CPED STAFF REPORT

Prepared for the City Planning Commission
CPC Agenda Item #13
July 6, 2015
BZZ-7202, PL-294 and Vacation #1645

LAND USE APPLICATION SUMMARY

Property Location: 315 1st Avenue NE, and 101, 115, 119, and 125 4th Street NE

Project Name: Superior Plating Site Redevelopment

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Applicant: LMC NE Minneapolis Holdings, LLC

Project Contact: ESG Architects, Inc., Attn: Christine Behrend

Request: To allow a new mixed-use development that includes a 21-story residential tower.

Required Applications:

Conditional Use Permit for a Planned Unit Development	To allow a new mixed-use development in the C2 District;
Variance	To increase the allowable floor area ratio from 2.7 to 2.91;
Site Plan Review	For a new mixed-use development that includes a 5 to 6-story, L-shaped mixed-use building that incorporates walk-up units along University Avenue NE and ground level commercial uses at the intersection and along 1st Avenue NE, as well as a residential tower approximately 21 stories in height and a 2-story commercial building all surrounded and connected by a shared parking garage;
Preliminary and Final Plat	To consolidate several underlying platted lots into two lots;
Vacation	Of a portion of an existing utility easement.

SITE DATA

Existing Zoning	C2 District
Lot Area	137,546 square feet / 3.16 acres
Ward(s)	3
Neighborhood(s)	Nicollet Island East Bank Neighborhood Association (NIEBNA); adjacent to St. Anthony West Neighborhood Organization (STAWNO)
Designated Future Land Use	Mixed-Use
Land Use Features	The site is located with the boundaries of the East Hennepin Activity Center, and is adjacent to University Avenue SE and at the terminus of 4th Street SE, which are both designated Community Corridors. East Hennepin Avenue, a designated Commercial Corridor, and 2nd Street NE, a designated Community Corridor, are both located approximately one block from the site.
Small Area Plan(s)	Nicollet Island-East Bank Neighborhood Small Area Plan (2014)

Date Application Deemed Complete	June 5, 2015	**Date Extension Letter Sent**	June 16, 2015
End of 60-Day Decision Period	August 4, 2015	**End of 120-Day Decision Period**	October 3, 2015

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The proposed project would be located on a designated Superfund Site, which has been partially remediated by the current owner. Superior Plating, an electroplating industrial facility, was formerly located on the site until spring of 2014 (although operations ceased in December of 2011), when it was demolished and site remediation for soil and groundwater contamination began. To date, remediation has consisted of demolition and disposal, along with removal of contaminated soil down to the bedrock in the northwestern corner of the site. The majority of the building structure has been removed on Parcel 1. A portion of the concrete building slab is still in place and would be removed prior to redevelopment of the site.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. There are a mix of uses that surround the subject site and include commercial, industrial, and residential (low, medium, and high density) uses. The scale of buildings also vary; existing residential buildings located within two blocks of the project site range in height from 2 stories to over 20 stories in height, while there are many single and multiple-story commercial buildings also located within close proximity. A railroad corridor that is used by both freight and commuter rail runs in a trench along the northern boundary of the project site. The Mississippi River and riverfront park land and trails are located two blocks away. The zoning classifications within the immediate vicinity to the south west and east of the site are predominantly zoned C2, C3A and R5. The properties to the north of the site across the railroad trench are predominately zoned R2B and R5.

PROJECT DESCRIPTION. A two-phase, mixed use development is proposed on the former Superior Plating site that would potentially include up to 750 residential units and up to 75,000 square feet of commercial space including, but not limited to, retail, restaurants, and office space. The first phase of the project would encompass the western parcel, which is located at the northeast corner of University Avenue SE and 1st Avenue NE. The proposal includes low-rise attached residential units in a 5 to 6-story mixed-use structure, a 2-story commercial structure and a tower up to 21 stories in height all surrounding and connected by a shared parking garage. The applicant proposes 278 dwelling units, 22,169 square feet of commercial space, and approximately 385 parking spaces which would be enclosed within a parking structure (one and a half levels of below grade parking, one at grade level, and one above grade level), surrounded on three sides by the residential and commercial buildings. The first phase is anticipated to start in Fall of 2015, with a completion date in Fall of 2017.

The second phase would encompass the eastern parcel which is located at the northwest corner of the 5th Street NE and 1st Avenue NE. It is anticipated to be up to 30 stories in height and would include up to 490 dwelling units and 49,000 square feet of commercial space. The second phase is anticipated to start in Fall of 2017, with a completion date in Fall of 2019. The second phase will go through the full entitlement process at a later date. Currently, the parcel located at 100 5th Street NE uses a portion of the Superior Plating site for business operations. There is potential for acquisition of this parcel to be included as part of the second phase of development.

The applicant presented the project at a City Planning Commission Committee of the Whole meeting in April of 2015. At that meeting, key CPED and Commissioner concerns were identified and addressed as follows:

- Further definition of the public plaza design is provided along 1st Avenue NE given concern expressed by some of the Commissioners about building placement along this street frontage.

- Modifications are shown to the walk-up units along University Avenue NE (alignment of stairs and additional landscaping) that are included to buffer the visibility of the above grade parking in this location.
- Modifications are shown to level three roof (areas of green roof) and level 6 decorative roof design.
- A detail of the exterior material components is provided that indicates screening as a combination of precast panels with a metal green screen and decorative metal panels with vines in response to Staff and Commissioner concerns about the appearance of the north elevation of the above grade partially exposed parking garage (facing the Burlington Northern Railroad tracks and the townhomes located to the north across the trench).

Based on the proposal, a Conditional Use Permit (CUP) for a Planned Unit Development (PUD) is required that includes alternative requests for the number of principal residential structures, floor area ratio (FAR), height and off-street loading. A variance of the FAR requirement from 2.7 to 2.91 is also necessary, as is site plan review, a preliminary and final plat as well as a partial utility vacation request.

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), regarding mixed-use projects (with a sum of quotients exceeding 1.0), as well as connected or phased actions. The three issues identified in the EAW were the environmental contamination, potential traffic issues and a potential historic issue. The issues identified in the EAW have been and will continue to be resolved via coordination with the MPCA, Hennepin County and other applicable agencies as necessary as well as internally through the City's existing regulatory process and framework. On May1, 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. The Mayor approved the City Council action on May 8, 2015, and it was published on May 9, 2015.

RELATED APPROVALS. The demolition of the previous structure (BZH-27768) located on the premises was approved by the Heritage Preservation Commission (HPC), on July 9, 2013, subject to the following conditions of approval:

1. As mitigation for the demolition of the Superior Plating facility (formerly the East Side Station), a photographic recordation (prior to the demolition) of the property shall be prepared and submitted to staff that is in accordance with the guidelines of the Minnesota Historic Property Record;
2. As mitigation for the demolition of the Superior Plating facility (formerly the East Side Station), the applicant shall incorporate an interpretative element into any future redevelopment of the site that provides the history of the building and surrounding area.

The photographic recordation has been supplied to Staff as required under condition 1. The applicant is committed to adhering to the second condition and plans to install interpretative elements into the plaza area or in a public area of the building.

PUBLIC COMMENTS. Staff has received official correspondence from the Nicollet Island East Bank Neighborhood Association (NIEBNA) which is attached for reference and one neighborhood email. 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 - PLANNED UNIT DEVELOPMENT

The Department of Community Planning and Economic Development has analyzed the application to allow for the first phase of a new PUD based on the following findings:

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

   The construction of the first phase of a two-phase project on a portion of a large redevelopment site that results in approximately 278 dwelling units and 22,169 square feet of commercial space 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 adjacent to University Avenue SE and at the terminus of 4th Street SE, which are both designated Community Corridors, as well as within the boundaries of the East Hennepin Activity Center. Further, East Hennepin Avenue, a designated Commercial Corridor and 2nd Street NE, a designated Community Corridor are both located approximately one block from the site.

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

   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 varied character and scale of uses located in the area, as well as consistent with adopted City policies that encourage high-density development within the boundaries of Activity Centers and where other designated land use features converge.

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 provide two curb cuts to the site; one, the single and primary entrance to the on-site parking off of 1st Avenue NE via the previously vacated extension of 4th Street NE; and two, a service drive only accessed off of University Avenue NE. While both Public Works and MnDot have indicated they will approve access off of University Avenue NE, CPED Staff continues to have strong concerns about the curb cut given the potential for conflicts with pedestrians and other traffic given the volume as well as anticipated turning movements. The necessity of the curb cut in this location is questionable given the alternatives that exist on such a large site for loading. The access to the 385 on-site parking spaces which would be enclosed within a parking structure (one and a half levels of below grade parking, one at grade level, and one above grade level) is proposed via a singular curb cut off of 1st Street NE that is approximately 37 feet in width. The access to the service drive off of University Avenue NE is via a curb cut that is approximately 20 feet in width. All work along and impacting the public right-of-way along University Avenue NE requires MnDOT review and permit approval. Staff will encourage the applicant to continue to work with Public Works on reducing the overall width of the curb cut off of 1st Avenue NE.

   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 (385 spaces; 363 standard, 12 compact spaces, and 10 accessible spaces) and bicycles (255 spaces total; 241 inside and 14 spaces outside) within a parking structure (one and a half levels of below grade parking, one at grade level, and one above grade level). The site is very well-served by transit as three Metro Transit bus routes stop adjacent to the site (4, 61 and 824), three additional routes stop one block away (6, 11 and 141) and five additional routes (10, 17, 25, 59 and 825) stop two blocks away. In addition, the Nicollet –Central Modern Streetcar is currently proposed to operate on the east side of 1st Avenue with a stop located at the corner of University Avenue NE and 1st Avenue NE. The site has been designed to accommodate a stop.

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

- Residential: 1 space per dwelling unit; therefore, 278 off-street parking stalls would be required. Based on the location of the site, the residential component is eligible for a transit incentive as outlined in Section 541.200(1) which would allow a reduction of 10%, or 28 spaces, as the use would be located within 300 feet of a transit stop with midday service headways of 30 minutes or less in each direction. As such, a total of 250 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 16,946 square feet of retail/commercial space; therefore, 26 off-street parking spaces are required.
- Restaurant, sit down: 1 space per 500 square feet up to 2,000 square feet plus 1 space per 300 square feet in excess of 2,000 square feet. The applicant proposes to include a 5,250 square foot restaurant; therefore, 15 off-street parking spaces are required.

Overall, with completion of the first phase of development a minimum of 291 off-street parking spaces are required for all uses included as part of the first phase of the PUD.

A Travel Impact Study (TIS) and Travel Demand Management Plan (TDMP) have been reviewed and approved by Public Works and CPED Staff. Two geometric and signal improvements are recommended to maintain acceptable operations at the intersection of 1st Avenue NE and 4th Street NE. In addition to the geometric and signal modifications necessary to allow access to and from the site, the following improvements are likely to be implemented at the intersection of 1st Avenue NE and 4th Street NE to minimize project-related transportation impacts:

- Restripe the eastbound approach to include an exclusive right turn lane into the site.
- Restripe the pedestrian crossing on the southbound approach from the site.
- Stripe a pedestrian crosswalk on the west leg of the intersection for north/south pedestrian traffic.
- Restrict left-turn-on-red on the northbound approach to minimize conflicts with southbound site traffic.
- Update the offset at the intersection of 1st Avenue NE and 4th Street NE to accommodate the revised phasing

- Install "NO OUTLET" signs to communicate to eastbound and northbound motorists that 4th Street NE does not continue as a through route north of the site.

With the recommended improvements, traffic operations under the Future Year (2020) Full-Build conditions are expected to operate acceptably. The mitigations would also minimize the potential for vehicle spillback into upstream intersections. Further, the TDMP outlines strategy commitments by the developer that enhance the local transportation system by lowering peak hour demand and helping to achieve a balance in the needs of all users of the transportation system.

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 East Hennepin Activity Center. Further, the property is located along University Avenue SE and at the terminus of 4th Street SE, which are both designated Community Corridors. East Hennepin Avenue, a designated Commercial Corridor and 2nd Street NE, a designated Community Corridor, are both located approximately one block from the site. 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. 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." Community Corridors typically are primarily residential with intermittent commercial uses clustered at intersections in nodes. Commercial uses, generally small-scale retail sales and services, serve the immediate neighborhood and typically accommodate medium density (20-50 du/acre), transitioning to low density in surrounding areas. 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. The following policies and implementation steps of *The Minneapolis Plan for Sustainable Growth* apply to this proposal:

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

1.1.3 Encourage the use of flexible regulatory options that promote high quality development, such as the Planned Unit Development (PUD) tool.

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

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

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

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

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

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

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

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

1.4.1 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: Promote growth and encourage overall city vitality by directing new commercial and mixed use development to designated corridors and districts.

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.

1.5.2 Facilitate the redevelopment of underutilized commercial areas by evaluating possible land use changes against potential impacts on the surrounding neighborhood.

Land Use Policy 1.8: Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.

1.8.1 Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.

Land Use Policy 1.9: Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.

1.9.6 Promote more intensive residential development along Community Corridors near intersections with Neighborhood Commercial Nodes and other locations where it is compatible with existing character.

Land Use 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.

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.

1.12.4 Discourage uses that diminish the transit and pedestrian character of Activity Centers, such as automobile services, surface parking lots, and drive-through facilities.

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.

1.12.9 Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces in Activity Centers.

1.12.10 Encourage developments to incorporate climate sensitive site and building design practices.

Housing Policy 3.1: Grow by increasing the supply of housing.

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

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

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

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

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

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

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

10.5.1 Smaller-scale, multi-family residential development is more appropriate along Community Corridors and Neighborhood Commercial Nodes.

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

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

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

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

10.9.2 Promote building and site design that delineates between public and private spaces.

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: Support urban design standards that emphasize a traditional urban form in commercial areas.

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

10.10.3 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.

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

Urban Design Policy 10.14: Encourage development that provides functional and attractive gathering spaces.

10.14.3 Encourage the creation of new parks and plazas.

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

10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.

10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.

10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

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

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

10.17.5 Integrate exterior building lighting design to attune with building designs and landscaping.

10.17.6 Provide sufficient lighting for better way-finding and safe circulation within and around a development.

10.17.7 Encourage additional pedestrian-scale, exterior lighting in growth centers, activity centers, commercial nodes, pedestrian overlay districts and transit station areas.

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

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

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

10.19.3 Landscaped areas should include plant and tree types that address ecological function, including the interception and filtration of stormwater, reduction of the urban heat island effect, and preservation and restoration of natural amenities.

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

10.19.5 Landscaping plans should be designed to facilitate future maintenance including the consideration of irrigation systems, drought and salt-resistant species, ongoing performance of storm water treatment practices, snow storage, access to sun, proximity to buildings, paved surfaces and overhead utilities.

10.19.6 Green roofs, living walls, and porous pavement are encouraged but are not meant to be a substitute for ground-level landscaping of sites as landscaping provides both a natural amenity and aesthetic beauty to the urban landscape.

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

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

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

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

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

10.22.4 Provide on-site lighting at all building entrances and along walkways that maintains a minimum acceptable level of security while not creating glare or excessive lighting of the site.

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

10.22.6 Use innovative building designs and landscaping to limit or eliminate the opportunity for graffiti tagging.

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

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

There is one additional plan that must be considered when evaluating the proposal. The *Nicollet Island East Bank Neighborhood Association (NIEBNA) Small Area Plan* was adopted by the City Council in 2014. The plan's objective is to define the community's vision for future development in the Nicollet Island – East Bank area over a 20 year time horizon.

The NIEBNA Small Area Plan identifies the former Superior Plating Site as a development opportunity site. The NIEBNA Small Area Plan envisions redevelopment of the site with high density mixed use housing, retail and commercial uses in tall buildings and with incorporation of green spaces, inviting streetscapes and high architectural design values. The plan includes the following Land Use and Housing Goals:

1. Enhance the urban lifestyle of the neighborhood.
2. Increase the opportunities for additional local shops and small scale retail.
3. Increase the number and diversity of people living in the neighborhood by encouraging a variety of age ranges and income levels.
4. Plan and guide development for mixed use and greater height allowances on the former Superior Plating site and other opportunity sites.
5. Maintain the existing neighborhood fabric and historic characteristics of the neighborhood.

Relevant strategic actions identified in this chapter include:

3. Support increases in building heights and floor area ratios for buildings providing exceptional streetscapes and site designs. The more exceptional the streetscape and site design, the taller the building and the higher the floor area ratio NIEBNA will support.

6. In all new developments, encourage first floor commercial spaces for retail, restaurant or other uses that generate pedestrian traffic and put more "eyes on the street."

The plan also includes the following Urban Design Goals:

1. Provide an aesthetically pleasing, welcoming environment in which to live, work, play and visit.
2. Attract new developments that offer:
   - High quality construction and innovative architectural designs;
   - Scales and forms appropriate for a highly pedestrian- and transit-oriented environment; and
   - Respect for the historic character of the neighborhood while providing buildings that meet contemporary residential, retail and commercial standards.

Relevant strategic actions identified in this chapter include:

3. Include the following as parts of street reconstruction and other major infrastructure projects:
   - Decorative pedestrian-oriented street lighting utilizing LED technology;
   - Wide sidewalks that accommodate both sidewalk commercial activities and unimpeded pedestrian flow;
   - Boulevard trees and other plantings;
   - Utilities located below grade (and removal of existing utility poles);
   - Elimination of all barriers to mobility;
   - Technology upgrades to enhance and promote transit usage;
   - Technology upgrades that enhance the pedestrian experience.

4. Support building designs that include greater height while maintaining a light and porous skyline.

The first phase of the proposed PUD is consistent with the applicable policy guidance outlined in the *Nicollet Island East Bank Neighborhood Association (NIEBNA) Small Area 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, variance, preliminary and final plat, and vacation application are approved, the proposal would comply with all applicable provisions of the C2 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:

Number of principal residential structures.

The first phase of the development consists of a 21-story residential tower, a 5 to 6-story mixed-use building and a 2-story building intended for a restaurant, all surrounding and connected by a shared parking garage. The two principal residential structures are considered separate buildings.

Bulk regulations, floor area ratio (FAR).

The maximum allowable FAR in the C2 District, prior to consideration of applicable density bonuses is 1.7. The proposed project qualifies for two 20% density bonuses (or an FAR increase of .34 for each) for providing all required parking in a parking garage of at least two levels and for the mixed commercial

and residential building where residential uses are located above a ground floor in which at least 50% of the gross floor area is devoted to commercial uses. With the two applicable density bonuses the allowable FAR is 2.38. A PUD alternative is being requested to further increase the allowable FAR by another 20% to 2.72. In addition, a variance is also being requested to increase the allowable FAR to 2.91which would result in approximately 87 dwelling units per acre.

Bulk regulations, building height.

The property is zoned C2 and the maximum height permitted in the C2 District is 4 stories or 56 feet. The heights of the structures that are proposed as part of the first phase range from 2 stories or 20 feet, 8 inches to 21 stories or 208 feet, 4 inches.

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.*

   Currently, the site is vacant. The first phase of the development would be expected to have some impacts on the amount of light and air that surrounding properties receive; however, public right-of ways, a railroad corridor within a trench, and large setbacks buffer the proposed development from surrounding properties. The increase in height for the various buildings proposed as part of the PUD 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 be expected to have shadowing impacts on adjacent properties. Given the height of the proposed tower, the project would cast long shadows at certain times of the day and year. The impacts are somewhat mitigated by the design of the tower given its narrow profile, orientation on the subject site and the surrounding edge conditions. More specifically, in March/September and December, there will be some shadowing impacts on the townhomes located to the north of the property across the railroad trench; however, abutting properties would not be continually shadowed as the shadow would rotate from north to south throughout the day as expected. The project does not shadow any significant public spaces. No existing solar energy systems would be shadowed by the proposal.

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. There are a mix of uses that surround the subject site and include commercial, industrial, and residential (low, medium, and high density) uses. The scale of buildings also vary; existing residential buildings located within two blocks of the project site range in height from 2 stories to over 20 stories in height, while there are many single and multiple-story commercial buildings also located within close proximity. A railroad corridor that is used by both freight and commuter rail runs in a trench along the northern boundary of the project site. The Mississippi River and riverfront park land and trails are located two blocks away. The proposal is compatible with the scale and character of other buildings in the area given the variation and given the specific policy guidance that is applicable for the subject parcel. 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.

Off-street parking and loading.

Chapter 541 requires 2 small or 1 large loading space for residential developments with 250 units or more. The loading requirement for the commercial uses in the project is 1 small loading space. An alternative is being requested to eliminate the requirement of designated loading spaces. A sufficient off-street loading area would be provided in the service drive within the building.

Points required for alternatives:

- Establishment of the PUD – **10 points.**
- Number of principal residential structures – **0 points.**
- Bulk regulations, FAR– **5 points.**
- Bulk regulations, Height – **5 points.**
- Off-street parking and loading – **0 points.**

Total = 20 points.

Phasing plan.

A future phase is proposed. The first phase is anticipated to start in Fall of 2015, with a completion date in Fall of 2017. The second phase would encompass the eastern parcel which is located at the northwest corner of the 5th Street NE and 1st Avenue NE. It is anticipated to be up to 30 stories in height and would include up to 490 dwelling units and 49,000 square feet of commercial space. The second phase is anticipated to start in Fall of 2017, with a completion date in Fall of 2019. The second phase will go through the full entitlement process at a later date.

Amenities provided:

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

Active liner uses as part of a parking garage (10 points)

Inclusion of housing, office, or other active uses around the perimeter of all floors of a parking garage that face a public street, sidewalk, or pathway. In any district where liner uses are already required on the first floor, points shall only be awarded for liner uses on all other floors above the first where parking is located. False or display windows shall not qualify.

The development includes a combined retail and residential parking structure that includes one and a half levels of below grade parking, one at grade level, and one above grade level. The parking structure is screened by active uses where it faces the public streets.

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.

The proposed plaza is approximately 4,450 square feet in area, which constitutes just over 10% of the overall lot area not occupied by buildings. The plaza has been designed to meet all requirements as identified in Chapter 535 of the Zoning Code. More specifically, the plaza is located in a high profile intersection and enhances natural surveillance and visibility of the adjacent retail space and public

sidewalk as a focal feature. The location of the plaza adjacent to the proposed restaurant and retail spaces is intentional in effort to provide additional support space and an area of shared public realm for interaction and outdoor functions.

The plaza is accessible, promotes pedestrian and bicycle traffic through and around it, improves the public sidewalk condition with liner landscaping and tree cover, and provides walkway connections to building entrances and the pedestrian arcade to public parking.

The plaza design promotes movement throughout the site, community interaction through educational signage, public seating areas, and assembly space for organic or organized activities. The location promotes observation of adjacent spaces and the public sidewalk.

The plaza is open-air, with trees, seating, trash receptacles, a drinking fountain, educational signage, and public art for aerial obstructions. Surface materials include 2,610 square feet of scored and colored decorative concrete and 1,840 square feet of landscape beds. The plan proposes 12 trees (which exceeds the 4.5 trees required).

A total of 94 lineal feet of bench seating is proposed (exceeding the 89 ft. minimum required), all to be fixed and a mix of custom built and pre-manufactured. A total of 30 percent of the proposed seating would have a back.

The entire plaza area and all elements within it are contained within the property lines of the development and do not encroach into the public right-of-way.

Additional amenities include a public art feature by a local artist (to be commissioned), a drinking fountain, and educational signage indicating LEED Certification characteristics and/or the history of the site (only one amenity is required for this plaza and the drinking fountain is fully compliant with the list of amenity options).

The proposed lighting meets illumination requirements. The plaza is oriented to the south to maximize solar exposure in winter months. Two trash and two recycling receptacles have been located within the plaza. There is no mechanical equipment proposed within the boundaries of the plaza.

The plaza would be maintained by the residential management team.

Decorative or pervious surface for on-site parking and loading areas, drives, driveways, and walkways (3 points)

Provide decorative pavers, pervious pavers, stamped concrete, colored concrete, pervious concrete, brick or other decorative or durable materials for a minimum of seventy-five (75) percent of surface parking and/or loading areas, drives aisles, driveways and walkways that comply with the Americans with Disabilities Act accessibility requirements.

The proposed hardscape throughout the development site contains an array of concrete colors and patterned scoring that is decorative in nature. The applicant has provided information that indicates that of the total area used for driveways and walkways (there is no surface parking and/or exposed loading areas or drive-aisles), on the site which is 26,565 square feet, a total of 23,688 square feet is decorative (or 89%) while 2,877 square feet is standard pavement (adjacent to the University service only access point).

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 applicant is proposing 10 foot wide sidewalks, links between the dwelling units/retail space and the public right-of-way, landscaped boulevards and hedges, wide outdoor circulation and seating space along the retail facades as well as a plaza designed in compliance with Chapter 535. Further, access to the site on the previously vacated 4th Street NE is designed to be curbless and decorative while promoting pedestrian and bike-friendly access to the residential building, lined with trees and lit bollards, and terminating with an open green space with a preserved stone wall backdrop.

Pet exercise area (1 point)

A pet exercise area shall have a minimum dimension of twelve (12) feet by sixty (60) feet. It shall be enclosed with decorative fencing, include lighting in compliance with Chapter 535, Regulations of General Applicability and provide accommodations for proper disposal of animal waste. The pet exercise area shall not be located in a required yard.

The applicant proposes to incorporate an outdoor pet run area on the parking garage roof that is over 80 feet long and 15 feet wide, which exceeds the required area, and is enclosed with decorative fencing and includes lighting and accommodations for proper disposal of animal waste. In addition, the building includes a dog wash for pet bathing and grooming.

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.

A trash and recycling area is provided for the low-rise residential building, the high-rise residential building and for all commercial spaces included in the development. Each area is located within the first level of the building and exceeds areas required by the City. Recycling chutes are provided on every floor of the residential buildings.

Amenities proposed by the applicant or others (5 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.

- **LEED (5 points)**

  Typically, this is a 10 point amenity that is awarded where the proposed development meets the minimum standards for LEED Silver certification. The project does not have to achieve actual LEED certification; however, the developer must submit the LEED checklist and documentation to the City, approved by a LEED Accredited Professional (LEED-AP), that shows that the project will comply with LEED Silver requirements.

  The applicant is requesting 5 points. The preliminary LEED Checklist has been provided and indicates that the current design of the building would achieve 43 credits. The LEED rating system requires a minimum of 40 credits for LEED Certification, and 50 credits for LEED Silver. The project would be registered with the USGBC.

Table 1. Amenity Points Summary

Amenity	Points Requested by Applicant	Points Recommended by Staff
Active liner uses as part of a parking garage	10 points	10 points
Plaza	5 points	5 points
Decorative or pervious surfaces for on-site parking, etc.	3 points	3 points
Pedestrian improvements	3 points	3 points
Pet exercise area	1 point	1 point
Recycling Storage Area	1 point	1 point
LEED	5 points	5 points
Total	**28 points**	**28 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 that include commercial, industrial, and residential (low, medium, and high density) uses. The proposed infill development on a vacant and contaminated industrial site would be expected to have positive impacts on the area. The first phase of development would include low-rise attached residential units in a 5 to 6-story mixed-use structure, a 2-story commercial structure and a tower up to 21 stories in height all surrounding and connected by a shared parking garage. The applicant proposes 278 dwelling units, 22,169 square feet of commercial space, and approximately 385 parking spaces which would be enclosed within a parking structure. The proposed development would be contextually appropriate and further advances City goals relative to properties located in Activity Centers by providing dense urban infill development. In addition, the proposal is in compliance with the adopted small area plan policies for the neighborhood.

   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.*

   Please see the comprehensive response to findings #3 and #4 in the CUP for the PUD. As previously noted, a Travel Impact Study (TIS) and Travel Demand Management Plan (TDMP) have been reviewed and approved by Public Works and CPED Staff. With the implementation of two geometric and signal improvements as well as other forms of mitigation, the existing street capacity is adequate to support the project. Access to the parking garage is off of 1st Avenue NE via the previously vacated extension of 4th Street NE; and a service-only drive is accessed off of University Avenue NE. As previously noted, while both Public Works and MnDot have indicated they will approve access off of University Avenue NE, CPED Staff continues to have strong concerns about the curb cut given the potential for conflicts with pedestrians and other traffic given the volume as well as anticipated turning movements. The necessity of the curb cut in this location is questionable given the alternatives that exist on such

a large site. CPED Staff will recommend that a cross-access easement be provided that ensures that the second phase shall be permitted to utilize the previously vacated 4th Street NE extension or the curb cut off of 1st Avenue NE for access to that development site. Adequate off-street parking for both vehicles (385 spaces; 363 standard, 12 compact spaces, and 10 accessible spaces) and bicycles (255 spaces total; 241 inside and 14 spaces outside) is being provided within a parking structure (one and a half levels of below grade parking, one at grade level, and one above grade level). The site is very well-served by transit as three Metro Transit bus routes stop adjacent to the site (4, 61 and 824), three additional routes stop one block away (6, 11 and 141) and five additional routes (10, 17, 25, 59 and 825) stop two blocks away.

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 an active liner use as part of a parking garage, plaza, decorative and/or pervious surfaces for on-site parking, etc., pedestrian improvements, pet exercise area, and recycling storage area. As previously noted, the applicant is requesting partial compliance for LEED as noted above. No natural environment or historic features exist.

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 massing of the buildings on the site centrally locates the tower with lower rise buildings that reinforce the pedestrian scale along the streets. The proposed building would not be out of character with the area, the proposed parking is screened by buildings from the public streets, 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 two sides by public right-of-way, on one side by a railroad corridor trench and by previously vacated right-of-way (4th Street NE) which abuts the site anticipated for a second phase of development (the second phase will go through the full entitlement process at a later date). Appropriate transitions are provided between the proposed project and the adjacent residences across University Avenue NE as the tower is centrally located on the parcel and the lower rise buildings transition to walk-up units adjacent to the public sidewalk. The façade of the parking garage that is visible from the townhomes located across the railroad corridor would be screened with various materials and landscaping in the form of ivy. Further, the applicant proposes to incorporate various public realm and streetscape improvements along both University Avenue NE and 1st Avenue NE including wider sidewalks, extensive landscaping and a public plaza.

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 prior to permit issuance.

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 is being designed to qualify for LEED certification as previously noted. 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 as their mission is to promote livable communities through the use of energy efficient systems, green building practices, reduced dependency on automobiles, creative density, high quality pedestrian and bicycle public realm and preservation of natural resources.

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 to consolidate several underlying platted lots into two lots. The preliminary and final plat complies with all of the applicable requirements in Chapter 598 of the Zoning Code.

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

If the requested land use applications are approved, the proposal would comply with all applicable provisions of the C2 District.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to allow an increase in the maximum FAR from 2.7 to 2.91based on the following findings:

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

The maximum allowable FAR in the C2 District, prior to consideration of applicable density bonuses is 1.7. The proposed project qualifies for two 20% density bonuses (or an FAR increase of .34 for each) for providing all required parking in a parking garage of at least two levels and for the mixed commercial and residential building where residential uses are located above a ground floor in which at least 50% of the gross floor area is devoted to commercial uses. With the two applicable density bonuses, the allowable FAR is 2.38. A PUD alternative is being requested to further increase the allowable FAR by another 20% to 2.72. In addition, a variance is also being requested to increase the allowable FAR to 2.91which would result in approximately 87 dwelling units per acre.

Practical difficulties do exist in complying with the ordinance in this specific circumstance as adopted city policies call for high density development that is unachievable without a variance given the existing zoning classification of the property. Further, it is anticipated that a rezoning study for the

area will be conducted in the near future. The policy recommendations outlined in the small area plan call for the site to be rezoned to C3A (Community Activity Center) District with a PO (Pedestrian-Oriented) Overlay District. If the property were currently zoned C3A, the proposed FAR of 2.91 would have been achieved with a single 20% density bonus; no additional density bonuses or a variance would have been necessary.

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

   The proposed FAR is a reasonable request and is in keeping with the spirit and intent of the ordinance and comprehensive plan in this specific circumstance. The applicant is requesting an FAR increase from 2.72 to 2.91 in order to development the property in accordance with adopted City policies. Staff finds the request reasonable and appropriate given these factors.

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

   The proposal to vary the FAR for the proposed development would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. The proposed height and overall massing of the development is similar to other nearby developments. The increase in the FAR would allow for a development that is consistent with adopted city policies. The variance to allow increased FAR in this specific circumstance would 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. There are a total of three separate buildings on the development site that are surrounded and connected by a shared parking garage. There is an L-shaped, mixed-use 5 to 6 story building that extends the length of University Avenue NE to past the midpoint of the site on 1st Avenue NE. There is a 14 foot wide pedestrian arcade that provides access to the structured parking on site which is located between that building and the commercial building along 1st Avenue NE. The proposed 21-story tower is oriented towards the interior of the site nearest to the previously vacated 4th Street NE extension on the east side of the property. The tower has some visibility from 1st Avenue NE as approximately 32 feet of the tower base is exposed; however, the tower is located approximately 128 feet from the property line along 1st Avenue NE.
- The proposed building walls are located between 10 feet, 7 inches and approximately 38 feet from the property line along 1st Avenue NE. As previously mentioned the tower is located towards the interior of the site, yet has visibility from 1st Avenue NE but is setback nearly 128 feet. The building walls are located between 13 feet and approximately 27 feet (approximately 0 feet to 4 feet for stairs and landings for walk-up units) from the property line along University Avenue NE; the exposed portion of the parking garage on the north end of the site is recessed approximately 78 feet from the property line. Alternative compliance is required. CPED Staff would recommend that the Planning Commission grant alternative compliance along both street frontages. Along 1st

Avenue NE, there is an existing 10 foot wide drainage and utility easement between the property line and the proposed building. A building cannot be constructed over the easement. When this factor is considered, the building at the closest point is located 7 inches from the utility easement closest to the intersection and at the furthest point approximately 28 feet from the utility easement on the west side of the site. The layout and angularity of the proposed buildings in that location creates architectural interest. The greater setback also accommodates a public plaza that includes benches, landscaping, public art, a drinking fountain and interpretive elements. Staff is recommending that some additional enhancements be provided in the public plaza as an alternative compliance measure that include: decorative string lights in the public plaza area to activate the area during the evening hours, as well as an additional public art piece to create additional visual interest. Along University Avenue NE, the greater separation is due in part to the angular design of the building, the grade change on site, as well as the incorporation of walk-up units. The parking garage is partially exposed in this location for a length of approximately 64 feet, from one foot to nearly seven feet, on the west elevation due to the grade changes on site. Staff will require that a cross-section be provided that details the proposed planters and landscape plantings with the final plans. Additional plantings may be required to mask the exposure. As previously noted, on the north side of the site, the parking garage wall is fully exposed for approximately 40 linear feet; green space and decorative fencing is provided between the exterior building wall and the property line. Staff will recommend that additional plantings be provided in this location.

- The area between the buildings and the lot lines, with the exception of the driveway to the parking garage and the inclusion of a large mechanical unit adjacent to the driveway along University Avenue NE, includes amenities. Landscaping including planters with trees and shrubs, as well as benches and wider sidewalks are provided to enhance the pedestrian realm. Staff will recommend that the large mechanical unit be relocated to a less prominent location along University Avenue NE; north of the walk-up units adjacent to the fully exposed parking garage.
- The L-shaped building has walk-up units off of University Avenue NE, as well as a principal entrance to the lobby of the building that is recessed. Staff would recommend that the Planning Commission require that the entrance to the lobby of the building be pulled out and relocated to be within 8 feet of the property line in that location. This would emphasize and create a more prominent entrance point to the building on this façade. In addition, the L-shaped building has principal entrances to the commercial component of the structure along 1st Avenue NE, as does the commercial building located adjacent to 1st Avenue NE. The principal entrance to the tower component of the development faces the east property line, or the old vacated right-of-way for 4th Street NE; it does not face a public street. Alternative compliance would be necessary. Given the orientation of the building on the site, and the fact that approximately 128 feet separates the building wall from the public street along 4th Street NE, and the fact that outdoor seating for the proposed restaurant that is covered by an ornate metal trellis would be provided between the face of the tower and the public street, Staff would recommend that the Planning Commission grant alternative compliance in this circumstance. While Staff would not typically support a principal entrance to a structure facing an interior lot line, in this specific circumstance it would not make sense to locate the entrance facing the public street given the distance. Further, the tower is one of multiple buildings located on the site and all other buildings are located closer to the public street and have multiple principal entrances oriented towards the public street. Additionally, the location of the entrance interior to the site will enhance the overall development as it improves the appearance of the interior elevation of the development and further activates this area. Staff would recommend that the Planning Commission include two relevant conditions of approval for this alternative compliance request as follows: add architectural elements that are significantly enhanced to the principal entrance to the tower in order to mitigate its setback from the public street, and the walkway connecting the principal entrance of the tower to the public sidewalk shall be of a continuous grade and paving pattern.

- 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 for both residential and commercial uses along University Avenue NE and 1st Avenue NE. Further, the proposal exceeds the 10% window requirement on each floor above the first floor that faces the public street, public sidewalk and public 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 are no blank uninterrupted wall segments greater than 25 feet in length on the proposed buildings that do not include windows, entries, recesses or projections, or other architectural elements.
- No plain face concrete block is proposed.
- The proposal complies with the ground floor active functions provision along both street frontages as parking, loading, storage, or mechanical equipment areas do not exceed 30% of the linear street frontage.
- All proposed materials are durable. The exterior materials proposed include precast panels, brick, stucco and metal panels. No restricted materials are proposed. Future changes in exterior materials may require review before the City Planning Commission. The proposed building forms and flat roofs would be considered compatible with other buildings in the area.
- The proposed 385 space parking garage (363 standard, 12 compact spaces, and 10 accessible spaces) is enclosed and includes one and a half levels of below grade parking, one at grade level, and one above grade level). The only portions of the parking garage that are exposed and open are on the interior north elevation and a portion of the interior east elevation of the building. Sloped floors do not dominate the appearance of the walls and vehicles are screened from view through a combination of materials and landscaping.

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

	Code Requirement		Proposed	
Mixed-Use – Low Rise				
1st Floor – University Ave NE - residential	20% minimum	248 sq. ft.	28%	354 sq. ft.
1st Floor – University Ave NE - commercial	30% minimum	391 sq. ft.	58%	760 sq. ft.
1st Floor – 1st Ave NE	30% minimum	456 sq. ft.	88%	1344 sq. ft.
2nd Floor and Above – University Ave NE & 1st Avenue NE	10% minimum		>10%	
Commercial Building				
1st Floor – 1st Ave NE	30% minimum	180 sq. ft.	86%	520 sq. ft.
Residential Tower				
1st Floor – 1st Ave NE	20% minimum	51 sq. ft.	100%	256 sq. ft.
2nd Floor and Above	10% minimum		>10%	

Access and Circulation – ***Meets requirements***

- The principal entrances to the buildings would be connected to the public sidewalk via walkways that are greater than 4 feet in width.
- No transit shelters are included in the development; however, the site is very well-served by transit as three Metro Transit bus routes stop adjacent to the site (4, 61 and 824), three additional routes stop one block away (6, 11 and 141) and five additional routes (10, 17, 25, 59 and 825) stop two blocks away. In addition, the Nicollet –Central Modern Streetcar is currently proposed to operate on the east side of 1st Avenue with a stop located at the corner of University Avenue NE and 1st Avenue NE. The site has been designed to accommodate a future stop.
- 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 curb cuts to the site have been minimized to the extent practical. While both Public Works and MnDot have indicated they will approve access off of University Avenue NE, CPED Staff continues to have strong concerns about the curb cut given the potential for conflicts with pedestrians and other traffic given the volume as well as anticipated turning movements. The necessity of the curb cut in this location is questionable given the alternatives that exist on such a large site.
- There is no public alley located on the block. As proposed, the first phase of the PUD would provide two curb cuts to the site; one, the single and primary entrance to the on-site parking off of 1st Avenue NE via the previously vacated extension of 4th Street NE; and two, a service drive only accessed off of University Avenue NE. The access to the 385 on-site parking spaces which would be enclosed within a parking structure (one and a half levels of below grade parking, one at grade level, and one above grade level) is proposed via a singular curb cut off of 1st Street NE that is approximately 37 feet in width. The access to the service drive off of University Avenue NE is via a curb cut that is approximately 20 feet in width. All work along and impacting the public right-of-way along University Avenue NE requires MnDOT review and permit approval. Staff will encourage the applicant to continue to work with Public Works on reducing the overall width of the curb cut off of 1st Avenue NE.
- The applicant is minimizing the use of impervious surfaces as much as is practical as part of the redevelopment of the site. A significant amount of landscaping is being proposed on site when the at grade areas are combined with the landscaping that is being provided on the amenity deck.

Landscaping and Screening – ***Requires alternative compliance***

- The composition and location of landscaped areas 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 137,546 square feet and a building footprint of 93,071square feet is proposed. A total of 8,895 square feet of landscaping would be necessary to meet the 20 percent requirement. The applicant is providing 7,640 square feet of landscaping, or 17% of the area not covered by buildings. Alternative compliance is required. Staff would recommend that the Planning Commission grant alternative compliance in this circumstance. While the ground level landscaping may not meet the percentage requirement, it far exceeds the quantities that are required for plantings. In addition, the applicant is providing a landscaped amenity deck that further offsets the lack of compliance with the 20%.
- The Zoning Code requires that at least 18 canopy trees and 89 shrubs be provided on site. The applicant is proposing to install at grade level a total of 33 trees (23 canopy and 10 ornamental), a total of 112 shrubs and 194 perennials/grasses/vines. As previously noted, the applicant is also

proposing to landscape the amenity deck located on level 3 with 28 ornamental trees, various perennials and sedums.

- The installation and maintenance of all landscape materials shall comply with 530.210.

Table 3. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	137,546 sq. ft.
Building footprint	--	93,071 sq. ft.
Remaining Lot Area	--	44,475 sq. ft.
Landscaping Required	8,895 sq. ft.	7,640 sq. ft.
Canopy Trees (1: 500 sq. ft.)	18 trees	23 canopy trees and 10 ornamental trees at grade; an additional 28 ornamental trees on level 3 – the amenity deck
Shrubs (1: 100 sq. ft.)	89 shrubs	112 shrubs

Additional Standards – ***Meets requirements***

- All parking for the proposed project is being provided in a parking structure (one and a half levels of below grade parking, one at grade level, and one above grade level). The parking would be accessed off of 1st Avenue NE. The site is subject to stormwater management requirements.
- The proposed building would not significantly block views of important city elements or shadow public spaces nor would the proposed structure result in significant impacts to wind and air in relation to the surrounding area. The anticipated impacts of the proposed height increase are addressed in the CUP for the PUD.
- 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. However, interior elevations for the pedestrian accessway to the on-site parking have not been included. To ensure opportunities for natural surveillance to the pedestrian accessway, Staff is recommending that the interior walls be subject to the site plan review window requirements. The site is further designed with landscaping, and architectural features to delineate space and control access. The sidewalks and walkways would be wide, 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 two-phase development for the site. The second phase will be evaluated individually relative to compliance with CPTED principles.
- There are no eligible or designated historic structures on the subject site as the property is vacant. Further, the property is not located in a historic district. The demolition of the previous structure located on the premises was approved by the Heritage Preservation Commission (HPC), on July 9, 2013, subject to mitigating conditions.

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

The proposed use of the site as a Planned Unit Development is *conditional* in the C2 District.

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

- The applicant proposes to reduce the minimum loading requirement for the first phase. Chapter 541 requires 2 small or 1 large loading space for residential developments with 250 units or more. The loading requirement for the commercial uses in the project is 1 small loading space. An alternative is being requested as identified above to eliminate the requirement of designated loading spaces. The applicant is providing a service only access from University Avenue NE where trucks would unload within the building.

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

	Minimum Vehicle Parking	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
General retail sales and services	26	--	26	85	47
Restaurant, sit down	15	--	15	70	48
Residential dwellings	278	Transit Incentive – 10% (28)	250	--	290
Total	**319**	**28**	**291**	**--**	**385**

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

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed	Loading Requirement	Proposed
General retail sales and services	3	Not less than 50%	--	7	Low	0
Restaurant, sit down	3	Not less than 50%	--	7	Low	0
Residential dwellings	139	--	Not less than 90%	241	2 small or 1 large	0
Total	**145**	**4**	**125**	**255**	**2 small or 1 large, and 1 small**	**0**

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

- The maximum allowable FAR in the C2 District, prior to consideration of applicable density bonuses is 1.7. The proposed project qualifies for two 20% density bonuses (or an FAR increase of .34 for each) for providing all required parking in a parking garage of at least two levels and for the mixed commercial and residential building where residential uses are located above a ground floor in which at least 50% of the gross floor area is devoted to commercial uses. With the two

applicable density bonuses the allowable FAR is 2.38. A PUD alternative is being requested to further increase the allowable FAR by another 20% to 2.72. In addition, a variance is also being requested to increase the allowable FAR to 2.91, which would result in approximately 87 dwelling units per acre.

- The property is zoned C2 and the maximum height permitted in the C2 District is 4 stories or 56 feet. The heights of the structures that are proposed as part of the first phase range from 2 stories or 20 feet, 8 inches to 21 stories or 208 feet, 4 inches.

Table 5. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	137,546 sq. ft. / 3.2 acres
Gross Floor Area (GFA)	--	400,637 sq. ft.
Minimum Floor Area Ratio (GFA/Lot Area)	--	--
Maximum Floor Area Ratio (GFA/Lot Area)	2.72	2.91
Maximum Building Height	4 stories or 56 feet, whichever is less	Up to 21 stories or 208 feet, 4 inches.

Lot Requirements – ***Meets requirements***

Table 6. Lot Requirements Summary

	Code Requirement	Proposed
Dwelling Units (DU)	--	278 DUs
Density (DU/acre)	--	87 DU/acre
Minimum Lot Area	43,560 square feet or 1 acre	137,546 sq. ft. / 3.2 acres
Maximum Impervious Surface Area	--	--
Maximum Lot Coverage	--	--
Minimum Lot Width	--	--

Yard Requirements – ***Requires alternative compliance***

Table 7. Minimum Yard Requirements

	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front (University Ave NE)	0 ft.	--	0 ft.	Approximately 13 ft. to 27 ft. to the building walls (0 feet to 4 feet for stairs and landings for walk-up units)

Corner Side (1st Ave NE)	0 ft.	--	0 ft.	Approximately 10 ft. to 38 ft. to the building walls
Interior Side (East)	15 ft.	--	15 ft.	Approximately 71 ft. to 103 ft. to the residential building walls
Interior Side (North)	15 ft.	--	15 ft.	Approximately 40 ft. to 130 ft. to the residential building walls

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***

- A trash and recycling area is provided for the low-rise residential building, the high-rise residential building and for all commercial spaces included in the development. Each area is located within the first level of the building and exceeds areas required by the City. Recycling chutes are provided on every floor of the residential buildings.

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.

Specific Development Standards – ***Meets requirements***

- <u>Restaurant, sit down.</u>
  (1) Where alcoholic beverages are served, not less than sixty (60) percent of total gross sales revenue shall be from the sale of food and beverages not containing alcohol, and the use shall comply with the requirements of Title 14, Liquor and Beer, of the Minneapolis Code of Ordinances and Chapter 4 of the Minneapolis City Charter.
  (2) 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.

Plaza Standards – ***Meets requirements***

- A plaza is proposed as part of the first phase of the development. The proposed plaza is approximately 4,450 square feet in area, and it has been designed in compliance with the standards

outlined in Chapter 535 of the Zoning Code. See the PUD section above. As previously noted, Staff is recommending that the design of the plaza be further enhanced given the alternative compliance requested for building placement adjacent to both public streets.

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 *Nicollet Island East Bank Neighborhood Association (NIEBNA) Small Area Plan* applies 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 proposed building walls are located between 10 feet, 7 inches and approximately 38 feet from the property line along 1st Avenue NE. As previously mentioned the tower is located towards the interior of the site, yet has visibility from 1st Avenue NE but is setback nearly 128 feet. The building walls are located between 13 feet and approximately 27 feet (approximately 0 feet to 4 feet for stairs and landings for walk-up units) from the property line along University Avenue NE; the exposed portion of the parking garage on the north end of the site is recessed approximately 78 feet from the property line. Alternative compliance is required. CPED Staff would recommend that the Planning Commission grant alternative compliance along both street frontages. Along 1st Avenue NE, there is an existing 10 foot wide drainage and utility easement between the property line and the proposed building. A building cannot be constructed over the easement. When this factor is considered, the building at the closest point is located 7 inches from the utility easement closest to the intersection and at the furthest point approximately 28 feet from the utility easement on the west side of the site due to the layout and angularity of the proposed buildings in that location which creates architectural interest. The greater setback accommodates a public plaza that includes benches, landscaping, public art, a drinking fountain and interpretive elements. Staff is recommending that some additional enhancements be provided in the public plaza as an alternative compliance measure that include: decorative string lights in the public plaza area to activate the area during the evening hours, as well as an additional public art piece to create additional visual interest. Along University Avenue NE, the greater separation is due in part to the angular design of the building, the grade change on site, as well as the incorporation of walk-up units. The parking garage is partially exposed in this location for a length of approximately 64 feet, from one foot to nearly seven feet, on the west elevation due to the grade changes on site. Staff will require that a cross-section be provided that details the proposed planters and landscape plantings with the final plans. Additional plantings may be required to mask the exposure. As previously noted, on the north side of the site, the parking garage wall is fully exposed for approximately 40 linear feet; green space and decorative fencing is provided between the exterior building wall and the property line. Staff will recommend that additional plantings be provided in this location.
- **Principal entrance location:** The L-shaped building has walk-up units off of University Avenue NE, as well as a principal entrance to the lobby of the building that is recessed. Staff would recommend that the Planning Commission require that the entrance to the lobby of the building be

pulled out and relocated to be within 8 feet of the property line in that location. This would emphasize and create a more prominent entrance point to the building on this façade. In addition, the L-shaped building has principal entrances to the commercial component of the structure along 1st Avenue NE, as does the commercial building located adjacent to 1st Avenue NE. The principal entrance to the tower component of the development faces the east property line, or the old vacated right-of-way for 4th Street NE; it does not face a public street. Alternative compliance would be necessary. Given the orientation of the building on the site, and the fact that approximately 128 feet separates the building wall from the public street along 4th Street NE, and the fact that outdoor seating for the proposed restaurant would be provided between the face of the tower and the public street, Staff would recommend that the Planning Commission grant alternative compliance in this circumstance. While Staff would not typically support a principal entrance to a structure facing an interior lot line, in this specific circumstance it would not make sense to locate the entrance facing the public street given the distance. Further, the tower is one of multiple buildings located on the site and all other buildings are located closer to the public street and have multiple principal entrances oriented towards the public street. Additionally, the location of the entrance interior to the site will enhance the overall development as it improves the appearance of the interior elevation of the development and further activates this area. Staff would recommend that the Planning Commission include two relevant conditions of approval for this alternative compliance request as follows: add architectural elements that are significantly enhanced to the principal entrance to the tower in order to mitigate its setback from the public street, and the walkway connecting the principal entrance of the tower to the public sidewalk shall be of a continuous grade and paving pattern.

- **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 137,546 square feet and a building footprint of 93,071square feet is proposed. A total of 8,895 square feet of landscaping would be necessary to meet the 20 percent requirement. The applicant is providing 7,640 square feet of landscaping, or 17% of the area not covered by buildings. Alternative compliance is required. Staff would recommend that the Planning Commission grant alternative compliance in this circumstance. While the ground level landscaping may not meet the percentage requirement, it far exceeds the quantities that are required for plantings. In addition, the applicant is providing a landscaped amenity deck that further offsets the lack of compliance with the 20%.

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.*

   As previously noted, the subdivision consolidates several underlying platted lots into two lots. The proposed subdivision would create one lot for the first phase (137,546 square feet or approximately 3.2 acres) and one lot for the second phase (99,925 square feet or approximately 2.3 acres). The total area of the PUD is 237,471square feet or approximately 5.5 acres. The proposed subdivision

would have no effect on surrounding property owners or add substantially to 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. The proposed lot configuration would pose no difficulties in securing building permits or in providing access to the site. The proposed lots are suitable in their existing state for the proposed development with minimal alteration.

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.

VACATION

RESPONSES FROM UTILITIES AND AFFECTED PROPERTY OWNERS. Minneapolis Public Works has reviewed the vacation petition and recommends approval of a modified petition. The original petition submitted by the applicant proposed vacating 25 feet on both the southwest and northeast sides of the existing 80-foot utility easement, reducing the dimensions of the easement to 30 feet (NE/SW) by 75 feet (NW/SE). This would have made the easement the same width as the subterranean easement along the northwest end of vacated 4th Street NE. The petitioner then modified the request to 20 feet on each side of the centerline of 4th Street NE. The Traffic Division of Public Works requested that the City maintain the southeasterly 20 feet of the reserved easement for traffic control and lighting infrastructure. Surface Waters and Sewers further requested that only 12 feet on the southwest side of 4th Street NE be vacated. No other referral agencies had any concerns or easement requests for the proposed area to be vacated.

