CPED STAFF REPORT

Prepared for the City Planning Commission
CPC Agenda Item #10
July 6, 2015
BZZ-7218 and PL-296

LAND USE APPLICATION SUMMARY

Property Location: 233 Park Avenue, 713 Washington Avenue South, 700, 708 and 724 3rd Street South

Project Name: Washington & Chicago

Prepared By: Hilary Dvorak, Principal Planner, (612) 673-2639

Applicant: Sherman Associates

Project Contact: Tony Kuechle

Request: To create a Planned Unit Development (PUD).

Required Applications:

Conditional Use Permit for a Planned Unit Development	To allow the rehabilitation of two existing buildings into a hotel and commercial space and the construction of a new seven-story, mixed use building including 183 dwelling units and ground floor commercial space.
Conditional Use Permit	To allow a surface parking lot located in the DP Downtown Parking Overlay District.
Variance	To increase the number of surface parking spaces in the DP Downtown Parking Overlay District from 20 to 39.
Variance	To increase the height of a fence located within five feet of a public sidewalk from the maximum of 6 feet to 12 feet.
Site Plan Review	For a PUD.
Preliminary and Final Plat	To create separate lots for the different buildings within the PUD.

SITE DATA

Existing Zoning	B4N Downtown Neighborhood District DP Downtown Parking Overlay District
Lot Area	109,610 square feet / 2.52 acres
Ward(s)	3
Neighborhood(s)	Downtown East
Designated Future Land Use	Mixed use
Land Use Features	Growth Center (Downtown) Activity Center (Mill District) Commercial Corridor (Washington Avenue South and Chicago Avenue South)
Small Area Plan(s)	*Update to the Historic Mills District Master Plan* (2001) *Downtown East/North Loop Master Plan* (2003)

Date Application Deemed Complete	June 10, 2015	**Date Extension Letter Sent**	Not applicable
End of 60-Day Decision Period	August 9, 2015	**End of 120-Day Decision Period**	Not applicable

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The property is located in downtown Minneapolis. The site occupies the entire block located between Washington Avenue South, Chicago Avenue South, 3rd Street South and Park Avenue South. There are four buildings on the block; three of them will remain while one will be demolished as part of the development. The former Grainger Industrial Supply building, located at 724 3rd Street South, will be demolished. The remaining three buildings, Old Spaghetti Factory and both halves of the Advance Thresher/Emerson-Newton Plow Company Building, will be incorporated into the project. Minor changes will be made to the Old Spaghetti Factory building. The Old Spaghetti Factory restaurant will remain and the rest of the building will be used for offices. The Advance Thresher/Emerson-Newton Plow Company Building will be rehabilitated and repurposed for a hotel and office uses. The Advance Thresher/Emerson-Newton Plow Company Building is a locally designated historic landmark and is listed in the National Register of Historic Places.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The site is surrounded by office and commercial buildings, residential developments of varying densities, the US Bank Stadium and structured and surface parking lots. The site is located in the Downtown East neighborhood.

PROJECT DESCRIPTION. In addition to the proposed rehabilitation work, the applicant is proposing to construct a seven-story, approximately 192,000 square foot mixed-use building on the remainder of the block. There would be a grocery store located on the corner of Washington Avenue South and Chicago Avenue South and a smaller commercial space located along Washington Avenue South. In addition, there would be residential amenities along Chicago Avenue South and Third Street South. On the upper levels of the building there would be 183 dwelling units and additional amenity space for the residential portion of the development. In addition, there would be two levels of underground parking that would be dedicated for the residential, hotel, office and restaurant uses on the block. In total, 283 parking spaces would be located underground. Access to the underground parking would be from Park Avenue. There would also be 80 surface parking spaces that would be dedicated for the grocery store in the new building. These 80 parking spaces would be made available to other uses on the block outside of the business hours for the grocery store. Access to the surface parking would be from Chicago Avenue South.

The City of Minneapolis Public Works Department is in the process of implementing the East Downtown Pedestrian Realm Augmentation Study. The study area covers the blocks generally between Washington Avenue South, Chicago Avenue South, 5th Street South and 5th Avenue South. The overall goals of the plan are to reduce roadway width, increase sidewalk widths and add dedicated bike lanes where feasible. The plans that were submitted for this development show the changes to the four roadways surrounding the development site (Washington Avenue South, Chicago Avenue South, 3rd Street South and Park Avenue South). As the study moves forward through the design stages there may be small changes made to the applicant's streetscape plan.

RELATED APPROVALS. On May 19, 2015, the Heritage Preservation Commission approved a Certificate of Appropriateness application to allow rehabilitation of the Advance Thresher/Emerson-Newton Plow Company Building. The majority of the rehabilitation work that will be done to the building will take place in the interior; however, the applicant is proposing to add a new entrance and canopy on the north façade of the building, remove some of the existing rooftop mechanical equipment and add new rooftop mechanical equipment and a new rooftop deck as well as new signage to the building.

PUBLIC COMMENTS. Official correspondence from the Downtown Minneapolis Neighborhood Association is attached for reference. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

CONDITIONAL USE PERMIT - PLANNED UNIT DEVELOPMENT

The Department of Community Planning and Economic Development has analyzed the application to allow the rehabilitation of two existing buildings into a hotel and commercial space and the construction of a new seven-story, mixed use building including 183 dwelling units and ground floor commercial space 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 establishment of a planned unit development that includes the rehabilitation of two existing buildings into a hotel and commercial space and the construction of a new seven-story, mixed use building including 183 dwelling units and ground floor commercial space will not be detrimental to or endanger the public health, safety, comfort or general welfare. Redevelopment of the block will be beneficial to the neighborhood as it will revitalize a locally designated historic landmark and redevelop an existing surface parking lot. The development will provide activity on the site at all hours of the day which will improve the overall area.

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

   The establishment of a planned unit development that includes the rehabilitation of two existing buildings into a hotel and commercial space and the construction of a new seven-story, mixed use building including 183 dwelling units and ground floor commercial space will 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. Surrounding uses include office and commercial buildings, residential developments of varying densities, the US Bank Stadium and structured and surface parking lots. The proposed development will complement the existing uses in the area.

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

   The Public Works Department has reviewed the preliminary plans and will review the final plans for compliance with standards related to access and circulation, drainage, and sewer/water connections. The applicant will 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 to ensure that all procedures are followed and that the development complies with all city and other applicable requirements. The applicant is aware that the final 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.*

   There is no minimum parking requirement for any use in the B4N zoning district. However, in the downtown zoning districts, when residential parking is provided, one guest parking space is required

to be provided for every 50 dwelling units within the building. There will be parking provided for the residential portion of the development. There will be 183 dwelling units constructed as part of the development which requires a total of four guest parking spaces. The applicant has indicated that there will be four guest parking spaces provided within the development. There will be 283 parking spaces provided in two levels of underground parking and an additional 80 spaces provided in a surface parking lot.

The loading space requirement for the development is four large spaces (12' by 50') and one small space (10' by 25'). There will be a total of one large loading space and one small loading space provided within the development. The applicant is seeking an exception to the loading space requirement through the PUD.

The minimum bicycle parking requirement for the residential portion of the development is one space per two dwelling units. For 183 dwelling units the bicycle parking requirement is 92 spaces. The applicant has indicated that there will be 183 bicycle parking spaces provided within the development for the residents. The bicycle parking requirement for all of the other uses within the development is one space for every 20 automobile parking spaces provided. For 363 automobile parking spaces the bicycle parking requirement is 18 spaces. The applicant has indicated that there will be 12 bicycle parking spaces provided at street level for the non-residential uses within the development. CPED is recommending that there be a minimum of 18 bicycle parking spaces provided at street level for the non-residential uses within the development.

Being located in downtown Minneapolis, there are several transit options available for the residents, hotel guests, employees and customers of the PUD. The Metro Transit Blue (Hiawatha) Line and the Metro Transit Green (Central Corridor) Line is located within walking distance of the PUD. The Blue Line connects downtown Minneapolis to the Minneapolis-St. Paul International Airport and the Mall of America and the Green Line connects downtown Minneapolis to Downtown St. Paul. Both lines converge at the Downtown East Station which is located at Chicago Avenue South and 4th Street South. In addition to light rail, there are several Metro Transit bus routes in the immediate area and there are numerous Nice Ride Minnesota stations located near the site. There are also numerous on-street designated bike lanes in the area.

The applicant has completed a Travel Demand Management Plan (TDMP) for the PUD. The overall goal of the TDMP is a single occupancy vehicle (SOV) rate of less than 45 percent (55 percent of the residents, hotel guests, employees and customers will utilize alternative transportation modes such as transit, carpooling, biking or walking). A list of travel demand management strategies has been developed which the applicant will implement in order to help achieve the SOV goal.

As noted above, with the recommended conditions of approval, adequate measures will be taken to minimize traffic congestion in the public streets.

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

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

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 1.10: Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.

1.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low-impact light industrial – where compatible with the existing and desired character.

1.10.2 Encourage commercial development, including active uses on the ground floor, where Commercial Corridors intersect with other designated corridors.

1.10.3 Discourage uses that diminish the transit and pedestrian character of Commercial Corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.

1.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.

1.10.5 Encourage the development of high-density housing on Commercial Corridors.

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.

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

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

1.13.6 Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

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

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

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

   If the requested land use applications are approved, the proposal will comply with all provisions of the B4N Downtown Neighborhood District and the DP Downtown Parking Overlay District.

Findings Required for Planned Unit Developments:

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

Alternatives requested:

Required yards.

The interior side yard setback in the B4N zoning district, for residential uses and hotels with windows facing the interior side yard, is five feet plus two for every story above the first floor. However, the setback requirement shall not exceed 15 feet. For a seven-story building the required setback is 15 feet. The second through seventh floors of the proposed residential building will be constructed ten feet from the interior property line. This property line is adjacent to the Old Spaghetti Factory building. In addition, the applicant is proposing to establish a property line alongside the Advance Thresher/Emerson-Newton Plow Company Building which will have hotel windows facing the property line. The applicant is proposing to provide five points worth of amenities to allow a reduction to the minimum setback requirement.

Off-street parking and loading.

In the B4N zoning district there is no minimum parking requirement for any use; however, there are maximum parking requirements. The maximum parking requirement for the grocery store is 58 spaces. The applicant has indicated that there will be 80 surface parking spaces dedicated for the grocery store in the development. These 80 parking spaces would be made available to other uses on the block outside of the business hours for the grocery store. The applicant is not required to provide amenity points for this exception to the zoning code.

The loading space requirement for the development is four large spaces (12' by 50') and one small space (10' by 25'). There will be a total of one large loading space and one small loading space provided within the development. The large loading space will be integrated into the grocery store space and the small loading space will be located on the north side of the hotel. The applicant is not required to provide amenity points for this exception to the zoning code.

In the B4N zoning district no driveway or curb cut shall exceed 35 feet in width. The proposed curb cut along Chicago Avenue South is 48 feet in width and the curb cut along Park Avenue South is 48 feet in width. The applicant is not required to provide amenity points for this exception to the zoning code.

Points required for alternatives:

- Establishment of the PUD – **10 points.**
- Required yards – **5 points.**
- Off-street parking and loading – **0 points.**

Total = 15 points.

Phasing plan.

This is the only phase of the Washington & Chicago PUD.

Amenities provided:

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

Historic preservation (10 points)

Preservation, rehabilitation or restoration of designated historic landmarks as a part of the development, subject to the approval of the Minneapolis Heritage Preservation Commission.

The Advance Thresher Building and the Emerson-Newton Plow Company Building, designed by the architectural firm of Kees and Colburn, were conceived as two manufacturing buildings. The Advance Thresher Building was constructed in 1900 and the Emerson-Newton Plow Company Building was built in 1904; the latter was designed to mimic the former. The Advance Thresher Building is six stories in height and the Emerson-Newton Plow Company Building is seven stories in height.

The designs of the buildings are excellent examples of the influence of Chicago architect Louis Sullivan on large-scale commercial/industrial buildings in Minneapolis at the turn of the century. Sullivan's impact on Kees and Colburn is evident in their combined use of brick and terra-cotta in an integral façade design as well as in the broad projecting cornice.

In the 1980's, the property owner rehabilitated the buildings as part of a historic tax credit project. During the rehabilitation several modifications were made to the buildings. The exteriors were cleaned and tuck-pointed, loading dock openings on the north sides of the buildings were closed and a large central atrium was added which provides light to the interior spaces. Today the two buildings function as one building sharing elevators and staircases.

Now the applicant is proposing to convert the Advance Thresher Building and the upper three floors of the Emerson-Newton Plow Company Building to a hotel. The lower three floors of the Emerson-Newton Plow Company Building will remain as offices; however, the applicant intends to convert the entire Emerson-Newton Plow Company Building to a hotel in the future. The fourth floor of the Emerson-Newton Plow Company Building will be left vacant until this conversion occurs.

The majority of the rehabilitation work that will be done to the building will take place in the interior; however, the applicant is proposing to add a new entrance and canopy on the north façade of the building, remove some of the existing rooftop mechanical equipment and add new rooftop mechanical equipment and a new rooftop deck as well as new signage to the building.

There will be a new accessible entrance to the hotel added on the north side of the building. It will be an aluminum-frame and glass door system with glass sidelights. The door system will be installed in the second bay from the west end of the building. The new entrance will utilize a portion of an existing loading dock doorway. In the first bay from the west end of the building there will be a new aluminum-frame and glass window added. This too will be installed where a former opening once was. Over the entrance the applicant is proposing to add a new glass and steel canopy that will tie into the building and cantilever over the driveway. The canopy will be 30 feet long and will project 21 feet from the building wall.

There are currently four large pieces of mechanical equipment on the roof. Three of the four large mechanical units will be removed; the large mechanical unit in the northeast corner of the building will remain as will the duct work that runs to and from it. A few other smaller pieces of mechanical equipment located in the northeast corner of the building will also remain. One new large piece of mechanical equipment will be installed in the northwest corner of the building. The equipment will measure approximately 13 feet by 49 feet and the overall height of it will be 13 feet. This piece of equipment will be set back 17 feet from the west edge of the building, or approximately 24 from the western edge of the cornice line, and it will be set back eight feet from the north edge of the building. This piece of equipment is approximately three feet shorter than the existing rooftop penthouse.

The exiting skylight systems and parabolic mirror will be removed from the roof. The five smaller skylights, located towards the south side of the building, will be filled in and the large skylight opening located towards the center of the building will be made smaller and a new, low-profile, translucent Kalwall skylight will be installed over the opening.

The existing rooftop penthouse will be expanded in size to accommodate new restrooms. The penthouse, which is currently clad in aluminum lap siding, will be re-clad with metal panels that complement the color of the building. The expanded penthouse will open up to a new rooftop deck that will be located towards the southwest corner of the building. The rooftop deck will measure approximately 56 feet by 63 feet and will be set back one structural bay from both the south and west facades of the building. A 42-inch tall glass railing topped with a metal rail will be constructed around the perimeter of the deck.

The last alteration that the applicant is proposing to make to the rooftop is a new stair enclosure located on the south side of the roof. The enclosure will measure approximately 11 feet by 23 feet and the overall height of it will be 13 feet. The enclosure will have a shed roof that faces south to minimize the profile of it. The enclosure will be clad in metal panels that will match the rooftop penthouse.

The applicant is also proposing to add several signs to the building including walls signs, a projecting sign, a canopy sign and awning signs. On May 19, 2015, the Heritage Preservation Commission approved a Certificate of Appropriateness application to allow the rehabilitation of the Advance Thresher/Emerson-Newton Plow Company Building, including all of the alterations noted above.

