stations"; and (1.13.4) "Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces near the station"; (1.13.5) "Concentrate highest densities and mixed use development adjacent to the transit station and along connecting corridors served by bus"; (1.13.6) "Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities."

Housing Policy 3.1 states: "Grow by increasing the supply of housing." This policy includes the following applicable implementation step: (3.1.1) "Support the development of new medium- and high-density housing in appropriate locations throughout the city."

Housing Policy 3.2 states: "Support housing density in locations that are well connected by transit, and are close to commercial, cultural and natural amenities." This policy includes the following applicable implementation step: (3.2.1) "Encourage and support housing development along commercial and community corridors, and in and near growth centers, activity centers, retail centers, transit station areas, and neighborhood commercial nodes."

Urban Design Policy 10.4 states: "Support the development of residential dwellings that are of high quality design and compatible with surrounding development." This policy includes the following applicable implementation steps: (10.4.1) "Maintain and strengthen the architectural character of the city's various residential neighborhoods"; (10.4.2) "Promote the development of new housing that is compatible with existing development in the area and the best of the city's existing housing stock."

Urban Design Policy 10.5 states: "Support the development of multi-family residential dwellings of appropriate form and scale." This policy includes the following applicable implementation step: (10.5.2) "Medium-scale, multi-family residential development is more appropriate along Commercial Corridors, Activity Centers, Transit Station Areas and Growth Centers outside of Downtown Minneapolis".

Urban Design Policy 10.6 states: "New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale design features at the street level." This policy includes the following applicable implementation steps: (10.6.1)"Design buildings to fulfill light, privacy, and view requirements for the subject building as well as for adjacent properties by building within required setbacks"; (10.6.2) "Promote the preservation and enhancement of view corridors that focus attention on natural or built features, such as the Downtown skyline, landmark buildings, significant open spaces or bodies of water"; (10.6.3) "Provide appropriate physical transition and separation using green space, setbacks or orientation, stepped down height, or ornamental fencing to improve the compatibility between higher density and lower density residential uses"; (10.6.4) "Orient buildings and building entrances to the street with pedestrian amenities like wider sidewalks and green spaces"; (10.6.5) "Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level"; (10.6.6) "Integrate transit facilities and bicycle parking amenities into the site design."

Urban Design Policy 10.9 states: "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." This policy includes the following applicable implementation steps: (10.9.1)"Encourage both mixed-use buildings and a mix of uses in separate buildings where appropriate"; (10.9.2) "Promote building and site design that delineates between public and private spaces"; (10.9.3) "Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors"; (10.9.4) "Coordinate 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."

Urban Design Policy 10.10 states: "Support urban design standards that emphasize a traditional urban form in commercial areas." This policy includes the following applicable implementation step: (10.10.3) "Enhance pedestrian and transit-oriented commercial districts with street furniture, street plantings, plazas, water features, public art and improved transit and pedestrian and bicycle amenities."

Urban Design Policy 10.13 states: "Work with institutional and public partners to assure that the scale and form of new development or expansion will occur in a manner most compatible with the surrounding area." This policy includes the following applicable implementation steps: (10.13.3)" Encourage institutional uses and public buildings and facilities to incorporate architectural and site design that is reflective of their civic importance and that identifies their role as focal points for the community"; (10.13.4) "Promote active uses at the ground floor level."

Urban Design Policy 10.14 states: "Encourage development that provides functional and attractive gathering spaces." This policy includes the following applicable implementation step: (10.14.3) "Encourage the creation of new parks and plazas."

Urban Design Policy 10.16 states: "Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal."

The proposal is supported by the above listed policies and implementation steps of *The Minneapolis Plan for Sustainable Growth.*

There are two additional plans that must be considered when evaluating the proposal. The *Hiawatha/Lake Station Area Master Plan* was adopted by the City Council in 2001, and the *Corcoran Midtown Revival Plan* was adopted by the City Council in 2002.

The *Hiawatha/Lake Station Area Master Plan* was the first in a series of long-range studies being completed for transit-oriented development (TOD) around Hiawatha LRT station sites. The area of study includes portions of the Phillips Community, Corcoran Neighborhood, the Longfellow Community, and the Seward Neighborhood. It focuses on land uses, urban design, public infrastructure, and amenities located within a 1/2-mile of the station. The purpose of the plan is to guide changes that build upon neighborhood strengths and capitalize on opportunities that may include: (1) Future mixes of new businesses, housing, and neighborhood amenities; (2) Improvements to the pedestrian environment; (3) Enhancement of parks and green space; and (4) Improving the accessibility and fit of the station with the neighborhood.

The subject site is identified as the Edison / PPL School Site. The preferred future land use for this site is as follows: comprehensive redevelopment in a manner similar to the built form proposals for the Hi-Lake Shopping Center site. Retail and commercial office uses are indicated along the south side of East Lake Street with direct linkages to LRT. Multi-family residential buildings arrayed along the perimeter of the site stepping down in height towards the 31st Street neighborhood edge. Open space is preserved in the block interior. The following are also generally prescribed in the plan:

densities ranging from 2.0 to 3.0 for FAR are recommended with higher densities adjacent to the LRT station site; building setbacks are encouraged to be 5 feet for at least 80% of the block's linear street frontage with building height appropriate at 6 stories with 2 to 4 adjacent to established single family areas; inclusion of open space and parking supply evaluated on a project by project basis.

The *Corcoran Midtown Revival Plan* reflects a vision for the Corcoran neighborhood in the vicinity of the Lake Street/Midtown LRT Station. It stems from and builds upon the Hiawatha/Lake Station Area Master Plan. The plan calls for high density on the site with 4 to 6 story apartments (215-220 dwelling units), commercial space (10,000 square feet) a public market and green space with specialty realty. Further, the plan identifies design elements including architectural controls and character elements – 40% glass, storefront design, articulated facades, traditional materials, appropriate signage, awnings on commercial storefronts, adequate lighting. It further addresses building orientation, height and massing – Lake Street orientation to Lake Street and orientation to multiple streets as applicable, with a maximum height of 6 stories on the subject site. Regarding parking recommendations – parking should be behind or beneath buildings, with surface parking limited and maximums applied. There are also recommendations regarding pedestrian realm improvements – walkway widths of 12 feet, connections to areas south of the site, and adequate lighting. The plan encourages mixed-use with street level retail.

The first phase of the proposed development is consistent with the applicable policy guidance outlined in the *Hiawatha/Lake Station Area Master Plan* and the *Corcoran Midtown Revival Plan.*

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

   If the requested conditional use permit, site plan review and preliminary plat is approved, the proposal would comply with all applicable provisions of the C3A District and PO Overlay District.

Findings Required for Planned Unit Developments:

A. The planned unit development conforms to the applicable standards for alternatives and amenities. All planned unit developments shall provide at least one amenity or a combination of amenities that total at least 10 points, beyond those required for any alternatives. For each alternative requested, amenities shall total at least five points.

Alternatives requested:

Bulk regulations, building height.

- To increase the maximum permitted height of structures from 4 stories or 56 feet to approximately 5 stories or 79 feet for the office building and to approximately 6 stories or 75 feet for the residential building.

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.*

   The first phase of the development would be expected to have minimal impacts on the amount of light and air that surrounding properties receive. Currently, the site consists of a single-building that is 3 stories or approximately 43 feet in height surrounded by a 450 space surface parking lot. The increase in height would be expected to result in some shadowing impacts on adjacent roadways and properties, the extent of which depends on the time of day and the season.

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

The first phase of the development would not be expected to have any significant shadowing impacts on adjacent properties. In December, there will be some minimal shadowing impacts on the residential condo building located at the intersection of 21st Avenue South and East Lake Street in the morning as well as the senior housing project located across East Lake Street at Hiawatha Avenue midday. Further, a portion of the Lake/Street Midtown Station would be shadowed in the late afternoon. While some shadowing would occur as a result of the proposed height of the structures, they would not shadow abutting properties continually as the shadow would rotate from north to south throughout the day as expected.

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

   The scale and character of the buildings as well as the architectural styles of the surrounding properties in this area are varied. The proposal is compatible with the scale and character of other buildings in the area as 4 and 6 story buildings are located to the north of the site. There is a mixture of building heights in the vicinity and allowing for two buildings that are taller than the underlying district allowance of 4 stories or 56 feet as part of a PUD is consistent with adopted City policies. The design and allocation or distribution of height on site would be compatible with the contextual surroundings.

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

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

Required yards.

- A reduction or elimination of required yards is required within the PUD for the residential component of the building along the east elevation adjacent to the existing MPS school building. The required setback would be 15 feet for floors 2-6. The applicant proposes to construct the building with a zero foot setback. As a side note, three windows on the north elevation of the existing MPS building would need to be removed; however, no windows would need to be removed on the west elevation of the MPS building.

Off-street parking and loading.

- The applicant proposes to reduce the minimum loading requirement for the first phase. The office use requires two large and the residential use requires one small. The applicant proposes to locate two small spaces within the ground level of the parking structure.
- The applicant is also proposing to increase the maximum width of the driveway off of 22nd Avenue South to approximately 45 feet. CPED and Public Works Staff will not support a driveway width greater than 24 feet. The alignment of the driveway will need to be altered to accommodate a curb cut width of 24 feet off of 22nd Avenue South.

Points required for alternatives:

- Establishment of the PUD **– 10 points.**
- Bulk regulations, building height – **5 points.**
- Required yards – **5 points.**
- Off-street parking and loading, driveway width– **0 points.**

Total = <u>20 points</u>.

Phasing plan. While there will be additional future phases proposed on the site. The applicant is merely seeking approval of the first phase of the development. Formal land use applications will be required for each subsequent phase which would minimally require an amendment and modification of the PUD as well as site plan review.

Amenities provided:

The applicant is proposing the following amenities from Table 527-1, Amenities:

Plaza (5 points)
Plazas shall have a minimum area equivalent to ten (10) percent of the site not occupied by buildings, but not less than two thousand (2,000) square feet and shall comply with all provisions in Chapter 535, Regulations of General Applicability. Plazas for commercial or mixed-use development shall be open to the public during daylight hours.

A transit plaza is proposed as part of the first phase of the project. It is approximately 4,295 square feet in size and located adjacent to East Lake Street and Midtown LRT stop on the Blue Line. It will be designed in compliance with the development standards outlined in Chapter 535 of the Zoning Code.

The plaza surfacing primarily consists of pervious pavers and decorative concrete. A total of 86 linear feet of seating must be provided; the applicant proposes 89 linear feet in compliance with the fixed, seating with backs/backless seating requirements.

A minimum of 4 trees must be provided within the plaza area. The applicant proposes 9 trees within the plaza area. In terms of amenities, the applicant is proposing to include two game tables. A total of two trash and two recycling receptacles shall be located on site. The plaza shall be maintained in compliance with the standards outlined in Chapter 535 of the Zoning Code.

Pedestrian improvements (3 points)
A site and building design that allows for exceptional and accessible pedestrian and/or bicycle access through and/or around a site that exceeds the requirements of Chapter 530, Site Plan Review. The improvements shall use a combination of landscaping, decorative materials, access control and lighting to create a safe, clear and aesthetically pleasing access through and/or around the site that complies with the Americans with Disabilities Act accessibility requirements.

The project would result in the removal of the existing 5-6 foot tall retaining wall that currently separates East Lake Street from the site. The sidewalk on East Lake Street would be widened to allow an 11 to 18 foot clear walking path. The pedestrian improvements wrap the site along 22nd Avenue South to the future "woonerf" access point. The sidewalks would be fully accessible, heavily landscaped, incorporating decorative outdoor seating areas, bike racks, lighting and building entry terraces.

Recycling storage area (1 point)
Provide an easily accessible area that serves the entire building and is dedicated to the collection and storage of non-hazardous materials for recycling, including but not limited to paper, corrugated cardboard, glass, plastics and metals. The recycling storage area shall be located entirely below grade or entirely enclosed within the building.

The office building and residential building would incorporate recycling programs. Each building would include a trash room where recycling materials would be collected. The retail spaces would have access to the trash room as well.

Amenities proposed by the applicant or others (11 points)
The city planning commission may consider other amenities not listed in Table 527-1, Amenities, that are proportionally related to the alternative requested. The commission may assign one (1), three (3), five (5), or ten (10) points based on the proportionality.

- **Green roof (3 points)**
  Typically, this is a 10 point amenity that is awarded where the installation of an extensive, intensive, semi-intensive, modular or integrated green roof system that covers a minimum of fifty (50) percent of the total roof area proposed for the development.

The applicant is requesting 3 points as extensive green roof tray systems are proposed to be incorporated into the Phase 1 buildings. The area would cover approximately 10,220 square feet or approximately 15% of the total roof area which is 68,490 square feet. Green roofs are located on top of the retail space (near the transit plaza) and above the parking deck.

- **Minnesota Sustainable Building Guidelines (B3-MSBG) (5 points)**
  Typically, this is a 10 point amenity that is awarded provided the proposed development shall meet the minimum required and recommended MSBG standards that would equal a LEED silver certification. The developer must submit documentation to the City including the MSBG checklist and a letter, signed by the owner or a licensed design professional, that shows that the project will comply with MSBG required and recommended standards equivalent to a LEED Silver certification. The recommended standards utilized should be those that most closely align with City sustainability goals.

  The applicant is requesting 5 points as the office building would be designed to comply with the MN B3 standards which equates to a fossil fuel use reduction of 70%. The residential building would have its own rating system but it will not be the B3 standards.

- **On-site renewable energy (3 points)**
  Typically, this is a 5 point amenity that is awarded for the use of a photovoltaic or wind electrical system, solar thermal system and/or a geothermal heating and cooling system for at least seven (7) percent of the annual energy costs in new and existing buildings. Geothermal systems shall not use vapor compression systems. The applicant must demonstrate that the quantity of energy generated by the renewable energy system(s) meets the required percentage through a whole building energy simulation.

  The applicant is requesting 3 points as a photovoltaic system is planned for the office building. Capacity would be approximately 6,600 square feet of solar array equivalent to 66 kilowatt of power. Estimated annual production is 100,000 kilowatt hours for a cost savings of $12,000. The estimate of the annual energy costs is $265,760. The renewable energy accounts for 4.5% of the total energy cost.

Table 1. Amenity Points Summary

Amenity	Points Requested by Applicant	Points Recommended by Staff
Plaza	5 points	5 points
Pedestrian improvements	3 points	3 points
Recycling storage area	1 point	1 point
Green roof	3 points	3 points
Minnesota Sustainable Building Guidelines (B3-MSBG)	5 point	5 points
On-site renewable energy	3 points	3 points
Total	20 points	20 points

B. The planned unit development conforms to the *required findings* for a planned unit development:

(1) That the planned unit development complies with all of the requirements and the intent and purpose of this chapter. In making such determination, the following shall be given primary consideration:

a. The character of the uses in the proposed planned unit development, including in the case of residential uses, the variety of housing types and their relationship to other site elements and to surrounding development.

The subject property is surrounded by various land uses including low to medium density residential developments, various commercial/retail businesses including Hi-Lake

Center and various big box retailers, institutional uses and surface parking lots. As part of the first phase, the project would provide approximately 100,000 square feet of office space, 8,000 square feet of commercial space and 115 market-rate apartment units with a mix of one-bedroom and two-bedroom dwelling units. The proposed development would be contextually appropriate and further, advances City goals relative to properties located in TSAs, Activity Centers and along Commercial Corridors by providing dense urban infill development all while displacing surface parking.

b. *The traffic generation characteristics of the proposed planned unit development in relation to street capacity, provision of vehicle access, parking and loading areas, pedestrian access, bicycle facilities and availability of transit alternatives.*

The development would not be expected to have a negative impact on traffic movement in the vicinity. A detailed Travel Demand Management Plan (TDMP) has been reviewed and approved by Public Works and CPED Staff. The TDMP covers a wide range of issues notably providing an assessment and understanding of the impacts of the present and planned land uses; pedestrian, bicycle, including bicycle parking and transit use; the possibility of establishing a Critical Parking Area; an inventory and an analysis of the existing off-street and on-street parking capacity in the neighborhood (with consideration of the YWCA, South High School, hide-and-ride users, impacts due to the elimination of the Park & Ride lot, etc.), opportunities for shared parking within the development; as well as required intersection analyses. Further, the applicant has agreed to monitor the travel behavior of the office users during specific increments (every two years for ten years) and to provide these status updates to the City.

As proposed the first phase of the PUD would be accessed via two curb cuts. The 406 space parking structure that includes both below grade and one level of at grade parking would be accessed off of 22nd Avenue South and off of the proposed "woonerf" which would be a private internal street that is an extension of 23rd Avenue South. The applicant would be providing adequate off-street parking for both vehicles (406 spaces) and bicycles (178 spaces total; 150 inside and 28 spaces outside) within a ground level and underground parking garage. Further, the site is located directly adjacent to the Lake Street/Midtown Station located along the Hiawatha/Blue LRT line. A NiceRide shared bicycle facility is located in the southwest corner of 22nd Avenue South and East Lake Street. The site is also well-served by transit as the nearest bus stops are located on both sides of East Lake Street between 22nd Avenue South and the Lake Street/Midtown LRT Station. The transit routes serving the area include the following: 21, 27, 53, and 55.

c. *The site amenities of the proposed planned unit development, including the location and functions of open space, the preservation or restoration of the natural environment or historic features, sustainability and urban design.*

The development provides the required amenities. Please see the amenities section of this report detailing the proposal's compliance with provisions for a plaza, pedestrian improvements, recycling storage area, green roof, Minnesota Sustainable Building Guidelines (B3-MSBG), and on-site renewable energy. As previously noted, the applicant is requesting partial compliance for some of the amenities as noted above.

d. *The appearance and compatibility of individual buildings and parking areas in the proposed planned unit development to other site elements and to surrounding development, including but*

not limited to building scale and massing, microclimate effects of the development, and protection of views and corridors.

There is a mix of uses in the area and the building types and styles are varied. The proposed development is contextually appropriate and would be compatible with the character and scale of uses surrounding the site as well as consistent with adopted City policies. The proposed building would not be out of character with the area, the proposed parking is located within the building, the proposed building height is not out of character with other buildings in the immediate area and the uses proposed are compatible with surrounding properties.

e. *An appropriate transition area shall be provided between the planned unit development and adjacent residential uses or residential zoning that considers landscaping, screening, access to light and air, building massing, and applicable policies of the comprehensive plan and adopted small area plans.*

The development site is separated from adjacent properties on all sides by public right-of-way except for a portion of the site to the south as there are two remaining residences located on the properties at 3049 and 3055 22nd Avenue South that are currently not part of the MPS site, but are envisioned as part of a future development phase. The proposed residential building would be located closest to these structures at a separation of approximately 170 feet. The area between the proposed building and the residential structure is currently surface parking. That condition would remain unchanged. To the north across East Lake Street there are commercial uses and a new multi-family development. To the west is the YWCA and an associated surface parking lot located across 22nd Avenue South. To the east is the elevated embankment for the raised LRT station as well as a small triangular parcel owned by Metropolitan Council. The applicant proposes to incorporate various streetscape features along East Lake Street (including removing the retaining wall) and 22nd Avenue South including wide sidewalks, and extensive landscaping.

f. *The relation of the proposed planned unit development to existing and proposed public facilities, including but not limited to provision for stormwater runoff and storage, and temporary and permanent erosion control.*

The applicant would need to continue to work closely with the Public Works Department, the Plan Review Section of CPED and the various utility companies during the duration of the development to ensure that all procedures are followed in order to comply with city and other applicable requirements. The City of Minneapolis will review and approve the applicant's stormwater management plan and erosion control plan.

g. *The consideration, where possible, of sustainable building practices during the construction phases and the use of deconstruction services and recycling of materials for the demolition phase.*

The first phase of the development includes a number of energy and resource saving design strategies. The developer has committed to incorporating sustainable practices where possible. The buildings constructed during the first phase would incorporate a construction waste recycling program. It is anticipated that the project would recycle approximately 85% of on-site construction waste.

(2) *That the planned unit development complies with all of the applicable requirements contained in Chapter 598, Land Subdivision Regulations.*

The site is being re-platted into one lot to accommodate the first phase and an outlot for the remaining phases. The preliminary and final plat complies with all of the applicable requirements in Chapter 598 of the Zoning Code.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the following variance applications: (1) Of the PO standards regarding building placement along both 22nd Avenue South and East Lake Street and for window percentage along 22nd Avenue South; 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.*

   PO Standards: The applicant is proposing to vary two of the applicable PO standards for the development; regarding building placement and window percentage. The PO requires that buildings be located within 8 feet of the front lot line and when on a corner lot, the building wall abutting each street must not be located more than 8 feet from the lot lines. The proposed building is located between 5 and 10 feet from the property line along East Lake Street and between 1 foot and approximately 55 feet from the property line along 22nd Avenue South. This exceeds the allowable building placement provision of 8 feet in the PO along both street frontages. In addition, the building does not comply with the required window area of at least 40% for the first floor façade of non-residential uses between 2 and 10 feet adjacent to 22nd Avenue South. The proposed elevation provides approximately 34%. Practical difficulties exist in complying with the ordinance. In regard to building placement, other than the recessed vestibule entry for the County office building along East Lake Street at 10 feet for 26 linear feet, the remainder of the building complies with the placement provision in that location. Along 22nd Avenue South, the configuration of the lot line is irregular and the elevation further accommodates an entrance to the parking facility which is recessed. Given the layout of the structure and interior programming it is reasonable and appropriate to allow a greater setback in this location. Regarding the window percentage along 22nd Avenue South, ideally there would be more activity in this location. With the inclusion of the ground level parking, and the overall access to the on-site parking, the elevation has some inactive uses that preclude the use of windows in this location. The applicant is providing as much fenestration as possible given the layout, phasing plan and the balance of providing activity around the entire perimeter of the site. In this circumstance, the request is reasonable and appropriate.

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.*

   PO Standards: Allowing a greater setback along both street frontages as well as reduction in the required window openings along 22nd Avenue South is a reasonable request and is keeping with the spirit and intent of the ordinance and comprehensive plan in this specific circumstance. As previously noted, the applicant requests a slight increase along East Lake Street from 8 feet to 10 feet for a 26 foot linear section of the building to accommodate a recessed entry to the office component of the development. Along 22nd Avenue South, the arching geometry of the lot line and the layout of the proposed development contribute to the need to vary the building placement provision as well as the window requirement in this location. Given these factors, Staff finds the request reasonable provided the window areas that face 22nd Avenue South remain completely unobstructed and allow views into and out of the building.

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.*

   PO Standards: The proposal to vary the applicable PO provisions as outlined above would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. The increase in setback along East Lake Street would be indiscernible, and the increased setback along 22nd Avenue South would allow for outdoor seating, landscaping and other amenities as well as allow for a recessed entrance to the parking facility located on site. The window area, although less than what is required in the PO at 40% is still greater than what would typically be required for a non-residential use outside of the PO as approximately 34% would be provided. The variance of the PO provisions in this specific circumstance would further not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.

SITE PLAN REVIEW

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

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

Building Placement and Design – *Requires alternative compliance*

- The development parcel has frontage on two public streets. The proposed building is located between 5 and 10 feet from the property line along East Lake Street and between 1 foot and approximately 55 feet from the property line along 22nd Avenue South. Alternative compliance is required and a 5 point amenity is required as addressed above in the PUD section due to non-compliance with the PO standards regarding building placement. CPED Staff would recommend that the Planning Commission grant alternative compliance. The majority of the building complies with the building placement provision along East Lake Street. The 10 foot setback for a small segment of the building (approximately 26 linear feet) allows for a recessed entry. Along 22nd Avenue South the lot line is irregular given the curvature of the street. The greater setback is provided to allow for a recessed entrance point to the parking garage as well as amenities including seating and landscaping. Where the building contains active uses along the street frontage, the building is predominantly in compliance with this provision.
- The area between building the building and the lot lines, with the exception of the driveway to the parking garage includes amenities. Landscaping including planters with trees and shrubs, as well as benches and wider sidewalks are provided to enhance the pedestrian realm.
- The building has principal entrances to the office and retail uses facing East Lake Street and 22nd Avenue South as well as facing the transit plaza to the east. The principal entrance to the residential component of the building faces 22nd Avenue South.
- Windows between 2 and 10 feet are required in order to provide natural surveillance and visibility by having active uses located along public streets. The proposal is meeting the intent of this requirement by integrating active uses along the public streets and facing the proposed transit plaza. The proposed development exceeds the ground floor window requirements along East Lake Street, facing the transit plaza, and for the residential segment of the building along 22nd Avenue South but provides less than the minimum requirement for the non-residential component of the building adjacent to 22nd Avenue South. A variance is addressed above

regarding the lack of compliance with the 40% PO requirement. Alternative compliance is also necessary. Staff would recommend that the Planning Commission grant alternative compliance in this specific circumstance. Although the window area is less than what is required in the PO at 40%, it is still greater than what would typically be required for a non-residential use outside of the PO as approximately 34% would be provided. In addition, as an alternative compliance measure, Staff would recommend that the Planning Commission require that the window areas that face 22nd Avenue South remain completely unobstructed and allow views into and out of the building. Further, the proposal exceeds the 10% window requirement on each floor above the first floor that faces the public street, public sidewalk and transit plaza. All windows are distributed in a more or less even manner and are also vertical in proportion. **See Table 1.** All ground level windows must be transparent (non-reflective) as required by Section 530.120 of the Zoning Code.

- There is one blank uninterrupted wall segment greater than 25 feet in length on the east elevation of the second floor of the building that does not include windows, entries, recesses or projections, or other architectural elements. The segment is approximately 77 feet in length. Alternative compliance is necessary. Staff would recommend that the Planning Commission require compliance with the provision as it would be practical to include windows to daylight the parking level or to provide some sort of recesses, projection or material change in that location especially given the prominence of that elevation.
- No plain face concrete block is proposed.
- The proposal complies with the ground floor active functions provision along East Lake Street as parking, loading, storage, or mechanical equipment areas do not exceed 30% of linear frontage; however, along 22nd Avenue South approximately 42% of the linear frontage of the building contains parking, loading, bike storage, and mechanical areas. Alternative compliance is necessary in this location. Staff would recommend that the Planning Commission grant alternative compliance. The building exceeds the allowance by 12% or approximately 37 feet. Given the orientation of the building, the layout of the site and the provision of enclosed ground level parking, it would not be practical to require compliance in this specific circumstance.
- All proposed materials are durable. The exterior materials proposed on the office, retail and parking structure include brick, burnished block and metal panels. The exterior materials proposed on the residential building include brick, metal, cement fiber board and glass. The material palette has a primary base color of charcoal, while silver and green metal is used to highlight the ends of the building. Wood panels are further used as accents within the balcony and walk-up recesses. No elevation exceeds 30% in terms of the allowable restricted materials; in this case, cement board materials. Staff has continued to work with the applicant on the residential building to simplify the material palette. Future changes in exterior materials may require review before the City Planning Commission. The proposed building form and flat roof would be considered compatible with other buildings in the area.
- The proposed 406 space parking garage is entirely enclosed and includes two levels of below grade and one level of at grade parking accessed off of 22nd Avenue South and off of the proposed "woonerf" which would be a private internal street that is an extension of 23rd Avenue South. The width of the curb cut off of 22nd Avenue South is currently proposed at 45 feet in width. CPED and Public Works Staff will not support a driveway width greater than 24 feet. The alignment of the driveway will need to be altered to accommodate a curb cut width of 24 feet. The curb cut width off of the internal private street is 20 feet. The existing 231 surface parking stalls located on site would remain until future phases of the development are constructed.

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

	Code Requirement		Proposed	
Residential Uses				
1st Floor – 22nd Ave S	20% minimum	146 sq. ft.	37%	268 sq. ft.
1st Floor – on-site parking lot	20% minimum	422 sq. ft.	27%	572 sq. ft.
2nd Floor and Above – 22nd Ave S	10% minimum		>10%	
2nd Floor – on-site parking lot	10% minimum		>10%	
Nonresidential Uses				
1st Floor – E Lake St	40% minimum	816 sq. ft.	74%	1,504 sq. ft.
1st Floor – 22nd Ave S	40% minimum	675 sq. ft.	34%	568 sq. ft.
1st Floor – Transit Plaza	40% minimum	163 sq. ft.	72%	392 sq. ft.
2nd Floor and Above – E Lake St	10% minimum		>10%	
2nd Floor and Above – 22nd Ave S	10% minimum		>10%	
2nd Floor and Above – Transit Plaza	10% minimum		>10%	

Access and Circulation – *Meets requirements*

- The principal entrances to the buildings would be located off of the public sidewalk directly abutting East Lake Street (office and retail) and 22nd Avenue South (residential). Secondary entrances to the retail spaces are proposed off of 22nd Avenue South and off of the transit plaza on the east side of the site.
- No transit shelters are included in the development; however, the site is located directly adjacent to the Lake Street/Midtown Station located along the Hiawatha/Blue LRT line. The site is also well-served by transit as the nearest bus stops are located on both sides of East Lake Street between 22nd Avenue South and the Lake Street/Midtown LRT Station. The transit routes serving the area include the following: 21, 27, 53, and 55.
- The proposed development has been designed to minimize conflicts with pedestrian traffic and surrounding residential uses. All proposed parking is contained within the building and curbs cuts to the site have been minimized to the extent practical. The expansive curb cut proposed off of 22nd Avenue South is recommended to be no greater than 24 feet in width.
- There is no public alley located on the block. The site would have two access points; one off of 22nd Avenue South and the other off of the proposed "woonerf" which would be a private internal street that is an extension of 23rd Avenue South. It is important to note that the true "woonerf" (pervious with below grade stormwater management, etc.) would not be constructed until a future phase. In phase one, a private drive approximately 293 feet in length would be paved from 22nd Avenue South to the below-grade parking entrance for the building.
- The building footprint covers nearly the entire portion of the site that is being redeveloped as part of the first phase. The lot size is larger due to the fact that the lot also includes the MPS building and surface parking lot which is not slated for redevelopment until a future phase. The applicant is proposing to landscape the proposed transit plaza and also incorporate extensive green roofs on portions of the building.

Landscaping and Screening – *Requires alternative compliance*

- The composition and location of landscaped areas somewhat complement the scale of the development and its surroundings.
- All proposed parking on site would be located within a parking structure; therefore, no landscape yards or screening apply to the development.
- The Zoning Code requires that at least 20 percent of the site not occupied by buildings be landscaped. The total site area is 147,821 square feet and a building footprint of 70,600 square feet is proposed. A total of 15,444 square feet of landscaping would be necessary to meet the 20 percent requirement. The applicant is providing 795 square feet of landscaping, or 1% of the area not covered by buildings. Alternative compliance is required. There are a couple of factors to consider when granting alternative compliance in this specific circumstance. The size of the lot for the first phase is larger given that the applicant had planned to create a new lot line between the residential building and the existing MPS building. However, this was not possible given the resulting building code issues. As such, the size of the parcel included as part of the first phase was increased to accommodate the MPS building and the existing parking lot (which is devoid of landscaping and will be eliminated as part of the second phase) to the east of the building. Additionally, as an alternative compliance measure, the applicant is proposing to heavily landscape the public realm in the public right-of-way by installing a total of 17 trees (8 canopy and 9 deciduous) and 176 perennials/grasses/vines in areas that totals 1,384 square feet. An extensive green roof is also proposed that totals approximately 10,220 square feet or approximately 15% of the total roof area. The green roofs are located on top of the retail space (near the transit plaza) and above the parking deck. In total, approximately 12,399 square feet of landscaping would be provided on site, within the public right-of-way and on roof tops. A total of 1,800 square feet of pervious pavers are also proposed on site and living wall panels are proposed on the west elevation of the building facing 22nd Avenue South. Given these reasons and consideration for future phases, it would not be practical to require compliance with the provision as it would require that the existing surface parking lot to the east of the MPS building be landscaped only to have all of it removed as part of the second phase of the project. As such, Staff recommends that the Planning Commission grant alternative compliance in this specific circumstance for the 20% requirement.
- The Zoning Code requires that at least 31 canopy trees and 154 shrubs be provided on site. The applicant is proposing to install 17 trees (13 canopy and 4 ornamental), a total of 38 shrubs and 54 perennials/grasses/vines. Alternative compliance would be necessary. As previously noted, the applicant is proposing to landscape the public right-of-way and further include an extensive green roof on site. In total, with the landscaping in these areas a total of 36 trees, 38 shrubs and 230 perennials/grasses/vines. Staff would recommend that the Planning Commission require partial compliance by allowing a reduction in on site trees but requiring that the site comply with the shrub requirement. The landscaping adjacent to the residential building is lacking and there are opportunities to improve the landscaping in that location and overall on site.
- There are existing surface parking lots on the south and east sides of the site that total 231 surface parking stalls that would be redeveloped as part of future phases. Staff will not require compliance with the design and maintenance provisions of this section given they are existing and will be redeveloped.
- The installation and maintenance of all landscape materials shall comply with 530.210.

Table 3. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	147, 821 sq. ft.
Building footprint	--	70,600 sq. ft.
Remaining Lot Area	--	77,221 sq. ft.
Landscaping Required	15,444 sq. ft.	795 sq. ft.
Canopy Trees (1: 500 sq. ft.)	31 trees	17 trees (13 canopy and 4 ornamental)
Shrubs (1: 100 sq. ft.)	154 shrubs	38 shrubs

Additional Standards – *Meets requirements*

- All parking for the proposed project is being provided within the building as two levels of underground parking are proposed and one level at grade. The parking would be accessed off of 22nd Avenue South and off of the proposed "woonerf" which would be a private internal street that is an extension of 23rd Avenue South. The site is subject to stormwater management requirements.
- The proposed building would not significantly shadow public spaces nor would the proposed structure result in significant impacts to wind and air in relation to the surrounding area.
- The proposal for the first phase appears to incorporate the applicable CPTED principles. The active uses proposed within the ground level of the buildings provide natural surveillance, there are windows on all sides of the building that allow people to observe adjacent public spaces and the entrances are connected to the public sidewalk. The site is further designed with landscaping, and architectural features to delineate space and control access. The sidewalks and walkways would be well lit and monitored. Staff has no additional comments or concerns at this time regarding site safety; however, CPED Staff will request that a detailed lighting plan be submitted outlining the locations of all new light fixtures for security purposes. In addition, it is important to acknowledge that this is the first phase of a multi-phase development for the site. Much of the site will remain in its current configuration with surface parking covering a large portion of the site. Each individual phase will be evaluated relative to compliance with CPTED principles.
- There are no eligible or designated historic structures on the subject site. Further, the property is not located in a historic district or identified as a historic resource.

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

The proposed use of the site as Planned Unit Development is *conditional* in the C3A District.

Off-street Parking and Loading – *Alternative requested under the PUD*

- The applicant proposes to reduce the minimum loading requirement for the first phase. The office use requires two large and the residential use requires one small. The applicant proposes to locate two small spaces within the ground level of the parking structure.
- The MPS building exists on the property and is therefore not required to comply with bicycle parking requirements. The surface parking on-site is existing. As previously noted, the MPS building is proposed to be demolished as part of phase two, and with each subsequent phase, the existing surface parking will be eliminated.

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

	Minimum Parking Requirement	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
Office	192	75% in PO	144	375	300
Residential dwellings	115	90% in PO + 10% for transit incentive	94	--	94
General retail sales and services	8	75% in PO	6	30	6
Farmer's Market	23	75% in PO	17	68	Share 231 existing surface parking stalls with school
School, Vocational or Business	120	75% in PO	90	135	231 (existing surface parking stalls)
Total	458	--	351	608 (not including residential)	406 structured spaces & 231 existing surface parking stalls

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

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed	Loading Requirement	Proposed
Office	7	--	Not less than 50%	35	2 large	Share 2 small
Residential dwellings	58	--	Not less than 90%	115	1 small	Share 2 small
General retail sales and services	3	Not less than 50%	--	3	--	Share 2 small
Farmer's Market	23	Not less than 50%	--	25	2 large	existing
School, Vocational or Business	30	Not less than 50%	--	--	2 small	existing
Total	121	--	--	178	--	2 small

Building Bulk and Height – *Alternative requested under the PUD*

- To increase the maximum permitted height of structures from 4 stories or 56 feet to approximately 5 stories or 79 feet for the office building and to approximately 6 stories or 75 feet for the residential building.

Table 5. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	147, 821 sq. ft. / 3.39 acres
Gross Floor Area **(GFA)**	--	204,600 sq. ft.
Minimum Floor Area Ration	1.0	1.38
Maximum Floor Area Ratio **(GFA/Lot Area)**	3.51 (w/bonus of 30% in PO for enclosed parking)	1.38
Maximum Building Height	4 stories or 56 feet, whichever is less	5 stories or 79 feet & 6 stories or 75 feet

Yard Requirements – *Alternative requested under the PUD*

- A reduction or elimination of required yards within the PUD for the residential component of the building along the east elevation adjacent to the existing MPS school building (0 foot setback). There are no other applicable yard requirements that apply in this circumstance for the building.

Table 7. Minimum Yard Requirements

	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front **(North and West)**	0 ft.	--	0 ft.	5 to 10 ft. along North property line & 1 to 55 feet along the West property line
Interior Side **(East)**	15 ft.	--	15 ft.	0 ft.
Interior Side **(South)**	15 ft.	--	15 ft.	25 ft.

Signs – *Not applicable*

- Signs are subject to Chapter 543 of the Zoning Code. All new signs are required to meet the requirements identified in Chapter 543. The applicant is not proposing any signs at this time. The applicant will submit a master sign plan for review and approval in the future.

Refuse Screening – *Meets requirements*

- The office building and residential building would incorporate recycling programs. Each building would include a trash room where recycling materials would be collected. The retail spaces would have access to the trash room as well.

Screening of Mechanical Equipment – *Meets requirements*

- According to the submitted plans, all mechanical units would be screened as required by Section 535.70 of the Zoning Code.

Lighting – *Meets requirements with Conditions of Approval*

- A photometric plan was not submitted as part of the application but will be required with the final submittal. All lighting will need to be downcast and shielded to avoid undue glare. All lighting shall comply with Chapters 535 and 541 and Planning Staff shall review the details of the fixtures in the final review prior to permit issuance.

Impervious Surface Area – *Not applicable*

Specific Development Standards – *Meets requirements*

- Farmers' market.
  (1) A scaled and dimensioned site plan showing the layout of the entire market area, including parking spaces for the use, shall be submitted.
  (2) All vehicles necessary for the operation of the use shall be located on a dustless all-weather hard surface capable of carrying a wheel load of four thousand (4,000) pounds and shall not remain idling while the use is open.
  (3) The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.
  (4) Canopies shall be securely fastened so as to stay in place during inclement weather. Canopies for temporary farmers' markets shall be removed during days that the farmers' market is not open to the public.
  (5) Farmers' markets shall be exempt from the enclosed building requirements of the zoning ordinance.

PO Overlay District Standards – *Variance requested*

- The PO was established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses.
- The PO requires that buildings be placed within 8 feet of the front lot lines and at least one principal entrance must face the public street. The applicant is requesting a variance of this provision along both street frontages as addressed above.
- At least 40% of the first floor façade of any non-residential use that faces a public street or sidewalk shall be windows or doors of clearly or lightly tinted glass measured between 2 and 10 feet. The applicant is requesting a variance of this provision along 22nd Avenue South as addressed above.
- In Transit Station areas, including the Lake Street/Midtown LRT Station, the minimum floor area is 1.0 given the commercial zoning on site. Further, density bonuses as applicable are 30% instead of 20%. The proposal meets the minimum FAR requirement.

Plaza Standards – *Meets requirements*

- A transit plaza is proposed as part of the first phase of the project. It is approximately 4,295 square feet in size and located adjacent to East Lake Street and Midtown LRT stop on the Blue Line. It has been designed in compliance with the standards outlined in Chapter 535 of the Zoning Code. See the PUD section above.

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

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

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

See the above listed response to finding #5 in the conditional use permit for a PUD application. The guidance provided in the *Hiawatha/Lake Station Area Master Plan* and the *Corcoran Midtown Revival Plan* apply to the site plan review application as well.

5. Alternative compliance.

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

- **Building Placement.** The development parcel has frontage on two public streets. The proposed building is located between 5 and 10 feet from the property line along East Lake Street and between 1 foot and approximately 55 feet from the property line along 22nd Avenue South. Alternative compliance is required and a 5 point amenity is required as addressed above in the PUD section due to non-compliance with the PO standards regarding building placement. CPED Staff would recommend that the Planning Commission grant alternative compliance. The majority of the building complies with the building placement provision along East Lake Street. The 10 foot setback for a small segment of the building (approximately 26 linear feet) allows for a recessed entry. Along 22nd Avenue South the lot line is irregular given the curvature of the street. The greater setback is provided to allow for a recessed entrance point to the parking garage as well as amenities including seating and landscaping. Where the building contains active uses along the street frontage, the building is predominantly in compliance with this provision.
- **Window requirements.** Windows between 2 and 10 feet are required in order to provide natural surveillance and visibility by having active uses located along public streets. The proposal is meeting the intent of this requirement by integrating active uses along the public streets. The proposed development exceeds the ground floor window requirements along East Lake Street, facing the transit plaza, and for the residential segment of the building along 22nd Avenue South but provides less than the minimum requirement for the non-residential component of the building adjacent to 22nd Avenue South. A variance is addressed above regarding the lack of compliance with the 40% PO requirement. Alternative compliance is also necessary. Staff would recommend that the Planning Commission grant alternative compliance in this specific circumstance. Although the window area is less than what is required in the PO at 40%, it is still greater than what would typically be required for a non-residential use outside of the PO as approximately 34% would be provided. In addition, as an alternative compliance measure, Staff would recommend that the Planning Commission require that the window areas that face 22nd Avenue South remain completely unobstructed and allow views into and out of the building.
- **Blank uninterrupted wall.** There is one blank uninterrupted wall segment greater than 25 feet in length on the east elevation of the second floor of the building that does not include windows, entries, recesses or projections, or other architectural elements. The segment is approximately 77 feet in length. Alternative compliance is necessary. Staff would recommend that the Planning Commission require compliance with the provision as it would be practical to include windows to daylight the parking level or to provide some sort of recesses, projection or material change in that location especially given the prominence of that elevation.
- **Active functions provision.** The proposal complies with the ground floor active functions provision along East Lake Street as parking, loading, storage, or mechanical equipment areas do

not exceed 30% of linear frontage; however, along 22nd Avenue South approximately 42% of the linear frontage of the building contains parking, loading, bike storage, and mechanical areas. Alternative compliance is necessary in this location. Staff would recommend that the Planning Commission grant alternative compliance. The building exceeds the allowance by 12% or approximately 37 feet. Given the orientation of the building, the layout of the site and the provision of enclosed ground level parking, it would not be practical to require compliance in this specific circumstance.

- **20% landscaping requirement.** The Zoning Code requires that at least 20 percent of the site not occupied by buildings be landscaped. The total site area is 147,821 square feet and a building footprint of 70,600 square feet is proposed. A total of 15,444 square feet of landscaping would be necessary to meet the 20 percent requirement. The applicant is providing 795 square feet of landscaping, or 1% of the area not covered by buildings. Alternative compliance is required. There are a couple of factors to consider when granting alternative compliance in this specific circumstance. The size of the lot for the first phase is larger given that the applicant had planned to create a new lot line between the residential building and the existing MPS building. However, this was not possible given the resulting building code issues. As such, the size of the parcel included as part of the first phase was increased to accommodate the MPS building and the existing parking lot (which is devoid of landscaping and will be eliminated as part of the second phase) to the east of the building. Additionally, as an alternative compliance measure, the applicant is proposing to heavily landscape the public realm in the public right-of-way by installing a total of 17 trees (8 canopy and 9 deciduous) and 176 perennials/grasses/vines in areas that totals 1,384 square feet. An extensive green roof is also proposed that totals approximately 10,220 square feet or approximately 15% of the total roof area. The green roofs are located on top of the retail space (near the transit plaza) and above the parking deck. In total, approximately 12,399 square feet of landscaping would be provided on site, within the public right-of-way and on roof tops. A total of 1,800 square feet of pervious pavers are also proposed on site and living wall panels are proposed on the west elevation of the building facing 22nd Avenue South. Given these reasons and consideration for future phases, it would not be practical to require compliance with the provision as it would require that the existing surface parking lot to the east of the MPS building be landscaped only to have all of it removed as part of the second phase of the project. As such, Staff recommends that the Planning Commission grant alternative compliance in this specific circumstance for the 20% requirement.
- **Landscape quantities.** The Zoning Code requires that at least 31 canopy trees and 154 shrubs be provided on site. The applicant is proposing to install 17 trees (13 canopy and 4 ornamental), a total of 38 shrubs and 54 perennials/grasses/vines. Alternative compliance would be necessary. As previously noted, the applicant is proposing to landscape the public right-of-way and further include an extensive green roof on site. In total, with the landscaping in these areas a total of 36 trees, 38 shrubs and 230 perennials/grasses/vines. Staff would recommend that the Planning Commission require partial compliance by allowing a reduction in on site trees but requiring that the site comply with the shrub requirement. The landscaping adjacent to the residential building is lacking and there are opportunities to improve the landscaping in that location and overall on site.

PRELIMINARY/FINAL PLAT

The Department of Community Planning and Economic Development has analyzed the application for a Preliminary and Final Plat based on the following findings:

1. *The subdivision is in conformance with these land subdivision regulations, the applicable regulations of the zoning ordinance and policies of the comprehensive plan.*

The subdivision is in conformance with the design requirements of the zoning code and the land subdivision regulations and further, is consistent with the comprehensive plan as noted above.

2. *The subdivision will not be injurious to the use and enjoyment of other property in the immediate vicinity, nor be detrimental to present and potential surrounding land uses, nor add substantially to congestion in the public streets.*

   The proposed subdivision would create one lot for the first phase (147,821 square feet or approximately 3.39 acres) and one outlot (119,155 square feet or approximately 2.74 acres) for the remaining phases. The total area of the PUD is 267,382 square feet or approximately 6.14 acres (which includes 407 square feet of excess right-of-way adjacent to Hiawatha Avenue). The outlot would need to be replatted in conjunction with associated land use approvals for future phases. This would have no effect on surrounding property owners or congestion in the public streets.

3. *All land intended for building sites can be used safely without endangering the residents or users of the subdivision or the surrounding area because of flooding, erosion, high water table, soil conditions, improper drainage, steep slopes, rock formations, utility easements or other hazard.*

   The site is relatively flat and does not present the above noted hazards.

4. *The lot arrangement is such that there will be no foreseeable difficulties, for reasons of topography or other conditions, in securing building permits and in providing driveway access to buildings on such lots from an approved street. Each lot created through subdivision is suitable in its natural state for the proposed use with minimal alteration.*

   A site plan addressing these issues is required to be approved by CPED and Public Works before building permits may be issued. Access to the site would be off of 22nd Avenue South and off of the proposed "woonerf" which would be a private internal street that is an extension of 23rd Avenue South.

5. *The subdivision makes adequate provision for stormwater runoff, and temporary and permanent erosion control in accordance with the rules, regulations and standards of the city engineer and the requirements of these land subdivision regulations. To the extent practicable, the amount of stormwater runoff from the site after development will not exceed the amount occurring prior to development.*

   A stormwater management and erosion control plan is required as part of the site plan approval process before building permits may be issued.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Hennepin County for the property located at 2225 East Lake Street:

A. Conditional Use Permit for a Planned Unit Development.

Recommended motion: **Approve**, the first phase of a multi-phase PUD development 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.

2. As required by section 527.120 of the zoning code, the development shall comply with the standards for some combination of the following amenities from Table 527-1, Amenities and those proposed by the applicant totaling a minimum of 20 points: plaza, pedestrian improvements, recycling storage area, green roof, Minnesota Sustainable Building Guidelines (B3-MSBG), and on-site renewable energy.

B. Variance.

Recommended motion: **Approve**, the variance of the PO standards regarding building placement and window percentage subject to the following conditions:

1. The window areas located in the non-residential portion of the building that face 22nd Avenue South totaling 34% shall remain completely unobstructed and allow views into and out of the building.

C. Site Plan Review.

Recommended motion: **Approve**, the site plan review application to allow for the first phase of a PUD that includes approximately 100,000 square feet of office space, approximately 8,000 square feet of commercial space, structured parking and a total of 115 residential units subject to the following conditions:

1. CPED Staff review and approval of the final site, elevation, lighting and landscaping plans before building permits may be issued.
2. All site improvements shall be completed by May 11, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
3. The windows located in the non-residential portion of the building that face 22nd Avenue South shall remain completely unobstructed and allow views into and out of the building.
4. The blank, uninterrupted wall on the east elevation of the proposed addition that exceeds 25 feet in length shall be modified to comply with Section 530.120 of the Zoning Code.
5. The curb cut to the driveway off of 22nd Avenue South shall be reduced to no greater than 24 feet in width.
6. The landscape plan shall be modified to include a total of 154 shrubs as required by Section 530.160 of the Zoning Code.
7. The island located at the entrance to the parking facility shall be landscaped and shall not include rock mulch.
8. The transit plaza shall comply with the plaza standards as outlined in Chapter 535 of the Zoning Code. No rock mulch shall be permitted in the transit plaza.
9. All mechanical units/transformers shall be screened as required by Section 535.70 of the Zoning Code.

D. Preliminary and Final Plat.

Recommended motion: **Approve** the preliminary and final plat that results in one lot and one outlot.

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 1001276
Applicant:	HENNEPIN COUNTY 701 4TH AVE S, SUITE 400 MINNEAPOLIS, MN 55415
Site Address:	2225 LAKE ST E
Date Submitted:	13-JAN-2015
Date Reviewed:	23-JAN-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 development with a 6 story, 125 Residential building, 2 levels of below grade parking, 1 level of at grade parking. Proposed 8,000 sq ft of retail space and 100,000 sq ft of office space

Review Findings (by Discipline)

☐ 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

❑ Zoning - Planning

- Based on a cursory review of the proposed development, the following land use applications appear necessary to develop the site as proposed.
- CUP for PUD to allow for the first of four anticipated phases of development on the subject parcel (with alternatives and amenities TBD).
- Site Plan Review for the first phase of development that would include 100,000 square feet of office space, 8,000 square feet of commercial space at the street level of the office building and a total of 125 residential units.
- Preliminary and Final Plat
- Additional land use applications may be identified upon submission of a formal land use application to Staff. A state-mandated EAW is currently underway. No formal applications can be filed until that process has been completed.