FINDINGS. The Department of Public Works and the Department of Community Planning and Economic Development find that the modified area for vacation is not needed for any public purpose, and it is not part of a public transportation corridor.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by LMC NE Minneapolis Holdings, LLC, for the properties located at 315 1st Avenue NE, and 101, 115, 119, and 125 4th Street NE:

A. Conditional Use Permit for a Planned Unit Development.

Recommended motion: **Approve** the application for a PUD, 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: for an active liner use as part of a parking garage, plaza, decorative and/or pervious surfaces for on-site parking, etc., pedestrian improvements, pet exercise area, recycling storage area, and LEED.
3. A cross-access easement shall be provided that ensures that the second phase shall be permitted to utilize the previously vacated 4th Street NE extension or the curb cut off of 1st Avenue NE for access to that development site.

B. Variance of the maximum allowable FAR.

Recommended motion: **Approve** the application for a variance of the maximum floor area ratio from 2.7 to 2.91.

C. Site Plan Review for a new mixed-use development.

Recommended motion: **Approve** the application for a new mixed-use, multiple building development that includes 278 dwelling units, 22,169 square feet of commercial space, and approximately 385 parking spaces, 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 July 6, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
3. Additional enhancements shall be provided in the public plaza as an alternative compliance measure that includes: decorative string lights in the public plaza as well as an additional public art piece.
4. A cross-section shall be provided that details the proposed planters and landscape plantings where the parking garage is exposed adjacent to the walk-up units along University Avenue NE.
5. Additional plantings shall be provided on the north end of the site between the fully exposed parking garage wall and the proposed fencing along University Avenue NE.
6. The principal entrance to the lobby adjacent to University Avenue NE shall be pulled out and relocated to be within 8 feet of the property line in that location to emphasize its importance.
7. Architectural elements that are significantly enhanced shall be added to the principal tower entrance to mitigate its setback from the public street.
8. The walkway connecting the tower principal entrance to the public sidewalk shall be of a continuous grade and paving pattern.
9. To ensure opportunities for natural surveillance to the pedestrian accessway to the parking, these walls shall comply with the nonresidential window requirements of section 530.120 of the zoning code.

10. The mechanical unit located adjacent to the service drive shall be relocated to a less prominent location along University Avenue NE; north of the walk-up units adjacent to the fully exposed parking garage.
11. The public plaza shall comply with the plaza standards as outlined in Chapter 535 of the Zoning Code and shall further include the following features: two public art installments, decorative string lights, a drinking fountain, and interpretative elements as previously required by the HPC (BZH-27768).
12. The applicant shall continue to work with Public Works on reducing the overall width of the curb cut off of 1st Avenue NE.
13. The applicant shall consider eliminating the one-way service drive off of University Avenue NE.
14. 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 application for a preliminary and final plat that consolidates several underlying platted lots into two lots.

E. Vacation of part of an existing utility easement.

Recommended motion: **Approve** the vacation of part of an existing utility easement.

ATTACHMENTS

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

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

Preliminary Development Review Report

Development Coordinator Assigned: **MATTHEW JAMES**
(612) 673-2547
matthew.james@minneapolismn.gov

Status *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001298
Applicant:	LENNAR MULTIFAMILY COMMUNITIES 1300 E. WOODFIELD RD. STE. #304 SHAUMBURG, IL 60173
Site Address:	315 1ST AVE NE 101 4TH ST NE 115 4TH ST NE 119 4TH ST NE 125 4TH ST NE
Date Submitted:	01-APR-2015
Date Reviewed:	08-APR-2015

Purpose

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

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

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

Project Scope

mixed residential and retail development.

Review Findings (by Discipline)

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

❑ Historical Preservation Committee

- There is no HPC flag on this property. HPC review is not required at this time. HPC review is required for any wrecking permits pertaining to the removal of existing structures.

❑ Business Licensing

- Continue to work with Matthew D. James at (612) 673-2547 concerning a Food Plan Review, SAC determination and any Business License application submittal that may be required for this proposed project.

❑ Addressing

- 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. Each assigned address number uses the street that provides the best/direct access for life safety equipment and best/direct access to the occupants.
- The address for the proposed Lennar Multifamily Communities building will be 315 1st Ave NE. This address meets the City of Minneapolis Street Naming and Address Standard requirements.
- 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.

❑ Parks - Forestry

- Contact Craig Pinkalla (612-499-9233 cpinkalla@minneapolisparks.org) regarding any questions related to planting, removal or the process for protection of trees during construction in the city right of way.
- No trees appear to be proposed in the Public right-of-way on this project currently; if trees are proposed in the ROW, Park Board Forestry will need to approve species and planting space (5' min. blvd. width, or 500cu. Ft vol./ tree for tree pits).
- 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 $1,521 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is $202.80 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, the calculated dedication fee is as follows:
- Park Dedication Fee Calculation =
- Residential (278 units x $1,521 per unit) = $422,838
- Non-Residential Commercial Space = $ 4,462
- 5% of $XX (Administration Fee) = $ 1,000
- Total Park Dedication Administrative Fee: = $428,300
- 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 Matthew D. James at (612) 673-2547.

❑ Zoning - Planning

- Formal land use applications have been not been submitted to date as the applicant is currently in the process of completed a state mandated Environmental Assessment Worksheet (EAW) for the site. Based on a cursory review of the submitted plans, the following land use applications appear necessary:
  - Conditional Use Permit for a Planned Unit Development
  - Variance of the FAR requirement
  - Site plan review;
  - Preliminary and Final Plat.
  - Partial vacation of a utility easement
- Additional applications may be identified upon submission of formal land use applications. These comments are for preliminary purposes only.

❑ Right of Way

- For work along 1st Ave N.E.; 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. Note to the Applicant: The Public sidewalk along 1st Ave. N.E. is sub-standard in width; encroachments into the Public Sidewalk along 1st Ave. N.E. will not be granted.
- 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.
- Within the vacated Public right-of-way of 4th St. N.E. the City has retained utility easements; please continue to work directly with Bob Boblett at (612) 673-2428 regarding vacation of portions of the existing Utility Easements
- Note to the Applicant: All work along University Ave. N.E. (TH. 47) impacting the Public right-of-way falls within the jurisdiction of the State of Minnesota (Mn/DOT). The Applicant will be required to get plan approval and permits directly from Mn/DOT for work along University Ave. N.E. For permitting please contact Ann Driver at (651) 366- 4620; for retaining wall and bridge impacts please contact the Mn/DOT Bridge Office at (651) 366-4500. Site Plan approval by the Department of Public Works will be contingent upon site plan approval and permit issuance by Mn/DOT; the Applicant shall provide documentation that all Mn/DOT approvals have be attained.
- At a minimum, the Applicant shall provide complete details (including cross sections) of the demolition to the existing wall along University Ave. N.E., and complete details of proposed construction along University Ave. N.E. including cross-sections and retaining wall details for the connection point of the proposed

❑ 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. Plan sheets shall reference the appropriate details included on Sheet C4.2 of the plans. The driveway entrances proposed for University Ave. and 1st Ave. N.E. are shown incorrectly with 12' and 15' radius; City standards limit the radius to 5'maximum.
- ADA compliant pedestrian ramps are shown at the driveway apron along 1st Ave. N.E.; per City standard driveway construction pedestrian ramps are not required at this location.

- 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. Proposed curb & gutter shown on the Grading Plan (Sheet C5.0) shall reference the appropriate details included on Sheet C4.2 of the plans.

❑ Sidewalk

- The proposed path of travel for pedestrians (5 ft. walkway) between the curb and the proposed large planters is substandard and inappropriate for this context and anticipated increases in pedestrian traffic as this area is further developed and anticipating the arrival of street car in this corridor. The proposed public sidewalk along 1st Ave. N.E. shall be constructed to provide for an unobstructed clear pedestrian zone of at least 8' in width for the extents of the Project. For detailed information related to the Access Minneapolis Design Guidelines for Streets and Sidewalks refer to the following: http://www.minneapolismn.gov/publicworks/transplan/comp/public-works_trans-plan_designguidelines . Pedestrian zone recommendations for this street per Access Minneapolis (Page 10-11, Figure 10-7) are 20 ft. (15 ft. minimum acceptable width). The 20 ft. zone is inclusive of a .5 ft. curb, 8.5 ft. furnishing planting area, 8 ft. unobstructed through walk zone, and a 3 ft. frontage. Given the limitations of the available Public right-of-way, a clear pedestrian zone of at least 8' in width is the recommended minimum.
- It is unclear if ADA compliant pedestrian ramps are proposed at the intersection of University Ave. and 1st St. N.E.; the demolition plan provides for complete removal, however nothing is proposed for replacement (Note that existing ADA Pedestrian Ramps at this location meet current standards). The Applicant shall clarify the intent for this location throughout the plans.

❑ Traffic and Parking

- The nature of the proposed development is such that traffic impacts will be an issue, a Travel Demand Management Plan (TDMP) will be required; please contact Allan Klugman at (612) 673-2743 to discuss the requirements of the TDMP. In addition, please continue to work with Allan Klugman on the design of the 1st Ave. N.E. and 4th St. N.E. intersection.
- The Applicant shall note the location of any existing Metro Transit "bus stops" on the site plan.
- Current ordinance states that all maneuvers associated with loading, parking or sanitation pick up for a private development shall occur on private property. Please provide a narrative explaining the trash removal operations and show turning maneuvers for all truck type vehicles that will be using the site and loading dock/parking entrance areas. Generally, a vehicle should not be stopped on the sidewalk or in a moving lane of traffic waiting for a garage door to open. It would appear that the queuing distance from University Ave. is not sufficient to prevent a vehicle from stopping on the Public sidewalk waiting at the parking garage entrance; please provide a narrative explaining garage door operation on University Ave.
- Per City Ordinance the Applicant shall provide for (and identify) a solid waste collection point (SWCP) on the site plans. The location of the SWCP is subject to the review and approval of the Public Works Department.
- The site falls within a designated Pedestrian Street Lighting Corridor; consequently a street lighting system is required. 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.
- 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. Log 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 plan shows an existing 8" service line to University Ave. that is intended for re-use, and proposes two 8" service lines tapping 1st Ave. N.E.; by City Ordinance only one domestic service connection is allowed per building.

❑ Sewer Design

- Groundwater: Please include the low floor elevation on the Grading Plan. Please also identify if any pumping and discharge of groundwater is proposed to keep the low floor dry.
- Stormwater Management: The Stormwater Management Summary dated 3/30/2015 does not adequately demonstrate that the required stormwater treatment requirements are being achieved on the site. Please provide the necessary documentation and analysis demonstrating compliance with Chapter 54 of the Minneapolis Code of Ordinances.
- 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.
- ¾" crushed stone or crushed gravel is not an acceptable media for filtration. The design of the filtration system should conform to the standards in the MN Stormwater Manual. Please revise accordingly.
- Please provide details on the green roof to support the stormwater management properties attributed to it.
- Please note the City of Minneapolis does not currently have a volume control requirement as stated in the Stormwater Management Summary. Please revise accordingly.
- Utility Connections: City records indicate the storm sewer running up University within the right-of-way is a private connection for the property. This connection should be removed and the private storm sewer on that side of the site should connect to the private system serving the remainder of the site.
- The size of the existing MH proposed to be connected to with MH-1 and CB-4 should be evaluated to determine if it is adequately sized to receive the pipes as shown. Please see City standard detail SEWR-6001.
- Please indicate what the proposed future phases of development are in order to justify the proposed storm and sanitary sewer service stubs to those properties.
- Utility: It appears the proposed CB-4 may be in conflict with the proposed ped ramp. The ped ramp should be shown graphically correct. The CB should be located so a standard City CB with full height curb box can be installed without affecting the ped ramp or curb tapers.
- Please provide the appropriate City of Minneapolis standard detail plates for the construction of any public storm sewers or catch basins.
- 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.

❑ Construction Code Services

- Structural design documents for temporary earth retainage systems at the building perimeter adjacent to property lines will be required for permit purposes.
- Exterior metal composite materials shall comply with Section 1407 of the building code.

- Verify the "potential" occupancy count for all elevated plazas and green roof areas.
- A Service Availability Charge (SAC) determination will need to be submitted to the Metropolitan Council for the proposed project. Please refer to this link for more information or Contact Karon Cappaert at (651) 602-1118 or karon.cappaert@metc.state.mn.us. http://www.ci.minneapolis.mn.us/mdr/docs/sac_availability_charge.pdf.

❑ 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-all high-rise requirements apply.
- Provide and maintain fire apparatus access at all times.

❑ Environmental Health

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

END OF REPORT

SUPERIOR PLATING SITE REDEVELOPMENT
STATEMENT OF PURPOSE AND DESCRIPTION OF PROJECT

REVISED JUNE 3, 2015

The purpose and vision for this multifamily mixed-use development at the historic Superior Plating site is to create a luxury rental community with a complementary retail corridor and associated parking, all of which will be organized around a pedestrian-oriented design and layout. The Superior Plating site includes the majority of two city blocks fronting on 1st Avenue NE between University Avenue NE and 5th Street NE. Lennar Multifamily Communities ("LMC") is proposing to redevelop the site as a two-phase planned unit development ("PUD"). The first phase will occur on the western side of the site and will include 278 residential units, divided between a tower and mid-rise building, 22,169 SF of commercial space and 385 parking stalls in a below and above grade parking structure that will be surrounded on three sides by the residential and commercial buildings.

SITE AND NEIGHBORHOOD

The west block of the Superior Plating site was originally home to the maintenance and storage facility for the streetcar system in Minneapolis. In the 1920s, the building was transformed into a metal plating facility known as Superior Plating. After 93 years of operation, the plating company went bankrupt and closed operations in November 2011. Due to contamination from the years of chemicals used in the plating operations, this site was classified a Superfund Site by the MPCA. Demolition of the building and cleanup of the west block (per a Response Action Plan with the MPCA) was completed in December of 2014.

The site is located in the Nicollet Island - East Bank neighborhood, immediately north of the Mississippi River and downtown Minneapolis. The neighborhood is a dynamic submarket that includes some of the city's older residential homes, an emerging young professional population, and a blossoming entertainment sector filled with restaurants, microbreweries, and nightlife to accompany the established arts district.

SITE DESIGN PRINCIPLES

Prior to any design work being completed, the LMC and ESG Architets studied the Nicollet Island – East Bank Small Area Plan and consulted with the Nicollet Island East Bank Neighborhood Association (NIEBNA) to establish design principles for the project. These principles, listed below, guided the design of the entire proposed development:

1. Vibrant, active commercial along 1st Avenue with widened streetscape, landscaping, outdoor seating and an expanded public realm.
2. Street front architecture that is interesting and innovative and provides access to light and air.
3. Architectural massing that provides variety and stepping in scale.
4. Architecture that incorporates towers that provide height and density without shadowing or overwhelming the surrounding context.

5. A design model that may be appropriate is a "Vancouver" approach which has low-rise base of commercial and residential with point towers set back from the street.

We envision that this development will add to the already vibrant neighborhood and revitalize one of the most important land sites in Minneapolis. It will not only serve as a gateway between downtown Minneapolis and the northeast neighborhoods, but also will become a destination for residents, retail customers, and members of the greater Minneapolis community.

ARCHITECTURAL DESCRIPTION

The architectural design and massing of this project strive to create a dichotomy within one site exemplifying housing with both a traditional low-rise building and a contemporary high-rise building. The low-rise building fits into the existing neighborhood, activating the streetscape with walk up units linked to the sidewalk along University, mirroring the concept across the street. The tower addresses the goal of creating something new in Northeast, with the use of glass and metal panel for an exterior cladding, uniquely-formed cantilevered balconies, and a more modern interior unit design with exposed concrete ceilings, columns, and mechanical ductwork. A series of elevated terraces and green roofs provide both a private amenity space with solar access for residents and visual interest for units overlooking the garage roof. The retail space has been designed for flexibility and contains translucent glazing and metal panel to nicely tie together the low- and high-rise housing structures.

STREETSCAPE AND PUBLIC REALM

Redevelopment of the Superior Plating site provides a unique opportunity to create new public gathering areas in the East Bank neighborhood. The streetscape along 1st Avenue and University Avenue has been designed to improve the pedestrian realm with wide sidewalks, landscaping, and public art. A large plaza area is oriented toward the intersection of 1st Avenue and 4th Street. The retail façades of the buildings have been set back and angled to provide additional space for movable outdoor seating, sidewalk sales, farmers markets, etc. Careful consideration was given to the pedestrian experience in the design of the promenade from the public parking structure to the main retail façade. Consideration has been given to the possible future streetcar development with space designated for a potential station enclosure.

Pedestrian and vehicular access into the site will be provided along vacated 4th Street NE between the first and second phase development areas. A decorative, pedestrian-centric design with curbless, scored concrete pavement, landscaping, and protective light bollards is intended to slow vehicular speeds and alert drivers to the pedestrian use and character of the access way.

GREEN AND SUSTAINABLE FEATURES

The key sustainability strategy for this project is to create an urban mixed-use, pedestrian-friendly community that allows residents to live, work, and play without dependence on daily automobile usage. The mixed-use development will include complementary retail tenants for the residential tenants and neighborhood. The development team is committed to the sustainable design principles reflected in the neighborhood's Small Area Plan. Our sustainable design mission is to promote livable communities through the use of energy efficient systems,

green building practices, reduced dependency on automobiles, creative density, high quality pedestrian and bicycle public realm, and the preservation of natural resources. The building is being designed to meet standards for LEED Certification. The project will feature a series of green elements including green construction practices, materials specification, thermal high-efficiency windows and exterior envelope, and numerous permeable planted green spaces both on the site as well as on the amenity level roof.

REQUIRED APPLICATIONS

The applications required for the project are:

1. Conditional use permit for a planned unit development ("PUD")
2. Variance to increase the maximum floor area ration ("FAR")
3. Site plan review
4. Preliminary and final plat
5. Partial vacation of utility easement

PUD ALTERNATIVES

Alternatives are being requested in Phase 1 of the PUD for the number of principal structures, height, floor area ratio, and off-street loading.

More than one principal residential structure on a zoning lot: Phase 1 comprises a 21-story residential tower, a 2-story building intended for restaurant, and a 6-story mixed use building, all surrounding and connected by a shared parking garage.

Increased height: The height limit in the C2 District is 4 stories/56 feet. The heights of the buildings in Phase 1 range from 2 stories/20′-8″ to 21 stories/208′-4′ (to top of roof; 218′-4″ top of parapet).

Floor Area Ratio bonus: The maximum FAR before density bonuses in the C2 District is 1.7. The project qualifies for two, 20% FAR bonuses for providing all required parking in a parking garage of at least two levels and for the mixed commercial and residential building where residential uses are located above a ground floor in which at least 50% of the gross floor area ("GFA") is devoted to commercial uses. Each 20% bonus increases the allowed FAR by 0.34. With two bonuses, the maximum FAR is 2.38. A PUD alternative is being requested to increase the allowed FAR by another 20% to 2.72. In addition, a variance is being requested to increase the FAR to 2.91. The increase in GFA and FAR will allow redevelopment of the site with the mix of uses, high-density housing (approximately 87 du/acre) and varied building heights including a tall building as specifically called for in the Nicollet Island – East Bank Small Area Plan for the Superior Plating site.

Off-street loading: The loading requirement for residential uses with more than 250 units is 2 small or 1 large loading space. The loading requirement for the commercial uses in the project is 1 small loading space. An alternative is being requested to eliminate the requirement of designated loading spaces. A sufficient off-street loading area will be provided in the service drive within the building.

PUD AMENITIES

Twenty amenity points are required. The following amenity points are requested.

Table 527-1 Amenities

Active liner uses as part of a parking garage (10 Points)
Inclusion of housing, office, or other active uses around the perimeter of all floors of a parking garage that face a public street, sidewalk, or pathway. In any district where liner uses are already required on the first floor, points shall only be awarded for liner uses on all other floors above the first where parking is located. False or display windows shall not qualify.

Description: This project includes a retail and residential parking structure with one and a half levels of below grade parking, one at grade level, and one above grade level. Both façades facing public streets are lined with multifamily housing or retail spaces. The façade facing University has street activating walkup townhome style residential dwelling units and a residential lobby. The façade facing 1st Avenue is constructed of retail and restaurant spaces with residential dwelling units above.

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.

Description: This project contains a plaza 4,450 SF in area (making up just over ten percent of the overall lot area not occupied by building.) The plaza is designed to meet all requirements of Chapter 535 Regulations of General Applicability. Refer to plaza plan for additional details.

Decorative or pervious surface for on-site parking and loading areas, drives, driveways and walkways. (3 Points)
Provide decorative pavers, pervious pavers, stamped concrete, colored concrete, pervious concrete, brick or other decorative or durable materials for a minimum of seventy five (75) percent of surface parking and/or loading areas, drives aisles, driveways and walkways that comply with the Americans with Disabilities Act accessibility requirements.

Description: Hardscaping throughout the development contains an array of concrete colors and patterned scoring. Refer to civil and landscape plans for pavement design and details.

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.

Description: 10′ foot wide sidewalks, links between the dwelling units/retail space and the public right-of-way, landscaped boulevards and hedges along the sidewalk, wide outdoor circulation and seating space along the retail facades, and the plaza design all encourage a positive pedestrian experience, street activation, and a connect between public and private. The curbless, decorative, vacated 4th street is designed to promote a pedestrian friendly, bike friendly access to the residential building, lined with trees and lit bollards, and terminating with an open green space with a preserved stone wall backdrop.

Pet Exercise Area (1 Point)

A pet exercise area shall have a minimum dimension of twelve (12) feet by sixty (60) feet. It shall be enclosed with decorative fencing, include lighting in compliance with Chapter 535, Regulations of General Applicability and provide accommodations for proper disposal of animal waste. The pet exercise area shall not be located in a required yard.

Description: The parking garage roof contains an outdoor pet run area that is over eighty (80) feet long and fifteen (15) wide, exceeding both the required area and further covering enclosing the parking garage from unit view above. In addition to outdoor pet exercise are, the building program contains a dog wash for pet bathing and grooming.

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.

Description: Plans for this project allocate trash and recycling area for the low-rise residential building, the high-rise residential building, and the future retail tenants. Each area is conveniently located within the building at level one for easy user and removal access. Each trash/recycling room exceeds areas required by the city. In addition, recycling chutes are provided on every level of both the low-rise and high-rise building for easy tenant access from their dwelling units.

<u>Amenities Proposed By Applicant</u>

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.

Leadership in Energy and Environmental Design (LEED) (5 points requested)

Description: Attached is a preliminary LEED Checklist generated by Kevin Flynn, LEED Fellow and founder of EcoDEEP. The LEED rating system requires a minimum of 40 credits for LEED Certification, and 50 credits for LEED Silver. In the current design, Kevin identifies 43 achievable credits, meeting the developer's goal rating of LEED Certified. (This project will be registered with the USGBC.)

CONDITIONAL USE PERMIT FOR PLANNED UNIT DEVELOPMENT
REQUIRED FINDINGS

The project, including alternatives for the number of principal structures, height, floor area ratio, and off-street loading, meets the required findings for a conditional use permit ("CUP") for a planned unit development.

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

   The proposed development will not be detrimental to or endanger the public health, safety, comfort or general welfare, and granting the CUP will allow a development that will benefit the neighborhood and reinforce goals of the comprehensive and small area plans. Infill development on this formerly industrial and contaminated site will have a positive effect on the health, safety and vitality of the area. The new construction will fill a hole in the urban fabric of the neighborhood with beautiful buildings of high architectural quality. The proposed plaza and landscaping in and around the site, including the addition of many boulevard trees, will further beautify the neighborhood. The building and site design and the addition of commercial uses on this block will activate the pedestrian realm. New commercial uses and the addition of residents will enhance the East Hennepin Activity Center. The new construction will comply with all building and site development codes.

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 of uses permitted in the district.*

   This mixed use development will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. The residential components are similar to other mid- and high-rise development in the area. The street-level commercial development will expand and complement the East Hennepin retail area. High-density, mixed use redevelopment of this site is consistent with City goals and, by being responsive to the land use policies for this area, the project will promote the orderly development of the neighborhood.

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

   Adequate utilities, access, drainage and other facilities will be provided. The development team will continue to work closely with Public Works, Plan Review and Planning staff to comply with City and other applicable requirements. Access for the parking garage is provided to and from 1st Avenue NE along vacated 4th Street. A service-only access drive allows delivery trucks to enter the site from University Avenue NE and exit to 1st Avenue.

   The City of Minneapolis requires that all new developments meet the stormwater management requirements of Chapter 54 of the City Code of Ordinances in order to be approved for construction. These requirements consist of a reduction in the runoff rate

for the 2-year, 10-year, and 100-year, 24 hour storm events, and the removal of 70% of total suspended solids which occur during the 1-1/4" rainfall event. Due to the previous land use occurring on the property, the Superior Plating redevelopment project meets the requirement for rate control due to the increase in pervious area from the existing condition through the installation of a green roof system, turf grass areas, and planter beds. The stormwater management system proposed on-site is a filtration manhole system called the Jellyfish Filter, which will treat stormwater exiting the site for water quality measures, and remove at least 70% of total suspended solids before they enter the public storm sewer system.

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

A traffic impact study and Travel Demand Management Plan were prepared in conjunction with an Environmental Assessment Worksheet that evaluated the potential impacts of redevelopment of the site with up to 750 units of housing and 75,000 SF of commercial space for the combined, two-phase PUD. The study recommended two geometric and signal improvements for the intersection of 1st Avenue NE and 4th Street NE. Additional measures including restriping of a crosswalk and turn restrictions may also be required. With implementation of the improvements recommended by the study, traffic operations under full-build conditions are expected to operate acceptably. the TDMP also outlines the ways in which the development reduce vehicular trips and help Minneapolis achieve its goals of enhancing the local transportation system.

All loading will occur on site in the service drive. The parking garage will provide all parking required for the residential and commercial uses.

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

The project site is included in two land use plans: the *Minneapolis Plan for Sustainable Growth*, which is the citywide comprehensive plan, and the recently adopted *Nicollet Island East Bank Neighborhood Association (NIEBNA) Small Area Plan*. Both of these plans identify the future land use for the project site as mixed use. This land use category allows for mixed use development, including mixed use with residential. Mixed use may include either a mix of retail, office or residential uses within a building or within a district.

The *NIEBNA Small Area Plan* expands the boundaries of the East Hennepin Activity Center to include the project site. Activity Centers are the places that shape Minneapolis' urban identity. Activity Centers support a wide range of commercial, office, and residential uses. They attract residents, workers, and visitors from throughout the city and region. They typically have a busy street life with activity throughout the day and into the evening. They are heavily oriented towards pedestrians, and maintain a traditional urban form and scale. Activity Centers are also well-served by transit. Housing density in Activity Centers is guided for high density (50-120 du/acre) to very high density (120-200 du/acre), dependent on context.

University Avenue and 4th Street NE are both classified as Community Corridors. Community Corridors support new residential development from low to high density in specified areas, as well as increased housing diversity in neighborhoods. Community Corridors support limited commercial uses that are frequently concentrated in Neighborhood Commercial Nodes.

The following land use policies and implementation steps from the *Minneapolis Plan for Sustainable Growth* apply to the proposal:

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

Land Use Policy 1.5: Promote growth and encourage overall city vitality by directing new commercial and mixed use development to designated corridors and districts.

Land Use Policy 1.8: Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.

1.8.1 Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.

Land Use Policy 1.9: Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.

1.9.3 Discourage uses that diminish the transit and pedestrian oriented character of Community Corridors, such as automobile services and drive-through facilities.

1.9.6 Promote more intensive residential development along Community Corridors near intersections with Neighborhood Commercial Nodes and other locations where it is compatible with existing character.

Land Use 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.

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.

1.12.4 Discourage uses that diminish the transit and pedestrian character of Activity Centers, such as automobile services, surface parking lots, and drive-through facilities.

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.
1.12.10 Encourage developments to incorporate climate sensitive site and building design practices.

The *NIEBNA Small Area Plan* identifies the former Superior Plating Site as a development opportunity site. The *NIEBNA Small Area Plan* envisions redevelopment of the site with high density, mixed use housing, retail and commercial uses in tall buildings and with incorporation of green spaces, inviting streetscapes and high architectural design values. The plan includes the following Land Use and Housing Goals:

1. Enhance the urban lifestyle of the neighborhood.
2. Increase the opportunities for additional local shops and small scale retail.
3. Increase the number and diversity of people living in the neighborhood by encouraging a variety of age ranges and income levels.
4. Plan and guide development for mixed use and greater height allowances on the former Superior Plating site and other opportunity sites.
5. Maintain the existing neighborhood fabric and historic characteristics of the neighborhood.

The proposed Superior Plating Site Redevelopment is consistent with the above-listed policies and goals of the City's comprehensive plan and the *NIEBNA Small Area Plan*.

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

Upon approval of the submitted applications, the project will conform with the applicable regulations of the C2 zoning district.

In addition to the CUP standards the project complies with the additional findings required for planned unit developments.

1) That the planned unit development complies with all of the requirements and the intent and purpose of the PUD 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 will provide a mix of alcove, 1, 2 and 3-bedroom apartments in the tower and mid-rise buildings. The residential buildings surround an amenity terrace located on

the roof of the shared parking garage. The terrace amenities include a pool, grill units, fire pits, outdoor seating, dog exercise area and an accessible green roof. Walk-up units and the mid-rise building along University complement the residential development across that street. The tower is set back over 100 feet and separated from the public sidewalk by an expansive plaza area and low-rise retail buildings. The commercial uses in this mixed use project will be a compatible extension of the East Hennepin commercial district located immediately east and north of the site.

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

The traffic impact study concludes that, with certain mitigation and improvements, the existing street capacity is adequate to support the traffic that will be generated by the project. Access for the parking garage is provided to and from 1st Avenue NE along vacated 4th Street. A service-only access drive allows delivery trucks to enter the site from University Avenue NE and exit to 1st Avenue. All required parking will be provided in the parking garage and loading will occur on-site in the covered service drive. Bicycle storage and repair areas will also be provided in the garage and will have convenient access to the street. The streetscape design integrates with the adjacent bus stops and possible future streetcar development with space designated for a potential station enclosure. Exceptional pedestrian and bicycle access is provided through the site to the residential entries, enclosed retail parking area and throughout the plaza.

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.

As detailed previously, the planned unit development will provide exceptional open space amenities – both public and private – in the plaza and street front areas at ground level and in the amenity terrace. Additional open space is provided at the terminus of the access drive and on University Avenue near the bridge.

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 view and corridors.

The massing of the buildings on the site steps down into the surrounding development from the tower positioned in the interior of the PUD to the 6-story residential building along University and the 2-story retail buildings along 1st Avenue. The scale and design of the buildings are compatible with other mid-rise and tower buildings on nearby blocks. The facade of the parking garage that is visible from across the railroad corridor will be screened with ivy. The new development will not interfere with public view corridors.

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.

Appropriate transitions between the project and adjacent residences are provided by stepping down the massing and incorporation of walk-up units along University Avenue. The project will add landscaping and trees along the now-barren street fronts. The buildings are setback from the streets to create an expanded public realm in accordance with the goals of the *NIEBNA Small Area Plan* generally and for the Superior Plating site specifically.

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.

As discussed above in proposed finding #3, the project will comply with all requirements for stormwater management and erosion control. Existing public facilities will be utilized.

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 development team is committed to the sustainable design principles reflected in the City's comprehensive plan. Our sustainable design mission is to promote livable communities through the use of energy efficient systems, green building practices, reduced dependency on automobiles, creative density, high quality pedestrian and bicycle public realm and preservation of natural resources. The project will qualify for LEED Certification.

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

The site is being subdivided and will comply with all of the applicable requirements contained in Chapter 598, Land Subdivision Regulations.

Additional factors to be considered when determining the maximum height per §548.110:

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

Public right-of-way, a railroad corridor and generous setbacks separate the proposed development from surrounding properties. Allowing the requested increases in height will not impede access to light and air for the surrounding properties.

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

A shadow study has been submitted that shows the degree of shadowing of other residential properties by the project. Like other residential towers in the area, the project will cast long shadows at certain times of the day and year, but the effects are mitigated by the narrowness of the tower, its orientation in the center of the site and the fact that the PUD is surrounded by public streets and the railroad corridor. The project does not shadow any significant public spaces. No existing solar energy systems are known to be shadowed by the project.

(3) The scale and character of surrounding uses.

The scale and character of the buildings in the project is compatible with surrounding uses and consistent with the design guidance in the *NIEBNA Small Area Plan* for redevelopment of the Superior Plating site. The massing of the buildings on the site steps down into the surrounding development from the tower positioned in the interior of the PUD to the 6-story residential building along University and the 2-story retail buildings along 1st Avenue.

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

The project will not block views of landmark buildings, significant open spaces or water bodies.

VARIANCE FOR FLOOR AREA RATIO
REQUIRED FINDINGS

The maximum FAR before density bonuses in the C2 District is 1.7. With density bonuses and a PUD alternative, the allowed FAR is 2.72. A variance is being requested to increase the FAR to 2.91. The increase in GFA and FAR will allow redevelopment of the site with the mix of uses, high-density housing (approximately 87 du/acre) and varied building heights, including a tall building as specifically called for in the *NIEBNA Small Area Plan* for the Superior Plating site. The Project meets the required findings for this variance as discussed below:

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

Practical difficulties exist for building within the FAR limits without a variance and complying with the City's land use guidance for the site, which calls for high density development. The *NIEBNA Small Area Plan* identifies the former Superior Plating Site as a development opportunity site and envisions redevelopment of the site with high density, mixed use housing, retail and commercial uses in tall buildings. The site is located in an Activity Center, which is intended to support, and be supported by, high density housing. These are unique circumstances, not created by the developer.

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

The proposed FAR is reasonable and consistent with the City's land use guidance for high density development in this area. The *NIEBNA Small Area Plan* incorporates the site into an expanded East Hennepin Activity Center and calls for eventual rezoning of the site to C3A. When that rezoning occurs, the FAR of the project will comply with the FAR limits of the C3A 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 granting of the variance will not alter the essential character of the area or be injurious to the use or enjoyment of other properties. The proposed FAR is less than that of the Red 20 mixed-use project that was recently constructed a block away, which has an FAR of 3.7. As previously noted, the height and massing of the project is similar to surrounding mid-rise and tower condominium developments. The development will be beneficial to the public health and welfare and to neighboring properties by filling a gap in the urban fabric and rehabilitating a contaminated site with buildings of unique and high quality design.

SUBDIVISION 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.*

The subdivision is in conformance with the applicable zoning and land subdivision regulations, including the design requirements of Chapter 598, Article III, of the subdivision ordinance. As discussed in the proposed findings for the planned unit development, the project is consistent with the policies of comprehensive plan and the small area plan for this area.

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 subdivision will not be injurious to the use and enjoyment of other property in the vicinity, be detrimental to surrounding land uses, or increase congestion in the public streets. The subdivision will combine multiple existing lots into a two lots suitable for this planned unit development.

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 a contaminated industrial site that is being remediated in accordance with a Response Action Plan approved by the MPCA to ensure that the building sites can be safely redeveloped and maintained without danger to the users of the subdivision or the surrounding area. The site is not subject to flooding. Any soil conditions that require environmental or other remediation will be addressed in accordance with applicable regulations and plans. Redevelopment will also comply with all applicable regulations for erosion control, drainage and utilities.

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 lot arrangement will pose no difficulties in securing building permits or in providing driveway access to the site. The proposed lots are suitable in their existing state for the proposed development with minimal alteration.

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.*

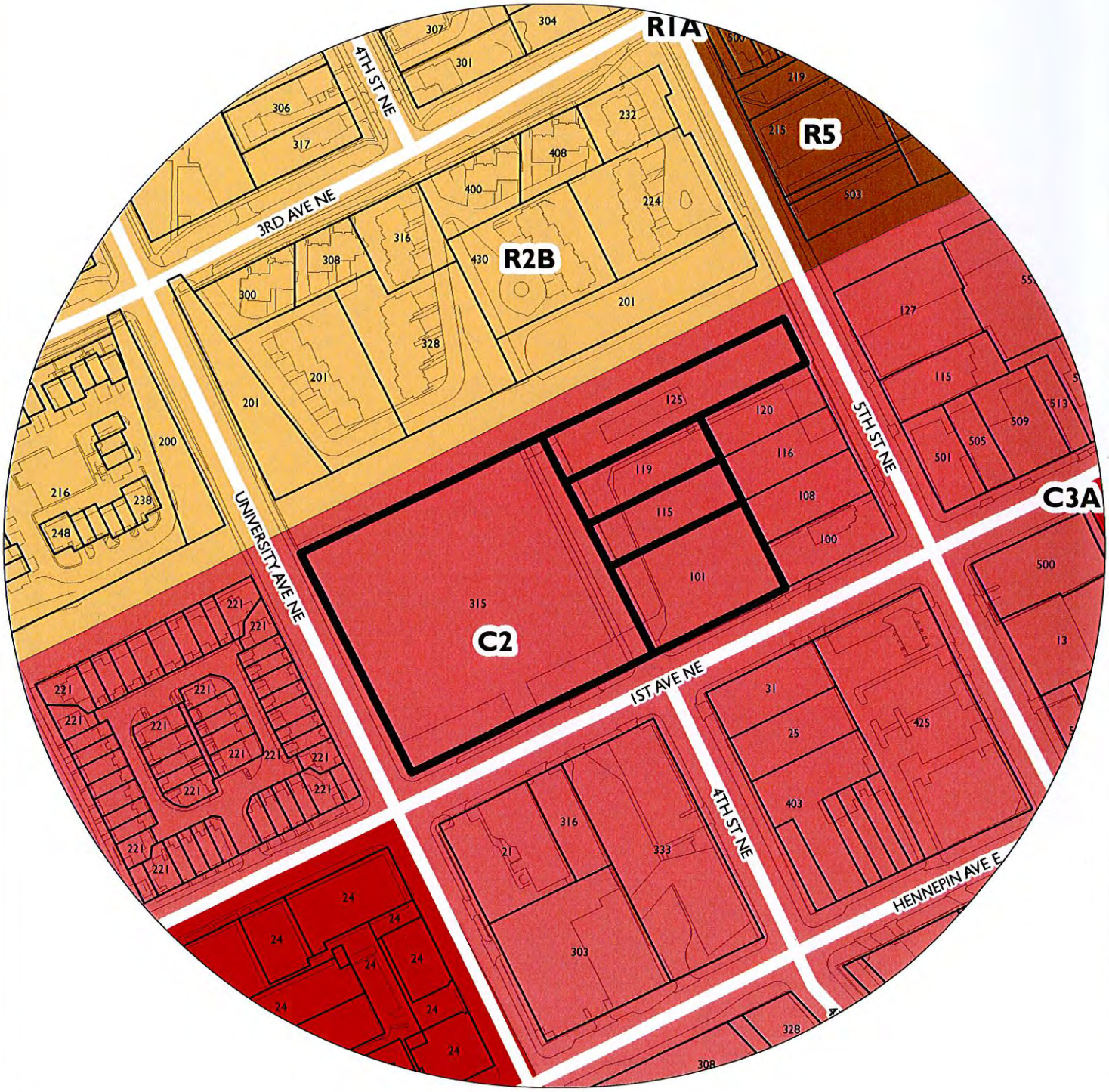
The City of Minneapolis requires that all new developments meet the stormwater management requirements of Chapter 54 of the City Code of Ordinances in order to be approved for construction. These requirements consist of a reduction in the runoff rate for the 2-year, 10-year, and 100-year, 24 hour storm events, and the removal of 70% of total suspended solids which occur during the 1-1/4″ rainfall event. Due to the previous land use occurring on the property, the Superior Plating redevelopment project meets the requirement for rate control due to the increase in pervious area from the existing condition through the installation of a green roof system, turf grass areas, and planter beds. The stormwater management system proposed on-site is a filtration manhole system called the Jellyfish Filter, which will treat stormwater exiting the site for water quality measures, and remove at least 70% of total suspended solids before they enter the public storm sewer system. Temporary and permanent erosion control measures will be taken in accordance with applicable rules and standards.

LMC NE Minneapolis Holdings, LLC

NAME OF APPLICANT

3rd

WARD



N

200 100 0 200 400 Feet

PROPERTY ADDRESS

315 1st Avenue NE, and 101, 115, 119, and 125 4th Street NE

FILE NUMBER

BZZ-7202

SUPERIOR PLATING

315 1ST AVENUE NORTHEAST
MINNEAPOLIS, MN 55413

PROJECT TEAM

Owner/Developer: Lennar Multifamily Communities
1300 E. Woodfield Rd. Suite 304
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Ph: 847-592-3366

Architect: Elness Swenson Graham Architects Inc.
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Minneapolis, MN 55415
Ph: 612-339-5508
Fx: 612-339-5382

Pre-Construction General Contractor: Weis Builders
7645 Lyndale Avenue South
Minneapolis, MN 55423
Ph: 612-243-5000

Landscape: Kimley Horn Associates
2550 University Avenue West, Suite 238N
St. Paul, MN 55114
Ph: 651-251-7570

Geotechnical Engineer: Terracon Consultants, Inc.
3535 Hoffman Road East
White Bear Lake, MN 55110
Ph: 651-770-1500

Environmental Services: Liesch - A Terracon Company
13400 15th Ave. N.
Minneapolis, MN 55441
Ph: 763-489-3166

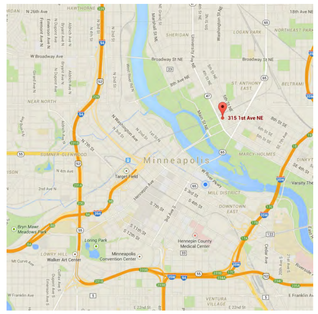
Civil: Kimley Horn Associates
2550 University Avenue West, Suite 238N
St. Paul, MN 55114
Ph: 651-251-7570

Structural Engineer: Meyer Borgman Johnson
510 Marquette Avenue South, Suite 900
Minneapolis, MN 55402
Ph: 612-338-0713

Mechanical, Electrical, Plumbing Engineers: Dunham Engineers
50 S. 6th St. #1100
Minneapolis, MN 55402
Ph: 612-465-7550

LEED Prime: EcoDEEP
2199 W. Pinehurst Ave.
Saint Paul, MN 55116
Ph: 612-360-4615

PROJECT LOCATION



Vicinity

Site Location

SHEET INDEX

SHEET NUMBER	SHEET NAME	PRELIMINARY DEVELOPMENT REVIEW (3/30/15)	SD-PRICING SET (04/27/2015)	LAND USE APPLICATION (05/04/2015)
GENERAL INFORMATION				
T1.1	TITLE SHEET	●	●	●
CIVIL				
C1.0	EXISTING CONDITIONS PLAN	●	●	●
C2.0	REMOVALS PLAN	●	●	●
C2.1	MNDOT WALL REMOVAL PLAN	●	●	●
C2.2	REMOVAL NOTES		●	●
C3.0	EROSION CONTROL PLAN	●	●	●
C3.1	EROSION CONTROL PLAN	●	●	●
C3.2	EROSION CONTROL DETAILS		●	●
C4.0	SITE PLAN	●	●	●
C4.1	INTERSECTION IMPROVEMENTS PLAN	●	●	●
C4.2	SITE DETAILS	●	●	●
C4.3	SITE DETAILS		●	●
C4.4	SITE DETAILS		●	●
C4.5	VEHICLE MANEUVER PLAN	●	●	●
C5.0	GRADING PLAN	●	●	●
C5.1	GRADING DETAILS		●	●
C5.2	STORMWATER MANAGEMENT PLAN	●	●	●
C6.0	UTILITY PLAN	●	●	●
C6.1	UTILITY DETAILS	●	●	●
C6.2	UTILITY DETAILS		●	●
LANDSCAPE				
L1.0	LANDSCAPE PLAN	●	●	●
L1.1	LANDSCAPE PLAN - LEVEL 3	●	●	●
L1.2	LANDSCAPE PLAN - LEVEL 6		●	●
L1.3	LANDSCAPE DETAILS			●
ARCHITECTURAL				
A0.0	EXISTING SITE IMAGES	●	●	●
A0.1a	ARCHITECTURAL SITE PLAN		●	●
A0.1b	ENLARGED PLAZA PLAN			●
A0.2	DESIGN PERSPECTIVES	●	●	●
A0.3	DESIGN PERSPECTIVES			●
A0.4	DESIGN PERSPECTIVES			●
A0.5	AMENITY TERRACE DESIGN PERSPECTIVES			●
A0.6	SHADOW STUDY	●	●	●
A1.0	LEVEL P1 OVERALL PLAN		●	●
A1.1	FIRST LEVEL PLAN		●	●
A1.2	SECOND LEVEL PLAN		●	●
A1.3	THIRD LEVEL PLAN		●	●
A1.4	LEVELS 4-6 LOW-RISE PLAN, LEVELS 4-18 HIGH-RISE PLAN		●	●
A1.5	LEVELS 19-20 PLAN		●	●
A1.6	MECHANICAL LEVEL PLAN		●	●
A3.1	EXTERIOR ELEVATIONS	●	●	●
PLAT				
PRELIMINARY PLAT	PRELIMINARY PLAT	●	●	●
FINAL PLAT	FINAL PLAT			●
SURVEY	SITE SURVEY	●	●	●

UNIT MIX & SQUARE FOOTAGES

Building Area Summary

Level	Use	Total GSF	Low-Rise GSF	High-Rise GSF	Parking GSF	Restaurant/ Retail GSF	Circulation/ Trash/Maint	Rentable Storage	Amenity GSF	Low-Rise RSF	Low-Rise Units	High-Rise RSF	High-Rise Units	Low-Rise Eff	High-Rise Eff
Level P1	Parking	**34,754**			31,104		3,650								
Level 1*	Retail/Park/Amenity	**85,653**			53,045	22,169	4,837		5,602						
Level 2**	Retail/Res/Parking	**84,681**	9,929		42,487		35,498	3,483		3,213	3				
Level 3***	Res/Amenity	**36,819**	22,687				3,805		14,132	18,882	20				
Level 4	Residential	**36,250**	23,968	12,282			5,082			20,581	21	10,587	12	86.0%	86.2%
Level 5	Residential	**36,250**	23,968	12,282			5,082			20,581	21	10,587	12	86.0%	86.2%
Level 6	Residential	**36,250**	23,968	12,282			5,082			20,581	21	10,587	12	86.0%	29.2%
Level 7	Residential	**12,282**		12,282			1,695					10,587	12		86.2%
Level 8	Residential	**12,282**		12,282			1,695					10,587	12		86.2%
Level 9	Residential	**12,282**		12,282			1,695					10,587	12		86.2%
Level 10	Residential	**12,282**		12,282			1,695					10,587	12		86.2%
Level 11	Residential	**12,282**		12,282			1,695					10,587	12		86.2%
Level 12	Residential	**12,282**		12,282			1,695					10,587	12		86.2%
Level 13	Residential	**12,282**		12,282			1,695					10,587	12		86.2%
Level 14	Residential	**12,282**		12,282			1,695					10,587	12		86.2%
Level 15	Residential	**12,282**		12,282			1,695					10,587	12		86.2%
Level 16	Residential	**12,282**		12,282			1,695					10,587	12		86.2%
Level 17	Residential	**12,282**		12,282			1,695					10,587	12		86.2%
Level 18	Residential	**12,282**		12,282			1,695					10,587	12		86.2%
Level 19	Res Penthouse	**12,282**		12,282			1,648					10,634	6		86.6%
Level 20	Res Penthouse	**12,282**		12,282			1,648					10,634	6		86.6%
Lower Roof Level****	Mechanical	**4,668**		4,668			4,668								
Total		**527,273**	104,520	184,230	126,636	22,169	83,376		19,734	83,838	86	158,805	192		

*Additional 8,123 SF Two Story Height Service Alley + Arcade
**25,809 SF of the total is "Open to Below"
***Additional SF: 17,296 Pool Deck, 1,529 Pool, 1,820 Dog Walk, 34,313 Green Roof w/ paths, 849 SF Terrace
****2,244 SF of the total is open to below

Total Units 278

Unit Metrics

Type	Name	RSF	Type	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	TOTAL BY UNIT	TOTAL BY TYPE	% TOTAL	% LR	% HR	AVG SF TOTAL	AVG SF LR	AVG SF HR
Studio																								0	0						
Alcove	AA-1	602	ALC				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			15							
	AA-2	608	ALC			2	2	2	2															8	23	8%	9%	8%	604	608	602
1 Bedroom	B-1a	723	1BR				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			15							
	B-3	730	1BR			6	5	5	5															21							
	B-4	735	1BR			3	3	3	3															12							
	B-1b	731	1BR				2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			30							
	B-1c	755	1BR				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			15							
	B-2	757	1BR				2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			30	123	44%	38%	47%	740	732	742
Bedroom + Den	BB-1	926	1BR D				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			15	15	5%	0%	5%	926	NONE	926
2 Bedroom	C-5	1,070	2BR			1	1	1	1															4							
	C-6	1,100	2BR				1	1	1															3							
	C-1a	1,090	2BR				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			15							
	C-1b	1,143	2BR				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			15							
	C-4	1,071	2BR		3	4	4	4	4															19							
	C-2	1,178	2BR				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			15							
	C-3	1,194	2BR				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			15	86	31%	30%	31%	1128	1074	1151
Bedroom + Den	CC-1	1,244	2BR D			1	1	1	1															4							
	CC-2	1,312	2BR D			1	1	1	1															4							
	CC-3	1,329	2BR D				1	1	1															3	11	4%	13%	0%	1292	1292	NONE
3 Bedroom	D-1	1,564	3BR			1	1	1	1															4							
	D-2	1,607	3BR			1	1	1	1															4	8	3%	9%	0%	1586	1586	NONE
Penthouse	PH-1	1,529	1BR D																			1	1	2							
	PH-2	1,528	1BR D																			1	1	2							
	PH-3	1,853	2BR																			1	1	2							
	PH-4	1,898	2BR D																			1	1	2							
	PH-5	1,909	2BR D																			1	1	2							
	PH-6	1,917	2BR D																			1	1	2	12	4%	0%	6%	1772	NONE	1772
				0	3	20	33	33	33	12	12	12	12	12	12	12	12	12	12	12	12	6	6	278	278						

LOW-RISE UNITS	0	3	20	21	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
HIGH-RISE UNITS	0	0	0	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	6	6	192

UNIT TYPES 18 + 6 PH = 24
CONDITIONS 3

RENTABLE SF AVG

949	Avg Unit Size Low-Rise & High-Rise (incl. PH Units)
912	Avg Unit Size Low-Rise & High-Rise (excl. PH Units)
975	Avg Unit Size (Low-Rise only)
882	Avg Unit Size (in High-Rise excl. PH)
938	Avg Unit Size (in High-Rise incl. PH)

AUTO /BIKE COUNT

PARKING SCHEDULE

LOWER LEVEL RESIDENTIAL	
STANDARD	**154**
COMPACT	**7**
ACCESIBLE	**2**
UPPER LEVEL RESIDENTIAL	
STANDARD	**118**
COMPACT	**5**
ACCESIBLE	**4**
RETAIL	
STANDARD	**91**
COMPACT	**NA**
ACCESIBLE	**4**
TOTAL RESIDENTIAL	**290**
TOTAL RETAIL	**95**
GRAND TOTAL	**385**

BICYCLE SCHEDULE

EXTERIOR (PUBLIC)	**14**
INTERIOR (RESIDENTIAL)	**241**
TOTAL	**255**

SUPERIOR PLATING
MINNEAPOLIS, MN

LENNAR MULTIFAMILY COMMUNITIES

esg
elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.339.5508
f. 612.339.5382
www.esgarch.com

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

Signature

Typed or Printed Name

License # Date

NOT FOR CONSTRUCTION

LAND USE APPLICATION
DATE ISSUED: 05/04/2015

ORIGINAL ISSUE: 05.04.2015

REVISIONS

No.	Description	Date

214525
PROJECT NUMBER

ESG DRAWN BY
ESG CHECKED BY

KEY PLAN

SUPERIOR PLATING

TITLE SHEET

T1.1

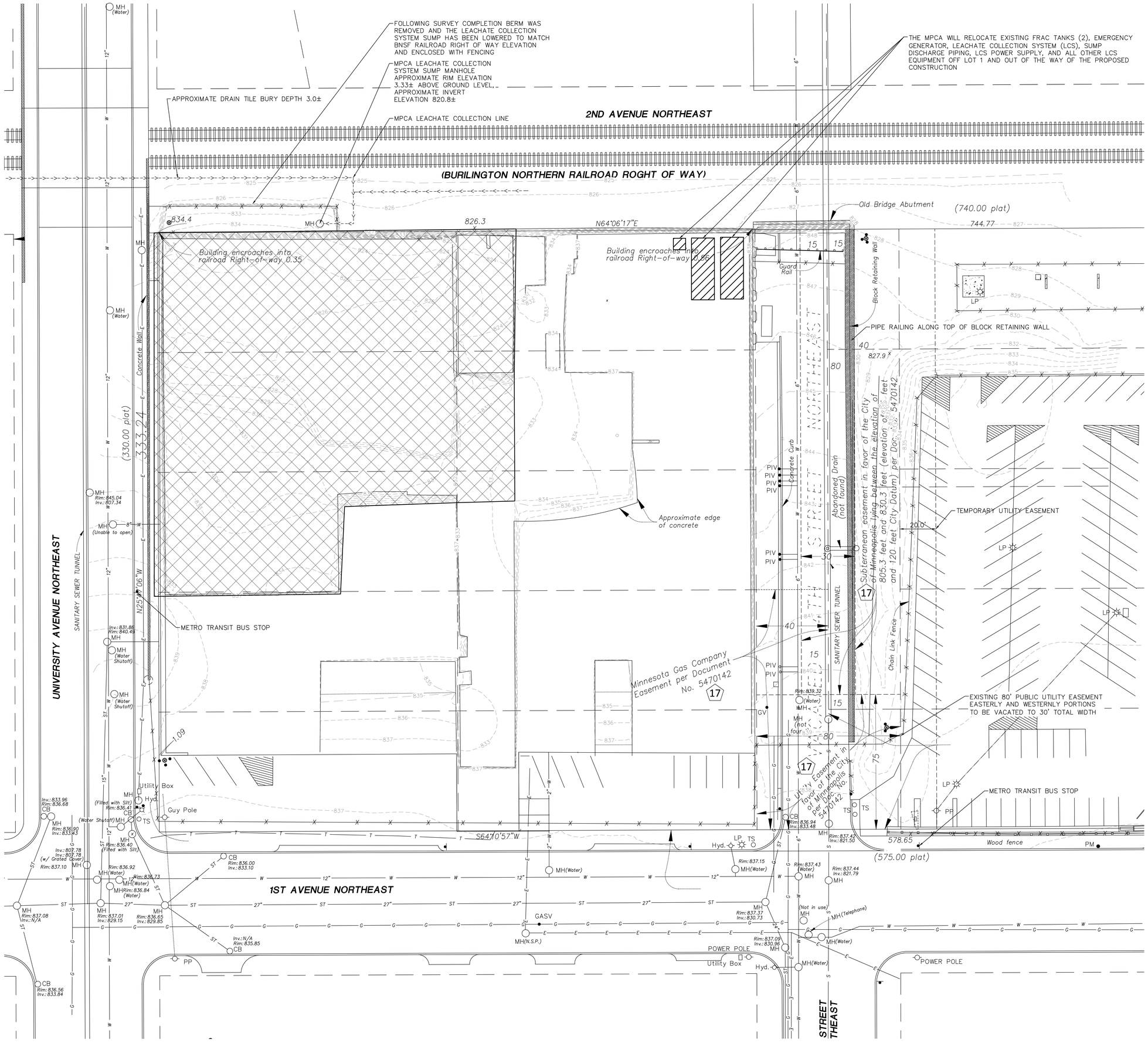
5/8/2015 9:49:07 AM

LEGEND

- Iron Monument Found
- Iron Monument Set
- PK Nail Set
- S — Sanitary Sewer
- ST — Storm Sewer
- W — Watermain
- Hyd. — Hydrant
- GV — Gate Valve
- GASV — Gas Valve
- PIV — Post Indicator Valve
- MH — Manhole
- CB — Catch Basin
- LS — Lift Station
- CO — Cleanout
- Flared End
- Inv. — Invert Elevation
- Guard Post
- S — Sign
- PP — Power Pole
- LP — Light Pole
- Electrical Transformer
- T — Telephone Pedestal
- Concrete Surface
- Bituminous Surface
- G — Buried Gas
- T — Buried Telephone
- E — Buried Electric
- Observation Well
- TS — Traffic Signal
- PM — Parking Meter

BLACK POLYETHYLENE SHEETING WITH SANDBAG ANCHORS. REMOVAL TO OCCUR IN STAGES SO THAT A MINIMAL AMOUNT OF GROUND IS EXPOSED AT ANY TIME.