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 applicant is proposing to utilize a combination of stamped and colored concrete and colored concrete with a dense saw-cut pattern on the access drive that spans between Chicago Avenue South and Park Avenue South and that portion of the surface parking area that is open to the sky. That portion of the surface parking area that is located underneath the building is considered structured parking. The overall amount of decorative pavement on the site is 16,039 square feet or 79 percent of the total amount.

Decorative fencing (1 point)

Install high-quality decorative metal fencing where visible from the public street, public sidewalk or public pathway. The point for decorative fencing may be obtained when it is included as part of another amenity if it is also provided in other areas on the site. In no case shall chain-link fencing be considered decorative fencing.

The applicant is proposing to construct a fence that is 57 feet long between the Advance Thresher/Emerson-Newton Plow Company Building and the new building along 3rd Street South. The fence will be made out of Cor-ten and will be 12 feet in height. The Cor-ten posts will create rhythmic bays which will be alternately open and filled with metal structures capable of supporting climbing vines. At the base of the fence there will be a raised planting bed made of brick. The materials used to construct the fence are also incorporated into the building design.

The fence location is the only portion of the block perimeter that is not occupied by either a building wall or a driveway. The fence is being constructed to help screen the mechanical equipment and the surface parking area from the public sidewalk. Because the proposed fence has rhythmic bays which will be alternately open and filled with metal structures capable of supporting climbing vines, CPED does not believe that it will provide the appropriate level of screening. Given this, CPED is recommending that all of the bays be filled with the metal structures capable of supporting climbing vines.

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.

There will be a dedicated chute for comingled recyclables on each level of the building. The materials will be collected in bins located within a trach and recycling room on the first floor of the building.

Table 1. Amenity Points Summary

Amenity	Points Requested by Applicant	Points Recommended by Staff
Historic Preservation	10 points	10 points
Decorative or pervious surface for on-site parking and loading areas, drives, driveways, and walkways	3 point	3 point
Decorative fencing	1 point	1 point
Recycling Storage Area	1 point	1 point
Total	**15 points**	**15 points**

B. The city planning commission may authorize additional uses, subject to the following standards:

The applicant is not proposing to have any uses in the PUD that are not otherwise allowed in the B4N Downtown Neighborhood District.

C. 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 rehabilitation of two existing buildings into a hotel and commercial space and the construction of a new seven-story, mixed use building including 183 dwelling units and ground floor commercial space will 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. Surrounding uses include office and commercial buildings, residential developments of varying densities, the US Bank Stadium and structured and surface parking lots. The proposed development will complement the existing uses in the area.

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

The applicant has completed a TDMP for the PUD. The overall goal of the TDMP is a single occupancy vehicle (SOV) rate of less than 45 percent (55 percent of the residents, hotel guests, employees and customers will utilize alternative transportation modes such as transit, carpooling, biking or walking). A list of travel demand management strategies has been developed which the applicant will implement in order to help achieve the SOV goal.

The TDMP findings support the overall amount of parking and loading spaces provided on the site, the amount of parking dedicated for the grocery store and the access points for the various parking and loading areas on the site.

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 site amenities include historic preservation, decorative or pervious surface for on-site parking and loading areas, drives, driveways, and walkways, decorative fencing and a recycling storage area.

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.*

The development includes the integration of three existing buildings, two of which are local historic landmarks, and a new seven-story, mixed-use building. The Old Spaghetti Factory Building is three stories in height and the Advance Thresher/Emerson-Newton Plow Company Building is seven stories in height. The proposed seven-story building will be shorter than the existing seven-story building on the block. The existing buildings are primarily made out of brick. The proposed building will be made out of metal, Cor-ten and brick. The new building will complement the existing buildings.

The surface parking area will be located towards the interior of the site. A portion of it will be located underneath the proposed building. That portion of the surface parking area that is not located underneath the building is screened from the public streets and sidewalks by either buildings or the proposed fence along 3rd Street South.

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

The applicant has designed the site so the proposed residential building is located ten feet from the Old Spaghetti Factory Building and 56 feet from the Advance Thresher/Emerson-Newton Plow Company Building. Public streets separate the entire PUD from all other private property.

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 Public Works Department has reviewed the preliminary plans and will review the final plans for compliance with standards related to stormwater runoff and storage and temporary and permanent erosion control. The applicant will 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 to ensure that all procedures are followed and that the development complies with all city and other applicable requirements.

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 applicant is proposing to rehabilitate the Old Spaghetti Factory Building and the Advance Thresher/Emerson-Newton Plow Company Building as part of this development. During construction, the applicant has indicated that waste will be recycled to the greatest extent feasible. Based on recent construction projects, the applicant anticipates recycling 50 to 75 percent of the construction waste.

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

The applicant has submitted a preliminary and final plat as part of the development applications. The property will be subdivided into three lots; one for each building.

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to allow a surface parking lot located in the DP Downtown Parking Overlay District 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 establishment of a surface parking lot will not be detrimental to or endanger the public health, safety, comfort or general welfare. There is currently a surface parking lot on the corner of Washington Avenue South and Chicago Avenue South. In addition, there are three other small surface parking areas on the block. In total there are 144 spaces on the block. All of the existing spaces are visible from the public streets. The proposed parking lot will be located towards the interior of the site and will be almost completely concealed by the proposed building.

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 establishment of a surface parking lot will 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. The surface parking area will be located towards the interior of the site. A portion of it will be located underneath the proposed building. That portion of the surface parking area that is not located underneath the building is screened from the public streets and sidewalks by either buildings or the proposed fence along 3rd Street South.

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

   The Public Works Department has reviewed the preliminary plans and will review the final plans for compliance with standards related to access and circulation, drainage, and sewer/water connections. The applicant will 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 to ensure that all procedures are followed and that the development complies with all city and other applicable requirements. The applicant is aware that the final 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.*

   The applicant has completed a TDMP for the PUD. The TDMP findings support the overall amount of parking and loading spaces provided on the site, the amount of parking dedicated for the grocery store and the access points for the various parking and loading areas on the site.

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

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

   Transportation Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

   2.6.1 Encourage the implementation of Travel Demand Management (TDM) plans and programs that identify opportunities for reducing the generation of new vehicle trips from large developments.

   Transportation Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.

   2.8.1 Implement off-street parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.

   2.8.2 Design and implement incentives for shared parking and on-site car sharing programs, as well as carpooling and vanpooling.

   2.8.5 Continue to prohibit new commercial surface parking lots and to restrict the size of accessory surface parking lots in Downtown.

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

   If the requested land use applications are approved, the proposal will comply with all provisions of the B4N Downtown Neighborhood District and the DP Downtown Parking Overlay District.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to increase the number of surface parking spaces in the DP Downtown Parking Overlay District from 20 to 39 based on the following findings:

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

   The applicant is proposing to construct an 80-space surface parking area dedicated for the grocery store in the development. The surface parking area will be located towards the interior of the site. Forty-one of the parking spaces will be located underneath the proposed building. That portion of the surface parking area that is located underneath the building is considered structured parking. The remaining 39 spaces will not be located underneath the building and are subject to the 20-space limitation in the DP Downtown Parking Overlay District.

   Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The applicant has indicated that the existence of the existing buildings limits the number of parking spaces that can be built underground. In total there will be 283 parking spaces provided in two levels of underground parking. The development is not exceeding the maximum parking requirement.

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 applicant is proposing 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. Parking regulations are established to recognize the parking needs of uses and structures, to enhance the compatibility between parking areas and their surroundings, and to regulate the number, design, maintenance, use and location of off-street parking spaces and the driveways and aisles that provide access and maneuvering space. The regulations promote flexibility and recognize that excessive off-street parking conflicts with the city's policies related to transportation, land use, urban design, and sustainability.

   There is currently a surface parking lot on the corner of Washington Avenue South and Chicago Avenue South. In addition, there are three other small surface parking areas on the block. In total there are 144 surface parking spaces currently on the block. All of the existing spaces are visible from the public streets. The applicant will be significantly reducing the overall amount of surface parking spaces on the block.

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

   Granting of this variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. In addition, granting of the variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The proposed surface parking area will be located towards the interior of the site. The surface parking area will be screened from the public streets and sidewalks by either buildings or the proposed fence along 3rd Street South.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to increase the height of a fence located within five feet of a public sidewalk from the maximum of 6 feet to 12 feet based on the following findings:

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

   The applicant is proposing to construct a fence that is 57 feet long between the Advance Thresher/Emerson-Newton Plow Company Building and the new building along 3rd Street South. The fence will be made out of Cor-ten and would be 12 feet in height. The Cor-ten posts will create rhythmic bays which will be alternately open and filled with metal structures capable of supporting climbing vines. At the base of the fence there will be a raised planting bed made of brick. The materials used to construct the fence are also incorporated into the building design.

   Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The fence location is the only portion of the block perimeter that is not occupied by either a building wall or a driveway. The fence is being constructed to help screen the mechanical equipment and the surface parking area from the public sidewalk.

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 applicant is proposing 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. Standards governing fences are established to promote the public health, safety and welfare, encourage an aesthetic environment and allow for privacy, while maintaining access to light and air.

   The proposed fence will be located between two, seven-story buildings. Proportionally, a six-foot high fence would seem out of place next to two tall buildings. The height of the fence will be similar to the heights of the first floor of the two buildings that it is located between. The height of the proposed fence helps define the street wall. Because the proposed fence has rhythmic bays which will be alternately open and filled with metal structures capable of supporting climbing vines, CPED does not believe that it will provide the appropriate level of screening. Given this, CPED is recommending that all of the bays be filled with the metal structures capable of supporting climbing vines.

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

   Granting of this variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. In addition, granting of the variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. As noted above, the proposed fence will be located between two, seven-story buildings. The height of the fence will be similar to the heights of the first floor of the two buildings that it is located between.

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 proposed new building will reinforce the street wall, maximize natural surveillance and visibility and facilitate pedestrian access and circulation. The building will be located close to the front property lines, there will be a principal entrance at street level that can be accessed by residents, guests and employees and there will be large windows and balconies on all sides of the building that maximize the opportunities for people to observe adjacent spaces and the public sidewalk.
- The front yard setback requirement along Washington Avenue South, Chicago Avenue South, 3rd Street South and Park Avenue South is zero feet. The building will be located up to all of the front property lines except where the building entrances are located and where the underground parking area is accessed. In the entrance areas the building will be located between four and six-and-a-half feet back from the front property lines. However, where the access to the underground parking area is located, the building will be located 10 feet back from the property line along Park Avenue. Alternative compliance is required.
- The only areas of the building that are not located up to the front property lines are where the building entrances are located. In addition, the integrated bus shelter along Washington Avenue South will be located between the building and the front property line.
- The principal residential entrance to the building will be located along Chicago Avenue South. The grocery store will have two principal entrances; one will be located along Washington Avenue South and the other will be located along Chicago Avenue South. In addition, there will be entrances leading into the additional retail and residential amenity spaces along Washington Avenue South, Chicago Avenue South and 3rd Street South.
- There will be 283 parking spaces provided in two levels of underground parking and an additional 80 spaces provided in a surface parking lot. The surface parking area will be located towards the interior of the site. A portion of it will be located underneath the proposed building. That portion of the surface parking area that is not located underneath the building is screened from the public streets and sidewalks by either buildings or the proposed fence along 3rd Street South.
- The building wall along Chicago Avenue South is approximately 330 feet in length. The applicant has used a simple pallet of materials, a recess in the building wall mid-way through the building, recessed balconies with projecting railings, canopies over the entryways and a variation in roof height at the corner of Washington Avenue South and Chicago Avenue South to break the facade up into smaller sections.
- The walls on the first floor of the building facing the surface parking area are blank as are the walls of the covered entry to the underground parking garage. CPED is recommending that the applicant design these walls so they are not over 25 feet in length and void of windows, entries, recesses or projections, or other architectural elements.
- The exterior materials of the building will include brick, metal shingles, Cor-ten, metal and cementitious siding. The sides and rear of the building will be similar to and compatible with the front of the building.
- The walls on the first floor of the building facing the surface parking area are proposed to be painted concrete block. While the zoning code would allow it in this location, CPED is recommending that a different exterior building material be used given how visible this will be for those parking in this area.

- The windows in the building are vertical in nature and are evenly spaced across the building walls. The minimum window percentages are not being met on the walls on the first floor of the building facing the surface parking area. Alternative compliance is required. See **Table 1**.
- The entire ground floor of the building facing Washington Avenue South contains active functions, 95 percent of the ground floor of the building facing Chicago Avenue South contains active functions and 41percent of the ground floor of the building facing 3rd Street South contains active functions. Alternative compliance is required.
- The principal roof line of the building will be flat. This is the predominate roof type in the area.

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

	Code Requirement		Proposed	
Residential Uses				
1st Floor Facing Washington Avenue South	Not applicable			
2nd Floor and Above Facing Washington Avenue South	10% minimum	197 sq. ft.	19%	371 sq. ft.
1st Floor Facing Chicago Avenue South	20% minimum	146 sq. ft.	73%	528 sq. ft.
2nd Floor and Above Facing Chicago Avenue South	10% minimum	330 sq. ft.	28%	940 sq. ft.
1st Floor Facing 3rd Street South	Not applicable			
2nd Floor and Above Facing 3rd Street South	10% minimum	97 sq. ft.	25%	245 sq. ft.
1st Floor Facing Surface Parking Area	20% minimum	120 sq. ft.	0%	0 sq. ft.
Nonresidential Uses				
1st Floor Facing Washington Avenue South	30% minimum	473 sq. ft.	55%	860 sq. ft.
1st Floor Facing Chicago Avenue South	30% minimum	468 sq. ft.	38%	592 sq. ft.
1st Floor Facing 3rd Street South	30% minimum	96 sq. ft.	63%	200 sq. ft.
1st Floor Facing Surface Parking Area, North Wall	30% minimum	415 sq. ft.	0%	0 sq. ft.
1st Floor Facing Surface Parking Area, East Wall	30% minimum	274 sq. ft.	0%	0 sq. ft.

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

- All of the entryways are connected directly to the public sidewalk.
- The applicant is proposing to integrate a transit shelter into the building along Washington Avenue South. The transit shelter will be covered and will have walls on three sides. In addition, the transit shelter will be heated.
- There will be 283 parking spaces located underground. Access to the underground parking area would be from Park Avenue. There would also be 80 surface parking spaces provided on the site. Access to the surface parking area would be from Chicago Avenue South. The TDMP findings support the overall amount of parking and the access points for the various parking and loading areas on the site.
- The site does not have access to a public alley.
- There is no maximum impervious surface requirement in the B4N zoning district. According to the materials submitted by the applicant 97 percent of the site will be impervious.

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

- This site is exempt from the general landscaping and screening requirements of Chapter 530, Site Plan Review as the site is located in the B4N zoning district and the building is larger than 50,000 square feet.
- The applicant is proposing to provide three ornamental trees, 177 shrubs and numerous perennials, grasses and vines on the site. The majority of the landscaping will be provided on the amenity deck level of the development. The applicant is also proposing to provide landscaping in the public right-of-way including canopy trees, perennials and grasses.
- The zoning code requires that a seven-foot wide landscaped yard be provided when a parking or loading facility is fronting along a public street, public sidewalk or public pathway. A landscaped yard is required along 3rd Street South. The applicant is proposing to provide a five-foot wide landscaped yard along 3rd Street South. Alternative compliance is required.
- Screening three feet in height and 60 percent opaque is required when a parking or loading facility is fronting along a public street, public sidewalk or public pathway. The applicant is proposing to construct a fence along 3rd Street South out of Cor-ten that will be 12 feet in height. The Cor-ten posts will create rhythmic bays which will be alternately open and filled with metal structures capable of supporting climbing vines. At the base of the fence there will be a raised planting bed made of brick. Alternative compliance is required. The fence is being constructed to help screen the mechanical equipment and the surface parking area from the public sidewalk. Because the proposed fence has rhythmic bays which will be alternately open and filled with metal structures capable of supporting climbing vines, CPED does not believe that it will provide the appropriate level of screening. Given this, CPED is recommending that all of the bays be filled with the metal structures capable of supporting climbing vines.
- Not less than one tree shall be provided for every 25 linear feet of parking lot frontage. The parking lot has 59 feet of frontage along 3rd Street South. Three trees are required. The applicant is not proposing to plant any trees between the parking lot and the front property line. Alternative compliance is required.
- In parking lots of 10 spaces or more, no parking space shall be located more than 50 feet from an on-site deciduous tree. None of the parking spaces will be located within 50 feet of an on-site deciduous tree. Alternative compliance is required.
- Tree islands in parking lots must have a minimum width of seven feet in any direction. There are no tree islands provided in the parking lot.