❑ Addressing

- The proposed addressing for the new structure will be 3029 22nd Ave S
- The proposed address for the residential entrance will be 3029 22nd Ave S
- The proposed address for the space labeled "Retail 105" will be 2221 Lake St E
- The proposed address for the space labeled "Lobby 106" will be 2217 Lake St E
- The proposed address for the space labeled "Retail 107" will be 2205 Lake St E
- These proposed addresses may change as construction plans are submitted and space uses change.
- 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.
- Per City of Minneapolis Street Naming and Address Standard V1.22, the City of Minneapolis holds authority for assignment of all addresses, verification, change, and/or additions. Contact Development Coordinator for new address assignment. Each assigned address number uses the street that provides the best/direct access for life safety equipment and best/direct access to the occupants.
- When assigning suite sequences the following guidelines are as follows:
    - The first one to two digits of the suite sequence number will designate the floor number of the site.
    - The last two digits of the suite sequence number will designate the unique ID for the unit (condo, suite, unit, or apartment).
    - Suite sequence digit numbers will be assigned to dwelling, commercial and retail units, not common areas. For example, laundry rooms, saunas, workout rooms, etc., would not be assigned numbers.
    - Please provide each condo, suite, unit or apartment number.

❑ Street Design

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

❑ Historical Preservation Committee

- There is no Preservation flag on the site. No review is required at this time.

❑ Business Licensing

- Contact Kesha Campagna (612)673-2854 concerning a Food Plan Review should a food related business occupy any of the retail spaces.

❑ Parks - Forestry

- Contact Craig Pinkalla (cpinkalla@minneapolisparks.org), Telephone (612)-499-9233 regarding removal or protection of trees during construction in the city right of way.
- Craig will also be able to provide a list of preferred species for plantings.
- Please refer to sidewalk comments regarding the boulevard and planting grates.
- Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance.
- The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance:
- http://library.municode.com/index.aspx?clientId=11490
- As adopted, the fee in lieu of dedication for new residential units is $1,500 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is $200 per development employee (as defined in ordinance). Any dedication fee (if required) must be paid at the time of building permit issuance. There is also an administration fee that is 5% of the calculated park dedication fee.
- As proposed, for your project, L&H Station, the calculated dedication fee is as follows:
- 125 Residential Units x $1500 = $187,500
- Per Development Employee fee = 51,600
- 5% Administrative Fee (Capped at $1,000 = $ 1,000
- Total = $240,100
- 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.

❑ 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.
- The City of Minneapolis vacated part of 23rd Ave. S. in 1985. The west 20 feet of the east ½ of the street were kept for utility easements, and the east 29 feet of the west ½ of the vacated part of the street. There is also a 12" water main, about 14 feet west of the centerline of 23rd Ave. S between Lake St. E. and 31st St. E. in the retained easement earlier described.

❑ Sidewalk

- ADA compliant pedestrian ramps are required at each crosswalk at the intersection of E. Lake St. and 22nd Ave. S. Construct two (2) ADA compliant pedestrian ramps at this location. Insure that the crosswalk at the intersection of Lake and 22nd is not obstructed by the median. Include the appropriate details and standard plates in the site plan, refer Mn/DOT Standard Plan 5-297.250 Pedestrian Curb Ramp Details at: http://standardplans.dot.state.mn.us/stdplan.aspx
- There are places on the sidewalk where the planting area gets almost too narrow for plantings and maintenance of the plants. Boulevard planting beds shall be no less than 5'-6" in width in order to assure plantings can thrive. Tree planting details shall be included in the plans. The Applicant shall provide engineered/structured soil in the form of a tree trench or tree pit for all proposed street trees. Sidewalk layouts and landscaping in the Public right-of-way shall follow established design standards; refer to the following: City of Minneapolis Urban Forest Policy (http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/convert_282934.pdf)
- On 22nd Ave. S. (mid-block between two tree grates) it appears as if the sidewalk width is less than the allowed minimum. There are concerns with the sight impaired walking north into the curb cut and into the roadway. Consider revising the sidewalk to follow the curve in the road with a boulevard on both sides of the driveway. Because of the placement of the trees, pedestrians are required to "zig-zag" around on the sidewalk. ADA compliance requires a minimum unobstructed sidewalk width of 6' running in a straight or parallel alignment with the roadway along 22nd Ave. S. and E. Lake St.. Sidewalks shall be fully dimensioned on all appropriate site plan sheets.
- Note to the Applicant: Any sidewalk or other concrete infrastructure in the public right of way that is currently defective, or that is damaged during site development shall be removed and replaced by a contractor who has obtained a Sidewalk Construction Permit.

❑ Environmental Health

- If impacted soil is encountered during site activities work will need to stop and notification provided to the MN State Duty officer at (615) 649-5451.
- If dewatering is required during site construction see below for city permit requirements. The scope of work calls for underground parking. The highest groundwater level expected for this site should be determined and used in establishing the lowest level for underground parking. The underground parking and other 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.

❑ Construction Code Services

- The plan as submitted meets City of Minneapolis requirements for Constrution Plan Review for PDR. Construction Plans will be reviewed once PDR reaches Formal Routing.
- Please contact the Met Council for a SAC determination. for more information see this link: http://www.minneapolismn.gov/www/groups/public/@regservices/documents/webcontent/convert_281675.pdf

❑ Traffic and Parking

- A Travel Demand Management Plan (TDMP) will be required, contact Allen Klugman at 612-673-5750 to discuss. Please confirm with Allen and let Paul Miller know status of TDMP.
- 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.
- 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 site and loading/parking entrance areas. A Solid Waste Collection Point (SWCP) shall be identified on the site plans; per City Ordinance (Section 2, Ch. 225, Article V - 225.750. Solid waste collection point (SWCP).
    - (a) Every lot containing a building regularly used for human habitation shall provide a solid waste collection point (SWCP), to facilitate the temporary storage and collection of solid waste, recyclable materials and yard waste if there is a yard. Any solid waste, recyclables, yard waste and other materials being put out for collection shall be stored in appropriate containers as required by this Code and placed in the location established as the SWCP.
    - (b) The SWCP shall be established at or near the alley line, or at or near the rear entrance or rear wall of the building for commercial, industrial and institutional properties, or as otherwise determined by the Director of Public Works.
- Ramp slopes for all vehicle access points shall be less than a 4 percent slope for the first 20'from the property line; show ramp slope on the site plans. The access point on the corner will limit sight lines to the south; the vehicle access point on W. 22nd Ave. shall provide for an unobstructed 20' sight triangle. If these minimums cannot be attained the Applicant shall provide mitigating measures, such as pedestrian warning devices, signage, and slip prevention measures on the ramp.
- The Applicant shall note the location of any existing Metro Transit "bus stops" on the site plan. The existing bus stop on eastbound Lake St. near Hiawatha Ave. needs to be preserved. Design the bus stop location so all doors of the buses will have a clearance zone not obstructed with plants and landscaping.
- Note to the Applicant: Please add the following notes to the site plan:
    - Street lighting installed as part of the Project shall be inspected by the City. Contractors shall arrange for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information. Any lighting installations not meeting City specifications will be required to be reinstalled at Owner expense.
    - An obstruction permit is required anytime construction work is performed in the Public right-of-way. Please contact Scott Kramer at (612) 673-2383 regarding details of sidewalk and lane closures. L og on to http://minneapolis.mn.roway.net/ for a permit.
    - Contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/temporary relocation of any City of Minneapolis signal system that may be in the way of construction.
    - All costs for relocation and/or repair of City Traffic facilities shall be borne by the Contractor and/or Property Owner.
    - Contact Doug Maday at (612) 673-5755 prior to construction for the removal of any City of Minneapolis right of way signs that may be in the way of construction.

❑ 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 Utility plan contains multiple water service issues; four service lines for one building, lines more than two feet outside the building line, cross connections, meter locations, private hydrant etc. which are all generally not allowed. Please contact Rock Rogers at (612) 673-2286, to review domestic and fire service design, connections, and sizes.

❑ Sewer Design

Groundwater:

- Please provide a copy of any geotechnical reports for the site. It must be adequately demonstrated that pumping of groundwater will not be necessary in order to keep the below grade areas dry. Please also identify the lowest floor elevation on the grading plan.

Stormwater Management:

- The peak discharge rates must be maintained at or below existing levels for the discharges both to the north and south, as identified in the stormwater management report.
- Please identify the square footage of the area proposed to be disturbed with the project, and the existing and proposed impervious square footages within the disturbed area. Please include this information in the stormwater management report and the Existing Drainage Areas and Proposed Drainage Areas exhibits.
- The stormwater treatment requirements for the entire disturbed area associated with Phase I must be achieved with the Phase I construction. It is not acceptable to state that treatment will be provided during later phases. Please modify the plans and stormwater report to achieve this.
- Please note that later phases will be captured under the stormwater treatment requirements of Chapter 54 of the Minneapolis Code of Ordinances. This would include disturbances less than 1 acre as they would be considered phased or connected actions.
- Please include details for the proposed green roof and pervious pavers. The stormwater modeling should be consistent with the roof and paver design.
- Please include a report of the inputs used in the P8 model.
- Please provide a copy of any geotechnical reports for the site. In the absence of field measured infiltration rates, the design infiltration rates from the MN Stormwater Manual (http://stormwater.pca.state.mn.us/index.php/Design_infiltration_rates) should be used for the design of the infiltration practice.
- An operations and maintenance plan is required for the stormwater treatment devices. The O&M plan shall define the maintenance regimen, including type and interval of maintenance and party to conduct such maintenance. Please provide a copy of the O&M Plan.
- Please add the following note to the appropriate plan sheet: The Contractor, property owner or responsible party shall contact Minneapolis Surface Waters and Sewers 48 hours prior to any excavation or construction related to or in the location of the proposed Stormwater Management BMP (Contact Paul Chellsen, 673-2406 or paul.chellsen@minneapolismn.gov).
- Please add the following note to the appropriate plan sheet: Upon the project's completion the General Contractor, Property Owner or Responsible Party shall provide to the Department of Public Works a Final Stormwater Management Report including record drawings. This report will serve as a means of verification that the intent of the approved stormwater management design has been met. This final report shall substantiate that all aspects of the original design have been adequately provided for by the construction of the project.

Utility Connections:

- Please provide justification for the sizing of the two proposed 10" sanitary connections. The size of the connection should be minimized as much as possible, while providing sufficient capacity. Depending on the final size of the connections, the method of connection to the City main may be affected.
- A storm connection to the catch basin on the south side of Lake St will not be permitted. Any connections should occur on the main.
- It is preferred that the proposed storm connection in 31st St E be made at the existing manhole just east of where the connection is currently shown. Please consider if this is feasible for the site.
- There may be several existing sanitary and storm sewer service connections to the site. Please note these service connections are the responsibility of the property owner. If any damage occurs due to failure of any service the property owner is liable for the damage. If the services are proposed to be removed at this time, please note this on the plan. Existing utility service location information is available through the City's Utility Connections Office, 612-673-2451.
- **Utility:**

- It appears the existing catch basin at the SE corner of Lake and 22nd is in conflict with the proposed ped ramp. The ped ramp should be adjusted to avoid the conflict or the CB should be relocated outside the ped ramp and area where the curb reduces in height. If the CB is to be relocated, please include the relevant City standard detail plates and note the CB must be constructed to City standards and specifications.

Non Stormwater Discharges:

- Detail all mechanical and non-stormwater discharges. Non-stormwater discharges are not permitted unless approved by the City of Minneapolis. Non-stormwater discharges not declared and approved will not be permitted. If there currently are none and nothing is proposed declare this status on the plans.
- For comments or questions on Public Works Surface Water & Sewers Division related requirements please contact Jeremy Strehlo, (Professional Engineer) at (612) 673-3973, or jeremy.strehlo@minneapolismn.gov

END OF REPORT

Project Narrative
The L&H Station project was discussed at Committee of the Whole meetings on December 4, 2014 and February 26, 2015. Based on feedback received at those meetings, the following clarifications were provided and project updates were implemented:

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

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

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

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

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

We have reviewed the appropriate provisions of the *Minneapolis Plan for Sustainable Growth* and other planning documents. We believe that the current amount of parking provided on site for the Human Services & Public Health Department (HSPHD) office fully supports the goals of the city. The project in its first phase will not seek to build the maximum number of parking spaces permitted by zoning ordinance. We are seeking to provide the number of parking spaces that support operations and a development and management practices that promote other modes of transportation.

HSPHS has prepared a detailed analysis of staffing levels by function within the office building. A copy of the analysis is enclosed. The analysis is based upon an evolving understanding of the functions that will be placed at

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

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

	Total Count	On-Site at Same Time	55% modal split
Regional Service Center	556	446	245
Clientele	445	120	65
	1,001	566	310
Retail	8	8	6
Residential	115	115	104
	1,134	699	420

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

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

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

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

County's significant support of transit in this region, we will continue to advance policies and program that encourage transit ridership across the board.

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

3) **22nd Avenue street elevation**:
The goal for this street frontage is to include as much active functions as possible, while also accommodating an entrance for at-grade parking. Uses along this frontage included retail and an adjacent retail plaza, a bike facility for storage with a proposed bicycle maintenance component, parking entry with after-hours decorative gates for screening the opening, and the housing building main entrance with outdoor terrace. To enhance the pedestrian experience, the elevation incorporates elements such as canopies, ample glazing, a green wall, an ornamental trellis, bike racks, varied paving patterns and attractive landscaping.

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

4) **Phase One Housing exterior materials**:
The exterior materials of the phase one housing project include brick, metal panels, cement board siding and glazing. The material palette has a primary base color of charcoal, while silver and green metal is used to highlight the ends of the building. Wood panels are used as accents within the balcony and walk-up recesses.

Enclosed are updated rendered elevations and views of the Phase One housing project, showing the proposed material and color palette for the building exterior. Exterior details are also included, per the request of Planning Commissioners.

Overall Project Summary
The L&H Station master site plan will redevelop a 6½-acre site adjacent to the LRT Station at Hiawatha and Lake Street in Minneapolis. This phased transit-oriented development, adjacent to the Lake Street/Midtown Blue Line LRT station, will provide up to 565 housing units, a 100,000 sf office building and 16,075 sf of commercial space and a public plaza or market square. The market square, immediately adjacent to the LRT station, will serve as the home for the Midtown Farmer's Market now operating on parking areas on site two days each week. The redevelopment will be served by up to 840 structured parking spaces replacing the 450 surface spaces now on the site.

The initiation of each element after those described in Phase One will be determined by the schedule of the relocation of the South Campus of the Adult Education Program by Minneapolis Public Schools and on market acceptance and conditions. Construction on the site will begin in 2015 (Phase 1) and will continue periodically for up to 10 years (full build-out).

Phase One (2015)
The first phase will be built on the surface parking area directly west of the present school building on the site. During Phase One, new office, retail and housing will be developed on the site. Hennepin County Human Services and Public Health Department will occupy the new office building. It will be one of its six regional service

hubs now being developed by the County. It will be an active building. In these hubs county residents can receive assessments and referrals, and based on their individual or family needs clients could be connected to a number of programs to help them. Clients will be able to but not be limited to: applying for food support, for Medical Assistance, addressing homelessness, dealing with utility shut-offs, evictions and other emergencies, get support for seniors in their homes, learn about early childhood programs, and programs for people with disabilities and improve mental health or chemical health.

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

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

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

Subsequent Phases (2017 – 2025)

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

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

An additional 8,075 sf of proposed commercial space would be located along the edge of the Market Square. The multiple new residential buildings on the site will have a total of up to 450 housing units served by approximately 405 parking spaces.

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

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

CONDITIONAL USE PERMIT REQUIRED FINDINGS

Conditional Use Permit for a Planned Unit Development

The Applicant requests a Conditional Use Permit for a Planned Unit Development to approve the master plan of the L&H Station mixed-use development. The Project meets the required findings for the issuance of a CUP for a planned unit development:

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

The redevelopment of the site at 2225 East Lake Street will be a significant enhancement of the site and a major improvement for the area. A new mixed-use development will not be detrimental or endanger the public health, safety, comfort or general welfare. In line with community goals for this site, the Project is a high-density project with office, residential and commercial/retail uses, similar to the multi-family housing developments that are within close proximity and compatible with the adjacent commercial and retail uses. As a newly constructed building, the project will be in complete compliance with all building codes. The site and buildings will be well maintained and will contribute to, rather than detract from, the quality of the area.

The safety and sense of security of area residents will be improved by reinvigorating this prime intersection with office, retail and housing uses. Occupying the site with new residents will reinforce the pedestrian realm and will focus many more "eyes on the street" during all times of the day. The proposed site plan eliminates the retaining wall along Lake Street, allowing better pedestrian access. By greatly improving the landscape and street presence, the site will be much safer and more pedestrian-friendly. The Project will include on-site management and security staff to maintain a clean, safe working and living environment.

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 mixed-use development will not be injurious to the use and enjoyment of other property or impede the normal and orderly development of the area. Granting the CUP will allow a development that will reinforce goals of the City's comprehensive plan calling for very high-density development on property in Activity Centers. The project is highly consistent with the normal and orderly development of the East Lake Street area.

The on-site improvements will dramatically improve the conditions of the current site and will also improve the character of the area for the enjoyment of all surrounding properties. The development will strongly and positively impact the orderly development of the Corcoran neighborhood. We believe the proposed improvements will enhance other property in the vicinity through the redevelopment of the site and the significant investment in new construction and land uses.

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

Sanitary sewer and water service connections will be provided to adequately serve the proposed building demand. Storm sewer for roof and site drainage will be piped to an on-site stormwater management system which connects to the city storm sewer system. A portion of the stormwater will be collected and reused for on-site irrigation. Pedestrian access will connect the site to existing, adjacent facilities and there will be vehicular access in two locations to the on-site parking in Phase 1.

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.

We believe this project will increase the experience for surrounding properties by reducing the amount of impervious surface area and creating a mixed-use community. A travel demand management plan has been completed for the development and the following conclusions were made by Westwood:

Traffic to and from the proposed project at 2225 East Lake Street is not anticipated to have a significant impact on area traffic operations. No roadway or traffic control mitigation is recommended as part of the renovation project, other than way-finding signs and stop signs exiting the internal street system and parking areas. Adequate parking and loading zones will be provided on site, per Chapters 541 and 551 of Minneapolis' Code of Ordinances.

Several travel demand management strategies were recommended to be implemented to encourage non-single occupancy vehicle modes of transportation for the site's employees and patrons.

a) Designate a Transportation Coordinator
b) Promote Walking
c) Promote Bicycling
d) Minimize the impacts of Deliveries
e) Manage Parking

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

The project is located along the Lake Street Commercial Corridor and within the major Retail Center at Lake and Hiawatha. The site is designated as an Activity Center in the Future Land Use Map of *The Minneapolis Plan for Sustainable Growth*. The L&H Mixed-Use Development fulfills numerous listed City goal's in specific Chapters of *The Minneapolis Plan for Sustainable Growth*, as discussed below:

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

The project improves the pedestrian experience and circulation around the site, dramatically improves this intersection, is highly compatible with the residential and commercial uses that surround the site and supports the goal to enliven Lake Street.

Policy 1.1.6 Develop small area plans for designated land use features, particularly Activity Centers, Growth Centers, and Major Retail Centers, in consultation with neighborhood associations, residents, and other stakeholders.
and
Policy 1.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.
and
Policy 3.1.2 Use planning processes and other opportunities for community engagement to build community understanding of the important role that urban density plays in stabilizing and strengthening the city.

This Activity Center site has been slated for redevelopment for over 10 years. The project has been developed in consultation with the Corcoran Neighborhood Organization (CNO) since the very beginning, and the development team has reached out to numerous stakeholders during the design process. After countless meetings with Corcoran residents, the project is fully supported by the CNO Board. See enclosed resolution from CNO.

Policy 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.

The high-quality building design, improved streetscape conditions and street level commercial/retail opportunities will dramatically improve the current conditions of the site. The scale and massing of the buildings combined with the streetscape treatments and public plaza create an appropriate development for this location.

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

To encourage multiple modes of transportation, bicycle parking is provided at primary building entrances as well as in the secured parking garage. Also, the site is located just a few blocks south of the Midtown Greenway bike trail, on the major bus route of Lake Street and is immediately adjacent to an LRT stop. Hennepin County will encourage transit ridership through the provision of subsidized transit passes, as is their standard practice with all employees.

Policy 1.4: Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.
and
Policy 1.5: Promote growth and encourage overall city vitality by directing new commercial and mixed use development to designated corridors and districts.
and
Policy 1.8: Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.

By concentrating high-density housing and mixed-use projects along Commercial Corridors, single family housing areas are preserved while businesses are supported by the increase of residents in the Activity Centers.

Policy 1.10: Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.
and
Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

The planning efforts of the team will dramatically improve the current site conditions at this location. By limiting curb cuts, providing a strong building presence on Lake Street, adding eyes on the street, incorporating street-level retail uses, area residents will be encouraged to walk to establishments, transit and recreation space at the L&H site. The additional pedestrian pathways through the site and the widening of perimeter sidewalks also contributes to a safe, well-lit connection from the core of the neighborhood to Lake Street services.

Policy 3.1: Grow by increasing the supply of housing.
and
Policy 3.1.1 Support the development of new medium- and high-density housing in appropriate locations throughout the city.
and
Policy 3.2: Support housing density in locations that are well connected by transit, and are close to commercial, cultural and natural amenities.
and
Policy 3.2.1 Encourage and support housing development along commercial and community corridors, and in and near growth centers, activity centers, retail centers, transit station areas, and neighborhood commercial nodes.

The selected location is very appropriate for this mixed-use, high-density project. In Phase 1, the project adds 115 quality rental units to the neighborhood. The project is located in close proximity to transit as well as services, which will allow residents to live, work and play without dependence on automobiles. To encourage multiple modes of transportation, bicycle parking is provided at primary building entrances as well as in the secured parking garage.

Policy 3.8: Preserve and strengthen community livability by enforcing high standards of property management and maintenance.

The project will have on-site management and maintenance staff, ensuring that the property is kept in superior condition.

Policy 6.3.2 Ensure that developments use storm water BMPs (Best Management Practices).

and
Policy 6.8.6 Continue to recognize the functions and values of the urban forest and tree canopy which provide many economic and ecological benefits such as reducing storm water runoff and pollution, absorbing air pollutants, providing wildlife habitats, absorbing carbon dioxide, providing shade, stabilizing soils, increasing property values and increasing energy savings.

Policy 7.1.4 Ensure open spaces provide peaceful, meditative, and relaxing areas as well as social, recreational, and exercise opportunities.
and
Policy 7.4.5 Increase the use of green infrastructure to decrease the city's impact on the natural environment.
and
Policy 7.6.3 Invest in the greening of streets, particularly those that connect into and supplement the parks and open spaces network.
And
Policy 10.2.8 Coordinate 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 final L&H master plan is a product of collaborative design efforts for the past year. It has been reviewed by numerous stakeholders to ensure that it will function for pedestrians and bicyclists, foremost. The proposed site plan eliminates the retaining wall along Lake Street, allowing better pedestrian access. By greatly increasing the amount of landscape plantings and improving the street presence with sidewalk seating, lighting and furniture, the site will be much safer and more pedestrian-friendly.

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

Policy 10.4 Support the development of residential dwellings that are of high quality design and compatible with surrounding development.
and
Policy 10.5 Support the development of multi-family residential dwellings of appropriate form and scale.
and
Policy 10.5.2 Medium-scale, multi-family residential development is more appropriate along Commercial Corridors, Activity Centers, Transit Station Areas and Growth Centers outside of Downtown Minneapolis.
and
Policy 10.6 New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale design features at the street level.
and
Policy 10.6.1 Design buildings to fulfill light, privacy, and view requirements for the subject building as well as for adjacent properties by building within required setbacks.
and
Policy 10.6.3 Provide appropriate physical transition and separation using green space, setbacks or orientation, stepped down height, or ornamental fencing to improve the compatibility between higher density and lower density residential uses.
and
Policy 10.6.4 Orient buildings and building entrances to the street with pedestrian amenities like wider sidewalks and green spaces.
The proposed project density is appropriate due to the site's location along a Commercial Corridor and within an Activity Center. At its full build-out, the L&H master plan will accommodate a range of housing options including market-rate, affordable, family and senior dwelling units.

The Phase One housing building design and materials are of high quality and contemporary design. The design incorporates step backs, recesses and other features to ensure appropriate transitions, privacy and access to

light and air for the residents and future housing projects. The ground level is designed to engage and enhance the pedestrian realm with primary building entrances, storefront windows and walk-up units. The Project will include on-site management and security staff to maintain a clean, safe living environment.

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

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 the CUP, the Project will conform to the applicable regulations of the C3A zoning district in which it is located.

In addition to the conditional use permit standards, the Project also complies with the additional findings required for a planned unit development:

(1) That the planned unit development complies with all of the requirements and the intent and purpose of this chapter. In making such determination, the following shall be given primary consideration:

a. The character of the uses in the proposed planned unit development, including in the case of residential uses, the variety of housing types and their relationship to other site elements and to surrounding development.

The Project provides 100,000 sq ft of office space and creates 115 new rental apartment units with a mix of one-bedroom and two-bedroom dwellings. Quality housing is desired in the Corcoran area and the project has the support of the Corcoran Neighborhood Organization. The full master plan will contain a mix of market rate, affordable, family and senior housing options.

b. The traffic generation characteristics of the proposed planned unit development in relation to street capacity, provision of vehicle access, parking and loading areas, pedestrian access, bicycle facilities and availability of transit alternatives.

The existing street capacity is adequate for the proposed density. A Travel Demand Management Plan (TDMP) was completed for the project which outlines strategies to encourage multiple modes of transportation. Multiple pedestrian access points into the development will be provided. There will be at least 150 bike spaces provided within the phase one buildings and 28 bike stalls provided at grade on the project site. As detailed in the TDMP, the Project is in close proximity to and well-served by LRT and bus transit and bicycle routes.

c. The site amenities of the proposed planned unit development, including the location and functions of open space, the preservation or restoration of the natural environment or historic features, sustainability and urban design.

In the first phase of the development, the Project will incorporate a transit plaza that will be 4,800 sq ft in size. It will greatly improve the visibility of the existing LRT stop, provide a place for gathering, offer an opportunity to call attention to the L&H development with signage and enable pedestrian connectivity between the LRT station and the Hennepin County facility.

There are green roofs planned for phase one. The green roof areas will be over 10,200 sq ft in size, which approximates to 15% of the total roof area. These green roof courtyards will aid in the management of stormwater and are envisioned to be both passive and active spaces. The active green roofs may contain lounge-style seating, tables and chairs, recreational lawns, grilling areas, outdoor lighting and extensive plantings for residents. There will be “front porch”-style terraces overlooking the east-west private drive, bringing activity, eyes on the street, and green out to the building edge. Providing green

roofs at second floor means they are accessible and visible to residents and may actually have some visibility from 22nd Avenue.

d. The appearance and compatibility of individual buildings and parking areas in the proposed planned unit development to other site elements and to surrounding development, including but not limited to building scale and massing, microclimate effects of the development, and protection of views and corridors.

At its full completion, all parking for the project will be below grade or enclosed within the buildings. An expansive area of surface parking will slowly be removed, as future phases are completed. This TOD site was slated for high-density development at this very important intersection of Lake Street and Hiawatha. The height and massing of the buildings is appropriate for this site along the busy Lake Street corridor. Building heights will transition from taller on Lake Street (north) to shorter as they approach the neighborhood's existing homes (south).

e. An appropriate transition area shall be provided between the planned unit development and adjacent residential uses or residential zoning that considers landscaping, screening, access to light and air, building massing, and applicable policies of the comprehensive plan and adopted small area plans.

Public right-of-way separates the proposed development from adjacent properties on all sides. To the immediate east is the embankment for the raised LRT station, to the west is the YWCA across 22nd Avenue, to the north are commercial uses and a multi-family development across the Lake Street right-of-way and the existing residential use to the south is across 31st Street.

f. The relation of the proposed planned unit development to existing and proposed public facilities, including but not limited to provision for stormwater runoff and storage, and temporary and permanent erosion control.

Adequate utilities, access, drainage, and other necessary facilities will be provided for the Project. Sanitary sewer and water service connections will be provided to adequately serve the proposed building demand. Storm sewer for roof and site drainage will be piped to an on-site stormwater management system which connects to the city storm sewer system.

Prior to site removals, during construction and up until final stabilization of the site, stormwater pollution prevention and erosion control will be addressed to meet the requirements of the City, Watershed and MPCA. A typical rock construction entrance will be provided, along with perimeter silt fence and inlet protection.

g. The consideration, where possible, of sustainable building practices during the construction phases and the use of deconstruction services and recycling of materials for the demolition phase.

The project will strive to incorporate sustainable practices wherever possible. The phase one buildings will incorporate a construction waste recycling program. Recently completed BKV projects have recycled as much as 85% of the construction waste and demotion debris. It is anticipated that this project will have a similar percentage of construction waste that will be diverted from the landfill.

Phase One incorporates a number of energy and resource saving design strategies, including being solar-ready. The summary of sustainability goals is enclosed.

(2) That the planned unit development complies with all of the applicable requirements contained in Chapter 598, Land Subdivision Regulations.

See enclosed subdivision application for findings and compliance details.

BUILDING HEIGHT

The city planning commission may authorize an increase in the maximum height of structures for the purpose of promoting an integrated project that provides additional site amenities. In addition to the conditional use standards and planned unit development standards, the city planning commission shall consider, but not be limited to, the following factors when determining maximum height:

(1) Access to light and air of surrounding properties.

The development has street right-of-way on the north, west and south sides. On the east side the property is bordered by the Blue Line light rail tracks. These boundaries ensure that all surrounding properties have adequate access to light and air.

(2) Shadowing of residential properties or significant public spaces.

See enclosed shadow study. Given the fact that the project is bordered by Lake Street to the north, there is limited shadowing on neighboring residential buildings. In the month of December, there will limited amounts of shadowing on the condo building located at the intersection of 21st Avenue and Lake Street as well as the senior housing project located across Lake Street at Hiawatha Avenue.

(3) The scale and character of surrounding uses.

This unique development site calls for a project with additional height and density. The Corcoran Neighborhood Organization encouraged and supported the concept of additional height at this site. The heights proposed are compatible with existing 4- and 6-story residential buildings to the north along Lake Street as well as the housing buildings that are planned just south of the site along the light rail tracks.

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

The project does not block views of any landmark buildings, significant open spaces or water bodies. It fronts Lake Street which provides vistas to the east and west.

VARIANCE FINDINGS

The Applicant requests a variance from the site plan standards for building placement and first floor windows.

Building placement:

Portions of the phase one buildings are set back more than 8 feet from the property line. On Lake Street, the vestibule entry for the office is set back 10 feet from the property line. Along 22nd Avenue, the building setback varies from 1 foot at the bike pavilion to 27 feet at the housing entry to 60 feet at the parking garage entrance. On the south side, the property line is set in the center of the private street; therefore the building setback is 25' at the greatest point. The building is only set back 14 feet from the curb.

Ground Floor Windows @ 22nd Avenue:

The total area of the first floor elevation along 22nd Avenue is 3,766 SF. The project provides 830 sq ft of glazing at the first floor elevation (between 2' and 10'). This equates to 22% glazing.

The project meets the findings as outlined in section 525.500:

(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.

Building Placement

The property configuration along 22nd Avenue is irregular and follows the curve of the street at this west property line. This is a rare circumstance, and the building placement steps to try to address the street. At the location of the parking entrance, it is desired to recess this area in order to not draw attention to the automobile use along this building edge. At the housing entry, the stepped building

plan brings interest to the elevation and allows for outdoor plaza and seating space. Along Lake Street the recessed office entry is set back 10 ft from the property line in order to create a protected entrance with overhang above. This are is only 26 ft of the entire north elevation. At the south property line, the building is set back 14 ft from the curb and 25 ft from the property line, as that line is in the center of the private street. The 14 feet from building to curb allows for walk-up entries as well as an appropriate amount of room for a sidewalk and boulevard plantings.

Glazing Area

The project site really does not have a back door or rear elevation where parking and service uses can be located. On the east side of the site, the buildings will front a large, public plaza and on the south side the project fronts a pedestrian-oriented woonerf street. Finally on the north side, the building fronts Lake Street; therefore, the design team has to locate the parking entrance and loading zones on the west side of the development. This requires some areas of the façade to be solid. In these areas, the applicant is proposing green walls or decorative gates as a means to mitigate the reduction of glass in those locations.

(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.

Building Placement

The property will be used in a reasonable manner and will provide active uses along 22nd Avenue that is in keeping with the comprehensive plan. Retail, biking and housing uses will all provide animation at the sidewalk level. The proposed pedestrian realm along 22nd Avenue will be varied and interesting, as it will include bike parking, outdoor seating and enhanced landscaping.

Glazing Area

The 22nd Avenue elevation provides 22% glazing. This is in keeping with the basic requirements of the site plan review chapter. Additional elevation interest is provided in the form of green walls and decorative screens, thereby keeping with the spirit of the Pedestrian Oriented Overlay District.

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

The proposed development will dramatically improve the 22nd Avenue streetscape from the current site conditions. The street frontage will include a retail space and a bike pavilion – both accessible to the public. Nearby property owners and area residents will benefit from the site improvements, and approving the requested variance will have no impact on the health and safety of the public.

Required findings

(1) *The subdivision is in conformance with these land subdivision regulations, the applicable regulations of the zoning ordinance and policies of the comprehensive plan.*
With the approval of the Planned Unit Development application, this mixed-use project will be in complete compliance with the regulations of the C3A zoning district. The project will support various policies outlined in the *Minneapolis Plan for Sustainable Growth.*

(2) *The subdivision will not be injurious to the use and enjoyment of other property in the immediate vicinity, nor be detrimental to present and potential surrounding land uses, nor add substantially to congestion in the public streets.*
We believe this project will increase the experience for surrounding properties by reducing the amount of impervious surface area and creating a mixed-use community. A travel demand management plan has been completed for the development and the following conclusions were made by Westwood:

Traffic to and from the proposed project at 2225 East Lake Street is not anticipated to have a significant impact on area traffic operations. No roadway or traffic control mitigation is recommended as part of the renovation project, other than way-finding signs and stop signs exiting the internal street system and parking areas. Adequate parking and loading zones will be provided on site, per Chapters 541 and 551 of Minneapolis' Code of Ordinances.

Several travel demand management strategies were recommended to be implemented to encourage non-single occupancy vehicle modes of transportation for the site's employees and patrons.

a) Designate a Transportation Coordinator
b) Promote Walking
c) Promote Bicycling
d) Minimize the impacts of Deliveries
e) Manage Parking

(3) *All land intended for building sites can be used safely without endangering the residents or users of the subdivision or the surrounding area because of flooding, erosion, high water table, soil conditions, improper drainage, steep slopes, rock formations, utility easements or other hazard.*
The land for the building site is currently a developed parcel of land. The new development will provide a safe environment for the users and surrounding areas. The land will be redeveloped without creating or affecting; flooding, soil erosion, high water table, improper drainage, or steep slopes. There are no plans to impact rock formations. Existing utility easements will be left in place. There are areas of contaminated soil on the site. These areas have been identified and the soils will be remediated or removed from the site.

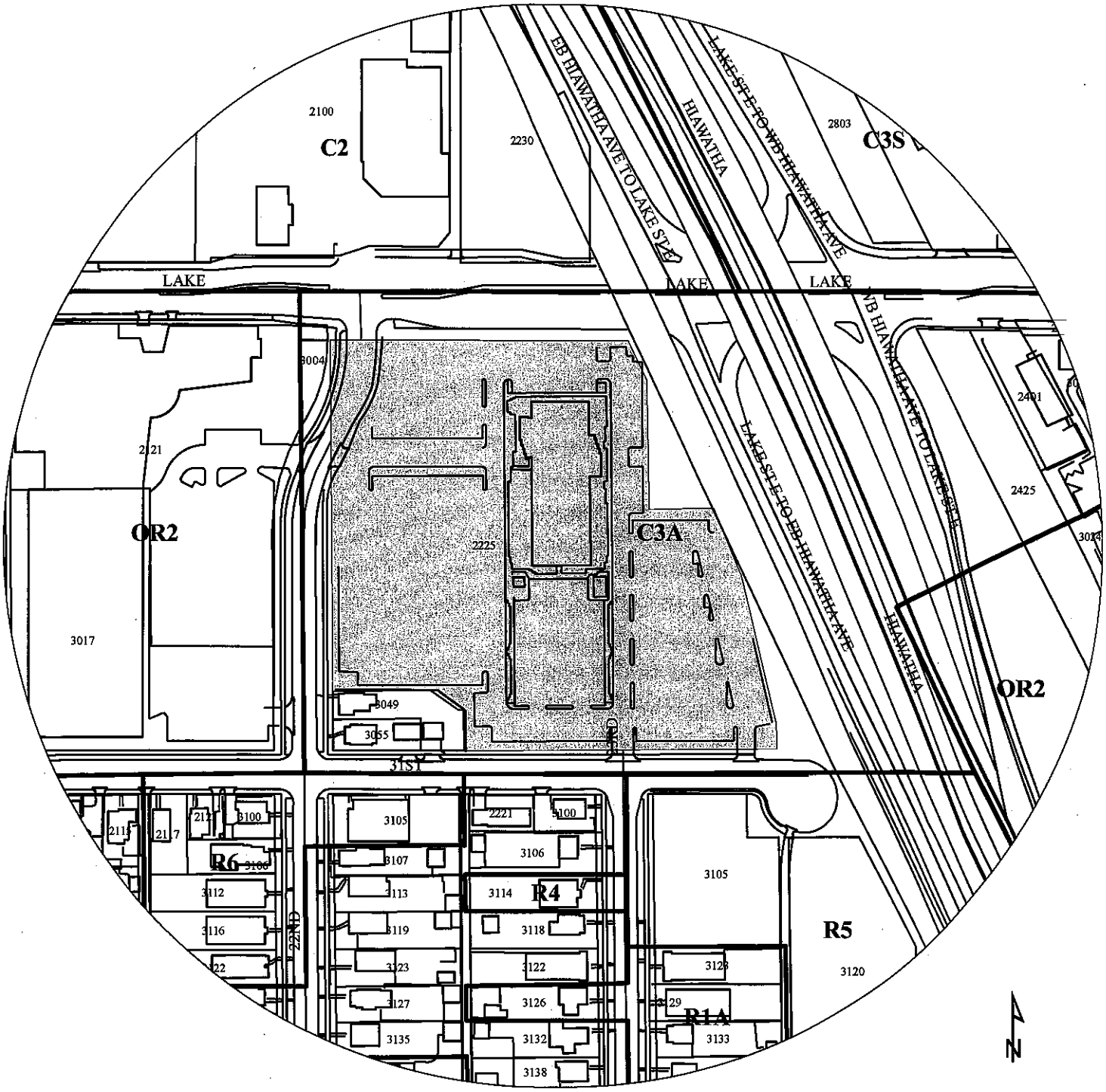
(4) *The lot arrangement is such that there will be no foreseeable difficulties, for reasons of topography or other conditions, in securing building permits and in providing driveway access to buildings on such lots from an approved street. Each lot created through subdivision is suitable in its natural state for the proposed use with minimal alteration.*
The development has been planned so that access will be available from the following public streets: 22nd Avenue South and 31st Street West. A driveway access will be installed along each of these streets. Underground parking is proposed; therefore excavation will be required to construct the building(s) for Phase 1 of the project. A plaza area is also proposed in the northeast corner of the site that will require excavation to bring the current elevated grade to street grade. Retaining walls will be used to create the new grade separation. The remainder of the site will require minimal grading and alteration for construction of the first phase of the project. The alterations proposed are incorporated into the design and will not prevent securing building permits.

(5) *The subdivision makes adequate provision for stormwater runoff, and temporary and permanent erosion control in accordance with the rules, regulations and standards of the city engineer and the requirements of these land subdivision regulations. To the extent practicable, the amount of stormwater runoff from the site after development will not exceed the amount occurring prior to development.*

An erosion control plan and Stormwater Pollution Prevention Plan will be developed for the site that will meet or exceed the requirements of the City of Minneapolis and State of Minnesota with regard to stormwater runoff and erosion control during and after construction. A permanent stormwater management plan is being established for the subdivision per the City of Minneapolis that will (to the extent possible), regulate the amount of stormwater being discharged from the site. The goal of the plan is to keep the amount of stormwater leaving the site at or below the current runoff rate.

L&H Station **9th**

NAME OF APPLICANT WARD



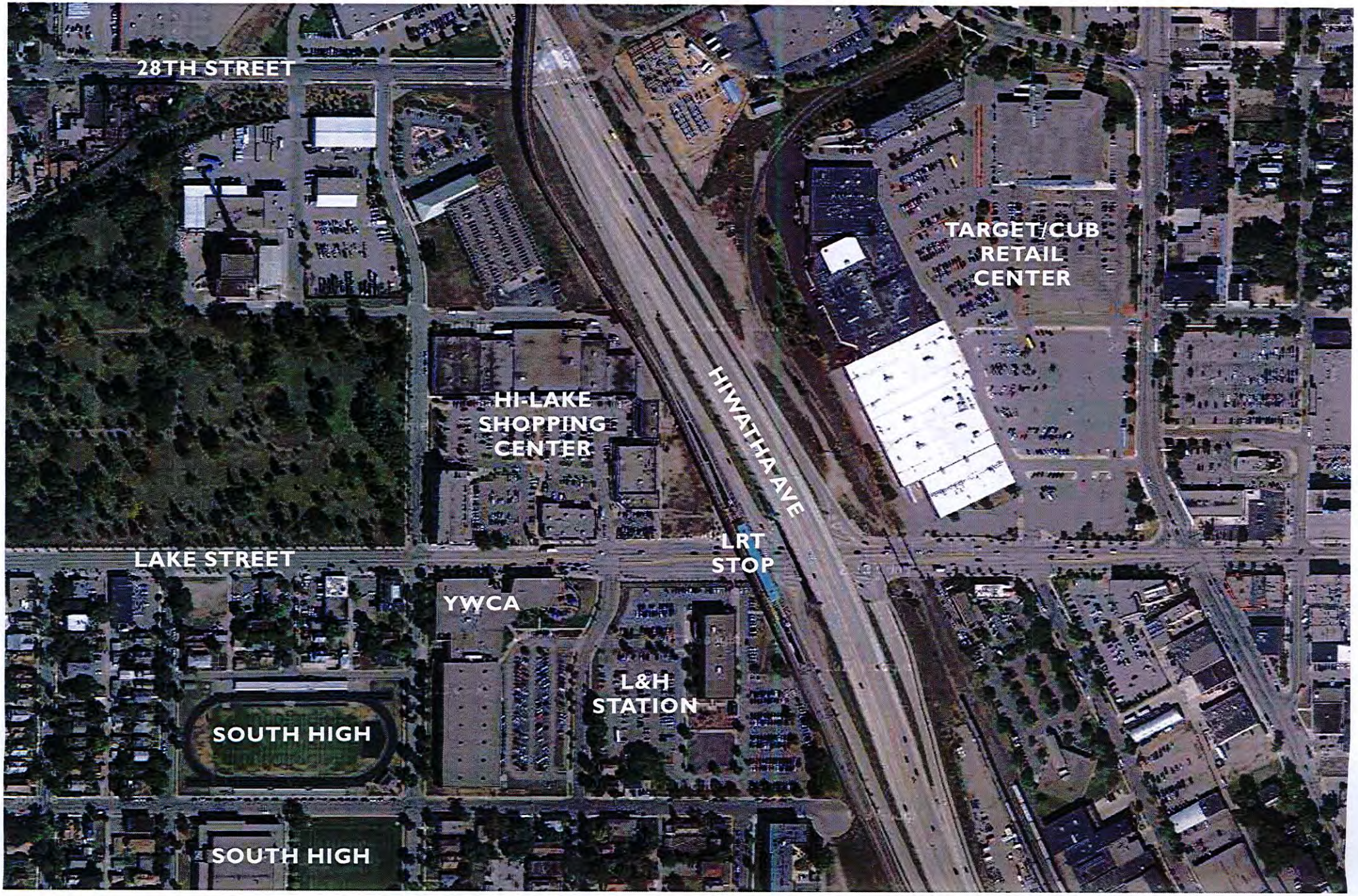
PROPERTY ADDRESS

2225 East Lake Street

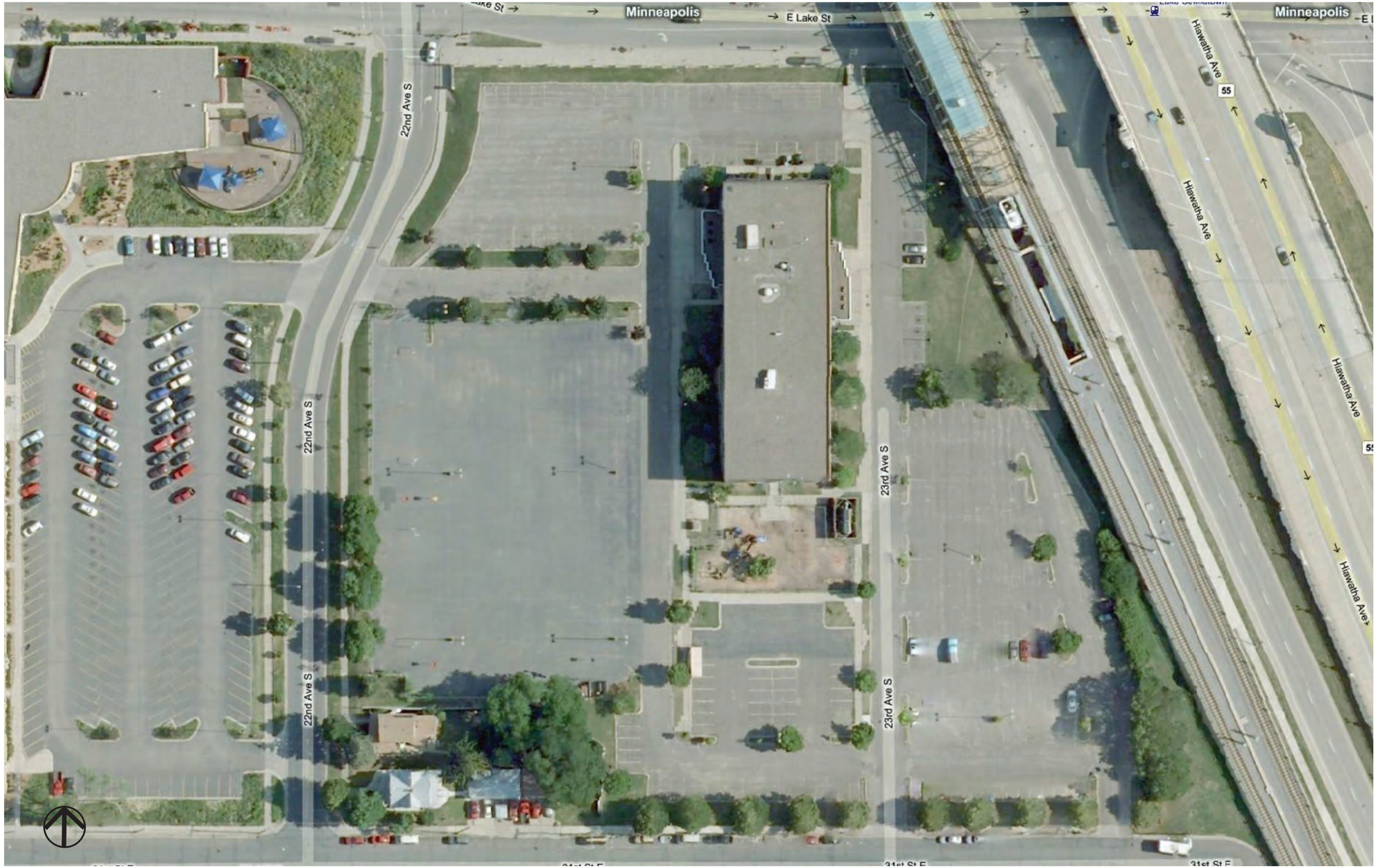
FILE NUMBER

BZZ-7099

Area Context



Existing Site Conditions



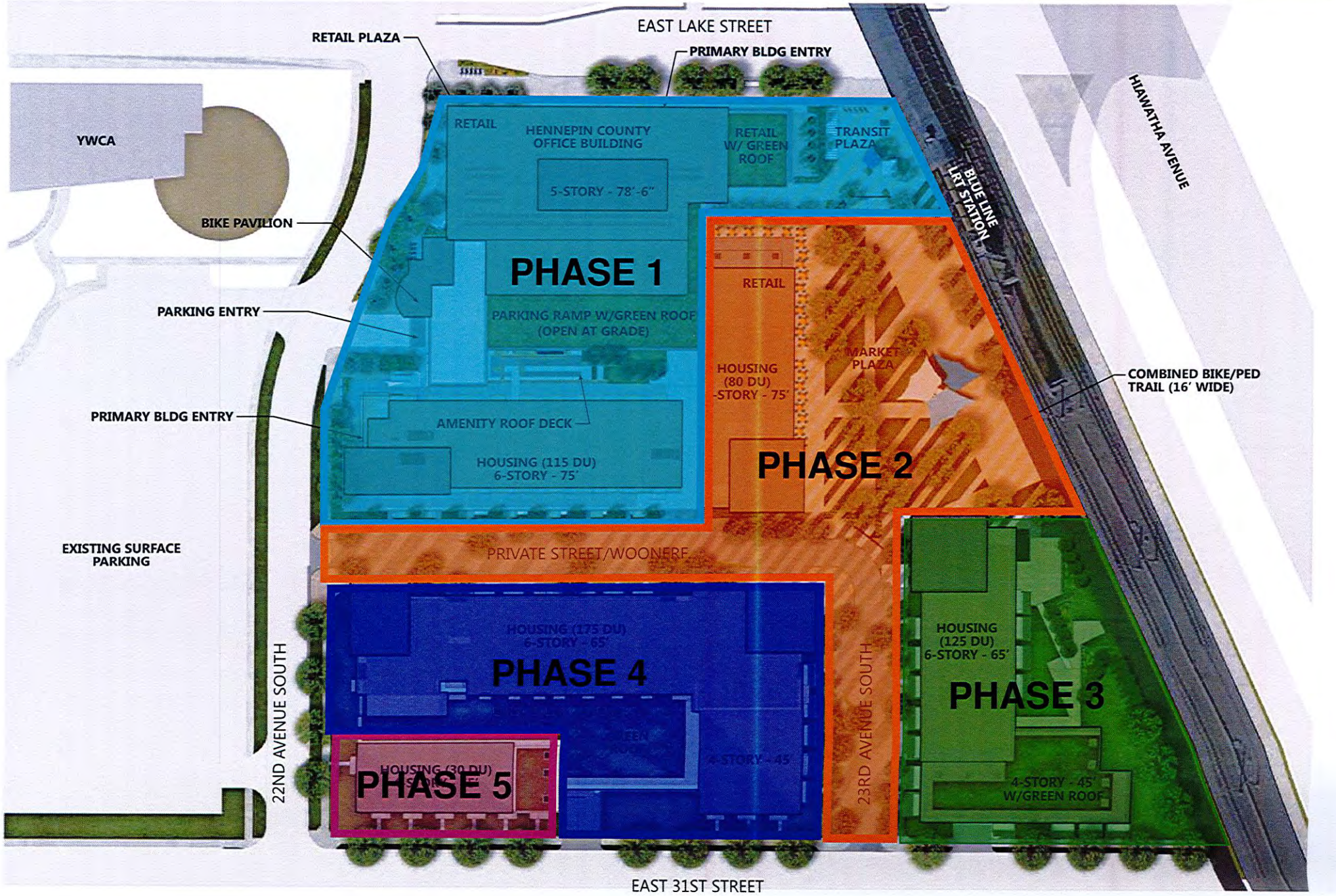
View of site from Lake Street, looking south