MPCA EQUIPMENT, SEE NOTE THIS SHEET



SUPERIOR PLATING

Minneapolis, MN

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

Typed or Printed Name

License # Date

Kimley»Horn

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ST. PAUL, MINNESOTA 55114
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NOT FOR CONSTRUCTION

LAND USE APPLICATION

DATE ISSUED 5/4/2015

ORIGINAL ISSUE: 3.30.2015

REVISIONS

No.	Description	Date

160573007
PROJECT NUMBER

KEY PLAN

GRAPHIC SCALE IN FEET
0 10 20 40

SUPERIOR PLATING

EXISTING CONDITIONS PLAN

C1.0

K:\TWC_LDEV\LENNAR MULTIFAMILY INVESTORS, LLC\Superior Plating\CAD\Plan Sheets\C1.0 - Ex. Cond Plan.dwg May 04, 2015 - 5:21pm

LEGEND

- REMOVE BITUMINOUS SURFACE
- REMOVE CONCRETE SLAB OR PAVEMENT
- PARTIALLY REMOVE AND BURY RETAINING WALL
- REMOVE BRIDGE ABUTMENT TO 4' ABOVE FINISHED GRADE
- REMOVE FOUNDATION WALL AND FOOTINGS
- EXPOSED BEDROCK
- EXPOSED SOIL
- CLEARING & GRUBBING
- REMOVE CONCRETE CURB & GUTTER
- REMOVE UTILITY LINES
- FILL & ABANDON UTILITY LINES
- FULL DEPTH SAW CUT

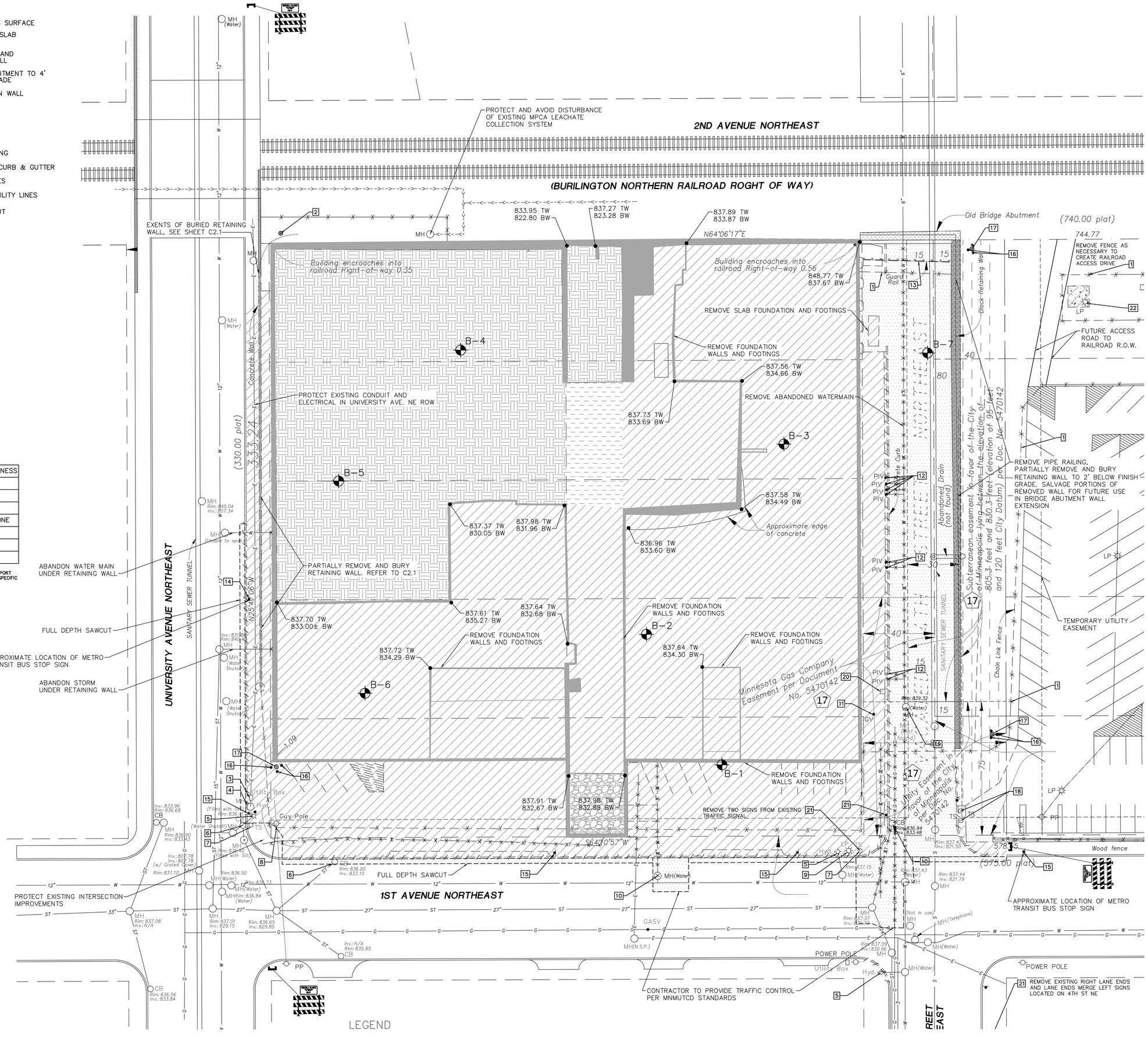
NOTES LEGEND

1. REMOVE FENCE
2. PROTECT OBSERVATION WELL
3. PROTECT UTILITY BOX
4. PROTECT MANHOLE
5. PROTECT HYDRANT
6. PROTECT CATCH BASIN
7. PROTECT TRAFFIC SIGNAL
8. REMOVE GUY POLE AND WIRE
9. PROTECT LIGHT POLE
10. REMOVE CATCH BASIN/ MANHOLE
11. REMOVE GATE VALVE
12. REMOVE POST INDICATOR VALVE AND ELECTRICAL CONTROLS
13. REMOVE GUARDRAIL
14. REMOVE, SALVAGE, REINSTALL SIGN
15. PROTECT SIGN
16. REMOVE BOLLARDS
17. ADJUST OBSERVATION WELL AND INSTALL SURFACE MOUNTING CAP
18. REMOVE TRAFFIC SIGNAL
19. REMOVE MANHOLE
20. REMOVE VAULT
21. REMOVE SIGN
22. REMOVE LIGHT POLE

SURFACE MATERIAL TABLE

BORING NUMBER	SURFACE MATERIAL THICKNESS
1	6" CONCRETE
2	6" CONCRETE
3	4 FT CONCRETE
4	2 FT WEATHERED LIMESTONE
5	4 FT SILTY GRAVEL
6	8.4" CONCRETE
7	3.6" ASPHALT

*BORING LOCATIONS ON THIS SHEET ARE APPROXIMATED BASED ON INFORMATION PROVIDED WITHIN THE GEOTECHNICAL ENGINEERING REPORT PREPARED BY TERRACON. REFERENCE STATED REPORT FOR MORE SPECIFIC GEOTECHNICAL INFORMATION AND EXACT BORING LOCATIONS.



LEGEND

SUPERIOR PLATING

Minneapolis, MN

LENNAR MULTIFAMILY COMMUNITIES

esg

elness swenson graham architects

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NOT FOR CONSTRUCTION

LAND USE APPLICATION

DATE ISSUED 5/4/2015

ORIGINAL ISSUE: 3.30.2015

REVISIONS

No.	Description	Date

160573007
PROJECT NUMBER

KEY PLAN

GRAPHIC SCALE IN FEET
0 10 20 40

SUPERIOR PLATING

REMOVALS PLAN

C2.0

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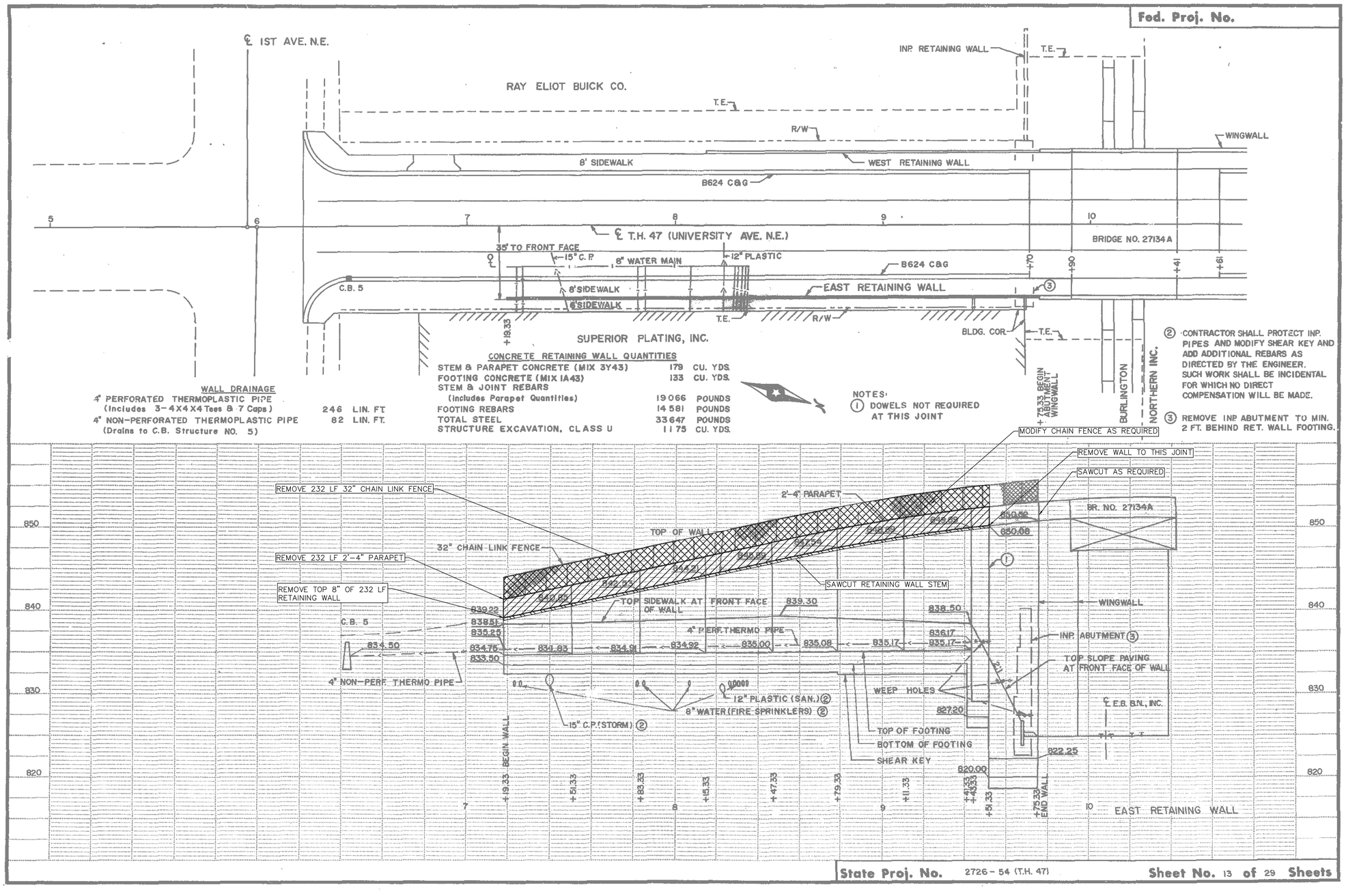
SUPERIOR PLATING

Minneapolis, MN

LENNAR MULTIFAMILY COMMUNITIES

Fed. Proj. No.



State Proj. No. 2726-54 (T.H. 47) Sheet No. 13 of 29 Sheets

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MNDOT WALL REMOVAL PLAN

C2.1

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DEMOLITION PLAN NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSAL (IN A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES) ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PARKING, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC. SUCH THAT THE IMPROVEMENTS ON THE PLANS CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE SPECIFICATIONS. DUE TO ENVIRONMENTAL IMPACTS PREVALENT ON THE SITE, SPECIAL PRECAUTIONS AND MEASURES NEED BE TAKEN DURING DEMOLITION. REFER TO THE RESPONSE ACTION PLAN (RAP) AND CONSTRUCTION CONTINGENCY PLAN (CCP) FOR MORE DETAILS.

2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.

3. THE CONTRACTOR SHALL MAINTAIN ALL UTILITY SERVICES TO ADJACENT PROPERTIES AT ALL TIMES. UTILITY SERVICES SHALL NOT BE INTERRUPTED WITHOUT APPROVAL FROM THE CONSTRUCTION MANAGER AND COORDINATION WITH THE ADJACENT PROPERTIES AND/OR THE CITY.

4. THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.

5. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THE PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATIONS OF EXISTING UTILITIES WITHIN ALL AREAS OF PROPOSED WORK.

6. ALL EXISTING SEWERS, PIPING AND UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION, OR AS ANY OBSTACLES THAT MAY OCCUR ON THE SITE. VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES. FIVE NOTICE TO ALL UTILITY COMPANIES REGARDING DESTRUCTION AND REMOVAL OF ALL SERVICE LINES AND CAP ALL LINES BEFORE PRECEDING WITH THE WORK.

7. ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC, AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE. CONTRACTOR SHALL PAY CLOSE ATTENTION TO EXISTING UTILITIES WITHIN ANY ROAD RIGHT-OF-WAY DURING CONSTRUCTION.

8. CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, ETC. (AND OTHER APPROPRIATE BEST MANAGEMENT PRACTICES) AS APPROVED BY THE CONSTRUCTION MANAGER. MAINTENANCE OF TRAFFIC CONTROL SHALL BE COORDINATED IN ACCORDANCE WITH MINNEAPOLIS, HENNEPIN COUNTY, AND MNDOT.

9. CONTINUOUS ACCESS SHALL BE MAINTAINED FOR THE SURROUNDING PROPERTIES AT ALL TIMES DURING DEMOLITION OF THE EXISTING FACILITIES.

10. PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED.

11. CONTRACTOR MAY LIMIT SAW-CUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS BUT IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR.

12. THE CONTRACTOR SHALL COORDINATE WATER MAIN WORK WITH THE FIRE DEPT. AND THE CITY UTILITY DEPARTMENT TO PLAN PROPOSED IMPROVEMENTS AND TO ENSURE ADEQUATE FIRE PROTECTION IS CONSTANTLY AVAILABLE TO THE SITE THROUGHOUT THIS SPECIFIC WORK AND THROUGH ALL PHASES OF CONSTRUCTION. CONTRACTOR WILL BE RESPONSIBLE FOR ARRANGING/PROVIDING ANY REQUIRED WATER MAIN SHUT OFFS WITH THE CITY OF MINNEAPOLIS DURING CONSTRUCTION. ANY COSTS ASSOCIATED WITH WATER MAIN SHUT OFFS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO EXTRA COMPENSATION WILL BE PROVIDED.

13. DAMAGE TO ALL EXISTING CONDITIONS TO REMAIN WILL BE REPLACED AT CONTRACTORS EXPENSE.

14. REFER TO SURVEY FOR ALL EXISTING INVERT AND RIM ELEVATIONS.

15. ALL UTILITIES SHOWN ARE EXISTING UTILITIES.

16. IN THE EVENT THAT UNKNOWN CONTAINERS OR TANKS ARE ENCOUNTERED, THE CONTRACTOR SHALL REFER TO THE RAP AND CCP AND CONTACT THE APPROPRIATE AUTHORITIES TO ENSURE PROPER REMOVAL AND DISPOSAL OF THESE DEVICES OCCURS.

17. CONTACT CRAIG PINKELLA (612-499-9233 CPINKELLA@MINNEAPOLISPARKS.ORG) REGARDING ANY QUESTIONS RELATED TO PLANTING, REMOVAL, OR THE PROCESS OF PROTECTION OF TREES DURING CONSTRUCTION IN THE CITY RIGHT OF WAY.

18. BORING INFORMATION WAS PROVIDED ON SHEET C2.0 AS A MEANS OF APPROXIMATING SLAB THICKNESS THROUGHOUT THE SITE. BORING LOCATIONS AS SHOWN ON THE PLAN ARE NOT EXACT. REFERENCE GEOTECHNICAL REPORT PREPARED BY TERRACON CONSULTANTS FOR MORE INFORMATION.

19. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH MNMUTCD STANDARDS FOR ALL CURB AND GUTTER AND REMOVALS WORK TO OCCUR WITHIN THE SURROUNDING STREET RIGHT OF WAY.

20. SIDEWALK CLOSURES SIGNAGE IN ACCORDANCE WITH THE MNMUTCD SHALL BE PLACED AT THE FOLLOWING INTERESECTIONS TO PROVIDE ADVANCE WARNING TO PEDESTRIAN TRAFFIC:
    - UNIVERSITY AVE. NE AND 3RD AVE. NE
    - UNIVERSITY AVE. NE AND 1ST AVE. NE
    - 1ST AVE. NE AND 4TH STREET NE
    - 1ST AVE. NE AND 5TH STREET NE

    SIDEWALK CLOSURE SIGNAGE SHALL REMAIN IN PLACE PRIOR TO REMOVAL OF SIDEWALK AND THROUGH THE DURATION OF PROJECT WORK.

21. ALL EXISTING UTILITIES ENCOUNTERED UNDERNEATH UNIVERSITY AVE NE SHALL BE REMOVED TO THE PROPERTY LINE AND A BULKHEAD SHALL BE INSTALLED.

22. CONTACT METRO TRANSIT PRIOR TO REMOVAL OF BUS STOP SIGN ON UNIVERSITY AVE. NE AND DISRUPTION OF BUS ROUTE ON 1ST AVE. NE TO ENSURE THE PROPER COORDINATION HAS TAKEN PLACE TO SET UP ALTERNATES STOPS AND ROUTES DURING BUS STOP CLOSURE DURATION.

23. THE FULL EXTENT OF MNDOT RETAINING WALL SHALL BE BURIED BELOW GRADE AFTER WALL REMOVALS HAVE BEEN COMPLETED.

24. PROTECT EXISTING INTERSECTION CORNER AT UNIVERSITY AVE. NE AND 1ST AVENUE NE

25. COORDINATION WITH THE BURLINGTON NORTHERN RAILROAD WILL NEED TO OCCUR PRIOR TO UTILIZING THE RAILROAD RIGHT OF WAY FOR ANY DEMOLITION OR CONSTRUCTION WORK. A REPRESENTATIVE OF BURLINGTON NORTHERN RAILROAD MUST BE PRESENT WHILE ANY WORK OCCURS WITHIN THE RAILROAD RIGHT OF WAY.

ENVIRONMENTAL PLAN NOTES

1. PROVIDE PROTECTION FOR MONITORING WELL 3 (MW-3) DURING CONSTRUCTION TO AVOID DAMAGING THE WELL OR OUTER CASING. IF MW-3 IS LOCATED WITHIN A PROPOSED SIDEWALK OR DRIVE AREA WHERE IT WOULD INTERFERE WITH VEHICULAR OR PEDESTRIAN TRAFFIC, WELL SHOULD BE CONVERTED TO AN AT-GRADE COMPLETION BY A LICENSED WELL CONTRACTOR IN ACCORDANCE WITH CITY OF MINNEAPOLIS AND MINNESOTA DEPARTMENT OF HEALTH REQUIREMENTS. THE AT-GRADE COMPLETION WILL BE CONSTRUCTED IN ACCORDANCE WITH MINNESOTA RULES PART 4725.6850

2. DURING DEMOLITION OF REMAINING BUILDING COMPONENTS AND DURING EXCAVATION WORK AT THE SITE, A MINNESOTA POLLUTION CONTROL AGENCY APPROVED RESPONSE ACTION PLAN, WHICH INCLUDES A CONTINGENCY PLAN FOR UNEXPECTED CONDITIONS, SHALL BE IMPLEMENTED.

3. 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.

4. IF DEWATERING IS REQUIRED DURING SITE CONSTRUCTION SUBGRADE STRUCTURES SHOULD BE INSTALLED TO PREVENT INFILTRATION OF GROUNDWATER WITHOUT THE NEED FOR A PERMANENT DEWATERING SYSTEM BEING INSTALLED.

5. THE FOLLOWING PERMITS MUST BE OBTAINED FOR THE FOLLOWING ACTIVITIES, IF APPLICABLE:
    - TEMPORARY STORAGE OF IMPACTED SOILS ON SITE PRIOR TO DISPOSAL OR REUSE.
    - REUSE OF IMPACTED SOILS ON SITE.
    - DEWATERING AND DISCHARGE OF ACCUMULATED STORMWATER OR GROUND WATER
    - UNDERGROUND OR ABOVE GROUND TANK INSTALLATION OR REMOVAL
    - WELL CONSTRUCTION OR SEALING

    CONTACT TOM FRAME AS (612) 673-5807 FOR PERMIT APPLICATIONS AND APPROVALS.

6. A REVIEW OF THIS PROJECT, PERMITS ISSUED AND AN INSPECTION FROM ENVIRONMENTAL SERVICES FOR IDENTIFICATION OF EQUIPMENT AND SITE OPERATIONS THAT REQUIRE ANNUAL REGISTRATION WITH THE CITY OF MINNEAPOLIS WILL OCCUR FOR THIS PROJECT.

SUPERIOR PLATING

Minneapolis, MN

LENNAR MULTIFAMILY COMMUNITIES

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SUPERIOR PLATING

REMOVAL NOTES

C2.2

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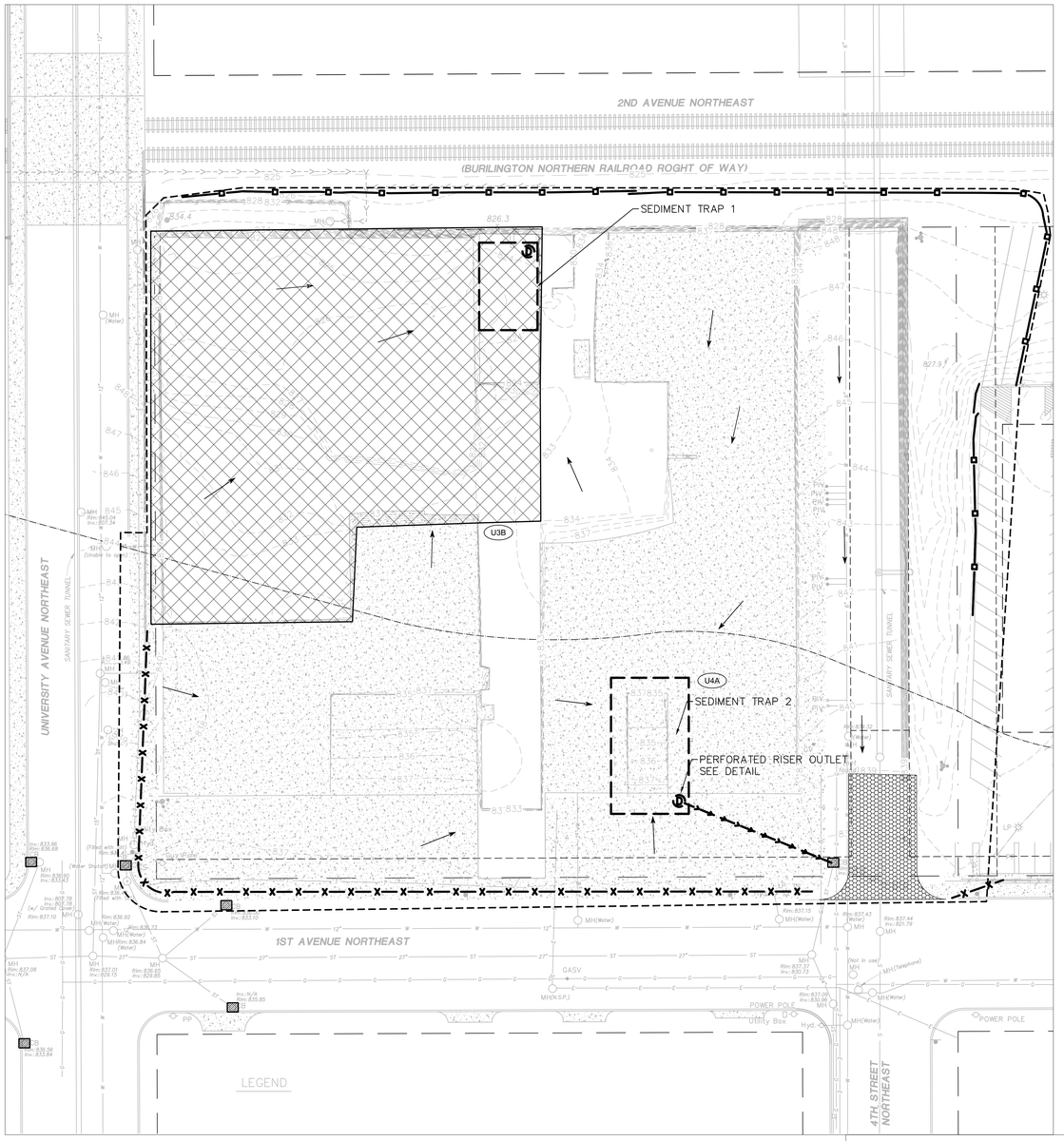

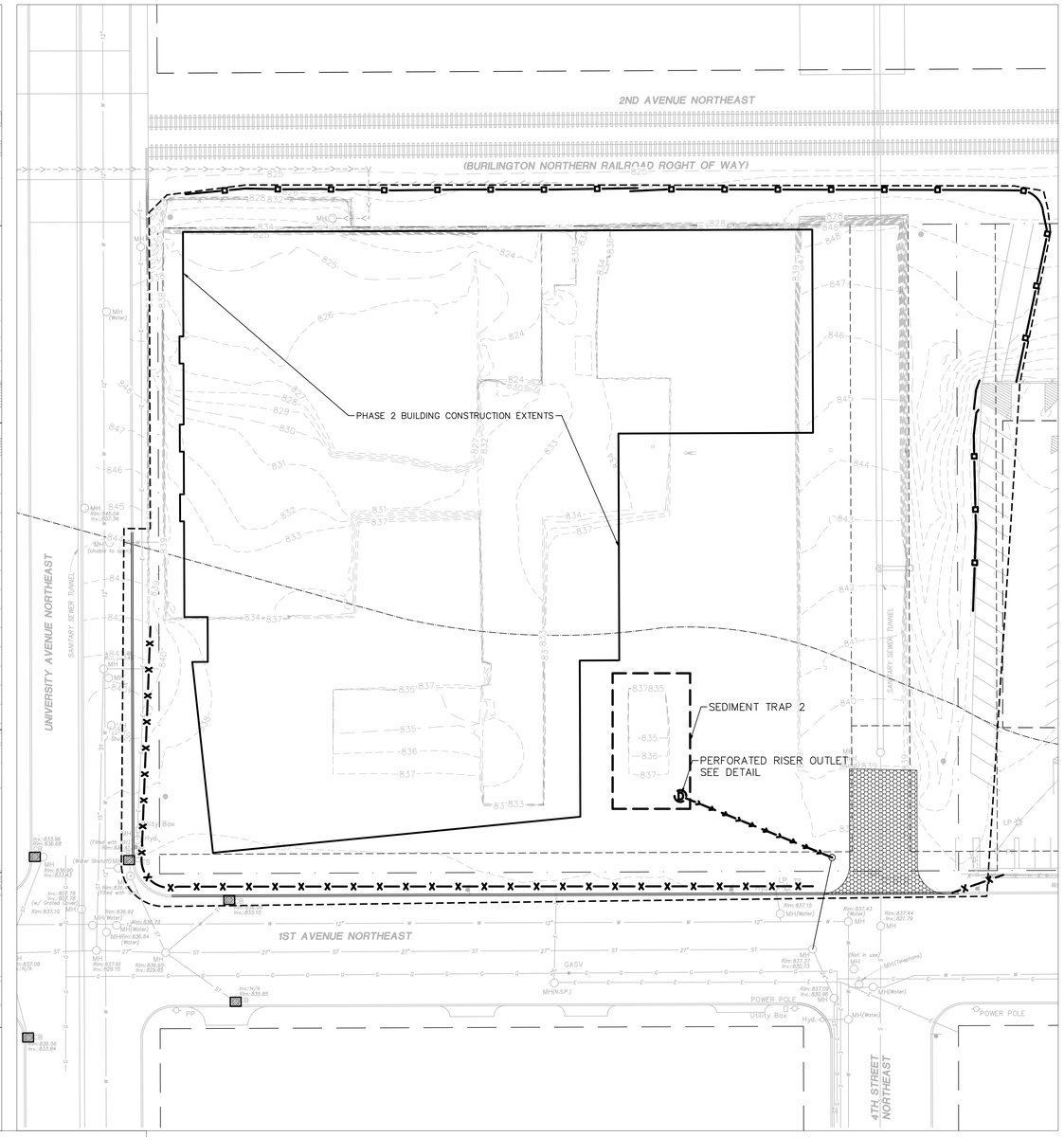

PHASE 1 - SITE PREP

EROSION CONTROL NOTES

1. POLYSTYRENE SHEETING OR SIMILAR MATERIAL SHALL LINE SEDIMENT TRAPS LOCATED ON-SITE TO MINIMIZE THE AMOUNT OF INFILTRATION TO THE FULLEST EXTENT POSSIBLE.
2. AT THE CONTRACTOR'S DISCRETION, SILT FENCE MAY BU UTILIZED IN PLACE OF ROCK FILTER LOG WHEN THE LOCATION OF PLACEMENT IS DEVOID OF HARDSCAPE MATERIALS AND SOIL BELOW IS EXPOSED.
3. ADDITIONAL EROSION CONTROL MEASURES SHALL BE PLACED ON-SITE AS NECESSARY TO ENSURE A MINIMAL AMOUNT OF SURFACE RUNOFF IS ABLE TO FLOW ONTO THE SITE, INFILTRATE, AND BECOME CONTAMINATED WITHIN THE POLLUTED BEDROCK.
4. SEDIMENT TRAP 1 WILL BE PUMPED TO EITHER STORM SEWER OR SANITARY SEWER, DEPENDING ON CHARACTERIZATION OF STORMWATER PRESENT WITHIN THE TRAP PER THE RESPONSE ACTION PLAN (RAP).
5. SEDIMENT TRAP 2 SHALL OUTFALL TO EXISTING STORM SEWER AS NOTED ON THE PLANS. THE OUTFALL CONNECTION MUST REMAIN IN PLACE UNTIL SEDIMENT TRAP 2 IS NOT REQUIRED ON-SITE. REMOVAL OF EXISTING STORM STRUCTURE SHALL NOT OCCUR UNTIL SEDIMENT TRAP 2 IS OFFLINE OR A SEPARATE CONNECTION HAS BEEN MADE TO THE PROPOSED STORM SEWER SYSTEM.

PHASE 1, 2, & 3 INSPECTION AND NOTIFICATION NOTES:

1. INSPECTION:
   1.1. THE INDIVIDUAL IDENTIFIED AS BEING RESPONSIBLE FOR IMPLEMENTING THE EROSION CONTROL PLAN MUST ROUTINELY INSPECT THE CONSTRUCTION SITE ONCE EVERY SEVEN DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS.
   1.2. ALL INSPECTIONS AND MAINTENANCE CONDUCTED DURING CONSTRUCTION MUST BE RECORDED IN WRITING AND THESE RECORDS MUST BE RETAINED SO AS TO BE MADE AVAILABLE WITHIN 24 HOURS OF THE CITY OF MINNEAPOLIS' REQUEST.

2. NOTIFICATION:
   THE CITY OF MINNEAPOLIS SHALL BE NOTIFIED IN WRITING AT THE FOLLOWING POINTS:

- ON COMPLETING INSTALLATION OF PERIMETER EROSION AND SEDIMENTATION CONTROL.S
- ON COMPLETING LAND-DISTURBING ACTIVITIES AND PUTTING INTO PLACE MEASURES FOR FINAL SOIL STABILIZATION AND REVEGETATION.
- WHENEVER ANY SITE DEWATERING IS PROPOSED TO TAKE PLACE.
- WHEN ALL TEMPORARY EROSION AND SEDIMENTATION CONTROLS HAVE BEEN REMOVED FROM THE SITE.

LEGEND

- LIMITS OF DISTURBANCE
- DIRECTION OF OVERLAND FLOW
- 10XX EXISTING MAJOR CONTOUR
- 10XX EXISTING MINOR CONTOUR
- TEMPORARY ROCK CONSTRUCTION ENTRANCE
- SILT FENCE
- ROCK FILTER LOG
- INLET PROTECTION
- U3B UDORTHENTS CUT AND FILL LAND 0 TO 6 PERCENT SLOPES
- U4A URBAN LAND- UDIPSAMMENTS COMPLEX 0 TO 2 PERCENT SLOPES
- APPROXIMATE SOIL TYPE BOUNDARY
- SEDIMENT TRAP
- BLACK POLYSTYRENE SHEETING

OWNER: LENNAR MULTIFAMILY COMMUNITIES, LLC

CONTRACTOR:

PHASE 2 - PROPOSED

PHASE 1, 2, AND 3 GENERAL NOTES

1. REFER TO C3.2 – EROSION AND SEDIMENT CONTROL DETAILS FOR ALL NOTES AND DETAILS PERTAINING TO EROSION CONTROL.
2. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO DEMOLITION.
3. INLET PROTECTION DEVICES AND ALL PERIMETER CONTROL SHALL BE MAINTAINED ONCE SEDIMENT ACCUMULATES TO A DEPTH 1/3 OF THE DESIGNED CAPACITY.
4. UNDERGROUND FILTRATION SYSTEM SHALL BE KEPT OFF-LINE UNTIL CONSTRUCTION IS COMPLETE, SOILS ARE STABILIZED, AND ALL SEDIMENT IS REMOVED FROM SYSTEM AND UPSTREAM AREAS.

CONSTRUCTION SEQUENCE

1. INSTALL SILT FENCE, ROCK LOG, INLET PROTECTION, AND ENTRANCE
2. CLEAN AND GRUB SITE. REMOVE PAVEMENT, C&G, SIDEWALK
3. INSTALL SEDIMENT TRAPS
4. STAGED EXCAVATION COORDINATED WITH REMOVAL OF BLACK POLYSTYRENE SHEETING TO MINIMIZE INFILTRATION ON-SITE
5. CONSTRUCT BUILDING FOOTINGS AND UNDERGROUND PARKING GARAGE COORDINATING WITH POLYSTYRENE SHEETING REMOVAL
5. REMOVE SEDIMENT TRAP 1 AS PARKING STRUCTURE CONSTRUCTION NEARS SEDIMENT TRAP FOOTPRINT
6. CONSTRUCT LOW RISE APARTMENT, PARKING STRUCTURE, AND WESTERLY RETAIL BUILDING
7. INSTALL SITE UTILITIES
8. INSTALL INLET PROTECTION ON ALL NEW INLETS
9. REMOVE SEDIMENT TRAP 2 AS TOWER AND RETAIL STRUCTURE CONSTRUCTION NEAR SEDIMENT TRAP FOOTPRINT
10. CONSTRUCT APARTMENT TOWER STRUCTURE AND EASTERLY RETAIL BUILDING
11. CONSTRUCT CURB & GUTTER AND PAVEMENT
12. COMPLETE FINAL GRADING
13. COMPLETE FINAL STABILIZATION
14. WITH APPROVAL FROM CITY OF MINNEAPOLIS, REMOVE EROSION CONTROL

SEDIMENT TRAP/BASIN SIZING:

DEVICE	DRAINAGE AREA	VOLUME	DIMENSIONS*
#1-TRAP	1.10 ACRES	3,980 CF	30 X 45 FT
#2-TRAP	2.26 ACRES	8,177 CF	40 X 70 FT

* APPROXIMATE DIMENSIONS BASED OFF OF RECTANGLE DESIGN CONTAINING A 3 FOOT DEPTH AND 3:1 SIDE SLOPES. CONTRACTOR MAY ALTER DIMENSIONS AS NEEDED IN ORDER TO ENSURE PROPER CAPTURE AND TREATMENT OF TOTAL VOLUME FOR EACH DRAINAGE AREA.

LIMITS OF DISTURBANCE	±3.81 AC
TOTAL SITE AREA	±3.16 AC
PRE-DEVELOPMENT PERVIOUS AREA	±0.19 AC
PRE-DEVELOPMENT IMPERVIOUS AREA	±2.97 AC
POST-DEVELOPMENT PERVIOUS AREA	±0.48 AC
POST-DEVELOPMENT IMPERVIOUS AREA	±2.68 AC

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0 15 30 60

SUPERIOR PLATING

EROSION CONTROL PLAN

C3.0

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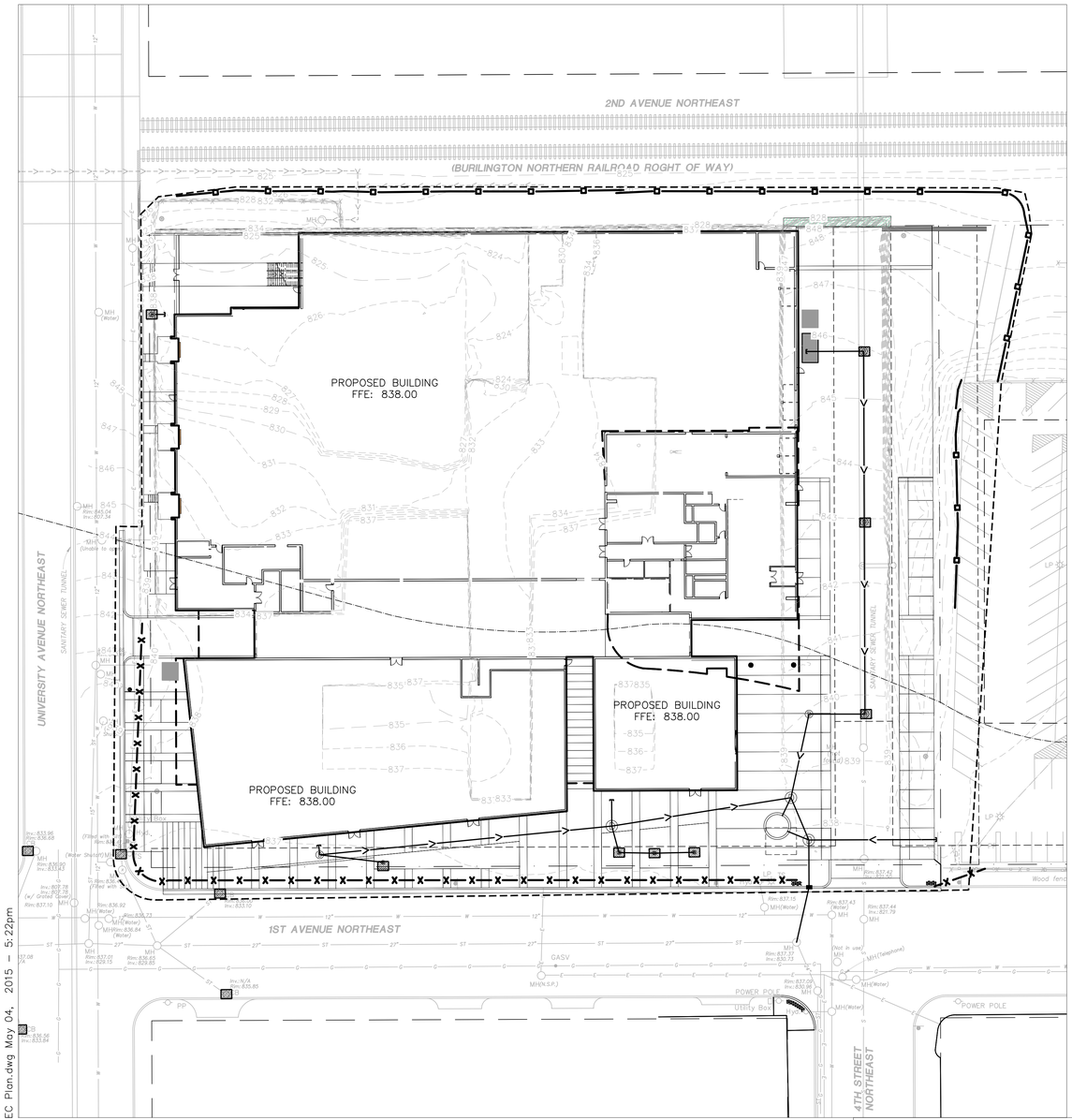

PHASE 3 - PROPOSED

LIMITS OF DISTURBANCE	±3.81 AC
TOTAL SITE AREA	±3.16 AC
PRE-DEVELOPMENT PERVIOUS AREA	±0.19 AC
PRE-DEVELOPMENT IMPERVIOUS AREA	±2.97 AC
POST-DEVELOPMENT PERVIOUS AREA	±0.48 AC
POST-DEVELOPMENT IMPERVIOUS AREA	±2.68 AC

LEGEND

- LIMITS OF DISTURBANCE
- DIRECTION OF OVERLAND FLOW
- 10XX EXISTING MAJOR CONTOUR
- 10XX EXISTING MINOR CONTOUR
- TEMPORARY ROCK CONSTRUCTION ENTRANCE
- SILT FENCE
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- APPROXIMATE SOIL TYPE BOUNDARY
- SEDIMENT TRAP

OWNER: LENNAR MULTIFAMILY COMMUNITIES, LLC

CONTRACTOR:

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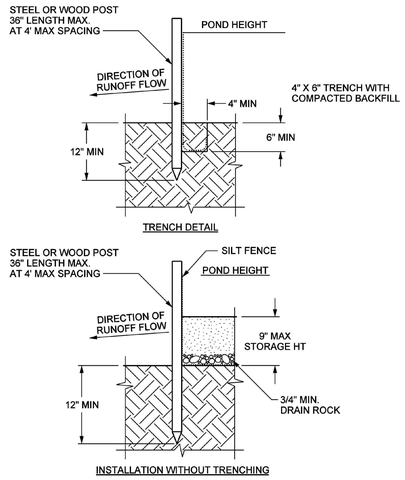
SUPERIOR PLATING

EROSION CONTROL PLAN

C3.1

SILT FENCE INSTALLATION



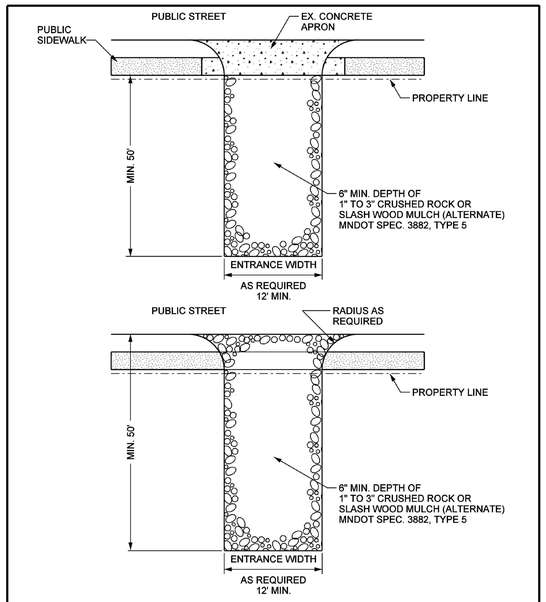
USE HI-FLOW FILTER FABRIC, 200 GAL. PER MINUTE PER SQUARE FOOT

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

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

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

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS			
DRAWN: CXD	DATE: 3/03	SEDIMENT CONTROL – SILT FENCE	STANDARD PLATE NO. SEWR-8001
APPROVED: HRS	DATE: 4/07		

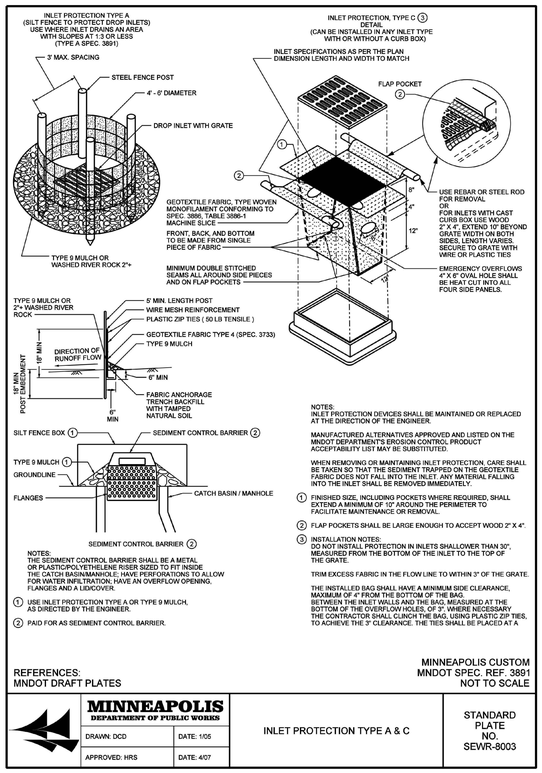


REMOVE TRACKED SEDIMENTS FROM PAVED SURFACES WITHIN 24 HOURS OF DEPOSITION PICK UP OR VACUUM SWEEPER REQUIRED

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

MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 2573
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS			
DRAWN: DCD	DATE: 3/07	SEDIMENT CONTROL – ROCK ENTRANCE	STANDARD PLATE NO. SEWR-8002
APPROVED: HRS	DATE: 4/07		



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

① USE INLET PROTECTION TYPE A OR TYPE 9 MULCH, AS DIRECTED BY THE ENGINEER.

② PAID FOR AS SEDIMENT CONTROL BARRIER.

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

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

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

① FINISHED SIZE, INCLUDING POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2" X 4".

③ INSTALLATION NOTES:
DO NOT INSTALL PROTECTION IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

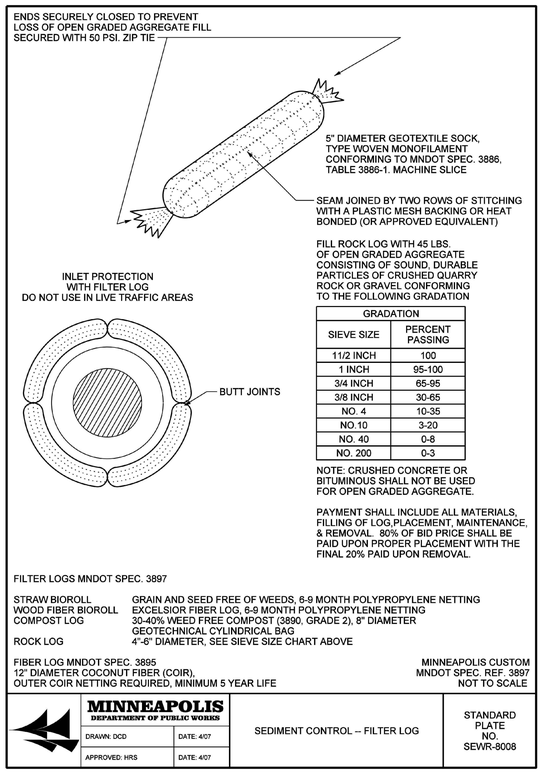
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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

REFERENCES:
MNDOT DRAFT PLATES

MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 3891
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS			
DRAWN: DCD	DATE: 1/05	INLET PROTECTION TYPE A & C	STANDARD PLATE NO. SEWR-8003
APPROVED: HRS	DATE: 4/07		



GRADATION	
SIEVE SIZE	PERCENT PASSING
11/2 INCH	100
1 INCH	95-100
3/4 INCH	65-95
3/8 INCH	30-65
NO. 4	10-35
NO.10	3-20
NO. 40	0-8
NO. 200	0-3

NOTE: CRUSHED CONCRETE OR BITUMINOUS SHALL NOT BE USED FOR OPEN GRADED AGGREGATE.

PAYMENT SHALL INCLUDE ALL MATERIALS, FILLING OF LOG,PLACEMENT, MAINTENANCE, & REMOVAL. 80% OF BID PRICE SHALL BE PAID UPON PROPER PLACEMENT WITH THE FINAL 20% PAID UPON REMOVAL.