Table 2. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	109,610 sq. ft.
Building footprint	--	64,701 sq. ft.
Remaining Lot Area	--	44,909 sq. ft.
Landscaping Required	0 sq. ft.	2,842 sq. ft.
Canopy Trees (1: 500 sq. ft.)	0 trees	0 trees
Shrubs (1: 100 sq. ft.)	0 shrubs	177 shrubs

Additional Standards – ***Meets requirements***

- The parking area will be defined with six-inch by six-inch concrete curbing. Stormwater runoff will be directed to an underground containment basin located beneath the parking lot.
- This development should not block views of important elements of the city.
- This development should not shadow public spaces or adjacent properties.
- The building has been designed with recesses and projections along the building wall, recessed balconies with projecting railings and canopies over the entryways which should help minimize wind effects on the surrounding area.
- The site plan complies with crime prevention design elements as the entrance is oriented towards the public sidewalk, walkways direct people to and from the building entrances, there will be large windows and balconies on all sides of the building that maximize the opportunities for people to observe adjacent spaces and the public sidewalks, there will be lights located near all of the building entrances and there will be video surveillance cameras in the parking areas of the building.
- The Advance Thresher/Emerson-Newton Plow Company Building is a locally designated historic landmark and is listed in the National Register of Historic Places. On May 19, 2015, the Heritage Preservation Commission approved a Certificate of Appropriateness application to allow rehabilitation of the building.

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

The proposed use is *conditional* in the B4N District.

Off-street Parking and Loading – ***Meets requirements with Conditions of Approval***

- The bicycle parking requirement for all of the non-residential uses within the development is one space for every 20 automobile parking spaces provided. For 363 automobile parking spaces the bicycle parking requirement is 18 spaces. The applicant has indicated that there will be 12 bicycle parking spaces provided at street level for the non-residential uses within the development. CPED is recommending that there be a minimum of 18 bicycle parking spaces provided at street level for the non-residential uses within the development.

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

	Minimum Vehicle Parking	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
Grocery store	0	--	0	58	80
Hotel	0	--	0	143	283
Office	0		0	81	
General retail sales and services	0	--	0	8	
Restaurant, sit down	0	--	0	85	
Residential dwellings	4 guest parking spaces	--	4 guest parking spaces	293	
Total	**4 guest parking spaces**	**--**	**4 guest parking spaces**	**668**	**363**

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

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed	Loading Requirement	Proposed
Grocery Store	18	Not less than 50%		12 short-term	1 Large	1 Large
Hotel		--	--		2 Large	1 Small
Office		--	Not less than 50%		1 Large	
General retail sales and services		Not less than 50%	--		--	
Restaurant, sit down		Not less than 50%	--		--	
Residential dwellings	92	--	Not less than 90%	183 long-term	1 Small	
Total	**110**	**--**	**--**	**195**	**4 Large and 1 Small**	**1 Large and 1 Small**

Building Bulk and Height – ***Meets requirements***

Table 5. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	109,610 square feet / 2.52 acres
Gross Floor Area (GFA)	--	361,663 sq. ft.
Minimum Floor Area Ratio (GFA/Lot Area)	2.0	3.3
Maximum Floor Area Ratio (GFA/Lot Area)	Not applicable	3.3
Maximum Building Height	10 stories or 140 ft., whichever is less	3 stories or 65 ft. Old Spaghetti Factory Building 7 stories or 100 ft. Advance Thresher/Emerson Newton Plow Company Building 6 stories or 85 ft. New Construction

Lot Requirements – ***Meets requirements***

Table 2. Lot Requirements Summary

	Code Requirement	Proposed
Dwelling Units (DU)	--	183 DUs
Density (DU/acre)	--	73 DU/acre
Minimum Lot Area	1 acre	2.52 acres
Maximum Impervious Surface Area	Not applicable	97%
Maximum Lot Coverage	Not applicable	59%
Minimum Lot Width	Not applicable	Occupies an entire city block

Yard Requirements – ***Requires conditional use permit***

- The interior side yard setback in the B4N zoning district, for residential uses and hotels with windows facing the interior side yard, is five feet plus two for every story above the first floor. However, the setback requirement shall not exceed 15 feet. For a seven-story building the setback is 15 feet. The second through seventh floors of the proposed residential building will be constructed ten feet from the interior property line. This property line is adjacent to the Old Spaghetti Factory building. In addition, the applicant is proposing to establish a property line alongside the Advance Thresher/Emerson-Newton Plow Company Building which will have hotel windows facing the property line. The applicant is requesting an exception to the setback requirements through the PUD application.

Table 3. Minimum Yard Requirements

	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front, Washington Avenue South	0 ft.	--	0 ft.	0 ft.
Front, Chicago Avenue South	0 ft.	--	0 ft.	0 ft.
Front, 3rd Street South	0 ft.	--	0 ft.	0 ft.
Front, Park Avenue South	0 ft.	--	0 ft.	10 ft.
Interior	5+2x, not to exceed 15 ft.		15 ft.	10 ft. Residential 0 ft. Hotel

Signs – ***Meets requirements***

- Signs are subject to the requirements of Chapter 543 of the Zoning Code. In the B4N zoning district, one can have two-and-a-half square feet of signage for every one foot of primary building wall. Wall signs are limited to 120 square feet in size. Projecting signs are limited to 48 square feet in size. The height limitation for both wall signs and projecting signs is 28 feet. Freestanding signs are limited to 32 square feet and can be no taller than 8 feet. The zoning code also limits the number of freestanding signs on a zoning lot to one.
- The applicant is not proposing any specific signs at this time. However, the applicant has shown on the elevations where signs would be located. None of the potential signs exceed the size of height limitations of the zoning code.

Refuse Screening – ***Meets requirements***

- The refuse and recycling containers will be kept inside the building except on pick-up day.

Screening of Mechanical Equipment – ***Meets requirements with Conditions of Approval***

- There will be mechanical equipment located on the roof of the building. The applicant is proposing to screen the rooftop equipment with building materials similar to the exterior materials of the building itself. CPED is recommending that whichever material is picked meets the requirements of Chapter 535, Regulations of General Applicability.
- There will also be mechanical equipment located on the ground along 3rd Street South and on the south side of the Old Spaghetti Factory Building. The applicant is proposing to screen the equipment from the public right-of-way using a fence, landscaping and the building itself. CPED is recommending that whichever material is picked meets the requirements of Chapter 535, Regulations of General Applicability.

Lighting – ***Meets requirements with Conditions of Approval***

- A lighting plan showing footcandles was not submitted as part of the application materials. CPED is recommending that the final lighting plan conform to the standards of Chapter 535, Regulations of General Applicability.

Specific Development Standards – ***Not applicable***

DP Downtown Parking Overlay District Standards – ***Requires conditional use permit and variance***

- The applicant has applied for a conditional use permit to allow a surface parking lot in the overlay district and a variance to increase the number of spaces in the surface parking lot from 20 to 39.

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

The Minneapolis Plan for Sustainable Growth identifies the site as mixed use on the future land use map. The proposed development is consistent with the following principles and policies outlined in the comprehensive plan:

Urban Design Policy 10.1: Promote building designs and heights that enhance and complement the image and form of the Downtown skyline, provide transition to the edges of Downtown and protect the scale and quality in areas of distinctive physical or historical character.

10.1.2 Building placement should preserve and enhance public view corridors that focus attention on natural or built features, such as landmark buildings, significant open spaces or water bodies.

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

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

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

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

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

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

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

10.2.6 Arrange buildings within a site in order to minimize the generation of wind currents at ground level.

10.2.7 Locate buildings so that shadowing on public spaces and adjacent properties is minimized.

10.2.8 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

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.

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

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

10.10.7 Encourage the renovation of existing commercial buildings.

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

10.18.1 Require that parking lots meet or exceed the landscaping and screening requirements of the zoning code, especially along transit corridors, adjacent to residential areas, and areas of transition between land uses.

10.18.2 Parking lots should maintain the existing street face in developed areas and establish them in undeveloped areas through the use of fencing, walls, landscaping or a combination thereof along property lines.

10.18.3 Locate parking lots to the rear or interior of the site.

10.18.7 Minimize the width of ingress and egress lanes along the public right of way in order to provide safe pedestrian access across large driveways.

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

The site is also located within the boundaries of the *Downtown East/North Loop Master Plan* and the *Update to the Historic Mills District Master Plan*. Both of the plans call for mixed-use development on the site. This development is meeting the objectives of both of these small area plans.

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 front yard setback requirement along Park Avenue South is zero feet and the maximum setback is eight feet. The access to the underground parking area is located along Park Avenue South. The building will be located 10 feet back from the property line along Park Avenue. Pulling the building back 10 feet in this location allows a driver to see down the street before exiting the site. CPED is recommending that the Planning Commission grant alternative compliance.
- **Window Percentages.** The 30 percent minimum window requirements are not being met on the walls on the first floor of the building facing the surface parking area. Given the layout of the site there is a window requirement on all sides of the building. The walls of the building facing the surface parking area function as the back of house operations for the grocery store, residential lobby and other amenity spaces on the first floor. However, CPED believes that some windows could be incorporated into these building walls. CPED is recommending that the Planning Commission grant alternative compliance to not require 30 percent windows on the walls on the first floor of the building facing the surface parking area but that the applicant work with CPED to incorporate some windows in those areas of the building where they can logically be accommodated.

- **Active Functions.** Forty-one percent of the ground floor of the building facing 3rd Street South contains active functions. Seventy percent is required. The majority of this side of the building is parking located behind a building wall. The applicant has concealed the parking on Washington Avenue South and Chicago Avenue South with active uses. In order to achieve the desired amount of parking this type of concealment could not be achieved. The development is not exceeding the maximum parking requirement. CPED is recommending that the Planning Commission grant alternative compliance.
- **Landscaped Yard.** The zoning code requires that a seven-foot wide landscaped yard be provided when a parking or loading facility is fronting along a public street, public sidewalk or public pathway. A landscaped yard is required along 3rd Street South. The applicant is proposing to provide a five-foot wide landscaped yard along 3rd Street South. If the landscaped yard were increased to seven feet there would be a loss of parking spaces on the site. The applicant has indicated that the existence of the existing buildings limits the amount of parking spaces that can be built underground. In total there will be 283 parking spaces provided in two levels of underground parking and 80 parking spaces provided in a surface parking lot. The development is not exceeding the maximum parking requirement. CPED is recommending that the Planning Commission grant alternative compliance.
- **Trees Along Parking Lot Frontage.** Not less than one tree shall be provided for every 25 linear feet of parking lot frontage. The parking lot has 59 feet of frontage along 3rd Street South. Three trees are required. The applicant is not proposing to plant any trees between the parking lot and the front property line. The landscaped yard in this location is only five feet in depth and the applicant is proposing to screen the parking area with a 12-foot tall fence with vines. In addition, the applicant is proposing to plant trees in the right-of-way along 3rd Street South which will meet the intent of the ordinance. CPED is recommending that the Planning Commission grant alternative compliance.
- **Distance to Trees.** In parking lots of 10 spaces or more, no parking space shall be located more than 50 feet from an on-site deciduous tree. None of the parking spaces will be located within 50 feet of an on-site deciduous tree. The surface parking are is being built over an underground parking garage. It would be impractical to plant canopy trees over this structure. CPED is recommending that the Planning Commission grant alternative compliance.

PRELIMINARY AND FINAL PLAT

The Department of Community Planning and Economic Development has analyzed the application for a minor subdivision 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 applicant is proposing to replat several lots into three new lots. The existing Old Spaghetti Factory Building will occupy Lot 1, the existing Advance Thresher/Emerson-Newton Plow Company Building will occupy Lot 2 and the new construction will occupy Lot 3. Individual lots within PUDs are exempt from the public street frontage requirement of section 598.230 and the design requirements of sections 598.240 and 598.250.

   Section 598.260 Planned unit developments and cluster design, requires the design of a subdivision for a planned unit development to implement the site plan as approved by the Planning Commission and shall include a deed restriction designating the following:

   a. *The relationship between all common spaces and each individual lot (rights in the common spaces and proportionate ownership accruing to the individual lot).*

The applicant will be filing a Reciprocal Easement Agreement that addresses the relationship and rights of the owners of the lots within the subdivision related to common area, access, maintenance and taxes.

b. *Provision for access to each lot that does not have frontage on a public street.*

All lots have access on a public street.

c. *A requirement that an owner's association be created. The duties and responsibilities of the owner's association shall include maintaining the elements of the planned unit development as authorized under the zoning ordinance or other applicable regulations.*

The applicant will be filing a Reciprocal Easement Agreement that addresses the relationship and rights of the owners of the lots within the subdivision related to common area, access, maintenance and taxes.

d. *A provision that the taxes, special assessments, and other charges and fees that would normally be levied against the common spaces shall be levied against the individual lot occupied or to be occupied by buildings in direct proportion to the interest that is stated in the deed restriction and shall provide that such levies shall be a lein against the individual lots.*

The applicant will be filing a Reciprocal Easement Agreement that addresses the relationship and rights of the owners of the lots within the subdivision related to common area, access, maintenance and taxes.

e. *A requirement that any disposition of any of the common property situated within the planned unit development shall not be made without the prior approval of the Planning Commission.*

If an amendment is made to the Planned Unit Development the proposed amendments shall be reviewed and approved by the City Planning Commission.

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

The proposed subdivision will allow for proposed and future redevelopment of the site. Surrounding uses include office and commercial buildings, residential developments of varying densities, the US Bank Stadium and structured and surface parking lots. The applicant has completed a TDMP for the PUD. The overall goal of the TDMP is a single occupancy vehicle (SOV) rate of less than 45 percent (55 percent of the residents, hotel guests, employees and customers will utilize alternative transportation modes such as transit, carpooling, biking or walking). A list of travel demand management strategies has been developed which the applicant will implement in order to help achieve the SOV goal.

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

The land intended for building 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.

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 parcels created by this application present no foreseeable difficulties for this development. No significant alterations to the land appear necessary.

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 Surface Water and Sewers Division of the Public Works Department will review and approve the drainage and sanitary system plans for this development prior to building permits being issued.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the application(s) by Sherman Associates for the properties located at 233 Park Avenue, 713 Washington Avenue South, 700, 708 and 724 3rd Street South:

A. Conditional Use Permit for a Planned Unit Development.

Recommended motion: **Approve** the application for a PUD including the rehabilitation of two existing buildings into a hotel and commercial space and the construction of a new seven-story, mixed use building including 183 dwelling units and ground floor commercial space, 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. There shall be a minimum of 18 bicycle parking spaces provided at street level for the non-residential uses within the development as required by section 541.080 of the zoning code.
3. All of the bays in the fence along 3rd Street South shall be filled with the metal structures capable of supporting climbing vines.
4. As required by section 527.120 of the zoning code, the development shall comply with the standards for historic preservation, decorative or pervious surface for on-site parking and loading areas, drives, driveways, and walkways, decorative fencing and a recycling storage area from Table 527-1, Amenities totaling a minimum of 15 points.