View of site from LRT platform, looking southwest

View of site from 22nd Ave, looking east

L&H Master Plan

L&H Phasing Plan



Phase I Site Plan

View of Plaza from Lake Street

L&H STATION DEVELOPMENT

Hennepin

BKV GROUP

View of Office Building from Lake Street

L&H STATION DEVELOPMENT

Hennepin

BKV GROUP

View from Lake Street and 22nd Avenue

L&H STATION DEVELOPMENT

Hennepin

BKV GROUP

View of Bike Plaza from 22nd Avenue

L&H STATION DEVELOPMENT

Hennepin

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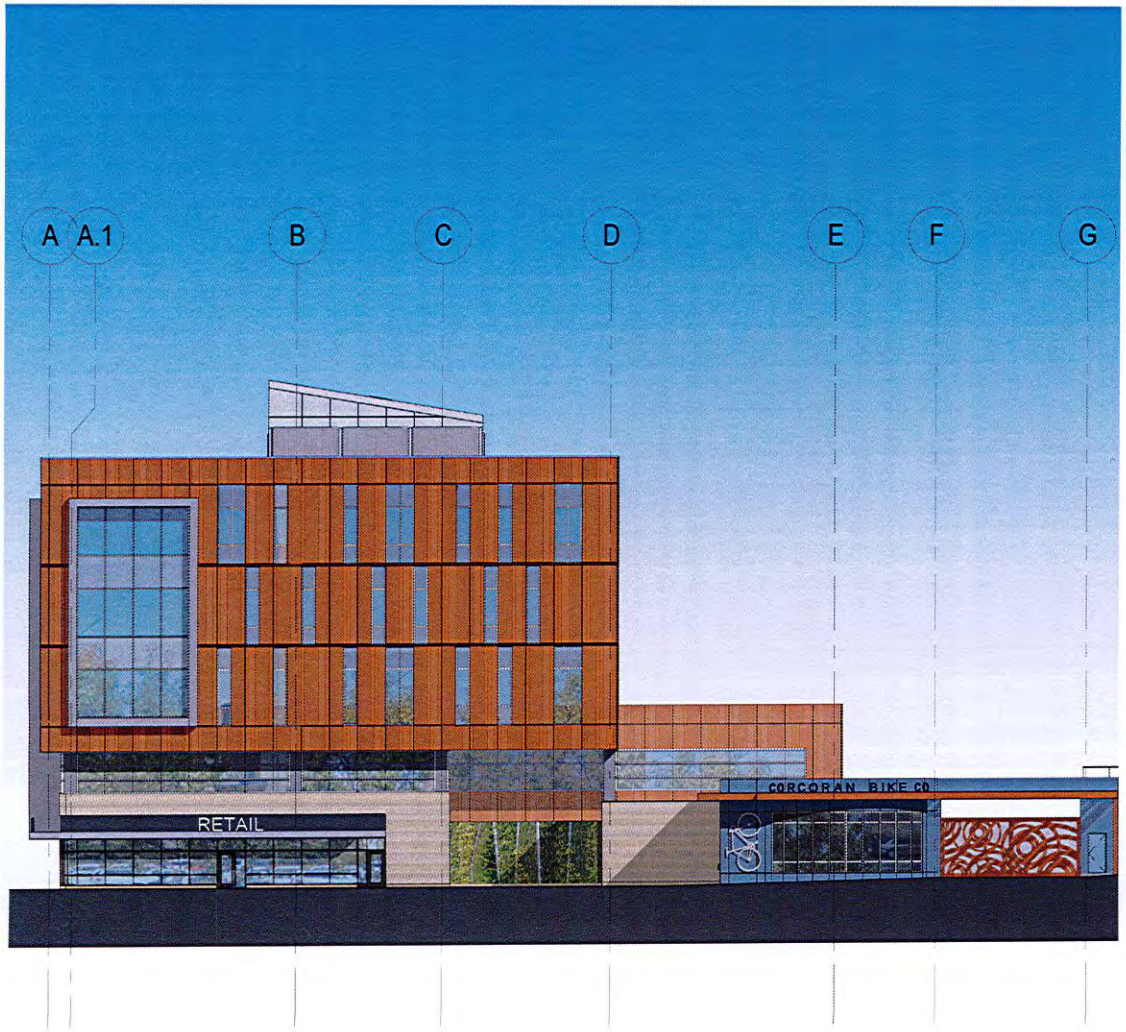
Office- North Elevation

L&H STATION DEVELOPMENT

Hennepin

BKV GROUP

Office - West Elevation



L&H STATION DEVELOPMENT

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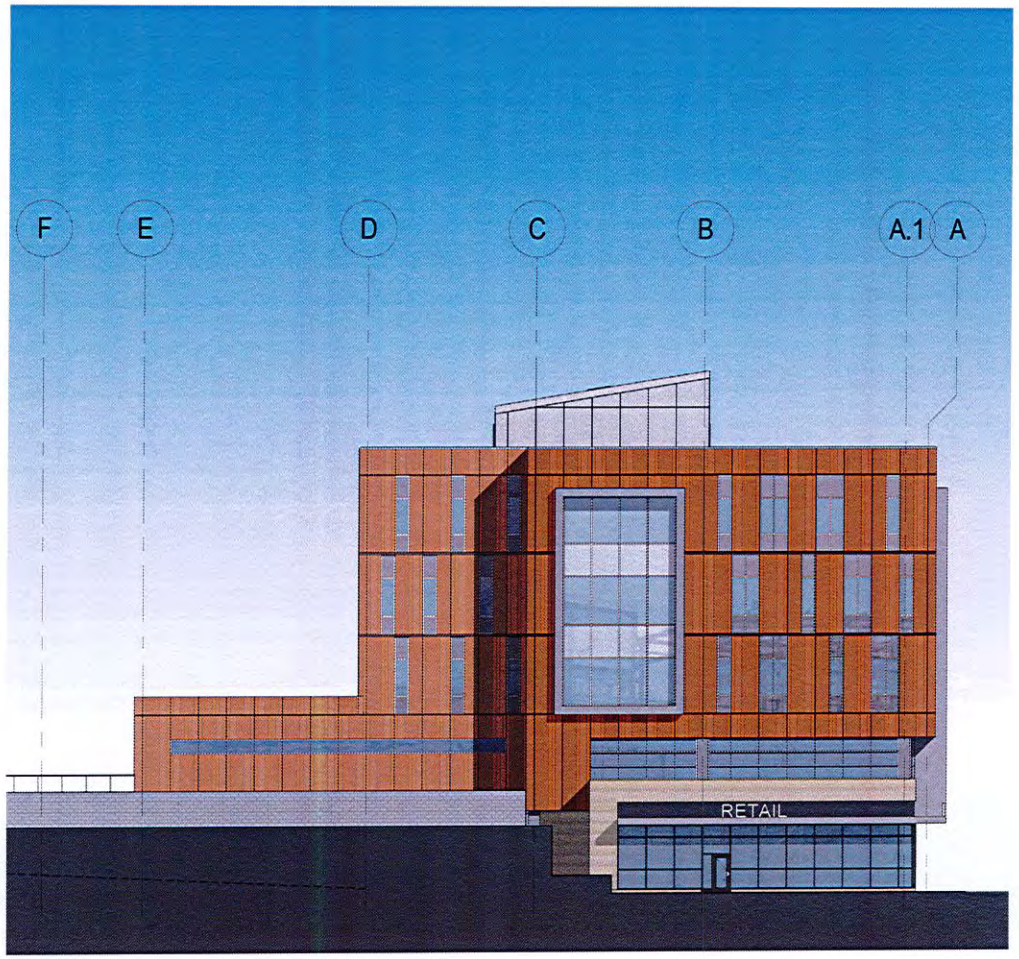
Office - South Courtyard Elevation

L&H STATION DEVELOPMENT

Hennepin

BKV GROUP

Office- East Elevation



L&H STATION DEVELOPMENT

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"MAIN BOX"--FLOORS 3-5

WALLS: METAL PANEL, TERRA-COTTA BLEND
WINDOW FRAMES: ALUMINUM, CLEAR ANODIZED
BAY WINDOW FRAMEWORK: METAL PANEL, CLEAR ANODIZED
WINDOW FRAMES IN BAYS: ALUMINUM, CLEAR ANODIZED

SERVICE LEVEL--FLOOR 2

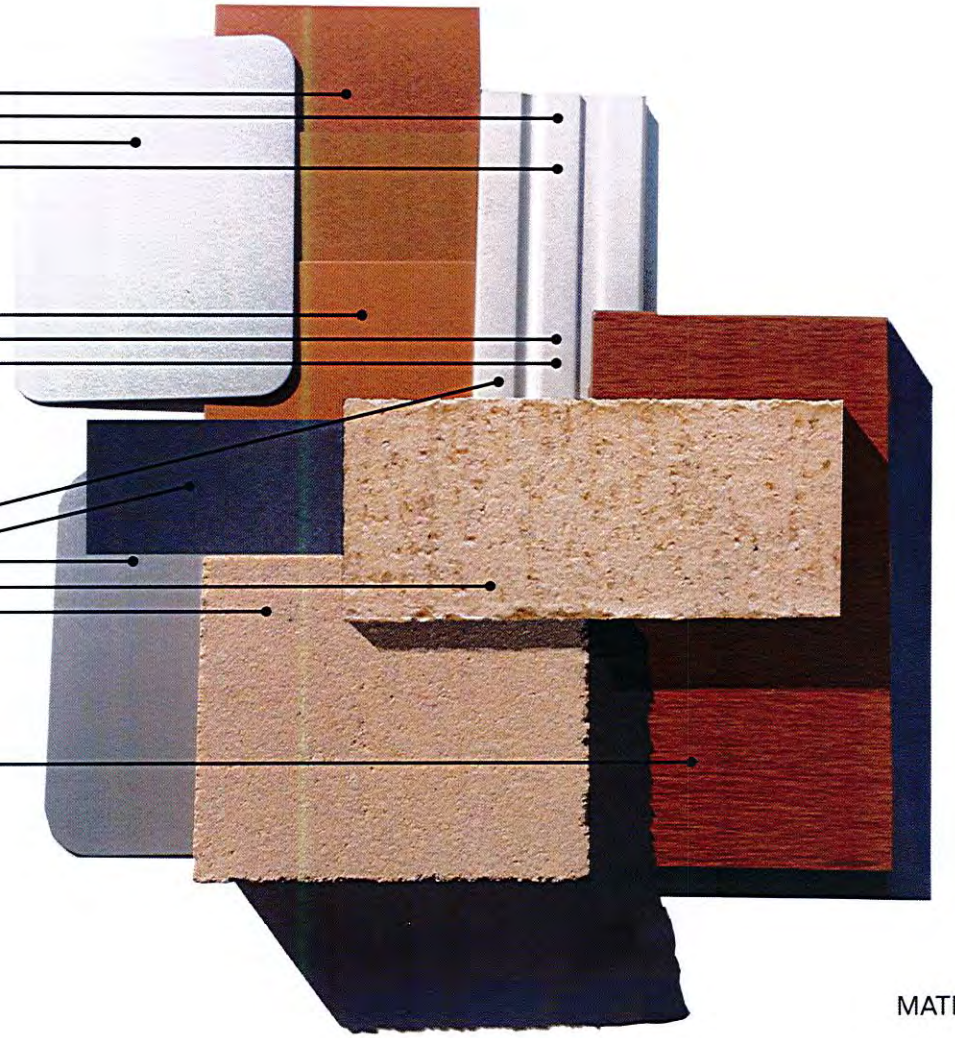
WALLS (E, S & W SIDES): METAL PANEL, TERRA-COTTA BLEND
WINDOW FRAMES: ALUMINUM, CLEAR ANODIZED
EXTERIOR COLUMNS: ALUMINUM, CLEAR ANODIZED

RETAIL LEVEL--FLOOR 1

STOREFRONT FRAMES: ALUMINUM, CLEAR ANODIZED
SIGNAGE BAND: METAL PANEL, CLEAR ANODIZED
ENTRY CANOPY: ALUMINUM, SILVER ANODIZED
WALLS: BRICK, BUFF COLOR
WALLS BASE: COMPLEMENTARY COLOR MASONRY BLOCK

EXTERIOR SOFFIT BELOW FLOOR 3

WOOD COMPOSITE CLADDING



MATERIAL PALETTE

HENNEPIN COUNTY

SOUTH MINNEAPOLIS REGIONAL SERVICE CENTER

BKV GROUP

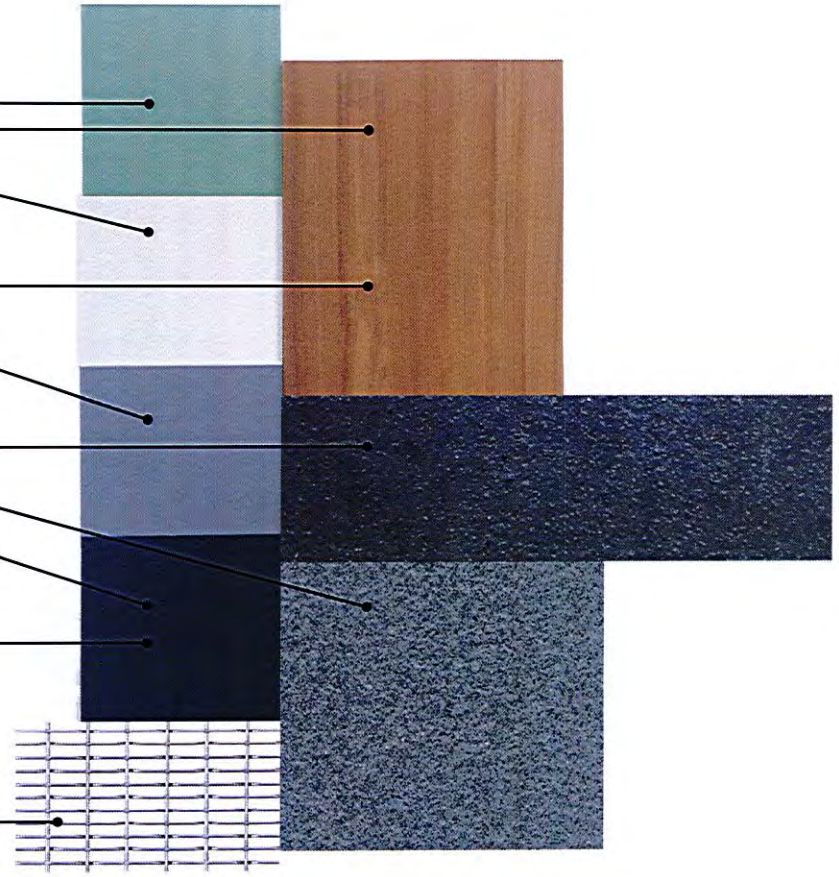
"FEATURE CORNERS"--FLOORS 2-6
SOUTHERN BOX: METAL PANEL, AGED COPPER
ALCOVES: WOOD PANEL
NORTHERN BOX: CLEAR ANNODIZED

PRIMARY MATERIALS--FLOORS 2-6
ALCOVES: WOOD PANEL
WALLS: METAL PANEL, ZINC

PODIUM LEVEL--FLOOR 1
HOUSING AREA WALLS: BRICK, BLACK DIAMOND VELOUR
HOUSING AREA WALL BASE: COMPLEMENTARY COLOR MASONRY BLOCK
LOBBY AREA WALLS: HARDIE BOARD, DARK CHARCOAL

SECONDARY MATERIALS--FLOORS 2-6
WALLS: HARDIE BOARD, DARK CHARCOAL
WINDOW ACCENT: HARDIE BOARD, DARK CHARCOAL
WINDOW FRAME: ALUMINUM, DARK CHARCOAL

BALCONY RAILINGS
METAL MESH



MATERIAL PALETTE

L&H STATION
PHASE ONE HOUSING

03.11.2015

BKV GROUP

View of Phase I Housing from 22nd Avenue

L&H STATION DEVELOPMENT

Hennepin

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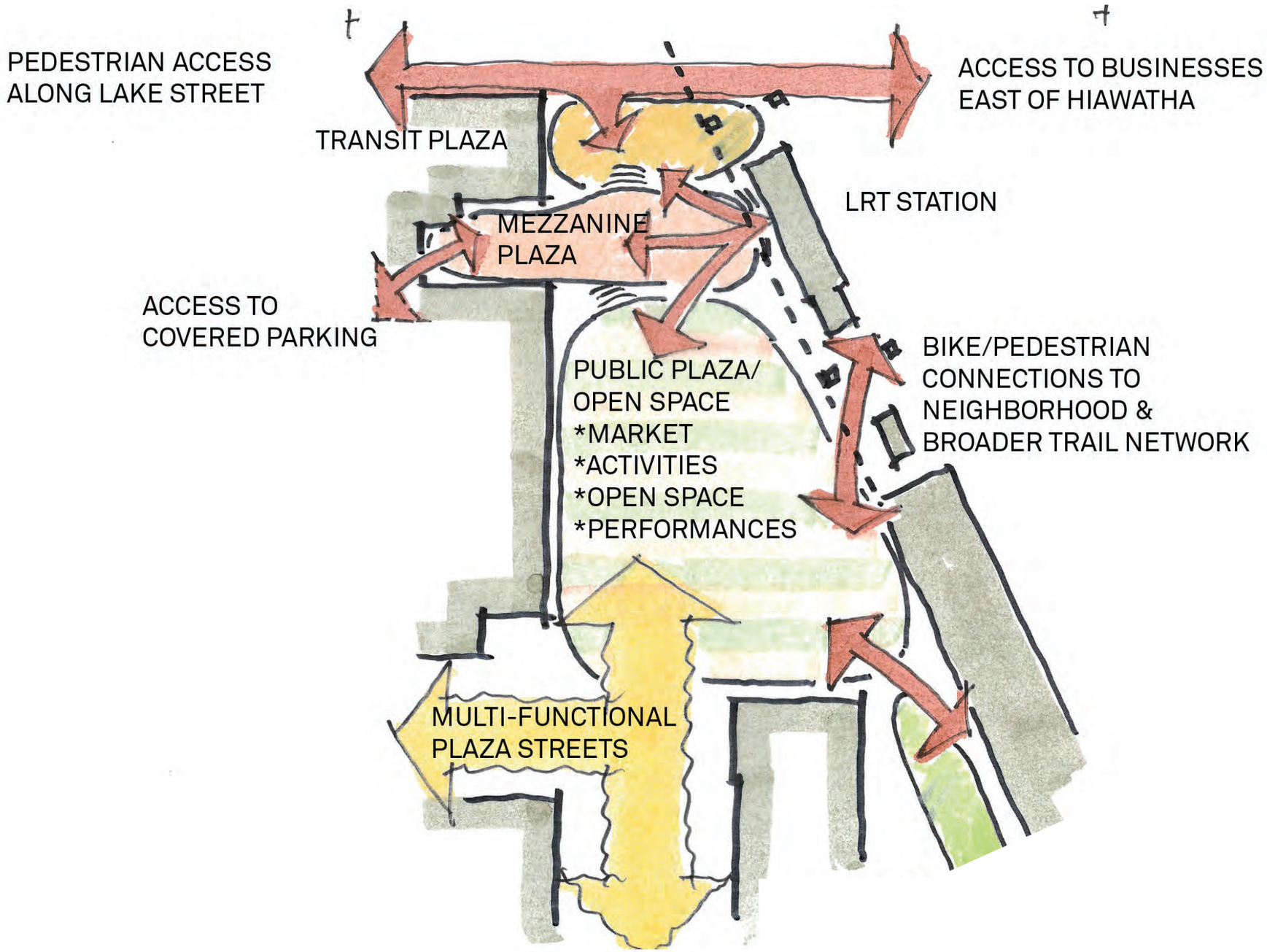
Plaza Programming Concepts



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Plaza Plans

HIAWATHA AVENUE
BLUE LINE LRT STATION
PRIVATE STREET/WOONERF
MARKET PLAZA
1. TRANSIT PLAZA
2. BIKE RACKS
3. SHADE STRUCTURE
4. RETAIL PLAZA
5. GREEN ROOF
6. MONUMENT SIGN
7. PERFORMANCE SPACE
8. TABLES AND CHAIRS
9. OPEN SPACE
10. COMBINED BIKE/PED TRAIL (16' WIDE)

HIAWATHA AVENUE
BLUE LINE LRT STATION
PRIVATE STREET/WOONERF
FARMERS MARKET LAYOUT:
1. MARKET TENTS
2. VEHICLE STALLS
GENERAL NOTES:
TOTAL MARKET STALLS IN PLAZA: 64
10'X12' TENTS WITH PARKING: 34
10X12' TENTS WITHOUT PARKING: 30

View of Plaza from Woonerf, looking north

L&H STATION DEVELOPMENT

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CNO Sustainability Principles

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

L&H STATION DEVELOPMENT

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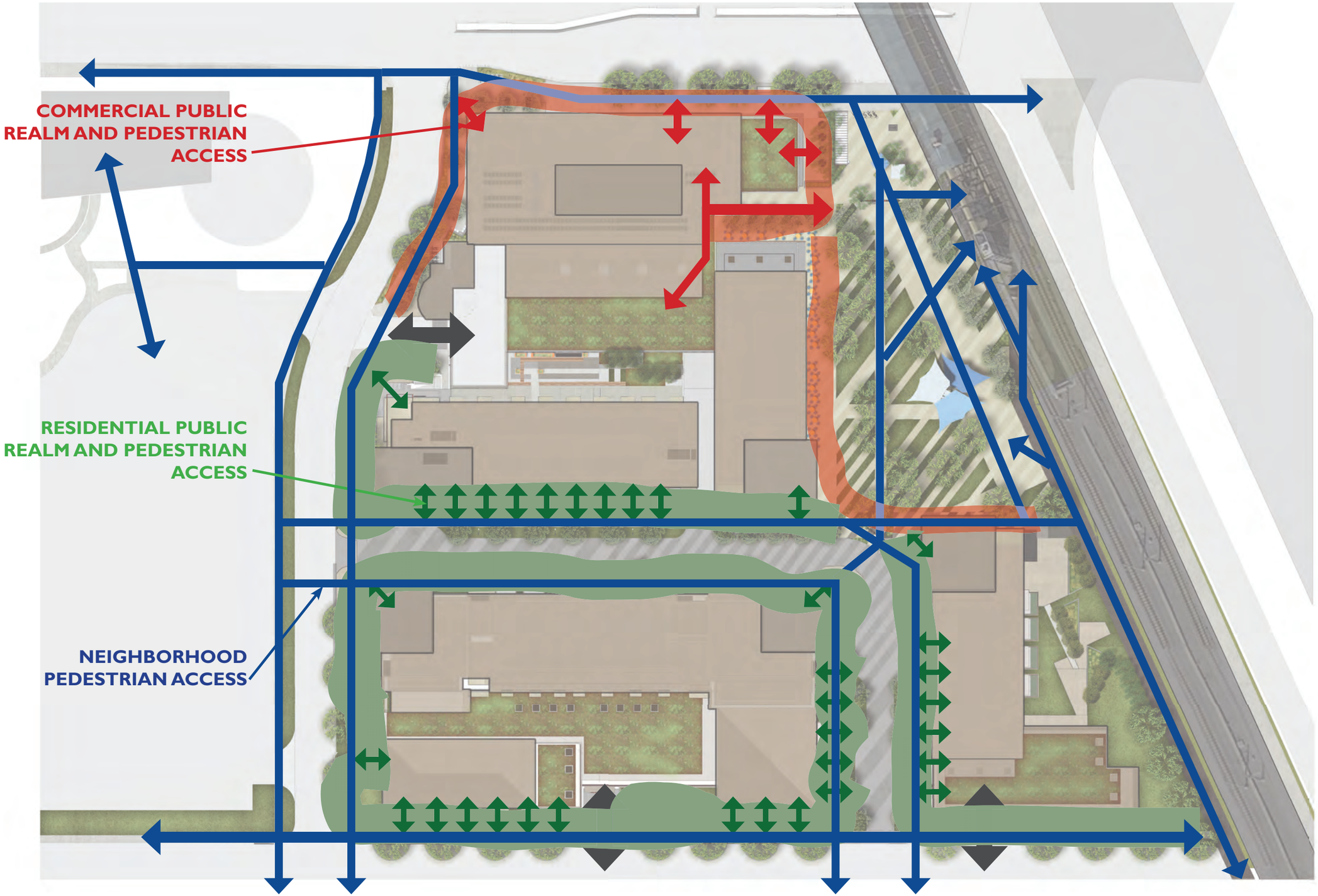
L&H Master Plan - Public Realm Diagram



L&H STATION DEVELOPMENT

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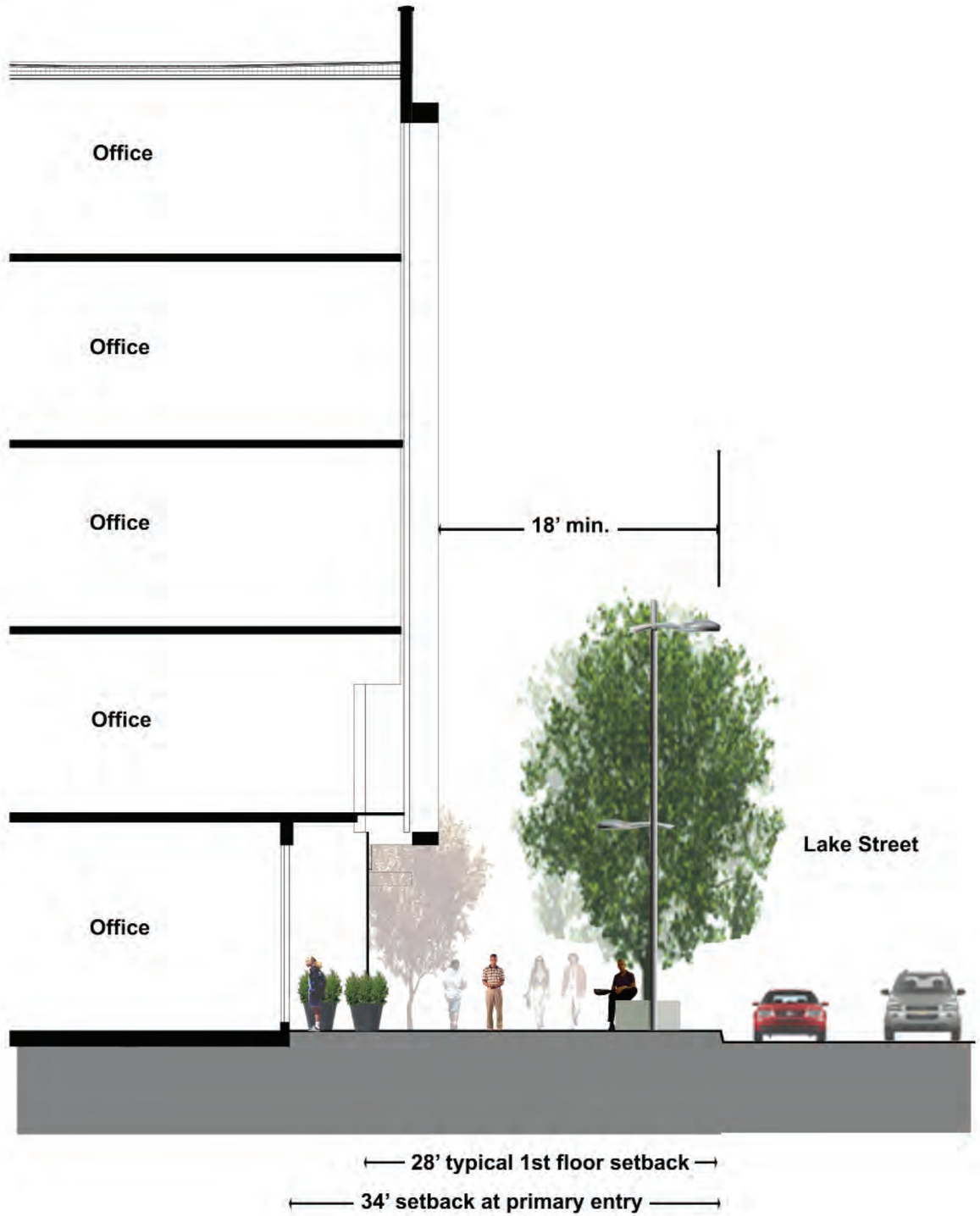
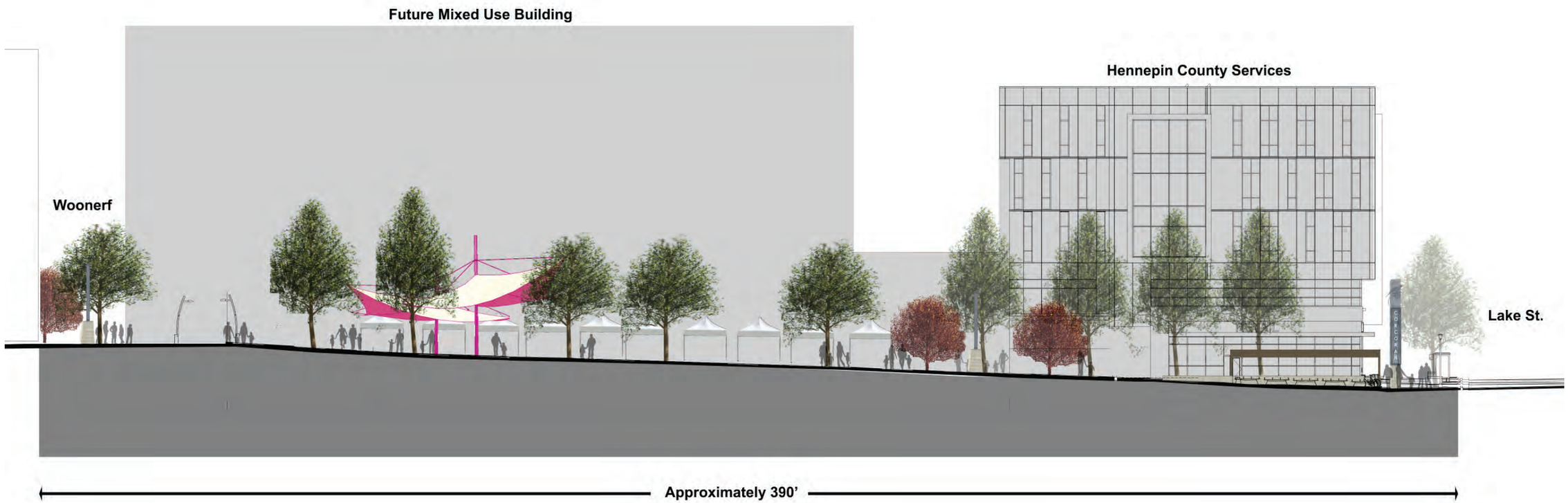
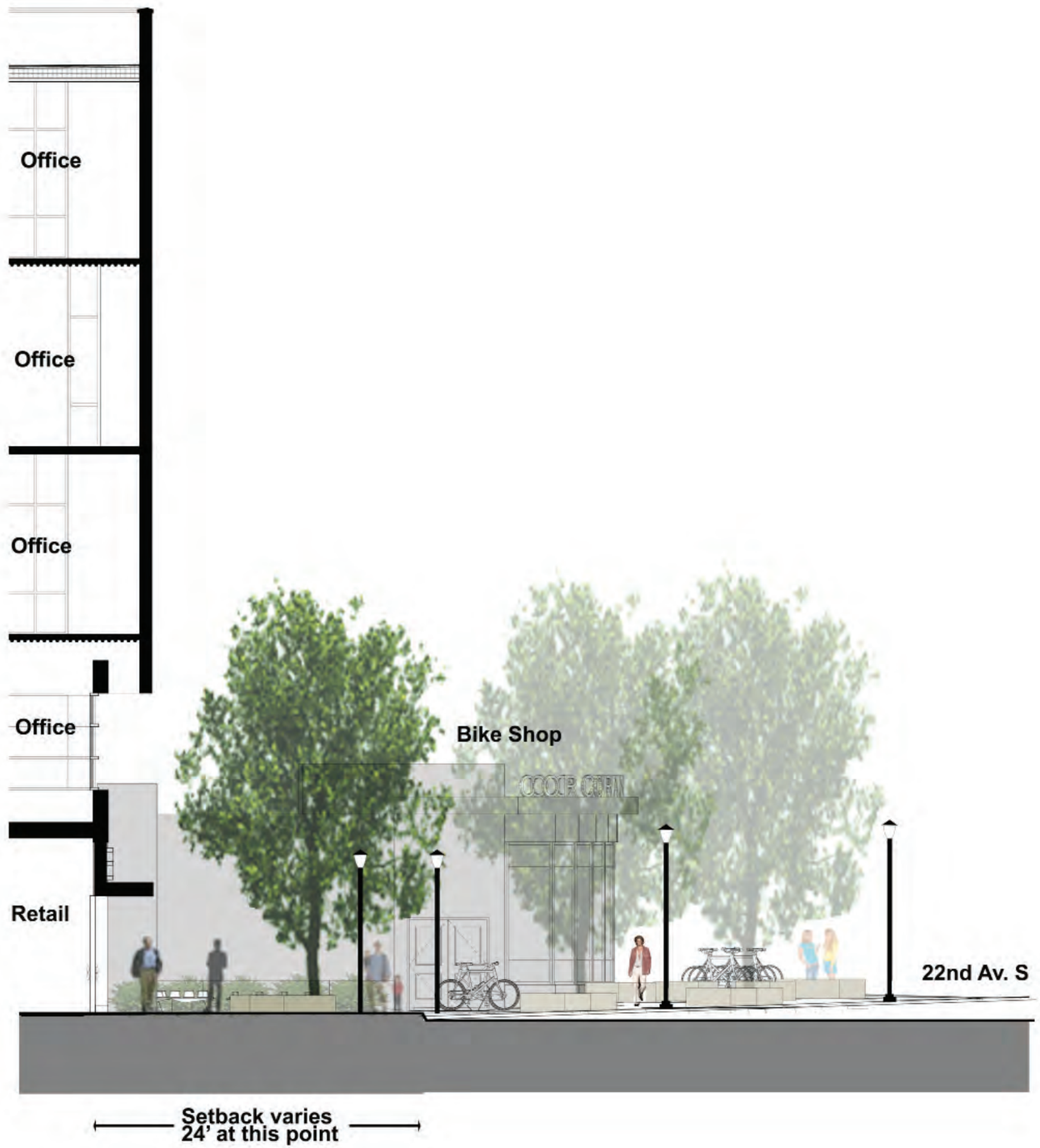
Lake Street Section



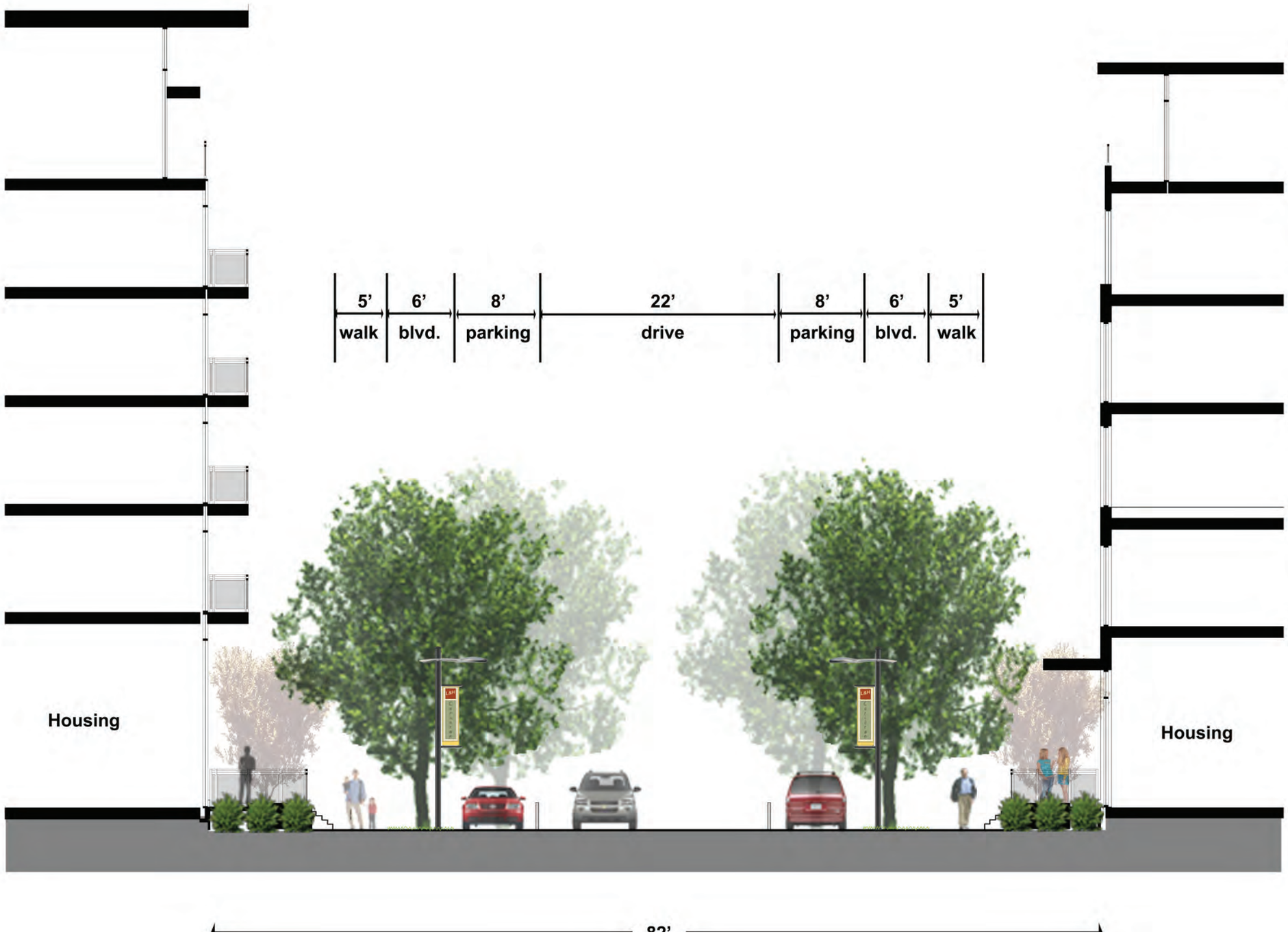
Plaza Section



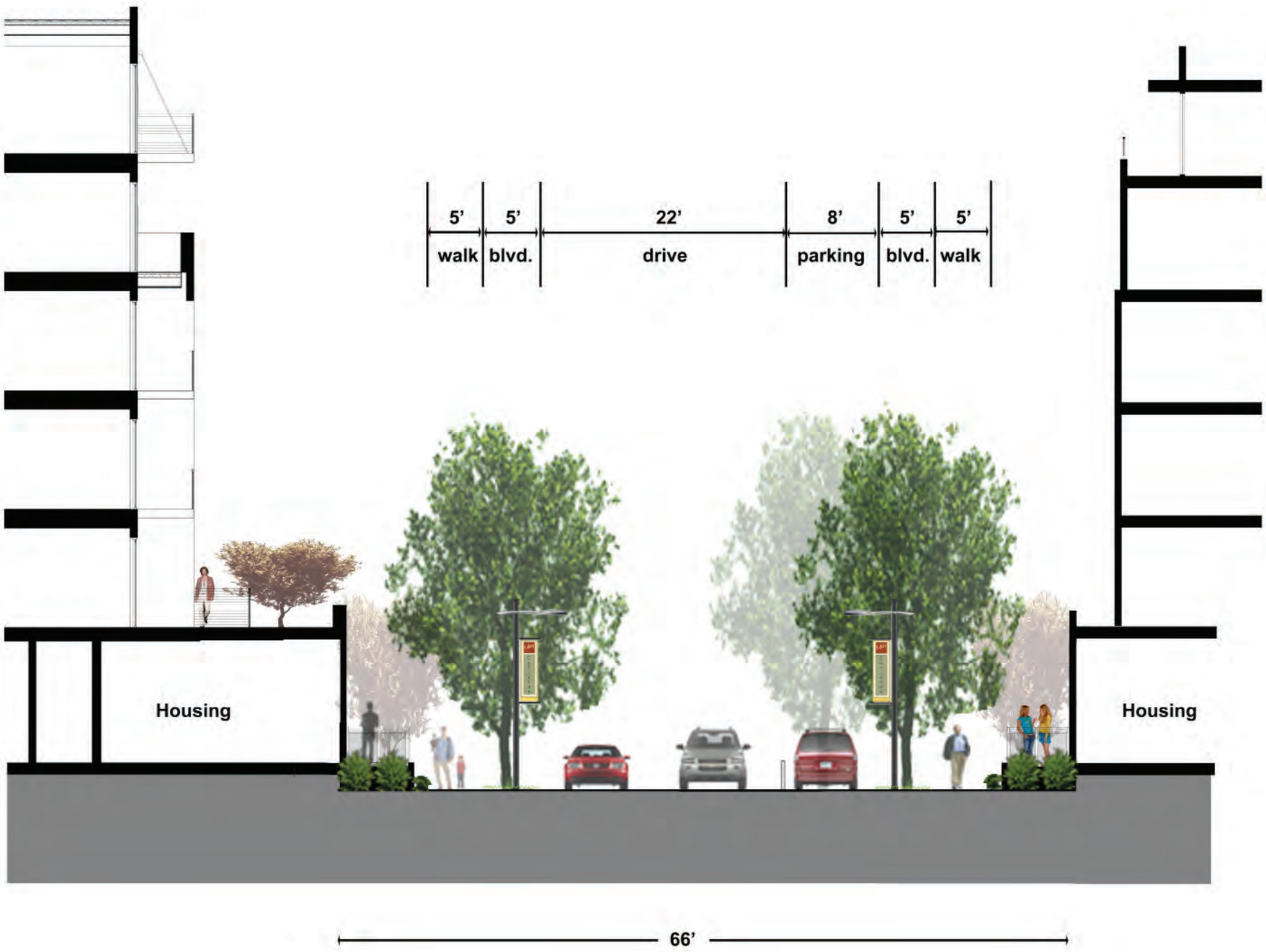
22nd Avenue Section

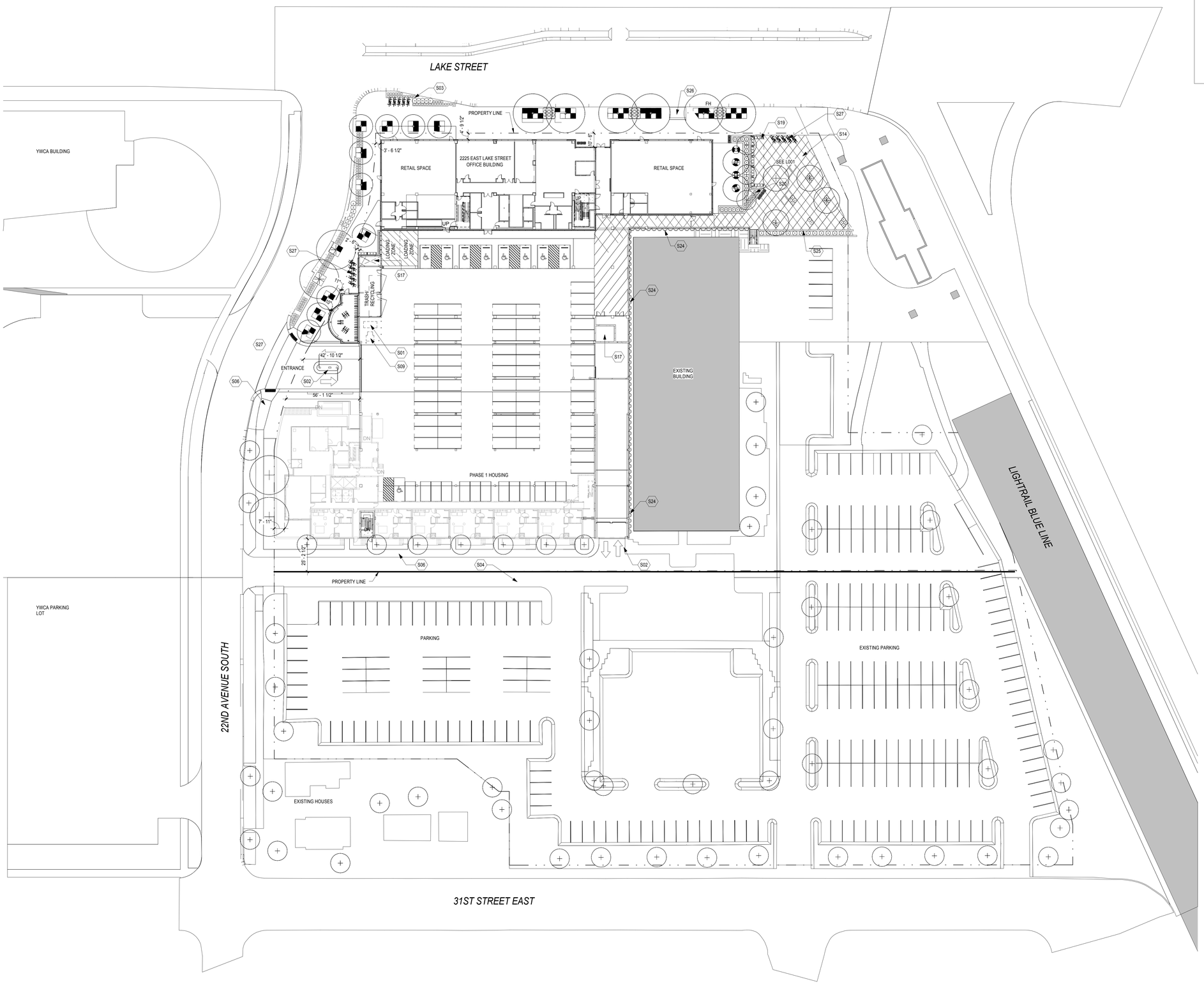


23rd Avenue Section



Woonerf Section, looking east





73 A010 SITE PLAN
1" = 30'-0"

SITE PLAN KEYNOTES

S01	TRANSFORMER, SEE ELEC.
S02	ACCESS CONTROL STATION
S03	SITE LIGHTING, SEE ELEC.
S04	BITUMINOUS ROAD WITH CONCRETE CURB, SEE CIVIL
S06	CONCRETE SIDEWALK, SEE LANDSCAPE
S08	REWORK EXISTING PLAYGROUND AS NECESSARY FOR NEW CONSTRUCTION
S09	GENERATOR, SEE ELEC.
S14	COLORED CONCRETE ENTRANCE PLAZA, SEE LANDSCAPE
S17	GARAGE AREA WELL
S19	STEEL AND WOOD PERGOLA, SEE LANDSCAPE
S20	CONCRETE PLANTER, SEE LANDSCAPE
S24	STRUCTURAL RETAINING WALL, SEE STRUCTURAL & CIVIL
S25	LANDSCAPE RETAINING WALL, SEE LANDSCAPE
S26	BUS SHELTER, SEE LANDSCAPE
S27	BIKE RACK, SEE LANDSCAPE
S28	NEW STAIR FOR EXISTING BUILDING EGRESS, SEE LANDSCAPE

AREA SCHEDULE - OFFICE (GROSS BUILDING)

Name	Area
LEVEL 1 - OFFICE	5543 SF
LEVEL 1 - RETAIL	4540 SF
LEVEL 1 - RETAIL	3552 SF
LEVEL 1 - OFFICE	729 SF
LEVEL 2 - OFFICE	24848 SF
LEVEL 3 - OFFICE	21026 SF
LEVEL 4 - OFFICE	21026 SF
LEVEL 5 - OFFICE	21026 SF
PENTHOUSE	3719 SF
Grand total	106008 SF

AREA SCHEDULE - PARKING (GROSS BUILDING)

Name	Area
LEVEL P2 PARKING	55429 SF
LEVEL P1 PARKING	55533 SF
LEVEL 1 PARKING	42704 SF
Grand total	153665 SF

PARKING SCHEDULE BY LEVEL

Level	Count	Description
LEVEL 1	9	ADA STALL 8'-6" x 18'-0"
LEVEL 1	13	COMPACT STALL 8'-0" x 15'-0"
LEVEL 1	63	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL 1: 85		
LEVEL P1	3	ADA STALL 8'-6" x 18'-0"
LEVEL P1	33	COMPACT STALL 8'-0" x 15'-0"
LEVEL P1	8	COMPACT STALL 8'-0" x 18'-0"
LEVEL P1	114	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL P1: 158		
LEVEL P2	3	ADA STALL 8'-6" x 18'-0"
LEVEL P2	33	COMPACT STALL 8'-0" x 15'-0"
LEVEL P2	8	COMPACT STALL 8'-0" x 18'-0"
LEVEL P2	119	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL P2: 163		
Grand total: 406		

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Engineering

Boarman Kroos Vogel Group Inc.