FILTER LOGS MNDOT SPEC. 3897

STRAW BIOROLL	GRAIN AND SEED FREE OF WEEDS, 6-9 MONTH POLYPROPYLENE NETTING
WOOD FIBER BIOROLL	EXCELSIOR FIBER LOG, 6-9 MONTH POLYPROPYLENE NETTING
COMPOST LOG	30-40% WEED FREE COMPOST (3890, GRADE 2), 8" DIAMETER GEOTECHNICAL CYLINDRICAL BAG
ROCK LOG	4"-6" DIAMETER, SEE SIEVE SIZE CHART ABOVE

FIBER LOG MNDOT SPEC. 3895
12" DIAMETER COCONUT FIBER (COIR),
OUTER COIR NETTING REQUIRED, MINIMUM 5 YEAR LIFE

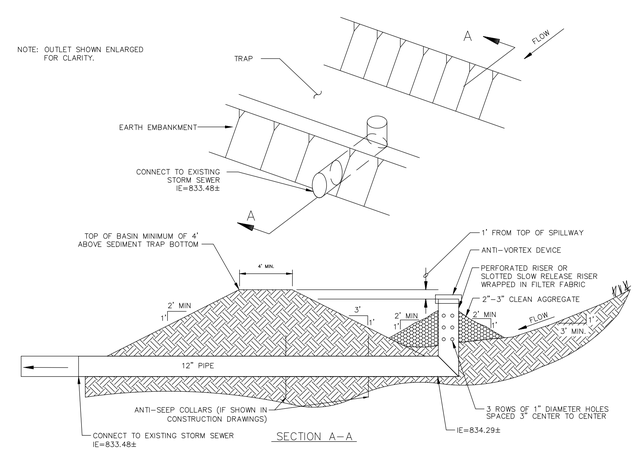
MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 3897
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS			
DRAWN: DCD	DATE: 4/07	SEDIMENT CONTROL – FILTER LOG	STANDARD PLATE NO. SEWR-8008
APPROVED: HRS	DATE: 4/07		

CITY OF MINNEAPOLIS STANDARD EROSION CONTROL NOTES:

PER JANUARY 7, 2011 STANDARDS

1. CONTRACTOR MUST CALL (612) 673-2738 FOR A PRE-CONSTRUCTION MEETING 48 HOURS PRIOR TO ANY LAND DISTURBANCES. FAILURE TO DO SO MAY RESULT IN FINES, THE REVOCATION OF PERMIT AND A STOP WORK ORDER BEING ISSUED.
2. INSTALL PERIMETER EROSION CONTROL AT THE LOCATIONS SHOWN ON THE PLANS PRIOR TO THE COMMENCEMENT OF ANY DISTURBANCE OR CONSTRUCTION ACTIVITIES.
3. BEFORE BEGINNING CONSTRUCTION, INSTALL A TEMPORARY ROCK CONSTRUCTION ENTRANCE AT EACH POINT WHERE VEHICLES EXIT THE CONSTRUCTION SITE. USE 2 INCH OR GREATER DIAMETER ROCK IN A LAYER AT LEAST 6 INCHES THICK ACROSS THE ENTIRE WIDTH OF THE ENTRANCE. EXTEND THE ROCK ENTRANCE AT LEAST 50 FEET INTO THE CONSTRUCTION ZONE USING A GEO-TEXTILE FABRIC BENEATH THE AGGREGATE TO PREVENT MIGRATION OF SOIL INTO THE ROCK FROM BELOW.
4. REMOVE ALL SOILS AND SEDIMENTS TRACKED OR OTHERWISE DEPOSITED ONTO PUBLIC AND PRIVATE PAVEMENT AREAS. REMOVAL SHALL BE ON A DAILY BASIS WHEN TRACKING OCCURS AND MAY BE ORDERED BY MINNEAPOLIS INSPECTORS AT ANY TIME IF CONDITIONS WARRANT. SWEEPING SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE CONSTRUCTION AND DONE IN A MANNER TO PREVENT DUST BEING BLOWN TO ADJACENT PROPERTIES.
5. INSTALL INLET PROTECTION AT ALL PUBLIC AND PRIVATE CATCH BASIN INLETS, WHICH RECEIVE RUNOFF FROM THE DISTURBED AREAS. CONTRACTOR SHALL CLEAN, REMOVE SEDIMENT OR REPLACE STORM DRAIN INLET PROTECTION DEVICES ON A ROUTINE BASIS SUCH THAT THE DEVICES ARE FULLY FUNCTIONAL FOR THE NEXT RAIN EVENT. SEDIMENT DEPOSITED IN AND/OR PLUGGING DRAINAGE SYSTEMS IS THE RESPONSIBILITY OF THE CONTRACTOR. HAY BALES OR FILTER FABRIC WRAPPED GRATES ARE NOT ALLOWED FOR INLET PROTECTION.
6. LOCATE SOIL OR DIRT STOCKPILES NO LESS THAN 25 FEET FROM ANY PUBLIC OR PRIVATE ROADWAY OR DRAINAGE CHANNEL. IF REMAINING FOR MORE THAN SEVEN DAYS, STABILIZE THE STOCKPILES BY MULCHING, VEGETATIVE COVER, TARPS, OR OTHER MEANS. CONTROL EROSION FROM ALL STOCKPILES BY PLACING SILT BARRIERS AROUND THE PILES. TEMPORARY STOCKPILES LOCATED ON PAVED SURFACES MUST BE NO LESS THAN TWO FEET FROM THE DRAINAGE/GUTTER LINE AND SHALL BE COVERED IF LEFT MORE THAN 24 HOURS.
7. MAINTAIN ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES IN PLACE UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED. INSPECT TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES ON A DAILY BASIS AND REPLACE DETERIORATED, DAMAGED, OR ROTTED EROSION CONTROL DEVICES IMMEDIATELY.
8. TEMPORARILY OR PERMANENTLY STABILIZE ALL CONSTRUCTION AREAS WHICH HAVE UNDERGONE FINAL GRADING, AND ALL AREAS IN WHICH GRADING OR SITE BUILDING CONSTRUCTION OPERATIONS ARE NOT ACTIVELY UNDERWAY AGAINST EROSION DUE TO RAIN, WIND AND RUNNING WATER WITHIN 7-14 DAYS. USE SEED AND MULCH, EROSION CONTROL MATTING, AND/OR SODDING AND STAKING IN GREEN SPACE AREAS. REMOVE ALL TEMPORARY SYNTHETIC, STRUCTURAL, NON-BIODEGRADABLE EROSION AND SEDIMENT CONTROL DEVICES AFTER THE SITE HAS UNDERGONE FINAL STABILIZATION WITH PERMANENT VEGETATION ESTABLISHMENT. FINAL STABILIZATION FOR PURPOSES OF THIS REMOVAL IS 70% ESTABLISHED COVER OVER DENUDED AREA.
9. READY MIXED CONCRETE AND CONCRETE BATCH/MIX PLANTS ARE PROHIBITED WITHIN THE PUBLIC RIGHT OF WAY. ALL CONCRETE RELATED PRODUCTION, CLEANING AND MIXING ACTIVITIES SHALL BE DONE IN THE DESIGNATED CONCRETE MIXING/WASHOUT LOCATIONS AS SHOWN IN THE EROSION CONTROL PLAN. UNDER NO CIRCUMSTANCE MAY WASHOUT WATER DRAIN ONTO THE PUBLIC RIGHT OF WAY OR INTO ANY PUBLIC OR PRIVATE STORM DRAIN CONVEYANCE.
10. CHANGES TO APPROVED EROSION CONTROL PLAN MUST BE APPROVED BY THE EROSION CONTROL INSPECTOR PRIOR TO IMPLEMENTATION. CONTRACTOR TO PROVIDE INSTALLATION AND DETAILS FOR ALL PROPOSED ALTERNATE TYPE DEVICES.
11. IF DEWATERING OR PUMPING OF WATER IS NECESSARY, THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS AND/OR APPROVALS PRIOR TO DISCHARGE OF ANY WATER FROM THE SITE. IF THE DISCHARGE FROM THE DEWATERING OR PUMPING PROCESS IS TURBID OR CONTAINS SEDIMENT LADEN WATER, IT MUST BE TREATED THROUGH THE USE OF SEDIMENT TRAPS, VEGETATIVE FILTER STRIPS, OR OTHER SEDIMENT REDUCING MEASURES SUCH THAT THE DISCHARGE IS NOT VISIBLY DIFFERENT FROM THE RECEIVING WATER. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED AT THE DISCHARGE POINT TO PREVENT SCOUR EROSION. THE CONTRACTOR SHALL PROVIDE A DEWATERING/PUMPING PLAN TO THE EROSION CONTROL INSPECTOR PRIOR TO INITIATING DEWATERING ACTIVITIES.



GENERAL NOTES:
1. PIPE MATERIAL – CORRUGATED METAL PIPE, PVC, HDPE OR OTHER PLASTIC MATERIAL.
2. FILTER FABRIC TO BE TYPE I PER MN/DOT SPECIFICATION 3733
3. DIMENSIONS – SEE SITE PLAN.
4. RISER PERFORATION OR SLOTS – 3 ROWS OF 1" DIAMETER HOLES SPACED 3" CENTER TO CENTER
5. ALL PIPE CONNECTIONS SHALL BE WATERTIGHT.
6. FILL MATERIAL AROUND PIPE SHALL BE COMPACTED IN 4 INCHES LIFTS. A MINIMUM OF 2 FEET OF COMPACTED BACKFILL SHALL BE PLACED OVER THE PIPE BEFORE CROSSING IT WITH CONSTRUCTION TRAFFIC.
7. PONDING OF SEDIMENT LADEN RUNOFF IN SEDIMENT BASIN ACCOMPLISHED BY EMBANKMENT OR EXCAVATION DEPENDING ON TERRAIN.
8. SIDE SLOPES SHALL BE 2:1 MINIMUM OR FLATTER.
9. FOREBAY ROCK TO BE 2"-3" CLEAN STONE.
10. SEDIMENT TRAPS ON-SITE MUST BE LINED WITH POLYSTYRENE SHEETING OR SIMILAR MATERIAL TO MINIMIZE INFILTRATION ON-SITE DURING CONSTRUCTION
10. RISER EMERGENCY OVERFLOW SHALL BE LOCATED A MINIMUM OF 3' ABOVE THE BOTTOM OF SEDIMENT TRAP

SEDIMENT TRAP WITH PIPE OUTLET

N.T.S.

SUPERIOR PLATING

Minneapolis, MN

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NOT FOR CONSTRUCTION

LAND USE APPLICATION

DATE ISSUED 5/4/2015

ORIGINAL ISSUE: 3.30.2015

REVISIONS

No.	Description	Date

160573007
PROJECT NUMBER

KEY PLAN

SUPERIOR PLATING

EROSION CONTROL DETAILS

C3.2

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GENERAL SITE 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. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
2. REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS, AND AREAS.
3. ALL CONCRETE CURB APRONS SHALL MEET CITY OF MINNEAPOLIS STANDARDS.
4. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, AND DOORS.
5. ALL CURB AND GUTTER SHALL BE B624 UNLESS OTHERWISE NOTED.
6. 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.
7. BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
8. 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.
9. AN OBSTRUCTION PERMIT IS REQUIRED ANYTIME CONSTRUCTION WORK IS PERFORMED IN THE PUBLIC RIGHT-OF-WAY. PLEASE CONTACT SCOTT KRAMER AT (612) 673-2383 REGARDING DETAILS OF SIDEWALK AND LANE CLOSURES. LOG ON TO HTTP://MINNEAPOLIS.MN.ROWAY.NET/ FOR A PERMIT.
10. 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.
11. ALL COSTS FOR RELOCATION AND/OR REPAIR OF CITY TRAFFIC FACILITIES SHALL BE BORNE BY THE CONTRACTOR AND/OR PROPERTY OWNER.
12. 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.
13. INSTALL ALL HANDHOLES AND CONDUIT IN CONFORMANCE WITH CITY OF MINNEAPOLIS STANDARDS. HANDHOLES SHALL BE STANDARD GREEN PVC STREET LIGHT VARIETY. 2" PVC CONDUIT SHALL BE INSTALLED FOR INTERCONNECT WIRING.
14. AN ENCROACHMENT PERMIT SHALL BE OBTAINED FOR ALL STREETSCAPE ELEMENTS AND EARTH RETENTION OR CONSTRUCTION CRANE BOOM SWINGS TO BE LOCATED WITHIN THE CITY RIGHT OF WAY. A RIGHT OF WAY EXCAVATION PERMIT MAY ALSO BE REQUIRED IS AN EARTH RETENTION SYSTEM IS PROPOSED. CONTACT BOB BOBLETT AT (612) 673-2428 FOR MORE INFORMATION.
15. INTERSECTION IMPROVEMENTS HAVING OCCURRED AT UNIVERSITY AVE. NE AND FIRST AVE. NE ARE TO BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE SHALL CAUSED DURING CONSTRUCTION SHALL BE REPAIRED AND PAID FOR BY THE CONTRACTOR.

LEGEND

BITUMINOUS PATCH

PUBLIC ENTRANCE

PAVER 1

PAVER 2

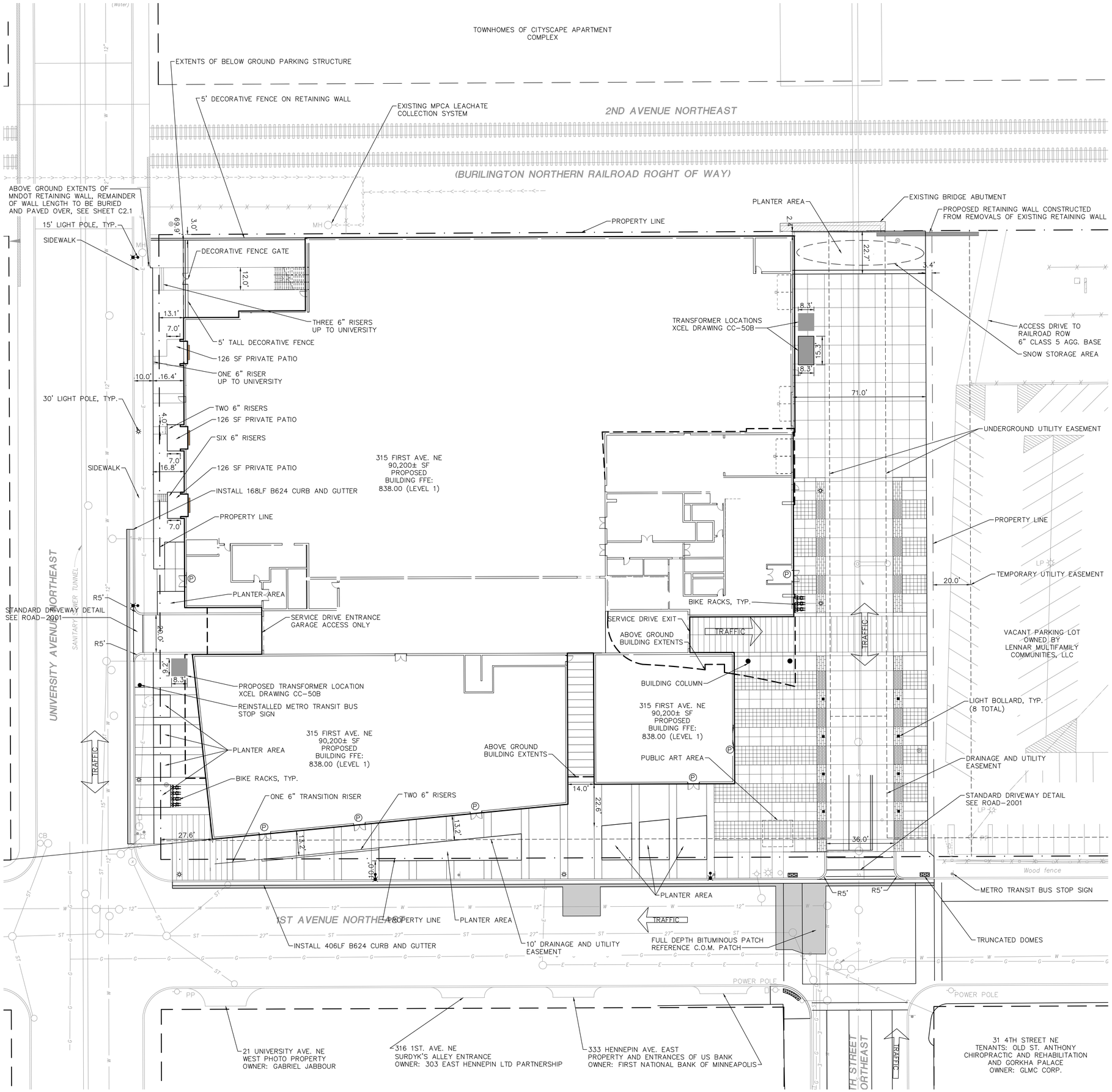
SCORED COLORED CONCRETE 1

SCORED COLORED CONCRETE 2

SCORED COLORED CONCRETE 3

15' LIGHT POLE

30' LIGHT POLE



SUPERIOR PLATING

Minneapolis, MN

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DATE ISSUED 5/4/2015

ORIGINAL ISSUE: 3.30.2015

REVISIONS

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160573007
PROJECT NUMBER

KEY PLAN

GRAPHIC SCALE IN FEET
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SUPERIOR PLATING

SITE PLAN

C4.0

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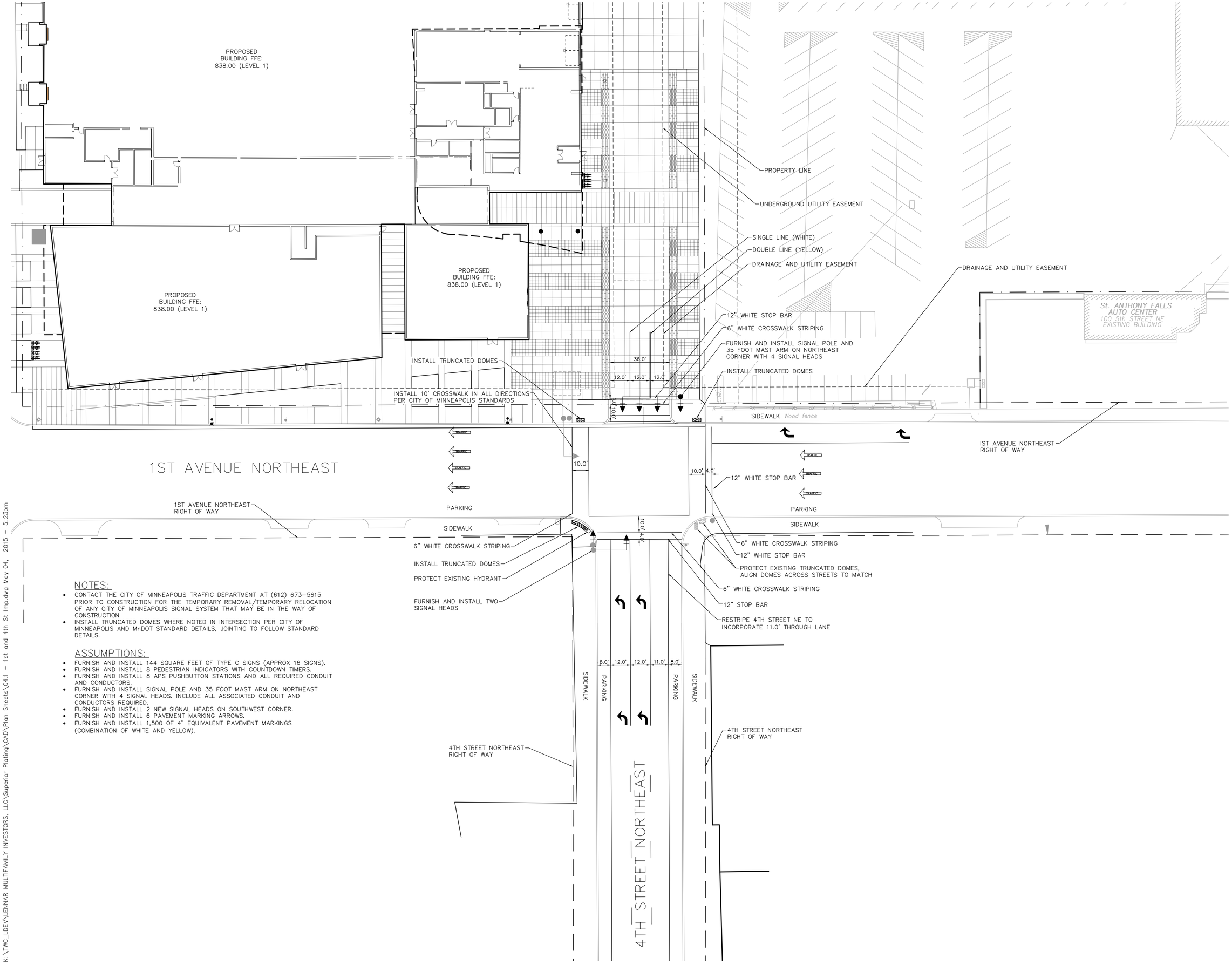

NOTES:

- CONTACT THE CITY OF MINNEAPOLIS TRAFFIC DEPARTMENT AT (612) 673-5615 PRIOR TO CONSTRUCTION FOR THE TEMPORARY REMOVAL/TEMPORARY RELOCATION OF ANY CITY OF MINNEAPOLIS SIGNAL SYSTEM THAT MAY BE IN THE WAY OF CONSTRUCTION
- INSTALL TRUNCATED DOMES WHERE NOTED IN INTERSECTION PER CITY OF MINNEAPOLIS AND MnDOT STANDARD DETAILS, JOINTING TO FOLLOW STANDARD DETAILS.

ASSUMPTIONS:

- FURNISH AND INSTALL 144 SQUARE FEET OF TYPE C SIGNS (APPROX 16 SIGNS).
- FURNISH AND INSTALL 8 PEDESTRIAN INDICATORS WITH COUNTDOWN TIMERS.
- FURNISH AND INSTALL 8 APS PUSHBUTTON STATIONS AND ALL REQUIRED CONDUIT AND CONDUCTORS.
- FURNISH AND INSTALL SIGNAL POLE AND 35 FOOT MAST ARM ON NORTHEAST CORNER WITH 4 SIGNAL HEADS. INCLUDE ALL ASSOCIATED CONDUIT AND CONDUCTORS REQUIRED.
- FURNISH AND INSTALL 2 NEW SIGNAL HEADS ON SOUTHWEST CORNER.
- FURNISH AND INSTALL 6 PAVEMENT MARKING ARROWS.
- FURNISH AND INSTALL 1,500 OF 4" EQUIVALENT PAVEMENT MARKINGS (COMBINATION OF WHITE AND YELLOW).

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INTERSECTION IMPROVEMENTS PLAN

C4.1

SUPERIOR PLATING

Minneapolis, MN

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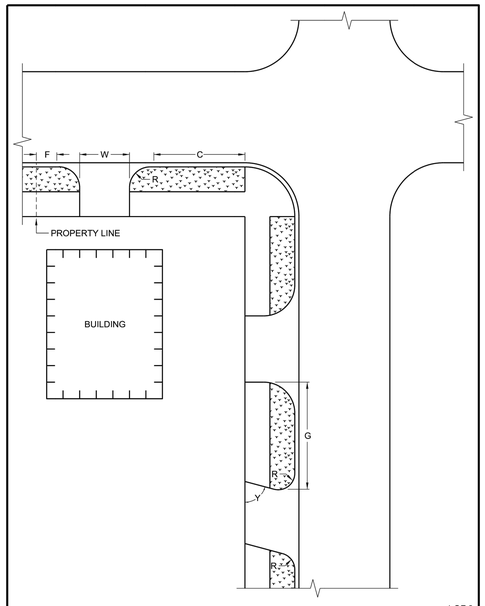
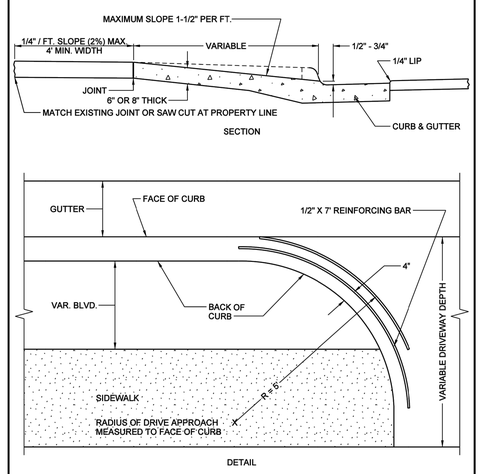
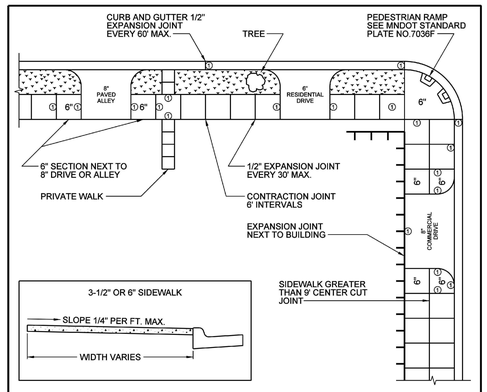


1 OF 2

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		DRIVEWAY REFERENCE	STANDARD PLATE NO. ROAD-2000-R1
DRAWN: JFC	DATE: 7/29/14		
APPROVED: JSH	DATE: 7/29/14		



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



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

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

DRIVE APPROACH DIMENSIONS

CODE	DIMENSION	RESIDENTIAL	COMMERCIAL
Y	DRIVE APPROACH ANGLE	60-90°	60-90°
W	DRIVE APPROACH WIDTH	12' MIN. 25' MAX.*	12' MIN.* 25' MAX.*
R	RADIUS OF CURVATURE OF CURB FOR DRIVE APPROACH	2.5' MIN. 5' MAX.	5' STD.*
R1, R2	RADIUS OF CURVATURE	5' MIN. 15' MAX.	5' MIN. 30' MAX.
F	COMMON FRONTAGE CLEARANCE	5' MIN.	5' MIN.
G	DISTANCE BETWEEN DOUBLE DRIVE APPROACHES	30' MIN.*	30' MIN.*
C	CORNER CLEARANCE AT THE INTERSECTION OF TWO MAJOR STREETS	30' MIN.*	30' MIN.*
N/A	CORNER CLEARANCE AT ALL OTHER INTERSECTIONS	20' MIN.*	20' MIN.*
N/A	CLEARANCE FROM BUS STOP ZONE	40' MIN.*	40' MIN.*

NOTE: PERIODIC CHANGES IN THE ABOVE DIMENSIONS WILL BE MADE AS NECESSARY TO IMPROVE TRAFFIC AND SAFETY ON THE PUBLIC STREETS AND SIDEWALKS.

*OR AS APPROVED BY THE CITY ENGINEER.

2 OF 2

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		DRIVEWAY REFERENCE	STANDARD PLATE NO. ROAD-2000-R1
DRAWN: JFC	DATE: 7/29/14		
APPROVED: JSH	DATE: 7/29/14		

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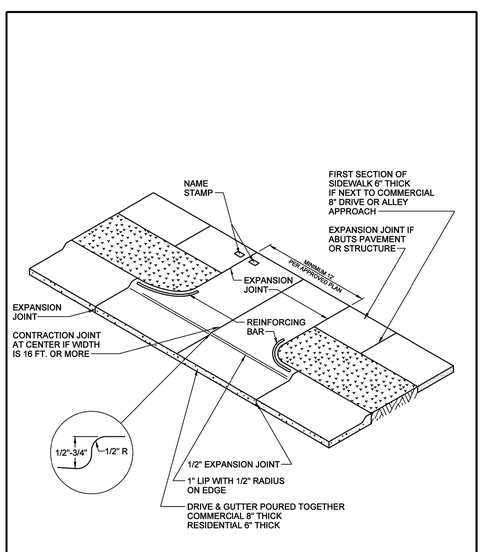
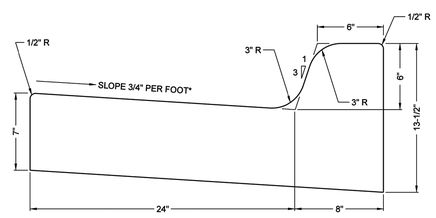
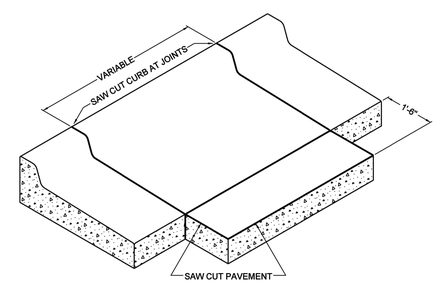


MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		TYPICAL DRIVEWAY	STANDARD PLATE NO. ROAD-2002
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		

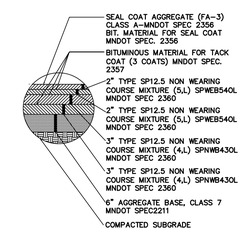


*SLOPE NOT TO EXCEED 1:20 AT CURB RAMPS

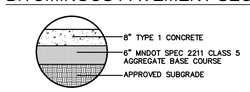
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		B-624 CURB AND GUTTER	STANDARD PLATE NO. ROAD-1003
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		



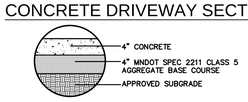
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		SAW CUT AT CURB AND GUTTER REMOVAL	STANDARD PLATE NO. ROAD-1010
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		



BITUMINOUS PAVEMENT SECTION



CONCRETE DRIVEWAY SECTION



CONCRETE SIDEWALK SECTION

LAND USE APPLICATION

DATE ISSUED 5/4/2015

ORIGINAL ISSUE: 3.30.2015

REVISIONS

No.	Description	Date

160573007
PROJECT NUMBER

KEY PLAN

SUPERIOR PLATING

SITE DETAILS

C4.2

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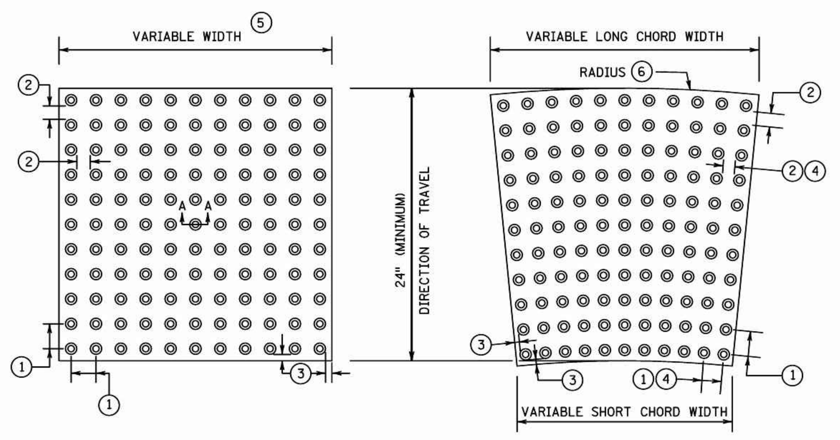
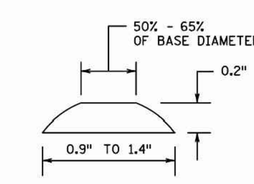


RECTANGULAR PLATES

RADIAL PLATES



SECTION A-A
TRUNCATED DOME

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

NOTES:

DETECTABLE WARNING SURFACES SHALL FOLLOW THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG).

DETECTABLE WARNINGS CONSIST OF TRUNCATED DOMES ALIGNED IN A SQUARE OR RADIAL GRID PATTERN.

DETECTABLE WARNINGS ARE REQUIRED:
- -WHERE RAMPS, LANDINGS, OR BLENDED TRANSITIONS PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE ROADWAY.
- -WHERE PEDESTRIAN ACCESS ROUTES CROSS COMMERCIAL DRIVEWAYS THAT ARE PROVIDED WITH TRAFFIC CONTROL DEVICES OR OTHERWISE PERMITTED TO OPERATE LIKE A PUBLIC ROADWAY.
- -AT PEDESTRIAN RAILWAY CROSSINGS.
- -ON RAIL PLATFORMS WHERE BOARDING EDGES ARE NOT PROTECTED.

DETECTABLE WARNINGS SHALL EXTEND:
- -A MINIMUM OF 24" IN THE DIRECTION OF TRAVEL.
- -THE FULL WIDTH OF THE RAMP, LANDING, OR BLENDED TRANSITION, WITHIN 3" OF FULL WIDTH ON EITHER END.
- -THE FULL LENGTH OF THE PUBLIC USE AREA OF A RAIL PLATFORM.

DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, ROADWAY, OR WALKWAY, EITHER A LIGHT-ON-DARK OR DARK-ON-LIGHT. CONTRAST MAY BE PROVIDED ON THE FULL RAMP SURFACE, EXCLUDING THE FLARED SIDES.

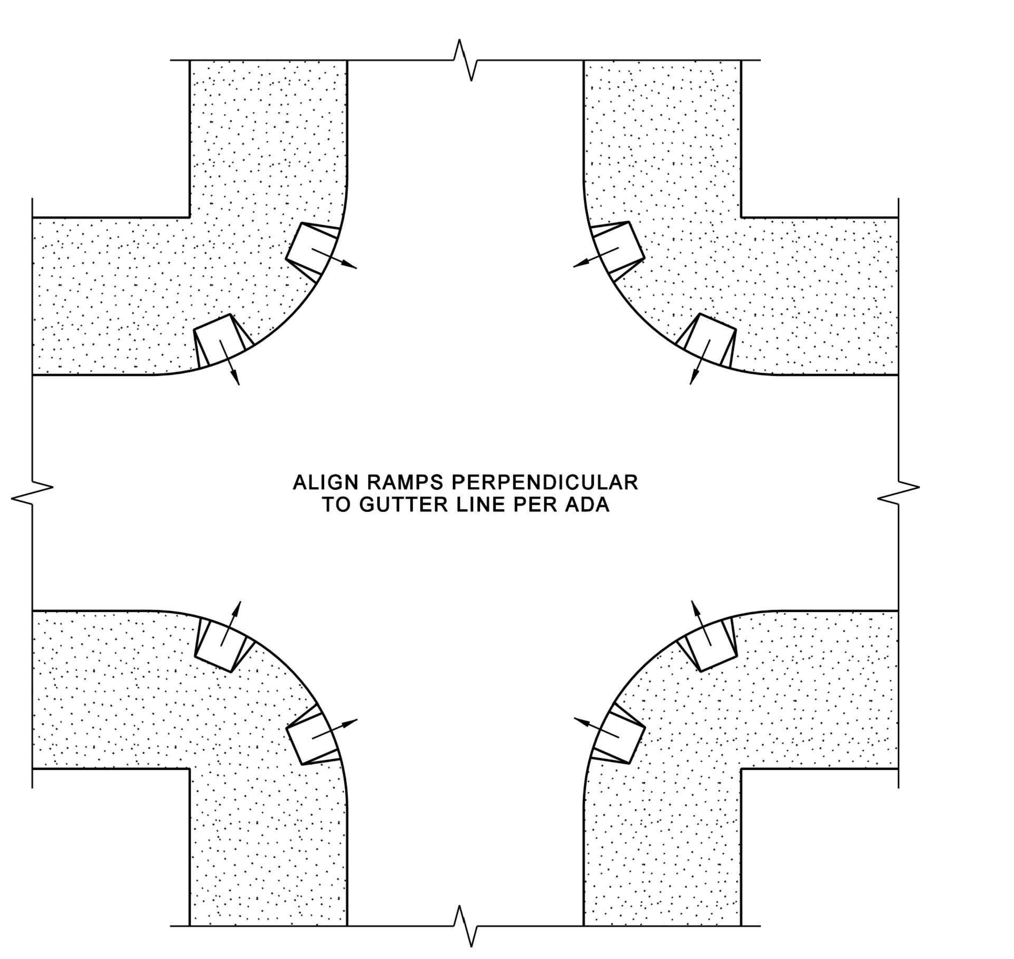
FOR MN/DOT PROJECTS, SEE MN/DOT'S APPROVED/QUALIFIED PRODUCT LISTS.

DETECTABLE WARNING SURFACE SHALL BE PAID FOR AS TRUNCATED DOMES BY THE SQUARE FOOT.

ALL TRUNCATED DOME SYSTEMS SHALL BE PLACED IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE MANUFACTURER.

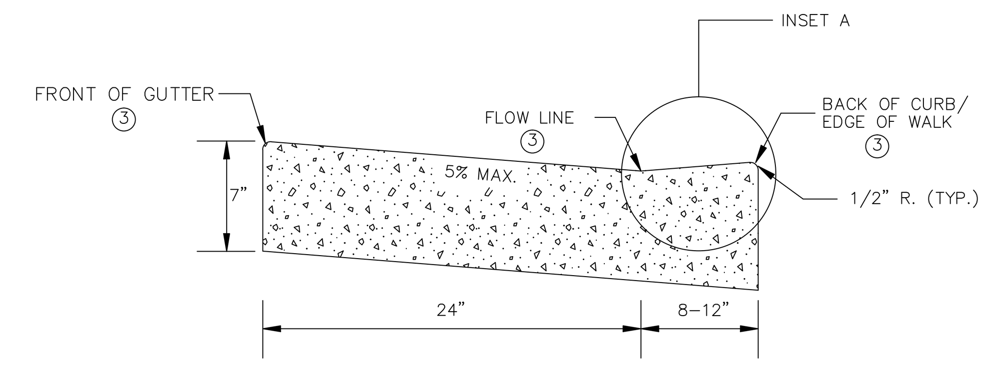
1. CENTER TO CENTER DOME SPACING: 1.6" MINIMUM, 2.4" MAXIMUM.
2. BASE TO BASE DOME SPACING: 0.65" MINIMUM.
3. DOME BASE TO PLATE EDGE SPACING: 0.35" MINIMUM, 0.75" MAXIMUM.
4. SPACING VARIES ON RADIAL PLATES.
5. TYPICAL WIDTHS AVAILABLE: 12", 18", 24", 30", 36". CHECK WITH MANUFACTURERS FOR AVAILABLE WIDTHS.
6. ON RADIAL PLATE, RADIUS DEFINED AT BACK OF CURB.
7. TYPICAL RADII. CHECK WITH MANUFACTURERS FOR AVAILABLE RADII.

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



TYPICAL INTERSECTION

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		TYPICAL PEDESTRIAN RAMP LOCATIONS	STANDARD PLATE NO. ROAD-4000
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		



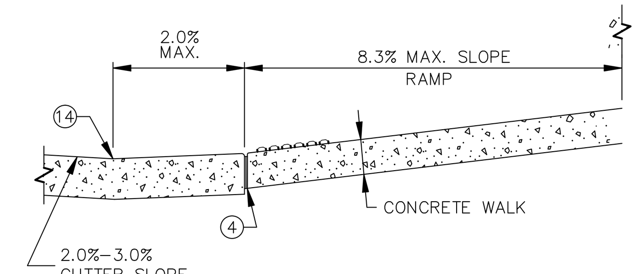
NOTES:

ADEQUATE DRAINAGE SHALL BE MAINTAINED THROUGHOUT THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% ABSOLUTE MAXIMUM.

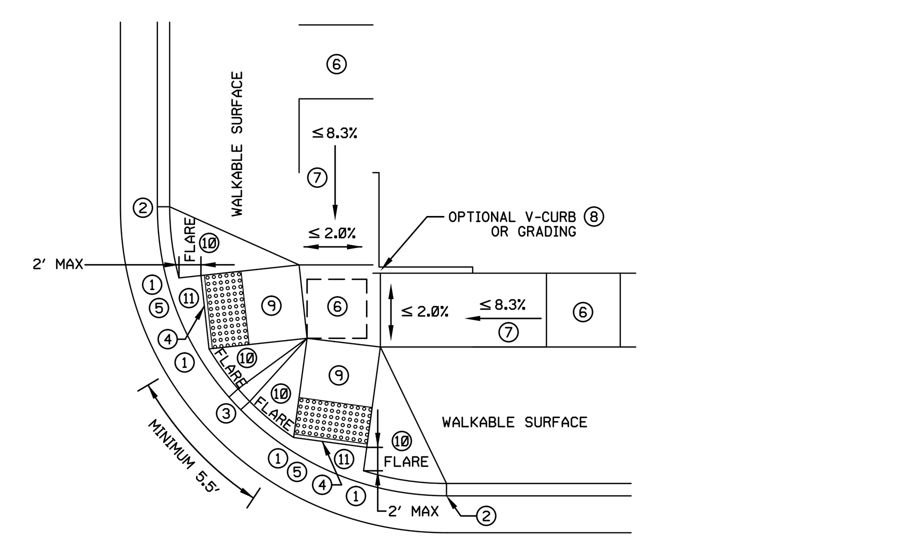
NO PONDING SHALL BE PRESENT IN THE PAR.

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

1. FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS, DEPRESSED CORNERS, & ONE WAY AND COMBINED DIRECTIONALS.
2. FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, TIERED PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.
3. THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
4. DRILL AND GROUT NO. 13 EPOXY-COATED 18" LONG BARS AT 2' CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT.
5. ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
6. VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS.



SECTION C-C
CURB FOR DIRECTIONAL RAMPS ⑫



ADJACENT TO WALKABLE SURFACE

NOTES:

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

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS 5% OR GREATER.

CONTRACTION JOINTS SHALL BE CONSTRUCTED AT ALL GRADE BREAKS.

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

USE 6" CONCRETE WALK FOR ALL INITIAL RAMP AND LANDING AREAS.

CONTRACTOR SHALL EMPLOY APPROPRIATE METHODS FOR INTERMEDIATE GRADE CONTROL TO ENSURE ALL GRADE BREAKS ARE CONSTRUCTED PROPERLY.

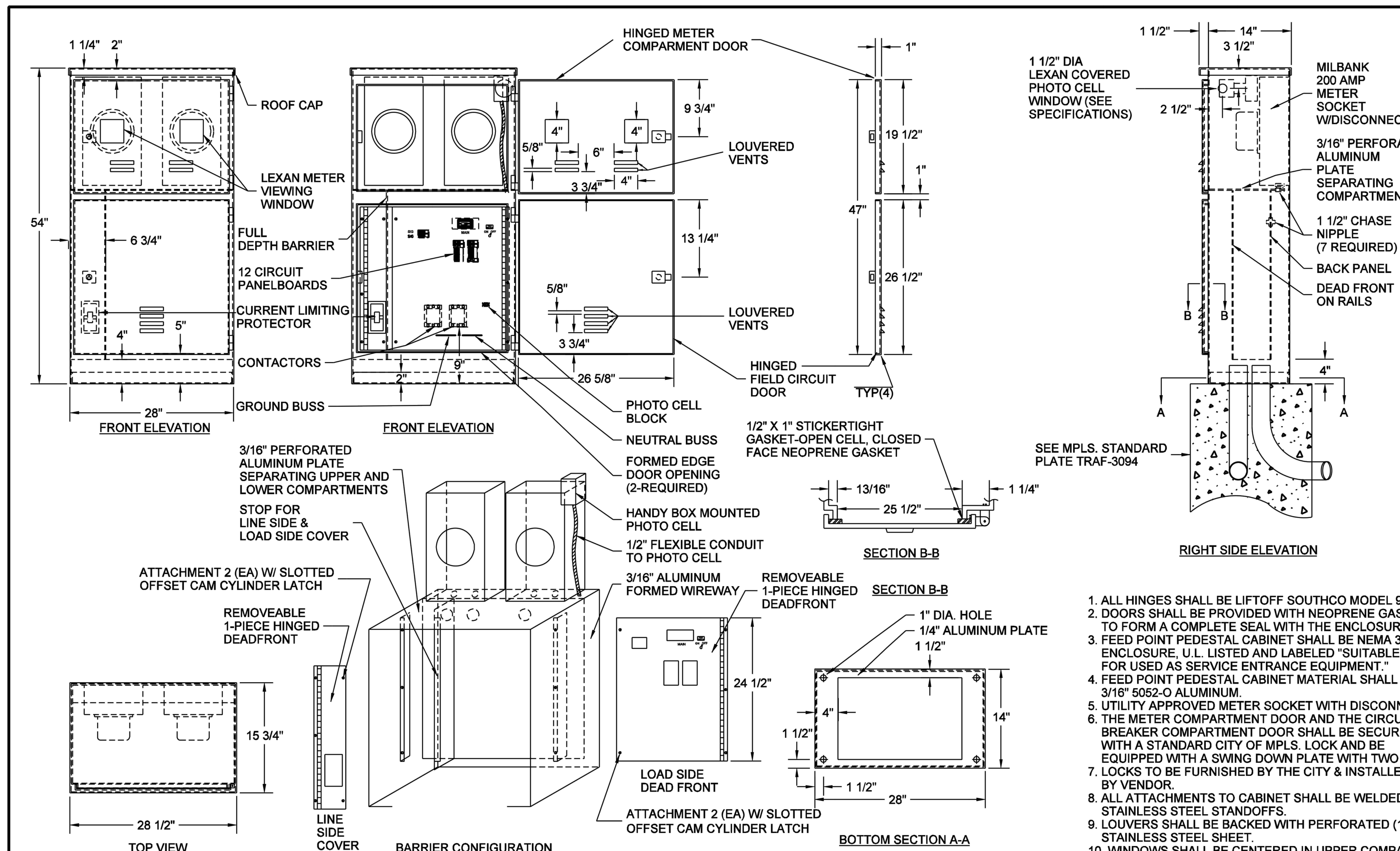
ALL GRADE BREAKS SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL/PEDESTRIAN ACCESS ROUTE.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH CROSSES A ROAD.

1. 0" CURB HEIGHT.
2. FULL CURB HEIGHT.
3. 3" MINIMUM CURB HEIGHT.
4. 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M 213. JOINT FILLER SHALL BE PLACED FLUSH WITH THE BACK OF CURB AND ADJACENT SIDEWALK. JOINT SHALL BE FREE OF DEBRIS. RECTANGULAR DETECTABLE WARNINGS SHALL BE SET BACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SET BACK 3"-6" FROM THE BACK OF CURB.
5. SEE PEDESTRIAN ACCESS ROUTE CURB AND GUTTER DETAIL FOR INFORMATION ON CONSTRUCTING CURB AND GUTTER AT CURB OPENINGS. SEE SHEET NO. 3 OF 5.
6. 4' BY 4' MIN. LANDING WITH MAX. 2% SLOPE IN ALL DIRECTIONS.
7. IF RAMP SLOPE IS LESS THAN 5% NO SECONDARY LANDING IS REQUIRED.
8. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.
9. RUNNING SLOPE LESS THAN OR EQUAL TO 8.3% & CROSS SLOPE LESS THAN OR EQUAL TO 2%.
10. SEE SHEET 4 OF 5, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
11. MAX. 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.
12. TO BE USED FOR ALL DIRECTIONAL RAMPS.
13. DOMES PLACED AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.
14. ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE MAY NOT BE GREATER THAN 1/4 INCH.

PEDESTRIAN RAMP DETAIL

NOT FOR CONSTRUCTION

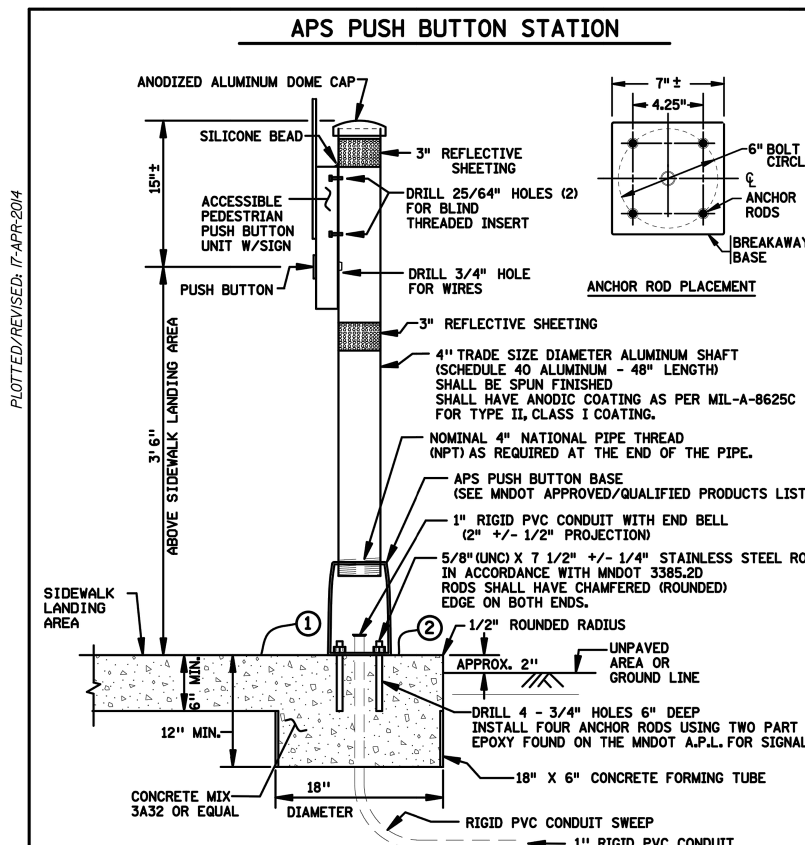


1. ALL HINGES SHALL BE LIFTOFF SOUTHCO MODEL 96-10-500-50.
2. DOORS SHALL BE PROVIDED WITH NEOPRENE GASKET TO FORM A COMPLETE SEAL WITH THE ENCLOSURE.
3. FEED POINT PEDESTAL CABINET SHALL BE NEMA 3R ENCLOSURE, U.L. LISTED AND LABELED "SUITABLE FOR USED AS SERVICE ENTRANCE EQUIPMENT."
4. FEED POINT PEDESTAL CABINET MATERIAL SHALL BE 3/16" 5052-O ALUMINUM.
5. UTILITY APPROVED METER SOCKET WITH DISCONNECT.
6. THE METER COMPARTMENT DOOR AND THE CIRCUIT BREAKER COMPARTMENT DOOR SHALL BE SECURED WITH A STANDARD CITY OF MPLS. LOCK AND BE EQUIPPED WITH A SWING DOWN PLATE WITH TWO KEYS.
7. LOCKS TO BE FURNISHED BY THE CITY & INSTALLED BY VENDOR.
8. ALL ATTACHMENTS TO CABINET SHALL BE WELDED OR USE STAINLESS STEEL STANDOFFS.
9. LOUVERS SHALL BE BACKED WITH PERFORATED (1/8" HOLE) STAINLESS STEEL SHEET.
10. WINDOWS SHALL BE CENTERED IN UPPER COMPARTMENT ON METER SOCKETS.
11. VENTILATION HOLES (1/8") SHALL BE PROVIDED IN CABINET FRONT AT 1/2" CENTERS AT ROOF CAP.
12. EQUIPMENT SHALL BE ARRANGED WITHIN CABINET AS APPROXIMATELY SHOWN.
13. PANELBOARD DEAD FRONTS SHALL BE PUNCHED TO MATCH FULL CAPACITY OF BREAKER PANEL.

NO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		CABINET - ST. LIGHT/SIGNAL COMBINATION SERVICE CBD REFERENCE PLATE: TRAF-3094	STANDARD PLATE NO. TRAF-3487
DRAWN: LPK	DATE: 1/1/11		
APPROVED: DWH	DATE: 1/1/11		

APS PUSH BUTTON STATION



PLOTTED/REVISED: 17-APR-2014

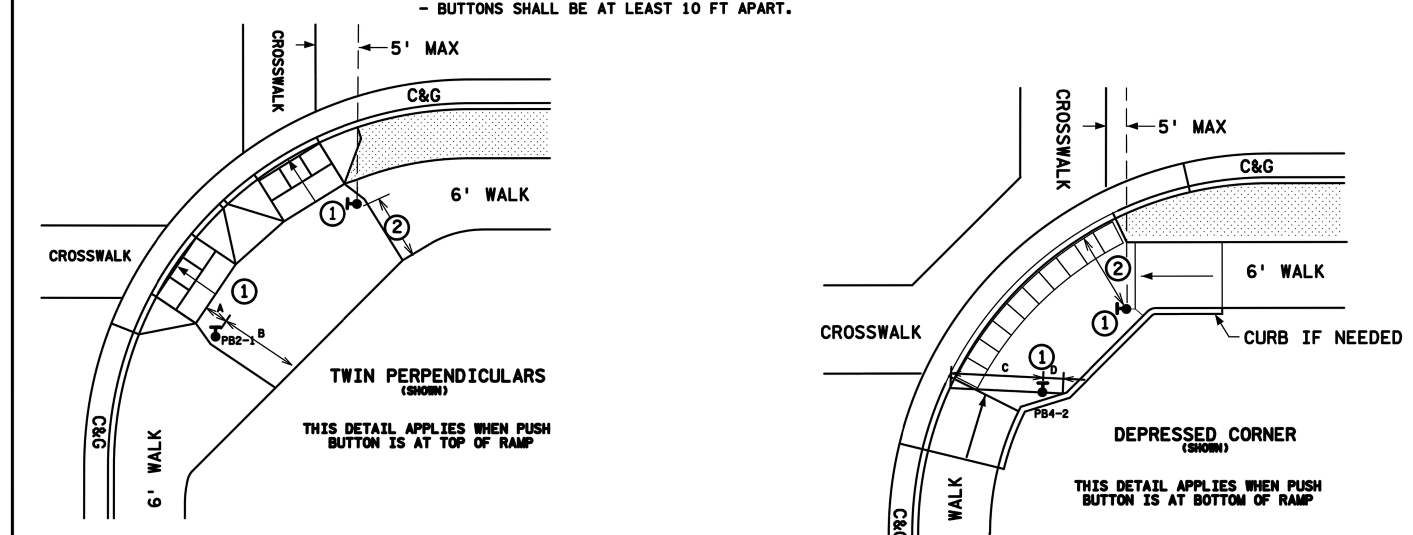
NOTES:
- PLACEMENT AND ORIENTATION OF THE PUSH BUTTON STATION IS CRITICAL. MOUNT THE BUTTON SO THAT THE FACE IS PARALLEL WITH THE ASSOCIATED CROSSWALK. SCREW IN POST TO A TIGHTENED POSITION BEFORE MOUNTING ACCESSIBLE PEDESTRIAN PUSH BUTTON UNIT TO THE POST.
- ORIENT ACCESS OPENING ON THE BREAKAWAY PEDESTAL DIRECTLY BELOW THE APS BUTTON.
- PLUMB THE PUSH BUTTON STATION WITH LEVELING SHIMS IN ACCORDANCE WITH STANDARD PLATE 8129.
- BLIND THREADED INSERTS (RIVET NUT) MUST BE INSERTED USING MANUFACTURERS SPECIFIC INSTALLATION TOOL. NO OTHER METHOD OF INSTALLATION IS ACCEPTABLE.
- BLIND THREADED INSERTS SHALL BE ZINC PLATED STEEL WITH 1/4 - 20 UNC THREADS. INSERT SHALL BE SUITABLE FOR USE ON A MOUNTING SURFACE WALL THICKNESS OF .337". APPROVED BLIND THREADED INSERTS CAN BE FOUND ON THE MN/DOT QUALIFIED PRODUCTS LIST FOR SIGNALS.
- A.P.S. MOUNTING BOLTS SHALL BE 1/4 - 20 STAINLESS STEEL. APPLY BRUSH ON ANTI SEIZE COMPOUND TO BOLTS PRIOR TO ASSEMBLY.
- APPLY A BEAD OF 100% SILICONE SEALANT ALONG THE TOP OF THE PUSH BUTTON UNIT WHERE IT COMES IN CONTACT WITH THE 4" POST.
- THE REFLECTIVE SHEETING SHALL BE WHITE AT INTERSECTION CORNERS AND SHALL BE YELLOW WHEN USED IN CENTER MEDIANS. SEE MN/DOT SIGNING QUALIFIED PRODUCTS LIST (QPL) FOR APPROVED TUBE DELINEATOR SHEETING.
- ANTI-SEIZE COMPOUND MUST BE USED ON ALL THREADED BOLTS WHEN INSTALLING PEDESTRIAN PUSH BUTTON STATIONS.