B. Conditional Use Permit to allow a surface parking lot in the DP Downtown Parking Overlay District.

Recommended motion: **Approve** the application for a surface parking lot located in the DP Downtown Parking Overlay District, subject to the following conditions:

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

C. Variance of the maximum number of parking spaces in the DP Downtown Parking Overlay District.

Recommended motion: **Approve** the application to increase the number of surface parking spaces in the DP Downtown Parking Overlay District from 20 to 39.

D. Variance of the maximum fence height.

Recommended motion: **Approve** the application to increase the height of a fence located within five feet of a public sidewalk from the maximum of 6 feet to 12 feet, subject to the following conditions:

1. All of the bays in the fence along 3rd Street South shall be filled with the metal structures capable of supporting climbing vines.

E. Site Plan Review for a new PUD.

Recommended motion: **Approve** the application for a planned unit development including the rehabilitation of two existing buildings into a hotel and commercial space and the construction of a new seven-story, mixed use building including 183 dwelling units and ground floor commercial space, subject to the following conditions:

1. Approval of the final site plan, landscaping plan, elevations and lighting plan by the Department of Community Planning and Economic Development.
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. The walls on the first floor of the building facing the surface parking area and the walls of the covered entry to the underground parking garage shall be designed so they are not over 25 feet in length and void of windows, entries, recesses or projections, or other architectural elements as required by section 530.120 of the zoning code.
4. The walls on the first floor of the building facing the surface parking area shall utilize a material other than painted concrete block, given how visible these walls will be to those parking in this area.
5. All mechanical equipment shall be screened as required by the standards of Chapter 535, Regulations of General Applicability.
6. The final lighting plan shall conform to the standards of Chapter 535, Regulations of General Applicability.
7. The applicant shall work with CPED to incorporate additional windows in those areas of the building walls on the first floor facing the surface parking area where they could logically be accommodated.

F. Preliminary and Final Plat.

Recommended motion: **Approve** the preliminary and final plat, subject to the following conditions:

1. The Reciprocal Easement Agreement shall be recorded with Hennepin County.

ATTACHMENTS

1. PDR report
2. Written description and findings submitted by applicant
3. TDMP
4. Zoning map
5. Civil drawings
6. Landscape plans
7. Architectural plans
8. Grocery store floor plan
9. Advance Thresher Building plans
10. 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 1001319
Applicant:	SHERMAN ASSOCIATES 233 PARK AVE S. MINNEAPOLIS, MN 55415
Site Address:	700 3RD ST S 708 3RD ST S 233 PARK AVE 713 WASHINGTON AVE S 724 3RD ST S
Date Submitted:	02-JUN-2015
Date Reviewed:	10-JUN-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

Redevelop city block between Washington Ave. S., Chicago Ave. S., 3rd St. S. and Park Ave. S. Three of four buildings will remain and one will be demolished to construct a 181 unit apartment with a grocery store on the first level.

***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.

Review Findings (by Discipline)

❑ Historical Preservation Committee

- There is an HPC flag on parcels 700 & 708 3rd St. S. An HPC review will be required. HPC review is required for any wrecking permits pertaining to the removal of existing structures (724 3rd St. S.)

❑ Business Licensing

- Continue to work with Matthew D. James (612.673.2547) concerning a Food Plan Review, SAC determination and any Business License application submittal that will be required for the grocery store component of this project. The applicant should contact Business Licensing at least 90 prior to opening to apply for applicable licenses.

❑ 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 parcel and the structure address for the proposed mixed use building will be 240 Chicago Avenue South. The door marked "Residential Entry" will be addressed 240 Chicago Avenue South. The egress point into retail space on Chicago will have separate address (260 Chicago Avenue South) The doors located on Washington Avenue South providing entry to the parking ramp, future retail space and future entrance into the Spaghetti Works Restaurants will retain the 713 Washington Avenue South address; the entrance to the "Grocery Space" will be addressed 721 Washington Avenue South. 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.
- Applicant needs to address spacing and square footage openings for trees in Chicago Ave boulevard.
- 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 (XX units x $1,521 per unit) = $275,301.00
- Non-Residential Commercial Space = $ 00.00
- 5% of $XX (Administration Fee) = $ 1,000.00
- Total Park Dedication Administrative Fee: = $276,301.00
- 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.
- Adam Arvidson (612.230.6470, aarvidson@minneapolisparks.org) from MPRB attended to present an option of land dedication in lieu of Park Dedication Fee.

❑ Zoning - Planning

- The following land use applications have been identified at this time:
- Conditional use permit for a planned unit development.
- Conditional use permit for a surface parking lot located in the DP Downtown Parking Overlay District.
- Variance to increase the number of surface parking spaces in the DP Downtown Parking Overlay District from 20 to 40.
- Variance to increase the height of a fence located within five feet of a public sidewalk from the maximum of 6 feet to 12 feet.
- Site plan review.
- Replat.

❑ Right of Way

- An encroachment permit shall be required for all streetscape elements in the Public right-of-way such as: plants & shrubs, planters, tree grates and other landscaping elements, sidewalk furniture (including bike racks and bollards), and sidewalk elements other than standard concrete walkways such as pavers, stairs, raised landings, retaining walls, access ramps, and railings (NOTE: railings may not extend into the sidewalk pedestrian area). Please contact Bob Boblett at (612) 673-2428 for further information.
- Note to the Applicant: Any elements of an earth retention system and related operations (such as construction crane boom swings) that fall within the Public right-of-way will require an encroachment permit application. If there are to be any earth retention systems which will extend outside the property line of the development then a plan must be submitted showing details of the system. All such elements shall be removed from the Public right-of-way following construction with the exception of tie-backs which may remain but must be uncoupled and de-tensioned. Please contact Bob Boblett at (612) 673-2428 for further information.
- In addition, any elements of an earth retention system and related excavations that fall within the Public right-of-way will require a "Right-of-Way Excavation Permit". This permit is typically issued to the General Contractor just prior to the start of construction. However, it is the Applicant's responsibility to insure that all required permits have been acquired by its consultants, contractors, sub-contractor's prior to the start of work.
- The Project limits fall within the boundaries of the Downtown Improvement District (DID). Any improvements, modifications, and alterations to the streetscape are subject to the review and approval of the DID. Please contact Ben Shardlow at (612) 656-3830 for further information.
- Contact Paul Cao at (612) 673-2943 for position and alignment of bike racks proposed in the Public right-of-way. If the racks are privately owned, they will require an encroachment permit.

❑ Street Design

- The City of Minneapolis is currently in the process of completing the East Downtown Pedestrian Realm Augmentation Study, the results of which will impact roadway alignments within the Downtown East area. Roadway designs resulting from that study are available and should be incorporated into the current site plan; please contact Eric Rose (Stantec) at (651) 967-4652, for further information.
- All curb & gutter in the Public right-of-way shall be designed and constructed to City standards, curb & gutter to be City standard B624 Curb and Gutter. Please refer to the following: http://www.minneapolismn.gov/publicworks/plates/public-works_road. Add the appropriate details from the ROAD-1000 Series - Curbs and Gutters (ROAD-1004, and ROAD-1010) to the plans. Top of Curb profiles shall be provided for any section of curb replacement in excess of 50 feet.

❑ Sidewalk

- The Project streetscape shall be designed in accordance with the Access Minneapolis design guidelines; see http://www.ci.minneapolis.mn.us/publicworks/transplan/index.htm for further information.
- This block is within the Downtown Minneapolis Activity Center, therefore pedestrian zone guidelines dictate that pedestrian zones should be 20 ft. wide with recommended widths of an 8.5' planting zone, and a minimum 8' pedestrian clear zone call; unfortunately the available Public right-of-way is limited. Specifically, the available sidewalk space is limited to approximately 13' along Washington Ave and 3rd St. S., and approximately 10' along Park Ave. Planters and trees placement should be considered carefully, shifted as far toward the curb as possible to maximize pedestrian through space to meet guidelines and also achieve appropriate planter sizes for their proposed plantings. Bicycle rack placement should also be considered - shift them closer to the curb, and further from the through walk (Contact Paul Cao at (612) 673-2943 for position and alignment of bike racks proposed in the Public right-of-way). With the retail/amenity space toward the SE corner along Chicago Ave. the Applicant should consider whether they are precluding any future sidewalk café or sidewalk seating areas with the proposed dimensions. The current plan indicates tree grates, rain gardens, and planters that potentially obstruct the pedestrian clear zone. A minimum 8'-0" clear zone (un-obstructed) sidewalk shall be maintained for the length of any block in a straight line. Tree grates and planter locations shall be modified to provide for the required pedestrian clear zone space. For further clarification, site plans shall be fully dimensioned in relation to the property lines, Public right-of-way, sidewalks, street furniture, landscaping, utilities, and other obstructions. Because of the limited space, it is recommended by Public Works that a landscaping design similar to that along Marquette Ave. be considered; contact Paul Miller at (612) 673-3603 for further information
- The current Landscaping plan is insufficient for a complete review; complete landscaping planting details shall be included in the plans. The Applicant shall provide engineered/structured soil in the form of a tree trench or tree pit for all proposed street trees. Sidewalk layouts and landscaping in the Public right-of-way shall follow established design standards; refer to the City of Minneapolis Urban Forest Policy:
- http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/convert_282934.pdf.

❑ Traffic and Parking

- The nature of the proposed development is such that traffic impacts will be an issue; please contact Allan Klugman at (612) 673-2743 to discuss the requirements of a Travel Demand Management Plan (TDMP).
- The variety of proposed vehicle uses and circulation patterns is unclear; the numerous driveway entrances and their proposed opening widths along both Park Ave. and Chicago Ave. are a concern. As an example, conflict mitigation between the driveways, turning vehicles, and pedestrians in the vicinity of the proposed grocery/beer/wine shop near the Stadium and Riverfront is important. Opening widths in excess of 25' require a variance, and openings larger than 35' are not allowed. The Applicant is encouraged to reduce the number of entrance/exits points in order to mitigate pedestrian/vehicle conflicts. The entrance and exit on Chicago Ave. should be combined and minimized to "one in and one out". 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 all vehicle operations including trash removal and show turning maneuvers for all vehicle types that will be using the loading dock/parking entrance areas. Per City Ordinance the Applicant shall provide for (and identify) a solid waste collection point (SWCP) on the site plans. The location of the SWCP is subject to the review and approval of the Public Works Department.
- Please contact Bill Prince at (612) 673-3901 regarding existing and proposed street lighting. All street lighting (existing and proposed) shall be shown clearly on the site plan.
- The Applicant shall note the location of any existing Metro Transit "bus stops" on the site plan. Metro Transit will work with the Developer to ensure the bus stop and associated shelter and waiting area are not in conflict with the existing light pole to remain, entry door to the grocery store, and planned street trees placement. Metro Transit needs to insure that the site plans provide for typical bus dimensions (5'x8' landing pad is available for the front door, and that the back door has a clear zone to allow our customers easy access onto and off of the bus). The existing shelter is a CBS shelter that would likely be replaced as the typical boarding's are above 20/day; this would also be a great time to include electrical connections for potential heat and light during site work. This site is primarily served by Routes 7 and 22. There are no major service

changes to be implemented on these routes in the near future - however frequency and span improvements are identified for both routes in the Service Improvement Plan as high priorities if additional operations funding becomes available. No routing changes are planned that would affect this stop. Metro Transit requests that a meeting between the Applicant, the City and Metro Transit staff be coordinated to work through site issues.

❑ Water

- Due to the height off the building a combination service will not be allowed. Please contact Rock Rogers at (612) 673-2286 to confirm domestic water and fire service layout, manhole construction, connections, and sizes.

❑ Sewer Design

- Groundwater: Please identify the lowest floor elevations on the grading plan.
- Please provide an analysis, signed by a registered engineer, identifying any proposed groundwater discharge. This should include the maximum rate of discharge and annual average rate. If groundwater discharges are proposed, please identify where the discharge is proposed (storm or sanitary) and provide testing results supporting the proposed discharge location is appropriate.
- Stormwater Management: The stormwater discharge rates must be maintained at or below the existing levels for each discharge location from the property. Please evaluate this and demonstrate this standard is being achieved.
- Please provide the design details for the underground filtration system. This should correlate to the system as modeled.
- Please demonstrate that the 70% TSS removal requirement is being met for the disturbed area.
- If groundwater discharges to the storm sewer system are proposed, this should be incorporated into the stormwater modeling.
- 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.
- It appears that there will be several separate parcels. As the stormwater management is proposed to be a private shared system, private easements and agreements are required. Please provide a copy of these easements/agreement.
- Surface Drainage: Please identify the location of the existing roof drains or storm sewer connections for the properties. These should be considered in the existing conditions stormwater modeling. It may be necessary to break the existing subcatchment area into separate areas depending on where discharges from the site occur.
- Utility Connections: Private storm sewer connections to City catch basins are not permitted. The connection should occur at the main. Please revise the plan accordingly.
- Utility: Please clarify what is meant by "Relocate existing catch basins and sanitary sewer. (By Others)" and "Relocate existing Catch Basin (by others)" on sheet C-4.0.
- 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

- Civil, Landscape and Architectural site plans do not match.
- Openings less than 3' from property line are not permitted.
- 6 accessible parking stalls are required for 152 provided stalls (level minus 1)
- 2 doors in a series require 48" clear space between the doors. See leasing space to residential lobby.

- 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.
- Provide and maintain fire apparatus access at all times.