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Minneapolis, MN 55401
Telephone: 612.339.3752
Facsimilie: 612.339.6212
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	01/12/2015	PDR SUBMITTAL
	03/30/2015	90% DD SUBMITTAL
	04/24/2015	PUD UPDATE

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License Number Date

DATE	04/24/2015
DRAWN BY	TMB/MJH
CHECKED BY	JAH
COMMISSION NUMBER	1785.02

SHEET TITLE

SITE PLAN

SHEET NUMBER

A010

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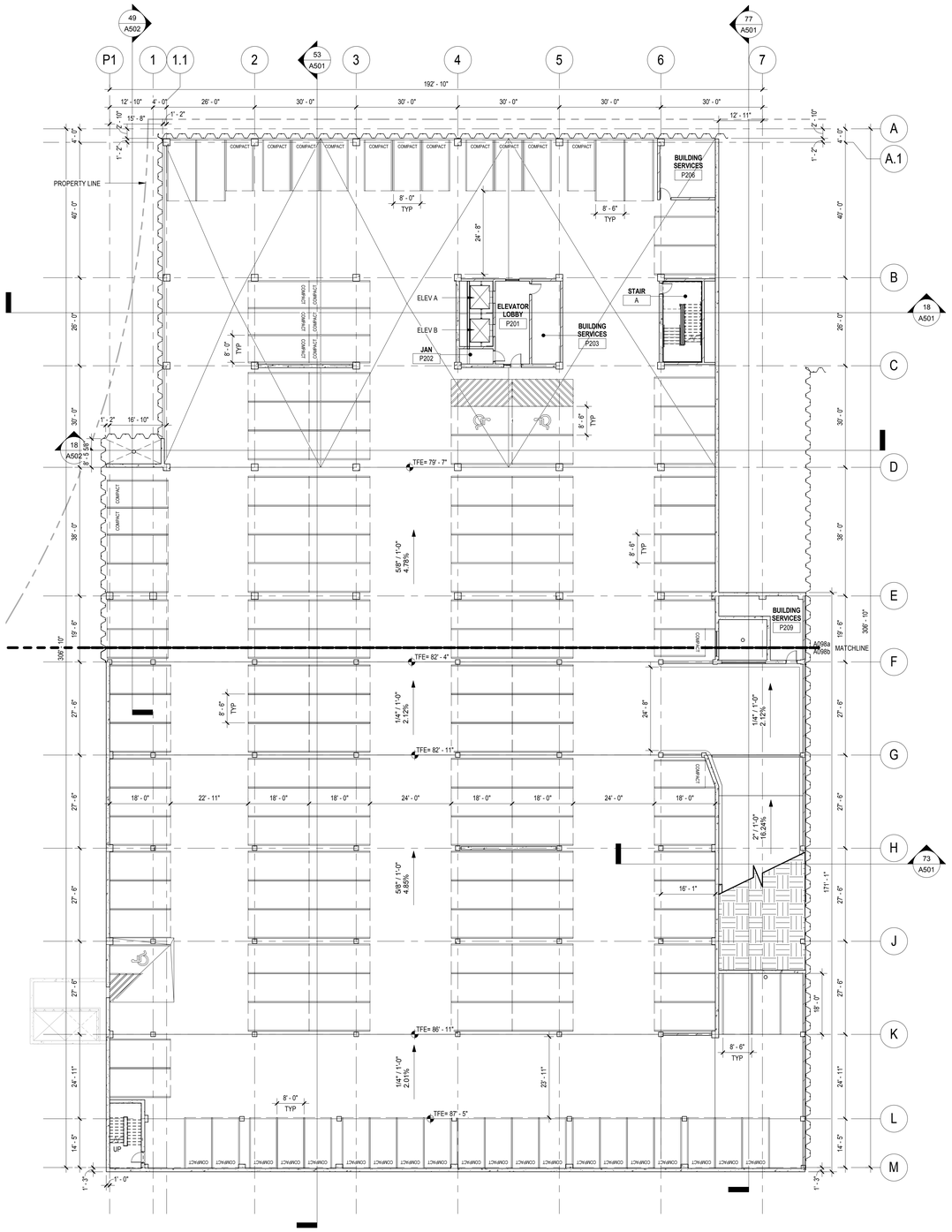

73 A098 LEVEL P2 OVERALL
1/16" = 1'-0"

N

PARKING SCHEDULE BY LEVEL		
Level	Count	Description
LEVEL 1	9	ADA STALL 8'-6" x 18'-0"
LEVEL 1	13	COMPACT STALL 8'-0" x 15'-0"
LEVEL 1	63	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL 1: 85		
LEVEL P1	3	ADA STALL 8'-6" x 18'-0"
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LEVEL P1	8	COMPACT STALL 8'-0" x 18'-0"
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LEVEL P2 OVERALL FLOOR PLAN

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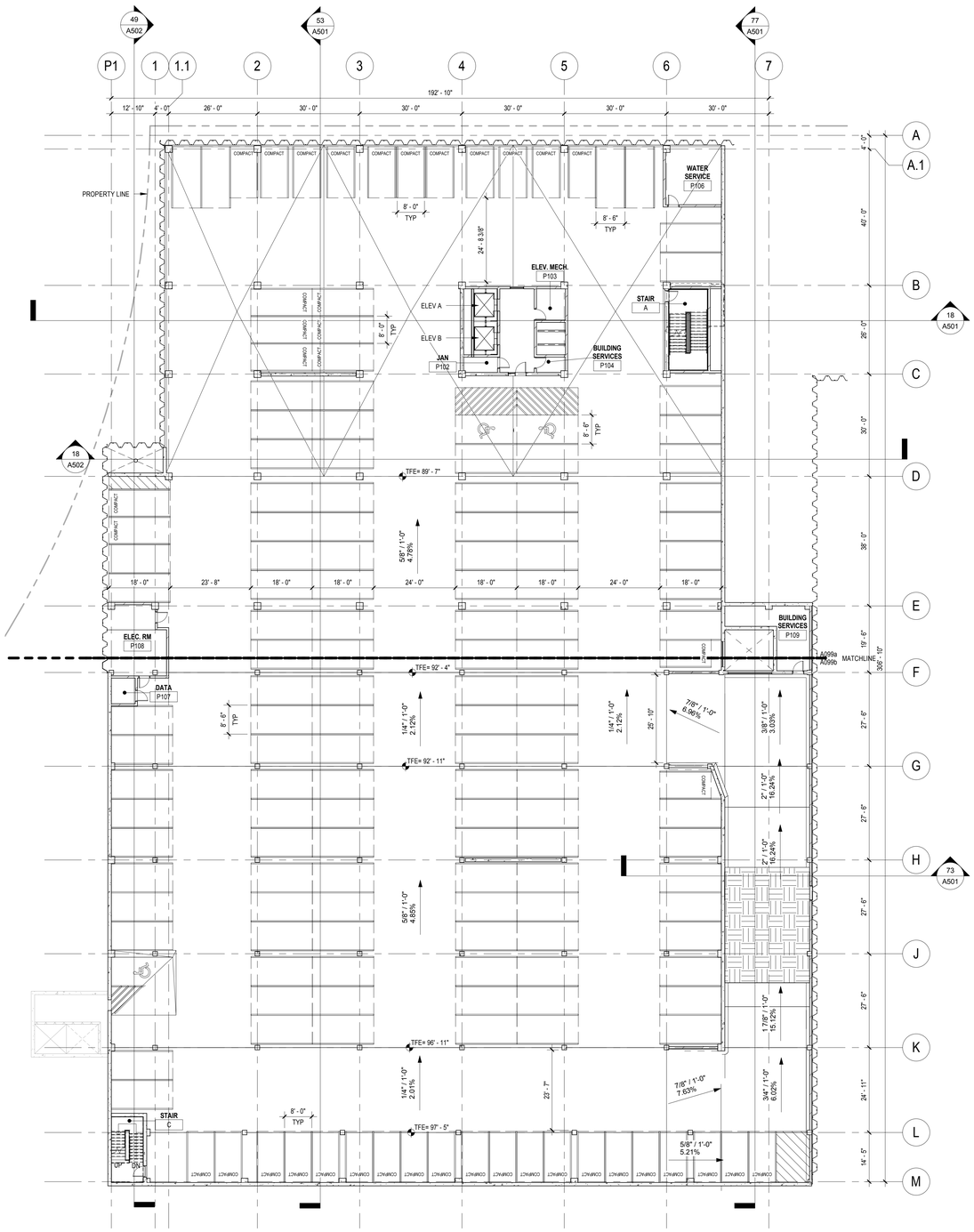

73 A099 LEVEL P1
1/16" = 1'-0"

PARKING SCHEDULE BY LEVEL		
Level	Count	Description
LEVEL 1	9	ADA STALL 8'-6" x 18'-0"
LEVEL 1	13	COMPACT STALL 8'-0" x 15'-0"
LEVEL 1	63	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL 1: 85		
LEVEL P1	3	ADA STALL 8'-6" x 18'-0"
LEVEL P1	33	COMPACT STALL 8'-0" x 15'-0"
LEVEL P1	8	COMPACT STALL 8'-0" x 18'-0"
LEVEL P1	114	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL P1: 158		
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LEVEL P1 OVERALL PLAN

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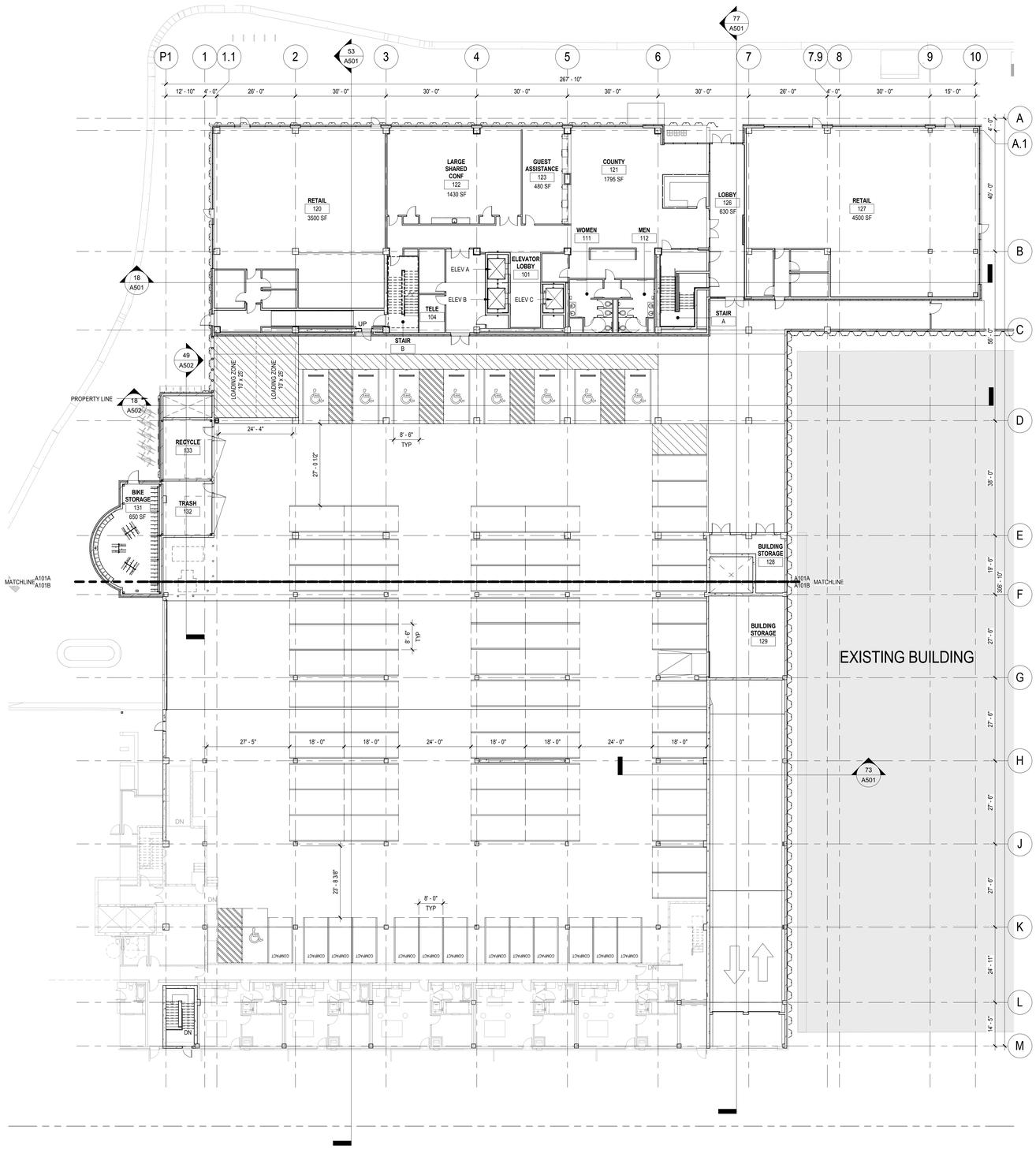

1 A101 LEVEL 1
1/16" = 1'-0"

PARKING SCHEDULE BY LEVEL		
Level	Count	Description
LEVEL 1	9	ADA STALL 8'-6" x 18'-0"
LEVEL 1	13	COMPACT STALL 8'-0" x 15'-0"
LEVEL 1	63	STANDARD PARKING STALL 8'-6" x 18'-0"
LEVEL 1: 85		
LEVEL P1	3	ADA STALL 8'-6" x 18'-0"
LEVEL P1	33	COMPACT STALL 8'-0" x 15'-0"
LEVEL P1	8	COMPACT STALL 8'-0" x 18'-0"
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LEVEL 1 OVERALL FLOOR PLAN

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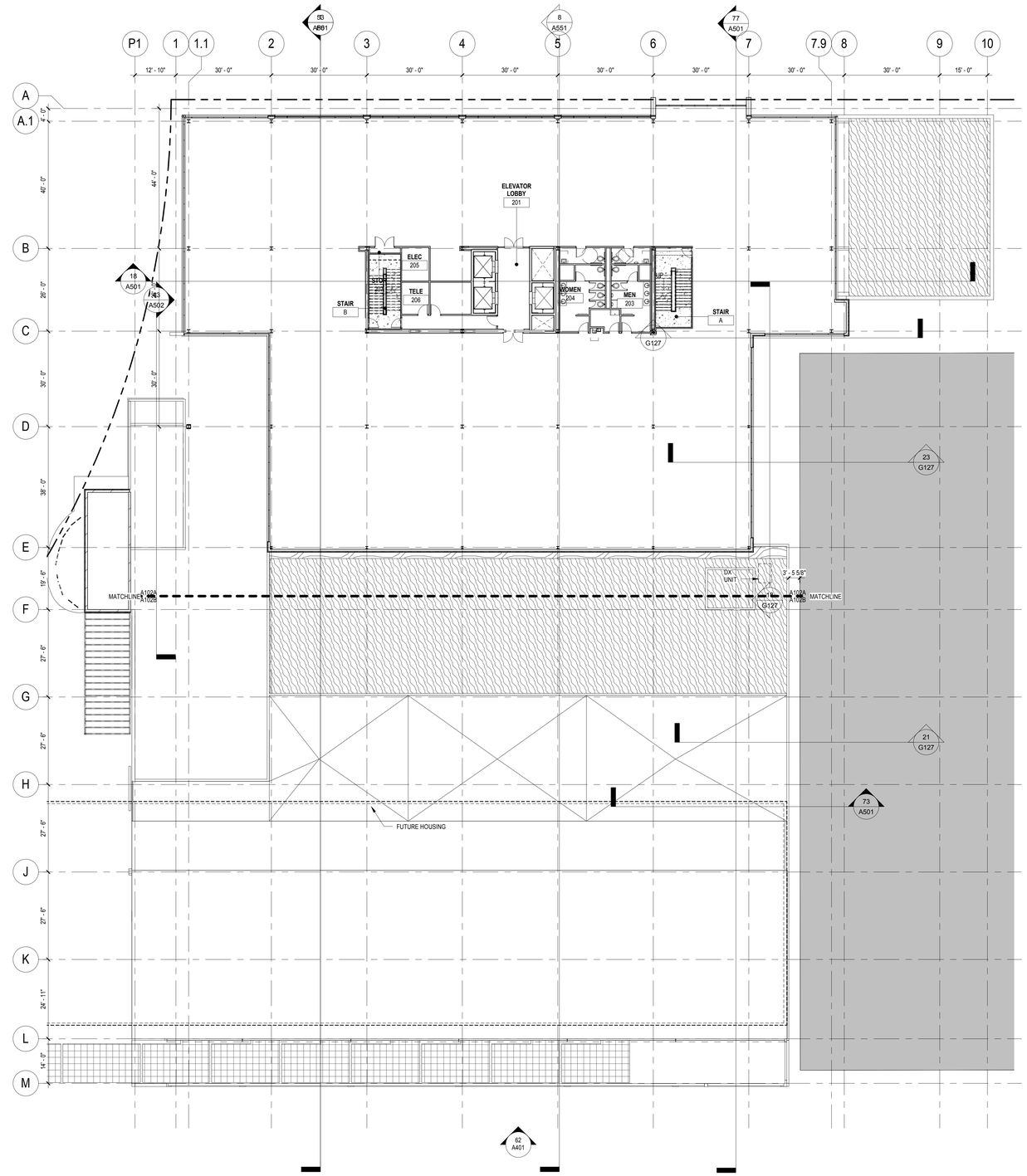

1 A102 LEVEL 2
1/16" = 1'-0"

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SHEET TITLE

LEVEL 2 OVERALL FLOOR PLAN

SHEET NUMBER

A102

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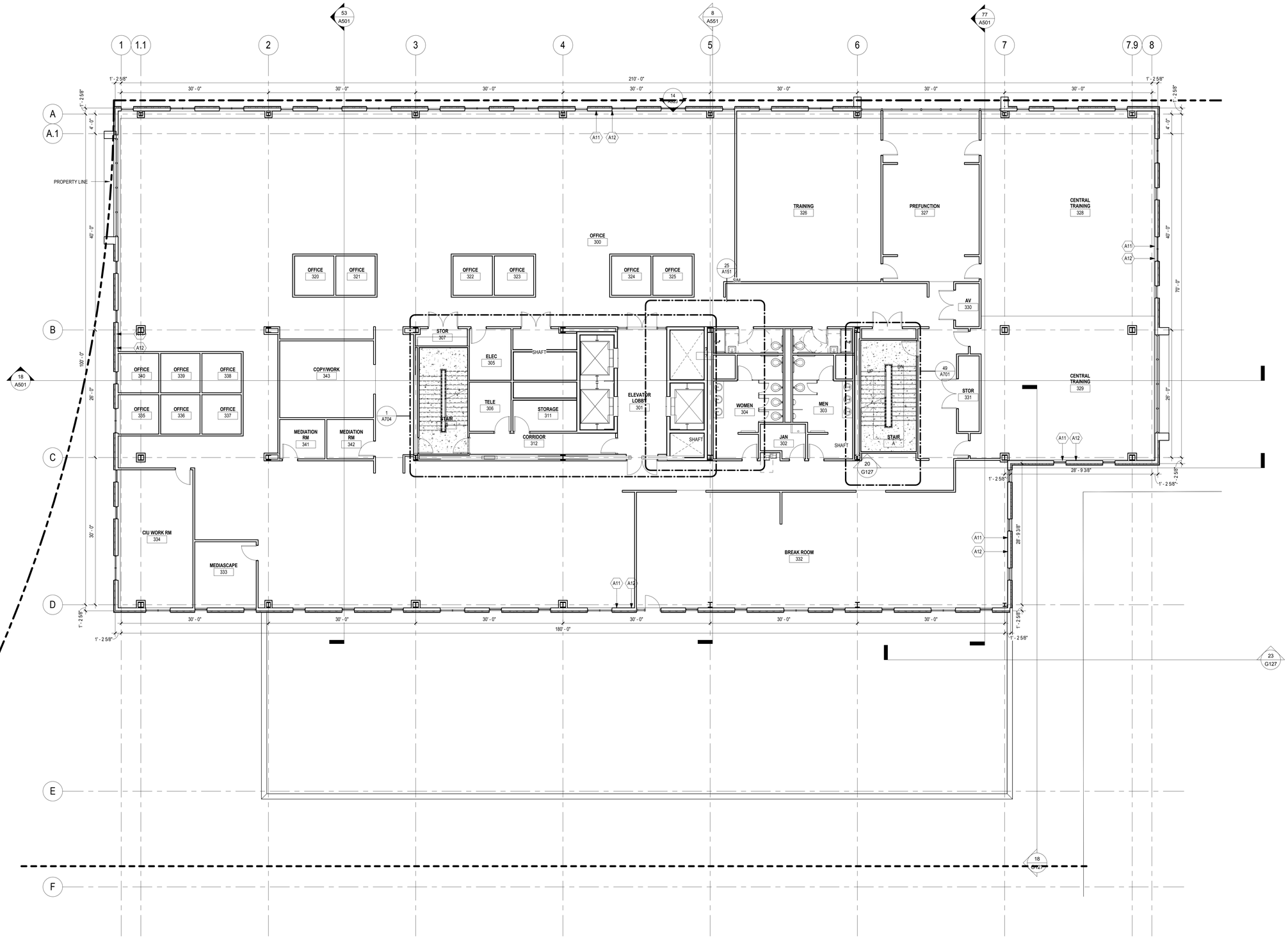
ARCHITECTURAL KEYNOTES

A11 PERIMETER WALL & DEMISING WALL TO BE TAPED AND SANDED TO 10'6" AFF, ALL EXPOSED SURFACES TO RECEIVE ONE COAT OF PRIMER & (2) COATS OF PAINT (WHITE)

A12 CONTRACTOR TO PROVIDE 1" HORIZONTAL BLINDS AT ALL WINDOWS IN TENANT SPACES



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

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SHEET TITLE

LEVEL 3 AREA A FLOOR PLAN

SHEET NUMBER

A103A

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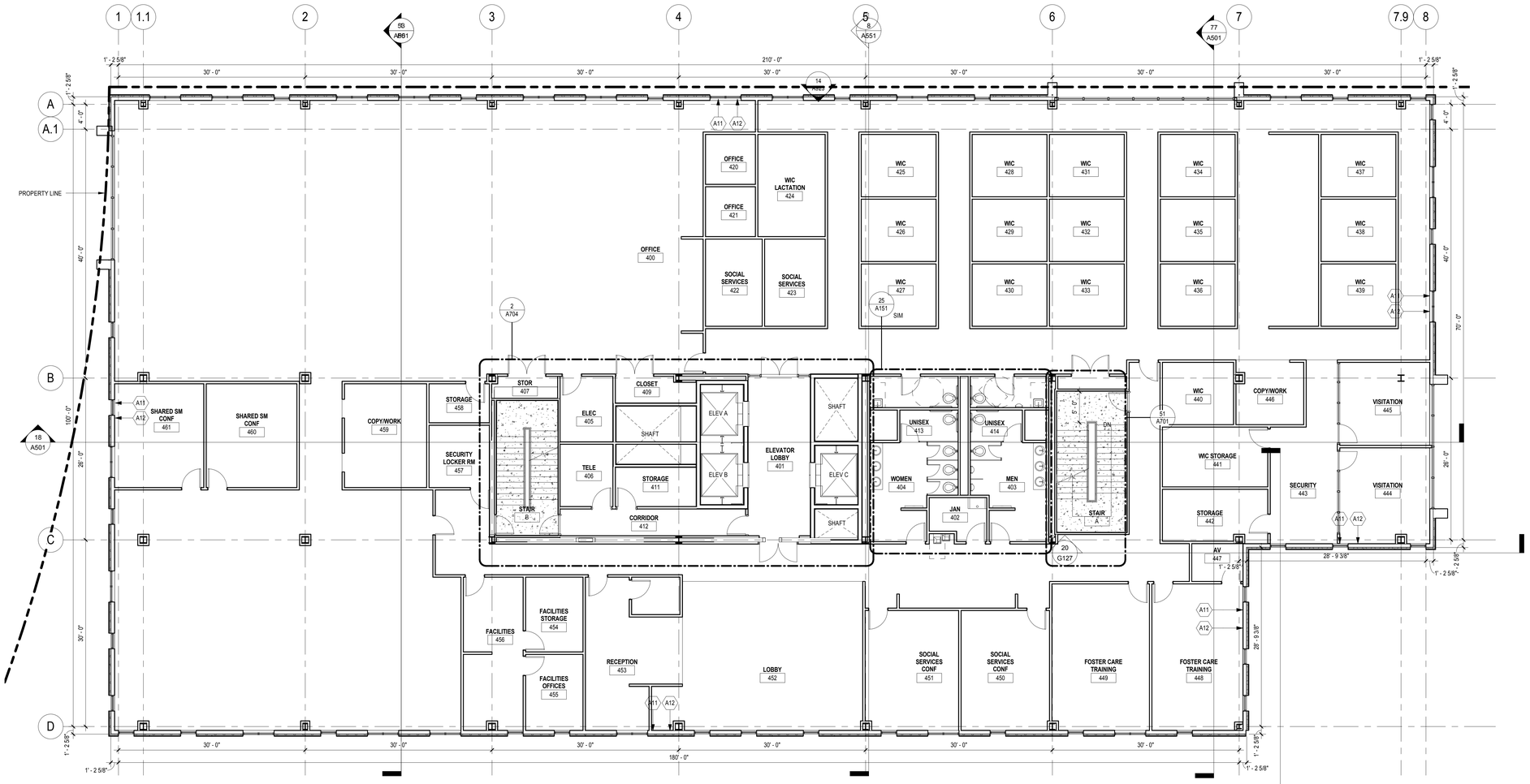
ARCHITECTURAL KEYNOTES

A11 PERIMETER WALL & DEMISING WALL TO BE TAPED AND SANDED TO 10'6" AFF, ALL EXPOSED SURFACES TO RECEIVE ONE COAT OF PRIMER & (2) COATS OF PAINT (WHITE)

A12 CONTRACTOR TO PROVIDE 1" HORIZONTAL BLINDS AT ALL WINDOWS IN TENANT SPACES



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

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SHEET TITLE

LEVEL 4 AREA A FLOOR PLAN

SHEET NUMBER

A104A

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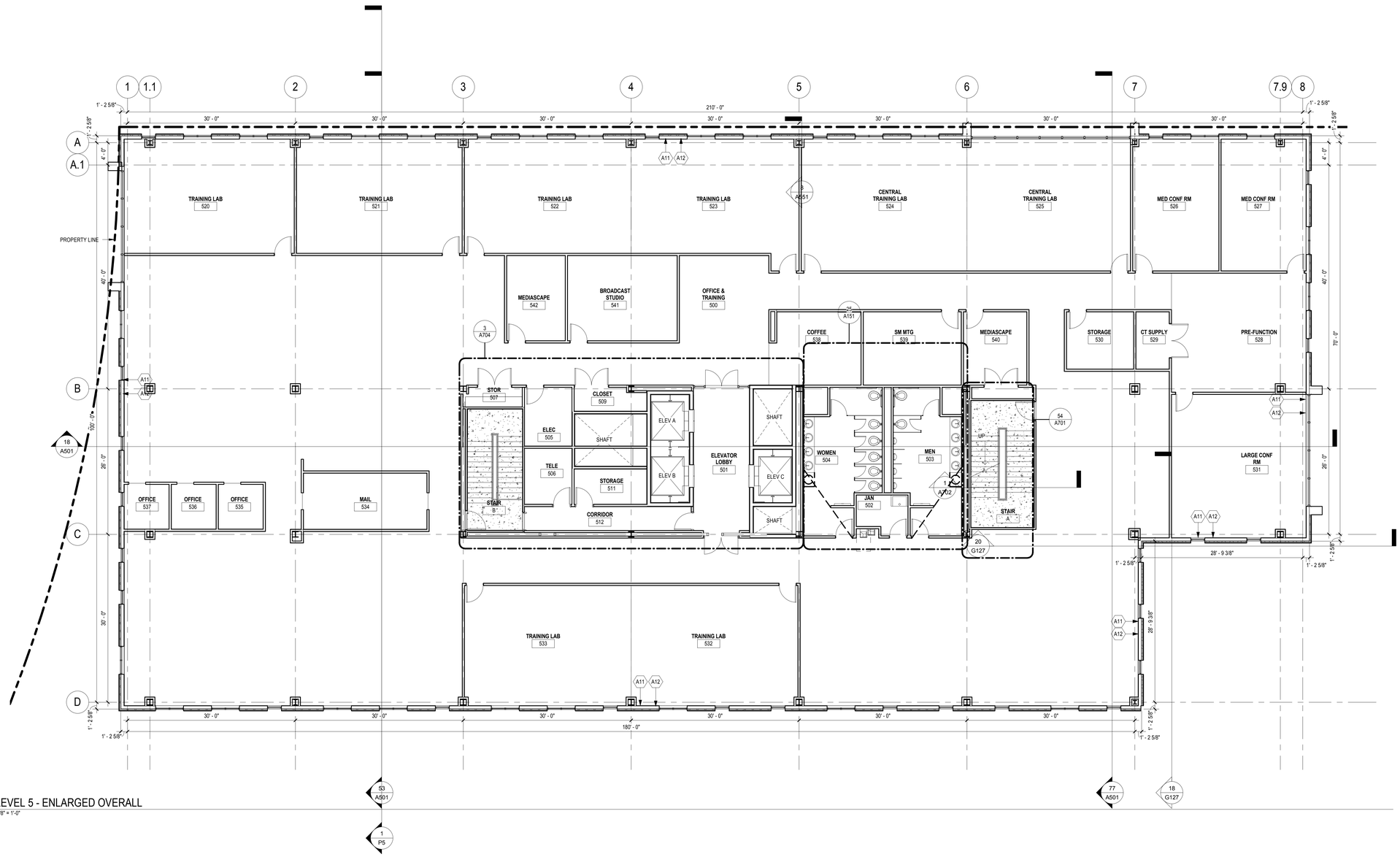
ARCHITECTURAL KEYNOTES

A11 PERIMETER WALL & DEMISING WALL TO BE TAPED AND SANDED TO 10'6" AFF, ALL EXPOSED SURFACES TO RECEIVE ONE COAT OF PRIMER & (2) COATS OF PAINT (WHITE)

A12 CONTRACTOR TO PROVIDE 1" HORIZONTAL BLINDS AT ALL WINDOWS IN TENANT SPACES



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

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SHEET TITLE

LEVEL 5 AREA A FLOOR PLAN

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A105A

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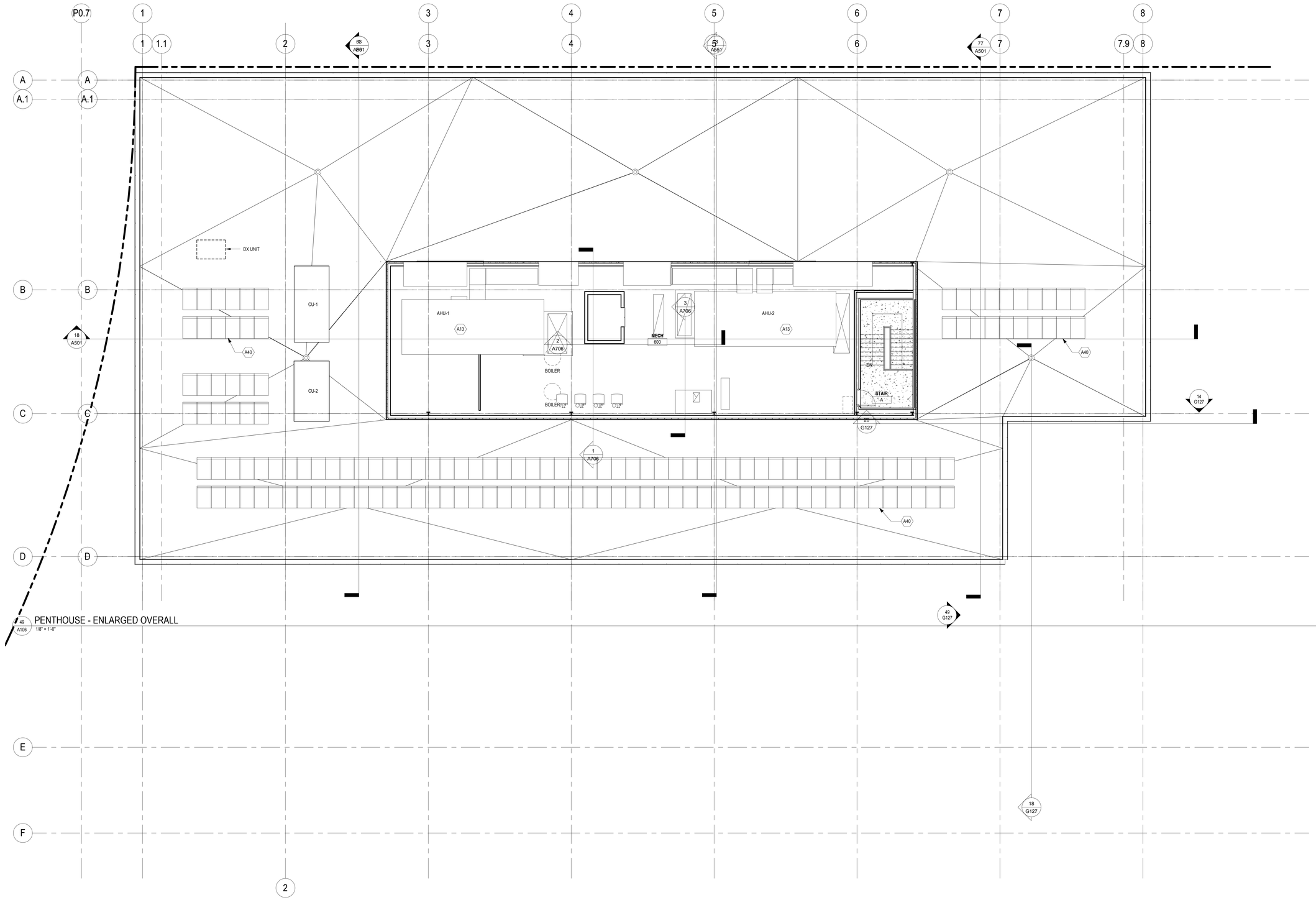
ARCHITECTURAL KEYNOTES

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



49 A106 PENTHOUSE - ENLARGED OVERALL
1/8" = 1'-0"

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PENTHOUSE LEVEL FLOOR PLAN

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A106

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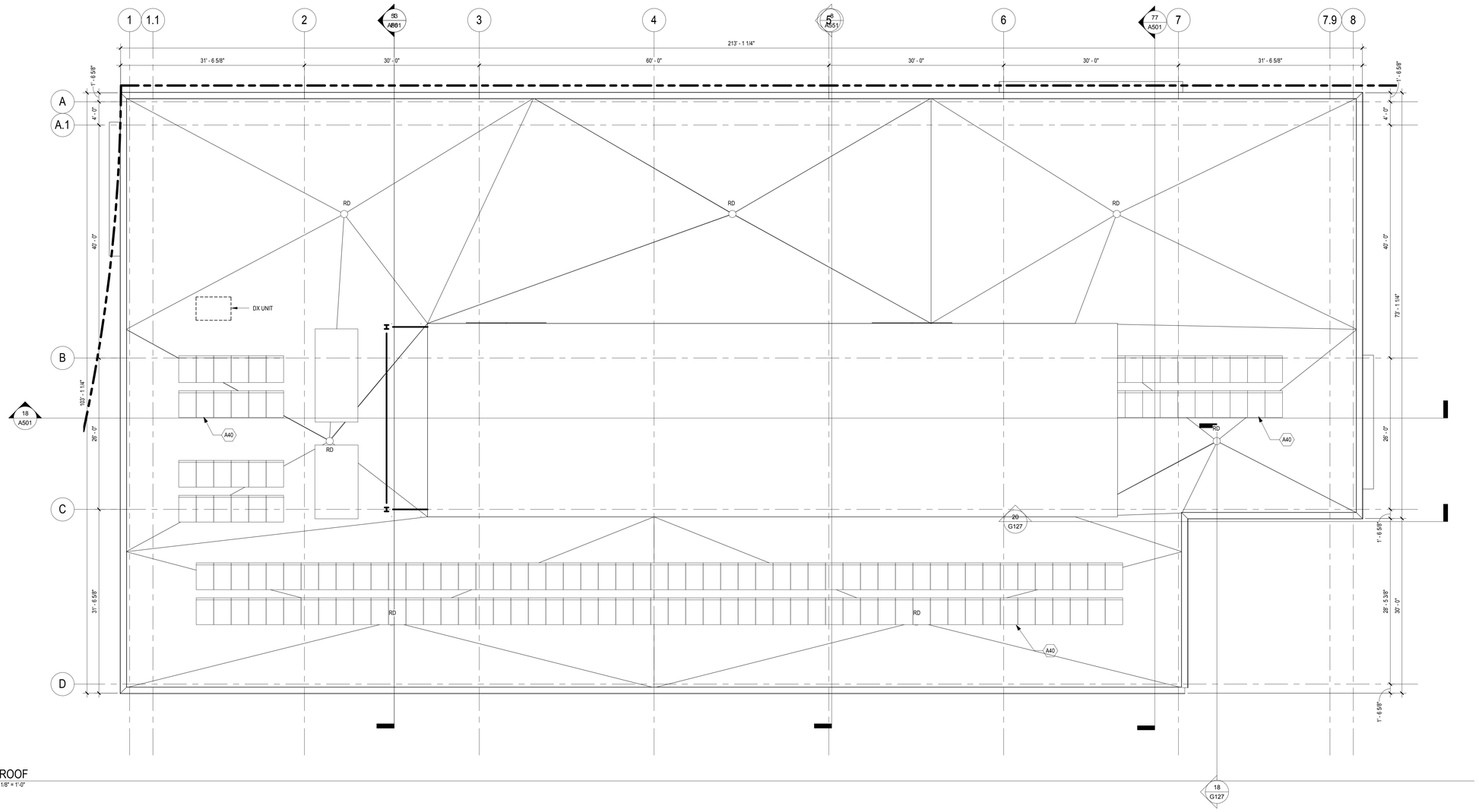
ARCHITECTURAL KEYNOTES

A40 STRUCTURAL FRAME FOR FUTURE SOLAR PANELS



49 A201A ROOF
1/8" = 1'-0"

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ROOF PLAN AREA A

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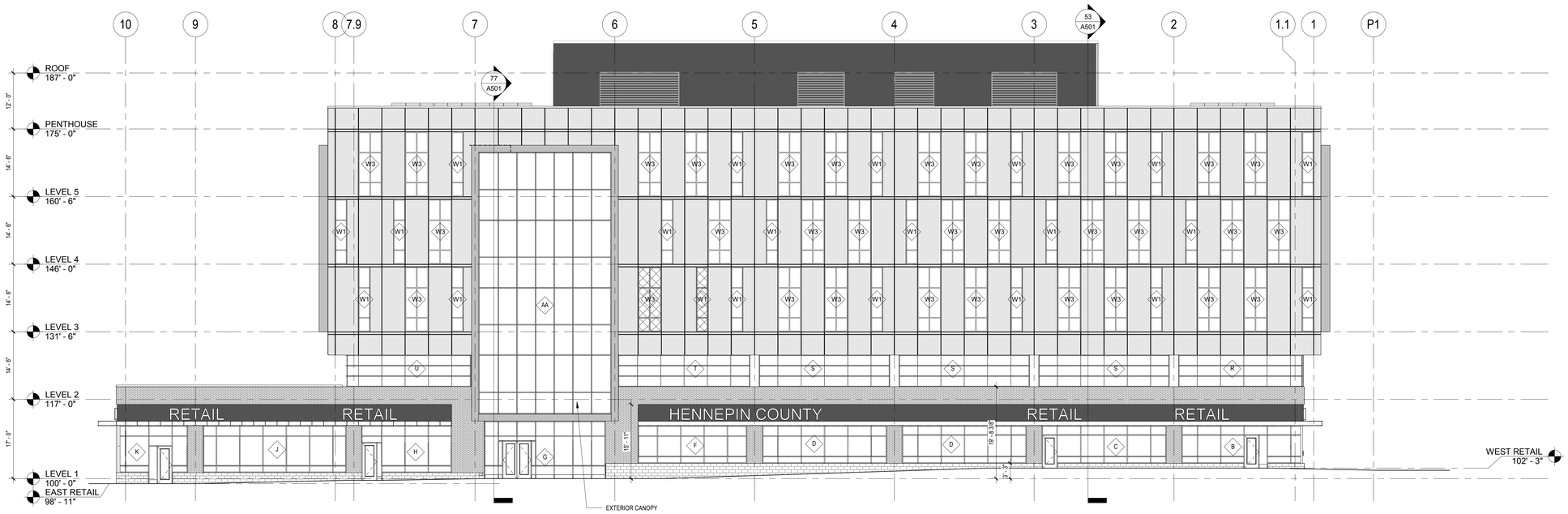
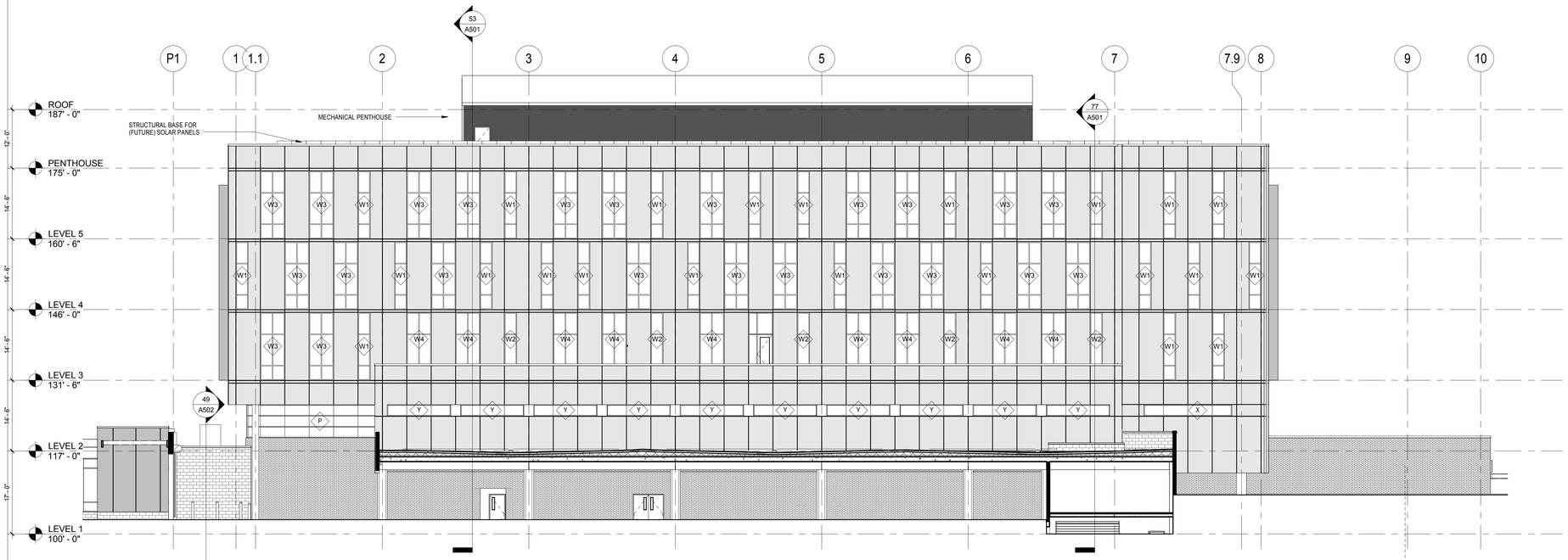
EXTERIOR ELEVATION KEYNOTES

EXTERIOR MATERIAL LEGEND

BR - 1	MODULAR BRICK - CREAM
CMU - 1	BURNISHED BLOCK - PARCHMENT
MP - 1	ALUMINUM METAL PANEL - COPPER
MP - 2	ALUMINUM METAL PANEL - CHARCOAL
MP - 3A	ALUMINUM CURTAIN WALL FRAME - SILVER
MP - 3B	ALUMINUM METAL PANEL - SILVER
MP- 4	INSULATED METAL PANEL - COLOR TBD



26 A401 NORTH ELEVATION
3/32" = 1'-0"



62 A401 SOUTH ELEVATION
3/32" = 1'-0"

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EXTERIOR ELEVATIONS

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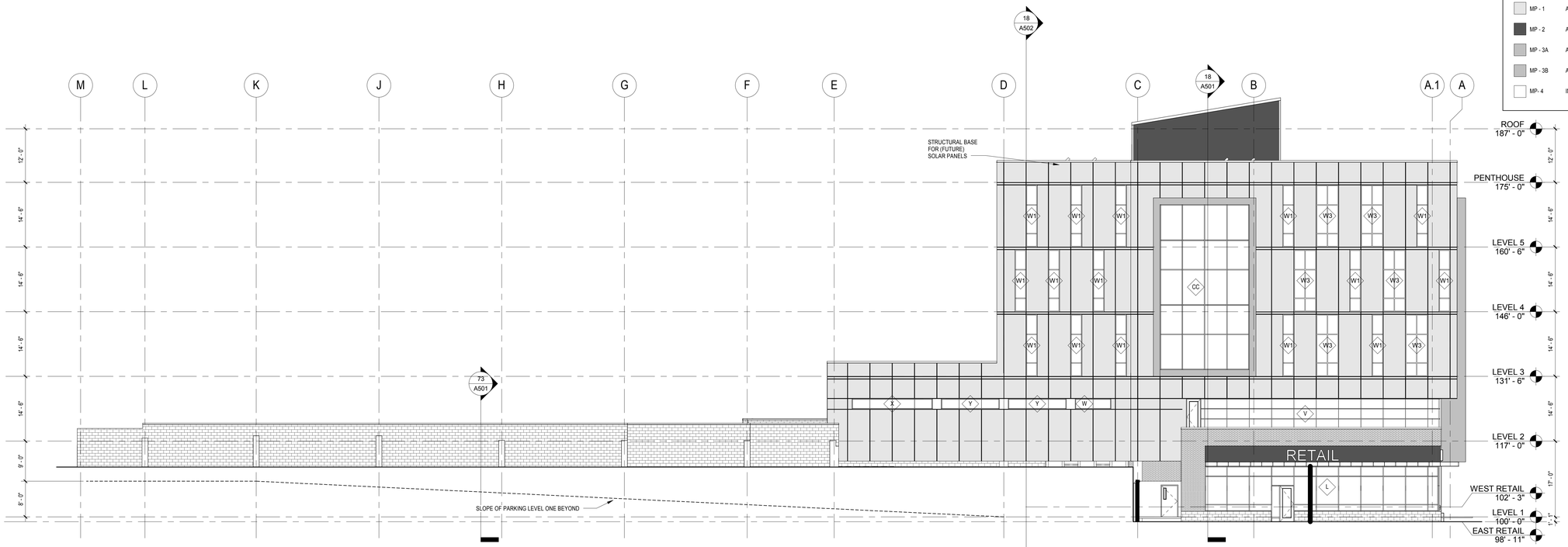
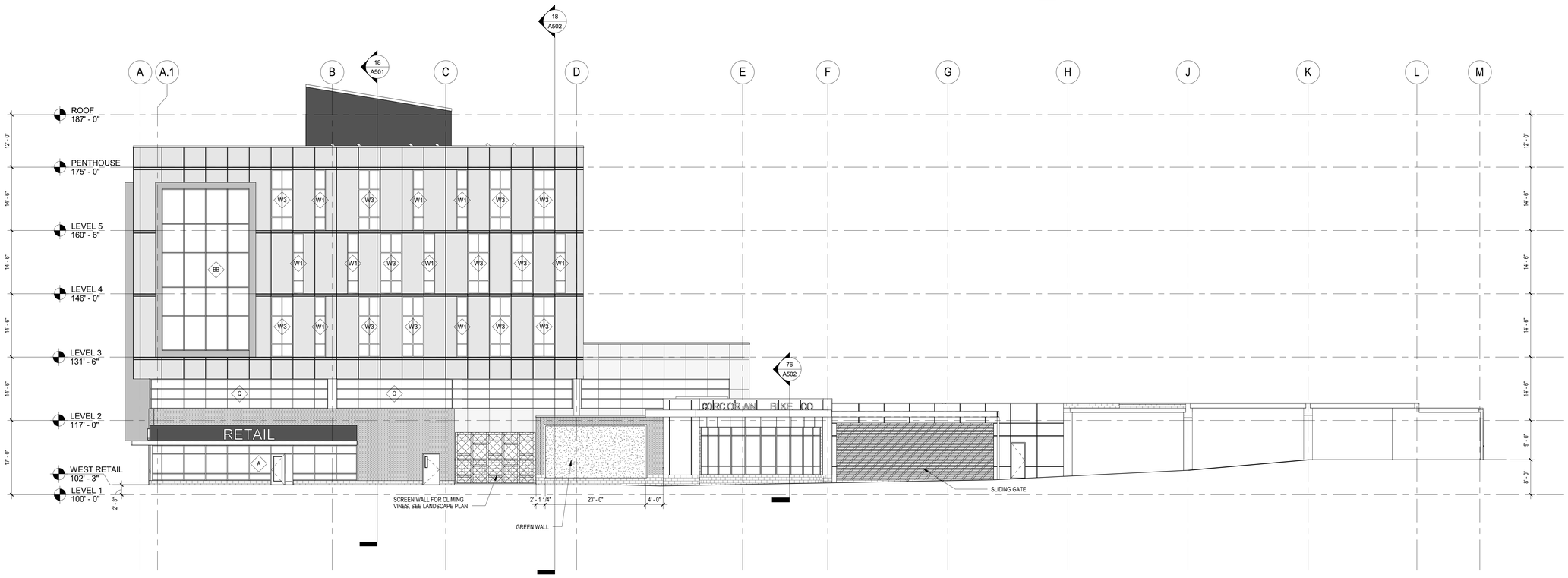
EXTERIOR ELEVATION KEYNOTES

EXTERIOR MATERIAL LEGEND	
BR - 1	MODULAR BRICK - CREAM
CMU - 1	BURNISHED BLOCK - PARCHMENT
MP - 1	ALUMINUM METAL PANEL - COPPER
MP - 2	ALUMINUM METAL PANEL - CHARCOAL
MP - 3A	ALUMINUM CURTAIN WALL FRAME - SILVER
MP - 3B	ALUMINUM METAL PANEL - SILVER
MP- 4	INSULATED METAL PANEL - COLOR TBD



26 A402 EAST ELEVATION
3/32" = 1'-0"



62 A402 WEST ELEVATION
3/32" = 1'-0"

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EXTERIOR ELEVATIONS

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4/23/2015 10:14:06 AM

L AND H STATION

R.T. DOC. NO. _____

C.R. DOC. NO. _____

KNOW ALL PERSONS BY THESE PRESENTS: That Special School District No. 1, a statutory school district and policital subdivision of the State of Minnesota, fee owner of the following described property situated in the County of Hennepin, State of Minnesota, to wit:

The South 110 feet of the North 140 feet of Lot 24, Block 2, Griswolds 2nd Addition, except that part thereof which lies westerly of the following described line:
Commencing at the Northwest corner of said Lot 24; thence run Southerly along the Westerly line thereof on an azimuth of 179 degrees 21 minutes 28 seconds for 30 feet; thence on an azimuth of 89 degrees 24 minutes 26 seconds for 77.9 feet to the point of beginning of the line to be described; thence Southerly for 155.04 feet on a non-tangential curve, concave to the West, having a radius of 289.50 feet, a delta angle of 30 degrees 41 minutes 06 seconds and a chord azimuth of 195 degrees 02 minutes 22 seconds, and said line there terminating.