1. THE PUSH BUTTON STATION FOUNDATION IS CONSTRUCTED AS PART OF THE SIDEWALK. INCREASE THE SIDEWALK THICKNESS TO 12" THICK (MIN.) TO PROVIDE FOR THE PUSH BUTTON STATION FOUNDATION.
2. ALL JOINTS SHALL BE A MINIMUM OF 9" FROM THE CENTER OF THE PUSH BUTTON FOUNDATION.

DISTRICT •: DISTRICT •
IPLOT NAME: Pedestrian PushButton Station Detail (03-21-14)
PATH & FILENAME:

REQUIREMENTS FOR LOCATING APS PUSH BUTTONS:

- THIS IS A GENERAL DETAIL INTENDED TO SHOW THE REQUIREMENTS OF APS PUSH BUTTON LOCATION. FOR PROJECT SPECIFIC DETAILS REGARDING PEDESTRIAN RAMP LAYOUT, SEE THE PEDESTRIAN CURB RAMP AND SIDEWALK DETAILS.
- THE FACE OF THE BUTTON SHALL BE PARALLEL WITH THE OUTSIDE EDGE OF CROSSWALK.
- A MINIMUM 4 FT X 4 FT LANDING AREA SHALL BE PROVIDED ADJACENT TO EACH BUTTON, WITH A 2 PERCENT MAXIMUM SLOPE IN ALL DIRECTIONS.
- BUTTONS SHALL BE WITHIN 5 FT OF THE OUTSIDE EDGE OF THE CROSSWALK.
- BUTTONS SHALL BE BETWEEN 1.5 FT AND 10 FT FROM THE BACK OF CURB OR EDGE OF ROADWAY, MEASURED IN THE DIRECTION OF TRAVEL. STANDALONE PUSH BUTTON STATIONS SHOULD BE 4' MINIMUM FROM THE BACK OF CURB TO AVOID KNOCKDOWNS.
- BUTTONS SHALL BE AT LEAST 10 FT APART.



SIGNAL CONTROL POINTS			DISTANCE TO FRONT OF LANDING (FT)	DISTANCE TO BACK OF LANDING (FT)
SIGNAL NO.	X	Y		
PB2-1	-	-	A	B
PB4-2	-	-	C	D

A - DISTANCE MEASURED FROM THE PUSH BUTTON TO THE FRONT OF LANDING/TOP OF RAMP

B - CLEAR DISTANCE MEASURED FROM THE PUSH BUTTON TO THE BACK OF LANDING/EDGE OF WALK

C - CLEAR DISTANCE MEASURED FROM THE PUSH BUTTON TO THE OUTSIDE EDGE OF DOMES IN THE DIRECTION OF TRAVEL

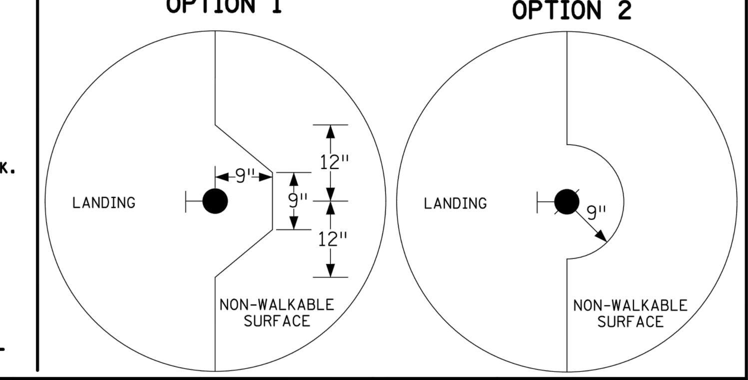
D - CLEAR DISTANCE FROM THE PUSH BUTTON TO THE BACK OF LANDING MEASURED IN THE OPPOSITE DIRECTION OF TRAVEL

1. BUTTON SHOULD BE 2 FT MINIMUM FROM RAMP GRADE BREAK AND BACK OF WALK.
2. PROVIDE A MAINTENANCE ACCESS ROUTE (MAR) WHEREVER POSSIBLE FOR SNOW REMOVAL PURPOSES. A MAR REQUIRES A 6 FT MINIMUM CLEAR DISTANCE BETWEEN A PUSH BUTTON AND ANY OBSTRUCTIONS, INCLUDING BUILDINGS, V-CURB, ELECTRICAL FOUNDATIONS, SIGNAL CABINETS, OR ANOTHER PUSH BUTTON.

CONTRACTOR MUST USE OPTION 1 OR 2 WHEN THE APS PUSH BUTTON IS SHOWN AT THE EDGE OF WALK. OPTION USED (OR SELECTED) MUST BE THE SAME THROUGHOUT THE ENTIRE PROJECT.

OPTION 1

OPTION 2



TYPICAL APS PEDESTRIAN PUSH BUTTON LOCATION

BY	DATE	REVISIONS	SYSTEM ID: T.E. / METER ADDRESS: / MASTER ID: T.E.	ACCESSIBLE PEDESTRIAN SIGNAL (APS) APS PUSH BUTTON STATION TYPICAL APS PUSH BUTTON LOCATION DETAIL	S.A.P. NO. DRAWN BY: CKD BY: DATE: 08-30-13 / CERTIFIED BY LICENSED PROFESSIONAL ENGINEER LIC. NO. DATE: / STATE PROJ. NO. (T.H. SHEET NO. OF SHEETS

SUPERIOR PLATING

Minneapolis, MN

LENNAR MULTIFAMILY COMMUNITIES

esg
elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 6 1 2 . 3 3 9 . 5 5 0 8
f. 6 1 2 . 3 3 9 . 5 3 8 2
w w w . e s g a r c h . c o m

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

Typed or Printed Name

License # Date

Kimley»Horn
2550 UNIVERSITY AVE. WEST, SUITE 238N
ST. PAUL, MINNESOTA 55114
TEL. NO. (651) 645-4197

LAND USE APPLICATION

DATE ISSUED 5/4/2015

ORIGINAL ISSUE: 3.30.2015

REVISIONS

No.	Description	Date

160573007
PROJECT NUMBER

KEY PLAN

GRAPHIC SCALE IN FEET
0 ## ## ##

SUPERIOR PLATING

SITE DETAILS

C4.3

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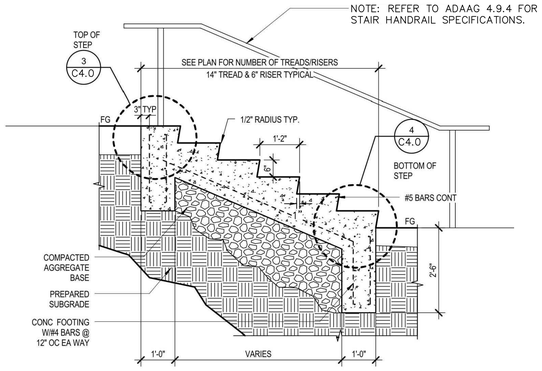
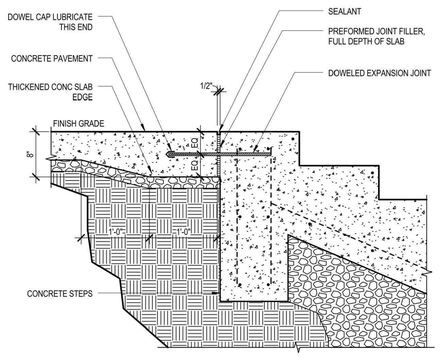
SUPERIOR PLATING

Minneapolis, MN



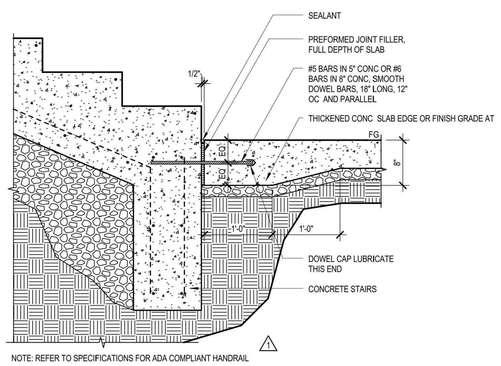
2 CONCRETE STAIR SECTION

1/2" = 1'-0"



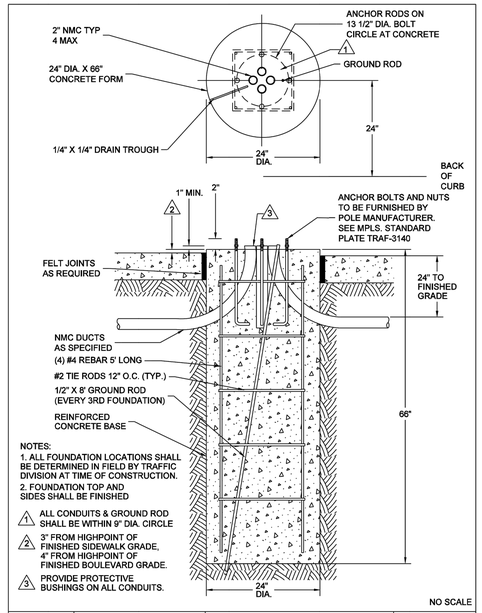
3 CONCRETE STAIRS - TOP STEP

1" = 1'-0"



4 CONCRETE STAIRS - BOTTOM STEP

1" = 1'-0"

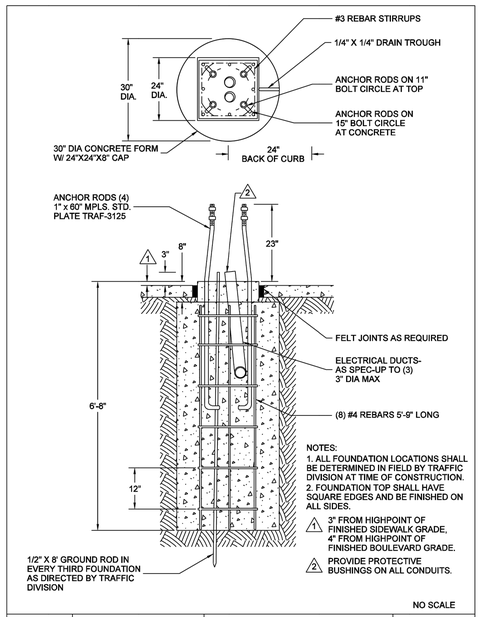


NOTES:
1. ALL FOUNDATION LOCATIONS SHALL BE DETERMINED IN FIELD BY TRAFFIC DIVISION AT TIME OF CONSTRUCTION.
2. FOUNDATION TOP AND SIDES SHALL BE FINISHED

1. ALL CONDUITS & GROUND ROD SHALL BE WITHIN 9" DIA. CIRCLE
2. 3" FROM HIGHPOINT OF FINISHED SIDEWALK GRADE, 4" FROM HIGHPOINT OF FINISHED BOULEVARD GRADE.
3. PROVIDE PROTECTIVE BUSHINGS ON ALL CONDUITS.

NO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		FOUNDATION - ST. LIGHT 15' - ROUND CAP REFERENCE PLATE: TRAF-3140	STANDARD PLATE NO. TRAF-3060-R1
DRAWN: CLK	DATE: 9/10/12		
APPROVED: DRP	DATE: 9/10/12		

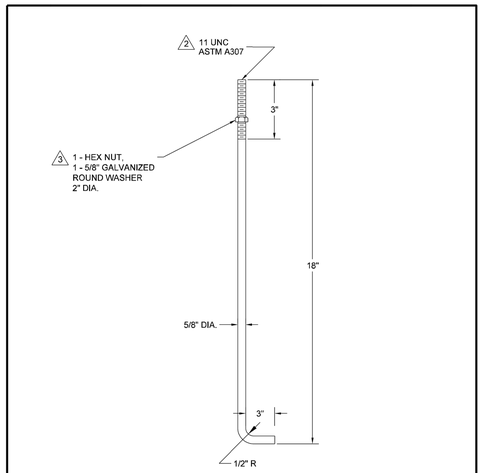


NOTES:
1. ALL FOUNDATION LOCATIONS SHALL BE DETERMINED IN FIELD BY TRAFFIC DIVISION AT TIME OF CONSTRUCTION.
2. FOUNDATION TOP SHALL HAVE SQUARE EDGES AND BE FINISHED ON ALL SIDES.

1. 3" FROM HIGHPOINT OF FINISHED SIDEWALK GRADE, 4" FROM HIGHPOINT OF FINISHED BOULEVARD GRADE.
2. PROVIDE PROTECTIVE BUSHINGS ON ALL CONDUITS.

NO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		FOUNDATION - ST. LIGHT 30' - SQUARE CAP REFERENCE PLATE: TRAF-3125	STANDARD PLATE NO. TRAF-3072-R1
DRAWN: CLK	DATE: 9/10/12		
APPROVED: DRP	DATE: 9/10/12		

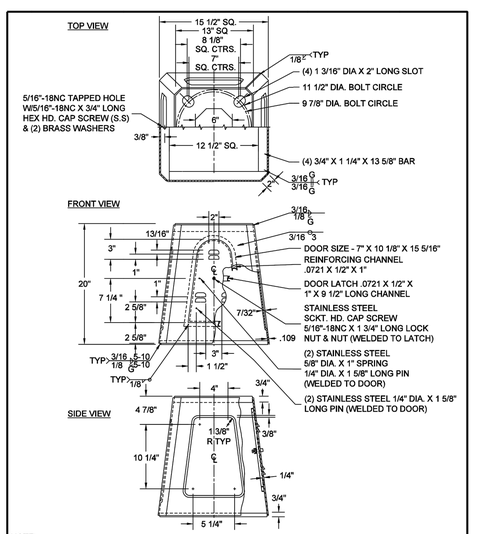


NOTES:
1. MATERIAL - STEEL, ASTM F1554 GR 55 (5/8" DIA. X 21" LONG BEFORE BENDING).

1. FINISH - HOT DIP GALVANIZED PER ASTM A153, FULL LENGTH. NUTS SHALL RUN FREE AFTER PLATING.
2. RODS SHALL BE SUPPLIED WITH GALVANIZED HEAVY HEX NUT, ASTM A563, PLUS GALVANIZED WASHER ASTM F436, ASSEMBLED AFTER ROD PLATING.

NO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		ANCHOR ROD - ST. LIGHT 5/8" X 18"	STANDARD PLATE NO. TRAF-3140-R1
DRAWN: LPK	DATE: 1/5/11		
APPROVED: DRP	DATE: 1/5/11		

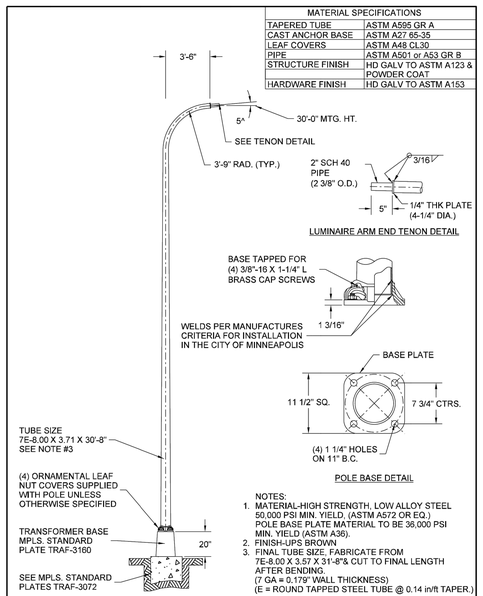


NOTE:
1. SKIRT & BOTTOM PLATE MATERIAL- STAINLESS STEEL (TYPE 201) 60,000 PSI MIN. YIELD AFTER FABRICATION. TOP PLATE MATERIAL- LOW CARBON STEEL 36,000 PSI MIN. YIELD.
2. FINISH-EPOXY PRIMER
3. FINISH-UPS BROWN THERMO-SET ACRLYIC

NO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		BASE - ST. LIGHT TRANSFORMER 30'	STANDARD PLATE NO. TRAF-3160
DRAWN: LPK	DATE: 1/1/11		
APPROVED: DRP	DATE: 1/1/11		

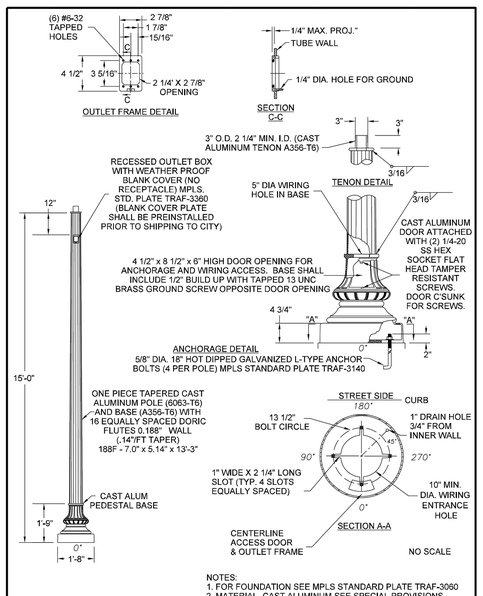
MATERIAL SPECIFICATIONS	
TAPERED TUBE	ASTM A595 GR A
CAST ANCHOR BASE	ASTM A27 65-35
LEAF COVERS	ASTM A48 CL30
PIPE	ASTM A501 or A53 GR B
STRUCTURE FINISH	HD GALV TO ASTM A123 & POWDER COAT
HARDWARE FINISH	HD GALV TO ASTM A153



NOTES:
1. MATERIAL-HIGH STRENGTH, LOW ALLOY STEEL 50,000 PSI MIN. YIELD. (ASTM A572 OR EQ.) POLE BASE PLATE MATERIAL TO BE 36,000 PSI MIN. YIELD (ASTM A36).
2. FINISH-UPS BROWN
3. FINAL TUBE SIZE. FABRICATE FROM 7E-8.00 X 3.57 X 31'-8"& CUT TO FINAL LENGTH AFTER BENDING. (7 GA = 0.179" WALL THICKNESS) (E = ROUND TAPPED STEEL TUBE @ 0.14 in/ft TAPER.)

NO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		STANDARD - ST. LIGHT 3M-30' GALVANIZED STEEL REFERENCE PLATES: TRAF-3072, TRAF-3160	STANDARD PLATE NO. TRAF-3206-R2
DRAWN: CLK	DATE: 1/9/13		
APPROVED: DRP	DATE: 1/9/13		



NOTES:
1. FOR FOUNDATION SEE MPLS STANDARD PLATE TRAF-3060
2. MATERIAL- CAST ALUMINUM SEE SPECIAL PROVISIONS
3. POLE & BASE FINISH SEE SPECIAL PROVISIONS

NO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		STANDARD - ST. LIGHT M-15' ALUMINUM ANODIZED W/RECEPTACLE REFERENCE PLATES: TRAF-3060, TRAF-3140, TRAF-3360	STANDARD PLATE NO. TRAF-3279-R2
DRAWN: CLK	DATE: 3/13/14		
APPROVED: DRP	DATE: 3/13/14		

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LAND USE APPLICATION

DATE ISSUED 5/4/2015

ORIGINAL ISSUE: 3.30.2015

REVISIONS

No.	Description	Date

160573007
PROJECT NUMBER

KEY PLAN

SUPERIOR PLATING

SITE DETAILS

C4.4

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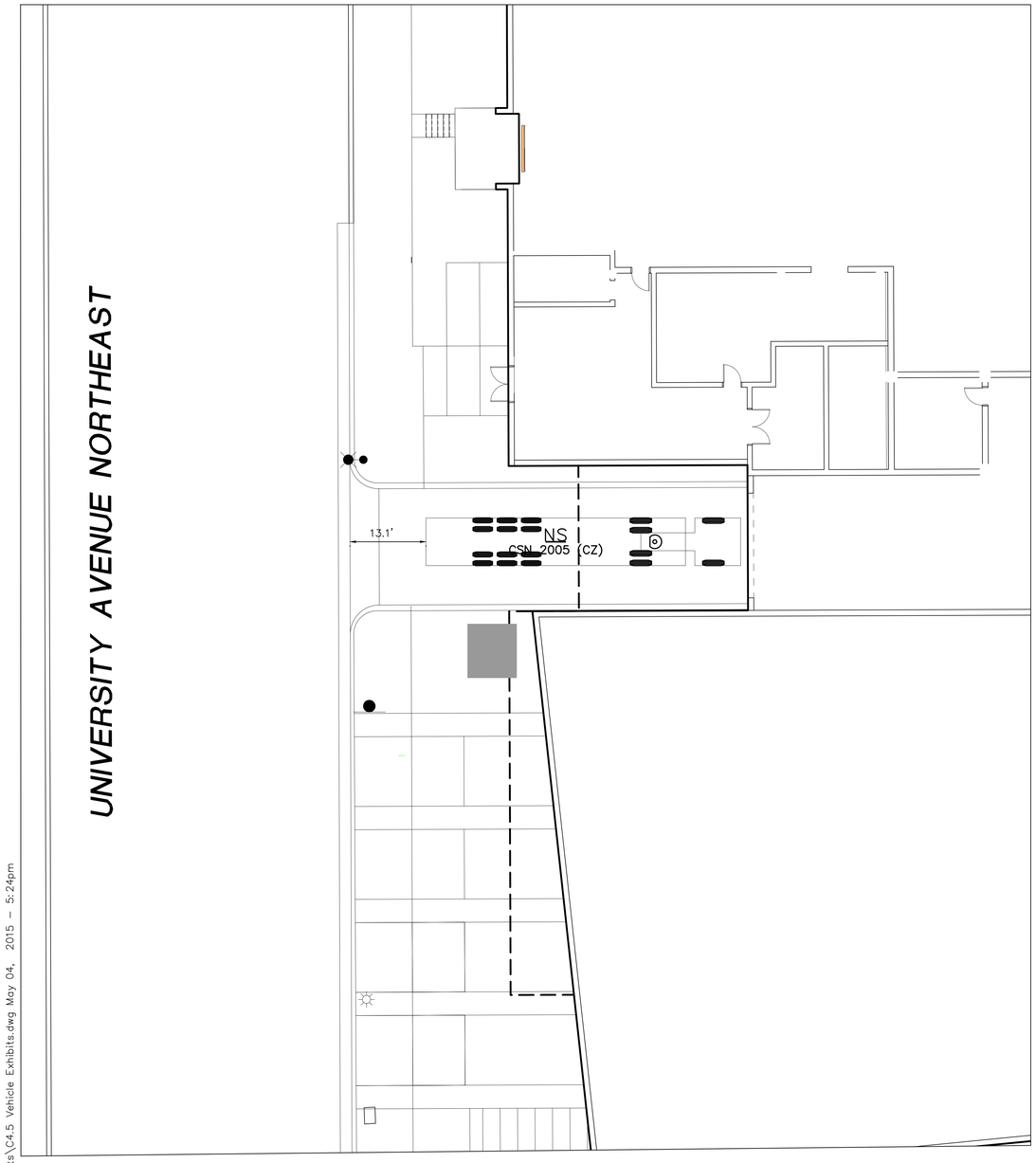
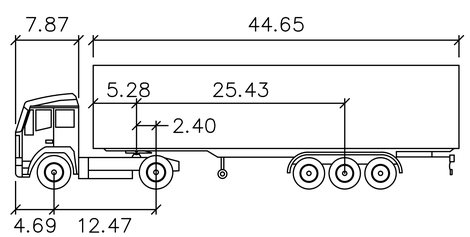
SERVICE TRUCK QUEUING

GRAPHIC SCALE IN FEET
0 5 10 20



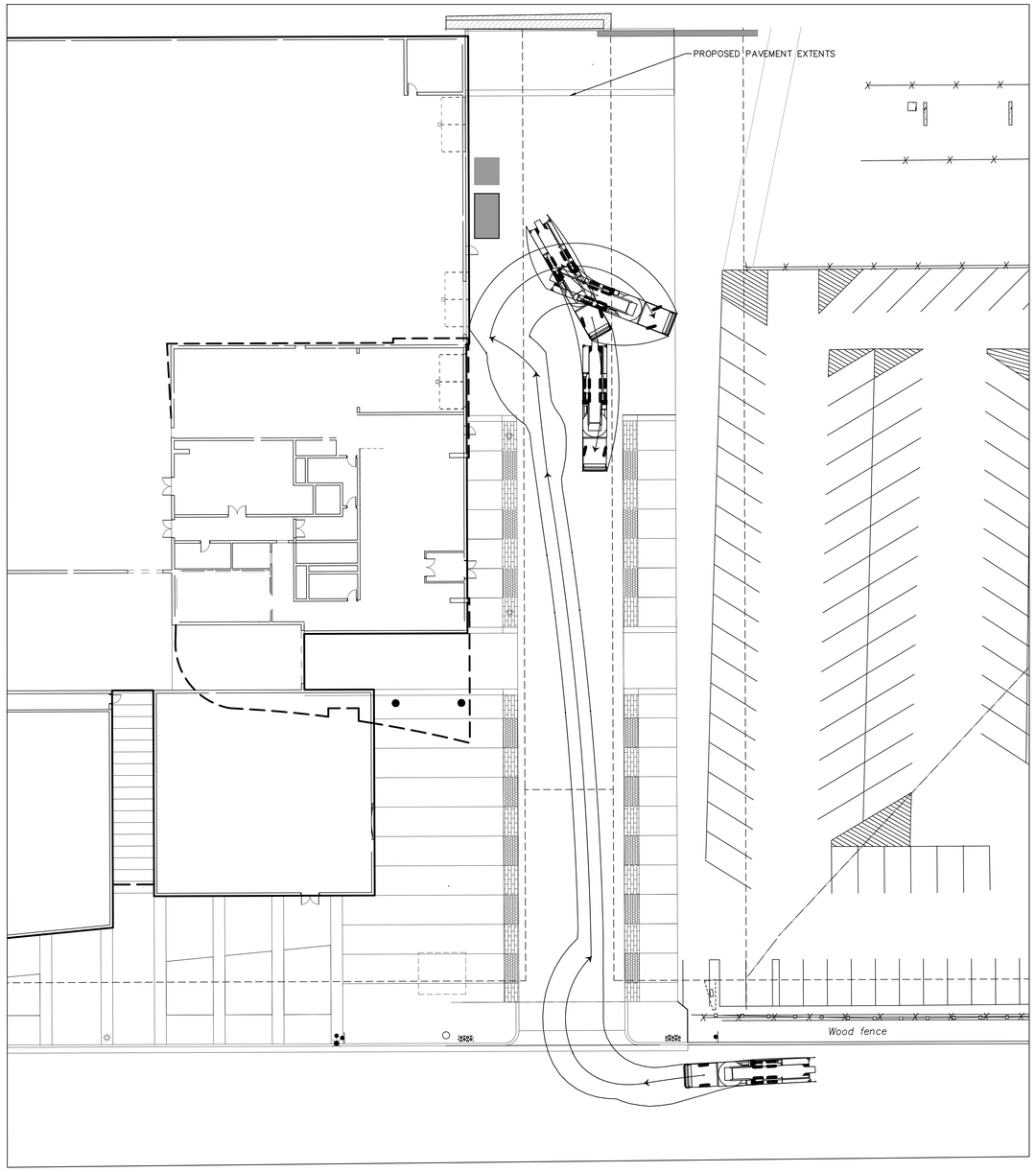


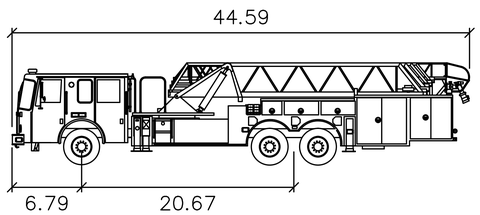
NS
feet

Tractor Width	: 8.20	Lock to Lock Time	: 6.0
Trailer Width	: 8.20	Steering Angle	: 39.1
Tractor Track	: 8.20	Articulating Angle	: 70.0
Trailer Track	: 8.20		

FIRE TRUCK EXHIBIT

GRAPHIC SCALE IN FEET
0 10 20 40





Smeal Aerial MM 100ft
feet

Width	: 8.17
Track	: 7.75
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

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REVISIONS

No.	Description	Date

160573007
PROJECT NUMBER

KEY PLAN

SUPERIOR PLATING

VEHICLE MANEUVER PLAN

C4.5

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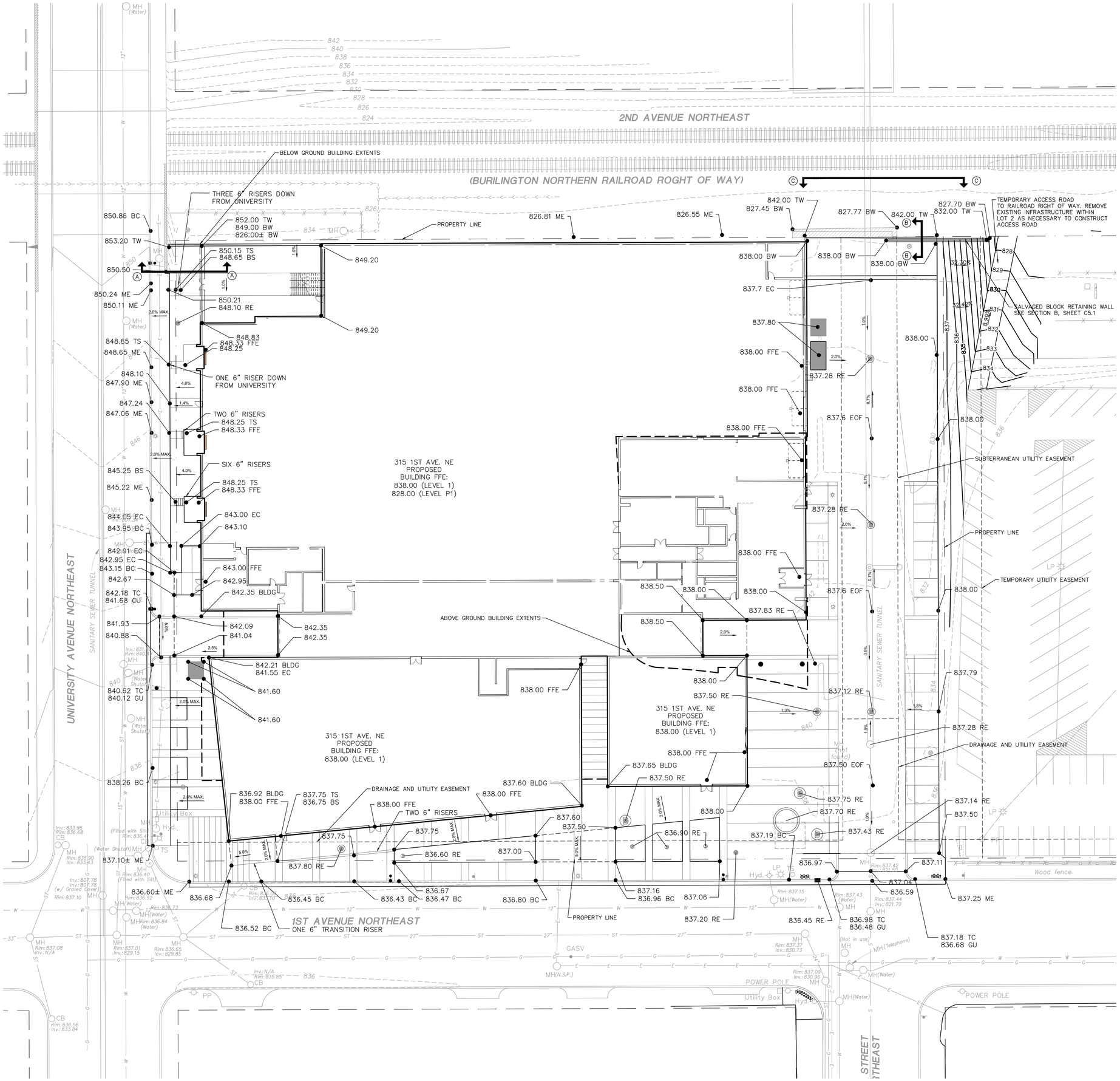
GRADING NOTES:

1. ALL SIDEWALKS SHALL HAVE A RUNNING SLOPE LESS THAN 5% AND CROSS SLOPE LESS THAN 2% IN CONFORMANCE WITH ADA.
2. IMMEDIATELY REPORT TO THE OWNER ANY DISCREPANCIES FOUND BETWEEN ACTUAL FIELD CONDITIONS AND CONSTRUCTION DOCUMENTS.
3. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING EXISTING UTILITIES, AND SHALL REPARI ALL DAMAGE TO EXISTING UTILITIES THAT OCCUR DURING CONSTRUCTION WITHOUT COMPENSATION.
4. ALL SPOT ELEVATIONS CORRESPOND TO SURFACE GRADES, UNLESS NOTED OTHERWISE

SPOT ELEVATION LEGEND:

ME	MATCH EXISTING
BC	BACK OF CURB
TS	TOP OF STAIR
FFE	FINISH FLOOR ELEVATION
BLDG	BUILDING
EC	EDGE OF CONCRETE
RE	RIM ELEVATION
EOF	EMERGENCY OVERFLOW
TC	TOP OF CURB
GU	GUTTER
BS	BOTTOM OF STAIR



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GRAPHIC SCALE IN FEET 0 10 20 40

SUPERIOR PLATING

GRADING PLAN

C5.0

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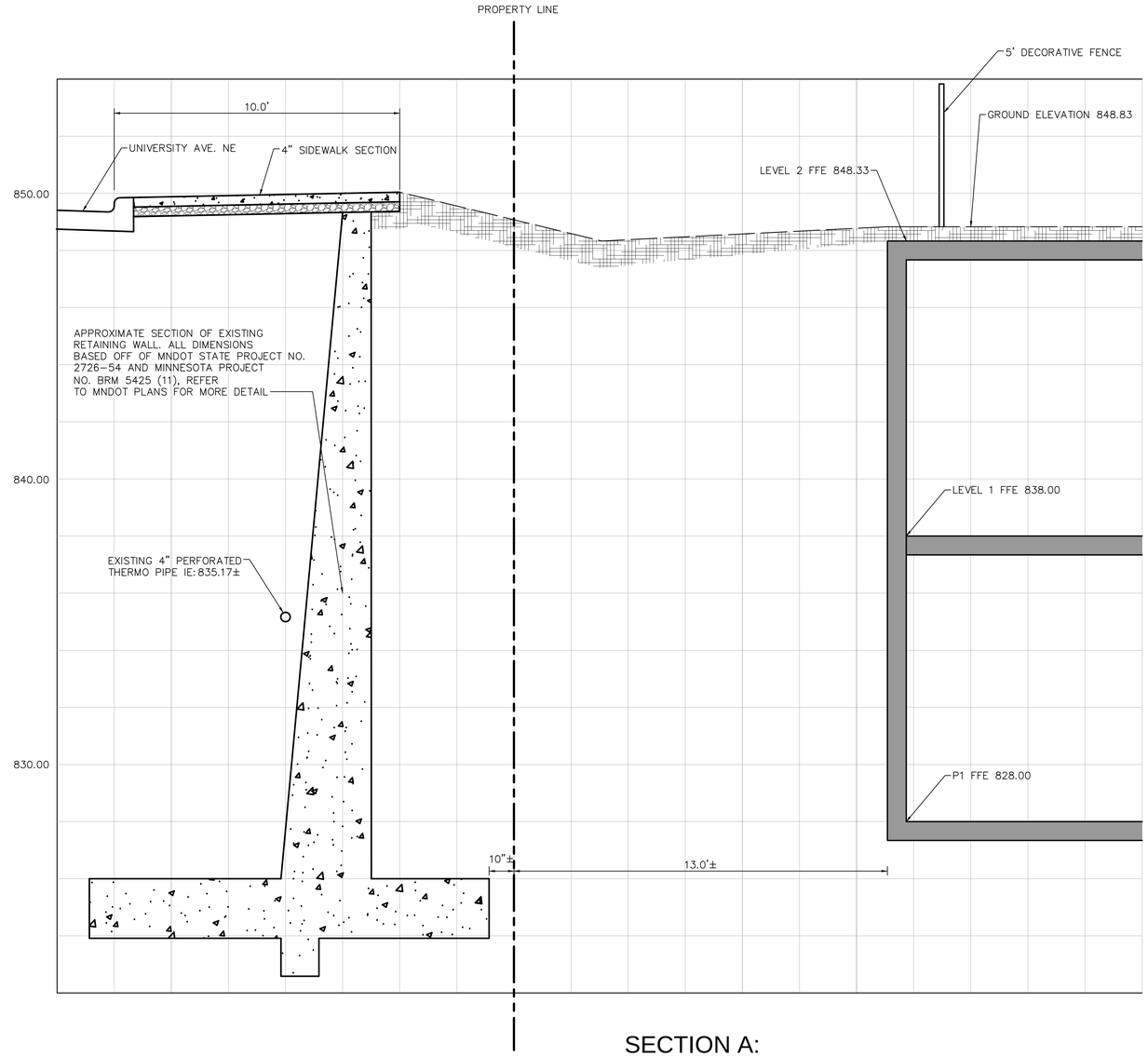
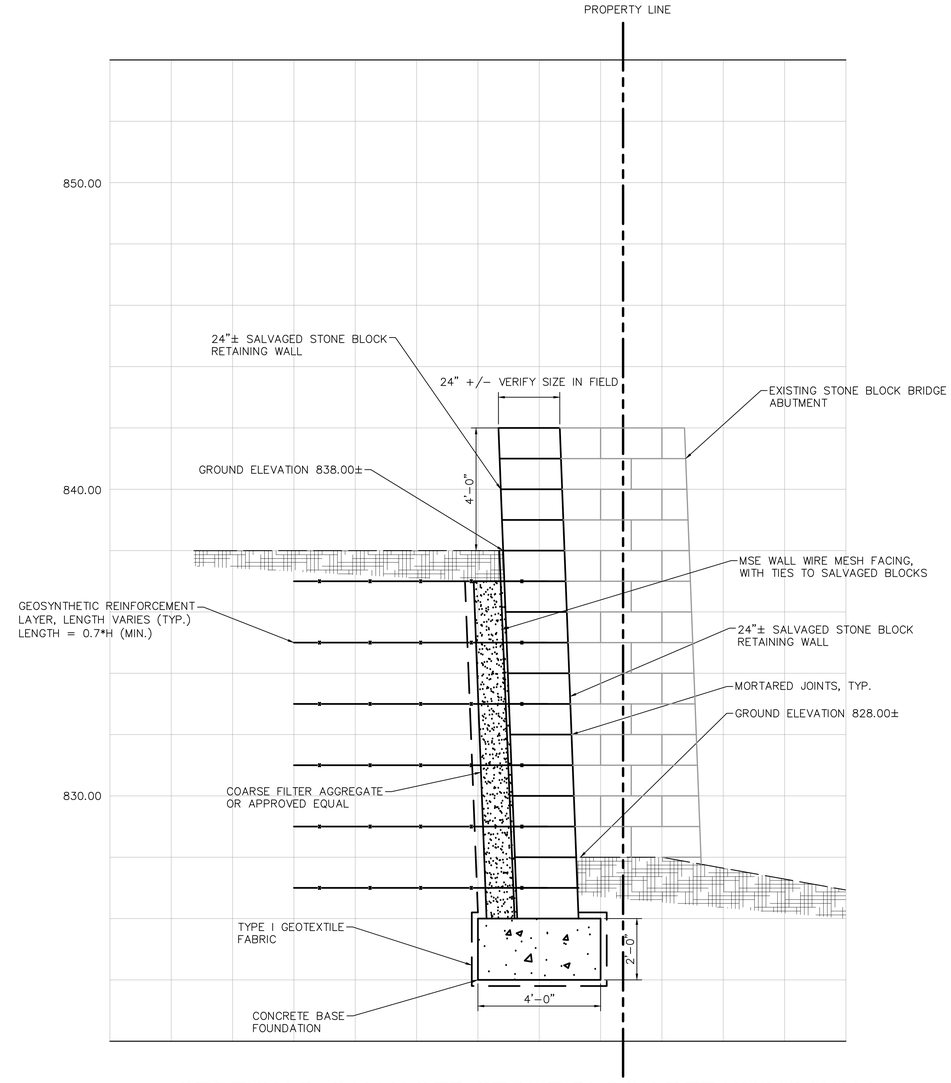


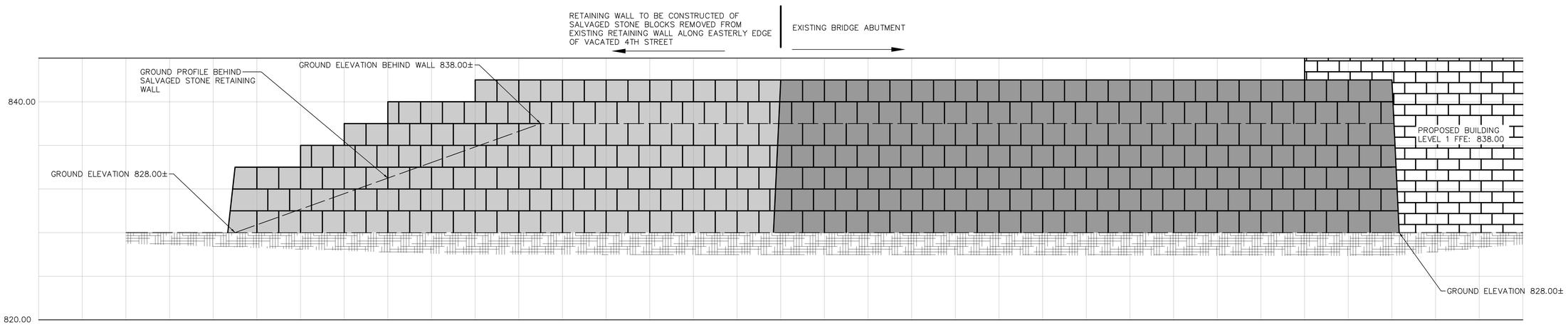
SECTION A:

VERTICAL SCALE: 1"=2'
HORIZONTAL SCALE 1"=2'



SECTION B: SALVAGED STONE BLOCK RETAINING WALL

VERTICAL SCALE: 1"=2'
HORIZONTAL SCALE 1"=2'



PROFILE C: SALVAGED STONE BLOCK RETAINING WALL AND EXISTING BRIDGE ABUTMENT

VERTICAL SCALE: 1"=4'
HORIZONTAL SCALE 1"=4'

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GRADING DETAILS

C5.1

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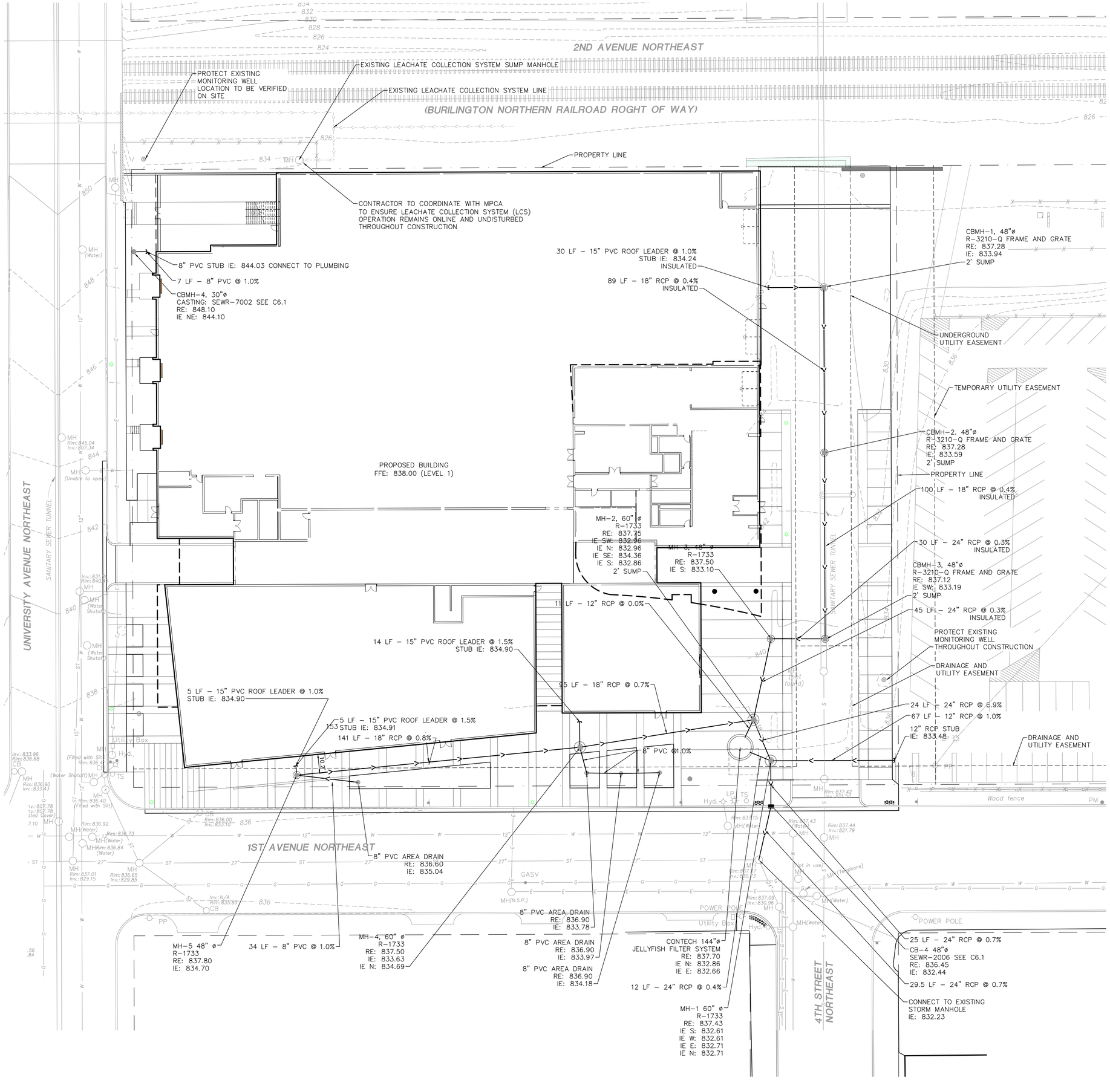
STORMWATER NOTES:

1. 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, (612) 673-2406 OR PAUL.CHELLSEN@MINNEAPOLISMN.GOV
2. UPON 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
3. GROUNDWATER WAS OBSERVED IN BORING B-2 AT A DEPTH OF APPROXIMATELY 823.7'. NATURALLY OCCURING GROUNDWATER LEVELS WERE NOT ENCOUNTERED IN THE REMAINING BORINGS DURING GEOTECHNICAL EXPLORATION.
4. APPROXIMATE BEDROCK ELEVATIONS WITHIN PROPOSED UTILITY INSTALLATION AREAS VARIES FROM 828.00' TO 833.00' BASED ON BORING AND TRENCH TESTS COMPLETED BY TERRACON. ROCK EXCAVATION MAY BE REQUIRED.

AREA SUMMARY:
SITE AREA (GROSS) = 137,546 SF
PROPOSED IMPERVIOUS = 116,503 SF (84.7%)
PROPOSED PERVIOUS = 21,043 SF (15.3%)
PERVIOUS:IMPERVIOUS RATIO = 0.181



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GRAPHIC SCALE IN FEET
0 10 20 40

SUPERIOR PLATING

STORMWATER MANAGEMENT PLAN

C5.2

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UTILITY NOTES

1. THE LOCATION OF EXISTING UTILITIES, STORM DRAINAGE STRUCTURES AND OTHER ABOVE AND BELOW-GRADE IMPROVEMENTS ARE APPROXIMATE AS SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION, SIZE AND INVERT ELEVATIONS OF SUCH PRIOR TO THE START OF CONSTRUCTION.
2. A MINIMUM VERTICAL SEPARATION OF 18 INCHES IS REQUIRED AT ALL WATER MAIN CROSSINGS WITH SANITARY SEWER OR STORM SEWER.
3. UTILITY SERVICES TYPICALLY TERMINATE FIVE (5) FEET OUTSIDE BUILDING WALL UNLESS OTHERWISE SHOWN OR NOTED.
4. ALL MATERIALS SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY OF MINNEAPOLIS.
5. CASTINGS CALLED OUT ON THE PLAN REFERENCE NEENAH GRATES AND FRAMES OR CITY OF MINNEAPOLIS STANDARD PLATE NUMBERS.
6. CONTRACTOR SHALL COORDINATE WITH THE CITY FOR PERMIT AND CITY TAP OF WATER MAIN.
7. CONTRACTOR SHALL CONFIRM LOCATION OF SERVICE ENTRY AT BUILDING.
8. MINIMUM WATER MAIN BURY DEPTH = 7.5 FEET

SYMBOL LEGEND

- PROPOSED STORM SEWER
- PROPOSED STORM BMP
- PROPOSED STORM MANHOLE
- PROPOSED INLET
- PROPOSED SANITARY SEWER
- PROPOSED WATER MAIN/SERVICE
- PROPOSED SANITARY SERVICE PVC CONDUIT
- LEACHATE COLLECTION SYSTEM (LCS)

GENERAL NOTES

1. CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC CONTROL MEASURES IN COMPLIANCE WITH MN/MUTCD AND CITY OF MINNEAPOLIS RULES AND GUIDELINES.
2. 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, (612) 673-2406 OR PAUL.CHELLSEN@MINNEAPOLISMN.GOV
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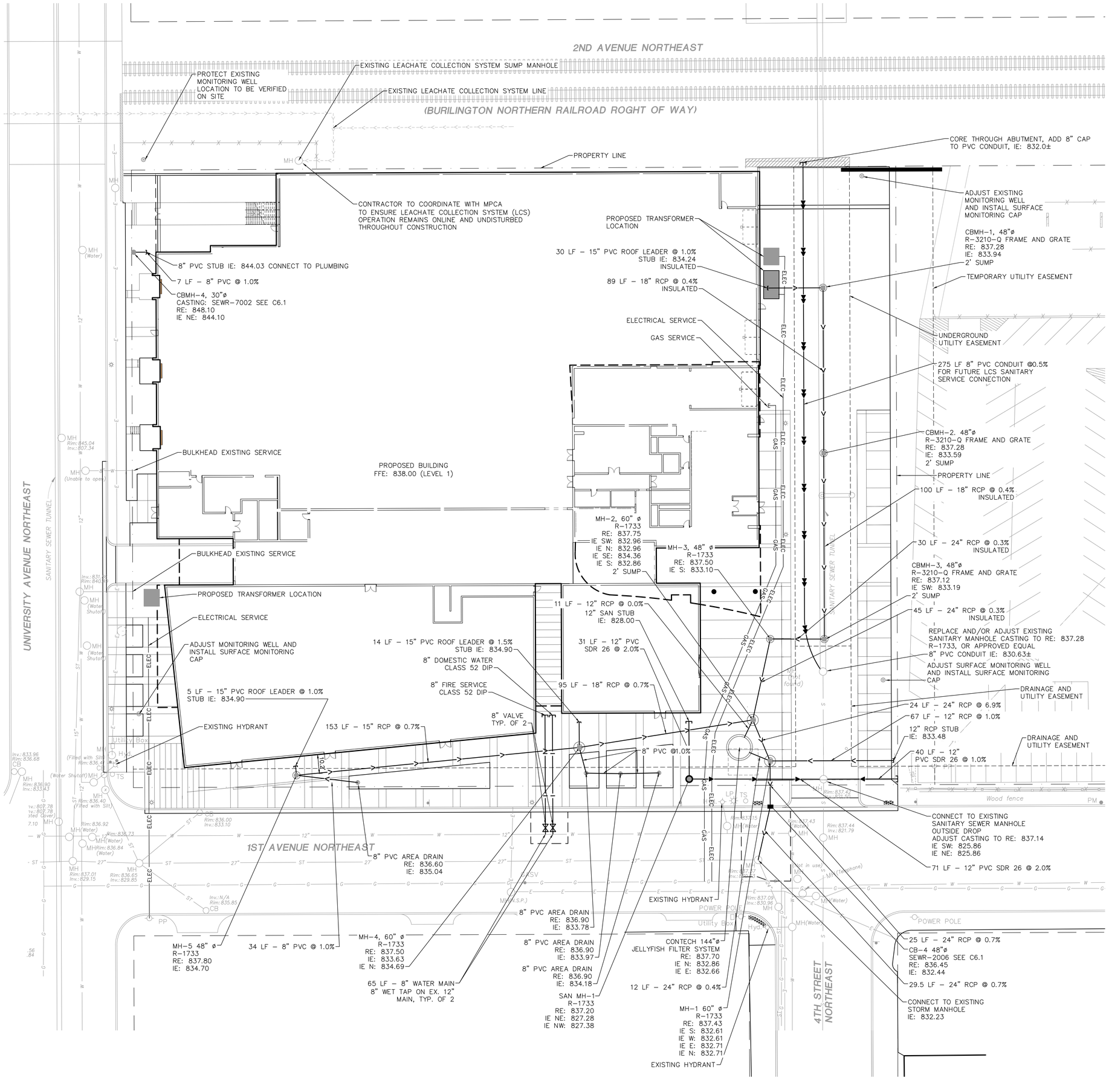
5. APPROXIMATE BEDROCK ELEVATIONS WITHIN PROPOSED UTILITY INSTALLATION AREAS VARIES FROM 828.00' TO 833.00' BASED ON BORING AND TRENCH TESTS COMPLETED BY TERRACON. ROCK EXCAVATION MAY BE REQUIRED.
6. THE BUILDING FOUNDATION DRAINAGE SYSTEM WILL DRAIN TO A SUMP PIT AND DISCHARGE TO THE EXISTING LEACHATE COLLECTION SYSTEM (LCS) SUMP MANHOLE LOCATED WITHIN THE BNSF RIGHT-OF-WAY. THE INVERT OF THE FORCE MAIN DISCHARGE SHALL BE 2.5 FEET ABOVE THE BOTTOM OF THE SUMP MANHOLE. BACKFLOW SHALL BE RESTRICTED FROM THE LCS SUMP MANHOLE TO THE BUILDING FOUNDATION DRAINAGE SYSTEM SUMP PIT. REFER TO MECHANICAL PLANS.