❑ Environmental Health

- Documented petroleum releases have occurred on some parcels and the project has entered in to the Minnesota Pollution Control Agency Voluntary Investigation and Clean-up Program and is identified by VP31820. If approved plans will be disturbing identified impacted soils on the site preapproval for removal, disposal and/or reuse of must occur from the City of Minneapolis prior to beginning excavation activities. If unidentified impacted soil is encountered during site activities work will need to stop and notification provided to the MN State Duty officer at (651) 649-5451 unless an approved contingency plan has been approved by the MPCA.
- City records indicate the properties contain several above ground tanks and 500 gallon UST (N4914) at 723 Washington Ave S which may not have been addressed yet. Xcel energy also installed an underground transformer vault at 700 3rd St S in 1960, 20 feet x 9 feet x 11 feet, permit A34099. Contact Xcel Energy prior to any activit6ies they may affect the vaults operation and integrity.
- 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

Zoning Analysis: 713 Washington Ave S & 724 3rd St S (Current addresses)

Replatted properties	Lot Size (sf)		Lot Size (ac)	GFA	FAR
Lot 1 size (Old Spaghetti Factory)	19,156		0.44	45,569	2.38
Lot 2 size (Advance Thresher)	25,941		0.60	136,712	5.27
Lot 3 size (New Construction)	64,513		1.48	191,599	2.97
Total	109,610		2.52	373,880	3.41

Zoning District	B4N
Overlay District	Downtown Parking
Max FAR	none
Min FAR	2.0
Max Height	10 stories, 140' (increase allowed with Conditional Use Permit)
Proposed height (new construction)	6 stories, 85'-0"

Vehicle Parking Analysis of Entire Block						
Lot 3 (new construction) The Chicago	Proposed GFA	Proposed dwelling units	Base Zoning		Applied Zoning	
Required Parking			Min	Max	Min	Max
Residential	171,565	181	*	1.6	4	290
Retail or Residential Amenity	2,532	NA	0	0.0025	0	6
Grocery	17,502	NA	0	0.0033	0	58
Total	191,599				4	354
Lot 1 (existing) Old Spaghetti Factory	Proposed GFA		Base Zoning		Applied Zoning	
Required Parking			Min	Max	Min	Max
Restaurant	17,064		0	0.005	0	85
Office	28,505		0	0.001	0	29
Total	45,569				0	114
Lot 2 (adapted reuse) Thresher	Proposed GFA	Proposed hotel keys	Base Zoning		Applied Zoning	
Required Parking		or dining/meeting users	Min	Max	Min	Max
Hotel rooms	83,902	143	0	1	0	143
Hotel dining/meeting	(included in above)	50	0	30%	0	15
Office	52,810	NA	0	0.001	0	53
Total	136,712				0	211
Total of all 3 lots					4	678

Parking Provided	Stalls	
Minus 2	133	Residential
Minus 1	150	Restaurant/office/hotel/Residential
Level 1	80	Grocery
Total	363	

* Min 1 guest stall per 50 dwellings

PLANNED UNIT DEVELOPMENT APPLICATION

Submitted in Support of Land Use Applications
For a mixed use project bounded by Park, Chicago & Washington Avenues and 3rd St S

Sherman Associates, Applicant

Statement of Proposed Use of all Portions of Land:

The PUD consists of an entire city block that will be replatted into three lots:

- Lot 1 will comprise 19,156 sf and will house the existing Old Spaghetti Factory building. The existing uses, all of which will remain, consist of a large restaurant and loading dock on the street level and office uses in the basement and on Levels 2 and 3.
- Lot 2 will comprise 25,941 sf and will house the existing Advance Thresher building and adjacent Emerson-Newton Implement building. Both buildings currently contain office uses. All of the Advance Thresher building and the top two floors of the Emerson-Newton building will be renovated into a hotel with a restaurant on the street level. In the future, the remainder of the Emerson-Newton building may be renovated into hotel use. The portion of the lot not covered by buildings will serve as a vehicular drop off service road for the hotel. This drop off area will connect with lot 3 to form a through-block service drive.
- Lot 3 will comprise 64,513 sf and will contain a two-level underground parking facility designed to serve all uses on the block. A nationally branded grocery and wine/beer store will occupy the street level along Washington Avenue. A vertical circulation core and small lobby adjacent to Lot 1 will serve the underground parking facility. The remainder of the street level will house supporting spaces for the residential development with the potential for another small retail space at the corner of Chicago Ave and 3rd St. A street level parking facility, partially covered by the residential building and partially open to the sky, will serve the grocery exclusively.

Master sign plan:

The exterior elevation drawings show all proposed signs. The attached signage matrix lists all proposed signs by building elevation and includes sign function, type, size and height.

STATEMENT OF PROPOSED USE,
PROJECT DESCRIPTION, AND PROPOSED FINDINGS

Submitted in Support of Land Use Applications
For a Planned Unit Development on the block bordered by Washington, Park & Chicago Avenues and 3rd Street South.

May 22, 2015

Sherman Associates, Applicant

The Applicant, Sherman Associates, submits this Statement of Proposed Use, Project Description, and Proposed Findings, in support of its application for the following land use approvals for a proposed mixed use development comprising three existing buildings and a new 181 unit multiple family mixed use project including street level retail uses and underground parking:

- **Conditional use permit: to establish a PUD**
- **Conditional use permit for a surface parking lot located in the DP Downtown Parking Overlay district**
- **Variance to increase the number of surface parking spaces in the DP Downtown Parking Overlay District from 20 to 40**
- **Variance to increase the height of a fence located within five feet of a public sidewalk from the maximum of 6 feet to 12 feet**
- **Site Plan Review**
- **Replat**

Zoning: B4N, Downtown Neighborhood District, **DP** Downtown Parking Overlay District
Ward: Ward 3; Council Member Jacob Frey; Downtown Minneapolis Neighborhood Organization

I. GENERAL LAND USE APPLICATION

A. Statement of Proposed Use and Project Description.

Proposed Use. Sherman Associates proposes a mixed use development comprised of three existing buildings and a new six story multifamily residential mixed use building and a two level underground parking facility which will serve all uses within the PUD.

Project Site. The Project site is bounded by South 3rd St, Chicago Ave S, Park Ave, and Washington Avenue S. Both Washington Avenue South and Chicago Ave S are designated Commercial Corridors. The block will be replatted into three lots:

- Lot 1: 19,156 sf (0.440 ac)
  - Old Spaghetti Factory building (existing)
- Lot 2: 25,941 sf (0.596 ac)
  - Advance Thresher and Newton-Emerson Implement buildings (existing to be renovated)
- Lot 3: 64,513 sf (1.481 ac)
  - The Chicago (new construction)

Project Purpose and Vision. See project narrative on sheet T1.2

Sustainability. The site is the key sustainable element of the Project. Located within 1/4 mile of the Downtown East LRT station and just steps from several bus lines that run on Washington Avenue, residents, workers and visitors will have excellent access to public transit. Numerous off road bicycle trails are also located near the site. Walk Score designates the address as "Paradise" for walkers, transit riders and bicyclists.

Energy- and Resource-Efficient strategies that will be employed include:

- 50% - 75% recycling of construction waste
- High efficiency cladding with continuous exterior insulation
- High-performance low-E glazing
- Energy Star appliances
- Dedicated space for recycling.
- Landscaped roofs

B. Site Characteristics

Ward:	Ward 3; Council Member Jacob Frey
Neighborhood:	Downtown Minneapolis Neighborhood Organization http://www.thedmna.org
Zoning District:	B4N, DP Overlay (Plate 20)
Guidance:	The Comprehensive Plan guides the Property for high-density mixed use development (retail, office and housing).
Lot Area	PUD area=109,610 (2.516 ac)
Permitted uses:	Multiple-family dwelling with 5 or more units. Grocery Store Liquor Store, off sale Office Restaurant, sit down Hospitality residence
Allowable height	10 stories or 140'
Allowable FAR	2.0 min, no max
Allowable GSF	No limit
Maximum allowable parking	Residential: 0 to 1.6 spaces per dwelling unit Grocery: 1 space per 300 sf GFA Office: 1 space per 1,000 sf GFA Hotel: 1 space per guestroom Restaurant: 1 space per 200 sf GFA
Minimum allowable parking	Residential: 1 guest stall per 50 dwelling units
Bicycle Parking	1 space per 2 dwelling units
Setbacks (549.120.c)	Front yard = 0 (no more than 8 feet) Side yard (residential) = 15 feet Rear yard (residential) = 15 feet

C. Zoning Analysis

1. **Proposed Zoning**. The Applicant does not propose to rezone the property from the current B4N.

2. **Building Height.**

Old Spaghetti Factory:
Advance Thresher Co:
Emerson-Newton Implement Co:
The Chicago:

3. **Calculations.**

a. **Gross Floor Area.**

See attached zoning analysis

b. **Parking.**

See attached zoning analysis

c. **Maximum lot coverage.** Not applicable in Downtown districts

d. **Impervious surface.** Not applicable in Downtown districts

e. **Yard requirements.**

Required:	*Provided:*
Front yard 0 to 8 feet max.	0 to 1 foot
Side yard 15 feet min.	varies
Rear yard 15 feet min.	varies

f. **Yard obstructions.** The Project includes no obstructions that project into required yards.

g. **Off-street loading.**

Use:	Required:	Provided:
Lot 1:		
Restaurant	1 small	1 small
Office	1 large	
Lot 2:		
Hotel	2 small	1 small
Office	1 large	
Lot 3:		
Residential:	1 small	

Grocery	1 large	1 large

PROPOSED FINDINGS

A. Conditional Use Permit to establish a Planned Unit Development (525.340)

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 site is surrounded by a mix of uses including high-density residential, hotel, office, retail and restaurants. The new 181-unit multifamily residential development and grocery store to be built on the site of a 149-stall surface parking lot and vacant two-story building will improve the neighborhood. The proposed new uses are complimentary to the existing uses in the neighborhood.

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 proposed PUD will enhance neighborhood safety by providing eyes on the street with active uses along the majority of the street facades. The grocery store will be an amenity to the neighborhood, enhancing the development potential of neighboring sites.

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

   The development team will be working closely with the Public Works Department and various private utilities during the development of the project to ensure that all procedures are followed in order to comply with city and other applicable requirements. Underground storage/filtration pipes will be installed to help manage storm water on site.

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

   The proposed PUD will transform the existing collection of unrelated uses into one cohesive development. The existing 149-stall surface parking lot is served by five curb cuts. All site access for the proposed development will be accommodated by three curb cuts, helping to control traffic movement on the site. Parking for the entire block, with the exception of the grocery store, will be accommodated in a single underground parking facility. A TDMP has been performed for the site and indicates that the existing city infrastructure will be able to handle the proposed new traffic demand.

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

   The site falls within the boundaries of the Historic Mills District Master Plan. Last updated in 2001, the plan was written before the transformation of the area into a residential and cultural neighborhood. As such, the Minneapolis Plan for Sustainable Growth provides more appropriate guidance.

The city block that comprises the PUD is located on Washington Avenue South and Chicago Avenue South, both of which are designated Commercial Corridors, calling for high-density development (50-120du/ac). The proposed residential development on Lot 3 will yield 122 du/acre. The proposed PUD will help revitalize both corridors and strengthen the surrounding neighborhood. The northern portion of the site falls within the Historic Mills District Activity Center; Activity Centers call for "a wide range of commercial, office and residential uses" with "busy street life with activity throughout the day and into the evening." Additionally the site is located within a designated Mixed Use neighborhood which calls for a variety of uses mixed with residential. The proposed PUD contains a mix of uses including residential, retail, grocery, office and hotel.

Specific policies that the proposed development will support include:

a. 1.8: Preserve the stability of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.
b. 1.8.1: Promote a range of housing types and residential densities, with the highest density development concentrated in and along appropriate land use features.
c. 1.10.5: Encourage the development high-density housing on Commercial Corridors
d. 1.12.1: Encourage a variety of commercial and residential uses that generate activity all day long and into the evening.
e. 1.12.3: Encourage active uses on the ground floor of buildings in Activity Centers
f. 1.12.5: Encourage the development of high- to very-high density housing within the boundaries of Activity Centers.
g. 1.12.9: Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces in Activity Centers.

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

With the approval of the conditional use permit and site plan review, the development will conform to all applicable regulations.

B. Conformance with Required Findings for Planned Unit Developments:

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 (527.260):

1. **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 proposed uses within the PUD will consist of restaurant, office, hotel, residential and grocery. Al of these uses are appropriate in a downtown mixed-use neighborhood and complement each other well. The housing will be comprised of units ranging from studios to two-bedroom + den, with the share of studios making up a larger percentage of the mix than most recent market-rate apartment projects. The goal is to provide relatively affordable housing

for small households. The mix of uses, especially the grocery store, complements high-density residential development.

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

   The TDMP performed for this development indicates that sufficient street capacity exists to support the vehicular demand. Vehicle access will be funneled into the site via a minimum of mid-block curb cuts. The street level uses have been very carefully designed to place active uses along the streets, and to screen surface parking from the street to the greatest extent feasible. The grocery store and wine/beer store are oriented toward the street with ample glazing and pedestrian entrances on both Washington and Chicago.

3. **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 residential users will enjoy generous amenities including a fitness room, club room and a large, south-facing amenity terrace with a swimming pool, outdoor fire pits and raised vegetable garden beds. The proposed development incrementally increases the amount of landscaped area from what currently exists. As part of the development, an existing historic resource will be restored. The mix of uses and design of the buildings follow time-honored urban design principles of placing housing above street level retail and other active uses.

4. **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.**

   The proposed new construction complements the existing turn-of-the-century buildings to remain in several ways. The scale, simple massing and regularly-placed windows complement the existing industrial buildings on the site. The proposed new construction will be set back from the existing historic resource of Thresher Square by 56 feet, preserving views of the building. The new amenity terrace is oriented to the southwest to maximaize exposure to afternoon sunlight and will be sheltered from north-westerly winter winds by adjacent buildings.

5. **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 height, scale and massing of the new building is in keeping with the neighborhood fabric. The new building has been placed to reinforce the urban street wall and to provide space for light and air circulation in the center of the block. There are no adjacent residentially zoned lots.

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

   The site grading has been designed to capture nearly all storm water that falls on the site. A portion of the storm water will be diverted to an underground storage/filtration tank.

7. **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.**

   During construction, waste will be recycled off-site to the greatest extent feasible. Based on recent project experience, the development team anticipates recycling between 50% and 75% of construction waste.

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

   The properties will be re-platted.

C. *Authorized Alternatives and Amenities Provided:*

Alternatives Requested and Points Required:

• **Establishment of a PUD**	**10 points**
• **Parking maximum for grocery store**	**0 points**
• **Curb cut width on Chicago Ave S and Park Ave S**	**0 points**
• **Loading reduction for residential and hotel uses**	**0 points**
• **Setback reduction for residential (15' to 10') and hotel (15' to 0')**	**5 points**
• **Total**	**15 Points**

Amenities Provided:

• **Historic Preservation:**	**10 points**
• **Decorative or pervious surface for on-site parking, loading, etc.**	**3 points**
• **Decorative fencing:**	**1 point**
• **Recycling Area**	**1 point**
• **Total**	**15 points**

Alternatives Requested:

(1) Parking Maximum for a grocery store (59 spaces to 80 spaces):

a. 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 grocery store will be a popular national brand with a cult-like following. Currently, no store of this brand exists in Minneapolis but stores do in exist in the surrounding

suburbs. It is reasonable to assume that residents of Minneapolis who are fans of the brand currently drive to the suburban locations. Once this store opens, it will likely draw patrons from a larger area than is typical of grocery stores, requiring more parking than neighborhood grocery stores typically do. This will be an asset for the city since Minneapolis patrons of the brand will now be able to patronize a Minneapolis location.

b. **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 intent of the ordinance is to discourage suburban-style auto-centric grocery store designs. The design of this store, while accommodating patrons arriving by car, is decidedly pedestrian-oriented, with the front of the store facing a commercial corridor with the rear of the store adjacent to the parking lot. The increased quantity of parking in no way minimized the pedestrian-orientation of the store's design.

c. **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.**
As discussed in earlier findings, the design of the parking lot greatly minimizes its visual impact on the surrounding neighborhood compared to conventional surface parking lots, thus minimizing any adverse effects the increased parking may have.

(2) Curb cut width on Chicago Avenue and Park Avenue:

a. **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 width of the Chicago Ave curb cut is needed to accommodate the turning movements of large tractor-trailer grocery delivery vehicles. The zoning code requires the grocery use to provide for loading on site, thus the zoning code effectively mandates a wide curb cut for grocery uses.

b. **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 intent of the ordinance is to facilitate pedestrian safety and comfort. The fact that the vehicular entrance is embedded within a fabric building and bridged over by the building deprioritizes vehicular access. Vehicles entering and exiting under the building will likely perceive this pedestrian orientation and behave with extra care and caution compared to conventional open surface parking lots.

c. **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.**

(3) Loading reduction for residential and hotel uses:

a. **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.**
As stated in other findings, the existing turn-of-the-century buildings on the site have no integral parking so the remainder of the site must provide parking for the entire block. Underground parking has been maximized, essentially necessitating surface parking.

Were it not for the turn-of-the-century existing buildings the design team could increased the footprint of the underground parking facility, eliminating the need for surface parking. The integration of liner uses along Washington and Chicago further limits the flexibility to design the available space to serve all vehicular demands. Unable to accommodate all vehicular demands, the design team opted to prioritize off street loading for the grocery use in lieu of residential loading which is less frequent and less disruptive.

b. **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.**
Assuming that the proposed mix of uses and density of development is desirable and appropriate for this site (already established in previous findings), the design team has utilized

c. **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.**
As discussed in earlier findings, the design of the parking lot greatly minimizes its visual impact on the surrounding neighborhood compared to conventional surface parking lots, thus minimizing any adverse effects the increased parking may have.