That part of the vacated alley dedicated to the public in Block 2 of Griswolds 2nd Addition to Minneapolis which lies West of the center line thereof and between the Easterly extensions of the South line of the North 30 feet of Lot 24 and the South line of the North 140 feet of Lot 24, said block and addition.

The North 31.4 feet of Lot 32;
All of Lot 33; and
That part of Lot 34, lying South of a line drawn parallel to and 50 feet North, at right angles,from the South line of said lot;
That part of vacated 23rd Avenue dedicated to the public in the plat of Griswold's 3rd Addition to Minneapolis which lies East of the center line thereof and between the Westerly extensions of the South line of the North 31.4 feet of Lot 32 and the North line of the South 50 feet of Lot 34, in Block 6, said addition;
Block 6, Griswolds 3rd Addition To Minneapolis.

Certificate of Title No. 1038272

Lot 1, except the North 30 feet thereof; the North 31.4 feet of Lot 6; and North half of Lot 20; the South 20 feet of Lot 24; and all of Lots 2, 3, 4, 5, 21, 22, and 23, all in Block 2, Griswold's 2nd Addition to Minneapolis, except that part of said Lots 22, 23, and the South 20 feet of Lot 24, which lies westerly of the following described line: Commencing at the northwest corner of Lot 24; thence run southerly along the westerly line thereof on an azimuth of 179 degrees 21 minutes 28 seconds for 30 feet; thence on an azimuth of 89 degrees 24 minutes 26 seconds for 77.9 feet to the point of beginning of the line to be described; thence southerly for 155.04 feet on a non-tangential curve, concave to the west, having a radius of 289.50 feet, a delta angle of 30 degrees 41 minutes 06 seconds and a chord azimuth of 195 degrees 02 minutes 22 seconds; thence on an azimuth of 210 degrees 22 minutes 53 seconds for 16.16 feet; thence deflect to the left on a tangential curve, having a radius of 209.50 feet and a delta angle of 31 degrees 08 minutes 20 seconds for 113.86 feet and there terminating; and

That part of Lot 20, Block 2, Griswold's 2nd Addition to Minneapolis, described as follows: Beginning at the Northeast corner of the South half of said Lot 20; thence run south on the East line of said Lot 20 to a point thereon, distant 25 feet North of the Southeast corner thereof; thence run Northwesterly to a point on the North line of the South half of said Lot 20, distant 140 feet East of the Northwest corner thereof; thence run East on the North line of the South half of said Lot 20 to the point of beginning; and

Lot 35 and the North half of Lot 34, Block 6, Griswold's 3rd Addition to Minneapolis, except that part of said Lot 35 which lies Northeasterly of the following described line: Beginning at a point on the Northerly line of Lot 35, Block 6, Griswold's 3rd Addition to Minneapolis, distant 19.20 feet Westerly of the Northeast corner thereof; thence run Southeasterly to a point on the Easterly line of said Lot 35 distant 94.52 feet Southerly of said Northeast corner and there terminating; and

All that part of vacated 23rd Avenue South lying between the Easterly extension across it of the South line of the North 30 feet of Lot 1, Block 2, Griswold's 2nd Addition to Minneapolis, and the South line of the North 31.4 feet of Lot 6, said Block 2, except that part of said vacated 23rd Avenue South which lies Northeasterly of the following described line: Beginning at a point on the West line of Lot 1, Block 6, Griswold's 3rd Addition to Minneapolis, distant 81.32 feet Southerly of the Northwest corner thereof; thence run Northwesterly to a point on a line run parallel with and distant 30 feet Southerly of the Westerly extension of the North line of Lot 1, said Block 6, distant 22.46 feet Westerly of its intersection with the West line of said Lot 1 and there terminating, and also except that part of said vacated 23rd Avenue South which lies East of the center line thereof and between the Westerly extensions of the South line of the North 31.4 feet of Lot 32 and the North line of the South 50 feet of Lot 34, Block 6, said Griswold's 3rd Addition to Minneapolis; and

All of the vacated alley in Block 2, Griswold's 2nd Addition to Minneapolis, lying South of a line drawn 30 feet South of the North line of said Block 2, and North of the following described line: Beginning at a point on the East line of Lot 20, said Block 2, distant 25 feet North of the Southeast corner thereof; thence East to the centerline of said alley; thence South along said centerline to its intersection with a line drawn West from the Southwest corner of the North 31.4 feet of Lot 6, said Block 2; thence East along said line to the Southwest corner of the North 31.4 feet of Lot 6, said Block 2, and there terminating; except that part of said vacated alley which lies West of the center line thereof and between the Easterly extensions of the South line of the North 30 feet of Lot 24 and the South line of the North 140 feet of Lot 24, said Block 2.

Abstract property

Has caused the same to be surveyed and platted as **L AND H STATION** and do__ hereby dedicate to the public for public use forever the public ways and also dedicates the easements as shown on this plat for drainage and utility purposes as shown on this plat <u>and also dedicate to Hennepin County the right of access as shown on this plat</u>.

In witness whereof said _____, has caused these presents to be signed by its proper officers this _____ day of _____ ____, 20_____.

SPECIAL SCHOOL DISTRICT NO. 1

By _____ By _____
Name, Title Name, Title

STATE OF MINNESOTA
COUNTY OF _____
The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by _____, _____ and _____, _____ of _____, a _____, on behalf of the _____.

_____ _____
(Signature) (Name Printed)

Notary Public, _____ County, Minnesota
My Commission Expires _____

I Craig W. Morse do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20_____.

_____
Craig W. Morse, Land Surveyor
Minnesota License No. 23021

STATE OF MINNESOTA
COUNTY OF _____
This instrument was acknowledged before me on this _____ day of _____, 20_____, by Craig W. Morse.

_____ _____
(Signature) (Name Printed)

Notary Public, _____ County, Minnesota
My Commission Expires _____

MINNEAPOLIS, MINNESOTA
I hereby certify that this plat of **L AND H STATION** was approved by the City Planning Commission of the City of Minneapolis at a meeting thereof held this _____ day of _____, 20_____. If applicable, the written comments and recommendations of the Commissioner of Transportation and the County Highway Engineer have been received by the City or the prescribed 30 day period has elapsed without receipt of such comments and recommendations, as provided by Minnesota Statutes, Section 505.03, Subdivision 2.

CITY CLERK OF MINNEAPOLIS, MINNESOTA

_____
City Clerk

RESIDENT AND REAL ESTATE SERVICES, Hennepin County, Minnesota
I hereby certify that taxes payable in 20____ and prior years have been paid for land described on this plat, dated this _____ day of _____, 20_____.

Mark V. Chapin, County Auditor By _____
Deputy

SURVEY DIVISION, Hennepin County, Minnesota
Pursuant to MINN. STAT. Sec. 383B.565 (1969) this plat has been approved this _____ day of _____, 20_____.

Chris F. Mavis, County Surveyor By _____

COUNTY RECORDER, Hennepin County, Minnesota
I hereby certify that the within plat of _____ recorded in this office this _____ day of _____, 20_____ ____, at _____ o'clock _____.M.

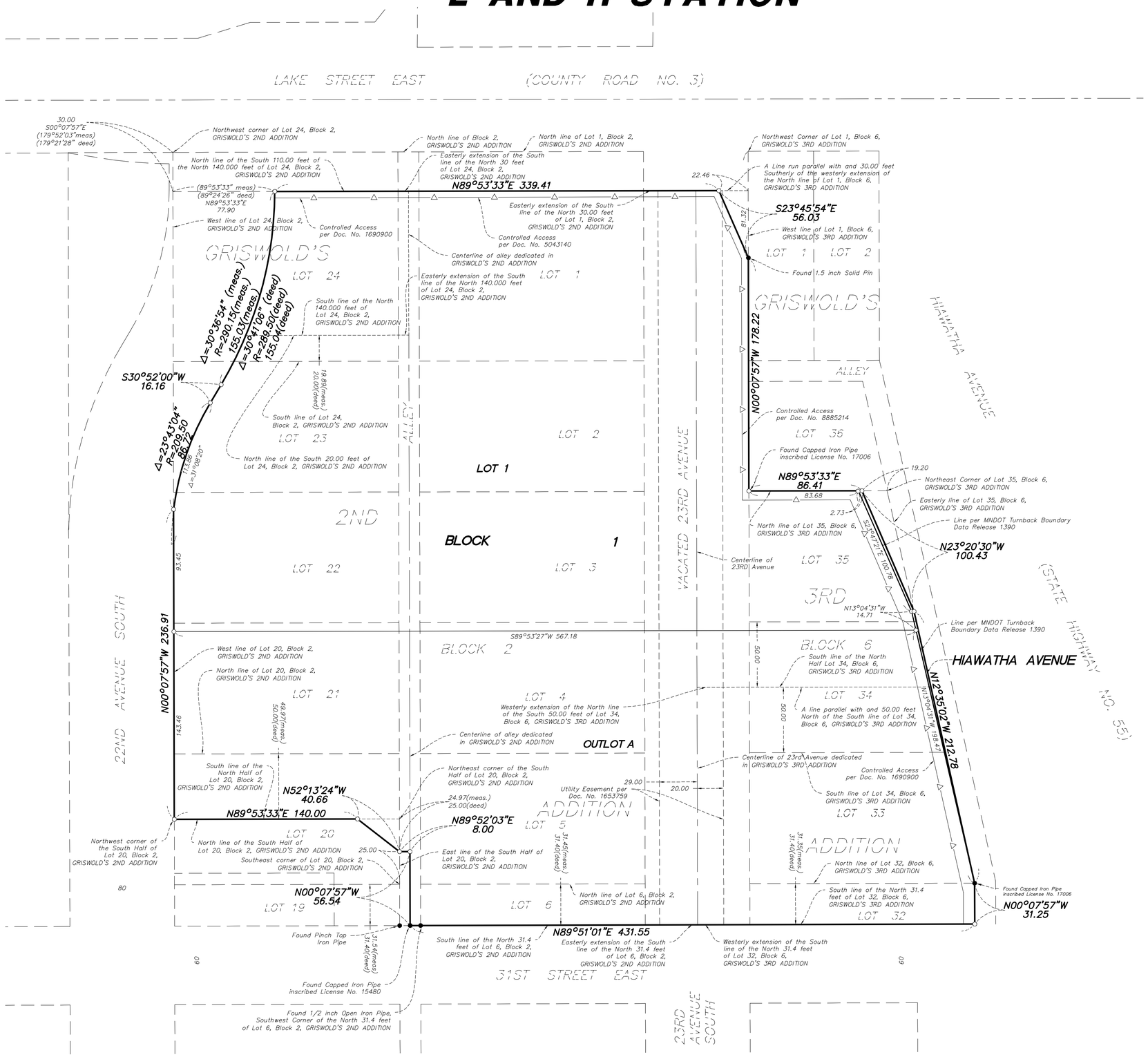
Martin McCormick, County Recorder By _____
Deputy

REGISTRAR OF TITLES, Hennepin County, Minnesota
I hereby certify that the within plat of _____ was filed in this office this _____ day of _____, 20_____ ____, at _____ o'clock _____.M.

Rachel Smith, Acting Registrar of Titles By _____ Deputy

Westwood
Professional Services, Inc.

L AND H STATION



The west line of Lot 20, Block 2, GRISWOLD'S 2ND ADDITION is assumed to bear N00° 07' 57"W.

○ Denotes set 1/2 inch x 14 inch iron rebar marked with plastic cap inscribed LS 43933, which has been set or will be set in accordance with MS 505.021, Subd. 10

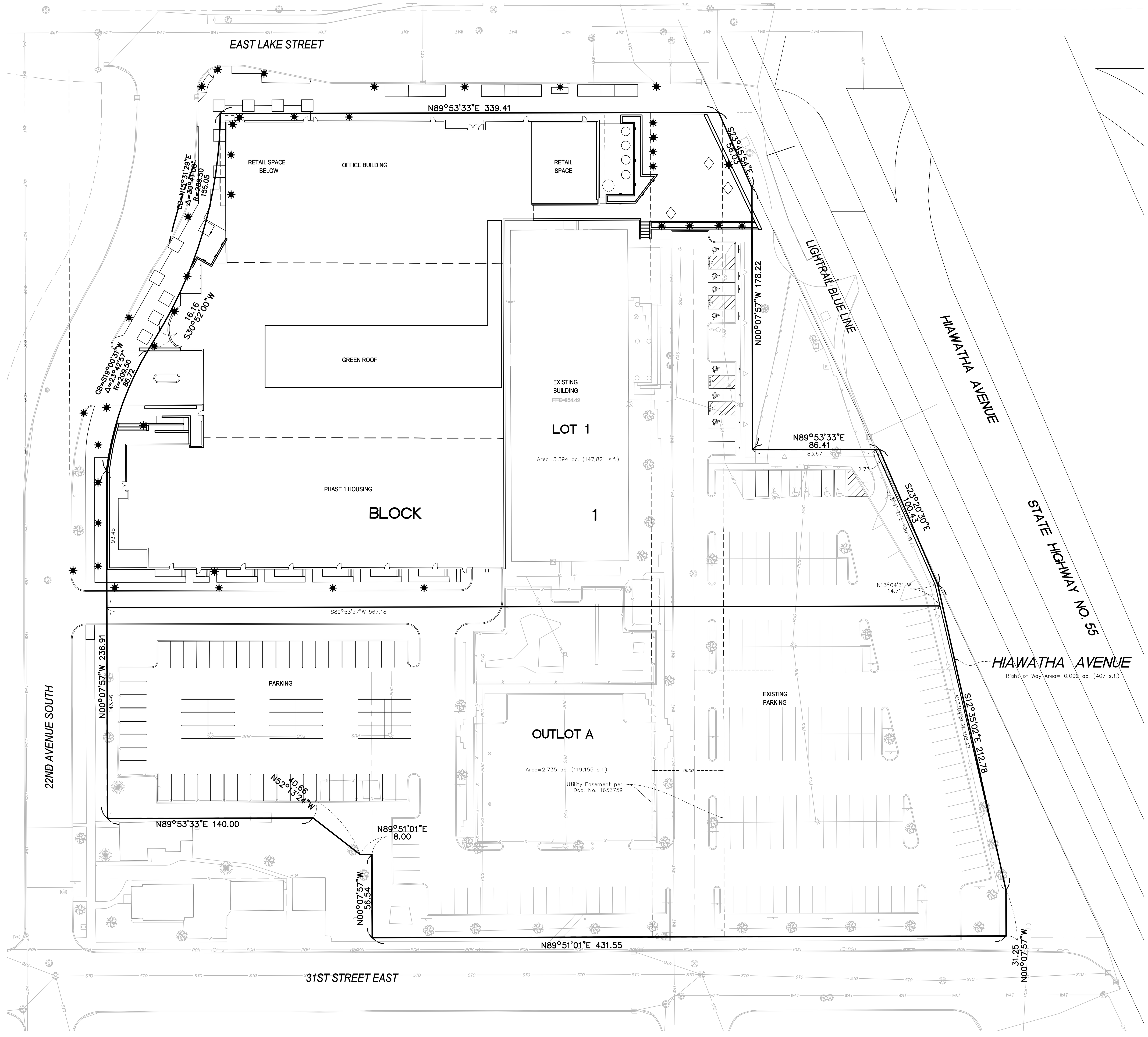
● Denotes iron monument found and marked as shown.

Westwood
Professional Services, Inc.

©2014 Westwood Professional Services, Inc.

L AND H STATION

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



LEGEND

- BUSH/SHRUB
- CONIFEROUS TREE
- DECIDUOUS TREE
- WETLAND
- STEEL/WOOD POST
- SIGN–TRAFFIC/OTHER
- SIGN–TRAFFIC/OTHER
- MAIL BOX
- STORM MANHOLE
- TELEPHONE BOX
- TELEPHONE MANHOLE
- TRAFFIC CONTROL BOX
- HAND HOLE
- TRAFFIC LIGHT
- GATE VALVE
- HYDRANT
- HANDICAPPED STALL
- PERC TEST
- MONITORING WELL
- CABLE TV BOX
- GAS METER
- STREET LITE
- GUY WIRE
- POWER POLE
- WATER METER
- CURB STOP BOX
- WATER MANHOLE
- WELL
- ELECTRIC BOX
- ELECTRIC METER
- ELECTRIC MANHOLE
- ELECTRIC TOWER
- SANITARY MANHOLE
- SEWER CLEANOUT
- BEEHIVE CATCH BASIN
- CATCH BASIN
- FLARED END SECTION
- CTV — CABLE TV
- GAS — GAS LINE
- POH — POWER OVERHEAD
- PUG — POWER UNDERGROUND
- SAN — SANITARY SEWER
- STO — STORM SEWER
- TOH — TELEPHONE OVERHEAD
- TUG — TELEPHONE UNDERGROUND
- WAT — WATERMAIN
- X — FENCE LINE
- DECIDUOUS TREE LINE
- CONIFEROUS TREE LINE
- CURB & GUTTER

P:\0003982.00\dwg\Civil\Phase 1 Civils\0003982PP02.dwg

Existing Description

Property description per First American Title Insurance Company Title Commitment Number NCS–687440–MPLS

Parcel A (Certificate of Title No. 1038272):

Par 1: The South 110 feet of the North 140 feet of Lot 24, Block 2, Griswolds 2nd Addition, except that part thereof which lies westerly of the following described line:
Commencing at the Northwest corner of said Lot 24; thence run Southerly along the Westerly line thereof on an azimuth of 179 degrees 21 minutes 28 seconds for 30 feet; thence on an azimuth of 89 degrees 24 minutes 26 seconds for 77.9 feet to the point of beginning of the line to be described; thence Southerly for 155.04 feet on a non–tangential curve, concave to the East, having a radius of 289.50 feet, a delta angle of 30 degrees 41 minutes 06 seconds and a chord azimuth of 195 degrees 02 minutes 22 seconds, and said line there terminating.

Par 2: That part of the vacated alley dedicated to the public in Block 2 of Griswolds 2nd Addition to Minneapolis which lies West of the center line thereof and between the Easterly extensions of the South line of the North 30 feet of Lot 24 and the South line of the North 140 feet of Lot 24, said block and addition.

Par 3: The North 31.4 feet of Lot 32;
All of Lot 33; and
That part of Lot 34, lying South of a line drawn parallel to and 50 feet North, at right angles,from the South line of said lot;
That part of vacated 23rd Avenue dedicated to the public in the plat of Griswold's 3rd Addition to Minneapolis which lies East of the center line thereof and between the Westerly extensions of the South line of the North 31.4 feet of Lot 32 and the North line of the South 50 feet of Lot 34, in Block 6, said addition;
Block 6, Griswolds 3rd Addition To Minneapolis.

Parcel B (Abstract property):

Lot 1, except the North 30 feet thereof; the North 31.4 feet of Lot 6; and North half of Lot 20; the South 20 feet of Lot 24; and all of Lots 2, 3, 4, 5, 21, 22, and 23, all in Block 2, Griswold's 2nd Addition to Minneapolis, except that part of said Lots 22, 23, and the South 20 feet of Lot 24, which lies westerly of the following described line: Commencing at the northwest corner of Lot 24; thence run southerly along the westerly line thereof on an azimuth of 179 degrees 21 minutes 28 seconds for 30 feet; thence on an azimuth of 89 degrees 24 minutes 26 seconds for 77.9 feet to the point of beginning of the line to be described; thence southerly for 155.04 feet on a non–tangential curve, concave to the east, having a radius of 289.50 feet, a delta angle of 30 degrees 41 minutes 06 seconds and a chord azimuth of 195 degrees 02 minutes 22 seconds; thence on an azimuth of 210 degrees 22 minutes 53 seconds for 16.16 feet; thence deflect to the left on a tangential curve, having a radius of 209.50 feet and a delta angle of 31 degrees 08 minutes 20 seconds for 113.86 feet and there terminating; and

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Lot 35 and the North half of Lot 34, Block 6, Griswold's 3rd Addition to Minneapolis, except that part of said Lot 35 which lies Northeasterly of the following described line: Beginning at a point on the Northerly line of Lot 35, Block 6, Griswold's 3rd Addition to Minneapolis, distant 19.20 feet Westerly of the Northeast corner thereof; thence run Southeasterly to a point on the Easterly line of said Lot 35 distant 94.52 feet Southerly of said Northeast corner and there terminating; and

All that part of vacated 23rd Avenue South lying between the Easterly extension across it of the South line of the North 30 feet of Lot 1, Block 2, Griswold's 2nd Addition to Minneapolis, and the South line of the North 31.4 feet of Lot 6, said Block 2, except that part of said vacated 23rd Avenue South which lies Northeasterly of the following described line: Beginning at a point on the West line of Lot 1, Block 6, Griswold's 3rd Addition to Minneapolis, distant 81.32 feet Southerly of the Northwest corner thereof; thence run Northwesterly to a point on a line run parallel with and distant 30 feet Southerly of the Westerly extension of the North line of Lot 1, said Block 6, distant 22.46 feet Westerly of its intersection with the West line of said Lot 1 and there terminating, and also except that part of said vacated 23rd Avenue South which lies East of the center line thereof and between the Westerly extensions of the South line of the North 31.4 feet of Lot 32 and the North line of the South 50 feet of Lot 34, Block 6, said Griswold's 3rd Addition to Minneapolis; and

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General Notes:

1) The vertical datum for this survey is N.A.V.D. 88

Development Summary

Total Site Area:	**6.138 ac. (267,384 s.f.)**
Lot 1, Block 1:	**3.394 ac. (147821 s.f.)**
Outlot A:	**2.735 ac. (119,155 s.f.)**
Right of Way Hiawatha Avenue:	**0.009 ac. (407 s.f.)**

Lot dimensions are rounded to the nearest hundreth of a foot and areas are rounded to the nearest 0.001 acre.

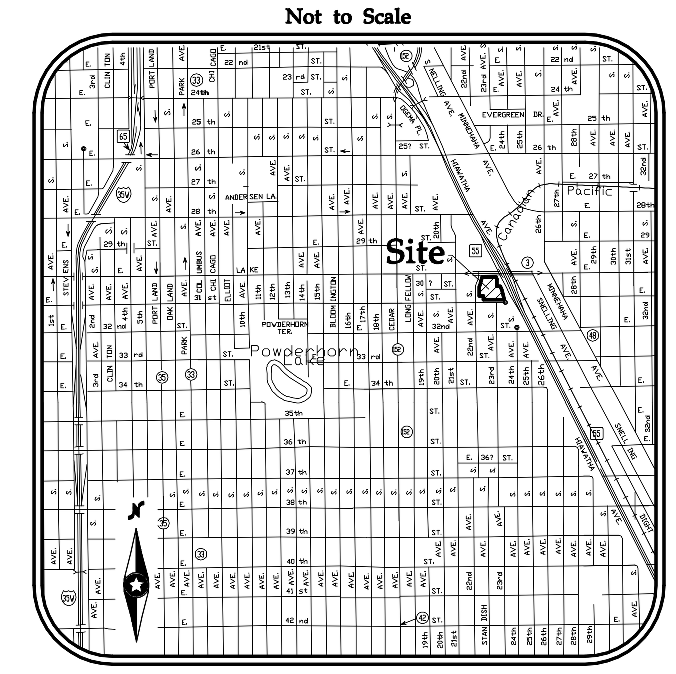
Developer

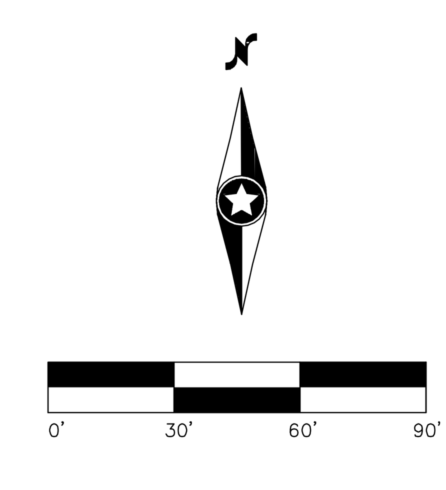
Hennepin County Property Services
A–2208 Government Center
300 South Sixth Street
Minneapolis, MN 55847–0228

Surveyor

Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN. 55344
(952) 937–5150

VICINITY MAP
Not to Scale





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

CONSULTANTS

Westwood
Phone (952) 937-5150 7699 Anagram Drive
Fax (952) 937-5822 Eden Prairie, MN 55344
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PROJECT TITLE

S. MINNEAPOLIS REGIONAL SERVICE CENTER

KEY PLAN

ISSUE #	DATE	DESCRIPTION
1	12/03/2014	SD SUBMITTAL
2	3/30/2015	90% DD SUBMITTAL

CERTIFICATION

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

Mark R. Salo

43933 3/30/15

DATE	3/30/15
DRAWN BY	SNN
CHECKED BY	MRS
COMMISSION NUMBER	1785.02

SHEET TITLE

Preliminary Plat

SHEET NUMBER

C2

WPS # 0003982.00

GREEN ROOF NOTES:

- GREEN ROOFS TO BE SKYSCAPE PREGROWN MODULAR SYSTEM; IRRIGATED
- PLANT VARIETIES TO MEET CLIMATIC CONDITIONS WITHIN USDA HARDINESS ZONES 3 & 4

SkyScape Pregrown Modular System

The SkyScape Pregrown Modular System is built on the foundation of our 15" x 20" x 5.75" with 4.0" media depth, 100% recycled HDPE module. The module is also FM approved for fire resistance.

An Engineered Environment

The sides of the SkyScape module are honeycombed to allow for ample interconnectivity between modules. The unique design of the module floor maximizes its ability to manage stormwater through unitized moisture-retention reservoirs, and encourages airflow beneath the system. Plus, the SkyScape modules interlock on all four sides, creating a complete assembly that effectively resists wind uplift. Optional grow-in irrigation is also available *(see page 6 for more information)*.

Long-lasting Green in an Instant

Plant species used in SkyScape Pregrown Modular Systems are chosen for their proven performance in successfully acclimating to rooftop microenvironments. These species are planted through appropriate selection and propagation methodologies, and are grown under nurseryman care in the field for months prior to delivery, ensuring a thriving root system and a sustainable green roof from day one.

3.

Growing Media and Plants

SkyScape Growing Media

Blended according to FLL guidelines, SkyScape Growing Media includes high-quality, inorganic aggregates and organic components that optimize survivability. Each blend is regionally formulated to meet the climatic conditions of your project location and to ensure that your vegetative roof acclimates and thrives from day one.

SkyScape Sedum Mats

Our award-winning mats are planted and matured in the field—not in a greenhouse—and include a blend of:

- Sedum spurium 'Fuldaglut'
- Sedum spurium 'John Creech'
- Sedum spurium 'Red Carpet'
- Sedum spurium 'Tricolor'
- Sedum kamtschaticum
- Phedimus takesimensis 'Golden Carpet'
- Sedum acre 'Gold Moss'
- Sedum album 'Coral Carpet'
- Sedum album 'Murale'
- Sedum floriferum 'Weihenstephaner Gold'
- Sedum reflexum 'Blue Spruce'
- Sedum rupestre 'Angelina'
- Sedum sexangulare
- Sedum hybridum 'Immergrunchen'

SkyScape Plant Plugs

Our selection of plugs includes proven rooftop performers, such as:

- Sedum x 'Bertram Anderson'
- Sedum hybridum 'Immergrunchen'
- Sedum floriferum 'Weihenstephaner Gold'
- Sedum acre 'Golden Carpet'
- Sedum reflexum 'Blue Spruce'
- Sedum rupestre 'Angelina'
- Sedum spurium 'John Creech'
- Sedum spurium 'Dragon's Blood'
- Sedum spurium 'Roseum
- Sedum spurium 'Fuldaglut'
- Sedum spurium 'Red Carpet'
- Sedum spurium 'Tricolor'
- Sedum stefco
- Sedum album 'Coral Carpet'
- Sedum album 'Murale'
- Sedum spurium 'Superbum'
- Sedum sexangulare
- Sedum acre 'Gold Moss'
- Sedum caulicola 'Lidakense'
- Sedum divergens
- Sedum spurium 'Bronze Carpet'

Plant Selection

Selecting the right varieties of plants for your vegetative roof is critical to its longevity. They must meet the climatic conditions of each project while also growing cooperatively with one another.

That's why Firestone offers our customers professional assistance in selecting plants, and will work with your design team to create a custom plant palette that remains beautiful and robust for years to come.

5.

GENERAL NOTES:

- LANDSCAPE CONTRACTOR SHALL INSPECT THE SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.
- LANDSCAPE CONTRACTOR SHALL VERIFY PLAN LAYOUT AND DIMENSIONS SHOWN AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN AND/OR INTENT OF THE PROJECT'S LAYOUT.
- LANDSCAPE CONTRACTOR SHALL ASSURE COMPLIANCE WITH APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK AND/OR MATERIALS SUPPLIED.
- LANDSCAPE CONTRACTOR SHALL PROTECT EXISTING ROADS, CURBS/GUTTERS, TRAILS, TREES, LAWNS AND SITE ELEMENTS DURING CONSTRUCTION OPERATIONS. DAMAGE TO SAME SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.
- LANDSCAPE CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION BEGINS (MINIMUM 10'-0" CLEARANCE).
- UNDERGROUND UTILITIES SHALL BE INSTALLED SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF ANY EXISTING TREES TO REMAIN.
- EXISTING CONTOURS, TRAILS, VEGETATION, CURB/GUTTER AND OTHER ELEMENTS ARE BASED UPON INFORMATION SUPPLIED TO THE LANDSCAPE ARCHITECT BY OTHERS. LANDSCAPE CONTRACTOR SHALL VERIFY DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.
- ALIGNMENT AND GRADES OF THE PROPOSED WALKS, TRAILS AND/OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. CHANGES IN THE ALIGNMENT AND GRADES MUST BE APPROVED BY THE LANDSCAPE ARCHITECT.
- LANDSCAPE CONTRACTOR SHALL REVIEW THE SITE FOR DEFICIENCIES IN THE PLANT MATERIAL SELECTIONS AND OTHER SITE CONDITIONS WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR WARRANTY. UNDESIRABLE PLANT MATERIAL SELECTIONS OR SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK.
- LANDSCAPE CONTRACTOR SHALL PREPARE AND SUBMIT REPRODUCIBLE AS-BUILT DRAWING(S) OF LANDSCAPE INSTALLATION, IRRIGATION AND SITE IMPROVEMENTS UPON COMPLETION OF CONSTRUCTION INSTALLATION AND PRIOR TO PROJECT ACCEPTANCE.
- NO PLANTS WILL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
- SOD AREAS DISTURBED DUE TO GRADING SHALL BE REPLACED, UNLESS NOTED OTHERWISE.
- WHERE SOD ABUTS PAVED SURFACES, FINISHED GRADE OF SOD/SEED SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.
- SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES, SOD SHALL BE STAKED SECURELY.
- PROPOSED PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1. UNLESS NOTED OTHERWISE, DECIDUOUS SHRUBS SHALL HAVE AT LEAST 5 CANES AT THE SPECIFIED HEIGHT. ORNAMENTAL TREES SHALL HAVE NO 'V' CROTCHES AND SHALL BEGIN BRANCHING NO LOWER THAN 2' FEET ABOVE THE ROOT BALL. STREET AND BOULEVARD TREES SHALL BEGIN BRANCHING NO LOWER THAN 6' ABOVE FINISHED GRADE.
- LANDSCAPE CONTRACTOR SHALL ASSURE COMPLIANCE WITH APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK AND/OR MATERIALS SUPPLIED.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ONGOING MAINTENANCE OF NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO OWNER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
- LANDSCAPE CONTRACTOR SHALL WARRANTY NEW PLANT MATERIAL THROUGH ONE CALENDAR YEARS FROM THE DATE OF THE OWNER ACCEPTANCE. NO PARTIAL ACCEPTANCE WILL BE CONSIDERED.
- PLANTING AREAS (NOT OVER STRUCTURE) RECEIVING GROUND COVER, PERENNIALS, ANNUALS, AND/OR VINES SHALL RECEIVE A MINIMUM OF 18" DEPTH OF PLANTING SOIL CONSISTING OF AT LEAST 45 PARTS TOPSOIL, 45 PARTS SCREENED COMPOST OR MANURE AND 10 PARTS SAND.
- ANNUAL AND PERENNIAL PLANTING BEDS TO RECEIVE 4" DEEP SHREDDED HARDWOOD MULCH WITH NO WEED BARRIER.
- SHRUB BED MASSINGS TO RECEIVE 4" DEEP SHREDDED HARDWOOD MULCH WITH FIBER MAT WEED BARRIER.
- STEEL EDGER TO BE USED TO CONTAIN SHRUBS, PERENNIALS AND ANNUALS WHERE PLANTING BED MEETS SOD UNLESS OTHERWISE NOTED.
- REFER TO CIVIL FOR SITE DEMOLITION INFORMATION.
- REFER TO CIVIL FOR ADDITIONAL SITE GRADING AND UTILITY INFORMATION
- IF A DISCREPANCY EXISTS BETWEEN THE NUMBER OF PLANTS SHOWN IN THE PLANT MATERIALS SCHEDULE AND THE PLANS, THE PLANS SHALL GOVERN.
- CONTRACTOR SHALL STAKE OUT LOCATION OF ALL PROPOSED TREES FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

IRRIGATION NOTES:

- LANDSCAPE CONTRACTOR SHALL COMPLY WITH MINNESOTA B3 GUIDELINES FOR IRRIGATION WATER CONSUMPTION IN IRRIGATION SYSTEM DESIGN. (REFER TO SECTION S7-LANDSCAPE WATER EFFICIENCY)
- LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A PERFORMANCE IRRIGATION PLAN AND SPECIFICATIONS AS PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER AND/OR INSTALLATION. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT SODDED/SEEDED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ABUTTING BUILDING FOUNDATION.
- SHRUB & PERENNIAL BEDS TO BE IRRIGATED WITH DRIP IRRIGATION. SOD TO BE IRRIGATED WITH SPRAY.
- LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH A WATERING/LAWN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIALS GROWTH REQUIREMENTS.
- LANDSCAPE CONTRACTOR SHALL INSURE THAT SOIL CONDITIONS AND COMPACTION ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AROUND THE CONSTRUCTION SITE. UNDESIRABLE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO INSURE PROPER SURFACE AND SUBSURFACE DRAINAGE IN ALL PLANTING AREAS.
- COORDINATE IRRIGATION SLEEVING LOCATIONS WITH GENERAL CONTRACTOR.
- RAIN SENSORS TO BE INCLUDED WITHIN THE IRRIGATION DESIGN.
- IRRIGATION LIMITS TO EXTEND TO STREET BACK OF CURB.

SURVEY NOTES:

- ALL EXISTING CONDITIONS SHOWN ON THIS DRAWING ARE BASED ON AN OWNER-FURNISHED SURVEY. BKV GROUP OFFERS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, FOR THE ACCURACY OR RELIABILITY OF THE INDICATED EXISTING CONDITIONS.
- THE CONTRACTOR SHALL FIELD VERIFY ALL CRITICAL EXISTING CONDITIONS INCLUDING, BUT NOT LIMITED TO, EXISTING BUILDING LOCATIONS, UTILITY LOCATIONS AND INVERT ELEVATIONS, AND EXISTING SITE GRADES PRIOR TO THE START OF WORK.
- ANY OBSERVED DEVIATIONS FROM CONDITIONS INDICATED ON THE DRAWINGS SHALL BE BROUGHT TO THE ARCHITECT OR LANDSCAPE ARCHITECT'S ATTENTION IMMEDIATELY UPON DISCOVERY. NO WORK SHALL PROCEED IN THE AREAS OF ANY DISCOVERED DEVIATIONS UNTIL THE DIFFERENCES ARE RESOLVED.

SHEET INDEX:

LANDSCAPE TITLE SHEET	L001
SITE & LANDSCAPE PLAN	L100
TRANSIT PLAZA PLAN DETAIL	L200
CONSTRUCTION DETAILS	L300
CONSTRUCTION DETAILS	L301

PROJECT SUMMARY:

- TOTAL SITE AREA: 278,041 SF / 6.38 ACRES
- PHASE ONE SITE AREA: 100,577 SF / 2.30 ACRES
- BUILDING FOOTPRINT (INCLUDES PKG AREA): 69,441 SF
- (TOTAL PHASE 1 SITE AREA) - (TOTAL BLDG. FOOTPRINT) = 31,136 SF
- PERVIOUS AREA ON-SITE (R.O.W) = 1,384 SF
- PERVIOUS AREA ON-SITE (AT-GRADE PERVIOUS PAVERS) = 1,800 SF
- PERVIOUS AREA ON-SITE (AT-GRADE LANDSCAPING): 795 SF
- PERVIOUS AREA ON-SITE (GREEN ROOF): 10,218 SF
- TOTAL PERVIOUS PHASE I (*NOT INCLUDING ROW*): 12,813 SF
- BIKE PARKING SPACES (ON SITE): 30 (2 spaces per unit)

SITE PLAN NOTES:

- NO BUILDING SIGNAGE PROPOSED AT THIS TIME.
- TRASH/RECYCLING WILL BE COLLECTED WITHIN THE BUILDING AT GROUND LEVEL. COLLECTION WILL OCCUR ON-SITE WITHIN ENCLOSED LOADING AREAS BY PRIVATE VENDORS.
- SNOW WILL BE REMOVED FROM SIDEWALKS. A LIMITED AMOUNT OF SNOW STORAGE IS AVAILABLE ALONG THE STREET BOULEVARDS.

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KEY PLAN

ISSUE #	DATE	DESCRIPTION
	11/18/2014	SD Submittal
	01/12/2015	PDR Submittal
	03/11/2015	PUD Submittal
	03/30/2015	DD Submittal
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DATE	03.30.2015
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CHECKED BY	BKH
COMMISSION NUMBER	1785.02

SHEET TITLE

LANDSCAPE TITLE SHEET

SHEET NUMBER

L001

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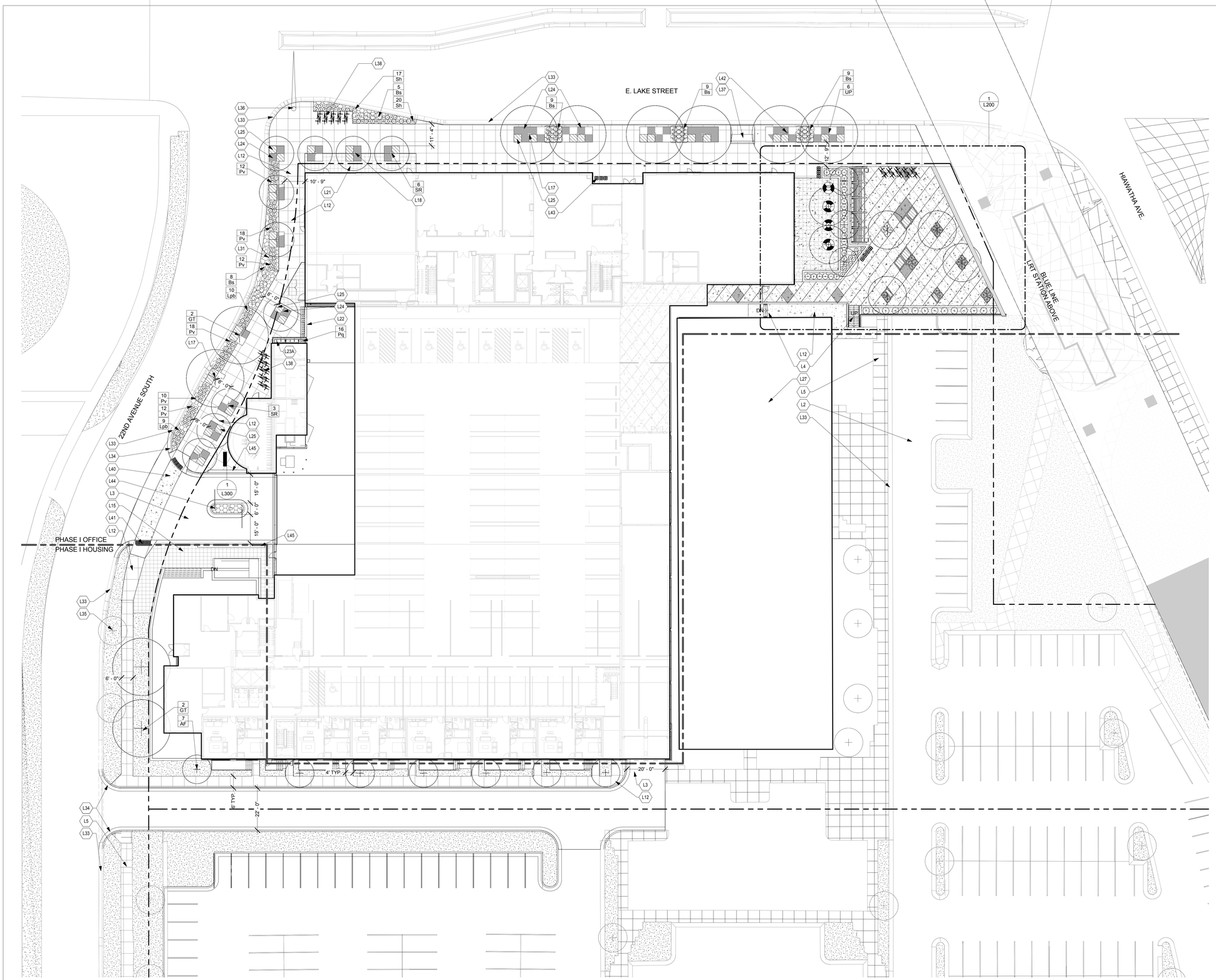

1 L100 SITE & LANDSCAPE PLAN
1" = 20'-0"

0' 10' 20' 40' 80'

N

KEY NOTES:

L2	EXISTING BITUMINOUS PARKING LOT
L3	UNDERGROUND PARKING ACCESS
L4	CIP CONCRETE STAIRS WITH METAL HANDRAILS, TYP.(SEE DETAIL 2/L300)
L5	EXISTING CONCRETE WALKS
L12	CONCRETE, TYP.
L15	DECORATIVE CONCRETE #3; (SEE SPEC)
L17	STREET TREES
L18	ORNAMENTAL TREES
L21	PLAZA
L22	GREEN WALL; 'GSKY' PRO WALL; SHOP DRAWINGS REQUIRED, TYP.
L23A	BENCH SEATING; LANDSCAPE FORMS 'STRATA'; TYPE 2-BACKLESS
L24	TREE GRATES (TYPE #1) WITH EXTRUDED SEATING, MANUFACTURER 'URBAN ACCESSORIES'; MODEL 'VARIATIONS'; SHOP DRAWINGS REQ'D, TYP. (SEE DETAIL 3/L301)
L25	TREE GRATES (TYPE #2) WITH EXTRUDED CIRCULAR GRATE SEATING, MANUFACTURER 'URBAN ACCESSORIES'; MODEL 'VARIATIONS'; SHOP DRAWINGS REQ'D, TYP. (SEE DETAIL 4/L301)
L27	EXISTING BLDG
L31	ROCK MULCH; 1.5"-3" DRESSER TRAP ROCK; FILL GAPS WITH 3/4" DRESSER TRAP ROCK, TYP.
L33	EXISTING CURB AND GUTTER; (SEE CIVIL)
L34	PROPOSED CURB AND GUTTER; (SEE CIVIL)
L35	EXISTING TREES (TO REMAIN-SEE CIVIL)
L36	EXISTING ELECTRICAL EQUIP. (TO REMAIN)
L37	TRANSIT STOP ENCLOSURE; TO MATCH CITY STANDARDS, TYP.(COORDINATE WITH METRO TRANSIT)
L38	BIKE RACKS; JANE HANLEY WELLS 'ARTU', COLOR T.B.D.
L40	DECORATIVE CROSSWALK PAVEMENT TREATMENT; COLORED CONCRETE #2
L41	ADA CURB RAMPS, TYP. (SEE CIVIL)
L42	EXISTING FIRE HYDRANT (TO REMAIN-SEE CIVIL)
L43	RECYCLE AND LITTER RECEPTACLES; LANDSCAPE FORMS 'PARK CONSERVANCY'
L44	CURBED ISLAND WITH ACCESS CONTROL
L45	SEAT WALL; CIP CONCRETE, 18"H X 18W; LENGTHS VARY PER PLAN; (SEE DETAIL 1/L300)

OVERALL PROPOSED PLANT SCHEDULE:

QTY	SYM	COMMON NAME	SCIENTIFIC NAME	PLANTING SIZE	COMMENTS
TREES					
7	AF	ARMSTRONG MAPLE	Acer x freemanii 'Armstrong'	2.5" CAL. B&B	
6	GB	PRINCETON SENTRY GINKGO	Ginkgo biloba 'Princeton Sentry'	2.5" CAL. B&B	
4	GT	SUNBURST HONEYLOCUST	Gleditsia triacanthos var. inermis 'Suncole'	2.5" CAL. B&B	
13	SR	IVORY SILK LILAC	Syringa reticulata 'Ivory Silk'	2" CAL. B&B	
6	UP	PATRIOT ELM	Ulmus x 'Patriot'	2.5" CAL. B&B	
SHRUBS					
14	Sn	BLACK TOWER ELDERBERRY	Sambucus nigra 'Eiffel01' (PPAF)	#2 CONT.	
24	Ss	SEM ASH SPIREA	Sorbaria sorbifolia 'Sem' (PP16,336)	#2 CONT.	
PERENNIALS / GRASSES / VINES					
40	Bs	SOLAR FLARE PRAIRIEBLUES BAPTISIA	Baptisia 'Solar Flare Prairieblues'(PPAF)	#3 CONT.	
19	Lpb	POPSICLE BLUE LUPINE	Lupinus 'Popsicle Blue'	#1 CONT.	
14	Lpr	POPSICLE RED LUPINE	Lupinus 'Popsicle Red'	#1 CONT.	
16	Pq	ENGELMANN IVY	Parthenocissus quinquefolia 'Engelmann'	#3 CONT.	
104	Pv	NORTHWIND SWITCH GRASS	Panicum virgatum 'Northwind'	#2 CONT.	
37	Sh	PRAIRIE DROPSEED	Sporobolus heterolepsis	#2 CONT.	

**NOTE: ABOVE PLANT SCHEDULE REFLECTS ALL PHASE I OFFICE PLANTINGS INCLUDING ROW

(PHASE I-OFFICE) PROPOSED PLANT SCHEDULE:

QTY	SYM	COMMON NAME	SCIENTIFIC NAME	PLANTING SIZE	COMMENTS
TREES					
7	AF	ARMSTRONG MAPLE	Ginkgo biloba 'Princeton Sentry'	2.5" CAL. B&B	
6	GT	PRINCETON SENTRY GINKGO	Ginkgo biloba 'Princeton Sentry'	2.5" CAL. B&B	
4	SR	IVORY SILK LILAC	Gleditsia triacanthos var. inermis 'Suncole'	2.5" CAL. B&B	
SHRUBS					
14	Sn	BLACK TOWER ELDERBERRY	Sambucus nigra 'Eiffel01' (PPAF)	#2 CONT.	
24	Pv	SEM ASH SPIREA	Sorbaria sorbifolia 'Sem' (PP16,336)	#2 CONT.	
PERENNIALS / GRASSES / VINES					
14	Lpr	POPSICLE RED LUPINE	Lupinus 'Popsicle Red'	#1 CONT.	
16	Pq	ENGELMANN IVY	Parthenocissus quinquefolia 'Engelmann'	#3 CONT.	
24	Pv	NORTHWIND SWITCH GRASS	Panicum virgatum 'Northwind'	#2 CONT.	

(ROW) PROPOSED PLANT SCHEDULE:

QTY	SYM	COMMON NAME	SCIENTIFIC NAME	PLANTING SIZE	COMMENTS
TREES					
4	GT	SUNBURST HONEYLOCUST	Gleditsia triacanthos var. inermis 'Suncole'	2.5" CAL. B&B	
9	SR	IVORY SILK LILAC	Syringa reticulata 'Ivory Silk'	2" CAL. B&B	
6	UP	PATRIOT ELM	Ulmus x 'Patriot'	2.5" CAL. B&B	
PERENNIALS / GRASSES / VINES					
40	Bs	SOLAR FLARE PRAIRIEBLUES BAPTISIA	Baptisia 'Solar Flare Prairieblues (PPAF)	#3 CONT.	
19	Lpb	POPSICLE BLUE LUPINE	Lupinus 'Popsicle Blue'	#1 CONT.	
80	Pv	NORTHWIND SWITCHGRASS	Panicum virgatum 'Northwind'	#2 CONT.	
37	Sh	PRAIRIE DROPSEED	Sporobolus heterolepsis	#2 CONT.	