ABBREVIATIONS

ME: MATCH EXISTING
RE: RIM ELEVATION
IE: INVERT ELEVATION
LF: LINEAR FEET



SUPERIOR PLATING

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0 10 20 40

SUPERIOR PLATING

UTILITY PLAN

C6.0

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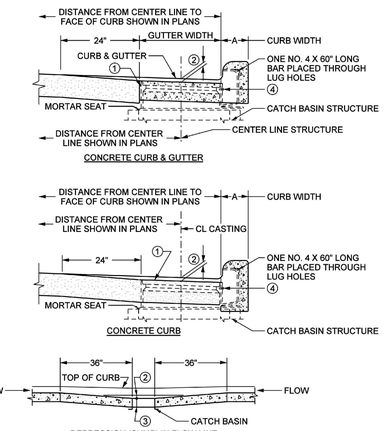


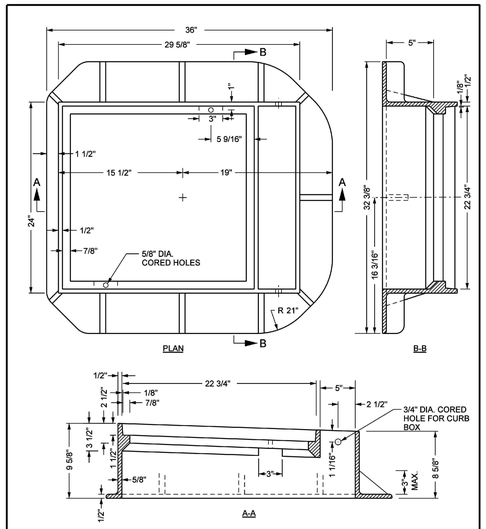
NOTES:

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

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

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

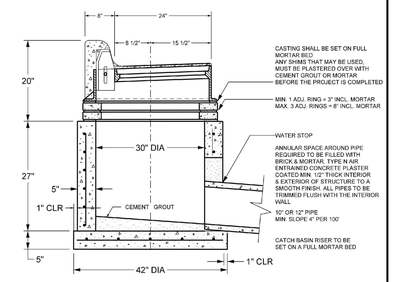
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		CATCH BASIN INSTALLATION	STANDARD PLATE NO. SEWR-1009
DRAWN: DCD	DATE: 5/03		
APPROVED: HRS	DATE: 12/06		



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

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

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



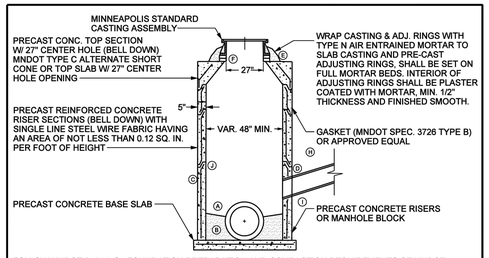
TYPICAL CATCH BASIN CONSTRUCTION, MINNEAPOLIS STANDARD

SEWR PLATE REFERENCES:

SEWR-1003
SEWR-1006-R1
SEWR-1009
SEWR-1010
SEWR-1011-R1
SEWR-2006
SEWR-2007
SEWR-2008
SEWR-3000
SEWR-3001

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

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



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

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

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

MINNEAPOLIS SHORT CONE SECTION SHALL BE USED UNLESS OTHERWISE SPECIFIED IN THE PLANS AND PLASTER COATED WITH TYPE N AIR ENTRAINED MORTAR (TO A SMOOTH FINISH).
ALL PRE-CAST MH RISER SECTIONS SHALL BE CONFIGURED TO PLACE THE BELL END DOWN.

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

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

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

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

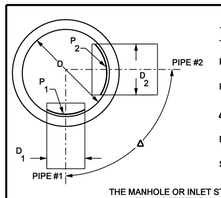
ALL DIMENSIONS BELOW ARE VARIABLE BY MANUFACTURER
ALL PVC SHALL BE CONSTRUCTED FROM NEW MATERIALS

NOMINAL PIPE SIZE	P.V.C. PIPING PS 46 O.D.	AVERAGE I.D.			WALL THICKNESS			WEIGHT			MAX W.P. (PSI)		
		40	80	SDR 26	40	80	SDR 26	40	80	SDR 26	40	80	SDR 26
4"	4.500	3.998	3.786	4.134	0.237	0.337	0.173	2.006	2.782	1.569	220	320	160
5"	5.563	5.017	4.767	5.108	0.258	0.375	0.214	2.726	3.867	2.411	190	290	160
6"	6.625	6.031	5.709	6.084	0.280	0.432	0.255	3.535	5.313	3.414	180	280	160
8"	8.625	7.943	7.565	7.921	0.322	0.500	0.332	5.305	8.058	5.784	160	250	160
10"	10.750	9.976	9.492	9.874	0.365	0.593	0.413	7.532	11.956	8.971	140	230	160
12"	12.750	11.890	11.294	11.711	0.406	0.687	0.490	9.949	16.437	12.620	130	230	160
14"	14.000	13.072	12.410	12.860	0.437	0.750	0.538	11.810	19.790	15.205	130	220	160
16"	16.000	14.940	14.214	14.696	0.500	0.843	0.615	15.416	25.430	19.877	130	220	160
18"	18.000	16.809	6.014	16.533	0.562	0.937	0.692	20.112	31.830	25.156	130	220	160
20"	20.000	18.743	17.814	18.370	0.593	1.031	0.769	23.624	40.091	31.057	120	220	160
24"	24.000	22.544	21.418	22.043	0.687	1.218	0.923	32.873	56.882	44.744	120	210	160

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

MNDOT SPEC. REF. 3245
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		PVC PIPE STANDARDS	STANDARD PLATE NO. SEWR-4015
DRAWN: DCD	DATE: 12/02		
APPROVED: HRS	DATE: 12/06		



$$\frac{180\,(P_1 + P_2 + 12)}{\pi\, D\, \Delta} \leq 1$$

P_2 = MANHOLE PERIMETER REMOVED FOR PIPE 1 HOLE (IN.)

P_1 = MANHOLE PERIMETER REMOVED FOR PIPE 2 HOLE (IN.)

Δ = ANGLE BETWEEN THE PIPE CENTERLINES (DEGREES)

D = INSIDE DIAMETER OF THE MANHOLE (IN.)

SEE TABLE BELOW FOR P1 & P2

THE MANHOLE OR INLET STRUCTURE MUST BE LARGE ENOUGH TO ACCEPT THE MAXIMUM PIPE AS SHOWN BELOW

APPLY ABOVE EQUATION TO DETERMINE MINIMUM MANHOLE SIZE. IF THERE ARE MORE THAN 2 PIPES, CHECK EVERY COMBINATION OF PIPES TO DETERMINE THE MOST CRITICAL PAIR.

A MINIMUM LEG WIDTH BETWEEN PIPE HOLES OF 6" MEASURED ON THE INSIDE OF THE MANHOLE MUST BE MAINTAINED.

NOTE: ALL PIPES SHALL BE TRIMMED FLUSH TO INTERIOR WALL OF STRUCTURE

' = MNDOT DESIGN N SIZE BASED ON ONE PIPE CONNECTION
* = MNDOT DESIGN SD EXCEPTION , MAX. PIPE SIZE IS 24" I.D.

PIPE I.D. (in.)	HOLE SIZE (in.)	MIN. M.H. DIA. (in.)	MANHOLE PERIMETER, P (in.) REMOVED TO INSTALL PIPE												
			30" I.D. M.H.	48" I.D. M.H.	54" I.D. M.H.	60" I.D. M.H.	66" I.D. M.H.	72" I.D. M.H.	78" I.D. M.H.	84" I.D. M.H.	90" I.D. M.H.	96" I.D. M.H.	102" I.D. M.H.	108" I.D. M.H.	120" I.D. M.H.
12	20	30	21.89	20.63	20.49	20.39	20.32	20.27	20.23	20.19	20.17	20.15	20.13	20.12	20.09
15	24	30	27.82	25.13	24.87	24.69	24.56	24.47	24.40	24.34	24.29	24.26	24.23	24.20	24.16
18	26	30'	31.45	27.48	27.13	26.89	26.72	26.60	26.51	26.43	26.38	26.33	26.29	26.26	26.21
21	30	48		32.41	31.81	31.42	31.14	30.94	30.79	30.68	30.59	30.51	30.45	30.40	30.32
24	34	48		37.78	36.78	36.15	35.72	35.41	35.18	35.00	34.87	34.75	34.66	34.59	34.47
27	38	48*		43.85	42.15	41.15	40.49	40.03	39.69	39.43	39.23	39.07	38.94	38.83	38.67
30	42	54			48.12	46.52	45.53	44.84	44.35	43.98	43.70	43.47	43.29	43.14	42.91
33	46	54			55.05	52.42	50.90	49.90	49.20	48.68	48.28	47.97	47.72	47.52	47.21
36	48	60				55.64	53.75	52.54	51.70	51.09	50.63	50.27	49.98	49.74	49.38
42	55	66					65.02	62.59	61.04	59.96	59.17	58.57	58.09	57.71	57.13
48	64	72						78.83	75.06	72.76	71.20	70.05	69.18	68.50	67.50
54	70	84								82.75	80.20	78.44	77.15	76.16	74.74
60	78	90									94.36	91.05	88.80	87.16	84.91
66	84	102											100.48	97.85	94.46
72	90	108												110.11	104.84
78	98	120													116.42

MH FOR PIPES GREATER THAN 60" REQUIRE SPECIAL PRECAST DESIGN METHOD.
MNDOT DRAINAGE MANUAL 8.8.

MINNEAPOLIS DESIGN CHART
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		MANHOLE SIZING CHART	STANDARD PLATE NO. SEWR-6001
DRAWN: DCD	DATE: 5/03		
APPROVED: HRS	DATE: 1/07		

INSIDE PIPE DIA.	1/4 FULL			1/2 FULL			3/4 FULL			FULL		
	DISCH CFS	SLOPE n=.013	SLOPE n=.024	DISCH CFS	SLOPE n=.013	SLOPE n=.024	DISCH CFS	SLOPE n=.013	SLOPE n=.024	DISCH CFS	SLOPE n=.013	SLOPE n=.024
6	.096	.0160	.0530	.25	.0077	.0260	.39	.0060	.0210	.50	.0077	.0260
8	.22	.0091	.0320	.55	.0045	.0160	.89	.0035	.0120	1.10	.0045	.0160
10	.27	.0079	.0270	.68	.0039	.0140	1.10	.0031	.0110	1.36	.0039	.0140
12	.38	.0062	.0220	.98	.0031	.0110	1.58	.0024	.0081	1.96	.0031	.0110
15	.61	.0046	.0160	1.54	.0023	.0077	2.46	.0018	.0060	3.08	.0023	.0077
18	.87	.0038	.0130	2.21	.0018	.0061	3.55	.0014	.0047	4.42	.0018	.0061
21	1.18	.0030	.0100	3.01	.0015	.0050	4.84	.0012	.0039	6.02	.0015	.0050
24	1.54	.0025	.0084	3.94	.0012	.0042	6.32	.0009	.0032	7.88	.0012	.0042
30	2.40	.0019	.0062	6.15	.0009	.0031	9.88	.0007	.0024	12.30	.0009	.0031
36	3.45	.0016	.0049	8.85	.0007	.0024	14.20	.0006	.0019	17.70	.0007	.0024
42	4.70	.0013	.0040	12.00	.0006	.0020	19.40	.0005	.0015	24.00	.0006	.0020
48	6.15	.0010	.0033	15.70	.0005	.0017	25.20	.0005	.0013	31.40	.0005	.0017
54	7.80	.0009	.0029	19.90	.0004	.0014	32.00	.0004	.0011	39.80	.0004	.0014
60	9.60	.0008	.0025	24.50	.0004	.0013	39.50	.0003	.0010	49.00	.0004	.0013
72	13.80	.0006	.0020	35.40	.0003	.0010	56.90	.0003	.0008	70.80	.0003	.0010
84	18.80	.0005	.0016	48.10	.0003	.0008	77.40	.0002	.0006	96.20	.0003	.0008
96	24.60	.0004	.0013	63.00	.0002	.0007	101.00	.0002	.0005	126.00	.0002	.0007
108	31.10	.0004	.0012	79.50	.0002	.0006	128.00	.0002	.0005	159.00	.0002	.0006
120	38.40	.0003	.0010	98.30	.0002	.0005	158.00	.0002	.0004	197.00	.0002	.0005

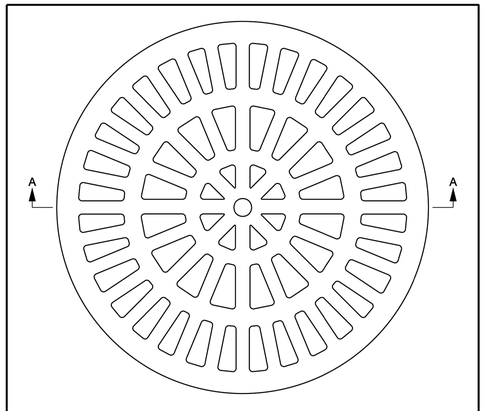
n VALUES FOR MANNING'S FORMULA

MINIMUM SLOPES REQUIRED FOR SEWERS TO MAINTAIN SELF-CLEANSING VELOCITY OF 2.5 FT. PER SECOND
(SLOPE IN FT. PER FT.)

REFERENCES:
"CONCRETE PIPE NEWS" 1955

MINNEAPOLIS DESIGN REFERENCE
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		MINIMUM SLOPES FOR 2.5 FT. PER SEC.	STANDARD PLATE NO. SEWR-6015
DRAWN: DCD	DATE: 12/02		
APPROVED: HRS	DATE: 1/07		



NOTES:
FREE OPEN AREA = 1.6 SQ. FT.
APPROXIMATE WEIGHT = 97 LBS.
MATERIAL: GRAY IRON ASTM A-48
RESTRICTED USE. CITY ENGINEER AUTHORIZATION REQUIRED

MINNEAPOLIS PARK BOARD CUSTOM
MNDOT SPEC. REF. 2506
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		PARK BOARD GREEN SPACE INLET GRATE	STANDARD PLATE NO. SEWR-7002
DRAWN: DCD	DATE: 4/03		
APPROVED: HRS	DATE: 12/06		

LENNAR MULTIFAMILY COMMUNITIES

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elness swenson graham architects
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I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed ENGINEER under the laws of the State of Minnesota

Typed or Printed Name

License # Date

Kimley»Horn
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ST. PAUL, MINNESOTA 55114
TEL. NO. (651) 645-4197

NOT FOR CONSTRUCTION

LAND USE APPLICATION
DATE ISSUED 5/4/2015

ORIGINAL ISSUE: 3.30.2015

REVISIONS

No.	Description	Date

160573007
PROJECT NUMBER

KEY PLAN

GRAPHIC SCALE IN FEET
0 10 20 40

SUPERIOR PLATING

UTILITY DETAILS

C6.1

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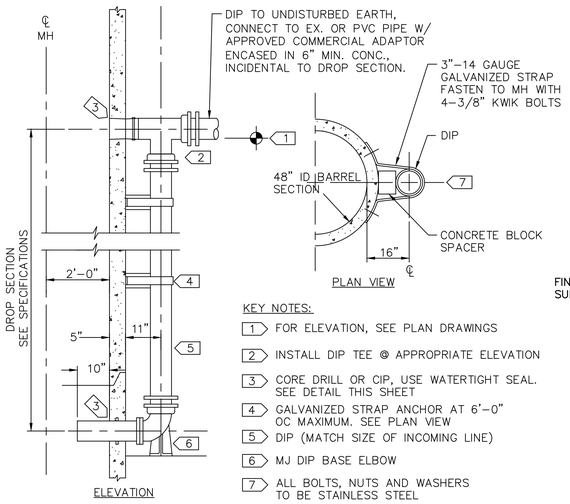
SUPERIOR PLATING

Minneapolis, MN

LENNAR MULTIFAMILY COMMUNITIES

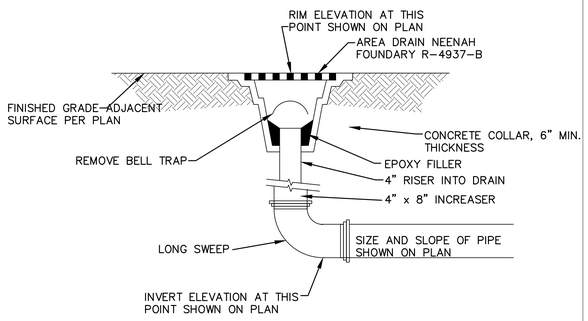


KEY NOTES:

1. FOR ELEVATION, SEE PLAN DRAWINGS
2. INSTALL DIP TEE @ APPROPRIATE ELEVATION
3. CORE DRILL OR CIP, USE WATERTIGHT SEAL. SEE DETAIL THIS SHEET
4. GALVANIZED STRAP ANCHOR AT 6'-0" OC MAXIMUM. SEE PLAN VIEW
5. DIP (MATCH SIZE OF INCOMING LINE)
6. MJ DIP BASE ELBOW
7. ALL BOLTS, NUTS AND WASHERS TO BE STAINLESS STEEL

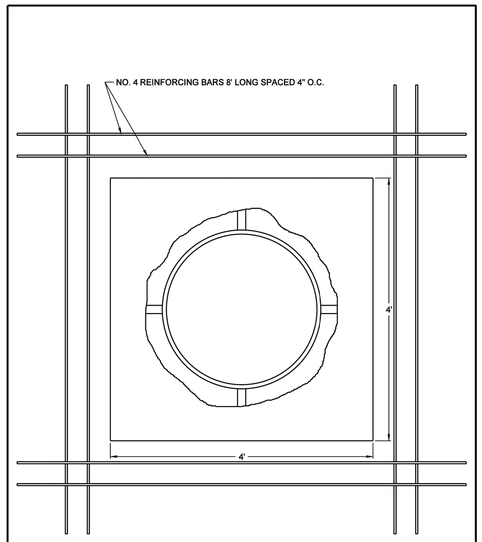
OUTSIDE DROP SECTION

OS-DROP.dwg 4/2009

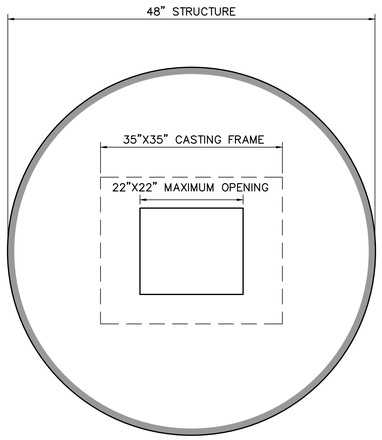


AREA DRAIN

KHA DETAIL NOT TO SCALE



MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		GATES, MANHOLES, MONUMENTS, ETC. IN CONCRETE PAVEMENT	STANDARD PLATE NO. ROAD-2004
DRAWN: JFC	DATE: 9/13/07		
APPROVED: GAS	DATE: 5/19/08		



*FOR FRAME AND GRATE DETAILS SEE NEENAH TYPE R-3210-Q

TOP SLAB DETAIL FOR CBMH-1, CBMH-2, CBMH-3

NOT TO SCALE

esg

elness swenson graham architects

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

Typed or Printed Name

License # Date

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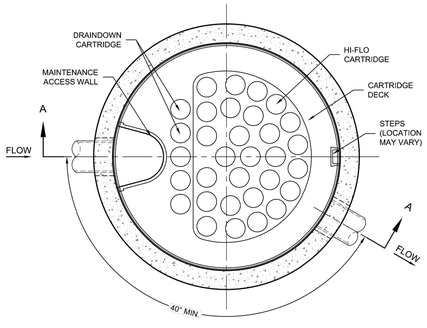


PLAN VIEW

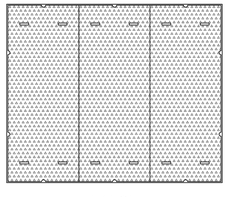
JELLYFISH DESIGN NOTES

JELLYFISH TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD MANHOLE STYLE IS SHOWN. Ø144" MANHOLE. JELLYFISH PEAK HYDRAULIC CAPACITY IS 5.26 CFS. IF THE SITE CONDITIONS EXCEED 5.26 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

CARTRIDGE SELECTION

CARTRIDGE DEPTH	54"	40"	27"	15"
OUTLET INVERT TO STRUCTURE INVERT (C)	6'-5"	5'-3"	4'-2"	3'-2"
FLOW RATE HIGH-FLO / DRAINDOWN (cfs) (per cart)	0.18 / 0.09	0.13 / 0.065	0.09 / 0.045	0.05 / 0.025
MAX. CARTS HIGH-FLO / DRAINDOWN	27 / 5			

FRAME AND COVER
(DIAMETER VARIES)
N.T.S.



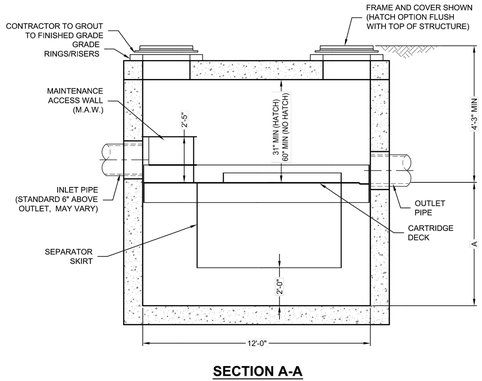
HATCH
(84" x 102" CAST INTO SLAB)
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			*
WATER QUALITY FLOW RATE (cfs)			3.84
PEAK FLOW RATE (cfs)			3.84
RETURN PERIOD OF PEAK FLOW (yrs)			*
# OF CARTRIDGES REQUIRED (HF / DD)			27/5
CARTRIDGE SIZE			40"
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	832.86	RCP	12"
INLET PIPE #2	*	*	*
OUTLET PIPE	832.66	RCP	24"
RIM ELEVATION			837.70+/-
ANTI-FLOTATION BALLAST		WIDTH	HEIGHT
		*	*

NOTES/SPECIAL REQUIREMENTS:

* PER ENGINEER OF RECORD



SECTION A-A

Jellyfish™ Filter

THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING: U.S. PATENT NO. 6,287,726; 6,221,618 & US 8,123,935; OTHER INTERNATIONAL PATENTS PENDING

GENERAL NOTES

1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED VAULT DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com
3. JELLYFISH WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
4. STRUCTURE SHALL MEET AASHTO HS-20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 5' AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
5. JELLYFISH STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-478 AND AASHTO LOAD FACTOR DESIGN METHOD.

INSTALLATION NOTES

A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMFILTER STRUCTURE (LIFTING CLUTCHES PROVIDED).
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET AND OUTLET PIPE(S). MATCH PIPE INVERTS WITH ELEVATIONS SHOWN ON SITE SPECIFIC DRAWINGS.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW CARTRIDGE DECK ARE GROUTED.
F. CARTRIDGE INSTALLATION, BY CONTECH, SHALL OCCUR ONLY AFTER SITE HAS BEEN STABILIZED AND THE JELLYFISH UNIT IS CLEAN AND FREE OF DEBRIS. CONTACT CONTECH TO COORDINATE CARTRIDGE INSTALLATION.

CONTECH ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

JELLYFISH JF12
STANDARD DETAIL

LAND USE APPLICATION

DATE ISSUED 5/4/2015

ORIGINAL ISSUE: 3.30.2015

REVISIONS

No.	Description	Date

160573007
PROJECT NUMBER

KEY PLAN

GRAPHIC SCALE IN FEET
0 10 20 40

SUPERIOR PLATING

UTILITY DETAILS

C6.2

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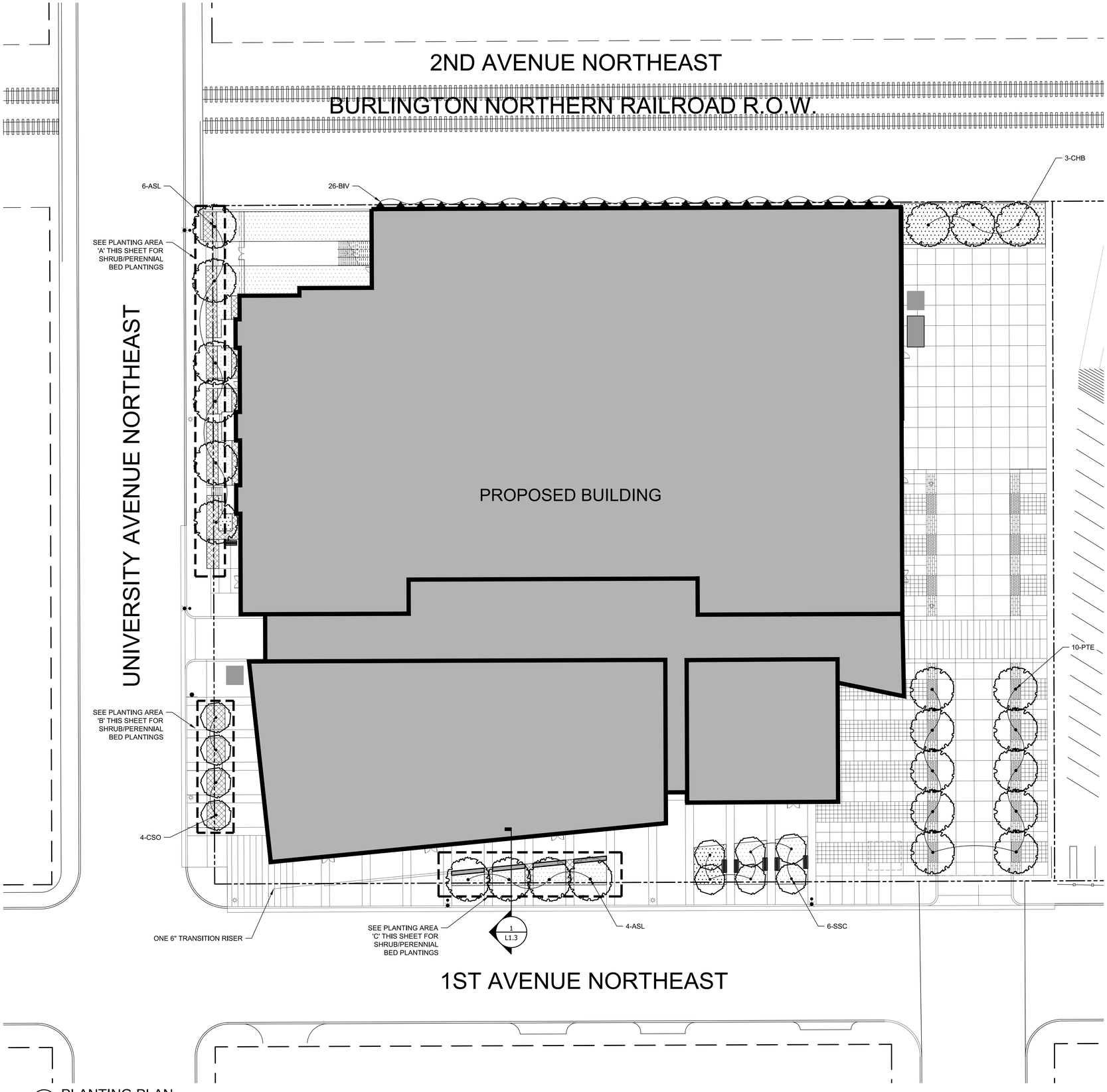


1 L1.0 PLANTING PLAN

PLANTING SCHEDULE

TREES

SYM.	QTY.	COMMON NAME	BOTANICAL NAME	MINIMUM SIZE & ROOT CONDITION	SPACING
ASL	10	AMERICAN SENTRY LINDEN	TILIA AMERICANA 'McKSENTRY'	2.5" CAL. - B&B	PER PLANS
CHB	3	COMMON HACKBERRY	CELTIS OCCIDENTALIS	2.5" CAL. - B&B	PER PLANS
CSO	4	CRIMSON SPIRE OAK	QUERCUS ALBA X QUERCUS ROBUR	2.5" CAL. - B&B	PER PLANS
PTE	10	PRINCETON ELM	ULMUS AMERICANA 'PRINCETON'	2.5" CAL. - B&B	PER PLANS
SSC	6	SPRING SNOW CRABAPPLE	MALUS X 'SPRING SNOW'	2" CAL. - B&B	PER PLANS

SHRUBS/PERENNIALS

SYM.	QTY.	COMMON NAME	BOTANICAL NAME	MINIMUM SIZE & ROOT CONDITION	SPACING
CLB	96	CHICAGOLAND BOXWOOD	BUXUS 'GLENCOE'	#5 CONT.	3' O.C.
GFS	8	GOLDFLAME SPIREA	SPIRAEA X BUMALDA 'GOLDFLAME'	#5 CONT.	3' O.C.
IBH	20	INCREDIBALL HYDRANGEA	HYDRANGEA ARBORESCENS 'ABETWO'	#5 CONT.	4' O.C.
KFG	10	KARL FOERSTER GRASS	CALAMAGROSTIS 'KARL FOERSTER'	#5 CONT.	30" O.C.
LBS	74	LITTLE BLUE STEM	SCHIZACHYRIUM SCOPARIUM 'THE BLUES'	#2 CONT.	18" O.C.
NFS	8	NEON FLASH SPIREA	SPIRAEA JAPONICA 'NEON FLASH'	#5 CONT.	3' O.C.
RSD	32	RUBY STELLA DAYLILY	HEMEROCALLIS 'RUBY STELLA'	#1 CONT.	18" O.C.
SSD	32	STELLA SUPREME DAYLILY	HEMEROCALLIS 'STELLA SUPREME'	#1 CONT.	18" O.C.

VINES

SYM.	QTY.	COMMON NAME	BOTANICAL NAME	MINIMUM SIZE & ROOT CONDITION	SPACING
BIV	26	BOSTON IVY	PARTHENOCISSUS TRICUSPIDATA 'ROBUSTA'	#3 CONT.	10' O.C.

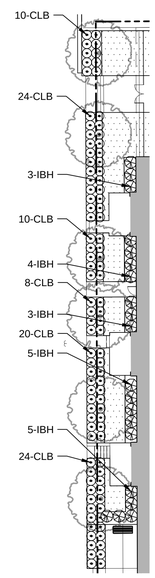
LEGEND

	SOD
	SHRUB/PERENNIAL BED, SEE SHEET PLANTING AREAS 'A' THRU 'C' THIS SHEET

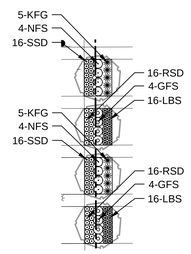
2 L1.0 PLANT SCHEDULE

PLANTING NOTES:

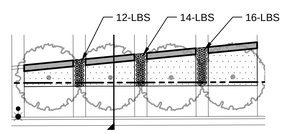
1. VERIFY ALL LANDSCAPE IMPROVEMENTS WITH REMOVALS AND SITEWORK.
2. ALL DISTURBED LANDSCAPED AREAS, NOT INDICATED AS PLANTING BEDS, ARE TO BE SODDED. SOD TYPE IS TO BE PRIMARILY KENTUCKY BLUEGRASS, FREE OF WEEDS. REPLACE DAMAGED LAWN WITH MINERAL SOD AS DIRECTED BY ON-SITE REPRESENTATIVE. MATCH ALL PROPOSED LANDSCAPED AREAS INTO EXISTING.
3. SUBCONTRACTOR TO VERIFY PLANTS REQUIRED AS REFLECTED ON PLAN.
4. ALL PLANTING BEDS ABUTTING TO BE EDGED WITH STEEL EDGER, ANCHORED 4'-0" O.C. WITH METAL SPIKES, COLOR BLACK.
5. ALL LANDSCAPE AREAS SHALL HAVE TOPSOIL PLACED AT MINIMUM DEPTH OF 4" FOR SOD AREAS, 12" FOR SHRUB/PERENNIAL/ANNUAL BEDS, AND 24" FOR TREE AREAS.
6. SINGLE TREE AND SHRUB PLANTINGS SHALL HAVE A 4" DEPTH SHREDDED HARDWOOD MULCH RING AROUND EACH BASE. TREES SHALL HAVE A MINIMUM 3' DIAMETER RING.
9. APPLY PRE-EMERGENT HERBICIDE PREEN (OR APPROVED EQUAL) IN PERENNIAL AND SHRUB BEDS FOLLOWED BY DOUBLE-SHREDDED HARDWOOD BARK MULCH. DOUBLE-SHREDDED HARDWOOD BARK MULCH SHALL BE A MINIMUM OF 4" IN DEPTH, FREE OF ALL DELETERIOUS MATERIAL AND LOCATED IN ALL LANDSCAPE BEDS.
10. SUBCONTRACTOR TO DISPOSE OF ALL REMOVALS OFF-SITE. SEE EXISTING CONDITIONS & REMOVALS PLAN FOR MORE INFORMATION.
11. SUBCONTRACTOR TO WATER PLANT MATERIAL DURING INSTALLATION AND FOR A 60 DAY ESTABLISHMENT PERIOD. VOLUME OF WATER TO BE PER PLANT REQUIREMENT FOR ESTABLISHMENT AND NORMAL GROWTH.
12. SUBCONTRACTOR TO WARRANTY NEW SOD FOR 60 DAYS AND NEW PLANTINGS FOR ONE YEAR UPON PROJECT COMPLETION.
13. ALL PLANT MATERIAL SHALL BE HEALTHY, VIGOROUS, AND FREE OF PESTS AND DISEASE.
14. ALL PLANT MATERIAL SHALL BE CONTAINER GROWN OR BALLED AND BURLAPPED.
15. ALL MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER INSTALLATION.
16. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF THE WORK. LOCATIONS OF EXISTING BURIED UTILITY LINES SHOWN ON THE PLANS ARE BASED UPON BEST AVAILABLE INFORMATION AND ARE TO BE CONSIDERED APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATIONS OF UTILITY LINES WITHIN AND ADJACENT TO THE WORK AREA, TO PROTECT ALL UTILITY LINES DURING THE CONSTRUCTION PERIOD, AND TO REPAIR ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE APPURTENANCES, ETC. WHICH OCCURS AS A RESULT OF THE CONSTRUCTION.
17. CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERY SCHEDULE AND PROTECTION BETWEEN DELIVERY AND PLANTING PER SPECIFICATIONS TO MAINTAIN HEALTHY PLANT CONDITIONS.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FULLY MAINTAINING, INCLUDING BUT NOT LIMITED TO, WATERING, SPRAYING, MULCHING, AND FERTILIZING. ALL OF THE PLANT MATERIALS AND LAWN DURING THE PLANT ESTABLISHMENT PERIOD.
19. STANDARDS SET FORTH IN "AMERICAN STANDARD FOR NURSERY STOCK" REPRESENT GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
20. ALL PLANTING AREAS TO BE IRRIGATED. IRRIGATE TURF GRASS ON SEPARATE ZONE FROM ALL OTHER PLANTINGS.
21. TREES TO REMAIN SHALL BE PROTECTED DURING CONSTRUCTION. TREES DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH SPECIES OF EQUAL QUALITY AND SIZE AS DETERMINED BY LANDSCAPE ARCHITECT AT NO COST TO THE OWNER.
22. MAINTAIN AND ADJUST IRRIGATION AS NECESSARY DURING ONE YEAR PEP. BLOW OUT SYSTEM IN FALL AND START UP NEXT SPRING.
23. SEE REMOVALS PLAN FOR EXISTING TREE INFORMATION.



3 L1.0 PLANTING AREA 'A'
SCALE: 1"=20'



4 L1.0 PLANTING AREA 'B'
SCALE: 1"=20'



5 L1.0 PLANTING AREA 'C'
SCALE: 1"=20'

SUPERIOR PLATING
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LAND USE APPLICATION
DATE ISSUED 5/4/2015

ORIGINAL ISSUE: 3.30.2015

REVISIONS

No.	Description	Date

160573007
PROJECT NUMBER

KEY PLAN

GRAPHIC SCALE IN FEET
0 10 20 40

SUPERIOR PLATING

LANDSCAPE PLAN

L1.0

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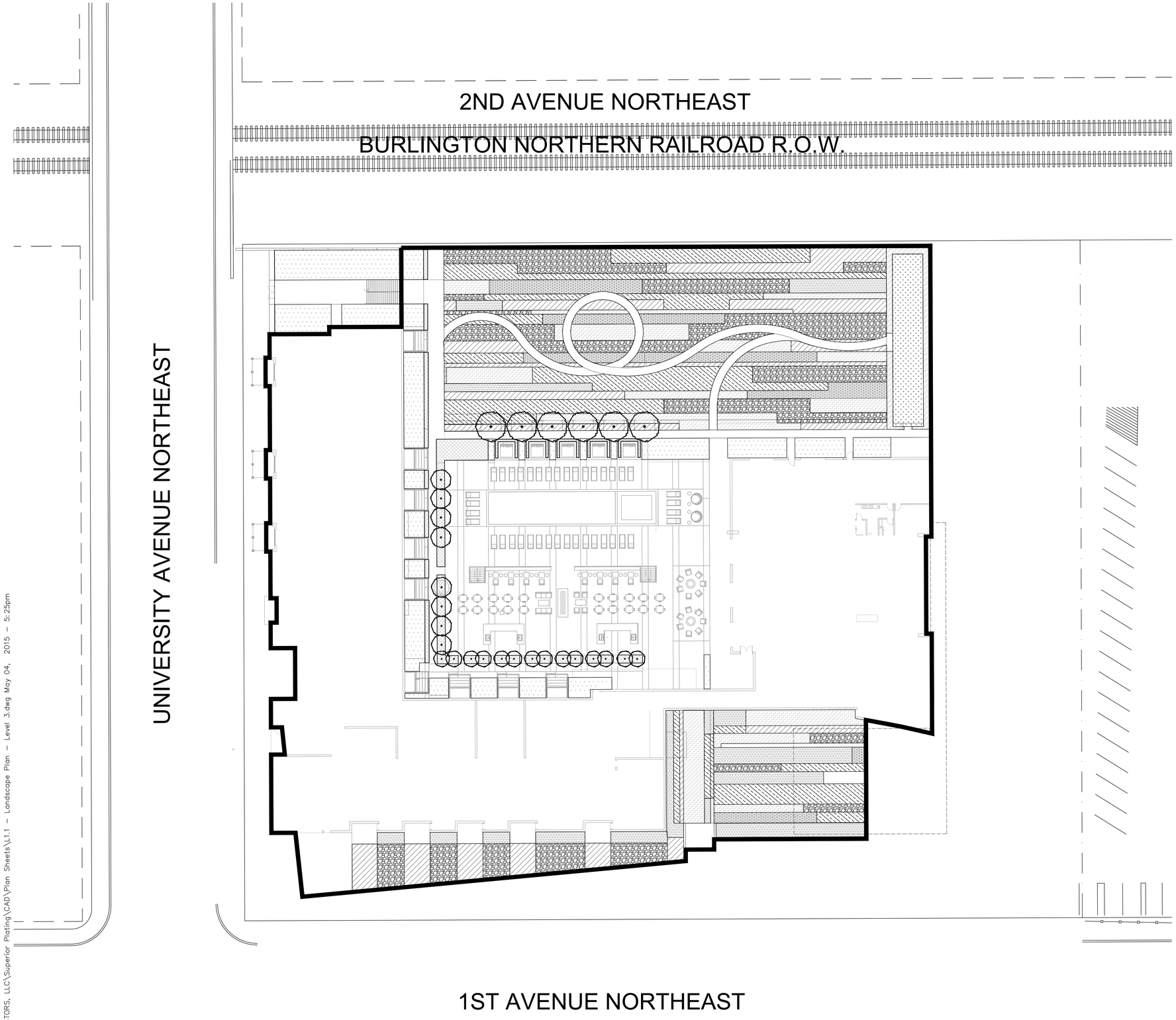

1 L1.1 LEVEL 3 - PLANTING PLAN

SUPERIOR PLATING PRELIMINARY LANDSCAPE MATERIAL SCHEDULE				
SYMBOL	QTY	COMMON NAME	SIZE	ROOT
SMALL DECIDUOUS	28	JAPANESE TREE LILAC	1.5" CAL.	B & B
		LIMELIGHT HYDRANGEA TREE	#10	CONT.
		DAKOTA PINNACLE BIRCH	#15	CONT.
		BURNING BUSH - TREE FORM	#10	CONT.
		HAWTHORNE	1.5" CAL.	B & B
		PURPLELEAF SAND CHERRY	#10	CONT.
		WHITESPIRE BIRCH	2" CAL.	B & B
PERENNIAL BEDS	1,400 SQ. FT.	MOUNTAIN GARLIC	-	TRAY
		DAYLILY	#1	CONT.
		KARL FOERSTER	#1	CONT.
		CONEFLOWER	#1	CONT.
		CATMINT	#1	CONT.
		LITTLE BLUESTEM	#1	CONT.
		HOSTA	#1	CONT.
		SHASTA DAISY	#1	CONT.
	4,775 SQ. FT.	SEDUM MIX #1		
	3,110 SQ. FT.	SEDUM MIX #2		
	700 SQ. FT.	SEDUM MIX #3		
	5,950 SQ. FT.	ROCK MULCH TYPE 1		
	4,850 SQ. FT.	ROCK MULCH TYPE 2		
	6,512 SQ. FT.	ROCK MULCH TYPE 3		
	2,175 SQ. FT.	ROCK MULCH TYPE 4		
	1,275 SQ. FT.	SYNTHETIC TURF		
	4,870 SQ. FT.	SOD		

2 L1.1 LEVEL 3 - PLANT SCHEDULE

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0 10 20 40

SUPERIOR PLATING

LANDSCAPE PLAN - LEVEL 3

L1.1

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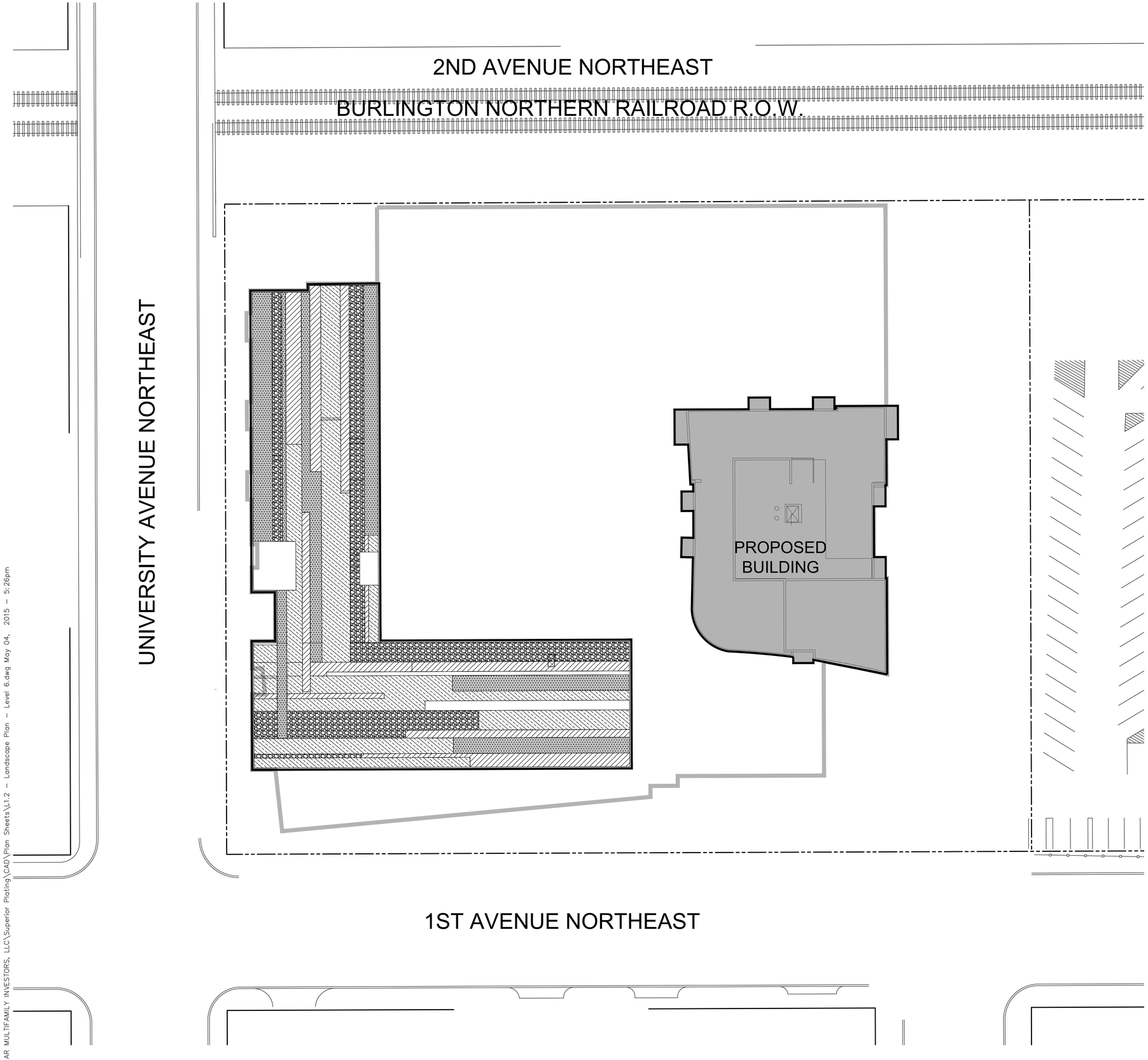

1 L1.2 PLANTING PLAN

SUPERIOR PLATING PRELIMINARY LANDSCAPE MATERIAL SCHEDULE		
SYMBOL	QTY	COMMON NAME
	7,650 SQ. FT.	ROCK MULCH TYPE 1
	4,250 SQ. FT.	ROCK MULCH TYPE 2
	4,900 SQ. FT.	ROCK MULCH TYPE 3
	5,150 SQ. FT.	ROCK MULCH TYPE 4

2 L1.2 PLANT SCHEDULE

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GRAPHIC SCALE IN FEET
0 10 20 40

SUPERIOR PLATING

LANDSCAPE PLAN – LEVEL 6

L1.2

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1 L1.3 1ST AVENUE NE DETAIL SECTION

GRAPHIC SCALE IN FEET
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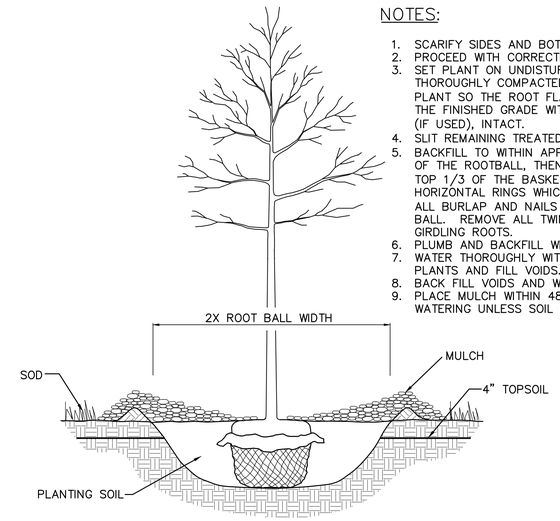
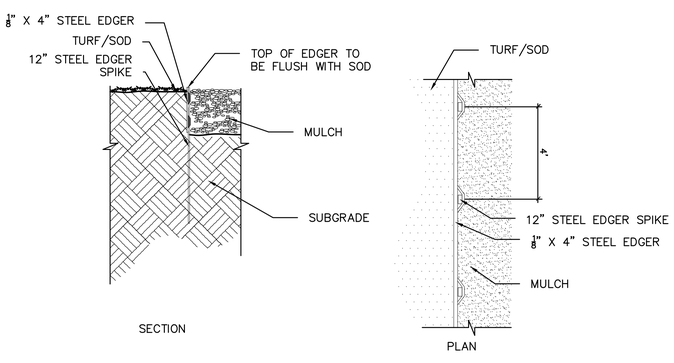


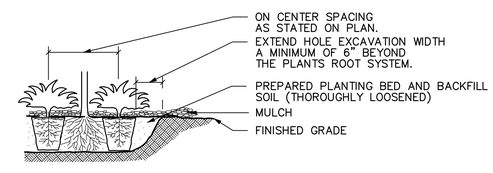
NOTES:

1. SCARIFY SIDES AND BOTTOM OF HOLE.
2. PROCEED WITH CORRECTIVE PRUNING.
3. SET PLANT ON UNDISTURBED NATIVE SOIL OR THOROUGHLY COMPACTED PLANTING SOIL. INSTALL PLANT SO THE ROOT FLARE IS AT OR UP TO 2" ABOVE THE FINISHED GRADE WITH BURLAP AND WIRE BASKET, (IF USED), INTACT.
4. SLIT REMAINING TREATED BURLAP AT 6" INTERVALS.
5. BACKFILL TO WITHIN APPROXIMATELY 12" OF THE TOP OF THE ROOTBALL, THEN WATER PLANT. REMOVE THE TOP 1/3 OF THE BASKET OR THE TOP TWO HORIZONTAL RINGS WHICHEVER IS GREATER. REMOVE ALL BURLAP AND NAILS FROM THE TOP 1/3 OF THE BALL. REMOVE ALL TWINE. REMOVE OR CORRECT STEM GIRDLING ROOTS.
6. PLUMB AND BACKFILL WITH PLANTING SOIL.
7. WATER THOROUGHLY WITHIN 2 HOURS TO SETTLE PLANTS AND FILL VOIDS.
8. BACK FILL VOIDS AND WATER SECOND TIME.
9. PLACE MULCH WITHIN 48 HOURS OF THE SECOND WATERING UNLESS SOIL MOISTURE IS EXCESSIVE.