(4) Setback reduction for residential (15' to 10') and hotel (15' to 0')

a. **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 location of the existing buildings relative to the proposed underground parking structure requires establishment of a lot line at the eastern face of the Emerson-Newton Plow Company building. The result is that the existing windows on that façade have a zero setback.

b. **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.**
To comply with the intent of the zoning code, a legal "no-build" easement will be established on the first 15 feet of Lot 3 adjacent to the Emerson-Newton building. The windows on the 10 foot residential setback are secondary windows within corner units. The primary dwelling unit windows will have much larger setbacks.

c. **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 no-build easement will effectively create a 15-foot setback at the hotel; the existing windows will remain and the new building will be 56 feet away. The no build easement will guarantee that no building in the future may be built closer than 15 feet from the hotel. At the residential building, windows are not required on that façade. The proposed windows will be a benefit to the occupants regardless of the setback.

Amenity Narratives:

- **Historic Preservation:**
  The Advance Thresher and Emerson-Newton Plow Company buildings will be rehabilitated according to the Secretary of Interior standards. Toward that end, the proposed rehabilitation received the approval of the Minneapolis HPC on May 19, 2015.

- **Decorative Fencing:**
  A 57-foot long section of custom-designed and –fabricated fence will span between the existing Emerson-Newton building and the proposed new construction, the primary purpose of which is to screen the surface parking from the street. The Cor-ten material of the fence will match the COr-ten façade of the adjacent new construction and the design will mimic the rhythm of the street level façade. Deep Cor-ten posts will create rhythmic bays which will be alternately open and filled with metal structures capable of supporting climbing vines. At the base of the fence will be a raised planting bed made of brick (matching the adjacent new building façade). The fence balances opacity and openness, providing visual screening of the parking lot while allowing views through it to provide visual surveillance of the parking lot from the street and vice versa.

- **Decorative Paving:**
  A combination of stamped & colored concrete and colored concrete with a dense saw-cut pattern will be installed on the portions of the paved drive and parking lot that are open to the sky. One pattern will be used to identify the through-block drive. This treatment will improve the view of the paved court for the users and inhabitants of the surrounding buildings with views of the interior court.

- **Recycling Area:** A dedicated chute for comingled recyclables will be provided with chute access on each residential level. The recycling chute will be located adjacent to the trash chute; this configuration is most convenient for residents, yielding a high rate of participation in recycling. Recyclables will be collected in large bins in the ground floor trash/recycling room.

D. Conditional Use Permit to establish a surface parking lot within the downtown parking overlay district *(525.340)*

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 parking lot has been carefully designed to mitigate its visibility from the street and from views from the surrounding buildings. A liner of active uses screens all but 112 linear feet of the parking lot (excluding required entrances and exits) and the entirety of the 112 feet will be screened by architectural walls and a decorative fence. This is a vast improvement over the existing surface parking lot which is exposed to the street along its 511-foot perimeter. Of the 80 surface stalls provided only half will be open to the sky, with the other half covered by the new building. The maximum feasible amount of underground parking will be provided, exemplifying that surface parking is not being utilized as a cost-saving measure but out of necessity to provide the number of stalls required by existing leases, the future grocery store lease and typical market quantities for market-rate housing. Were it not for the existing buildings on the site (built before the widespread use of automobiles), the development team would have expanded the footprint of the underground facility.

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.**

   Due to the extensive screening with active uses and architectural features, the parking lot will be largely invisible from adjacent properties and will not be a detriment to their future development.

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

   The parking lot will be graded to funnel all storm water to the interior of the site. No storm water generated on site will be directed over sidewalks or into gutters. All storm water will be directed to the municipal storm sewer, presenting an improvement over the existing conditions.

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

   The TDMP performed for this development indicates that sufficient street capacity exists to support the vehicular demand. Vehicle access will be funneled into the site via a minimum of mid-block curb cuts.

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

   The comprehensive plan encourages high density development with a wide range of uses for the site and the proposed development provides that. These uses require parking in order to be economically viable. Underground parking has been maximized to the greatest extent feasible. Were it not for the existing buildings on the site, the footprint of the underground parking facility would be expanded to accommodate all economically required parking.

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

   The design of the surface parking lot conforms to all other regulations including visual screening and storm water management.

E. *Increase the number of surface parking spaces in the DP Downtown Parking Overlay District from 20 to 40*

A variance may be granted from the regulations of the zoning code only when the applicable board, commission, or council makes each of the following findings based upon the evidence presented to it in each specific case (525.500):

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

The existence of the existing buildings limits the extent of underground parking that may be provided. Underground parking has been maximized to the greatest extent feasible. The density of development proposed, which is encouraged by the Minneapolis Plan for Sustainable Growth, requires more parking than can be provided underground. The amount of parking proposed is the least that is needed in order for the development to be economically viable.

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.**

   Great care has been taken to minimize the visual impact of the parking and to provide active uses along the street. The overall development is highly pedestrian oriented.

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

   The proposed parking lot is a vast improvement over the existing parking lot. The number of curb cuts has been greatly reduced, enhancing pedestrian comfort and safety. The lot is located toward the interior of the site with buildings and other architectural elements around the perimeter, minimizing its visibility.

F. *Increase the height of a fence located within five feet of a public sidewalk from the maximum of 6 feet to 12 feet.*

A variance may be granted from the regulations of the zoning code only when the applicable board, commission, or council makes each of the following findings based upon the evidence presented to it in each specific case (525.500):

4. **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 taller fence is not required for security, economy or any other purpose solely in the developer's interest. Rather, the increased height will cost more to build. The height will make the fence more visually appealing by matching the datum of the adjacent building. Matching this datum makes the fence and building appear more unified.

5. **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 intent of the ordinance is to mitigate the visual and functional detriments of most fences. The proposed custom-designed fence, however, will be a visual asset.

6. **The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance**

will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.

The proposed fence is designed to visually screen the adjacent surface parking while providing enough openness to allow views between the parking lot and the street which will serve to make both spaces safer and more secure.

SITE PLAN REVIEW

The Applicant respectfully requests approval of Site Plan Review on the basis of the following findings, as required by Section 530.70:

(1) Conformance to all applicable standards of chapter 530.

Building Placement:
The placement of the new building will reinforce the street wall; it matches the street wall created by the existing turn-of-the-century buildings on the site. Active uses with generous glazing will line the entirety of the new building's Washington Avenue facade, the vast majority of the Chicago Avenue façade, wrapping around the corner onto 3rd St. Multiple pedestrian entrances are distributed evenly along all building facades. Different street level uses are architecturally differentiated with varying exterior materials, providing additional street level vibrancy. The street level of the buildings to remain will be largely untouched with the exception of the Advance Thresher building which will receive new window awnings and historically appropriate signage. All existing windows and doors will be maintained. The street level spaces of Advance Thresher will be reprogrammed with a restaurant at the corner of the Park Ave and 3rd St and a hotel lobby at the corner of Park and the alley. Both of these uses are more active than the current office uses and will improve natural surveillance.

Building Design:

A: Building walls:
The street level facades on all sides of the new building will be provided with architectural detail in the form of windows, recessed pedestrian entrances, awnings and a variety of durable materials including brick, Cor-ten steel panels and colorful Nichiha panels. The upper stories will be articulated with windows and balconies and clad in durable anodized aluminum pressed metal panels. The longest building façade, facing Chicago, will feature a prominent building recess near the center of the façade.

B: Entrances, windows and active functions:

(1) Residential: the primary residential entrance is clearly defined with recessed doors and a decorative canopy. Windows on the upper levels are of vertical proportion and are distributed evenly. Window quantities are well above minimum requirements.
(2) Nonresidential Uses: Multiple entrances are distributed along all three public facades. First floor glazing quantities and frequencies are well in excess of required minimums with the exception of the wine & beer store located on the corner. The Washington Ave façade of this use greatly exceeds minimum glazing requirements. The Chicago Avenue façade is 81'-6" long of which 15' of length is compliant glazing with no shelving above 4'-0" above grade; 11'-6" of this façade is fully-glazed doors with sidelights. The total length of glazing is 32.5%. The remainder of the Chicago Ave frontage is animated with multicolored Nichiha cladding and non-compliant clerestory windows, helping to animate this wall and provide visual interest.

(3) Ground floor active functions: Active functions comprise 100% of the Washington Ave façade, 82% of the Chicago façade and 41% of the 3rd St façade.

C: Roofs are flat with parapets, in keeping with the surrounding commercial buildings

D: A portion of the street level parking fronts 3rd St. The frontage along the building is provided with regularly-distributed openings infilled with decorative metal screens.

E: The only exception that may be need is the Chicago Ave façade of the wine/beer store due to the fact that glazed doors are not considered compliant glazing. An exception should be granted due to the difficulty of providing a greater quantity of compliant glazing. The corner location means that 50% of the store's perimeter fronts public streets. A more typical storefront space with only one exposure provides a much greater proportion of walls along which shelving can be located. The design of this corner retail space has been carefully crafted to provide maximum compliant glazing while maintaining an economically feasible quantity of shelving.

Access and Circulation:

- All building entrances are directly on the public sidewalk.
- Vehicular access: curb cuts have been minimized to the greatest extent possible. The existing buildings on the site limit design flexibility.
    - The wide curb cut on Chicago Ave is required to accommodate the turning radius of tractor trailer trucks entering the complex.
    - The two adjacent curb cuts on Park Avenue are a result of the locations of the existing buildings and the limited space between them. The fact that Park Ave is one way minimizes the potential conflict between vehicles utilizing the two curb cuts. Further minimizing vehicle conflicts is the fact that the hotel drop off area is anticipated to have rather limited use. Patron vehicles will be prohibited from travelling through-block between Park and Chicago; only delivery vehicles will be able travel through-block from Chicago to Park.

(2) Conformance to all applicable regulations of this zoning ordinance and is consistent with the applicable policies of the comprehensive plan and applicable small area plans adopted by the city council.

The proposed uses are all permitted uses in the B4N district. The Site Plan is designed in accordance with all requirements of the Minneapolis Code of Ordinances, the Minnesota State Building Code and other applicable law. See Finding A for a discussion of consistency with the comprehensive plan.

ALLIANT
ENGINEERING

June 11, 2015

Washington and Chicago Subdivision Findings

(1) The subdivision for proposed Washington and Chicago Project is in conformance with these land subdivision regulations, the applicable regulations of the zoning ordinance and policies of the comprehensive plan.

(2) The subdivision for proposed Washington and Chicago Project 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.

(3) All land intended for building sites as part of the Washington and Chicago Project 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.

(4) The lot arrangement as part of the Washington and Chicago Project are 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.

(5) The subdivision for proposed Washington and Chicago Project 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.

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Washington & Chicago Mixed Use Development Travel Demand Management Plan

Minneapolis, MN

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Draft Report
May 22nd, 2015

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1.0 Introduction

The Washington & Chicago project (i.e. proposed project) is a mixed use development located on the block between Washington Ave S, Chicago Ave S, 3rd St S, and Park Ave S in the Downtown East neighborhood of Minneapolis. Three of the four existing buildings on the block will remain and one will be demolished, the former Granger Industrial Supply Building. The Old Spaghetti Factory building will remain in its current condition with some minor rehabilitation and the Advance Thresher/Emerson-Newton Company buildings will be rehabbed for hotel and office land uses. On the rest of the block in the location of the existing surface parking lot a seven-story, 185,000 square foot mixed use residential and retail building is proposed with apartment, grocery and retail land uses.

Upon full completion in 2016, the proposed project will consist of up to 185 apartment units (current plans show 180 units), 16,000 SF of grocery use (including a separate beer and wine store and stock rooms), and 4,400 SF of street level retail in the new seven-story building. 44,468 SF of office use and 143 hotel rooms are proposed in the rehabbed Advance Thresher/Emerson-Newton Company buildings. A surface parking lot with 80 spaces is proposed for the grocery use. A two level underground parking garage with 287 spaces is proposed for the residential, hotel, office and restaurant uses.

As part of the proposed project, the City of Minneapolis has required a Travel Demand Management (TDM) Plan. The goal of the TDM plan is to accomplish the following:

- Document the existing and proposed conditions with respect to transit, parking, bicycle and pedestrian facilities;
- Document the parking impacts with the proposed project;
- Identify any traffic operations issues; and
- Develop and implement measures to encourage non-single occupancy vehicle modes of transportation.

1.1 Site and Development Characteristics

Site Location

The proposed project is located on the block between Washington Ave S, Chicago Ave S, 3rd St S, and Park Ave S in the Downtown East neighborhood. **Figure 1** illustrates the project location.

Existing Site Characteristics

The site of the proposed project currently consists of four buildings and a surface parking lot. The property is currently zoned B4-N (Downtown Neighborhood District) in a DP (Downtown Parking) Overlay District. This current zoning classification fits the intent of the proposed development.

Proposed Site Characteristics

The proposed seven-story building will be comprised of grocery and retail uses on the first floor and up to 185 apartment units on floors two through seven. The rehabbed Advance Thresher/Emerson-Newton Company buildings will contain 44,468 SF of office space and 143 hotel rooms. A surface parking lot with 80 spaces is proposed for the grocery use. A two level underground parking garage with 287 spaces is proposed for the residential, hotel, and office uses.

There are three proposed access locations to the site. Access to the 80 surface parking stalls will be via one location, a driveway on Chicago Ave S. Access to the underground parking garage will be at one

location, a driveway on Park Ave S. Access for hotel drop-off/pick-up and Thresher loading will be through a driveway on Park Ave S just south of the parking garage access. For grocery delivery vehicles, ingress is proposed at the Chicago Ave S access with the egress at the Park Ave S access. There will be gate arms at the midpoint of the mid-block drive to limit cut-through traffic and only delivery vehicles will have through access. The proposed site plan is illustrated in **Figure 2**.

Table 1 summarizes the proposed land use characteristics.

Table 1. Proposed Land Use Characteristics Summary

Estimated Schedule	Land Use Changes	Parking Changes
Project Completion: 2016	• Demolish former Grainger Industrial Supply building. • Rehab the Advance Thresher/Emerson-Newton Company buildings to have 44,468 SF of office and 143 hotel rooms. • Construct a new 7-story building with ground floor retail and grocery and up to 185 apartment units on floors 2-7.	• Construct a two level below ground parking garage with 287 spaces. • Construct a surface parking lot with 80 spaces for the grocery use. • Redevelopment of the existing surface parking lot.

1.2 Proposed Parking Characteristics

The off-street parking facilities for the proposed project will include a total of 367 off-street parking spaces. 287 of these spaces will be in the two level below ground parking garage and 80 spaces will be in the surface parking lot dedicated for the grocery land use. Outside the grocery business hours these spaces may be made available to other uses. A variance to the maximum parking requirement of 53 spaces for the grocery land use is being requested to allow 80 spaces.

The proposed project intends to provide adequate parking for all land uses. However, the site location being adjacent to the Central Business District enables residents and guests to access the project site and nearby commercial districts by other modes. Refer to Section 1.3, below, and Section 2.0 (Parking Impact Analysis) for further discussion.

1.3 Pedestrian, Bicycle, and Transit Characteristics

The proposed development is located two blocks from the Minneapolis CBD, two blocks from the new Downtown East Development, as well as three blocks away from the new Vikings Stadium. The location proximity to major destinations provides residents, employees and patrons with easy access to other modes of transportation, such as walking, bicycling, and transit. The project site is approximately three blocks from the nearest existing skyway entrance, which is located at the Gateway Parking Ramp on Washington Ave S and 5th Ave S. Additionally, there will a future skyway entrance completed with the Downtown East Development. **Figure 3** shows the downtown Minneapolis skyway system in relation to the proposed site.