GRAPHIC LEGEND:

DECORATIVE CONCRETE; #1; #2; #3 (SEE SPEC)

CONCRETE, TYP.

PERVIOUS PAVERS; (SEE SPEC)

TURFGRASS: SOD, IRRIGATED

ROCK MULCH DRESSER TRAP ROCK; 1.5"-3" (SEE SPEC)

HARDWOOD MULCH, SHREDDED (SEE SPEC)

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COMMISSION NUMBER	1785.02

SHEET TITLE

SITE & LANDSCAPE PLAN

SHEET NUMBER

L100

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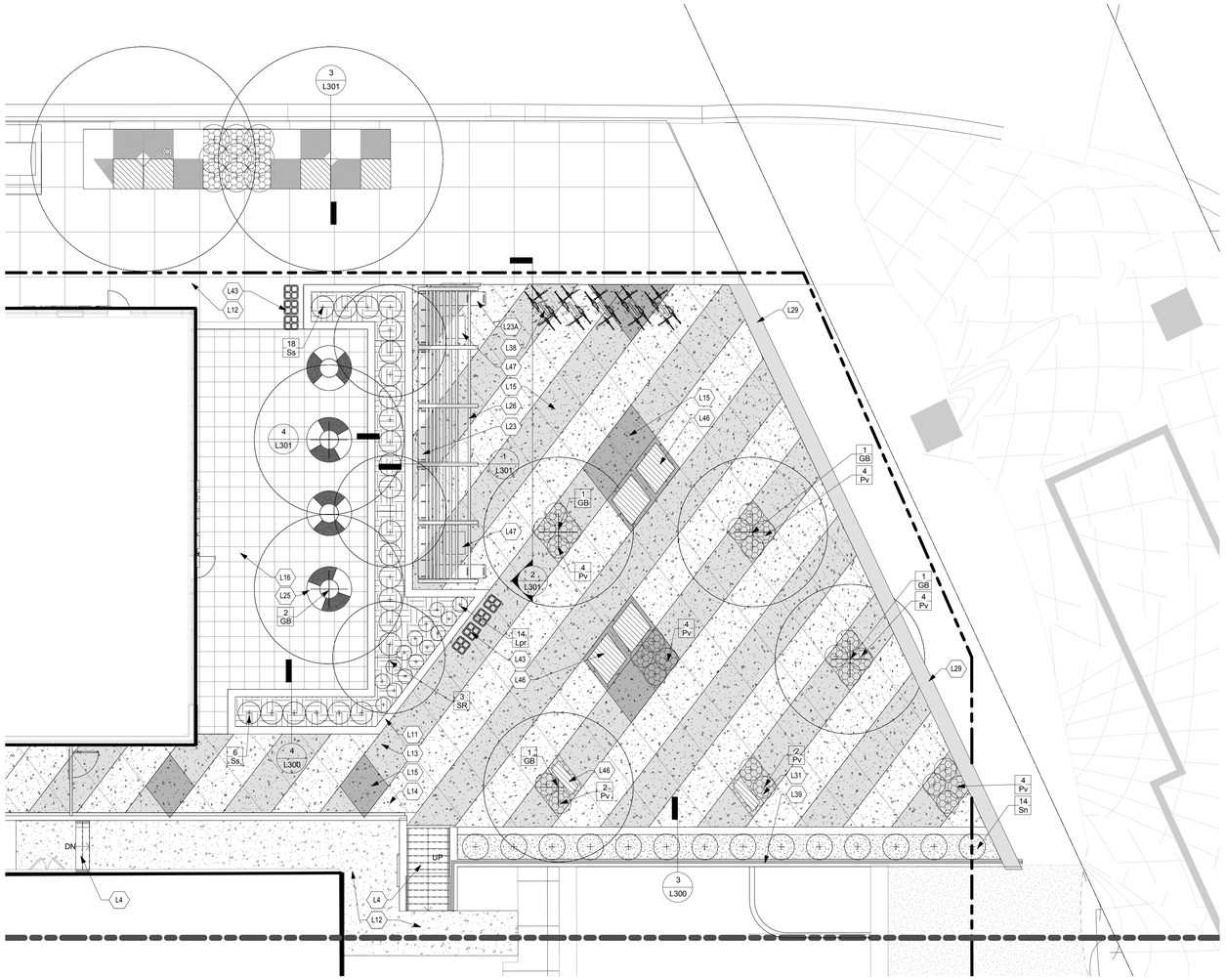

1 L200 TRANSIT PLAZA PLAN DETAIL
1/8" = 1'-0"

0' 2' 4' 8' 16'

KEY NOTES:

L4	CIP CONCRETE STAIRS WITH METAL HANDRAILS, TYP.(SEE DETAIL 2/L300)
L11	RAISED STONE PLANTERS; KASOTA STONE, 4"D X 18"L X 8"W; (SEE DETAIL 4/L300)
L12	CONCRETE, TYP.
L13	DECORATIVE CONCRETE #1; (SEE SPEC)
L14	DECORATIVE CONCRETE #2; (SEE SPEC)
L15	DECORATIVE CONCRETE #3; (SEE SPEC)
L16	PERVIOUS PAVERS; UNILOCK 'ECO-LINE'; 4" X 14" (SEE DETAIL 5/L300)
L23	BENCH SEATING; LANDSCAPE FORMS 'STRATA'; TYPE 1-BACKED
L23A	BENCH SEATING; LANDSCAPE FORMS 'STRATA'; TYPE 2-BACKLESS
L25	TREE GRATES (TYPE #2) WITH EXTRUDED CIRCULAR GRATE SEATING, MANUFACTURER 'URBAN ACCESSORIES'; MODEL 'VARIATIONS'; SHOP DRAWINGS REQ'D, TYP. (SEE DETAIL 4/L301)
L26	METAL SHADE STRUCTURE; (SEE DETAILS 1-2/L301)
L29	CONCRETE GRADE CHANGE AT ALONG PERIMETER EDGE, T.B.D.
L31	ROCK MULCH; 1.5"-3" DRESSER TRAP ROCK; FILL GAPS WITH 3/4" DRESSER TRAP ROCK, TYP.
L38	BIKE RACKS; JANE HANLEY WELLS 'ARTU', COLOR T.B.D.
L39	RETAINING WALL WITH 42" METAL RAILING; (SEE DETAIL 3/L300)
L43	RECYCLE AND LITTER RECEPTACLES; LANDSCAPE FORMS 'PARK CONSERVANCY'
L46	CIP CONCRETE SEATS
L47	GAME TABLES; LANDSCAPE FORMS 'CATENA' 36" SQUARE TABLE; METAL; COLOR 'WHITE' WITH PERFORATED CHECKERBOARD

OVERALL PROPOSED PLANT SCHEDULE:

QTY	SYM	COMMON NAME	SCIENTIFIC NAME	PLANTING SIZE	COMMENTS
TREES					
6	GB	PRINCETON SENTRY GINKGO	Ginkgo biloba 'Princeton Sentry'	2.5" CAL. B&B	
2	GT	SUNBURST HONEYLOCUST	Gleditsia triacanthos var. inermis 'Suncole'	2.5" CAL. B&B	
13	SR	IVORY SILK LILAC	Syringa reticulata 'Ivory Silk'	2" CAL. B&B	
6	UP	PATRIOT ELM	Ulmus x 'Patriot'	2.5" CAL. B&B	
SHRUBS					
14	Sn	BLACK TOWER ELDERBERRY	Sambucus nigra 'Eiffel01' (PPAF)	#2 CONT.	
24	Ss	SEM ASH SPIREA	Sorbaria sorbifolia 'Sem' (PP16,336)	#2 CONT.	
PERENNIALS / GRASSES / VINES					
40	Bs	SOLAR FLARE PRAIRIEBLUES BAPTISIA	Baptisia 'Solar Flare Prairieblues'(PPAF)	#3 CONT.	
19	Lpb	POPSICLE BLUE LUPINE	Lupinus 'Popsicle Blue'	#1 CONT.	
14	Lpr	POPSICLE RED LUPINE	Lupinus 'Popsicle Red'	#1 CONT.	
16	Pq	ENGELMANN IVY	Parthenocissus quinquefolia 'Engelmann'	#3 CONT.	
104	Pv	NORTHWIND SWITCH GRASS	Panicum virgatum 'Northwind'	#2 CONT.	
37	Sh	PRAIRIE DROPSEED	Sporobolus heterolepsis	#2 CONT.	

GRAPHIC LEGEND:

DECORATIVE CONCRETE; #1; #2; #3 (SEE SPEC)

CONCRETE, TYP.

PERVIOUS PAVERS; (SEE SPEC)

TURFGRASS: SOD, IRRIGATED

ROCK MULCH DRESSER TRAP ROCK; 1.5"-3" (SEE SPEC)

HARDWOOD MULCH, SHREDDED (SEE SPEC)

TRANSIT PLAZA DATA:

TOTAL AREA: 4,295 SF / .1 ACRES
TOTAL PERVIOUS AREA: 165 SF / .004 ACRES
TOTAL IMPERVIOUS: 4,130 SF / .09 ACRES

SEATING: (MIN. 2 DIFFERENT TYPES REQUIRED-TRADITIONAL/NON-TRADITIONAL)

1' PER 50 SF = 86 LF REQUIRED
89 LF PROVIDED
49 LF TRADITIONAL /
40 NON-TRADITIONAL

FIXED: (20% OF REQUIRED SEATING)
17 LF REQUIRED
49 LF PROVIDED

BACKED: (20% OF REQUIRED SEATING)
17 LF REQUIRED
42 LF PROVIDED

BACKLESS: 47 LF PROVIDED

TREES:
1 TREE PER 1000 SF = 4 TREES REQUIRED
4 TREES PROVIDED

TRASH/RECYCLE:
1 OF EACH PER 2000 SF = 2 TRASH REQUIRED
2 TRASH PROVIDED

2 RECYCLE REQUIRED
2 RECYCLE PROVIDED

AMENITIES:
1. GAME TABLES; QUANTITY 2 (SEE NOTE #47)

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SHEET TITLE

TRANSIT PLAZA PLAN DETAIL

SHEET NUMBER

L200

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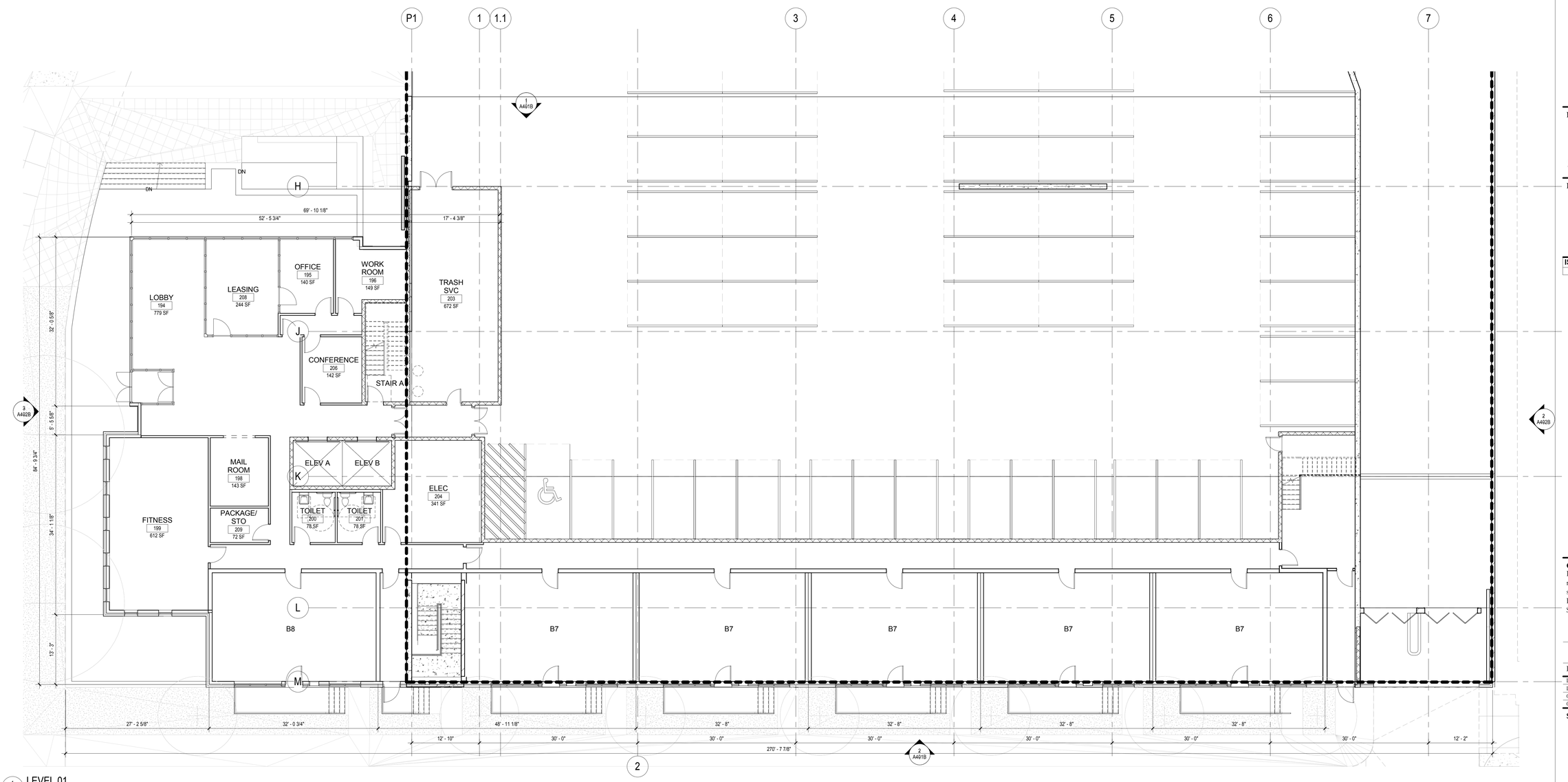
ARCHITECTURAL PLAN KEYNOTES



1 A101B LEVEL 01
1/8" = 1'-0"

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SHEET TITLE

LEVEL 01 GROUND FLOOR PLAN

SHEET NUMBER

A101B

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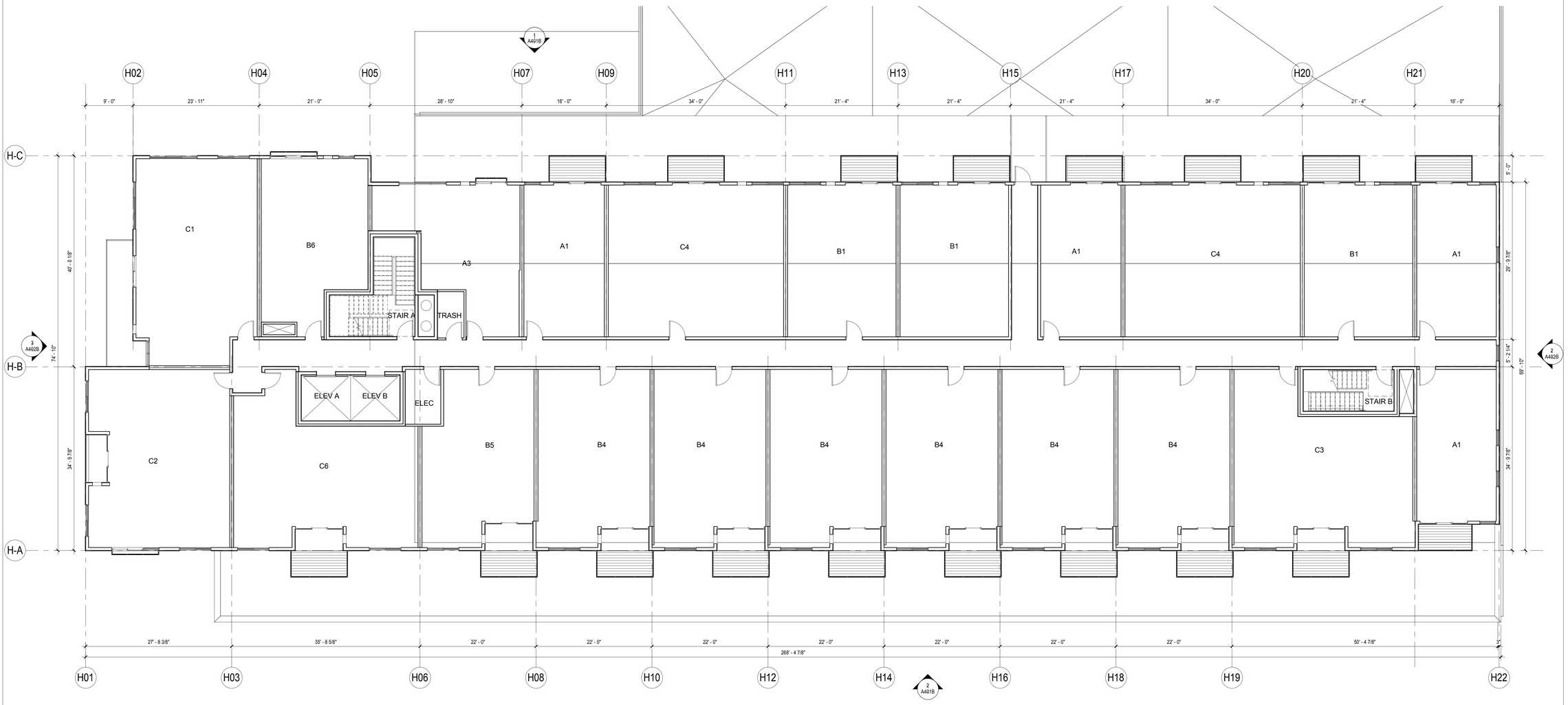

1 A102B LEVEL 02
1/8" = 1'-0"

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LEVEL 02 FLOOR PLAN

SHEET NUMBER

A102B

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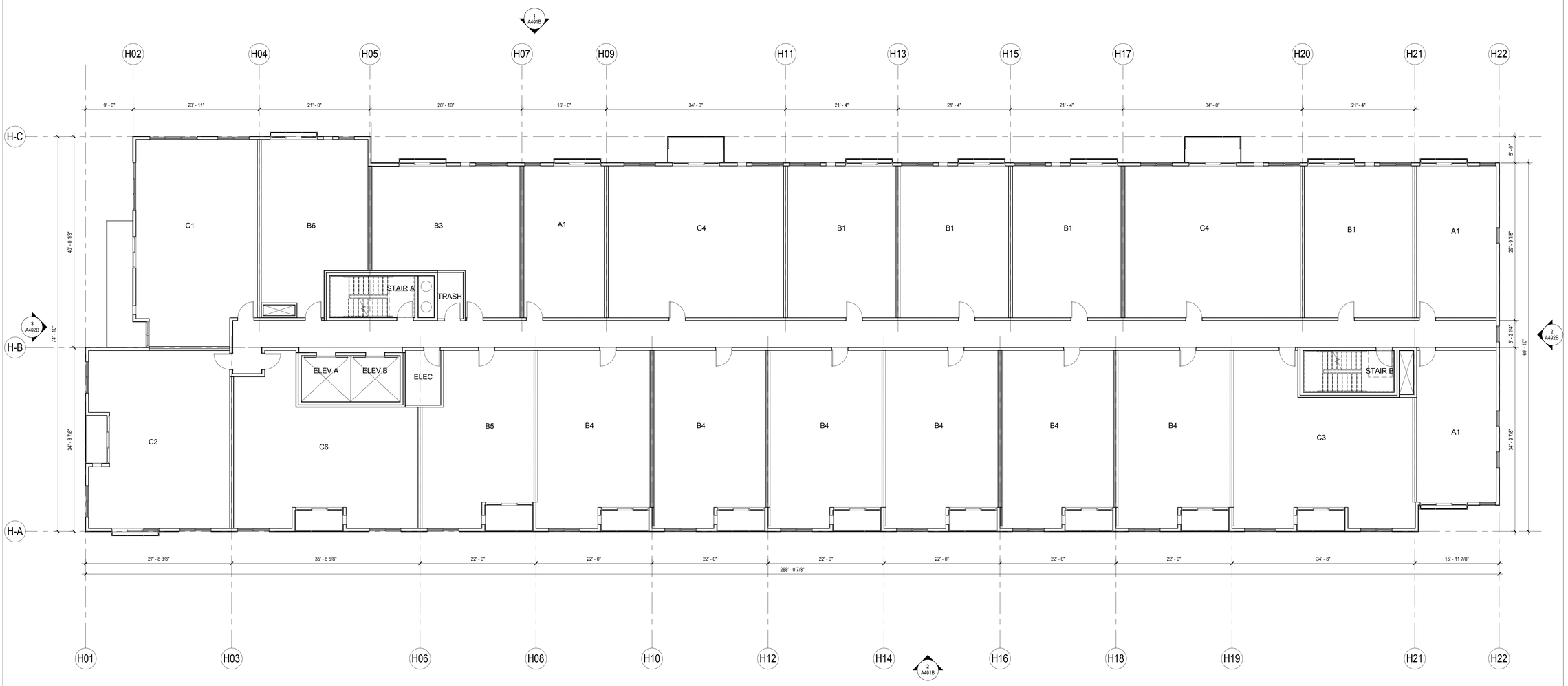

1 A103B LEVELS 03-04 FLOOR PLAN
1/8" = 1'-0"

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SHEET TITLE

LEVEL 03-04 TYPICAL FLOOR PLAN

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A103B

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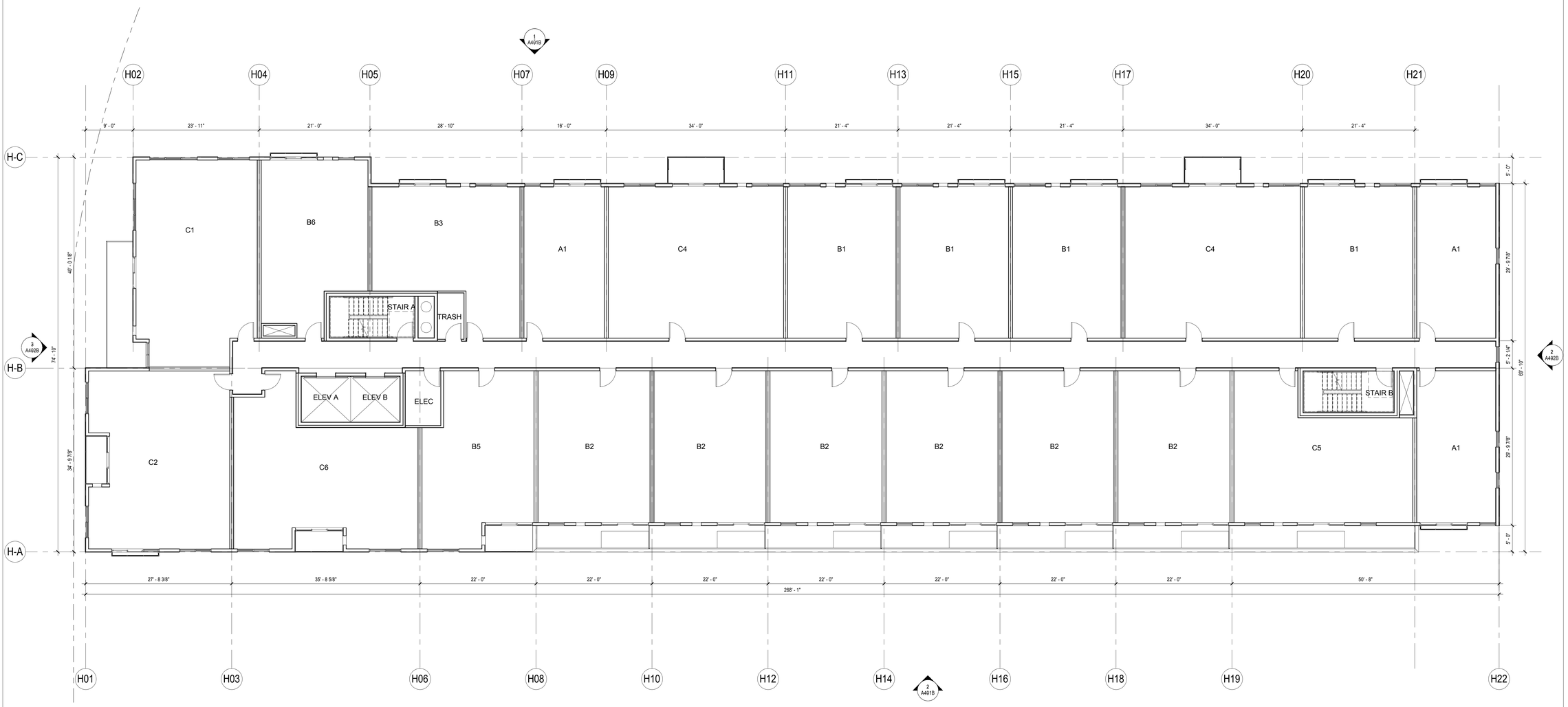

1 A104B LEVEL 05 FLOOR PLAN
1/8" = 1'-0"

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SHEET TITLE

LEVEL 05 FLOOR PLAN

SHEET NUMBER

A104B

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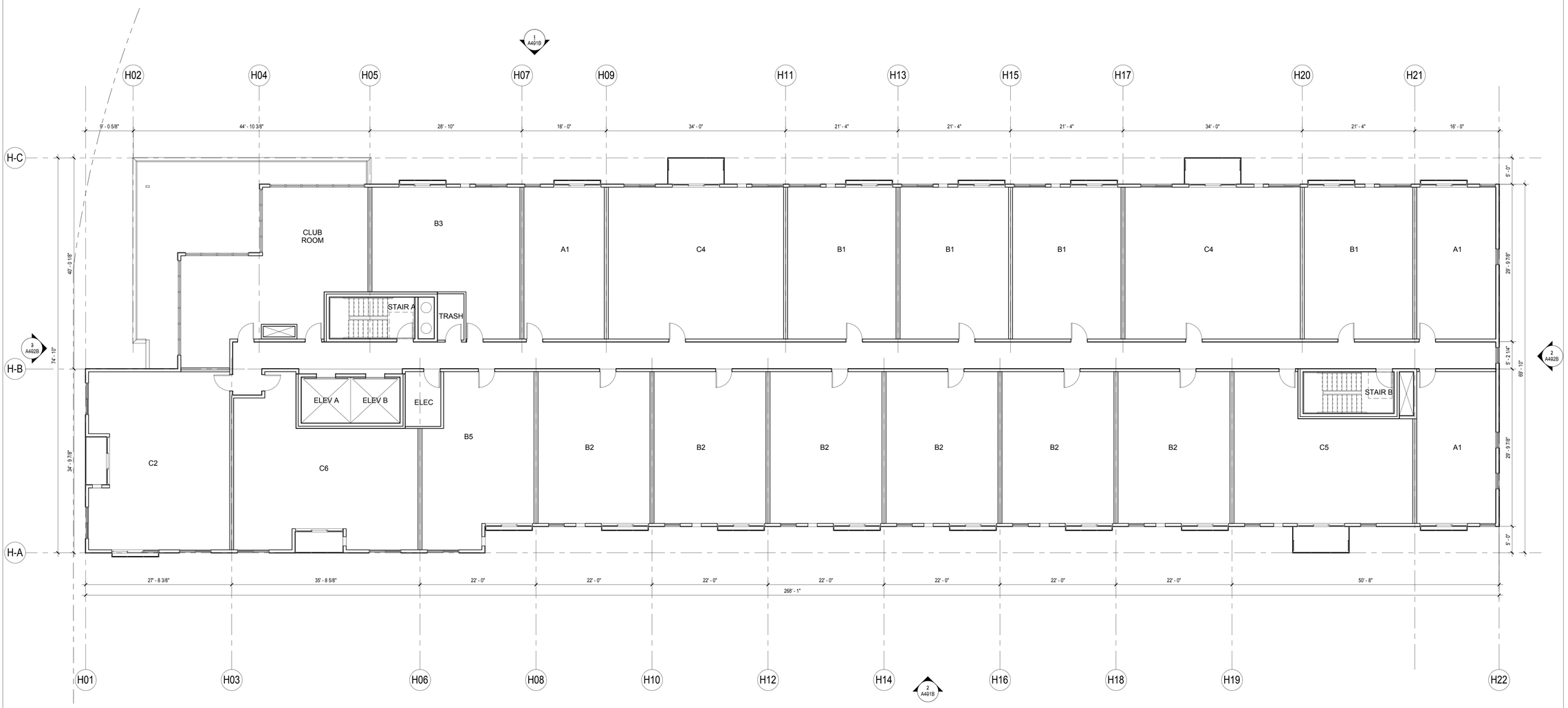

1 A105B LEVELS 06 FLOOR PLAN
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SHEET TITLE

LEVEL 06 FLOOR PLAN

SHEET NUMBER

A105B

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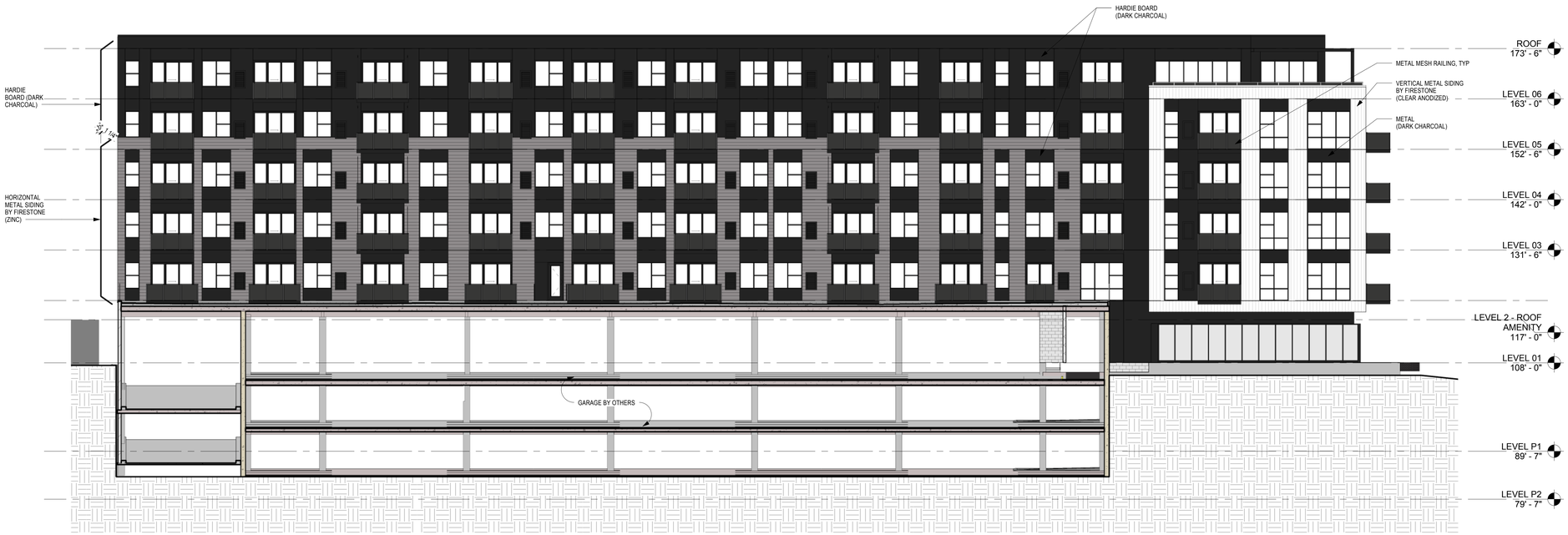
EXTERIOR ELEVATION KEYNOTES	
Key Value	Keynote Text



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

Material Square Footage - North Elevation		
Materials	FAÇADE (SF)	%
FACE BRICK	0.00	0.00%
FIBER CEMENT SIDING*	4454.92	29.72%
METAL PANEL	4266.94	28.47%
GLAZING	6266.51	41.81%

TOTAL	14988.37	100.00%
FAÇADE TRANSPARENCY	*41.81%*	
**Restricted materials*	*29.72%*	

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

Material Square Footage - South Elevation		
Materials	FAÇADE (SF)	%
FACE BRICK	2015.57	11.02%
FIBER CEMENT SIDING*	3717.20	20.32%
METAL PANEL	5288.92	28.91%
GLAZING	7273.78	39.76%

TOTAL	18295.47	100.00%
FAÇADE TRANSPARENCY	*39.76%*	
**Restricted materials*	*20.32%*	

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Architecture
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Landscape Architecture
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CONSULTANTS

PROJECT TITLE

S. MINNEAPOLIS REGIONAL SERVICE CENTER

KEY PLAN

ISSUE #	DATE	DESCRIPTION

NOT FOR CONSTRUCTION

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

License Number Date

DATE	03/11/2014
DRAWN BY	GAK
CHECKED BY	Checker
COMMISSION NUMBER	1785.04

SHEET TITLE

EXTERIOR ELEVATIONS

SHEET NUMBER

A401B

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EXTERIOR ELEVATION KEYNOTES	
Key Value	Keynote Text

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

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

Material Square Footage - East Elevation		
Materials	FAÇADE (SF)	%
FACE BRICK	1132.03	23.91%
FIBER CEMENT SIDING*	1413.00	29.84%
METAL PANEL	1860.05	39.28%
GLAZING	330.00	6.97%
TOTAL	4735.08	100.00%
FAÇADE TRANSPARENCY	*6.97%*	
**Restricted materials*	*29.84%*	

Material Square Footage - West Elevation		
Materials	FAÇADE (SF)	%
FACE BRICK	468.70	8.65%
FIBER CEMENT SIDING*	344.13	6.35%
METAL PANEL	2614.20	48.25%
GLAZING	1991.14	36.75%
TOTAL	5418.17	100.00%
FAÇADE TRANSPARENCY	*36.75%*	
**Restricted materials*	*6.35%*	

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CONSULTANTS

PROJECT TITLE

S. MINNEAPOLIS REGIONAL SERVICE CENTER

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EXTERIOR ELEVATIONS

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A402B

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SECTION 329460
VEGETATED WALL SYSTEMS

PART 1 - GENERAL

1.1 SUMMARY

A. Section Includes:
   1. Vegetated wall systems.

1.2 SUBMITTALS

A. Product Data: For each type of product.

B. Shop Drawings:
   1. Include plans, sections, slopes, and drain locations.
   2. Indicate dimensions, weights, and loads.
   3. Detail field assembly of components, depth of growing media, and attachments to other work.

C. Maintenance Data: For vegetated wall assembly and plants, including a recommended maintenance plan with procedures for inspection and care during a calendar year. Submit before start of required warranty and maintenance periods.

D. Sample Warranties: For manufacturer's special warranties.

1.3 QUALITY ASSURANCE

A. Installer Qualifications: A qualified vegetated wall assembly Installer, approved, authorized, or licensed by manufacturer, whose work has resulted in successful establishment of vegetated walls.
   1. Field Supervision: Require Installer to maintain an experienced full-time supervisor on Project site when vegetated wall assembly work is in progress.

B. Preinstallation Conference: Conduct conference at Project site.

1.4 FIELD CONDITIONS

A. Weather Limitations: Proceed with installation only when existing and forecasted weather conditions permit wall system to be installed according to manufacturer's written instructions and warranty requirements.

1.5 WARRANTY

A. Special Warranty: Manufacturer agrees to repair or replace components of vegetated wall system that fail in materials or workmanship within specified warranty period.

B. Warranty for Plant Growth: Installer agrees to repair or replace plantings and accessories that fail in materials, workmanship, or growth within specified warranty period.

C. Warranty Periods: [**Specify**].

PART 2 - PRODUCTS

2.1 VEGETATED WALL SYSTEM

A. Green Wall Panel System:
   1. Acceptable Product: GSKY, Pro Wall.

B. Panels: patent-pending 1 square foot stainless steel panels can be customized to fit any design or wall type.

C. Non-Soil Structural Growth Medium: patent-pending growth material is non-eroding to ensure plant longevity, and much lower maintenance than loose soil systems.

D. Plants: grown into the panels for several months before shipped to the site so that they will not blow away under strong winds or shake out of the panels under seismic activity.

E. Remote Irrigation/Fertilization System: computerized vertical drip irrigation system with temperature and moisture sensors that allow for 24/7 remote monitoring- high efficiency since water is used only when needed.

F. Stainless Steel Frame Wall Mounting System: can be mounted on concrete, wood frame, steel beam, and more, and allows panel removal for inspection as needed.

PART 3 - EXECUTION

3.1 INSTALLATION

A. Install vegetated wall systems in accordance with manufacturer’s written installation instructions, in configurations indicated, and in accordance with reviewed shop drawings.

3.2 FIELD QUALITY CONTROL

A. Manufacturer's Field Service: Engage manufacturer's authorized service representative to provide inspection of vegetated wall assembly installation and prepare inspection reports.
   1. Correct deficiencies in work that do not comply with requirements.
   2. Prepare test and inspection reports.

3.3 PROTECTION

A. Protect vegetated wall assemblies from damage, including growing-medium contamination, due to operations of other contractors and trades. Repair or replace damaged vegetated wall assemblies.

3.4 MAINTENANCE SERVICE

A. Maintenance Service: Provide maintenance by skilled employees of vegetated wall assembly Installer. Begin maintenance immediately after plants are installed and continue until plantings are acceptably healthy and well established but for not less than the specified maintenance period.
   1. Assembly and Plant Maintenance: During maintenance period, maintain plantings by pruning, cultivating, watering, weeding, fertilizing, mulching, restoring planting saucers, adjusting and repairing devices, resetting plants to proper elevations or vertical position, and performing other operations as required to establish healthy, viable plantings. Spray or treat as required to keep trees and shrubs free of insects and disease.

a. Replace growing medium that becomes displaced or eroded because of settling or other processes.

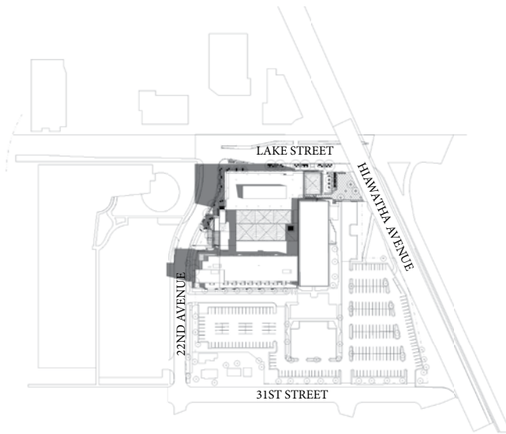
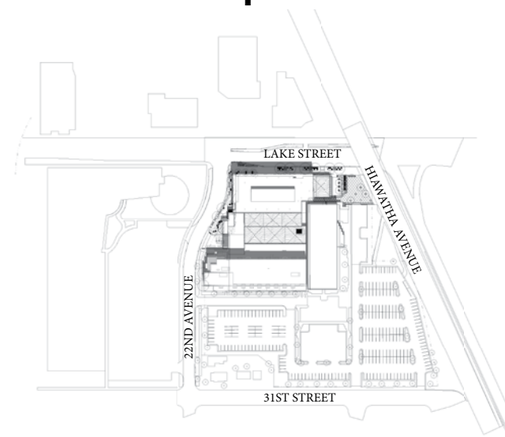
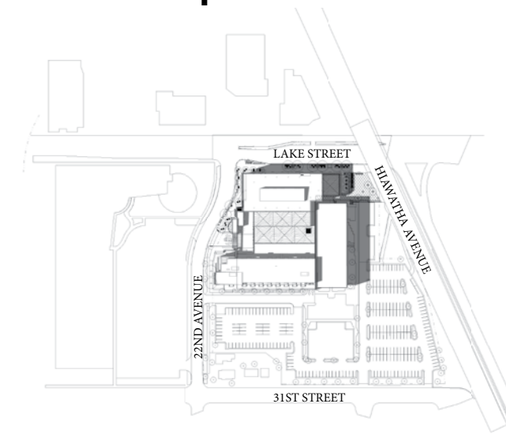
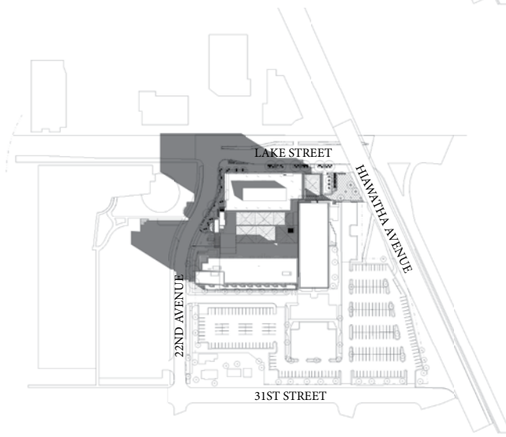
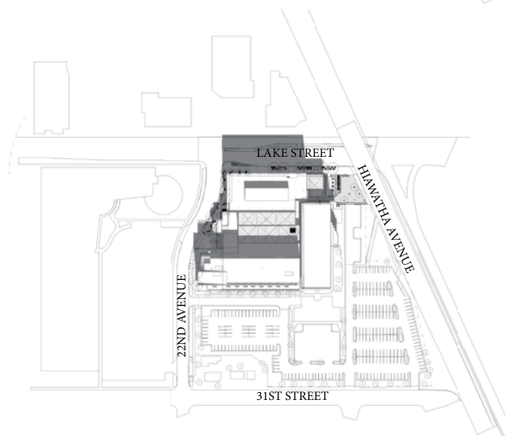
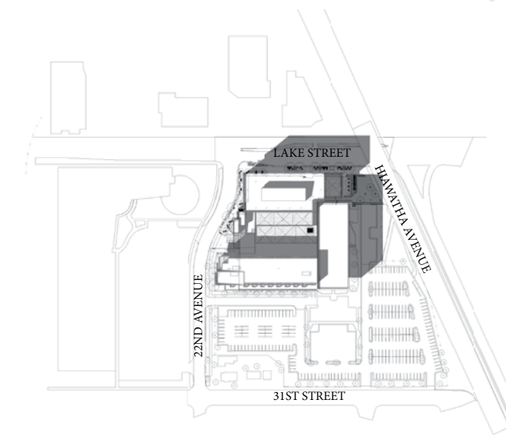
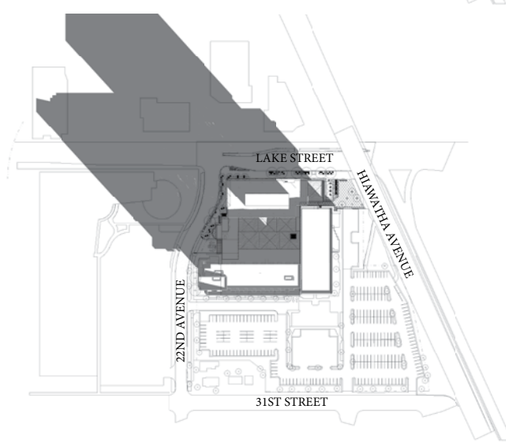
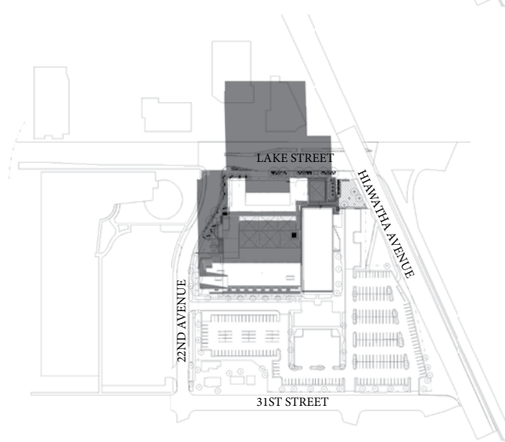
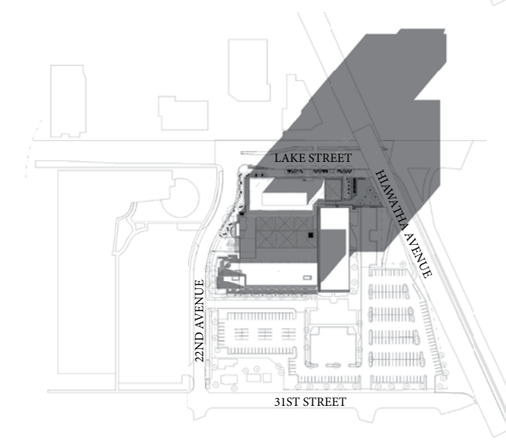
b. Apply treatments as required to keep plant materials, planted areas, and growing medium free of pests and pathogens or disease. Use integrated past management practices whenever possible to minimize the use of pesticides and reduce hazards. Treatments include physical controls such as hosing off foliage, mechanical controls such as traps, and biological control agents.

c. Use only products and methods acceptable to wall manufacturer.

2. Maintenance Period: 12 months from date of Planting Completion.

END OF SECTION

L&H Shadow Study

	9:00 am	12:00 pm	3:00 pm
June 21			
March/Sept 21			
December 21			

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Call 48 Hours before digging
811 or call811.com
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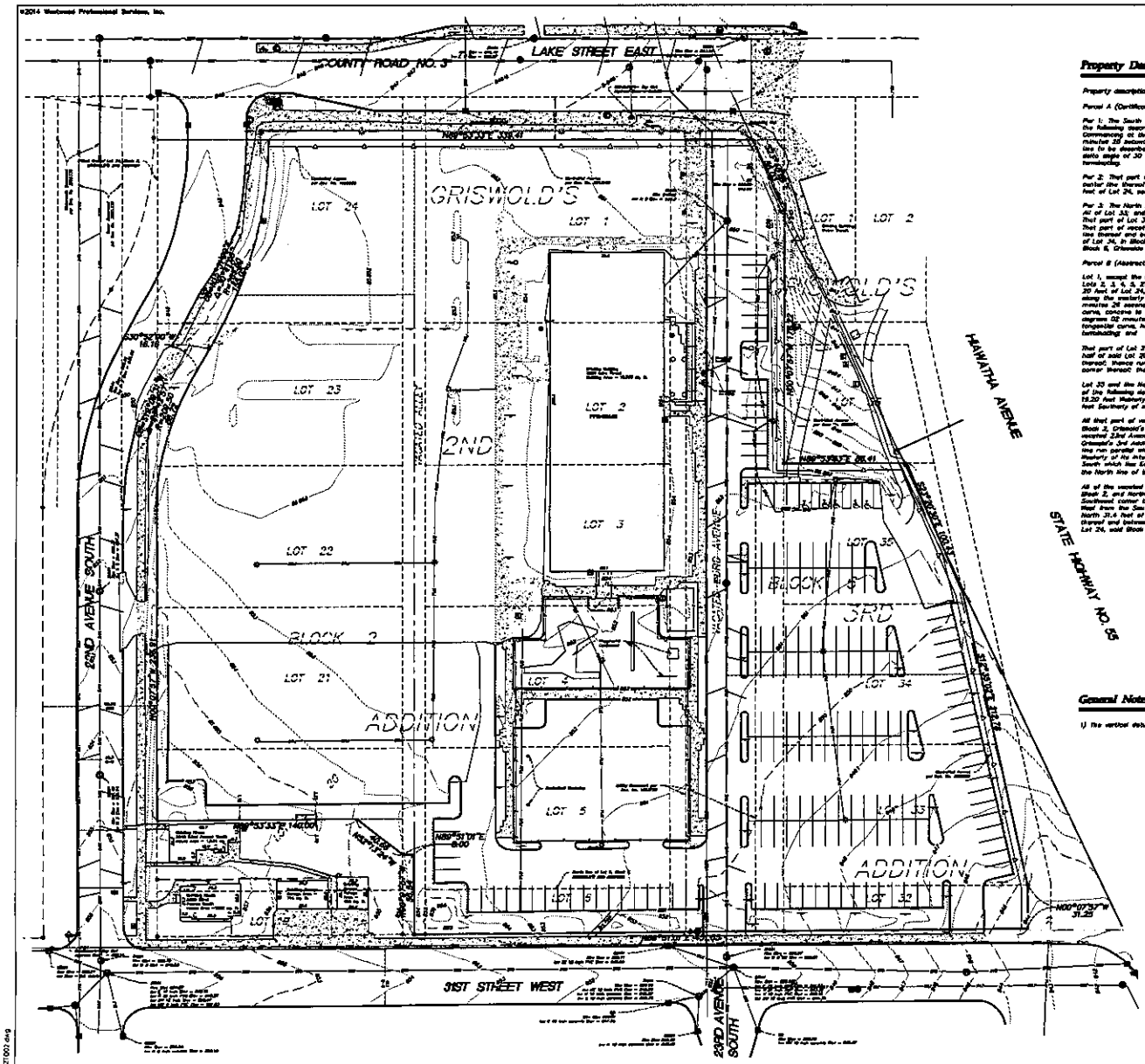


Property Description

Property description per First American Title Insurance Company Title Commitment Number NCS-687440-MPLS

Parcel A (Certificate of Title No. 1030279)2:

Par 1: The South 110 feet of the North 140 feet of Lot 24, Block 2, Griswolds 2nd Addition, except that part thereof which lies westerly of the following described line:
Commencing at the Northwest corner of said Lot 24; thence run Southerly along the Westerly line thereof on an azimuth of 179 degrees 31 minutes 28 seconds for 30 feet; thence on an azimuth of 69 degrees 24 minutes 28 seconds for 77.9 feet to the point of beginning of the line to be described; thence Southerly for 155.04 feet on a non-tangential curve, concave to the East, having a radius of 286.50 feet, a delta angle of 30 degrees 41 minutes 08 seconds and a chord azimuth of 192 degrees 02 minutes 23 seconds, and said line there terminating.

Par 2: That part of the vacated alley dedicated to the public in Block 2 of Griswolds 2nd Addition to Minneapolis which lies West of the center line thereof and between the Westerly extensions of the South line of the North 30 feet of Lot 24 and the South line of the North 140 feet of Lot 24, said block and addition.