2 L1.3 TREE PLANTING DETAIL



3 L1.3 LANDSCAPE EDGER DETAIL



4 L1.3 PLANTING DETAIL FOR MASS PLANTING BEDS

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LANDSCAPE DETAILS

L1.3

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KEY PLAN

SUPERIOR PLATING

EXISTING SITE IMAGES

A0.0

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SUPERIOR PLATING

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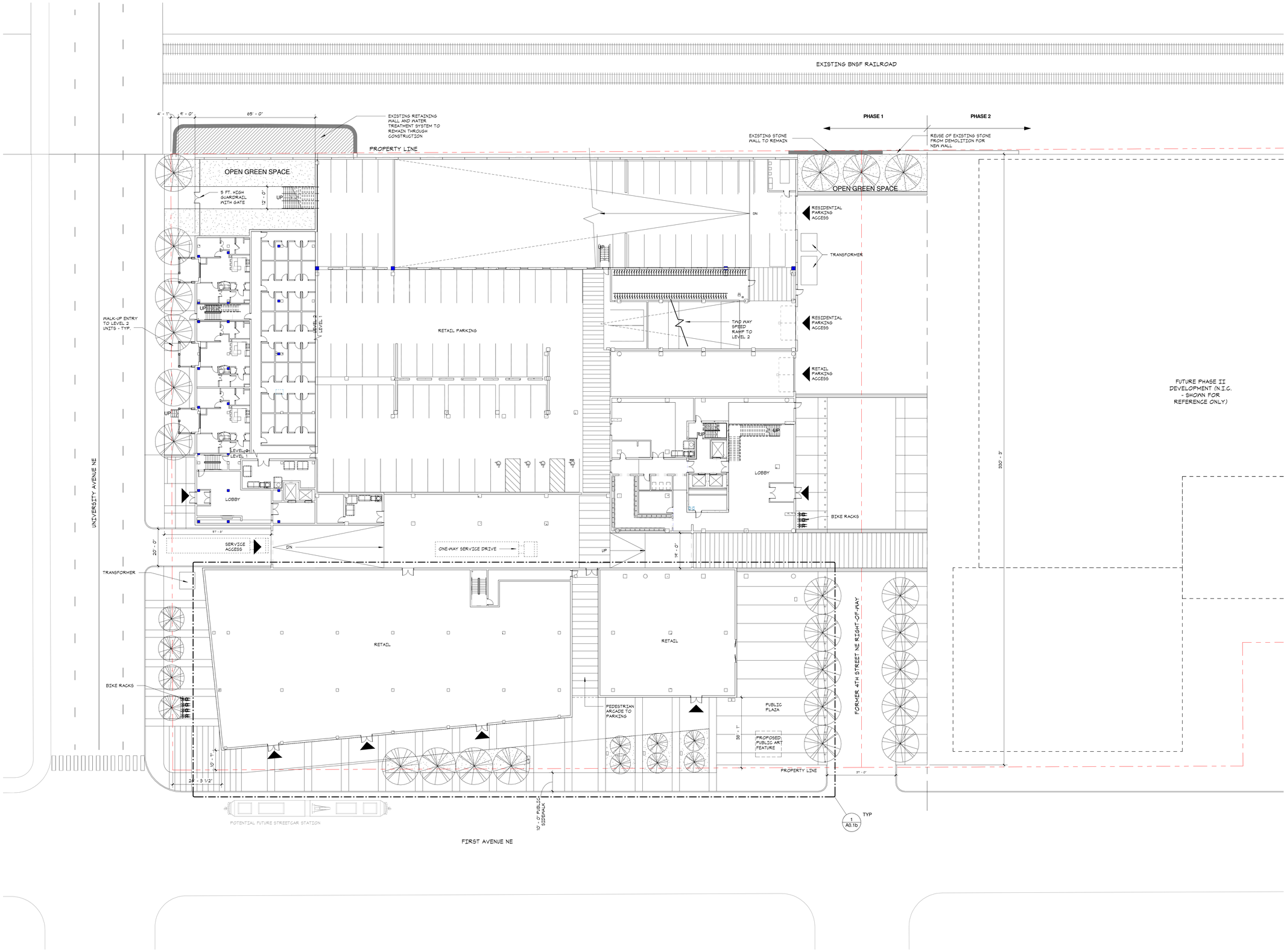

1 A0.1a **SITE PLAN**
1" = 20'-0"

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KEY PLAN

SUPERIOR PLATING

ARCHITECTURAL SITE PLAN

A0.1a

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PLAZA LEGEND

PLAZA AREA:

CROSS HATCH INDICATES EXTENTS OF PUBLIC PLAZA AREA

LOT AREA: 137,546 SF
BUILDING FOOTPRINT: 43,071 SF
PLAZA AREA: 4,450 SF

(PLAZA = OVER 10% OF OPEN LOT SPACE)

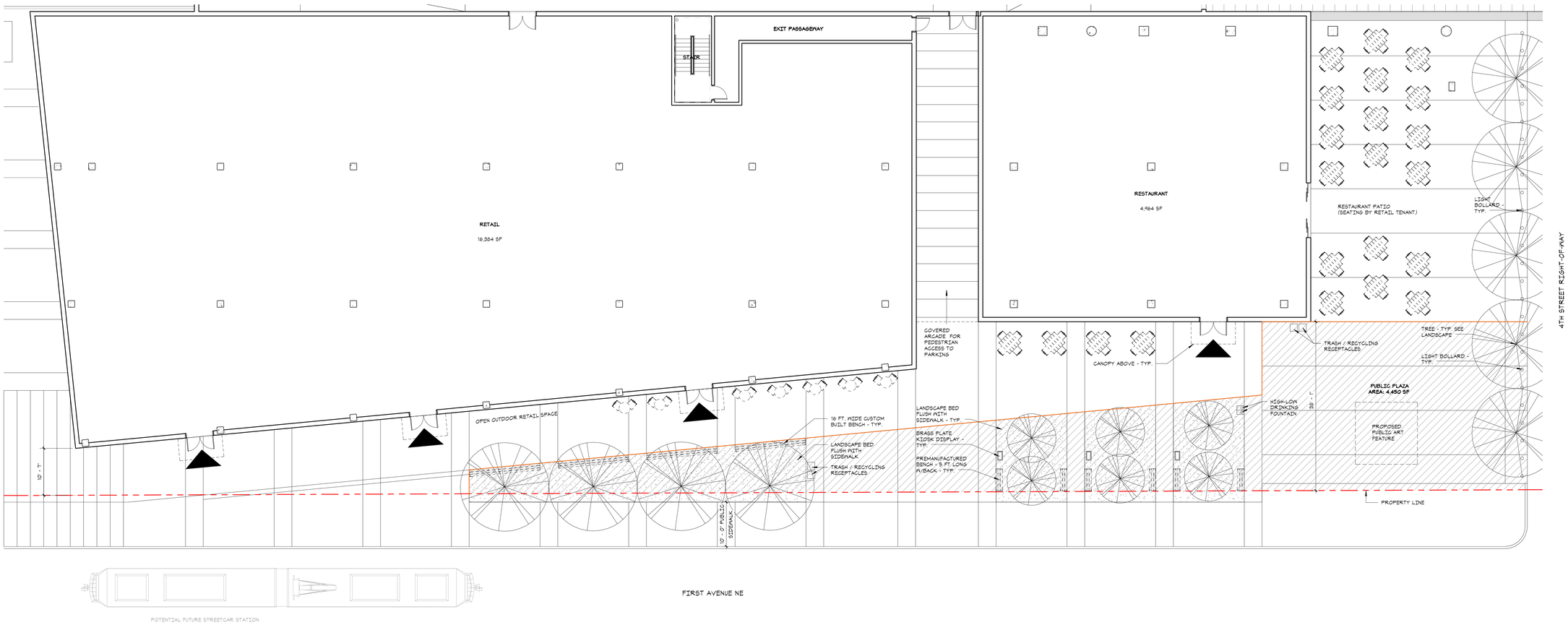
PLAZA SURFACE MATERIAL:
SCORED & COLORED DECORATIVE CONCRETE: 2,610 SF
LANDSCAPE BED: 1,840 SF

TOTAL 12 TREES

SEATING:
LINEAL FEET OF FIXED SEATING = 94 FT.

RESTAURANT AND RETAIL SEATING SHOWN FOR REFERENCE - NOT IN CONTRACT

NOT FOR CONSTRUCTION



1 A0.1b **PLAZA PLAN**
1" = 10'-0"

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KEY PLAN

SUPERIOR PLATING

ENLARGED PLAZA PLAN

A0.1b

SUPERIOR PLATING

MINNEAPOLIS, MN

LENNAR
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LOOKING DOWN 1ST AVE NE

LOOKING DOWN UNIVERSITY AVE SE

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KEY PLAN

SUPERIOR PLATING

DESIGN PERSPECTIVES

A0.2

5/5/2015 4:16:15 PM

VIEW OF 1ST AVE FACADE

RETAIL CORRIDOR

LOOKING NORTH

LOOKING EAST

LOOKING WEST

LOOKING SOUTH

5/5/2015 5:17:54 PM

SUPERIOR PLATING

MINNEAPOLIS, MN

LENNAR
MULTIFAMILY COMMUNITIES

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ESG
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KEY PLAN

SUPERIOR PLATING

DESIGN PERSPECTIVES

A0.3

PRIMARY RESIDENTIAL LOBBY

RESTAURANT - SERVICE DRIVE EXIT - LOBBY

PAVILION

PEDESTRIAN ARCADE

CORNER @ UNIVERSITY AND 1ST

CORNER @ UNIVERSITY AND 1ST

WALK UP UNIT AND LOBBY ON UNIVERSITY

5/5/2015 4:17:57 PM

SUPERIOR PLATING

MINNEAPOLIS, MN

LENNAR
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ESG DRAWN BY ESG CHECKED BY

KEY PLAN

SUPERIOR PLATING

DESIGN PERSPECTIVES

A0.4

SUPERIOR PLATING

MINNEAPOLIS, MN

LENNAR
MULTIFAMILY COMMUNITIES

VIEW OF OPEN GREEN ROOF

VIEW FROM LOW-RISE ONTO AMENITY TERRACE

BIRDSEYE VIEW FROM 1ST AVENUE OF AMENITY TERRACE

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LAND USE APPLICATION

DATE ISSUED: 05/04/2015

ORIGINAL ISSUE: 05.04.2015

REVISIONS

No.	Description	Date

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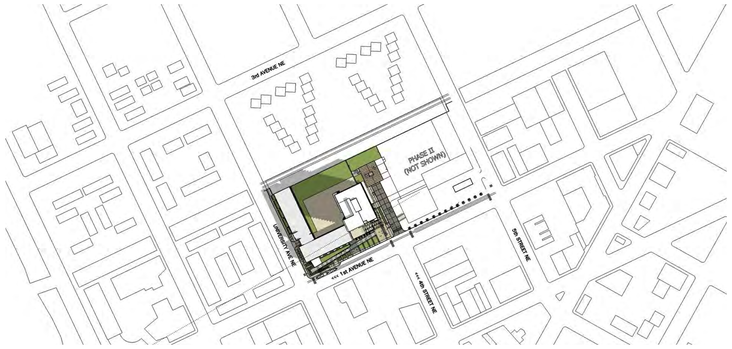
KEY PLAN

SUPERIOR PLATING

AMENITY TERRACE DESIGN PERSPECTIVES

A0.5

5/5/2015 4:18:01 PM



JUNE 9AM

JUNE NOON

JUNE 3PM

MARCH/SEPTEMBER 9AM

MARCH/SEPTEMBER NOON

MARCH/SEPTEMBER 3PM

DECEMBER 9AM

DECEMBER NOON

DECEMBER 3PM

SUPERIOR PLATING

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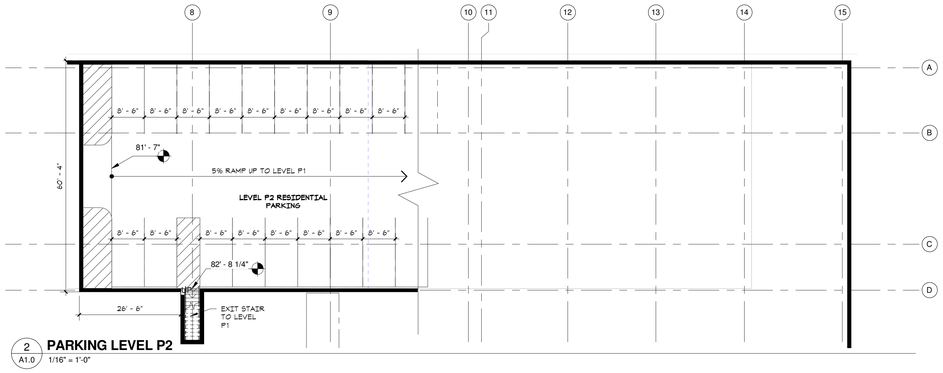
SUPERIOR PLATING

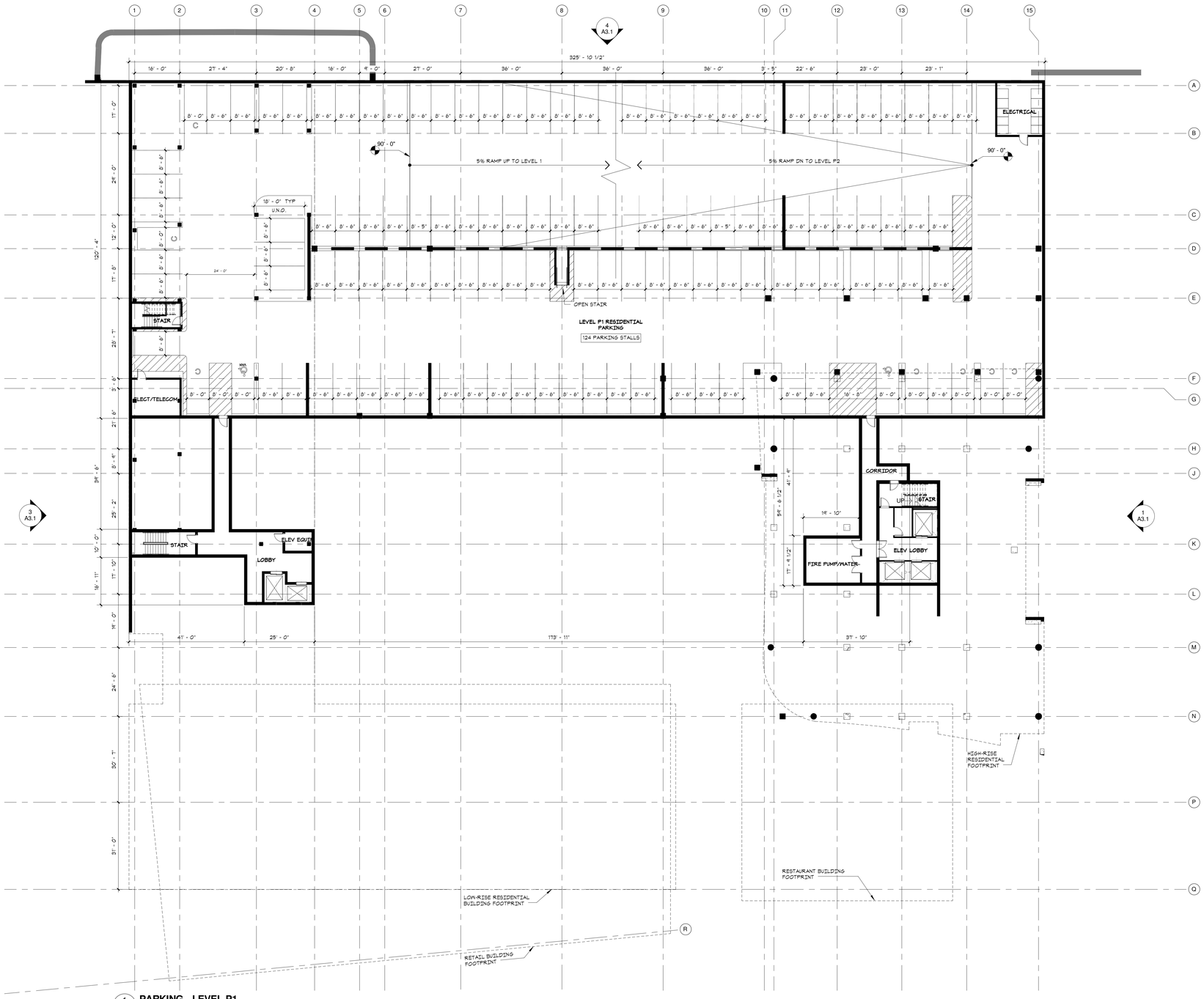
SHADOW STUDY

A0.6

5/5/2015 5:11:22 PM



2 A1.0 **PARKING LEVEL P2**
1/16" = 1'-0"



1 A1.0 **PARKING - LEVEL P1**
1/16" = 1'-0"

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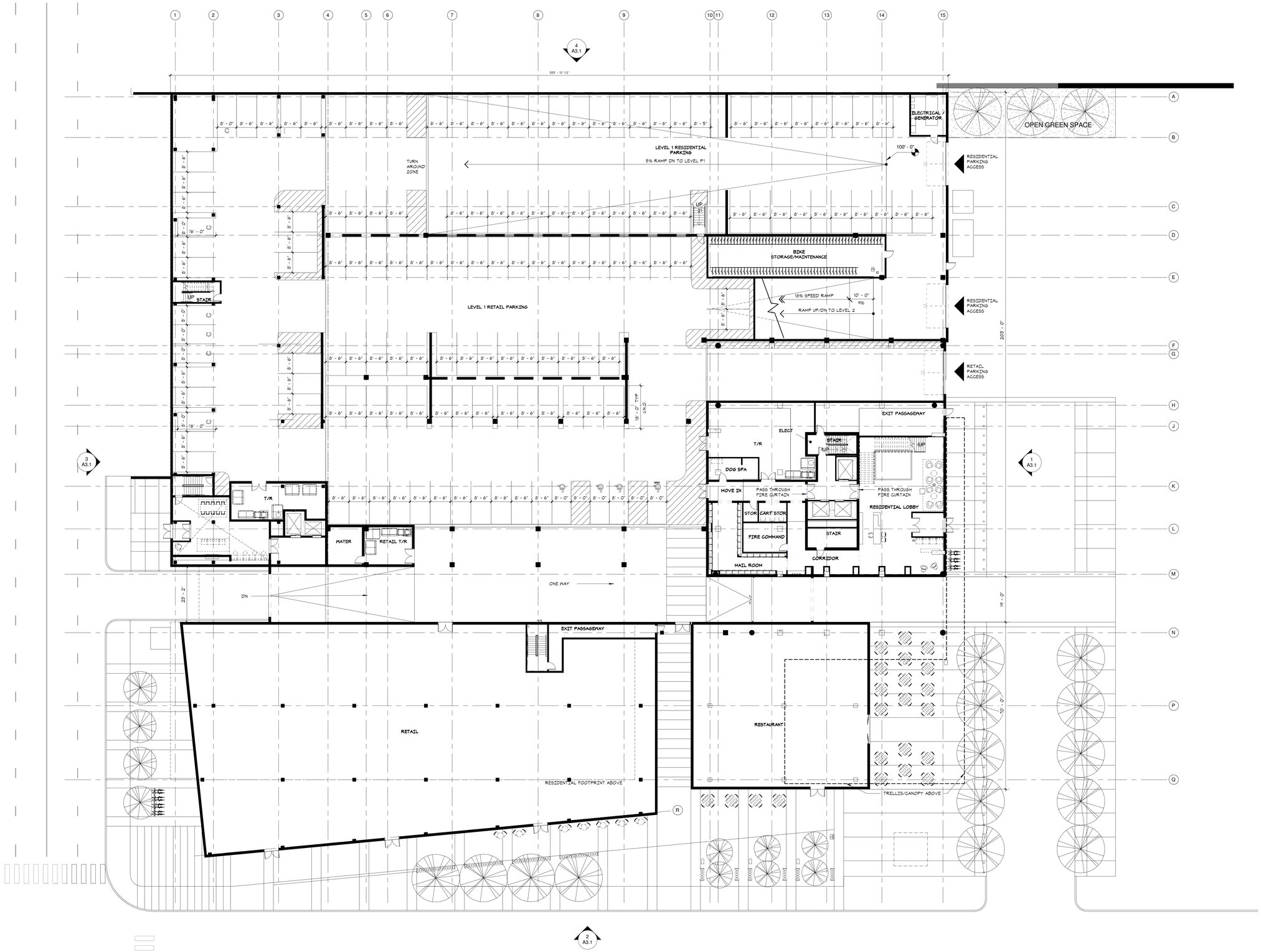
KEY PLAN

SUPERIOR PLATING

LEVEL P1 OVERALL PLAN

A1.0

5/11/2015 12:16:25 PM



1 A1.1 **OVERALL FLOOR PLAN - LEVEL 1**

1/16" = 1'-0"

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KEY PLAN

PLAN NORTH

SUPERIOR PLATING

FIRST LEVEL PLAN

A1.1

5/11/2015 12:16:27 PM

SUPERIOR PLATING

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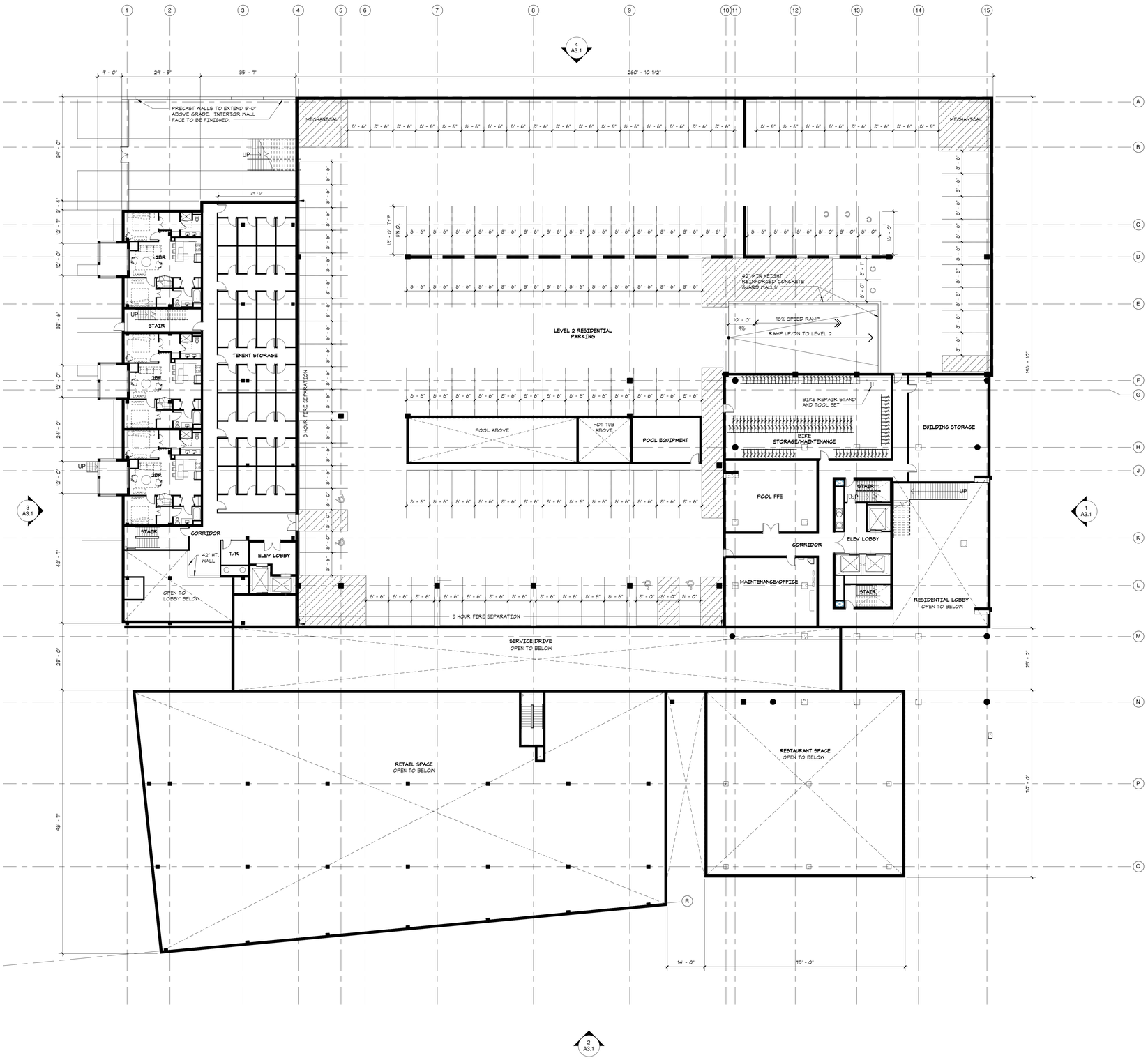

1 A1.2 **OVERALL FLOOR PLAN - LEVEL 2**

1/16" = 1'-0"

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KEY PLAN

SUPERIOR PLATING

SECOND LEVEL PLAN

A1.2

5/11/2015 12:16:28 PM

SUPERIOR PLATING

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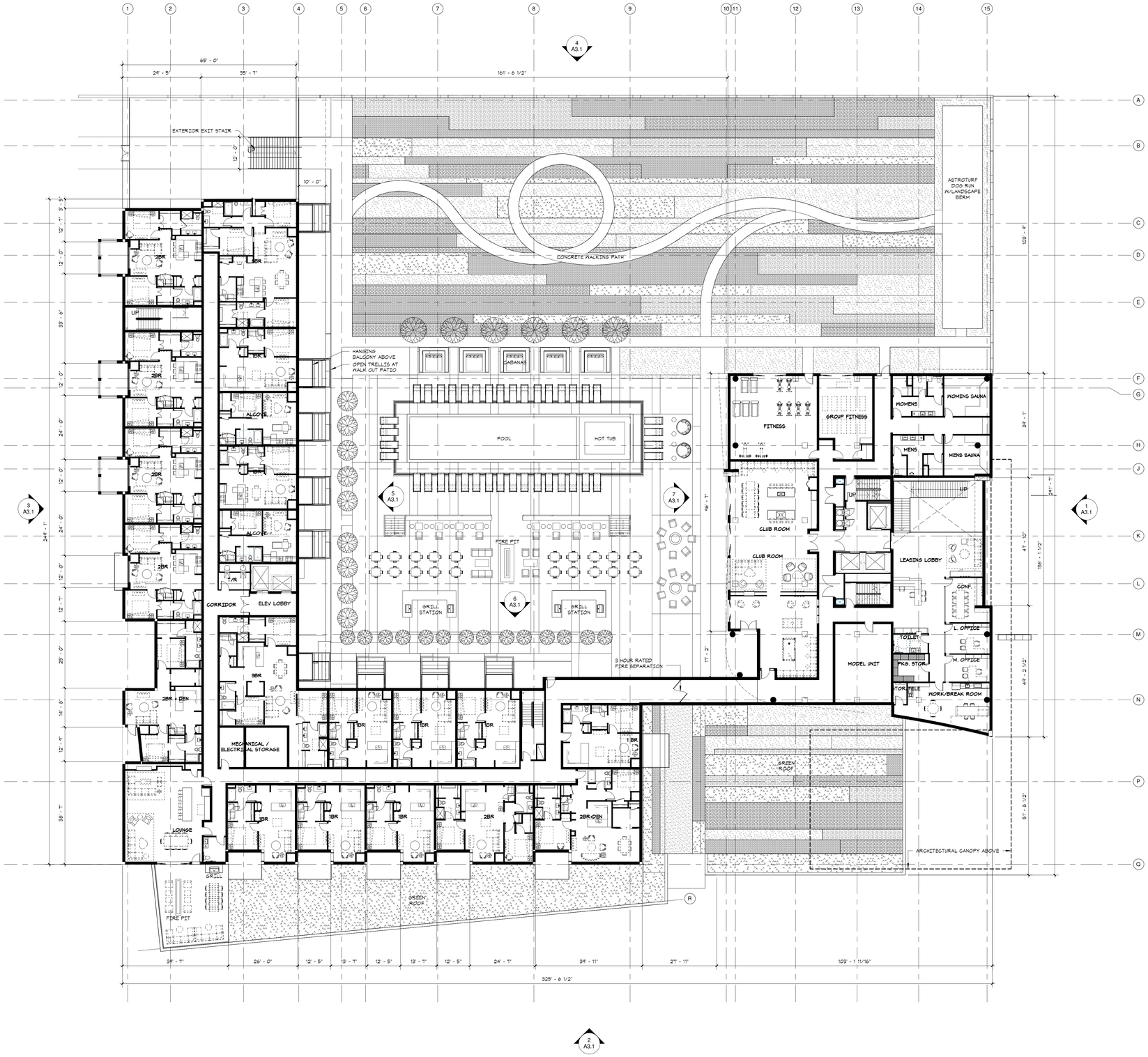

1 A1.3 **OVERALL FLOOR PLAN - LEVEL 3**

1/16" = 1'-0"

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KEY PLAN

PLAN NORTH TRUE NORTH

SUPERIOR PLATING

THIRD LEVEL PLAN

A1.3

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SUPERIOR PLATING

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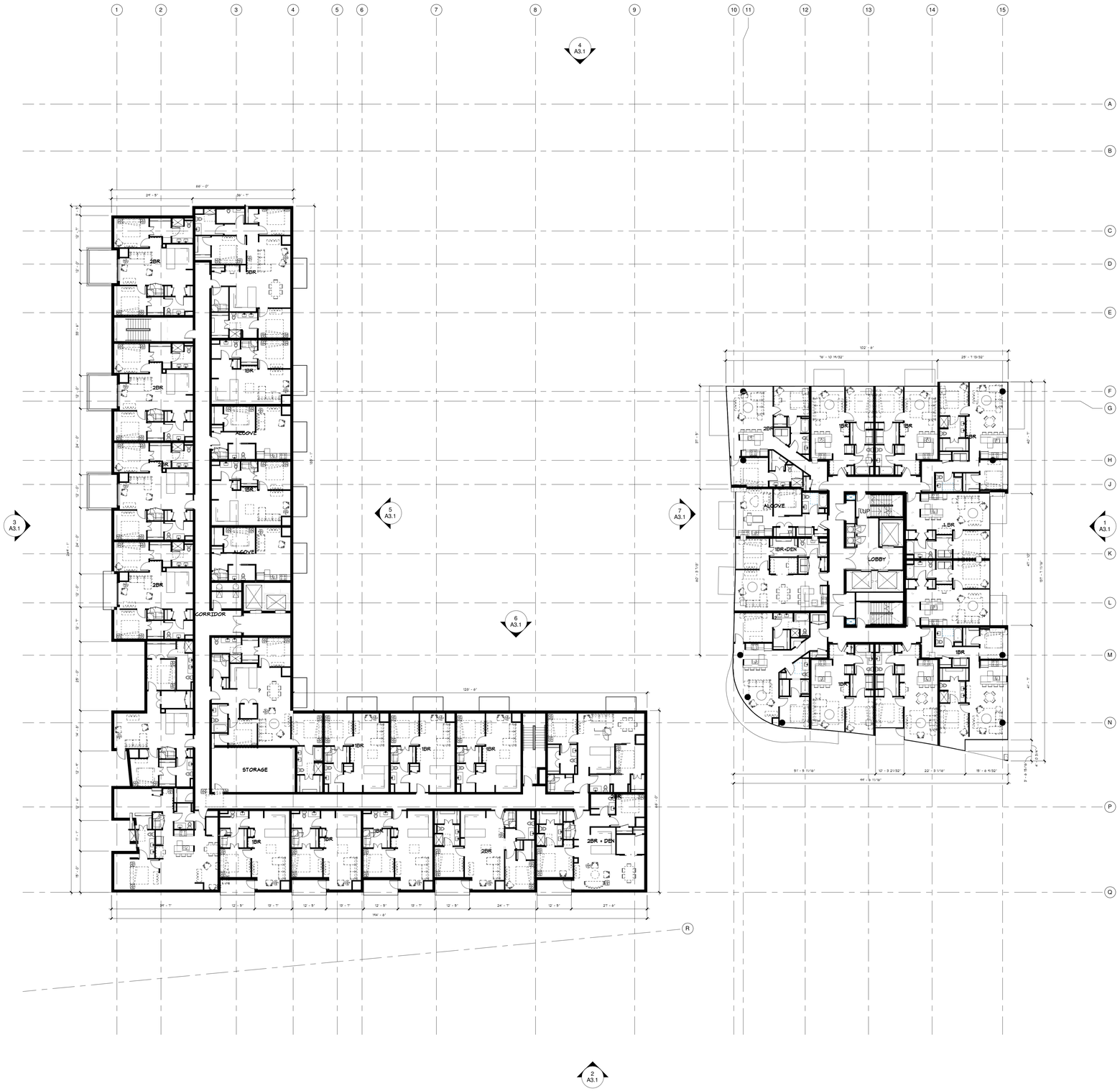

1 / A1.4 **OVERALL FLOOR PLAN - LEVELS 4-6 LOW-RISE, 4-18 HIGH-RISE**

1/16" = 1'-0"

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KEY PLAN

SUPERIOR PLATING

LEVELS 4-6 LOW-RISE PLAN,
LEVELS 4-18 HIGH-RISE PLAN

A1.4

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SUPERIOR PLATING

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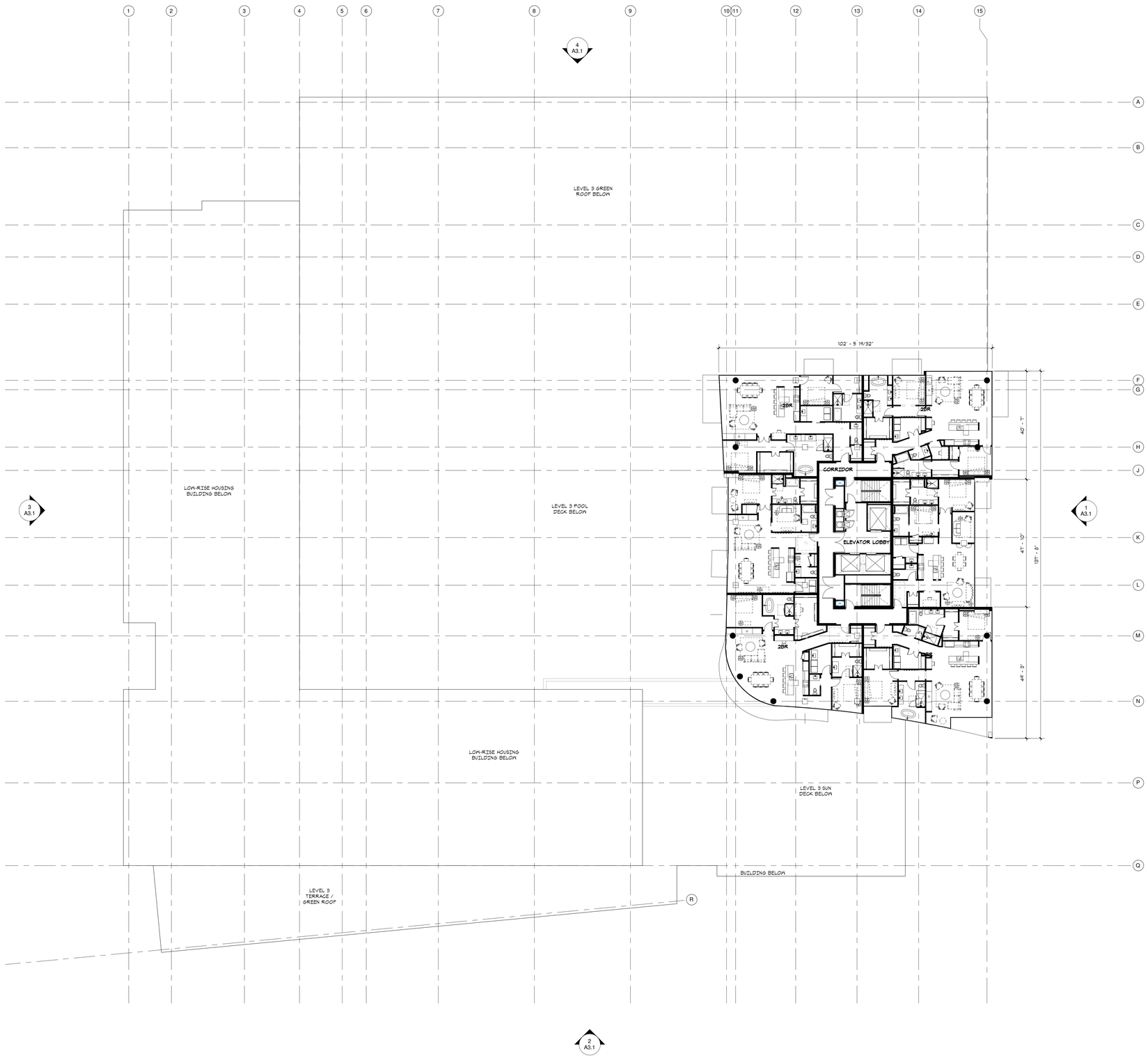

1 A1.5 **OVERALL FLOOR PLAN - LEVELS 19-20**
1/16" = 1'-0"

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KEY PLAN

SUPERIOR PLATING

LEVELS 19-20 PLAN

A1.5

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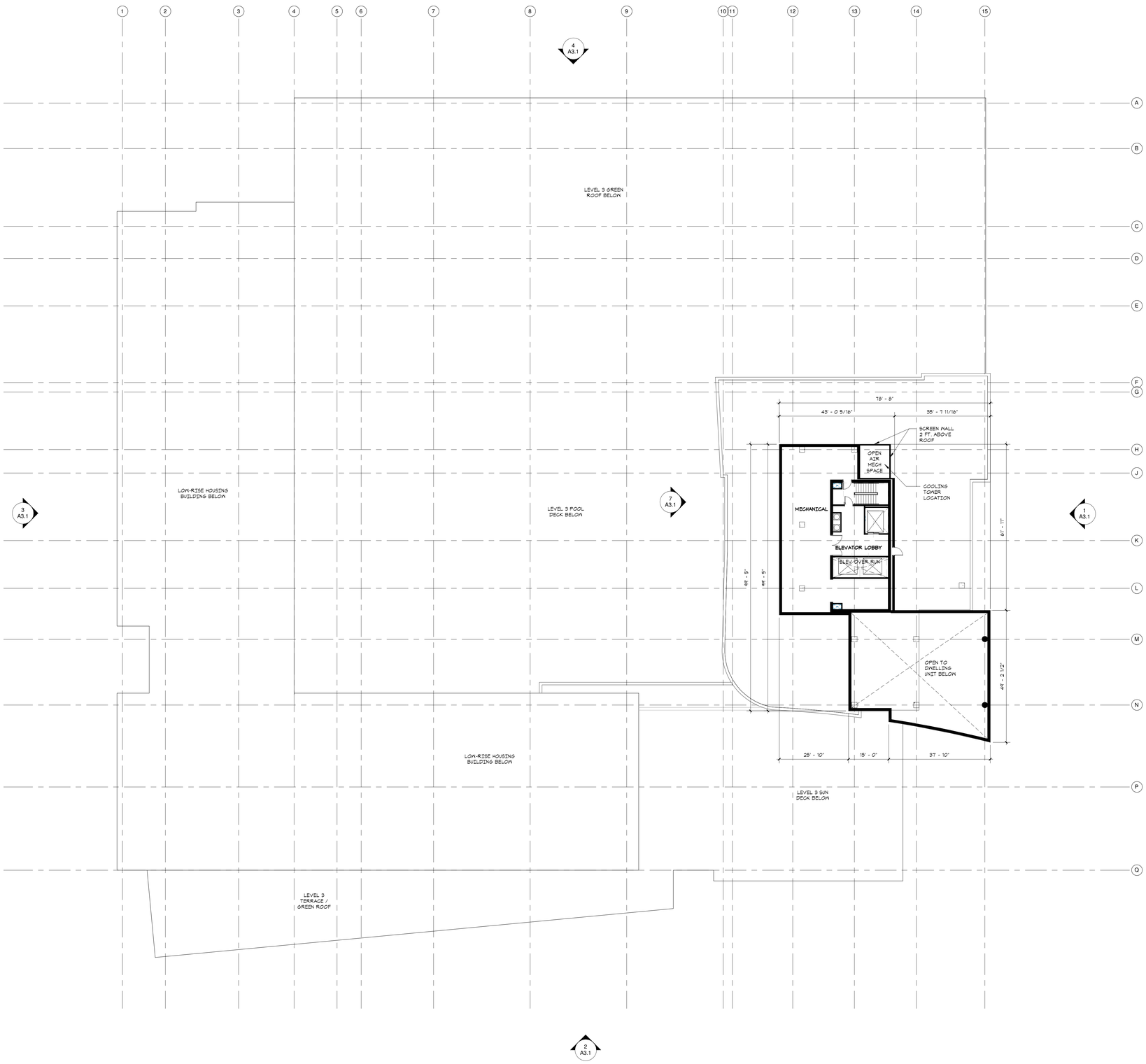

1 / A1.6 **OVERALL FLOOR PLAN - MECHANICAL LEVEL**

1/16" = 1'-0"

5/11/2015 12:16:42 PM

SUPERIOR PLATING

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KEY PLAN

PLAN NORTH TRUE NORTH

SUPERIOR PLATING

MECHANICAL LEVEL PLAN

A1.6

SUPERIOR PLATING

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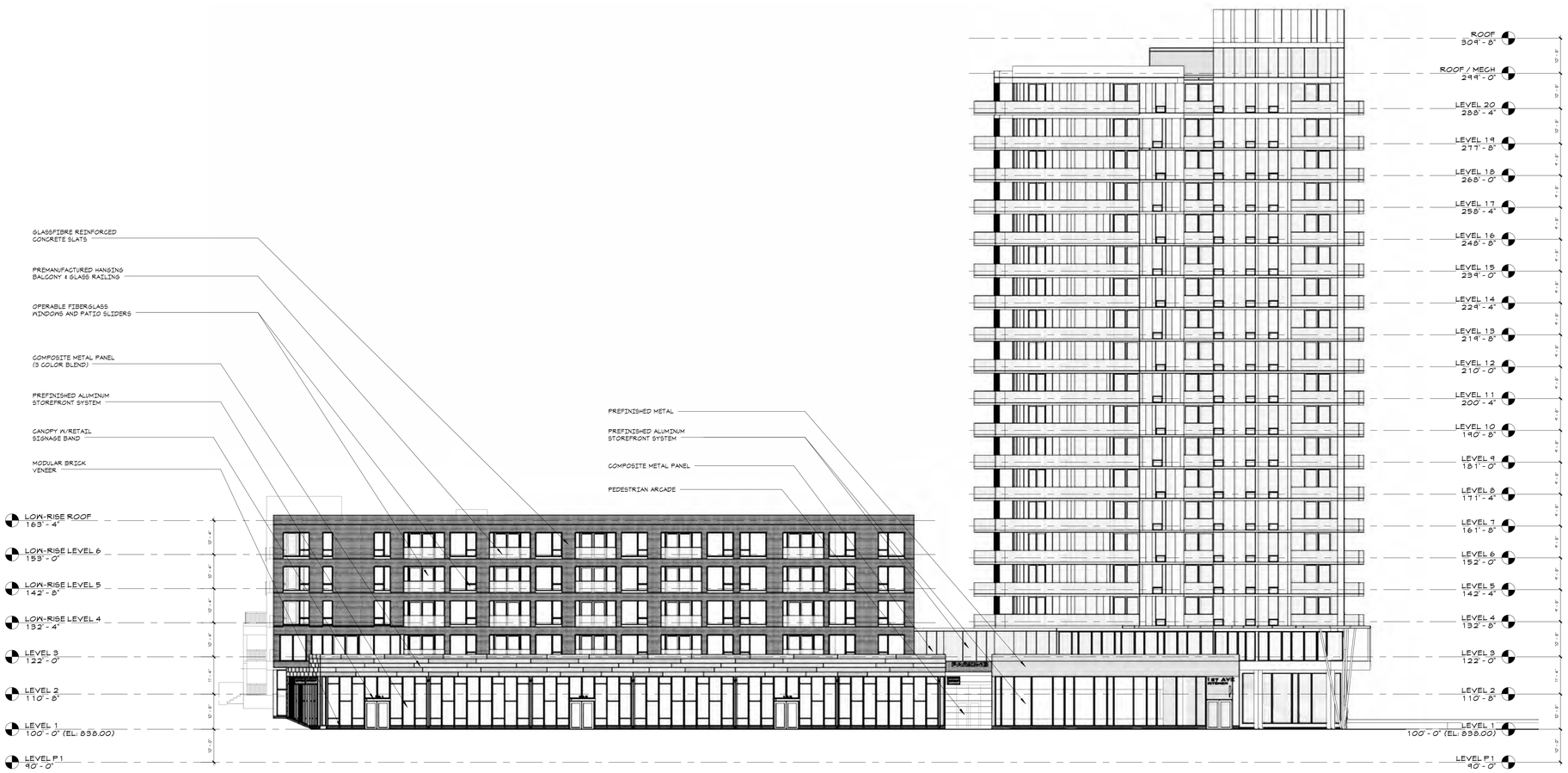

1 / A3.1 **SOUTH ELEVATION**
1/16" = 1'-0"

LAND USE APPLICATION

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ORIGINAL ISSUE: 05.04.2015

REVISIONS

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KEY PLAN

SUPERIOR PLATING

PACKAGE I - GENERAL INFORMATION

EXERCIOR ELEVATIONS

I A3.1

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1 A3.2 **WEST ELEVATION**
1/16" = 1'-0"

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PACKAGE I - GENERAL INFORMATION

EXTERIOR ELEVATIONS

I A3.2

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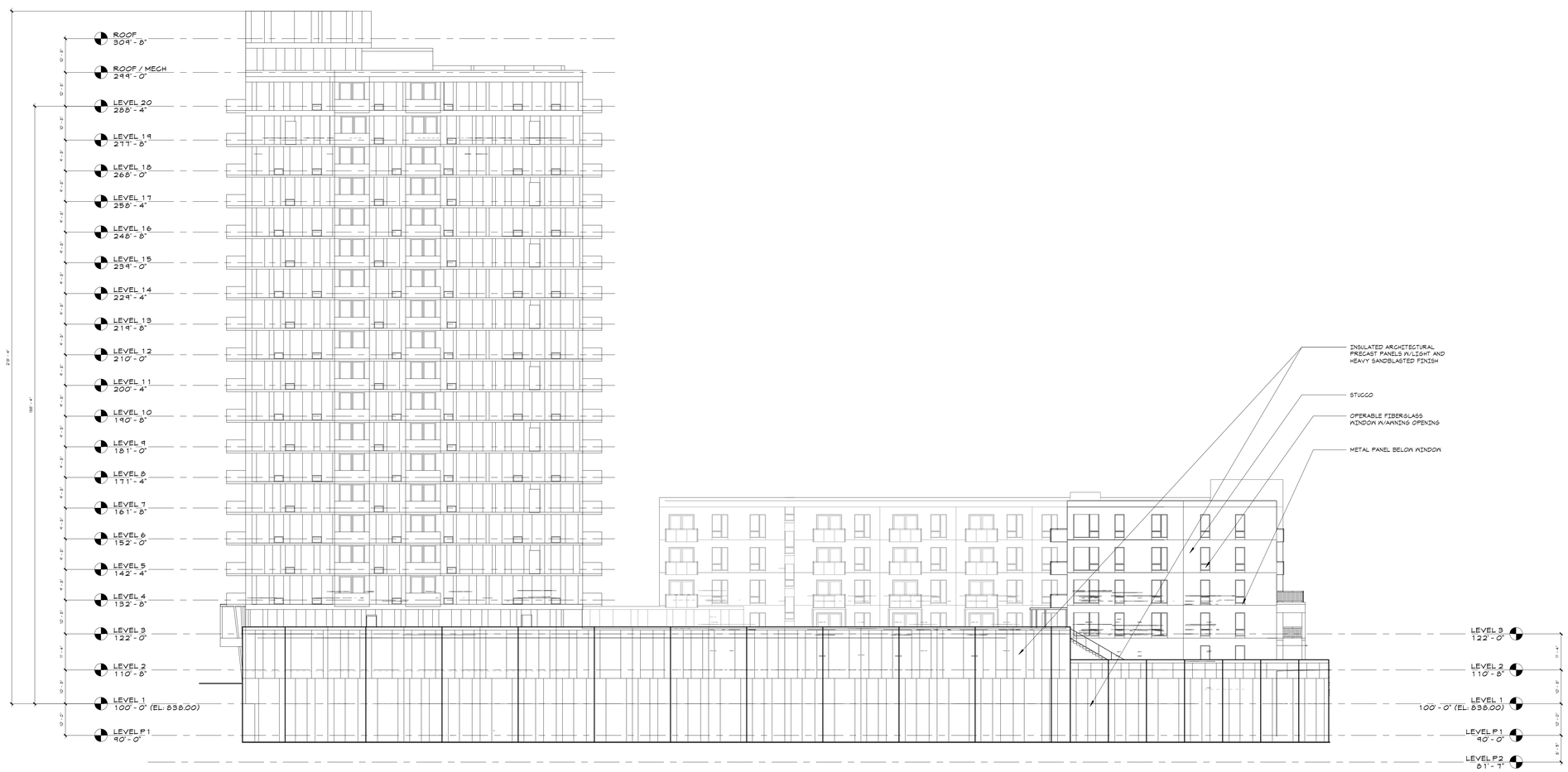

1 / A3.3 **NORTH ELEVATION**
1/16" = 1'-0"

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DATE ISSUED: 06/10/2015

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PACKAGE I – GENERAL INFORMATION

EXTERIOR ELEVATIONS

I A3.3

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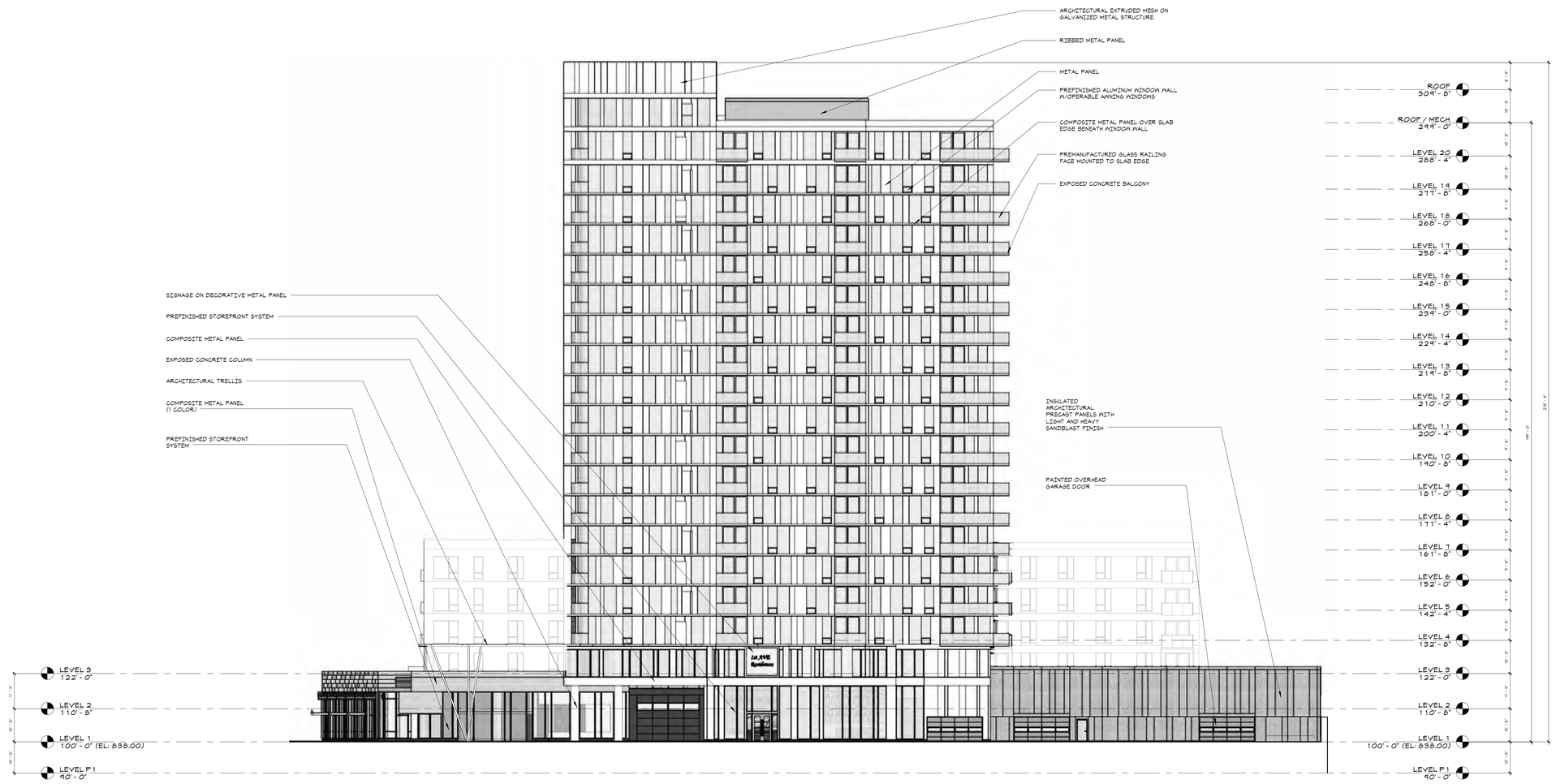

1 / A3.4 **EAST ELEVATION**
1/16" = 1'-0"