The proposed development is located close to a proposed cycle track and bike friendly corridor on Washington Ave. The proposed cycle track will be constructed on Washington Ave from Hennepin Ave to 5th Ave in 2015. The proposed development is also adjacent to on-street bike lanes on Park Ave S and 3rd St S. These bike lanes provide access to other nearby bike facilities. **Figure 4** illustrates designated

bicycle facilities within the Minneapolis Downtown area. However, in an urban downtown setting, bicycles are allowed on all city streets, except where otherwise posted. For residents of the proposed development a compliant number of bike racks will be provided in the underground garage at wall mounted locations and in a secure lock-up space. For the grocery, retail, office and hotel land uses bike racks will be provided around the perimeter of the buildings.

The proposed development is also ideally suited for transit access. Currently, three bus routes maintain frequent service along Washington Ave S and 3rd St S and have stops near the site – Metro Transit Route 3, Route 7, and Route 22. These three bus routes connect the project site to the Minneapolis CBD, South Minneapolis, North Minneapolis, St. Paul, the Minneapolis/St. Paul Airport, and the near North and West Suburbs. At each of these destinations numerous bus routes are available for transfer. **Table 2** provides a summary of these transit routes directly serving the proposed development. It is noted that other bus routes pass the site on Washington Ave S and 3rd St S, but do not stop in the vicinity of the site.

In addition to bus service, the Hiawatha Light Rail Transit (LRT) line and the Central Corridor LRT Line can be accessed at the Downtown East Station, which is two blocks away. The Hiawatha LRT Line has destinations between Target Field, Nicollet Mall, Minneapolis CBD, Mall of America, and the International Airport. The Central Corridor LRT Line has stops between Target Field, University of Minnesota, St. Paul, and the Union Depot. **Figure 5** illustrates the downtown transit system.

Table 2. Transit Routes Directly Serving the Site[1]

Route	Service Type	Service Areas	Frequency
Metro Transit Route 3	Local	Downtown Minneapolis Minneapolis St. Paul	Rush Hours: 5-15 minute headway Midday: 10-15 minute headway Evening: 15-30 minute headway Saturday: 15-30 minute headway Sunday/Holiday: 30-60 minute headway
Metro Transit Route 7	Local	North Minneapolis Downtown Minneapolis South Minneapolis	Rush Hours: 15-30 minute headway Midday: 30 minute headway Evening: 30 minute headway Saturday: 30 minute headway Sunday/Holiday: 30-60 minute headway
Metro Transit Route 22	Local	Brooklyn Center North Minneapolis Downtown Minneapolis South Minneapolis	Rush Hours: 10-20 minute headway Midday: 20 minute headway Evening: 20-30 minute headway Saturday: 20-30 minute headway Sunday/Holiday: 30 minute headway

[1] Routes directly serving the site run along Washington Ave S and 3rd St S and have stops near the site.

1.4 City of Minneapolis Transportation Goals

The following policies on transportation are included in Chapter 2 (Transportation) of the Minneapolis Plan for Sustainable Growth, adopted by the Minneapolis City Council, October 2, 2009 (http://www.minneapolismn.gov/cped/planning/plans/cped_comp_plan_2030):

2.1 Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.

2.2 Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.3 Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

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

2.5 Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.6 Manage the role and impact of automobiles in a multi-modal transportation system.

2.7 Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.

2.8 Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.

2.9 Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.

2.10 Support the development of a multi-modal Downtown transportation system that encourages an increasingly dense and vibrant regional center.

2.11 Minneapolis recognizes the economic value of Minneapolis-St. Paul International Airport and encourages its healthy competition to reach global markets in an environmentally responsible manner.

The development site is located in the Mill District, immediately adjacent to Minneapolis' downtown CBD. **Table 3** presents the proposed mode split goals for the site. The mode-split percentages listed in **Table 3** serve as a benchmark to make the management of the developments cognizant of transportation management issues that accompany a diverse and growing downtown. Therefore, the purpose of the TDM is to identify workable strategies that the Developer can implement in support of the City of Minneapolis transportation goals.

Table 3. Proposed Mode Split Goals

Mode	Goal
Single Occupant Vehicle (SOV)	45%
Transit (Bus & LRT)	10%
Carpool	10%
Pedestrian/Bicycle/Other	35%

1.5 Goals of the Travel Demand Management Plan

Ultimately, the responsibility to use other forms of transportation lies with the individuals choosing to visit, work or live within the proposed development. However, the Developer understands and acknowledges the overall transportation goals of the City. Therefore, the goal of this TDM plan is to support the City of Minneapolis in achieving its transportation goals for downtown Minneapolis and to work towards or improve on the mode split targets for downtown oriented trips.

This TDM Plan identifies actions to be taken by the proposed management in order to manage site-generated traffic and minimize peak period trip generation. The addition of a mixed use development within a downtown area supports the City's overall transportation goals. The addition of downtown housing captures many people who would have otherwise commuted into the CBD. Many people choose to live downtown to eliminate commuting via a motorized vehicle. Nevertheless, the proposed development makes available to its staff and residents information on a wide variety of programs and services that include: light rail, bus service, park-and-ride lots, bicycle community facility information, and discounted bus pass programs. The TDM Plan will be presented in Section 4.0

Because of the proposed development's mixed use nature, and its proximity to downtown, the development is expected to meet or exceed the 55 percent goal for non-SOV modes of travel into the downtown area.

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Figure 1
Project Location

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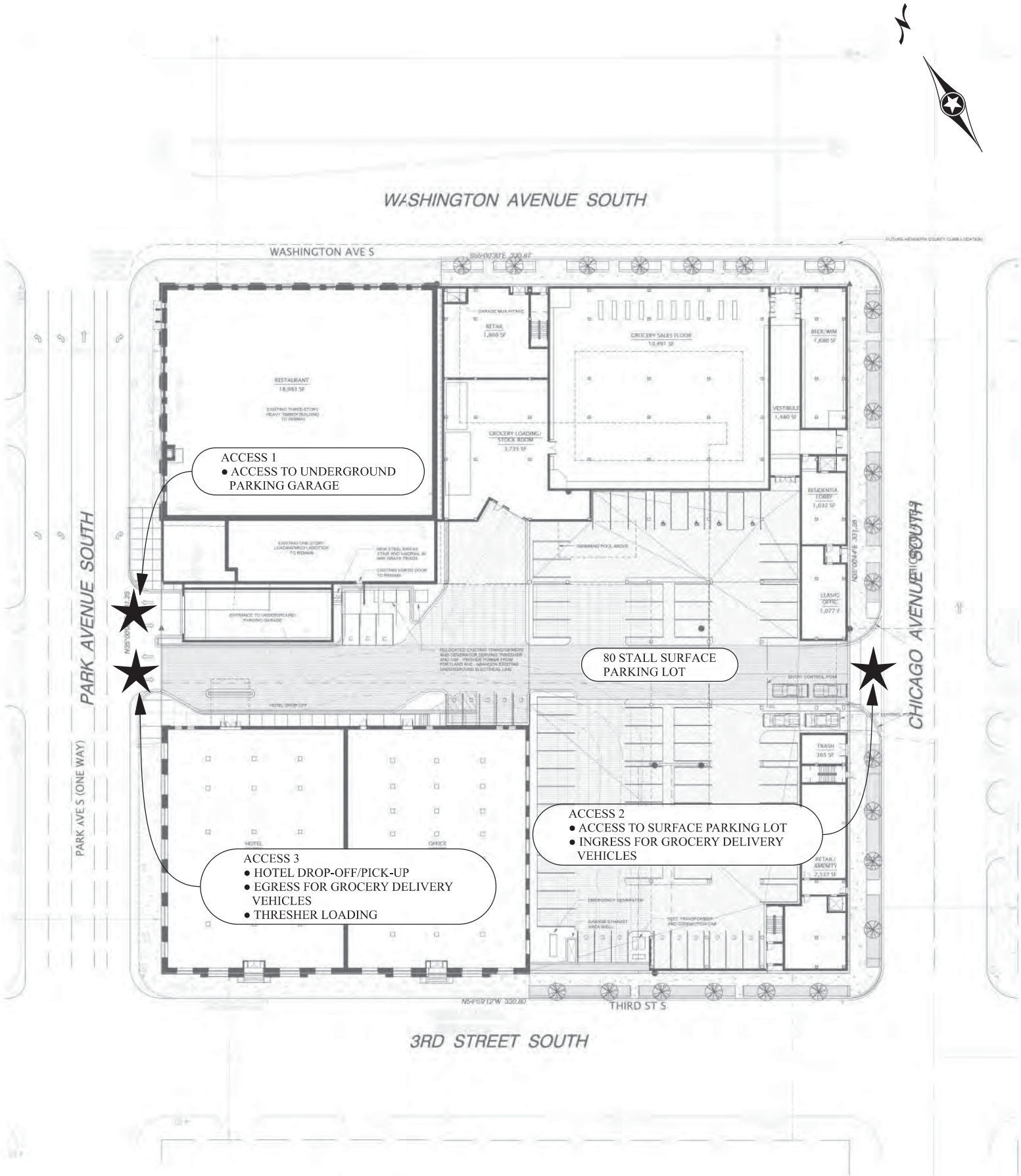

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Figure 2
Site Plan

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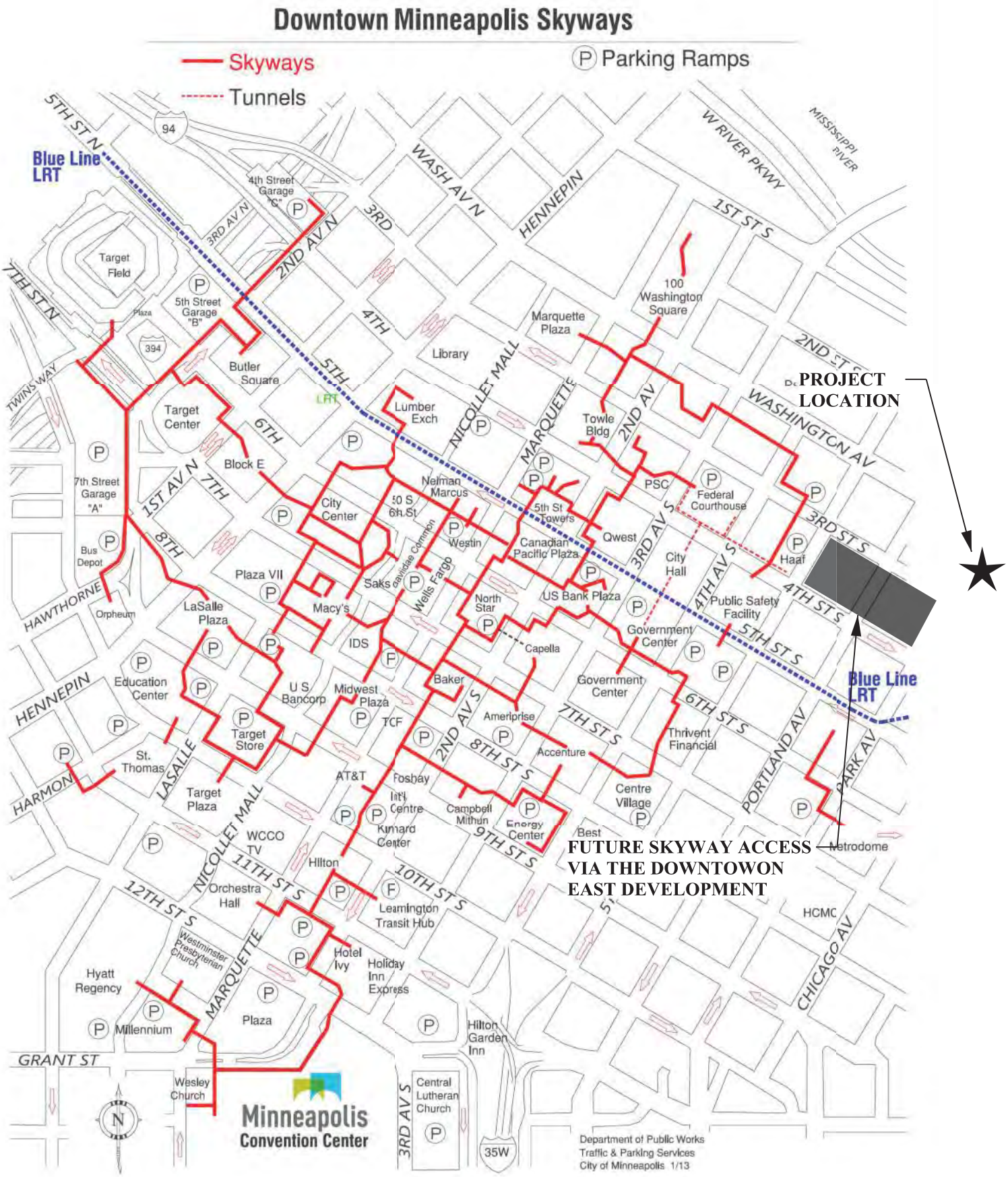

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Figure 3
Downtown Skyway System

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Figure 4
Downtown Bicycle Facilities

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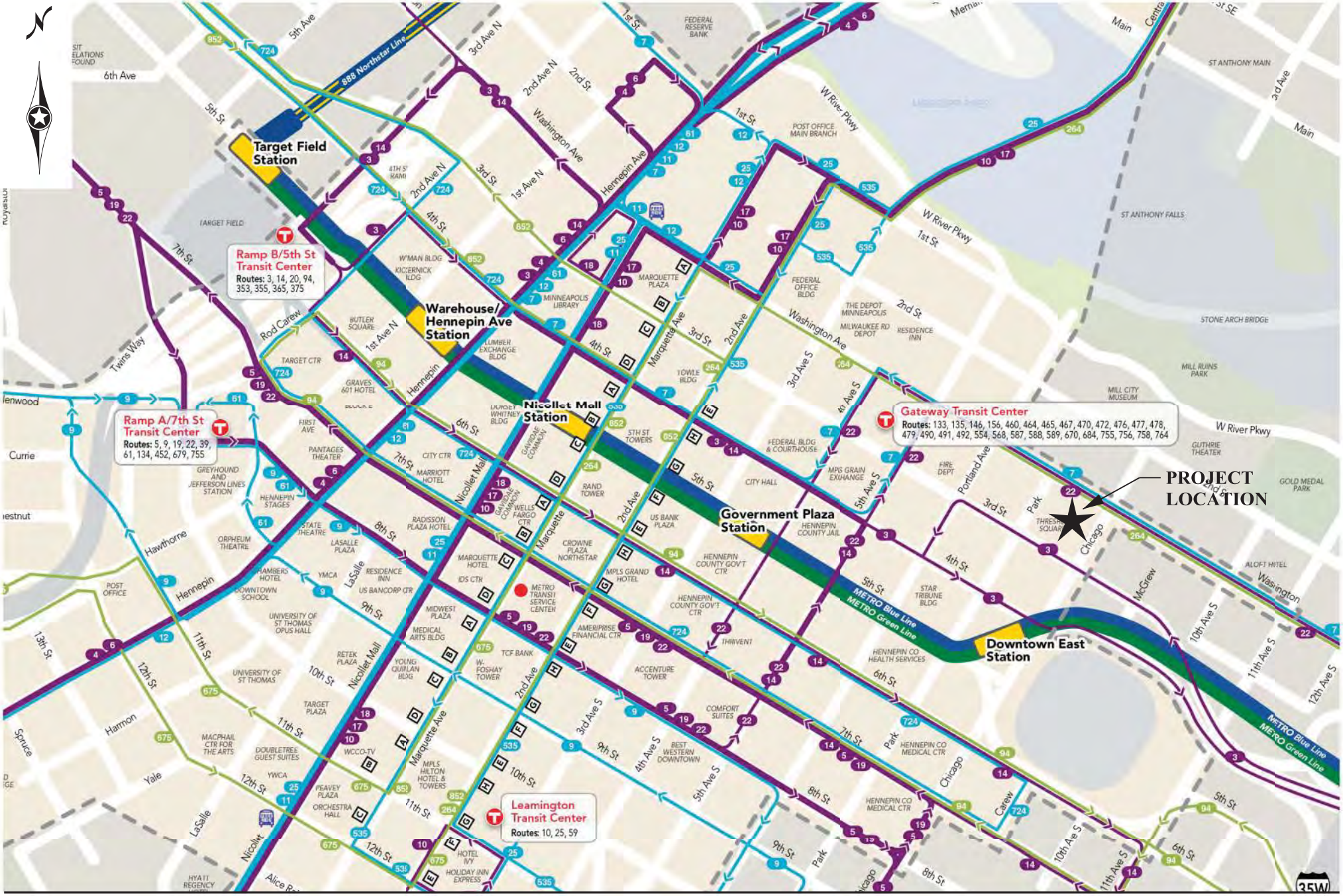

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Figure 5
Transit Routes

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2.0 Parking Impact Analysis

As previously documented, the proposed site will provide 367 parking spaces with 287 spaces in an underground parking garage and 80 surface spaces. The 80 surface spaces will be dedicated to the grocery land use. Outside the grocery business hours these spaces may be made available to other uses. A variance to the maximum parking requirement for the grocery land use, 53 spaces, is being requested to allow 80 spaces. The 287 space underground garage will be for the remaining residential, retail, office and hotel uses.