Par 3: The North 31.4 feet of Lot 32:
All of Lot 33; and
That part of Lot 34, lying South of a line drawn parallel to and 50 feet North, at right angles,from the South line of said lot:
That part of vacated 23rd Avenue dedicated to the public in the plat of Griswold's 3rd Addition to Minneapolis which lies East of the center line thereof and between the Westerly extensions of the South line of the North 31.4 feet of Lot 32 and the North line of the South 50 feet of Lot 34, in Block 6, said addition;
Block 6, Griswolds 3rd Addition To Minneapolis.

Parcel B (Abstract property):

Lot 1, except the North 30 feet thereof; the North 31.4 feet of Lot 6; and North half of Lot 20; the South 30 feet of Lot 24; and all of Lots 2, 3, 4, 5, 21, 22, and 23, all in Block 2, Griswold's 2nd Addition to Minneapolis, except that part of said Lots 22, 23, and the South 30 feet of Lot 24, which lies westerly of the following described line: Commencing at the northeast corner of Lot 24; thence run southerly along the westerly line thereof on an azimuth of 179 degrees 31 minutes 28 seconds for 30 feet; thence on an azimuth of 69 degrees 24 minutes 28 seconds for 77.9 feet to the point of beginning of the line to be described; thence southerly for 155.04 feet on a non-tangential curve, concave to the east, having a radius of 286.50 feet, a delta angle of 30 degrees 41 minutes 08 seconds and a chord azimuth of 192 degrees 02 minutes 23 seconds; thence on an azimuth of 210 degrees 22 minutes 03 seconds for 10.10 feet; thence defined to the left on a tangential curve, having a radius of 206.50 feet and a delta angle of 31 degrees 08 minutes 30 seconds for 113.86 feet and there terminating; and

That part of Lot 20, Block 2, Griswold's 2nd Addition to Minneapolis, described as follows: Beginning at the Northeast corner of the South half of said Lot 20; thence run south on the East line of said Lot 20 to a point thereon, distant 25 feet North of the Southeast corner thereof; thence run Northwesterly to a point on the North line of the South half of said Lot 20, distant 140 feet East of the Northwest corner thereof; thence run East on the North line of the South half of said Lot 20 to the point of beginning; and

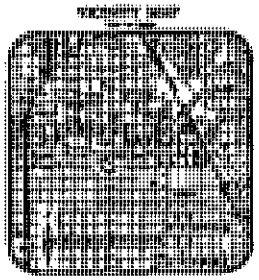
Lot 33 and the North half of Lot 34, Block 6, Griswold's 3rd Addition to Minneapolis, except that part of said Lot 33 which lies Northeasterly of the following described line: Beginning at a point on the Northerly line of Lot 33, Block 6, Griswold's 3rd Addition to Minneapolis, distant 15.20 feet Westerly of the Northeast corner thereof; thence run Southeasterly to a point on the Easterly line of said Lot 33 distant 94.32 feet Southerly of said Northeast corner and there terminating; and

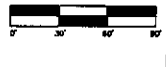
All that part of vacated 23rd Avenue South lying between the Easterly extensions across it of the South line of the North 30 feet of Lot 1, Block 2, Griswold's 2nd Addition to Minneapolis, and the South line of the North 31.4 feet of Lot 6, said Block 2, except that part of said vacated 23rd Avenue South which lies Northwesterly of the following described line: Beginning at a point on the West line of Lot 1, Block 6, Griswold's 3rd Addition to Minneapolis, distant 81.32 feet Southerly of the Northwest corner thereof; thence run Northwesterly to a point on a line run parallel with and distant 30 feet Southerly of the Westerly extension of the North line of Lot 1, said Block 6, distant 22.56 feet Westerly of its intersection with the West line of said Lot 1 and there terminating; and also except that part of said vacated 23rd Avenue South which lies East of the center line thereof and between the Westerly extensions of the South line of the North 31.4 feet of Lot 32 and the North line of the South 50 feet of Lot 34, Block 6, said Griswold's 3rd Addition to Minneapolis; and

All of the vacated alley in Block 2, Griswold's 2nd Addition to Minneapolis, lying South of a line drawn 30 feet South of the North line of said Block 2, and North of the following described line: Beginning at a point on the East line of Lot 20, said Block 2, distant 25 feet North of the Southeast corner thereof; thence East to the centerline of said alley; thence South along said centerline to its intersection with a line drawn West from the Southeast corner of the North 31.4 feet of Lot 6, said Block 2; thence East along said line to the Southeast corner of the North 31.4 feet of Lot 6, said Block 2, and there terminating; except that part of said vacated alley which lies West of the center line thereof and between the Easterly extensions of the South line of the North 30 feet of Lot 24 and the South line of the North 140 feet of Lot 24, said Block 2.

General Notes

1) The vertical datum for this survey is N.A.V.D. 88





LEGEND

MANHOLE/BASE	STORM MANHOLE	HANDICAPPED STALL	WATER VALVE	SANITARY MANHOLE	POWER UNDERGROUND	CONIFEROUS TREE LINE	
CONIFEROUS TREE	TELEPHONE BOX	PARK SEAT	CURB STOP BOX	SEWER CLEANOUT	SANITARY SEWER	CURB & GUTTER	
DECIDUOUS TREE	TELEPHONE MANHOLE	MONITORING WELL	WATER MANHOLE	INSIDE CATCH BASIN	STORM SEWER	BITUMINOUS SURFACE	
WETLAND	TRAFFIC CONTROL BOX	CABLE TV BOX	WELL	CATCH BASIN	TELEPHONE OVERHEAD	CONCRETE SURFACE	
STEEL/WOOD POST	HAND HOLE	GAS METER	ELECTRIC BOX	FLARED END SECTION	TELEPHONE UNDERGROUND		
SIGN-TRAFFIC/STREET	TRAFFIC LIGHT	STREET LIGHT	ELECTRIC METER	CABLE TV	WATERMAIN		
SIGN-TRAFFIC/STREET	GATE VALVE	GUY WIRE	ELECTRIC MANHOLE	GAS LINE	FENCE LINE		
MAIL BOX	HYDRANT	POWER POLE	ELECTRIC TOWER	POWER OVERHEAD	DECIDUOUS TREE LINE		

- Boundary set 1/2 inch x 14 inch iron rebar marked with plastic cap inscribed LS 43903, except iron bars set or all to set in accordance with MN 326.101, Subd 13
- Boundary iron monument found and marked as shown.

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

Westwood

PROJECT TITLE

S. MINNEAPOLIS REGIONAL SERVICE CENTER

KEY PLAN

ISSUE #	DATE	DESCRIPTION
1	12/30/2014	PD SUBMITTAL
2	01/12/2015	PD SUBMITTAL

CERTIFICATION

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

Mark R. Sale

DATE	4/30/15
DRAWN BY	GP
CHECKED BY	MRS
CERTIFICATE NUMBER	43903

SHEET TITLE

Boundary - Topographic Survey

SHEET NUMBER

C1

WPS # 0003982.00

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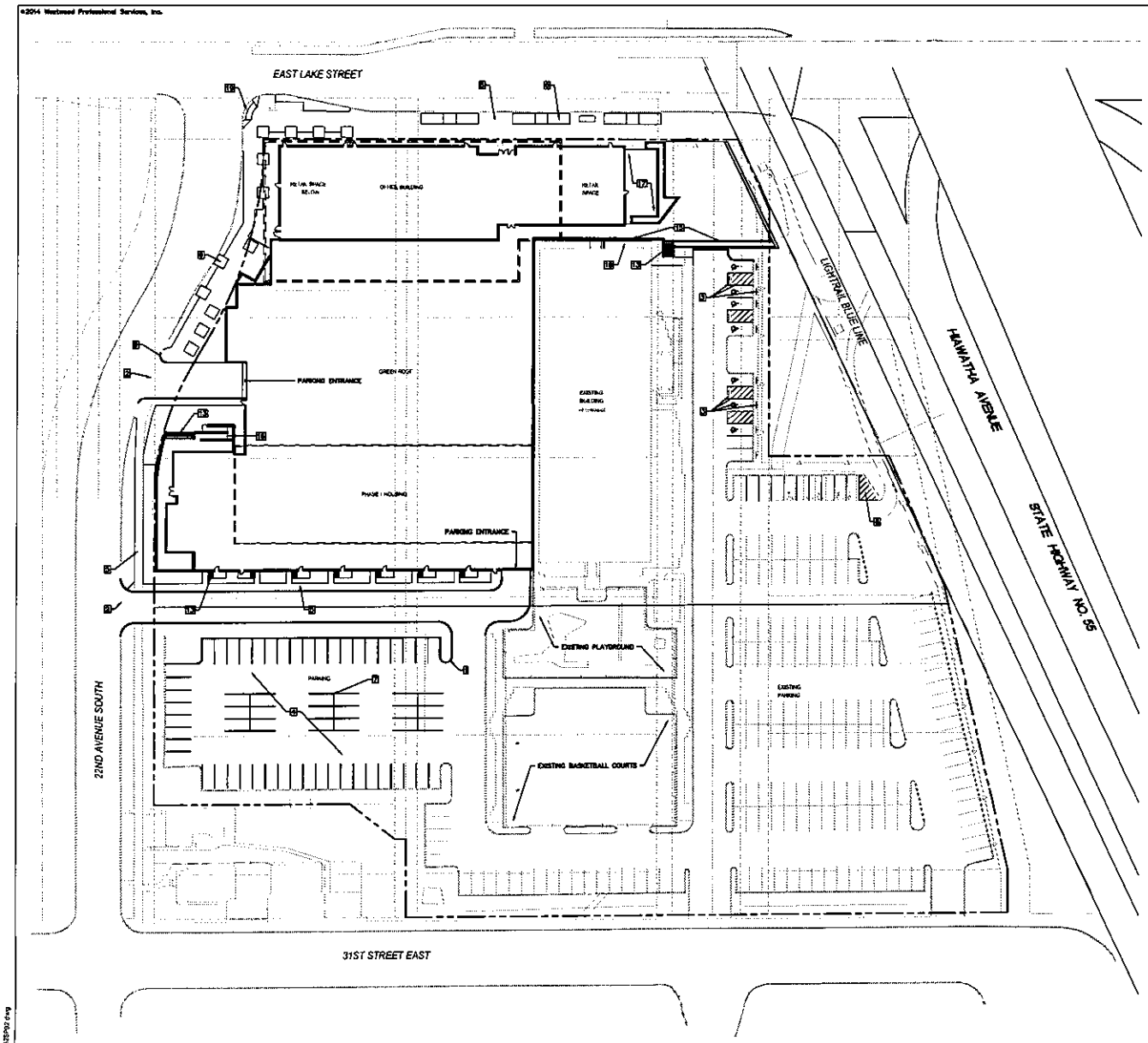
Common Ground Alliance



General Site Notes

1. BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY WESTWOOD PROFESSIONAL SERVICES
2. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
3. REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS AND AREAS.
4. ALL DIMENSIONS ARE TO FACE OF CURB OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
5. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, AND TRUCK DOCKS.
6. ALL CURB RADII ARE SHALL BE 3.0 FEET (TO FACE OF CURB) UNLESS OTHERWISE NOTED.
7. ALL CURB AND GUTTER SHALL BE B612 UNLESS OTHERWISE NOTED.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGGERS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE CITY AND ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
9. BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
10. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
11. SITE LIGHTING SHOWN ON PLAN IS FOR REFERENCE ONLY. REFER TO LIGHTING PLAN PREPARED BY OTHERS FOR SITE LIGHTING DETAILS AND PHOTOMETRICS.

Signage and Striping Notes

1. PARKING LOT STRIPING SHALL BE 4" WIDE COLOR WHITE, TWO COATS OF PAINT. CONTRACTOR SHALL PAINT ANY/ALL DIRECTIONAL TRAFFIC ARROWS AS SHOWN IN WHITE (TWO COATS).
2. ACCESSIBLE PARKING PROVIDED PER ADA CODE. CONTRACTOR SHALL PAINT ALL ACCESSIBLE STALLS, ACCESSIBLE LOGOS AND CROSS HATCH ACCESSIBLE LOADING AISLES WITH BLUE PAVEMENT MARKING PAINT (TWO COATS).
3. ALL SIGNS SHALL INCLUDE POST, CONCRETE FOOTING AND CASING WHERE REQUIRED. CONCRETE CASING REQUIRED IN LOCATIONS WHERE POST IS NOT PROTECTED BY CURB.
4. ALL STOP SIGNS SHALL INCLUDE A 24" WIDE PAINTED STOP BAR IN WHITE PAINT (TWO COATS) PLACED AT THE STOP SIGN LOCATION, A MINIMUM OF 4' FROM CROSSWALK. ALL STOP BARS SHALL EXTEND FROM DIRECTIONAL TRANSITION BETWEEN LANES TO THE CURB.
5. ALL SIGNS SHALL BE BE PLACED 18" BEHIND THE BACK OF CURB UNLESS OTHERWISE NOTED.

1 Site Notes

1. B612 CURB & GUTTER
2. TYPICAL DRIVEWAY (SEE ROAD-2001)
3. ACCESSIBLE PARKING LOGO, STRIPING, & SIGNAGE (TYP.)
4. STANDARD DUTY BITUMINOUS PAVEMENT
5. TYPICAL PUBLIC SIDEWALK (SEE ROAD-3003)
6. TREE GRATE (TYP.)
7. 4" WHITE STRIPE (TYP.)
8. 4" YELLOW DIAGONAL STRIPE
9. MATCH EXISTING CURB & GUTTER
10. MATCH EXISTING PAVEMENT
11. MATCH EXISTING CONCRETE (WALK OR CBMC)
12. SAWCUT & MATCH EXISTING BITUMINOUS
13. STEPS AND HANDRAIL (TYP.)(SEE ARCH. PLANS)
14. STOP SIGN
15. RETAINING WALL
16. ACCESSIBLE RAMP
17. PERVIOUS PAVERS
18. PRIVATE SIDEWALK
19. PUBLIC PEDESTRIAN CURB RAMP

Site Legend

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL
		FENCE
		CONCRETE PAVEMENT
		CONCRETE SIDEWALK
		HEAVY DUTY BITUMINOUS PAVEMENT
		STANDARD DUTY BITUMINOUS PAVEMENT
		NUMBER OF PARKING STALLS
		TRANSFORMER
		SITE LIGHTING
		TRAFFIC SIGN
		POWER POLE
		BOLLARD / POST

0' 30' 60' 90'

NOT FOR CONSTRUCTION

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Architecture
Interior Design
Landscape Architecture
Engineering

Boarman Kroos Vogel Group Inc.

222 North Second Street
Minneapolis, MN 55401
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Facsimile: 612.339.6212
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CONSULTANTS

Westwood

PROJECT TITLE

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KEY PLAN

ISSUE #	DATE	DESCRIPTION
1	12/05/2014	INTERDISTRICT
2	01/12/2015	FOR SUBMITTAL

CERTIFICATION

I hereby certify that this plan 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.

Chris D. Hess

DATE	01/12/15
DRAWN BY	CPF
CHECKED BY	CDH
CONTROL NUMBER	7782.00

SHEET TITLE

Phase 1 Civil Site Plan

SHEET NUMBER

C3

WPS # 0003982.00

P:\0003982.00\mgt\CAD\Phase 1 Civil\0003982.00 Site Plan.dwg

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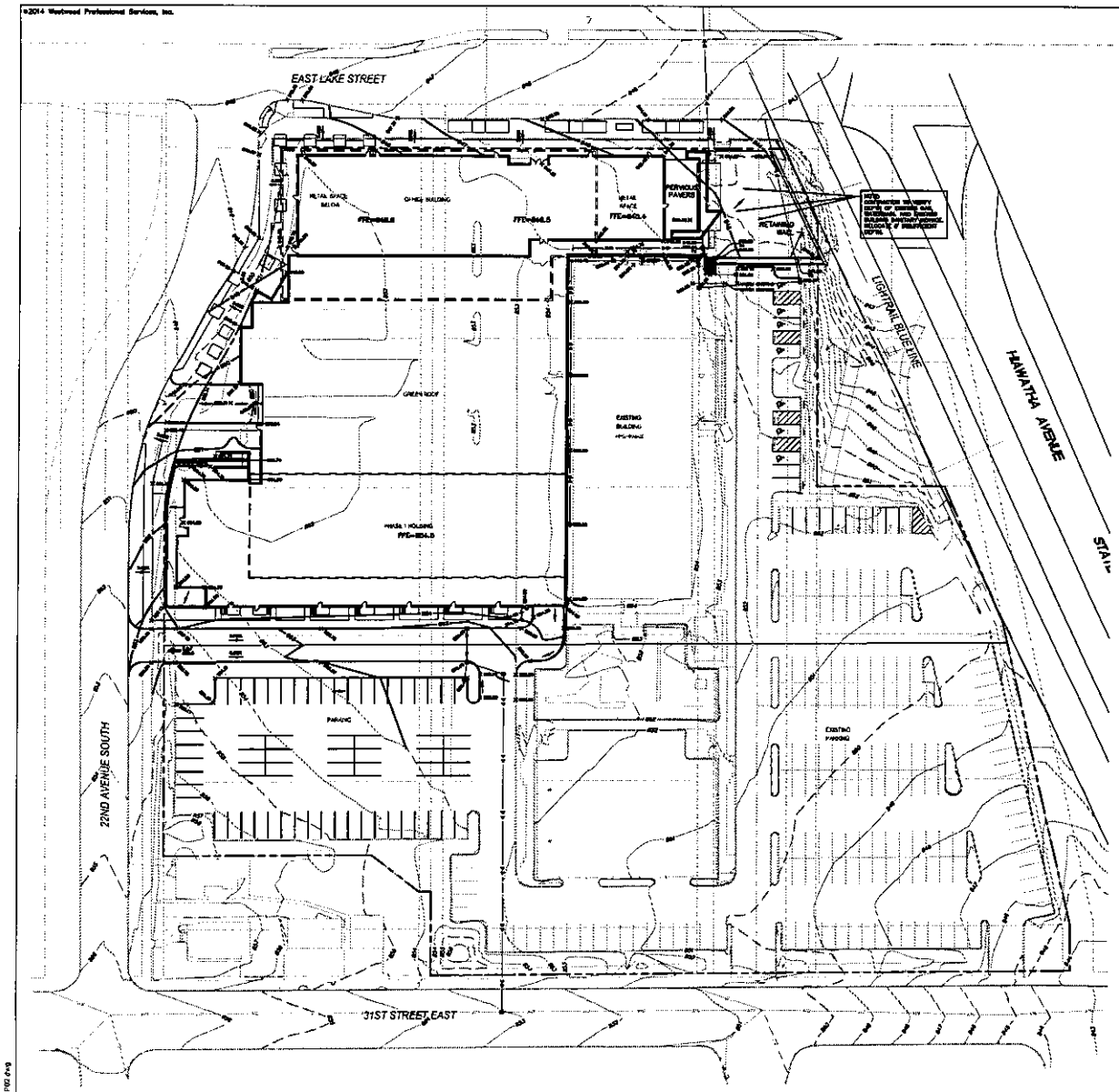

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Grading Notes

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF ANY DISCREPANCIES ARE FOUND.
2. CONTRACTORS SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULE, SLOPED PAVEMENT, DRY PORCHES, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS, EXACT BUILDING UTILITY ENTRANCE LOCATIONS, AND EXACT LOCATIONS AND NUMBER OF DOWNSPOUTS.
3. ALL EXCAVATION SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR TRENCH EXCAVATION AND BACKFILL/SURFACE RESTORATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
4. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL AND SOD OR SEED. THESE AREAS SHALL BE WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED. SEE LANDSCAPE PLAN FOR PLANTING AND TURF ESTABLISHMENT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
6. ALL SLOPES SHALL BE GRADED TO 3:1 OR FLATTER, UNLESS OTHERWISE INDICATED ON THIS SHEET.
7. CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING AND PROVIDE A SMOOTH FINISHED SURFACE WITH UNIFORM SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN OR BETWEEN SUCH POINTS AND EXISTING GRADES.
8. SPOT ELEVATIONS SHOWN INDICATE FINISHED PAVEMENT ELEVATIONS @ GUTTER FLOW LINE UNLESS OTHERWISE NOTED. PROPOSED CONTOURS ARE TO FINISHED SURFACE GRADE.
9. SEE SOILS REPORT FOR PAVEMENT THICKNESSES AND HOLD DOWNS.
10. CONTRACTOR SHALL DISPOSE OF ANY EXCESS SOIL MATERIAL THAT EXISTS AFTER THE SITE GRADING AND UTILITY CONSTRUCTION IS COMPLETED. THE CONTRACTOR SHALL DISPOSE OF ALL EXCESS SOIL MATERIAL IN A MANNER ACCEPTABLE TO THE OWNER AND THE REGULATING AGENCIES.
11. CONTRACTOR SHALL PROVIDED A STRUCTURAL RETAINING WALL DESIGN CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER.
12. ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE AND FEDERAL RULES INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
13. PRIOR TO PLACEMENT OF ANY STRUCTURE OR PAVEMENT, A PROOF ROLL, AT MINIMUM, WILL BE REQUIRED ON THE SUBGRADE. PROOF ROLLING SHALL BE ACCOMPLISHED BY MAKING MINIMUM OF 3 COMPLETE PASSES WITH FULLY-LOADED TANDEM-AXLE DUMP TRUCK, OR APPROVED EQUAL IN EACH OF 3 PERPENDICULAR DIRECTIONS WHILE UNDER SUPERVISION AND DIRECTION OF THE INDEPENDENT TESTING LABORATORY. AREAS OF FAILURE SHALL BE EXCAVATED AND RECOMPACTED AS SPECIFIED HEREIN.
14. EMBANKMENT MATERIAL PLACED BENEATH BUILDINGS AND STREET OR PARKING AREAS SHALL BE COMPACTED IN ACCORDANCE WITH THE SPECIFIED DENSITY METHOD AS OUTLINED IN MNDOT 2105.3F1 AND THE REQUIREMENTS OF THE GEOTECHNICAL ENGINEER.
15. EMBANKMENT MATERIAL NOT PLACED IN THE BUILDING PAD, STREETS OR PARKING AREA, SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE ORDINARY COMPACTION METHOD AS OUTLINED IN MNDOT 2105.3F2.
16. ALL SOILS AND MATERIALS TESTING SHALL BE COMPLETED BY AN INDEPENDENT GEOTECHNICAL ENGINEER. EXCAVATION FOR THE PURPOSE OF REMOVING UNSUITABLE OR UNSUITABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE GEOTECHNICAL ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOILS TESTS AND INSPECTIONS WITH THE GEOTECHNICAL ENGINEER.

Erosion Control Notes

1. SILT FENCE WILL BE INSTALLED AROUND SITE IN ALL FILL AREAS AND LOCATIONS WHERE STORM WATER RUNOFF MAY LEAVE THE SITE, PRIOR TO ANY EXCAVATION/CONSTRUCTION ACTIVITIES.
2. ROCK CONSTRUCTION ENTRANCE WILL BE INSTALLED AT ALL CONSTRUCTION ENTRANCES.
3. SILTATION AND EROSION CONTROL: THE CONTRACTOR SHALL ASSUME COMPLETE RESPONSIBILITY FOR CONTROLLING ALL SILTATION AND EROSION OF THE PROJECT AREA. THE CONTRACTOR SHALL USE WHATEVER MEANS NECESSARY TO CONTROL THE EROSION AND SILTATION INCLUDING BUT NOT LIMITED CATCH BASIN INSERTS, ROCK CONSTRUCTION ENTRANCES, EROSION CONTROL BLANKET, AND SILT FENCE. CONTROL SHALL COMMENCE WITH GRADING AND CONTINUE THROUGHOUT THE PROJECT UNTIL ACCEPTANCE OF THE WORK BY THE OWNER. THE CONTRACTOR'S RESPONSIBILITY INCLUDES ALL IMPLEMENTATION AS REQUIRED TO PREVENT EROSION AND THE DEPOSITION OF SILT. THE OWNER MAY DIRECT THE CONTRACTOR'S METHODS AS SEEMED FIT TO PROTECT PROPERTY AND IMPROVEMENTS. ANY DEPOSITION OF SILT OR MUD ON NEW OR EXISTING PAVEMENT OR IN EXISTING STORM SEWERS OR SWALES SHALL BE REMOVED AFTER EACH RAIN AFFECTED AREAS SHALL BE CLEANED TO THE SATISFACTION OF THE OWNER, ALL AT THE EXPENSE OF THE CONTRACTOR. ALL TEMPORARY EROSION CONTROL SHALL BE REMOVED BY THE CONTRACTOR AFTER THE TURF IS ESTABLISHED.
4. CONTRACTOR SHALL INSTALL TEMPORARY INLET PROTECTION (WIMCO OR EQUIVALENT) AROUND ALL CATCH BASIN GRATE INLETS, AFFECTED BY THIS CONSTRUCTION.
5. ALL DISTURBED AREAS SHALL HAVE TEMPORARY PROTECTION OR PERMANENT COVER OVER EXPOSED SOIL AREAS IF NOT BEING ACTIVELY GRADED WITHIN SEVEN (7) DAYS.
6. FOR AREAS WITH SLOPE OF 3:1 OR GREATER, RESTORATION WITH BIO OR WOOD FIBER BLANKET IS REQUIRED.
7. PUBLIC STREETS USED FOR HAULING SHALL BE KEPT FREE OF SOIL AND DEBRIS. STREET SWEEPING SHALL BE COMPLETED DAILY.

Grading Legend

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
960	960	INDEX CONTOUR
962	962	INTERVAL CONTOUR
		CURB AND GUTTER
		POND NORMAL WATER LEVEL
		SILT FENCE
		STORM SEWER
		RETAINING WALL
		DRAIN TILE
		GRADING LIMITS
		ROCK CONSTRUCTION ENTRANCE
		EROSION CONTROL BLANKET
		TURF REINFORCEMENT MAT
977.50	975.40	SPOT ELEVATION
		FLOW DIRECTION
	E.O.F. 93.00	EMERGENCY OVERFLOW
		INLET PROTECTION

0' 30' 60' 90'

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Boarman Kroos Vogel Group Inc.

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Minneapolis, MN 55401
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www.bkvgroup.com
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CONSULTANTS

Westwood

PROJECT TITLE
S. MINNEAPOLIS REGIONAL SERVICE CENTER

KEY PLAN

ISSUE #	DATE	DESCRIPTION
1	12/23/2014	FOR SUBMITTAL
2	1/12/2015	FOR SUBMITTAL

CERTIFICATION
I hereby certify that this plan 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.

Chris D. Hass

DATE	1/12/15
DRAWN BY	CDH
CHECKED BY	CDH
CHARGEBACK NUMBER	1700.02

SHEET TITLE
Phase 1 Grading, Drainage, & Erosion Control Plan

SHEET NUMBER
C4

WPS # 0003983.00

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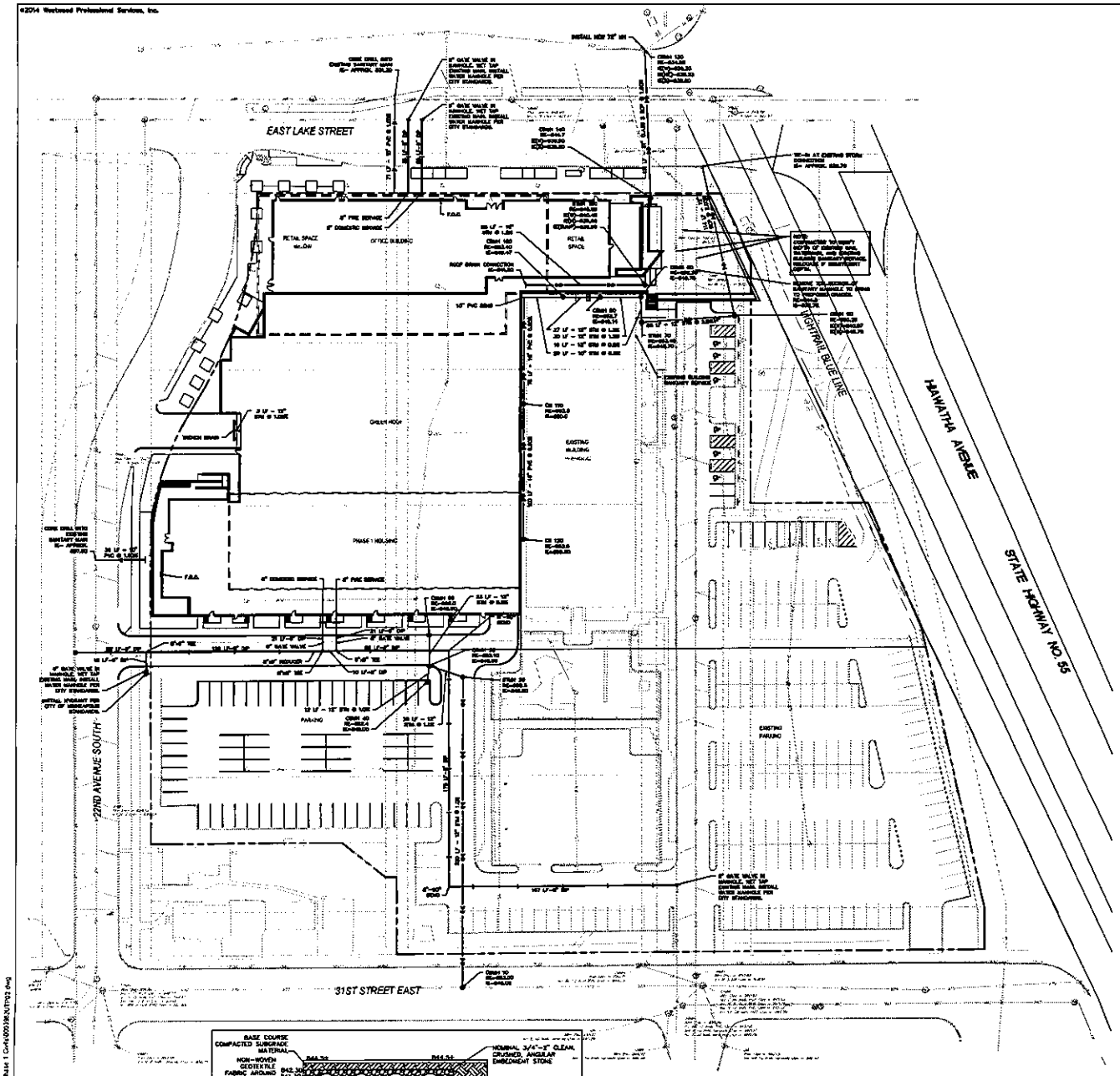

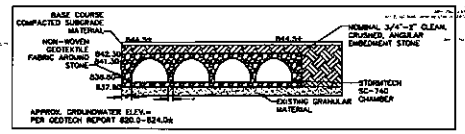

X-Section: Underground Chamber System

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General Utility Notes

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SANITARY SEWER, STORM SEWER AND WATER MAIN INSTALLATIONS SHALL BE PER MINNESOTA PLUMBING CODE AND IN ACCORDANCE WITH 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.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN THE NECESSARY FEDERAL, STATE AND LOCAL PERMITS FOR THE PROPOSED WORK OR VERIFY WITH THE OWNER OR ENGINEER THAT PERMITS HAVE BEEN OBTAINED. PERMIT FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE ARRANGED WITH THE OWNER.
4. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF COURTYARD, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY CONNECTION LOCATIONS.
5. ALL PRIVATE UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE APPROPRIATE UTILITY COMPANY. THE CONTRACTOR SHALL COORDINATE THE SERVICE LINE CONSTRUCTION WITH THE UTILITY COMPANIES.
6. CONTRACTOR SHALL OBTAIN ALL NECESSARY CITY PERMITS FOR UTILITY CONNECTIONS, AND UTILITIES SHALL BE INSPECTED AND APPROVED BY THE CITY. THE CITY SHALL BE NOTIFIED 48-HOURS PRIOR TO COMMENCING WITH THE UTILITY CONSTRUCTION OR ANY REQUIRED TESTING. CONTRACTOR SHALL NOT OPERATE, INTERFERE WITH, CONNECT ANY PIPE OR HOSE TO, OR TAP ANY WATER MAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. WATER MAIN LENGTHS AS SHOWN ARE APPROXIMATE HORIZONTAL LENGTHS. ALLOW FOR ADDITIONAL PIPE WHICH INSTALLING ON SLOPES OR WHEN DEFLECTIONS ARE REQUIRED. THE JOINT DEFLECTIONS SHALL NOT EXCEED THE MAXIMUM RECOMMENDED BY THE PIPE MANUFACTURER OR BY LOCAL DOMESTIC SPECIFICATIONS. FITTINGS REQUIRED TO CONSTRUCT WATER MAIN SHALL BE INCLUDED IN WATER MAIN CONSTRUCTION.
8. PROVIDE WATER MAIN THRUST RESTRAINTS PER CITY STANDARD REQUIREMENTS.
9. A MINIMUM VERTICAL SEPARATION OF 18 INCHES IS REQUIRED AT ALL WATER MAIN CROSSINGS WITH SANITARY SEWER OR STORM SEWER.
10. UTILITY SERVICES TYPICALLY TERMINATE 5' OUTSIDE BUILDING WALL UNLESS OTHERWISE SHOWN OR NOTED.
11. ALL MATERIALS SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY.
12. ALL WATER LINES SHALL BE DUCTILE IRON WRAPPED IN POLYETHYLENE, CLASS 52 WITH 7.5' MINIMUM COVER. PROVIDE MINIMUM SEPARATION 18" FROM SANITARY SEWER & STORM SEWER. INSULATE WATER MAIN IF LESS THAN 7.5' OF COVER.
13. INSULATION SHALL BE DOW STYROFOAM HI BRAND 35 OR EQUIVALENT, WITH 4 INCHES OF THICKNESS.
14. SANITARY SEWER PIPE OUTSIDE THE BUILDING ENVELOPE SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 OR 26. SDR 26 IS REQUIRED FOR DEPTHS GREATER THAN 15 FEET. SANITARY SEWER PVC WITHIN 5 FEET OF BUILDING AND UNDER FOOTINGS, PIPE SHALL BE PVC SCHEDULE 40.
15. STORM SEWER PIPE SHALL BE REINFORCED CONCRETE PIPE (CLASS 5 FOR PIPE DIAMETERS 18" AND SMALLER, CLASS 3 FOR PIPE DIAMETERS 24" AND LARGER UNLESS OTHERWISE NOTED) WITH R-4 GASKETS, OR HDPE STORM SEWER PIPE IF ALLOWED BY THE CITY. HDPE STORM PIPE SHALL MEET REQUIREMENTS OF ASTM F2648. PIPE SHALL BE WATER TIGHT ACCORDING TO ASTM D3212 REQUIREMENTS. SEE PLAN FOR LOCATIONS WHERE RCP IS REQUIRED. PVC STORM SEWER PIPE SHALL BE SCHEDULE 40 PIPE. FLARED END SECTIONS SHALL BE RCP WITH TRASH GUARDS & RIP-RAP.
16. POST INDICATOR VALVES SHALL BE CLOW F-2750 (OR EQUIVALENT) MEETING AWWA STANDARD C500 AND CITY STANDARDS. VALVE TO BE MECHANICAL JOINT RESILIENT WEDGE GATE VALVE. POST TO BE ADJUSTABLE FOR 8 FEET WATER MAIN DEPTH. THE ELECTRICAL ALARM SWITCH SHALL BE PART NO. POV50 (OR EQUIVALENT).
17. AFTER CONSTRUCTION IS COMPLETED, THE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN AS-BUILT RECORD OF UTILITY CONSTRUCTION. THE AS-BUILT SHALL INCLUDE LOCATION AND LENGTH DEVIATIONS OR CHANGES TO THE PLAN. CONTRACTOR TO VERIFY WITH OWNER OR ENGINEER WHETHER A PLAN WITH POST-CONSTRUCTION ELEVATIONS IS REQUIRED.

Utility Legend

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		EASEMENT LINE
		CURB AND GUTTER
		SANITARY SEWER
		SANITARY SEWER FORCE MAIN
		STORM SEWER
		WATER MAIN
		HYDRANT
		GAS
		UNDERGROUND ELECTRIC
		OVERHEAD ELECTRIC
		UNDERGROUND TELEPHONE
		OVERHEAD TELEPHONE
		TELEPHONE FIBER OPTIC
		CABLE TELEVISION
		DRAIN TILE
		GATE VALVE
		FLARED END SECTION (WITH RIPRAP)
		LIGHT POLE
		VERTICAL UTILITY SEPARATION
		CLEANOUT
		CURB STOP
		FIRE DEPARTMENT CONNECTION

0' 30' 60' 90'

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PROJECT TITLE

S. MINNEAPOLIS REGIONAL SERVICE CENTER

KEY PLAN

ISSUE #	DATE	DESCRIPTION
1	12/03/2014	90 SUBMITTAL
2	5/17/2015	PER SUBMITTAL

CERTIFICATION

I hereby certify that this plan 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.

Chris D. Hess

26751 [illegible]

DESIGN	[illegible]
DRAWN BY	[illegible]
CHECKED BY	[illegible]
CONTRACT NO.	[illegible]

SHEET TITLE

Phase 1 Utility Plan

SHEET NUMBER

C5

WPS # 0003982.00

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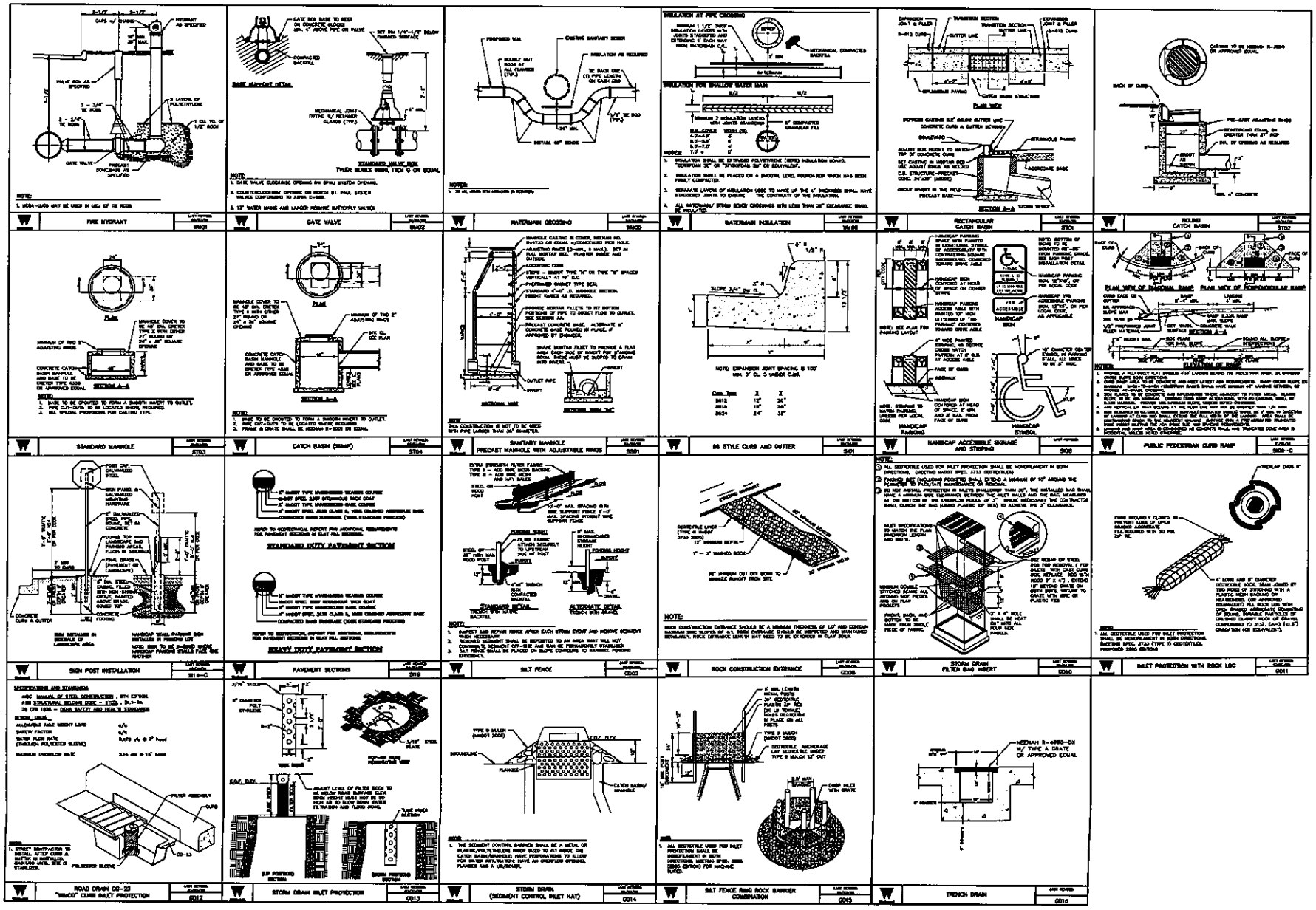

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PROJECT TITLE

S. MINNEAPOLIS REGIONAL SERVICE CENTER

KEY PLAN

ISSUE #	DATE	DESCRIPTION
1	12/03/2014	REVISIONS/FINAL
2	01/12/2015	ADDENDUM/FINAL

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Glen D. Hass

SHEET TITLE

Details

SHEET NUMBER

C6

WPS # 0003983.00

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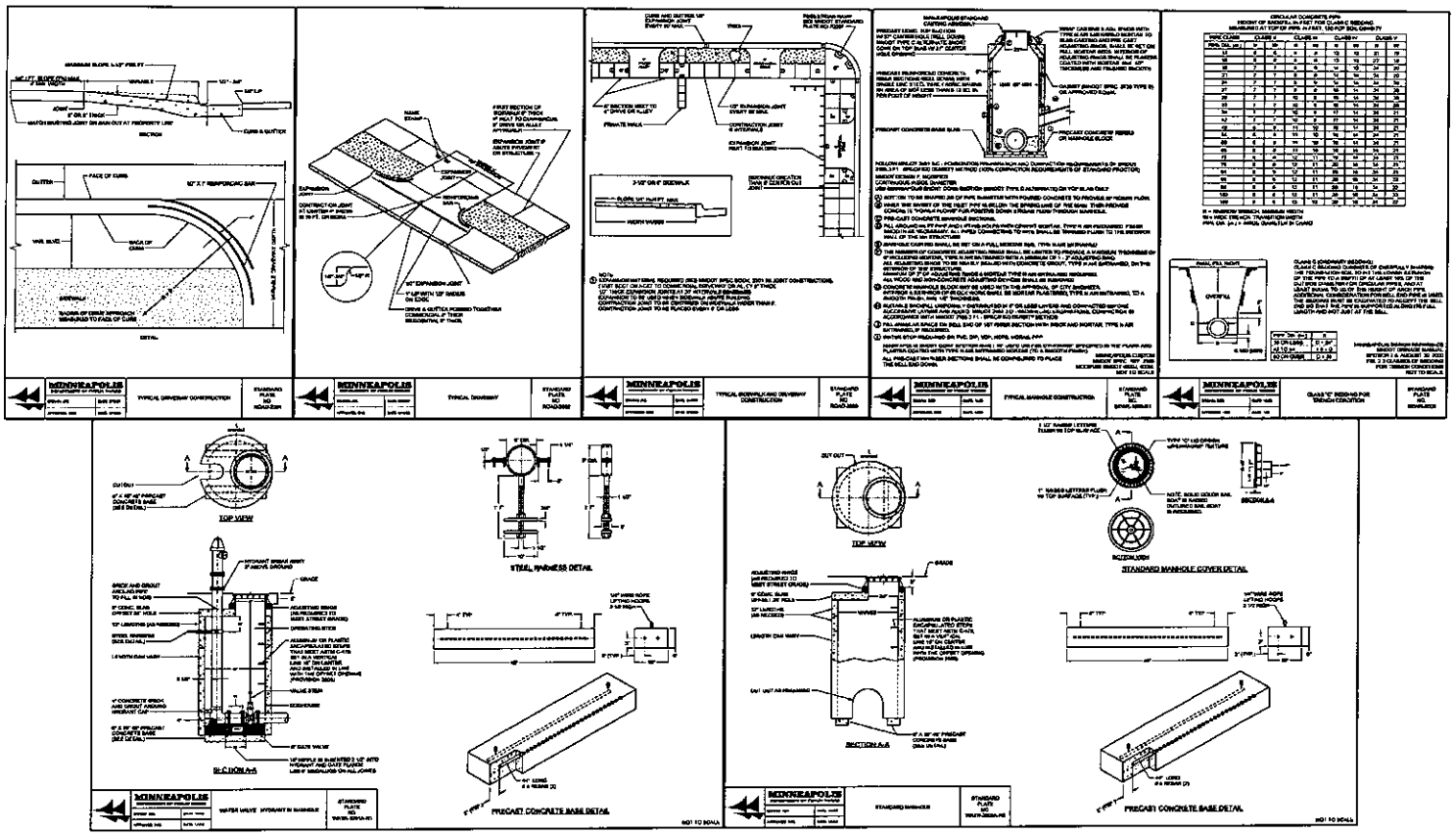

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PROJECT TITLE

S. MINNEAPOLIS REGIONAL SERVICE CENTER

KEY PLAN

ISSUE #	DATE	DESCRIPTION
1	1-28-2014	PD-50 SUBMITTAL
2	1-12-2015	PDR SUBMITTAL

CERTIFICATION

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Chris D. Haas

26751 12/30/15

DESIGN	[illegible]
DRAWN BY	CPT
CHECKED BY	CDH
COORDINATOR REVIEW	TREEZ

SHEET TITLE

Details

SHEET NUMBER

C7

WPS # 0003982.00

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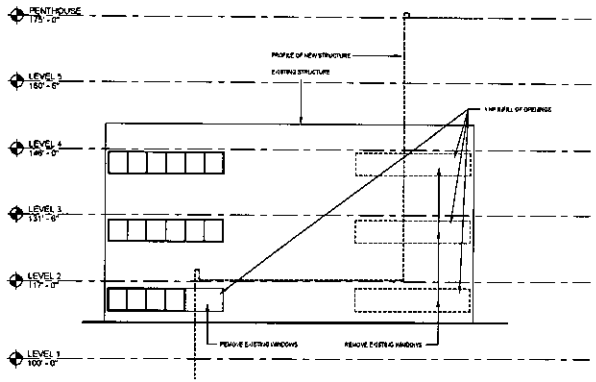
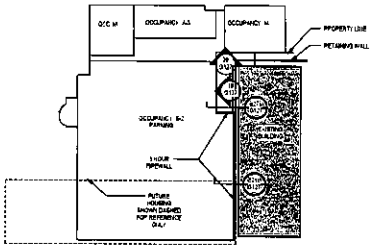
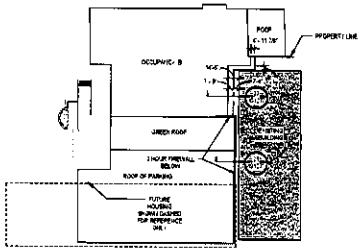


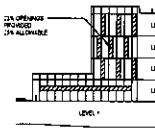
DEMO EXISTING NORTH ELEVATION



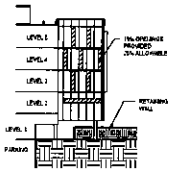
LEVEL 1



CITY CODE PLAN - LEVEL 2



CODE ELEVATION FOR CITY



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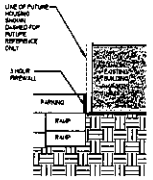

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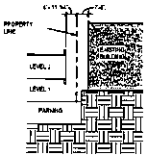

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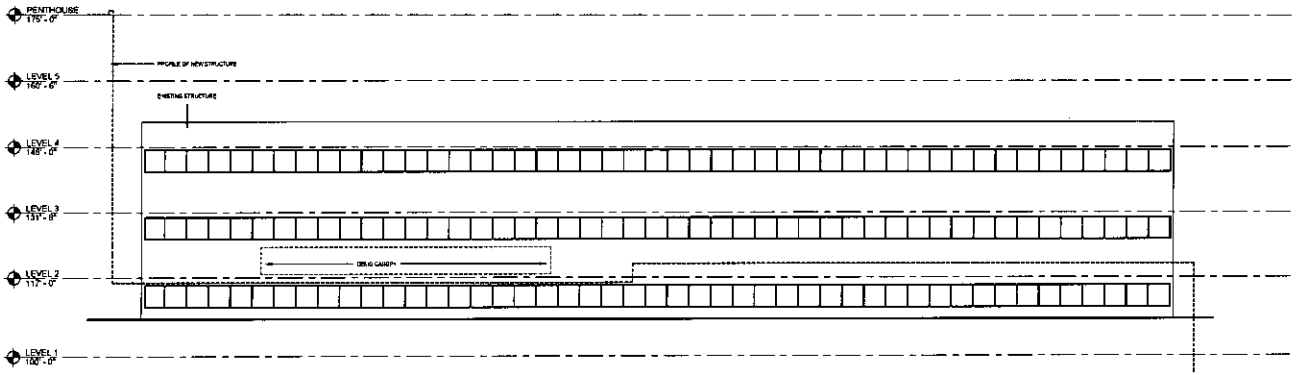

DEMO EXISTING WEST FACADE

OCCUPANCY CLASSIFICATION LEGEND	
	A-2
	A-3
	B-1
	M
	R
	S
	S-2

CODE LEGEND

- 30 MIN RATED WALL
- 1 HR RATED WALL
- 2 HR RATED WALL
- 3 HR RATED WALL
- 30 MIN FIRE PROTECTION
- 20 MIN DOORS
- 45 MIN WINDOWS
- AREA OF REFUGE (AR)
- RE — FIRE & SMOKE RATED SEE FLOOR PLANS FOR FIRE & SMOKE RATED TYPES AND LOCATIONS
- EXIT TRAVEL DISTANCE
- NUMBER OF OCCUPANTS EXITING
- OCCUPANT LOAD
- LIFE SAFETY / AREA TAG
  - 101 — INDICATES ROOM NAME
  - INDICATES ROOM NUMBER
  - 100 SF — INDICATES ROOM SQUARE FOOTAGE
  - 0.2 OCC/SF — INDICATES ROOM SQUARE FOOTAGE PER OCCUPANT
  - 10 OCC — INDICATES ROOM OCCUPANCY
- LIFE SAFETY / DOOR TAG
  - 36" — INDICATES PROVIDED WIDTH
  - DOOR NET CLEAR WIDTH
  - 36" PROVIDED / 32" REQUIRED — INDICATES PROVIDED EXIT CAPACITY / INDICATES REQUIRED EXIT CAPACITY
  - INDICATES REQUIRED WIDTH PER OCCUPANT

GENERAL NOTES:
1. EXIT ACCESS TRAVEL DISTANCE PER IBC 1016.1 IS 300 FEET + 75 @ 400 FEET AT S.C.
2. MAXIMUM TRAVEL DISTANCE TO FIRE EXTINGUISHER PER IFC 906.3 IS 75 FEET.
3. SEE SPECIFICATION SECTION 01 [illegible] A COMPLETE CODE SUMMARY.