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I A3.4

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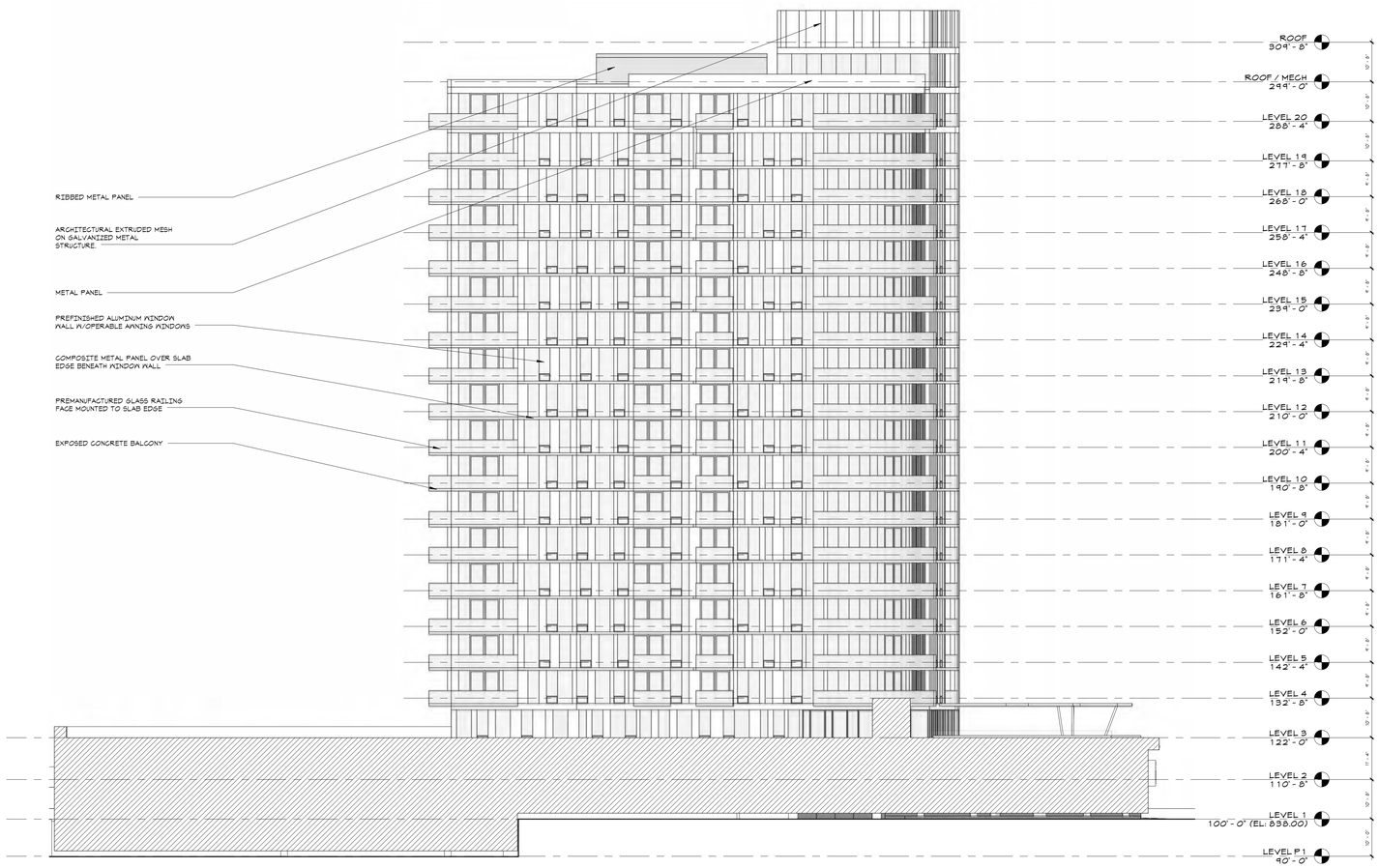

1 / A3.5 **AMENITY TERRACE - WEST ELEVATION**
1/16" = 1'-0"

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I A3.5

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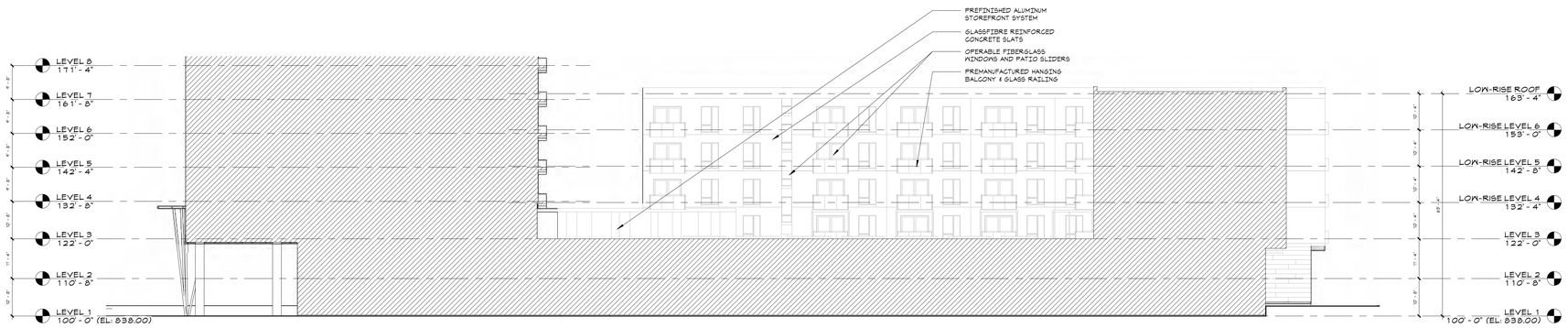
3 A3.6 **AMENITY TERRACE - EAST ELEVATION**
1/16" = 1'-0"



2 A3.6 **AMENITY TERRACE - NORTH ELEVATION**
1/16" = 1'-0"

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EXTERIOR ELEVATIONS

I A3.6

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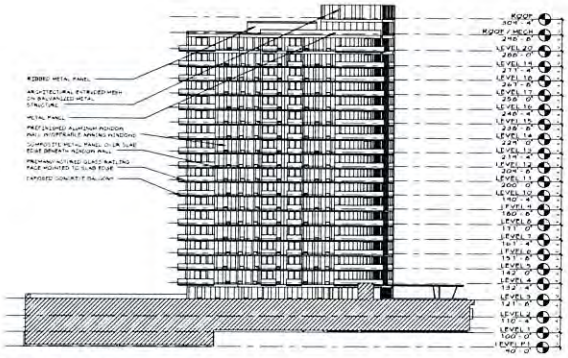
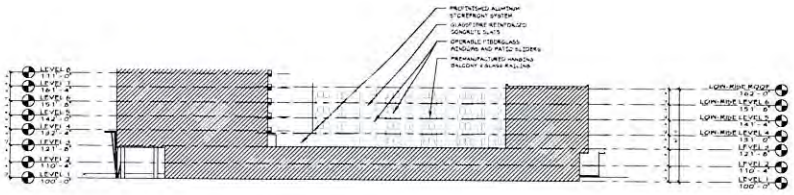
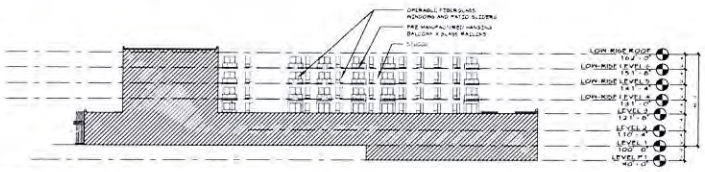


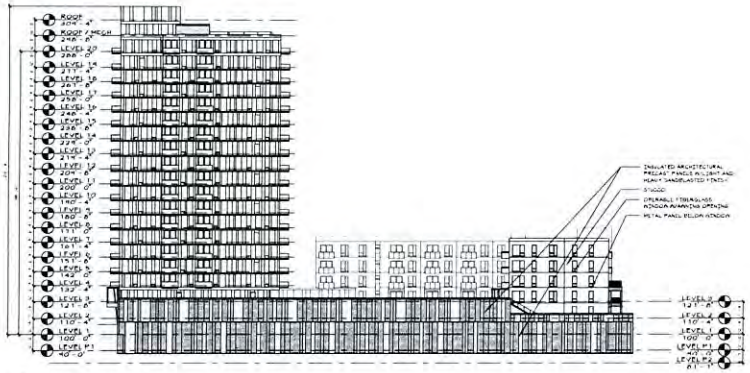
7 AMENITY TERRACE - WEST ELEVATION
A3.1 1/32" = 1'-0"



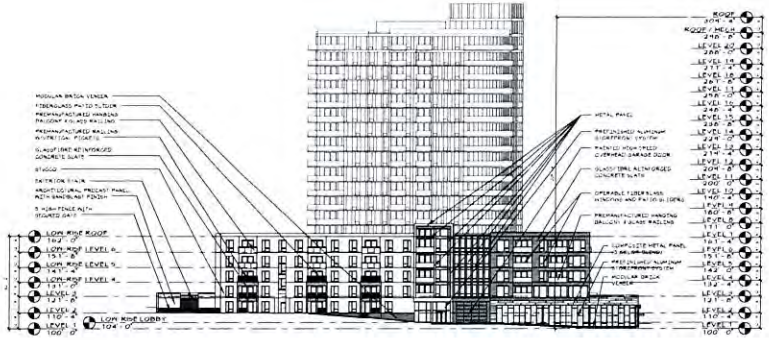
5 AMENITY TERRACE - NORTH ELEVATION
A3.1 1/32" = 1'-0"



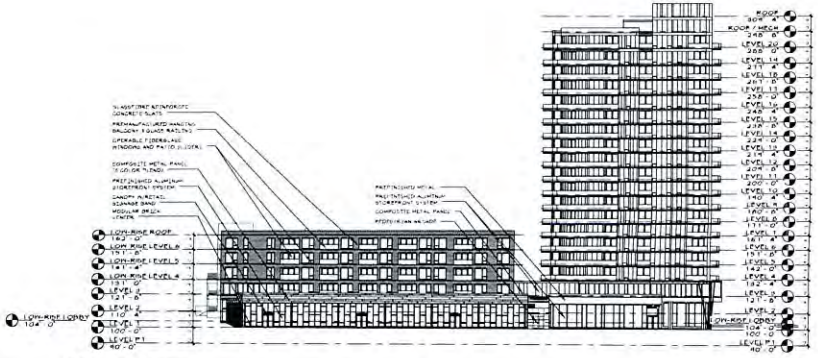
5 AMENITY TERRACE - EAST ELEVATION
A3.1 1/32" = 1'-0"



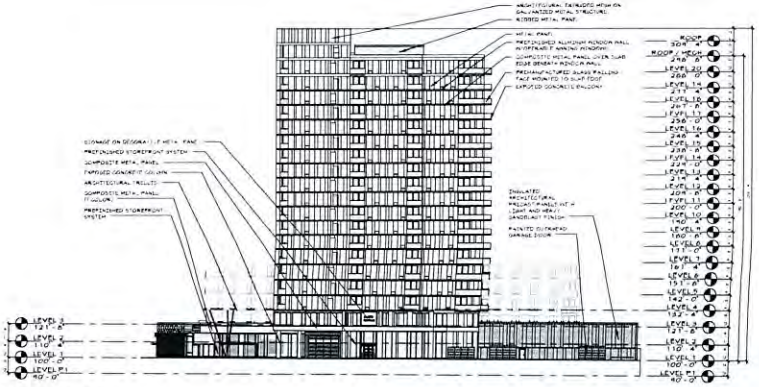
4 NORTH ELEVATION
A3.1 1/32" = 1'-0"



3 WEST ELEVATION
A3.1 1/32" = 1'-0"



2 SOUTH ELEVATION
A3.1 1/32" = 1'-0"



1 EAST ELEVATION
A3.1 1/32" = 1'-0"

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SUPERIOR PLATING

EXTERIOR ELEVATIONS

A3.1

EXTERIOR MATERIAL TAKE OFF

LOW-RISE

MATERIAL	NORTH	AMENITY TERRACE NORTH	SOUTH	EAST	AMENITY TERRACE EAST	WEST	TOTALS
	%	%	%	%	%	%	%
METAL PANEL	2%	3%	12%	8%	2%	11%	**7%**
BRICK	0%	61%	40%	21%	0%	15%	**21%**
ARCHITECTURAL PRECAST	76%	0%	0%	34%	0%	3%	**22%**
STUCCO	17%	0%	0%	0%	64%	31%	**19%**
STOREFRONT/NANA WALL	0%	8%	30%	16%	0%	10%	**12%**
WINDOWS / DOORS	5%	28%	18%	20%	34%	29%	**21%**
LOW-RISE TOTALS	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	

LOW-RISE GRAND TOTALS **100%**

HIGH-RISE

MATERIAL	NORTH	SOUTH	EAST	AMENITY TERRACE WEST	TOTALS
	%	%	%	%	%
METAL PANEL	34%	34%	30%	34%	**32.7%**
GLAZING	64%	64%	66%	64%	**64.6%**
DECORATIVE METAL MESH @ SIGNAGE BAND & MECH. PENTHOUSE	2%	2%	4%	2%	**2.6%**
HIGH-RISE TOTALS	**100%**	**100%**	**100%**	**100%**	

HIGH-RISE GRAND TOTAL **100%**

SUPERIOR PLATING

MINNEAPOLIS, MN

LENNAR

LOW-RISE

STUCCO

SUPER WHITE

BRICK

IRONSPOT MIDNIGHT BLACK

METAL PANEL

WINTER WHITE

DUSTY CHARCOAL

FIBERGLASS WINDOWS

DARK BRONZE

LOBBY STORE FRONT

BLACK ANODIZED ALUM

RETAIL

3 COLOR METAL PANEL

TITANIUM METALLIC CHERRY SMITH SILVER WEST PEWTER

STOREFRONT

BLACK ANODIZED ALUM

BRICK

IRONSPOT MIDNIGHT BLACK

RESTAURANT

METAL PANEL

ROMAN BRONZE

STOREFRONT

BLACK ANODIZED ALUM

BRICK

IRONSPOT MIDNIGHT BLACK

HIGH-RISE

METAL PANEL

WINTER WHITE

WINDOW WALL & STOREFRONT

CLEAR ANODIZED ALUM

MECHANICAL PENTHOUSE & DECORATIVE SIGNAGE BAND

METAL MESH

PARKING STRUCTURE

PC CONCRETE PANEL

BUFF - ACID ETCH

BUFF - ACID ETCH

WALL VEGETATION

BOSTON IVY

MISCELLANEOUS

TRANSFORMER ENCLOSURE

MIDNIGHT - BURNISHED BLOCK

BLACK ANODIZED ALUM GATE

EXTERIOR MATERIAL LEGEND

Window Wall (Including Patio Doors)	59,333 sf	33%
Composite Metal Panel	25,512 sf	14%
Brick	20,692 sf	11%
Architectural Precast	15,942 sf	9%
Stucco	14,068 sf	8%
Storefront/Nana Wall	13,163 sf	7%
Fiberglass Windows	9,160 sf	5%
Metal Trim Slab Edge	7,558 sf	4%
Fiberglass Doors	5,489 sf	3%
Metal Panel	4,706 sf	3%
Soffits (Metal Panel)	3,381 sf	2%
Garage Doors	1,047 sf	1%
Total:	180,051 sf	100%

NOTE: MATERIAL AREAS/PERCENTAGES ARE AN ESTIMATION AND SUBJECT TO MODIFICATION.

esg

NOT FOR CONSTRUCTION

LAND USE APPLICATION

DATE ISSUED: 05/01/2025

ORIGINAL ISSUE

REVISIONS

No.	Description	Date

SUPERIOR PLATING

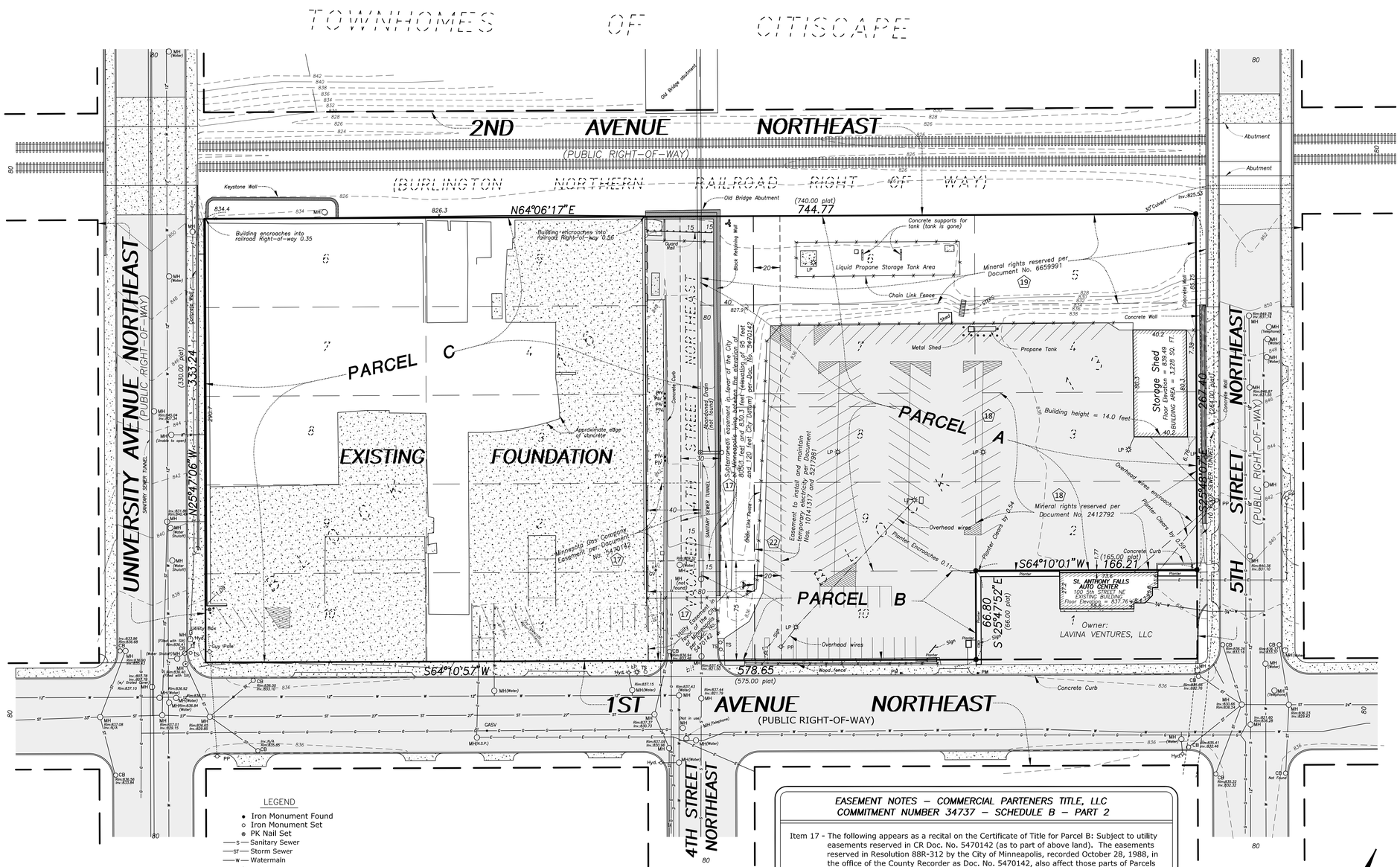
EXTERIOR MATERIALS

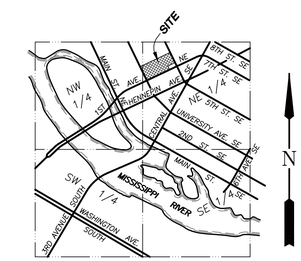
A3.2

ALTA/ACSM Land Title Survey for:

LENNAR MULTIFAMILY COMMUNITIES, LLC

at 315 First Avenue Northeast – Minneapolis, Minnesota





Vicinity Map
Section 23, Township 29, Range 24
No Scale

NOTES

* Bearings shown are based on an assumed datum.
* Utilities shown are from information furnished by the City of Minneapolis and respective utility companies in response to Gopher State One Call Ticket No. 143380862 and are verified where possible.
* Contact Gopher State 1 for utility locations before any construction shall begin. Phone 651-454-0002.
* Area = 237,471 square feet 5.45 acres).
* Zoning: C2 (Neighborhood Corridor Commercial District).
* Building setback, height and floor space restrictions have not been provided by the insurer.
* A large number of parking stalls are no longer visible due to fading and vegitation growth. The surveyor is not able to determine the number of parking stalls on the property.
* This property is located in Flood Zone X (area outside .2% annual chance floodplain) per Flood Insurance Rate Map No. 27053C0357E dated September 2, 2004.
* Zoning and flood zone information taken from letter dated June 1, 2012 from the City of Minneapolis Community Planning & Economic Development.
* Setback and bulk requirements have been interpreted from the City of Minneapolis Web Site.
* The large building, on the west half of the property, has been partially demolished.
* There was no observed evidence of site use as a solid wate dump, sump or sanitary landfill.
* There are no proposed changes in street right of way lines per the City of Minneapolis Right of Way Department.
* Benchmark: Top of hydrant located in the northeast corner of the intersection of 1st Ave. North and University Ave. Northeast. Elevation = 840.18 feet N.G.V.D. - 1929 datum. Subtract 710.3 feet to convert to City of Minneapolis datum.

PROPERTY DESCRIPTION TAKEN FROM FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NUMBER NCS–568633–CHI2 DATED DECEMBER 15, 2014

Parcel A (Abstract property):

Lots 2 through 9 inclusive, Block 13, St. Anthony Falls, together with that part of the northeasterly half of vacated 4th Street NE adjacent thereto and lying between the southwesterly extensions of the northwesterly line of Lot 6, said Block 13, and the southeasterly line of Lot 9, said Block 13.

Parcel B (Certificate of Title No. 1359555):

Lot 10, Block 13, St. Anthony Falls, together with that part of the East Half of vacated 4th Street Northeast as dedicated in the plat of St. Anthony Falls, lying between the Southwest extensions of the Northwesterly and the Southeasterly lines of Lot 10, Block 13, said plat.

Parcel C (Abstract property):

All of Block 16, St. Anthony Falls, together with that part of the southwesterly half of vacated 4th Street NE adjacent thereto and lying between the northeasterly extensions of the northwesterly and southeasterly lines of said Block 16.

LEGEND

- Iron Monument Found
- Iron Monument Set
- PK Nail Set
- Sanitary Sewer
- Storm Sewer
- Watermain
- Hydrant
- Gate Valve
- Gas Valve
- Post Indicator Valve
- Manhole
- Catch Basin
- Lift Station
- Cleanout
- Flared End
- Invert Elevation
- Guard Post
- Sign
- Power Pole
- Light Pole
- Electrical Transformer
- Telephone Pedestal
- Concrete Surface
- Bituminous Surface
- Buried Gas
- Buried Telephone
- Buried Electric
- Observation Well
- Traffic Signal
- Parking Meter

UTILITY STATEMENT

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated, although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

EASEMENT NOTES – COMMERCIAL PARTENERS TITLE, LLC COMMITMENT NUMBER 34737 – SCHEDULE B – PART 2

Item 17 - The following appears as a recital on the Certificate of Title for Parcel B: Subject to utility easements reserved in CR Doc. No. 5470142 (as to part of above land). The easements reserved in Resolution 88R-312 by the City of Minneapolis, recorded October 28, 1988, in the office of the County Recorder as Doc. No. 5470142, also affect those parts of Parcels A and C lying within vacated Fourth Street NE and Is shown on the Survey.

Item 18 - Reservation by the State of Minnesota of all minerals and mineral rights in Lots 2 and 3, Block 13, St. Anthony Falls, as contained in the State Deed, dated November 12, 1946, recorded December 4, 1946, in the office of the County Recorder in Book 1615 of Deeds, at page 294, as Doc. No. 2412792 affects the property and is shown on the Survey.

Item 19 - Terms and conditions, including a reservation of minerals and mineral rights, as contained in the Quitclaim Deed, from the Burlington Northern Railroad Company, as grantor, to Superior Plating, Inc., as grantee, dated September 25, 1996, recorded November 8, 1996, in the office of the County Recorder as Doc. No. 6659991 affects the propoerty and is shown om the Survey.

Item 22 - Easement for access and utility purposes, together with any incidental rights, in favor of the Minnesota Pollution Control Agency, the City of Minneapolis, and the County of Hennepin, as contained in the Environmental Covenant and Easement recorded December 2, 2014, as Document No. 10141317, in the office of the County Recorder, and as Document No. 5217981, in the office of the Registrar of Titles affects the property and is blanket in nature, except the easement to install and maintain temporary electricity which is shown on the survey.

Item 23 - Terms and conditions of covenant(s) as contained in the Environmental Covenant and Easement recorded December 2, 2014, as Document No. 10141317, in the office of the County Recorder, and as Document No. 5217981, in the office of the Registrar of Titles affect the property and are blanket in nature and not shown on the survey.

0 20 40 80 120
Scale in Feet

CERTIFICATION

To Lennar Multifamily Communities, LLC, First American Title Company and First and University Investor LLC, a Delaware limited liability company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6(a), 6(b), 7(a), 8, 9, 10(a), 10(b), 11(a), 11(b), 13, 16, 17, and 18 of Table A thereof. The field work was completed on November 25,2014.

Dated this 5th day of December, 2014.

REHDER & ASSOCIATES, INC.

Thomas J. Adam

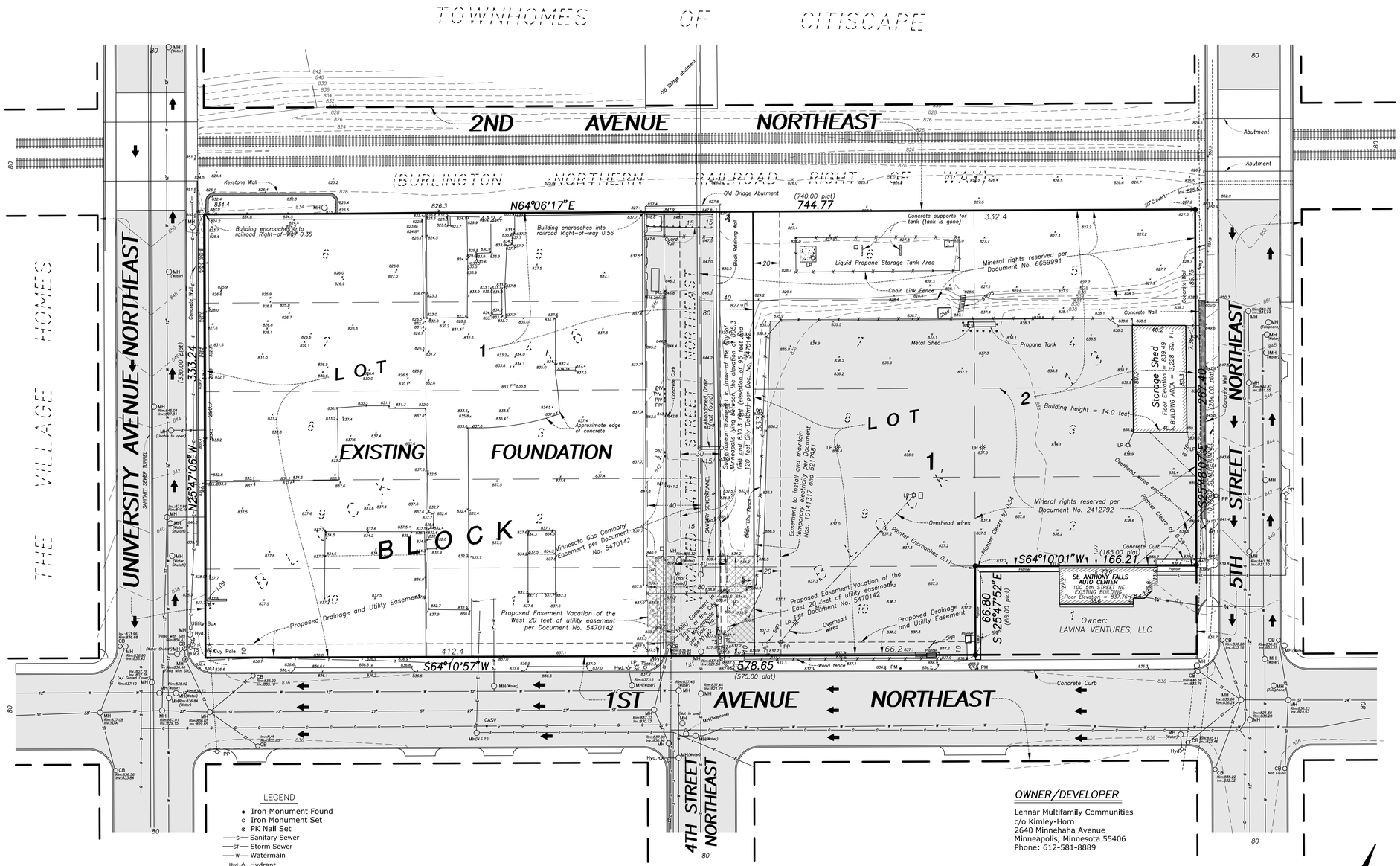
Thomas J. Adam, Land Surveyor
Minnesota License No. 43414

Revised February 2, 2015

Rehder and Associates, Inc.
CIVIL ENGINEERS AND LAND SURVEYORS
3440 Federal Drive • Suite 110 • Eagan, Minnesota • Phone (651) 452–5051

JOB: 144–2798.010

Preliminary Plat of:
LMC ADDITION



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* This property is located in Flood Zone X (area outside .2% annual chance floodplain) per Flood Insurance Rate Map No. 27053C0357E dated September 2, 2004.
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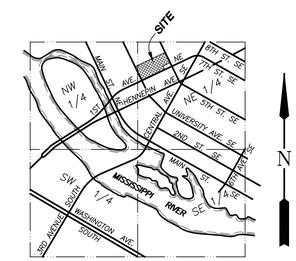

Vicinity Map
Section 23, Township 29, Range 24
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All of Block 16, St. Anthony Falls, together with that part of the southwesterly half of vacated 4th Street NE adjacent thereto and lying between the northeasterly extensions of the northwesterly and southeasterly lines of said Block 16.

LEGEND

- Iron Monument Found
- Iron Monument Set
- PK Nail Set
- S — Sanitary Sewer
- ST — Storm Sewer
- W — Watermain
- Hyd — Hydrant
- GV — Gate Valve
- GASV — Gas Valve
- PIV — Post Indicator Valve
- MH — Manhole
- CB — Catch Basin
- LS — Lift Station
- CO — Cleanout
- Flared End
- Inv. — Invert Elevation
- Guard Post
- S — Sign
- PP — Power Pole
- LP — Light Pole
- Electrical Transformer
- T — Telephone Pedestal
- Concrete Surface
- Bituminous Surface
- G — Buried Gas
- T — Buried Telephone
- E — Buried Electric
- Observation Well
- TS — Traffic Signal
- PM — Parking Meter

UTILITY STATEMENT

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated, although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

LOT AREAS

Lot 1	137,546 square feet
Lot 2	99,925 square feet

OWNER/DEVELOPER

Lennar Multifamily Communities
c/o Kimley-Horn
2640 Minnehaha Avenue
Minneapolis, Minnesota 55406
Phone: 612-581-8889

ARCHITECT

ESG Architects
500 South Washington Avenue
Suite 1080
Minneapolis, Minnesota 55415
Phone: 612-339-5508

CIVIL ENGINEER

Kimley-Horn
2550 University Avenue West
Suite 238N
St. Paul, Minnesota 55114
Phone: 651-643-0453

SURVEYOR

Rehder & Associates, Inc.
Suite 110
3440 Federal Drive
Eagan, Minnesota 55122
Phone: 651-452-5051

0 20 40 80 120
Scale in Feet

I hereby certify that this survey was prepared by me or under my direction and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 4th day of May, 2015

REHDER & ASSOCIATES, INC.

Thomas J. Adam

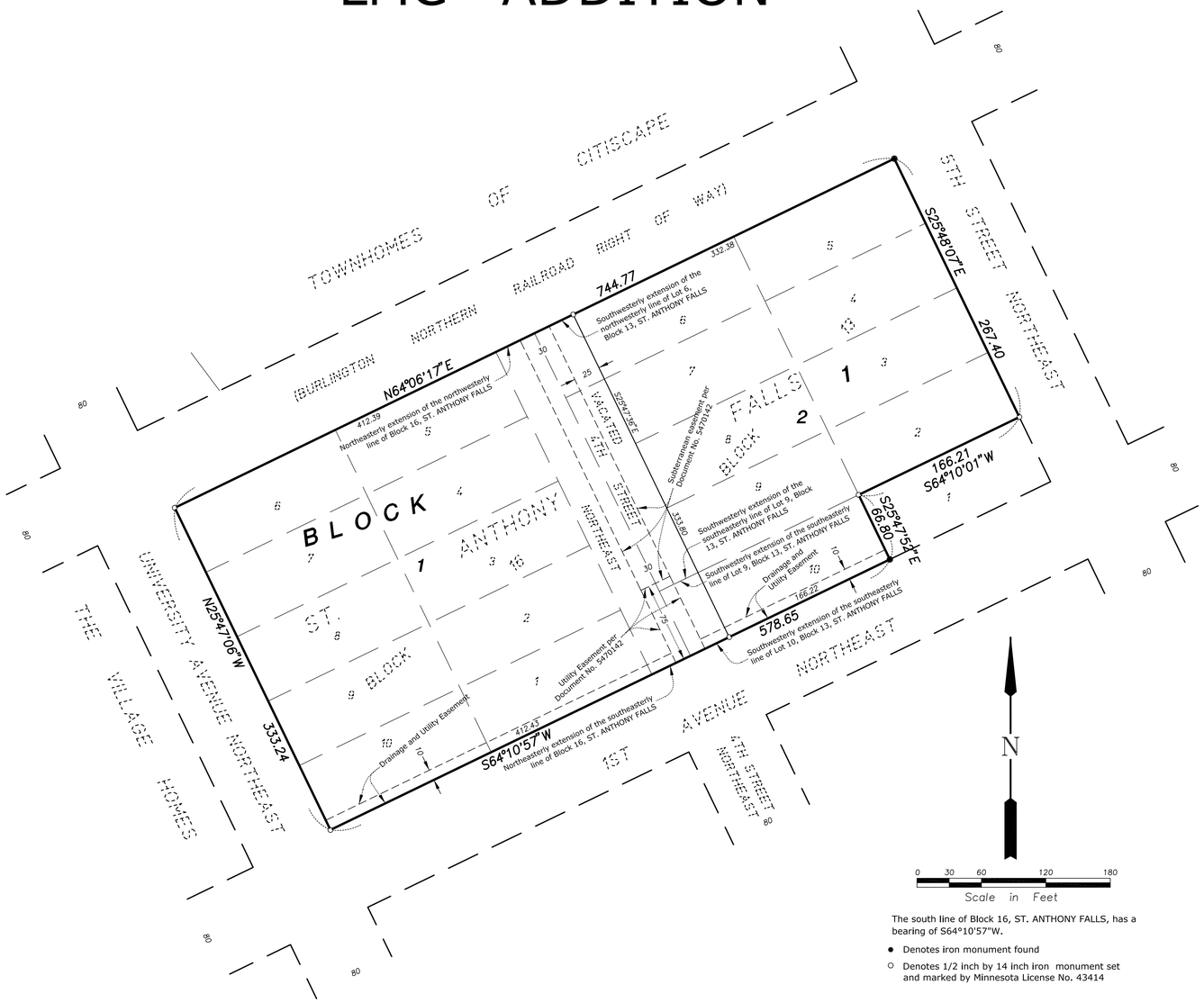
Thomas J. Adam, Land Surveyor
Minnesota License No. 43414

Rehder and Associates, Inc.
CIVIL ENGINEERS AND LAND SURVEYORS
3440 Federal Drive • Suite 110 • Eagan, Minnesota • Phone (651) 452-5051

JOB: 154-2798.011

LMC ADDITION

R.T. DOC. NO. _____
C.R. DOC. NO. _____



The south line of Block 16, ST. ANTHONY FALLS, has a bearing of S64°10'57"W.

● Denotes iron monument found

○ Denotes 1/2 inch by 14 inch iron monument set and marked by Minnesota License No. 43414

KNOW ALL PERSONS BY THESE PRESENTS: That LMC NE Minneapolis Holdings, LLC, a Delaware limited liability company, fee owner of the following described property:

Lots 2 through 9 inclusive, Block 13, St. Anthony Falls, together with that part of the northeasterly half of vacated 4th Street NE adjacent thereto and lying between the southwesterly extensions of the northwesterly line of Lot 6, said Block 13, and the southeasterly line of Lot 9, said Block 13.

and

Lot 10, Block 13, St. Anthony Falls, together with that part of the East Half of vacated 4th Street Northeast as dedicated in the plat of St. Anthony Falls, lying between the Southwest extensions of the Northwesterly and the Southeasterly lines of Lot 10, Block 13, said plat.

and

All of Block 16, St. Anthony Falls, together with that part of the southwesterly half of vacated 4th Street NE adjacent thereto and lying between the northeasterly extensions of the northwesterly and southeasterly lines of said Block 16.

In witness whereof said LMC NE Minneapolis Holdings, LLC, a Minnesota, a Delaware limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____ , 2015.

LMC NE MINNEAPOLIS HOLDINGS, LLC

By _____ , its _____

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me on this_____ day of _____ , 2015, by _____ , _____ of LMC NE Minneapolis Holdings, LLC, a Delaware limited liability company, on behalf of the company.

_____ Notary Printed Name

_____ Notary Public, Minnesota
My Commission Expires _____

I, Thomas J. Adam 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 _____ , 2015.

_____
Thomas J. Adam, Licensed Land Surveyor
Minnesota License No. 43414

STATE OF MINNESOTA
COUNTY OF DAKOTA

This instrument was acknowledged before me on this _____ day of _____ , 2015, by Thomas J. Adam.

_____ Notary Printed Name

_____ Notary Public, Minnesota
My Commission Expires January 31, 2015

MINNEAPOLIS, MINNESOTA

I, The Secretary of the Planning Commission of the City of Minneapolis, Minnesota do hereby certify that on this _____ day of _____ , 2015, the City of Minneapolis acting by and through its City Planning Commission duly approved the plat of LMC ADDITION and duly authorized such action of the Commission by its Secretary. The prescribed ten-day period for appeal has elapsed without receipt of an appeal, as provided by Title 22, Section 598.320 of the Minneapolis Code of Ordinances.

_____
Secretary of Planning Commission

MINNEAPOLIS, MINNESOTA

I hereby certify that this plat of LMC ADDITION was approved by the City Planning Commission of the City of Minneapolis at a meeting thereof held this _____ day of _____ , 2015. 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 Minn. Statutes Section 505.03, Subd. 2.

CITY CLERK OF MINNEAPOLIS, MINNESOTA By: _____ , City Clerk

TAXPAYER SERVICES DEPARTMENT, Hennepin County, Minnesota

I hereby certify that the taxes payable in 2015 and prior years have been paid for land described on this plat, dated this _____ day of _____ , 2015.

Mark V. Chapin, County Auditor By: _____ , Deputy

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to MN. STAT. Section 383B.565 (1969), this plat has been approved this _____ day of _____ , 2015.

Chris F. Mavis, County Surveyor By: _____

COUNTY RECORDER, Hennepin County, Minnesota

I hereby certify that the within plat of LMC ADDITION was recorded in this office this _____ day of _____ , 2015, at ___ o'clock ____ .M.

Martin McCormick, County Recorder By: _____ , Deputy

REGISTRAR OF TITLES, Hennepin County, Minnesota

I hereby certify that the within plat of LMC ADDITION was filed in this office this _____ day of _____ , 2015, at ____ o'clock ___ .M.

Martin McCormick, Registrar of Titles By: _____ , Deputy

Rehder and Associates, Inc.

Department of Public Works
Engineering Services /Right-of-Way Management
309 2nd Avenue South, Room 200
673-3607

Date: June 23, 2015

To: Don Elwood, Director, Transportation Planning & Engineering

From: Robert Boblett, Right of Way

Subject: Vacation 1645 Letter for Planning Department.

Staff has completed its review of vacation petition 1645. An information sheet and a set of maps are attached.

The original petition called for vacating 25 feet on both the southwest and northeast sides of the existing 80-foot utility easement, reducing the dimensions of the easement to 30 feet (NE/SW) by 75 feet (NW/SE). This would make the easement the same width as the subterranean easement along the northwest end of vacated 4th St. NE. The petitioner then modified the request to 20 feet on each side of the centerline of 4th St. NE.

Traffic Division requested that we keep the southeasterly 20 feet of the reserved easement for traffic control and lighting infrastructure. SWS requested that only 12 feet on the southwest side of 4th St. NE be vacated. All of these requests have been passed on to CPED Planning.

We therefore recommend approval of this modified petition.

If you have any questions about this vacation, please contact me at extension - 2428.

Thank you.

Minneapolis
City of Lakes

Department of Public Works

Steven A Kotke, P.E.
City Engineer
Director

350 South 5th Street - Room 203
Minneapolis MN 55415

Office 612 673-3000
Fax 612 673-3565
TTY 612 673-2157

June 23, 2015

Becca Farrar
CPED-Planning
250 4th St. So., Room 100
Minneapolis, MN 55415

RE: Vacating part of an existing utility easement located in 4th St. NE, between 1st Ave. NE and 2nd Ave NE, as part of the former Superior Plating site.
(Vacation 1645)

Dear Ms. Farrar:

Public Works staff has reviewed this vacation petition and recommends Approval of a modified version of said petition.

The easement area to be vacated is described as follows:

> *The Southwesterly 12 feet of the Northwesterly 55 feet of the utility easement reserved in Resolution 88R-312 by the City of Minneapolis, recorded October 28, 1988, in the office of the county Recorder as Document No. 5470142 which is described as follows:*
>
> > *The Southeasterly 75 feet of Fourth Street Northeast lying between the Southeasterly line of Second Avenue Northeast and the Northwesterly line of First Avenue Northeast.*

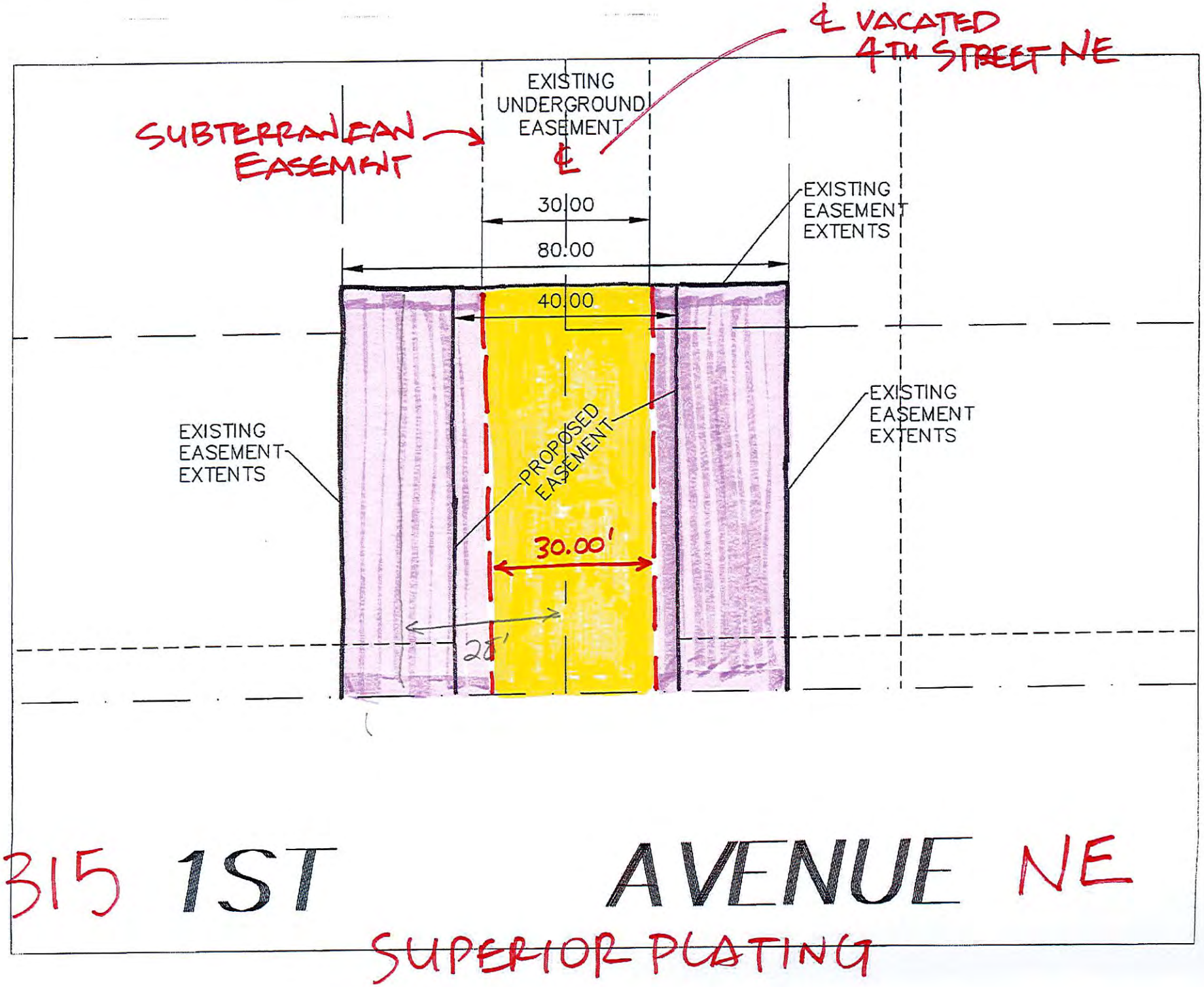
Sincerely,

Don Elwood, P.E.
Director, Transportation Planning & Engineering

Cc: Dennis Morris

Call 311 Minneapolis
City Information and Services

www.ci.minneapolis.mn.us
Affirmative Action Employer


℄ VACATED 4TH STREET NE
EXISTING UNDERGROUND EASEMENT
SUBTERRANEAN EASEMENT
℄
30.00
80.00
40.00
EXISTING EASEMENT EXTENTS
EXISTING EASEMENT EXTENTS
EXISTING EASEMENT EXTENTS
PROPOSED EASEMENT
30.00'
28'
315 1ST AVENUE NE
SUPERIOR PLATING

LIMITED AUTHORIZATION TO APPLY FOR LAND USE APPROVALS

TO WHOM IT MAY CONCERN:

First and University Investor LLC is the owner of the property located at the following addresses:

315 1st Avenue NE
101, 115, 119, and 125 4th Street NE
108, 116, and 120 5th Street NE

On behalf of the owner, I authorize Lennar Multifamily Communities ("Lennar") and their agents to apply for zoning, subdivision, utility vacation and other land use approvals (**except rezoning**) for redevelopment of this property.

FIRST AND UNIVERSITY INVESTOR LLC

By: _____

Its: Executive Vice President

Dated: 5/1/15

Christine Behrend

From: Peter Chmielewski <Peter.Chmielewski@lennar.com>
Sent: Sunday, May 10, 2015 2:48 PM
To: info@niebna.com; P Victor Grambsch; Frey, Jacob
Cc: Douglas Bober; Reid Johnson; William Majhor; Carol.Lansing@FaegreBD.com; Christine Behrend; Dave Egbert; Aaron Roseth
Subject: Superior Plating, Notification of submission of land use applications

Importance: High

May 10, 2015

TO: Victor Grampsch
Nicollet Island East Bank Neighborhood Association
info@niebna.com

Council Member Jacob Frey
Ward 3
Jacob.Frey@minneapolismn.gov

Dear Victor and Jacob,

By this message I am notifying you that Lennar Multifamily Communities (LMC) will be submitting applications this week for land use approvals for the Phase I of the Superior Plating site redevelopment. The project site is located at 315 1st Avenue NE, 101 – 125 4th Street NE and 108 – 120 5th Street NE. The first phase will occur on the western side of the site and will include 278 residential units, divided between a 21-story tower and 6-story mid-rise building, 22,169 SF of commercial space and 385 parking stalls in a below and above grade parking structure that will be surrounded on three sides by the residential and commercial buildings. The following applications have been identified as being required for Phase I of the project:

1. conditional use permit for a planned unit development,
2. variance to increase the floor area ratio (FAR),
3. site plan review,
4. preliminary and final plat,
5. administrative review of plaza area, and
6. partial vacation of utility easement.

On behalf of LMC and our consultant team, I want to thank NIEBNA for devoting much time working with us and thoughtful input into the planning for this redevelopment. Please let me know if you have any questions. Thank you.

Kind Regards,
Peter Chmielewski

Peter Chmielewski
Assoc. AIA, LEED AP, MBA
Vice President of Development
Cell: 312-513-2159

Lennar Multifamily Communities, LLC

400 S. 4th Street, Suite 401-114
Minneapolis, MN 55415

peter.chmielewski@lennar.com
www.lennarmultifamilycommunities.com
www.linkedin.com/in/peterchmielewski

This e-mail is intended only for the use of the person to whom it is addressed and contains information which may be confidential or privileged. If you are not the person to whom this e-mail is addressed, or an agent authorized by such person to receive this e-mail, you are hereby notified that any examination, copying, distribution or other unauthorized use of this e-mail is prohibited. If you received this e-mail in error, please notify me immediately at the e-mail address referenced above.

Christine Behrend

From: Peter Chmielewski <Peter.Chmielewski@lennar.com>
Sent: Thursday, May 28, 2015 4:42 PM
To: neighbors@stawno.org
Cc: Christine Behrend; carol.lansing@FaegreBD.com; Reid Johnson
Subject: FW: Superior Plating, Notification of submission of land use applications

Importance: High

STAWNO,
Please see the email notification below regarding our Land Use Application for the Superior Plating site.
Kind Regards,
Peter Chmielewski

LENNAR

Peter Chmielewski
Assoc. AIA, LEED AP, MBA
Vice President of Development
Cell: 312-513-2159

Lennar Multifamily Communities, LLC
400 S. 4th Street, Suite 401-114
Minneapolis, MN 55415

peter.chmielewski@lennar.com
www.lennarmultifamilycommunities.com
www.linkedin.com/in/peterchmielewski

This e-mail is intended only for the use of the person to whom it is addressed and contains information which may be confidential or privileged. If you are not the person to whom this e-mail is addressed, or an agent authorized by such person to receive this e-mail, you are hereby notified that any examination, copying, distribution or other unauthorized use of this e-mail is prohibited. If you received this e-mail in error, please notify me immediately at the e-mail address referenced above.

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Sent: Sunday, May 10, 2015 2:48 PM
To: 'info@niebna.com'; 'P Victor Grambsch'; 'Frey, Jacob'
Cc: Douglas Bober; Reid Johnson; William Majhor; Carol.Lansing@FaegreBD.com; 'Christine Behrend'; Dave Egbert; Aaron Roseth
Subject: Superior Plating, Notification of submission of land use applications
Importance: High

May 10, 2015

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info@niebna.com

Council Member Jacob Frey

Ward 3
Jacob.Frey@minneapolismn.gov

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LENNAR

Peter Chmielewski
Assoc. AIA, LEED AP, MBA
Vice President of Development
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Nicollet Island – East Bank Neighborhood Association
132 Bank St SE
Minneapolis, MN 55414
www.neibna.com
612-702-7211

Date: May 9, 2015

To: Whom it may Concern

RE: Reiteration of NIEBNA support for the design proposed by Lennar Multifamily Communities (LMC) for redevelopment of the Superior Plating site

After more than a decade of activity by multiple developers and land owners, the local neighborhoods, the City of Minneapolis, MPCA and others, LMC is ready to submit their proposed design for redevelopment at the famous Superior Plating site. This letter restates our position on the proposal.

First, we reiterate our general and strong support for the proposed design which was prepared with fruitful collaboration between LMC and the Fifth Superior Plating Task Group (SPTG5) which was created by the NIEBNA Board for that purpose.

Second, among the most creative and interesting facets of the design is the treatment of the side facing 1st Avenue NE from University Avenue NE toward the woonerf that is the extension of 4th St NE. The widening of the sidewalk as it meets the woonerf will create both visual interest and space for active sidewalk uses. Since promoting active sidewalks is an essential aspect of our vision for the neighborhood as laid out in the NIEBNA Small Area Plan, we feel that retention of this part of the overall design is essential as well.

Redevelopment of the former Superior Plating site has been a long time coming. That the badly polluted and derelict site will be replaced with a development of the quality of the LMC proposal is a source of great satisfaction to the NIEBNA Board and the neighborhood generally.

Please contact me with any questions.

For the Nicollet Island – East Bank Neighborhood Association

/s/ P. Victor Grambsch

P. Victor Grambsch
President

Farrar, Rebecca D.

From: D T ODONNELL <odonnelldt@msn.com>
Sent: Tuesday, June 23, 2015 9:15 PM
To: Farrar, Rebecca D.
Subject: Comments on 315 1st Avenue NE

Hello - I am a resident of 221 1st Avenue, NE, #35, Minneapolis, MN 55413. My name is Darla Tufto. I am writing this to support the development of 315 1st Avenue NE and 101,115,119 and 125 4th St. NE. I believe a mixed use development will improve our neighborhood and bring additional businesses to this area of town. I support a 5-6 story residential building with first floor retail. **I am opposed to a 21 story residential tower without further information on the management of traffic in this area.** It is hard for me to image how the current streets will support an additional 500 cars per day during commute times. It is already challenging to get around during 5-6 PM during the day. In addition, there is a proposal to build a multi-story building on the Nye's property at Hennepin and 2nd. Again, I am unclear on how the local streets will support the addition of 2 multi-story buildings - essentially bringing 500 to 1000 cars per day into a less than 6 block area. I would ask that the city planning organization to provide information on traffic management. Thank you for considering my request. Darla Tufto, 221 1st Avenue, NE, #35,Minneapolis, MN 55413 952.210.6853