BUILDING GENERAL INFORMATION	OCCUPANCY LOAD
ADDRESS: LAKE & HIAWATHA, MINNEAPOLIS MN	
PARCEL:	
YEAR BUILT: NEW CONSTRUCTION	
NO. STORIES: 5	
BUILDING HEIGHT: 61'-0" TO TOP OF HOUSING, 60'-0" TO TOP OF OFFICE	
CONSTRUCTION TYPE: IIB / IIA	
FIRE SUPPRESSION: YES AUTOMATIC FIRE SPRINKLER AND ALARM SYSTEM	
GROSS BUILDING AREA: 363,843 SF - TOTAL LEVELS 1-5	
TENANT AREA:	
TENANT NFA:	
OCCUPANT LOAD FACTORS (FOR REFERENCE)	
GROUP A = 15 SF/OCC	
GROUP B = 100 SF/OCC	
GROUP M = 30 SF/OCC	
GROUP S = 200 SF/OCC	
PROJECT OCCUPANT LOADS - SEE TABLES BELOW	
NOTE: ACCESSORY USE AREAS. ACCESSORY USE AREA SHALL NOT BE REQUIRED TO BE SEPARATED BY A FIRE BARRIER IF THE USE AREA OCCUPIES AN AREA NOT MORE THAN 10% OF THE AREA OF THE STORY, BUT MUST BE LOCATED AND DOES NOT EXCEED THE TABULAR VALUES IN TABLE 508 FOR THE ALLOWABLE HEIGHT OR AREA FOR SUCH USE.	

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PROJECT TITLE
S. MINNEAPOLIS REGIONAL SERVICE CENTER

KEY PLAN

ISSUE #	DATE	DESCRIPTION
	03/30/2015	50% SUBMITTAL
	05/05/2015	99% DD SUBMITTAL

NOT FOR CONSTRUCTION

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

License Number	Date
DATE	05/06/2015
DRAWN BY	Subedhi
CHECKED BY	JBM
CONSTRUCTION NUMBER	15-141

SHEET TITLE
CODE PLAN - ELEVATIONS & DIAGRAMS

SHEET NUMBER
G127

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5/30/2015 3:34:32 PM

MINNEAPOLIS
PUBLIC SCHOOLS
Urban Education. Global Citizens.

Office of the District General Counsel
1250 West Broadway Avenue
Minneapolis, Minnesota 55411
Phone: 612.668.0480
Fax: 612.668.0485

City of Minneapolis
Community Planning and Economic Development Department
250 South 4th Street, Room #300
Minneapolis, MN 55415

To whom it may concern:

Special School District No. 1, Minneapolis Public Schools (MPS) is a special school district created and existing under the laws of the State of Minnesota is the owner of property located at 2225 Lake Street East, Minneapolis, MN 55407. On behalf of MPS, I am writing to authorize the submittal of the Planned Unit Development application by Hennepin County and its agents for the property.

We authorize Hennepin County and its agents to submit the PUD and land use applications. They can be contacted to assist in any questions about the application.

Sincerely,

Amy Moore
Deputy General Council

cc: J. Michael Noonan

Gretchen Camp

From: Gretchen Camp
Sent: Tuesday, March 10, 2015 11:50 AM
To: 'Alondra.Cano@minneapolismn.gov'; 'aisha.gomez@minneapolismn.gov'
Cc: 'Farrar, Rebecca D.'; 'J. Michael Noonan'; Jack Boarman; mnordland@launchproperties.com
Subject: L&H Station - PUD Submittal

Dear Council Member Cano,
We are taking this opportunity to formally notify you that on March 11th the L&H development team will submit PUD and land use applications for approval of the following:

- Planned Unit Development (PUD)
- Travel Demand Management Plan
- Site Plan Review
- Preliminary Plat

We greatly appreciate the many hours of commitment that you and members of the Corcoran community have spent in review and consultation of the L&H Station master plan, ultimately resulting in the resolution passed by the Corcoran Neighborhood Organization and shared with Commissioner McLaughlin (below). The resolution will be included in our PUD submittal documents.

As you know, Becca Farrar is the CPED planner reviewing our applications. Should you have any questions, please contact Becca or any member of the L&H team.

Best regards,
Gretchen

Gretchen Camp, AIA, LEED AP | Partner | BKV Group | Ph: 612.373.9122

From: LisaBeth Barajas [mailto:lisabeth_barajas@yahoo.com]
Sent: Monday, March 02, 2015 3:40 PM
To: Peter McLaughlin; J. Michael Noonan
Cc: Alondra Cano; David Frank; Rebecca D. Farrar; Paul R. Mogush; michael.goar@mpls.k12.mn.us; robert.doty@mpls.k12.mn.us; mark.bollinger@mpls.k12.mn.us; siad.ali@mpls.k12.mn.us; adam.duininck@metc.state.mn.us; cno-board@corcoranneighborhood.org; eric@corcoranneighborhood.org
Subject: Corcoran Board Action on 2225 E Lake Street Development Proposal

Good afternoon, Commission McLaughlin and Mr. Noonan,

After thorough review an deliberation, at our meeting on February 12, 2015, the Corcoran Neighborhood Organization Board of Directors passed a resolution of support for the Phase I proposal and master plan concept for 2225 East Lake Street. Please find a copy of our detailed resolution online: http://corcoranneighborhood.org/2225/resolution.

As you are aware, CNO has solicited and gathered feedback from significant number of neighborhood residents and interested stakoholders on the development proposal. These comments were considered as part of the Board's action on the site. Now that we have them fully compiled and analyzed, we are pleased to present our complete analysis, which you can find on our website at the link below:

corcoranneighborhood.org/2225/commentSummary

Gretchen Camp

From: Gretchen Camp
Sent: Tuesday, March 10, 2015 11:35 AM
To: Eric Gustafson; phillip.koski@gmail.com; 'lisabeth_barajas@yahoo.com'
Cc: 'J. Michael Noonan'; 'Farrar, Rebecca D.'; Jack Boarman; mnordland@launchproperties.com
Subject: L&H Station - PUD Submittal

LisaBeth, Eric and Phil,
We are taking this opportunity to formally notify CNO that on March 11th the L&H development team will submit PUD and land use applications for approval of the following:

- Planned Unit Development
- Travel Demand Management Plan
- Site Plan Review
- Preliminary Plat

Again, we want to thank you for the countless hours that the CNO Board has put into the review and support of the L&H Station master plan. We greatly appreciate the resolution you have passed and shared with Commissioner McLaughlin – it will be included in our submittal documents. As you probably know, Becca Farrar is our CPED planner, and she can be contacted if you have any questions about the PUD approval process. She is copied on this email.

Best regards,
Gretchen

Gretchen Camp, AIA, LEED AP | Partner | BKV Group | Ph: 612.373.9122

From: LisaBeth Barajas [mailto:lisabeth_barajas@yahoo.com]
Sent: Monday, March 02, 2015 3:40 PM
To: Peter McLaughlin; J. Michael Noonan
Cc: Alondra Cano; David Frank; Rebecca D. Farrar; Paul R. Mogush; michael.goar@mpls.k12.mn.us; robert.doty@mpls.k12.mn.us; mark.bollinger@mpls.k12.mn.us; siad.ali@mpls.k12.mn.us; adam.duininck@metc.state.mn.us; cno-board@corcoranneighborhood.org; eric@corcoranneighborhood.org
Subject: Corcoran Board Action on 2225 E Lake Street Development Proposal

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As you are aware, CNO has solicited and gathered feedback from significant number of neighborhood residents and interested stakoholders on the development proposal. These comments were considered as part of the Board's action on the site. Now that we have them fully compiled and analyzed, we are pleased to present our complete analysis, which you can find on our website at the link below:

corcoranneighborhood.org/2225/commentSummary

Gretchen Camp

From: Gretchen Camp
Sent: Saturday, March 28, 2015 6:59 PM
To: 'cpass@runbox.com'
Subject: L&H Station Planned Unit Development
Attachments: CNO-Resolution-Feb-2015.pdf; L&H Master Plan_031115.pdf

Hello Carol,
We would like to notify you that the L&H Station development team has submitted PUD and land use applications for approval of the following:

- Planned Unit Development (PUD)
- Travel Demand Management Plan
- Site Plan Review
- Preliminary Plat

See attached master plan of the proposed development. Hennepin County and BKV Group have been working with the Corcoran Neighborhood Organization for over a year to shape a redevelopment that includes a mix of uses and a permanent home for the Midtown Farmers' Market. CNO has passed the attached resolution and shared that with Commissioner McLaughlin.

We look forward to breaking ground on Phase One in 2015 and starting to transform this prominent intersection along Lake Street!

Best regards,
Gretchen

Gretchen Camp, AIA, LEED AP | Partner | **BKV Group** | Ph: 612.373.9122
222 North 2nd Street, Minneapolis, MN 55401 | Chicago, IL | Washington, DC
Architecture, Interior Design, Landscape Architecture, Engineering | www.bkvgroup.com

Gretchen Camp

From: Gretchen Camp
Sent: Saturday, March 28, 2015 7:03 PM
To: 'melanie@longfellow.org'
Subject: L&H Station Planned Unit Development
Attachments: CNO-Resolution-Feb-2015.pdf; L&H Master Plan_031115.pdf

Hello Melanie,
We would like to notify the Longfellow Community Council that the L&H Station development team has submitted PUD and land use applications for approval of the following:

- Planned Unit Development (PUD)
- Travel Demand Management Plan
- Site Plan Review
- Preliminary Plat

See attached master plan of the proposed development. Hennepin County and BKV Group have been working with the Corcoran Neighborhood Organization for over a year to shape a redevelopment that includes a mix of uses and a permanent home for the Midtown Farmers' Market. CNO has passed the attached resolution and shared that with Commissioner McLaughlin.

We look forward to breaking ground on Phase One in 2015 and starting to transform this prominent intersection along Lake Street!

Best regards,
Gretchen

Gretchen Camp, AIA, LEED AP | Partner | **BKV Group** | Ph: 612.373.9122
222 North 2nd Street, Minneapolis, MN 55401 | Chicago, IL | Washington, DC
Architecture, Interior Design, Landscape Architecture, Engineering | www.bkvgroup.com

CORCORAN neighborhood

Strengthening and protecting the unique character of our neighborhood

Corcoran Neighborhood Organization (CNO) Board of Directors

February 12, 2015 Meeting

A RESOLUTION regarding the L&H Station development proposal for 2225 East Lake Street.

WHEREAS, since 2009, Corcoran Neighborhood Organization has engaged its resident members in crafting a master plan vision for the development of 2225 East Lake Street property; in drafting public realm, parking, and sustainability policies that reflect neighborhood values and priorities; and in ongoing design discussions with Hennepin County and the L&H Station development team.

WHEREAS, the Corcoran Neighborhood Organization articulated 14 key principles for the development of this site and communicated these principles with Hennepin County in a letter dated March 31, 2014.

WHEREAS, the Corcoran Neighborhood Organization provided to the Hennepin County development team the program requirements for the continuing operation of the Midtown Farmers Market.

WHEREAS, the Corcoran Neighborhood Organization appreciates the collaboration and engagement of the County and its development team during the process, along with the County's commitment to the public plaza and a permanent home for the Midtown Farmers Market.

WHEREAS, throughout 2014, CNO hosted regular and frequent meetings on the progress of Hennepin County's development vision, culminating with a well attended public informational meeting on February 5, 2015. Over 130 residents attended the meeting in addition to members of the development team, meeting facilitators, and elected officials, and their staff. Feedback was solicited during a pre-meeting open house, through written input attached to project drawings, and through comment forms distributed at the meeting and available through CNO's website. A summary of the received comments is available on the CNO website.

WHEREAS, the Corcoran Neighborhood Organization Board of Directors has evaluated the public feedback and has reviewed the project proposal against the general principles of the Corcoran Midtown Revival Plan.

THEREFORE BE IT RESOLVED that the Corcoran Neighborhood Organization Board of Directors finds that the master plan and Phase I plan proposal presented on February 5, 2015, is both consistent with general principles of the Corcoran Midtown Revival Plan, and supported by the community. Further, CNO recommends that the City of Minneapolis Planning Commission approve Hennepin County's application for a Planned Unit Development with the following conditions:

1. That the County and its development partners continue to actively engage CNO and leaders of the Midtown Farmers Market in design and programming of future phases of the project, including the future Market Plaza.
2. That the County work with the neighborhood to develop a construction management plan that minimizes disturbance and parking impacts to nearby neighborhood residents.
3. That the County commit to working with CNO and Midtown Farmers Market leaders on effective wayfinding strategies during the different phases of construction to mitigate impacts to Market operations and customer access.

3451 Cedar Ave South • Minneapolis, MN 55407 • ph (612) 724 7457 • fax (612) 721 7588
www.corcoranneighborhood.org

Community Comment and Engagement Summary

on proposed redevelopment of 2225 East Lake

January – February 2015

CORCORAN
Neighborhood Organization

Outreach Tools

Canvassing Flyer

Neighborhood Newspaper

Website

Social Media

GOAL 1: Inform residents about the development using facts from the submitted Environment Assessment Worksheet (EAW)

GOAL 2: *Equip residents to participate in public review process*

Canvassing & Comment Collection

197 properties door knocked

64 at-door conversations

- 26 multi-family homes
- 40 single-family homes

59 online submissions

118 total comment cards submitted

CNO Community Meeting on Feb. 5th

- Hosted at MPS Adult Education building, within development site
- **Over 130** people in attendance
- Reviewed Corcoran's small area plan
- Elected officials and City staff present
- Presentation by developer team Hennepin County, BKV and L&H Station group
- Public Q&A, and comment collection

Comment Form – 118 responses received

Comento comunitario acera de nueva urbanización

FECHA DE HOY: _____

Responda a las siguientes preguntas a marcando una casilla por cada:

1. Propuestas de nuevas infraestructuras y espacios públicos (edificios, plazas, estacionamientos, calles, etc.)
   ❑ *Excelente* ❑ *Bueno* ❑ *Pasable* ❑ *Malo* ❑ *Inseguro*
2. Propuestas de nuevas utilizaciones (servicios del Condado Hennepin, venta al menudeo y vivienda)
   ❑ *Excelente* ❑ *Bueno* ❑ *Pasable* ❑ *Malo* ❑ *Inseguro*
3. La urbanización así como un lugar a VIVIR.
   ❑ *Excelente* ❑ *Bueno* ❑ *Pasable* ❑ *Malo* ❑ *Inseguro*
4. La urbanización así como un lugar a IR A COMPRAS y OBTENER SERVICIOS.
   ❑ *Excelente* ❑ *Bueno* ❑ *Pasable* ❑ *Malo* ❑ *Inseguro*
5. La urbanización así como un lugar a CAMINAR, usar BICI, AUTOBÚS o TREN.
   ❑ *Excelente* ❑ *Bueno* ❑ *Pasable* ❑ *Malo* ❑ *Inseguro*
6. La urbanización en conjunto así como agregando valor a mi vecindario.
   ❑ *Excelente* ❑ *Bueno* ❑ *Pasable* ❑ *Malo* ❑ *Inseguro*
7. Yo recomiendo que la Junta de CNO tomar la siguiente posición sobre la urbanización presente.
   ❑ *Apoyarse*
   ❑ *Apoyarse, pero solament si* _____
   ❑ *Oponerse*
   ❑ *Inseguro de uno posición*
8. Yo apoyo que esta propiedad está reconstruyendo y urbanizando.
   ❑ *Si* ❑ *No* ❑ *Inseguro*
9. Por favor, comparta sus comentarios adicionales a relacionados con la urbanización o el proceso de urbanización.

Más preguntas en la parte de atrás →

Community comment on new development

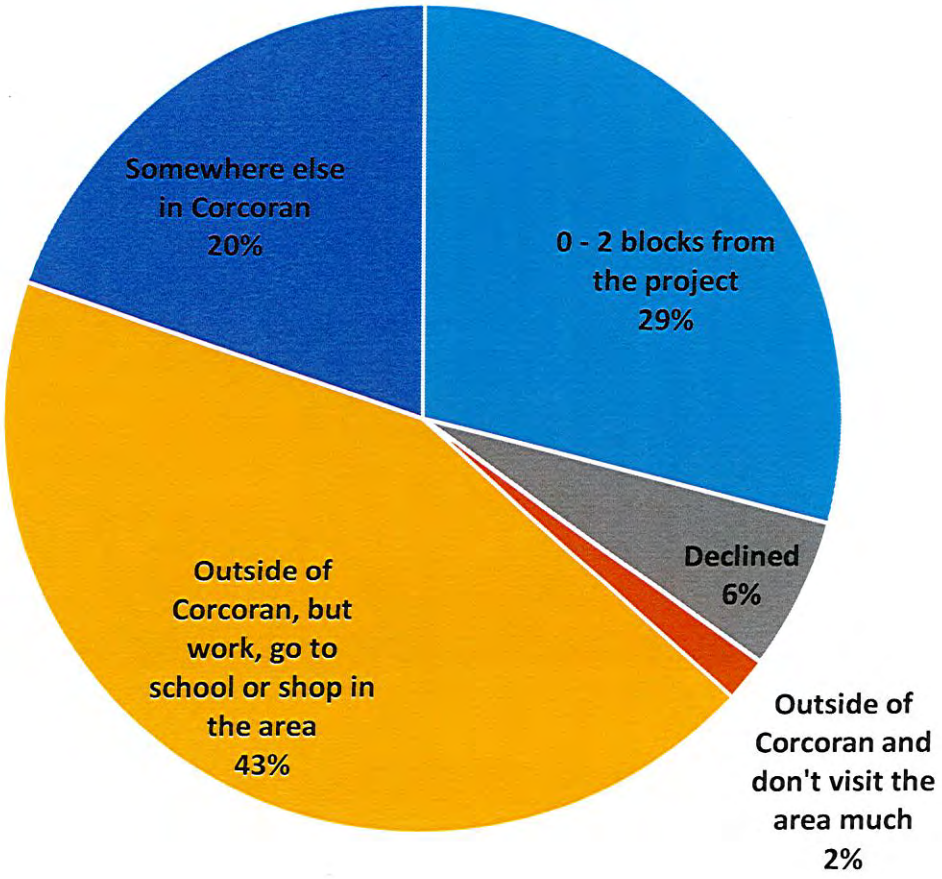
TODAY'S DATE: _____

Response to the following questions by checking one box for each:

1. Proposed new infrastructure and public spaces (buildings, plaza, parking, streets, etc.)
   ❑ *Excellent* ❑ *Good* ❑ *Fair* ❑ *Poor* ❑ *Unsure*
2. Proposed new uses (County services, retail & housing)
   ❑ *Excellent* ❑ *Good* ❑ *Fair* ❑ *Poor* ❑ *Unsure*
3. The development as a place to LIVE.
   ❑ *Excellent* ❑ *Good* ❑ *Fair* ❑ *Poor* ❑ *Unsure*
4. The development as a place to SHOP or obtain SERVICES.
   ❑ *Excellent* ❑ *Good* ❑ *Fair* ❑ *Poor* ❑ *Unsure*
5. The development as a place to WALK, BIKE or take the BUS/TRAIN.
   ❑ *Excellent* ❑ *Good* ❑ *Fair* ❑ *Poor* ❑ *Unsure*
6. The overall development as adding value to my neighborhood.
   ❑ *Excellent* ❑ *Good* ❑ *Fair* ❑ *Poor* ❑ *Unsure*
7. I recommend the CNO Board take the following position on the current development.
   ❑ *Support*
   ❑ *Support, but only if* _____
   ❑ *Oppose*
   ❑ *Unsure*
8. I support this property being redeveloped.
   ❑ *Yes* ❑ *No* ❑ *Unsure*
9. Please share additional comments related to the development or development process.

More questions on backside →

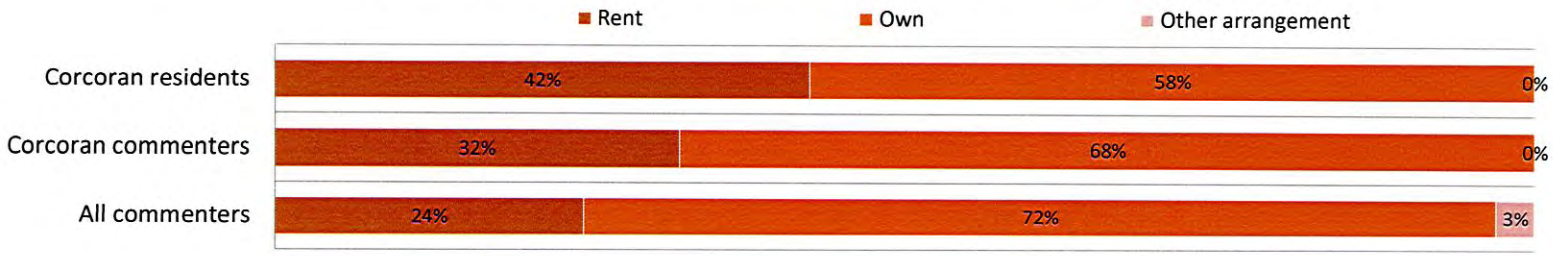
Home Location of Commenters



Demography of Commenters

Tenure

(84% answered)

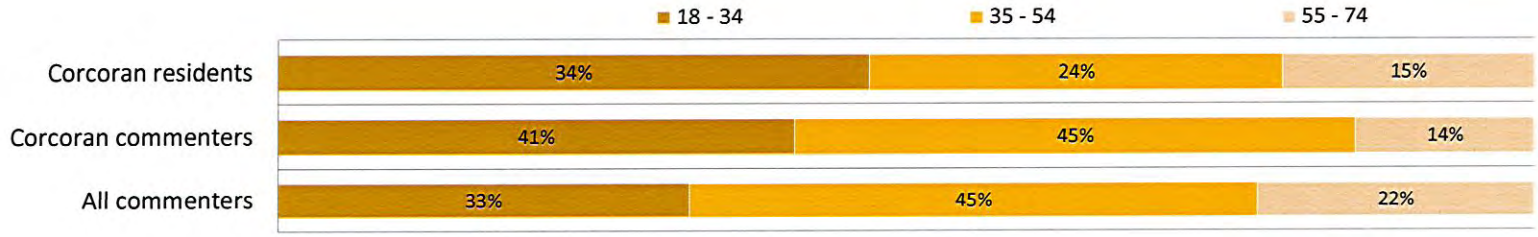


Household Income

(69% answered)

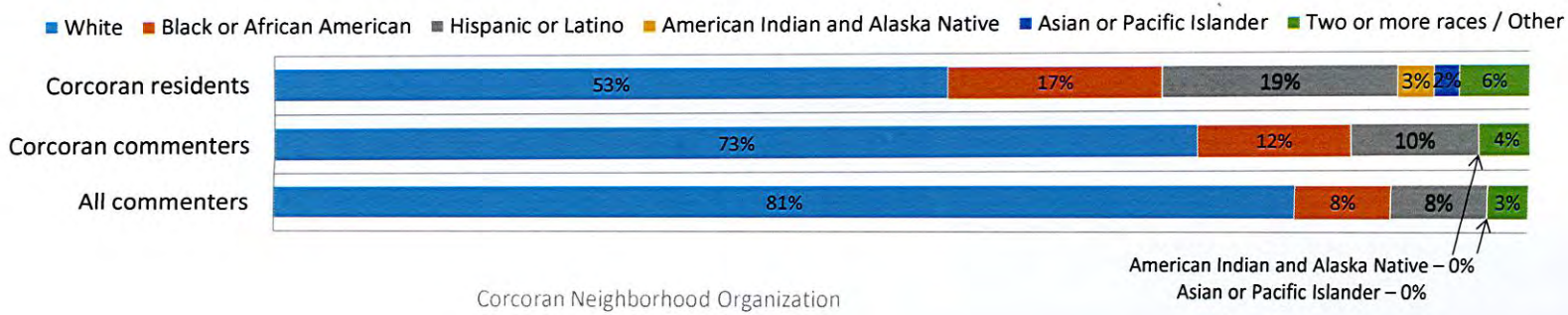
Age

(89% answered)



Race/ Ethnicity

(78% answered)



Responses – 118 received

Comento comunitario acera de nueva urbanización

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   ☐ *Excelente* ☐ *Bueno* ☐ *Pasable* ☐ *Malo* ☐ *Inseguro*
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3. La urbanización así como un lugar a VIVIR.
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Más preguntas en la parte de atrás →

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   ☐ *Excellent* ☐ *Good* ☐ *Fair* ☐ *Poor* ☐ *Unsure*
2. Proposed new uses (County services, retail & housing)
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3. The development as a place to LIVE.
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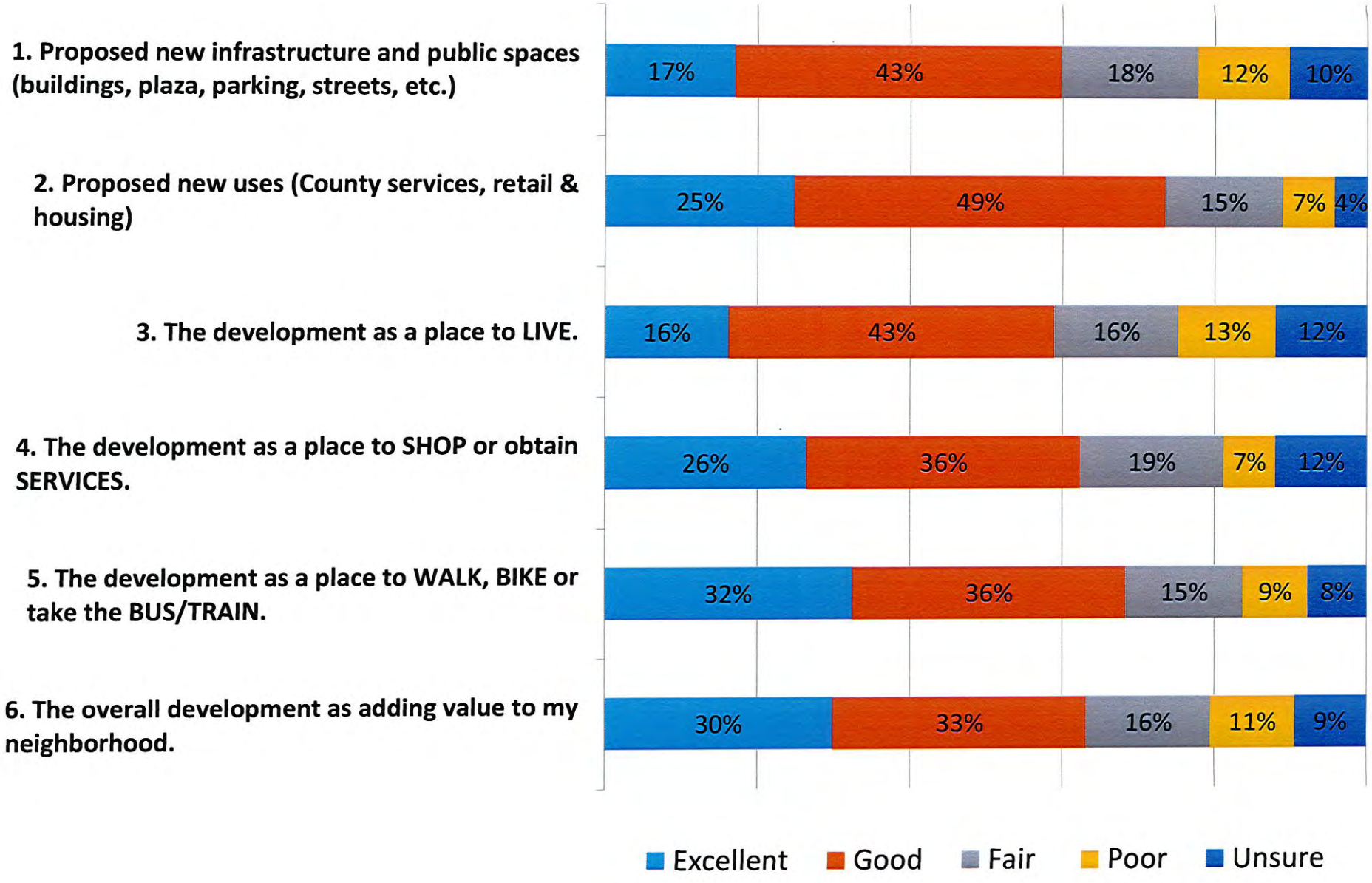
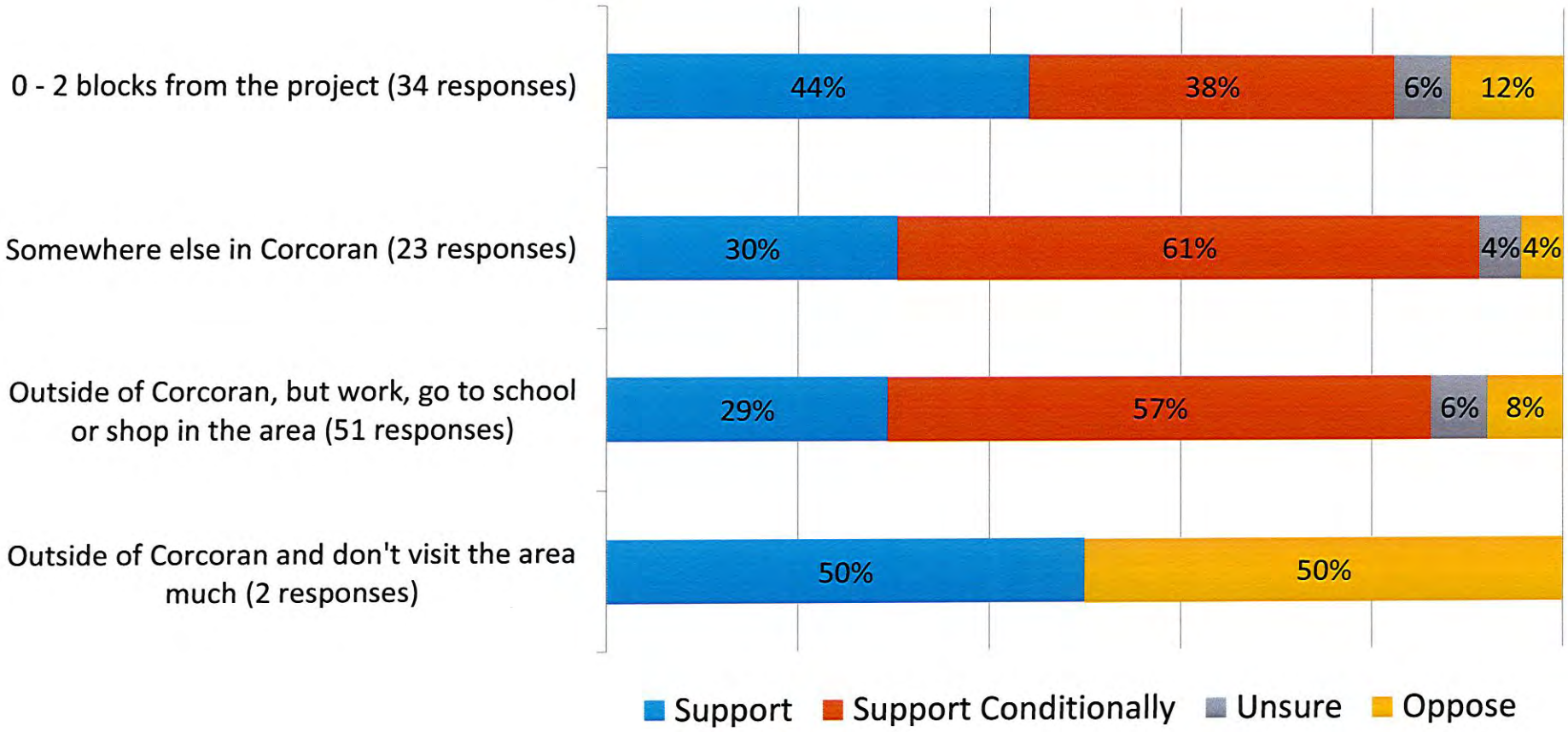
6. The overall development as adding value to my neighborhood.
   ☐ *Excellent* ☐ *Good* ☐ *Fair* ☐ *Poor* ☐ *Unsure*
7. I recommend the CNO Board take the following position on the current development.
   ☐ *Support*
   ☐ *Support, but only if* _____
   ☐ *Oppose*
   ☐ *Unsure*
8. I support this property being redeveloped.
   ☐ *Yes* ☐ *No* ☐ *Unsure*
9. Please share additional comments related to the development or development process.

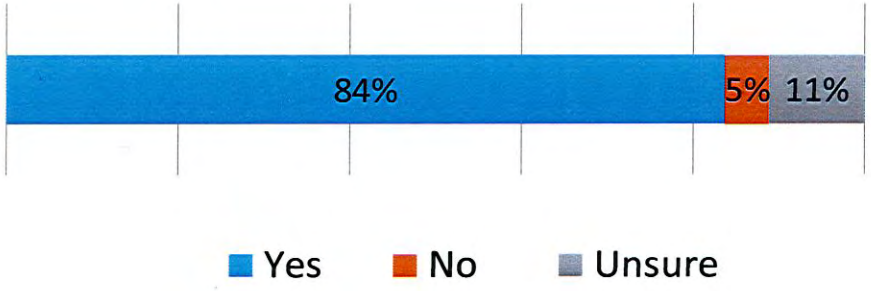
More questions on backside →


1. Proposed new infrastructure and public spaces (buildings, plaza, parking, streets, etc.)
17%
43%
18%
12%
10%
2. Proposed new uses (County services, retail & housing)
25%
49%
15%
7%
4%
3. The development as a place to LIVE.
16%
43%
16%
13%
12%
4. The development as a place to SHOP or obtain SERVICES.
26%
36%
19%
7%
12%
5. The development as a place to WALK, BIKE or take the BUS/TRAIN.
32%
36%
15%
9%
8%
6. The overall development as adding value to my neighborhood.
30%
33%
16%
11%
9%
Excellent
Good
Fair
Poor
Unsure

7. I recommend the CNO Board take the following position on the current development (by respondents' home location)



8. I support this property being redeveloped.



Comment Analysis

by Center for Urban and Regional Affairs (CURA)

7. I recommend the CNO Board take the following position on the current development.

- ❑ *Support*
- ❑ *Support, but only if* _____
- ❑ *Oppose*
- ❑ *Unsure*

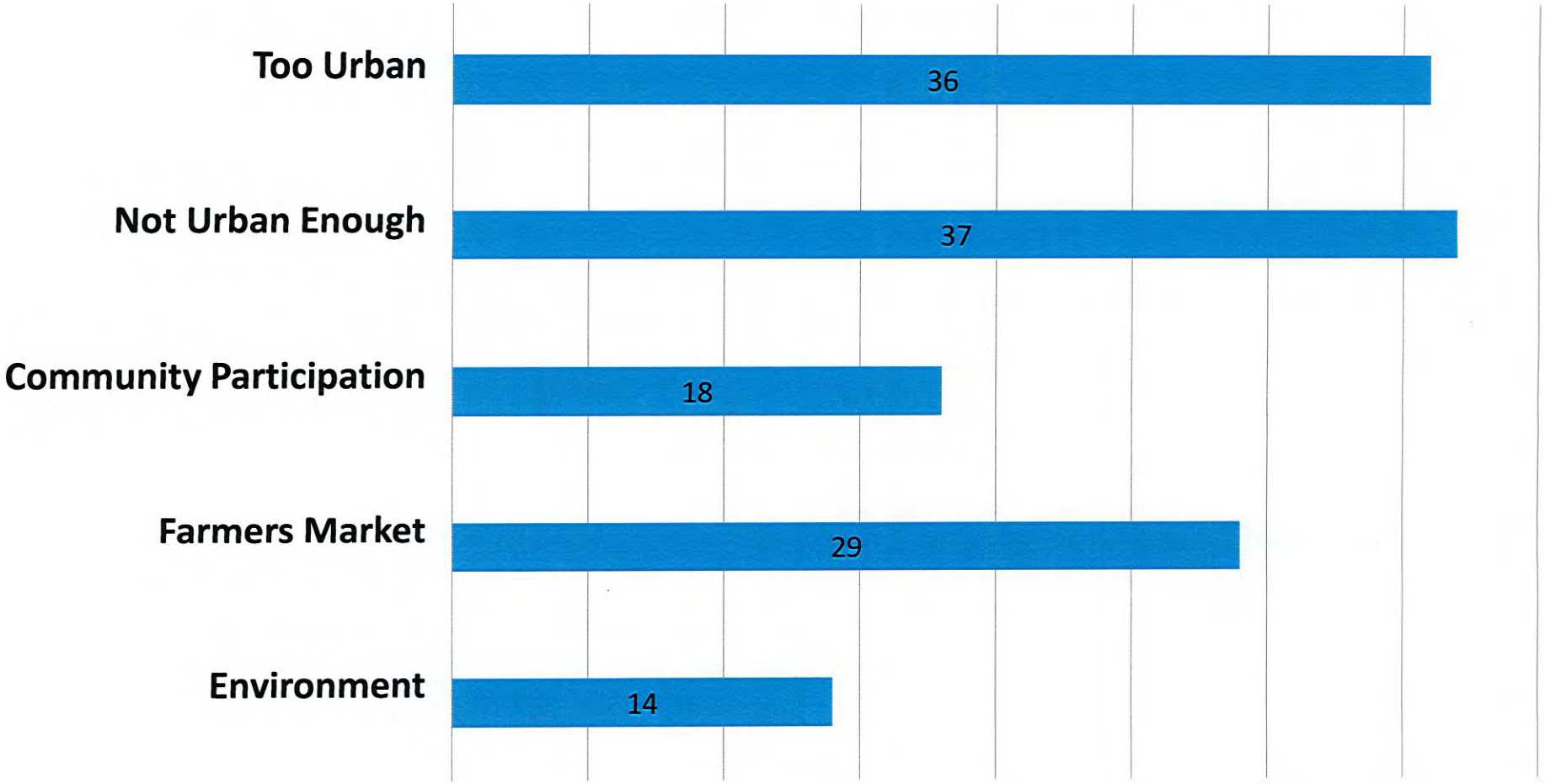
8. I support this property being redeveloped.

❑ *Yes* ❑ *No* ❑ *Unsure*

9. Please share additional comments related to the development or development process.

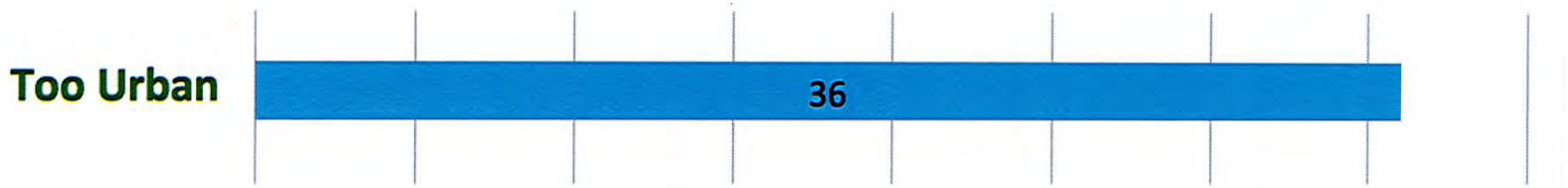
Common Concerns by Type

Analysis by Center for Urban and Regional Affairs (CURA)



Common Concerns by Type

Analysis by Center for Urban and Regional Affairs (CURA)



- keep parking
- less affordable housing
- fear of crime
- building height
- neighborhood character
- traffic

Common Concerns by Type

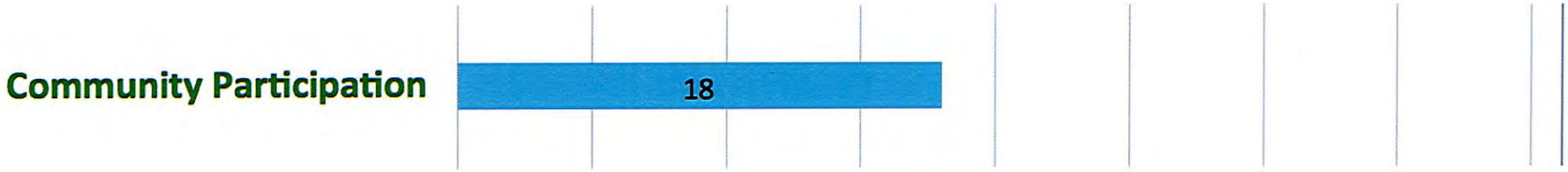
Analysis by Center for Urban and Regional Affairs (CURA)

- ensure better bike connections
- ensure better transit connections
- more affordable housing
- more density

Common Concerns by Type

Analysis by Center for Urban and Regional Affairs (CURA)

- ensure community stake in project, both during and after completion
- community uses in new project



Common Concerns by Type

Analysis by Center for Urban and Regional Affairs (CURA)

- ensure the visibility and vitality of the Midtown Farmers Market

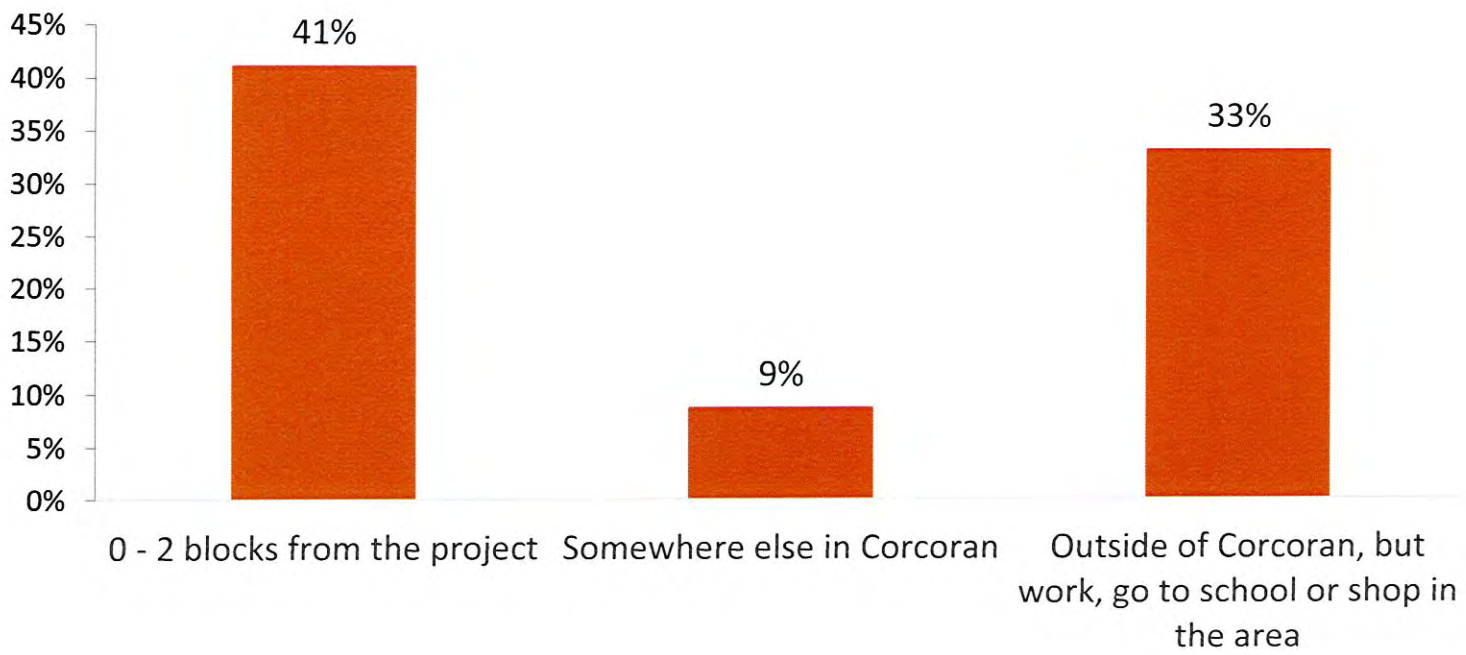
Common Concerns by Type

Analysis by Center for Urban and Regional Affairs (CURA)

- use of green building practices
- alternative energy
- community gardens

Comments on Traffic, Noise or Parking

Analysis by Center for Urban and Regional Affairs (CURA)



Read all the comments

Follow these links:

corcoranneighborhood.org/2225/supportOnlyIf

corcoranneighborhood.org/2225/openComments

CNO Board Resolution

As voted at Feb. 12, 2015 meeting – follow the link:

corcoranneighborhood.org/2225/resolution

Summary of Neighborhood Planning

Learn about 15 years of planning for this redevelopment – follow the link:

corcoranneighborhood.org/2225/planning

Sources

1. Minnesota Compass - American Community Survey 2008 - 2012 (5-Year Estimates)

Data Analysis by Center for Urban & Regional Affairs (CURA) at the University of Minnesota

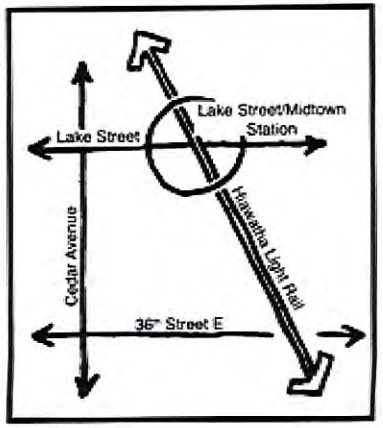
Lisa Barajas
Board Chair

Phillip Koski
Land Use & Housing Chair

Eric Gustafson
Executive Director
eric@corcoranneighborhood.org

Ross Joy
Lead Organizer
ross@corcoranneighborhood.org

CORCORAN
Neighborhood Organization



Brian McNeill
3123 22nd Ave S.
Minneapolis, MN 55407
H 612-721-6341
C 612-251-7873

Thursday, April 16, 2015

Ms. Becca Farrar
Senior Planner
250 South 4th St., Room 300
Minneapolis, MN 55415

Re: City of Minneapolis Planning Commission
Meeting on Monday, April 27, 2015
Development plans for 2225 East Lake Street

Dear Ms. Farrar and The City Planning Commission:

Thank you for reading my comments on the proposed development of 2225 East Lake Street. My work schedule will not allow me to attend the hearing in person.

My partner and I have lived at 3123 22nd Avenue South, Minneapolis since March, 1995. One of the reasons we moved to our house in 1995 was the diversity in this neighborhood, and its traditional, working class feel. Our romantic visions of the Corcoran Neighborhood crashed to earth on November 9, 1995 when a drug deal gone bad, at an apartment house across the street at 3112 22nd Ave South, ended in a shooting and death in the middle of the day in front of our house. The KSTP TV news that night showed our house with a police tape strung in front along the boulevard.

Since that time we have seen a great deal of development in the neighborhood along Lake Street, a little over one block away. The biggest changes have been the construction of the YWCA, and the opening of the Lake Street light rail station, both of which greatly increased traffic on the street, and in the neighborhood generally. Despite the crime, drug dealing, and prostitution in the neighborhood, all of which has been more or less constant, and continue to this day, we continue to enjoy the diversity in this area, and have no plans to move, despite the fact that my sister tells me she hates to come to my house because she is afraid of the crime here.

She shows up anyway because my brother, who is wheelchair bound, lives at the Dungarvin group home at 3211 24th Avenue South, also in the Corcoran neighborhood. All talk of non-motorized transportation routes (bicycle lanes etc.) have an "abelist" and hollow ring when I know how hard it is go just get him out of the house. He must have access to cars and vans to get anywhere in the city.

As I have said for many years to the Corcoran Neighborhood Association , when I walk around my block, I pass eleven, low rent apartment buildings. They were there when we moved in, and now we are intimately familiar with their problems, which boil down to irresponsible landlords not keeping their buildings up to code. A letter in a recent issue of the Corcoran News, our neighborhood paper, argued that because of the deplorable conditions that these irresponsible landlords have created for the tenants of their buildings we, the neighborhood, should support the planned construction of over 500 housing units at 2225 East Lake Street. The illogic of this argument speaks for itself.

Because of the chronic problem of irresponsible landlords on these blocks adjacent to Lake Street I think the city would be making a huge mistake in approving the planned development of the BKV Group. A Hennepin County Services Center on the site, which Hennepin County now owns makes sense given the transportation connections. However, the construction of high density affordable housing for the entire six acre site will guarantee increased unliveability. We are currently suffering under another gang related crime wave here, and high density affordable housing will only make this worse. As I've said, we have a lot here already.

What we really need on those six acres, and on the east side of Hiawatha on both sides of Lake Street is green space. Myron Orfield has recently published a paper showing that warehousing the poor in central city neighborhoods leads to poor education outcomes for the children who live there.

From his Institute on Metropolitan Opportunity, University of Minnesota Law School, "Why are the Twin Cities So Segregated" February, 2015, Executive Summary.

On measures of educational and residential integration, the Twin Cities region has rapidly diverged from other regions with similar demographics, such as Portland or Seattle. ...

The following report explains this paradox. In doing so, it broadly describes the history and structure of two growing industry pressure groups within the Twin Cities political scene: the poverty housing industry (PHI) and the poverty education complex (PEC). It shows how these powerful special interests have worked with local, regional, and state government to preserve the segregated status quo, and in the process have undermined school integration and sabotaged the nation's most effective regional housing integration program.

High density affordable housing at 2225 East Lake Street will perpetuate the segregation of the poor to the central city. Is this what The Planning Commission wants?

Sincerely,

Brian McNeill