The parking characteristics of the proposed site consist of adequate off-street parking for the proposed land uses with the requested variance. It is noted that site-related parking may occur on-street at adjacent metered spots or in nearby public parking ramps. This section summarizes the off-street parking impact analysis for the proposed development.

Access to the 287 space underground parking garage will be via Park Ave S. Control for the parking garage will consist of a garage door that will open upon entry. Residents will like have a key FOB for entry and retail, office and hotel users will likely be required to use a payment ticketing system. Access to the 80 space surface parking lot will be via a driveway on Chicago Ave S. Control for the surface parking lot will be though a gated payment ticketing system. Grocery store patrons will be able to get ticket validation with a purchase. **Table 4** summarizes the proposed parking details for the site.

Table 4. Proposed Parking Characteristics

Use	Size	# of Spaces	Location	Access
Apartments	185 units	287	Underground Garage (& Surface Lot When Grocery Store is Closed)	Park Ave S (Chicago Ave S for Surface Lot)
Retail	4,400 SF			
Hotel	143 rooms			
Office	44,468 SF			
Existing Restaurant	17,064 SF			
Existing Office	28,505 SF			
Grocery	16,000 SF	80	Surface Lot	Chicago Ave S
Total		**367**		

2.1 Parking Demand Calculations

The parking demand expected with the proposed project was estimated based on the City of Minneapolis Zoning Code, specifically Article III of Chapter 541. As noted above a variance for the grocery store parking is being requested to allow 80 spaces. Due to the proposed site location in a downtown district there is no minimum parking requirement. **Table 5** documents the maximum required parking spaces for the proposed site. The maximum required spaces is 659. 367 spaces are proposed, which is below the maximum required spaces.

Table 5. Maximum Parking Stalls Required – Zoning Code Method

Parking Use	Units/SF	Rate		Required Spaces	
		Min	Max	Min	Max
Proposed Land Uses					
Residential	185	NA	1.6 spaces/unit[1]	NA	296
Retail	4,400	NA	1 space/500 SF[1]	NA	9
Grocery	16,000	NA	1 space/300 SF[1]	NA	53
Hotel	143	NA	1 space/room[1]	NA	143
Office	44,468	NA	1 space/1000 SF[1]	NA	44
Total				**NA**	**545**
Existing Land Uses To Remain					
Restaurant	17,064	NA	1 space/200 SF[1]	NA	85
Office	28,505	NA	1 space/1000 SF[1]	NA	29
Total				**NA**	**114**
Grand Total				**NA**	**659**

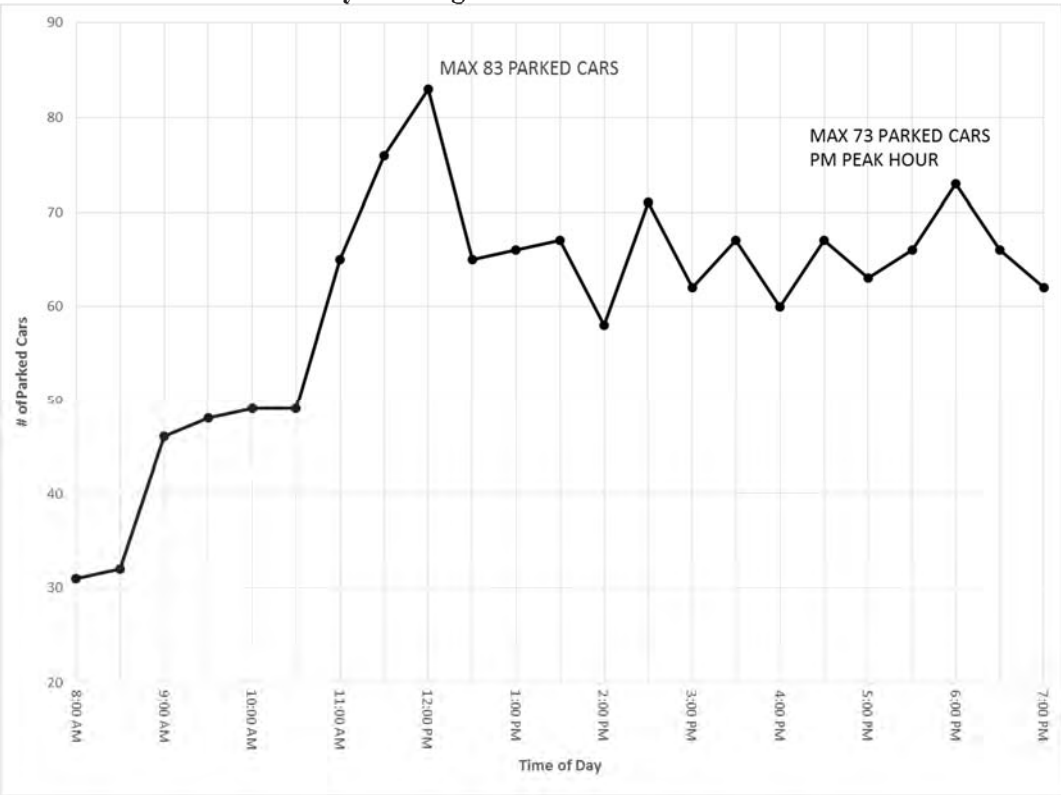
[1] Max parking ratio for the DP Downtown Parking Overlay District.

Parking Variance Data

Existing parking data at a similar Downtown Minneapolis grocery store was documented to provide empirical data and rationalization for the parking variance request. There are two existing Downtown Minneapolis grocery stores, a Lunds grocery store at 1201 Hennepin Ave and a Whole Foods grocery store at 222 Hennepin Ave. After investigation it was assumed that the Whole Foods grocery store would be the most comparable grocery store to the proposed site as there is dedicated and easily accessible free parking, an attached beer and wine store, and similar to the proposed site, it is also located along the Washington Ave corridor. The existing Whole Foods is 38,000 SF and includes extra uses consisting of classrooms, a bakery area, butcher area, lunch buffet and seating. The proposed grocery store is not expected to have these extra uses. Subtracting out theses uses, the Whole Foods contains approximately 20,000 SF for grocery uses, which is comparable to the 16,000 SF proposed grocery store.

Weekday parking activity was documented at the existing Whole Foods grocery store on Thursday, February 26th from 8:00 AM to 7:00 PM. **Chart 1** shows the hourly number of parked cars in the dedicated parking lot. The max is 83 parked cars occurring at noon and the PM peak is 73 parked cars occurring at 6:00 PM. Based on observations, the peaking noon hour parking correlates to high use of the lunch buffet and seating area. The PM peak parking characteristics are assumed to be similar to the proposed grocery land use and it can be anticipated that 70 to 80 parking spaces could be needed during the PM peak hour. The requested parking variance of 80 spaces is a valid appeal.

Chart 1. Whole Foods Daily Parking Data



Bicycle Parking

The City of Minneapolis has minimum bicycle parking requirements for most uses as detailed in the Zoning Code. **Table 6** details the minimum parking requirements for the proposed land uses.

Table 6. Minimum Required Bicycle Parking Spaces

Parking Use	Units/SF	Rate	Required Spaces
Residential	185	0.5 space/unit	93
Retail	4,400	3 spaces	3
Grocery	16,000	1 space/5,000 SF	3
Hotel	143	NA	0
Office	44,468	1 space/15,000 SF	3

Bicycle parking for the residential apartments will be provided in the underground garage either at wall mounted racks around the perimeter of the garage or in secure group zone. The requirement for 93 residential bicycle parking spaces will be satisfied. A minimum of three bicycle parking spaces are required for each the retail, grocery and office land uses. This requirement will be satisfied with numerous bicycle racks will be placed on sidewalks near the entrances to these land uses.

Parking Conclusions

The proposed project will provide adequate parking for vehicles and bicycles. The requested parking variance from 53 spaces to 80 spaces for the proposed grocery land use is valid and supported by existing data.

3.0 Transportation Impact Analysis

This section of the TDM Plan describes impacts to the transportation system resulting from the development of this property. Based on conversations with City of Minneapolis, the following key existing intersections were identified for study within the project area:

- Park Ave S & 3rd St S
- Park Ave S & Washington Ave S
- Chicago Ave S & 3rd St S
- Chicago Ave S & Washington Ave S

The purpose of the traffic analysis is to evaluate the impact of traffic generated by the proposed project on the operations and safety of the adjacent roadway network and immediate site/parking access intersections. The study will detail the existing and future roadway conditions in the study area. Recommendations regarding geometric and/or traffic control needs to accommodate additional background traffic, site-generated traffic, and improve safety are included, as required.

3.1 Study Approach

To address the impacts of a development on the surrounding roadway system, it is necessary to first analyze traffic conditions that would be present on the roadway system without the inclusion of the proposed project. This is considered the No-Build or Background scenario, and serves as a basis with which to compare the Build scenario. Based on discussions with the City of Minneapolis, traffic analyses were conducted for the following scenarios:

- **2016 No-Build Scenario** – 2016 forecast traffic conditions prior to the opening of the proposed project. An annual background rate will be applied to existing traffic volumes and traffic from nearby developments will be included.
- **2016 Build Scenario** – Opening day conditions with the inclusion of site-generated traffic.

3.2 Existing Traffic Conditions

To establish base conditions for the traffic study, the existing traffic characteristics of the study area network were investigated. Washington Ave S is a two-way westbound-eastbound roadway with six travel lanes (three in each direction) separated by a median and metered parking on both sides. Chicago Ave S is a two-way northbound-southbound roadway with two travel lanes and no metered parking. Park Ave S is a one-way northbound roadway with three vehicle lanes, a bike lane and metered parking on both sides. 3rd St S is a one-way westbound roadway with three vehicle lanes, a bike lane and metered parking on both sides.

The four study area intersections are all controlled by a pre-timed coordinated traffic signals. Pedestrian crossing is permitted on all approaches at each signal. Existing traffic signal timing parameters have been provided by the City of Minneapolis.

The existing lane geometrics and traffic control are documented in **Figure 6**.

3.3 No-Build Traffic Alternative

To establish the 2016 No-Build conditions (based on the proposed year of completion of the proposed site), the following information was used:

- AM and PM peak hour turning movement counts for the four study area intersections were obtained from the City of Minneapolis' Traffic County Management System. These counts were conducted in the Spring of 2011.
- Background traffic volume growth is expected to increase into the future due to other regional development and changes in employment. Based on previous studies completed for the downtown CBD, a linear background growth rate of one-half a percent per year was applied to the 2011 turning movement counts to "grow" them up to 2016 conditions.
- Based on discussions with the City, the Downtown East Mixed-Use Development will be complete in year 2016. This mixed-use development includes 1.2 million square feet of office space, 28,000 square feet of retail space, 420 residential units, green space, and a parking garage. The ***Downtown East Traffic Analysis Technical Memorandum***[1] was used to determine the site related traffic volumes (the Maximum Development Scenario for Option 4 was assumed) that are anticipated to travel through the study area intersections.
- As a result of the anticipated Downtown East Development and increased pedestrian activities, recommendations for enhanced pedestrian areas have been made. In some instances to increase pedestrian space, there is a trade-off with reducing vehicle travel lanes. The ***East Downtown Pedestrian Realm Augmentation Study***[2] was investigated and a lane reduction on Park Avenue S from three through travel lanes to two through travel lanes in the study area is recommended and is assumed for 2016 No-Build conditions. Additionally, a bumpout treatment is recommended at the 3rd Street S & Park Avenue S intersection which would remove the westbound right turn lane on 3rd Street S.
- The existing study area intersection control and timing parameters were assumed for the 2016 conditions. The removal of one travel lane on Park Avenue S and the removal of the westbound right turn lane on 3rd St S were assumed.

The above information was used to estimate the background traffic on the surrounding roadway network and the future roadway geometrics. The resulting traffic volume estimates of the 2016 No-Build AM and PM peak hour traffic volumes are shown on **Figure 7.**

3.4 Build Traffic Alternative

To establish the 2016 Build traffic volumes, the number of trips generated by the proposed project was estimated. Trip generation rates for the proposed development were obtained from the ***Trip Generation Manual***[3]. Assumptions were made regarding internal shared trips (trips shared between on-site land uses), pass-by trips (trips originating from existing traffic on adjacent roadways that visit the site), and multi-modal trips (trips by walking, biking or transit – non single occupancy vehicle (SOV) trips). Many of the assumptions used in the ***Downtown East Traffic Analysis Technical Memorandum*** are applicable and are used for the proposed project. The following details these assumptions:

- Internal Shared Trips
    - 5% of AM peak hour trips

[1] ***Downtown East Traffic Analysis Technical Memorandum,*** *Kimley-Horn, August 2013*
[2] ***East Downtown Pedestrian Realm Augmentation Study****, Stantec, January 2015*
[3] ***Trip Generation Manual****, Institute of Transportation Engineers (ITE), 9th Edition*

- 7% of PM peak hour trips

- Pass-By Trips
  - 50% of retail/grocery trips
  - 20% of restaurant trips

- Non-SOV Trips
  - 40% Non-SOV for office trips
  - 50% Non-SOV for residential trips
  - 15% Non-SOV for retail trips

Tables 7 and **8** present the new external AM and PM peak hour and daily vehicle trips expected. It is noted that the existing Thresher Square office land uses operated at approximately 30% capacity in 2011 when the turning movement counts were conducted. Associated trips from the 30% operations we not considered in the analysis to provide a conservative analysis.

Table 7. Trip Generation – Weekday AM Peak Hour

Land Use (ITE Code)	Units	Size	ITE Rate	Internal Capture	Pass-By	Non SOV %	Enter %	Exit %	Trips In	Trips Out	Total Trips
Proposed Land Uses											
Apartment (220)	Units	185	0.51	5%	0%	50%	20%	80%	9	36	45
Specialty Retail (826)	SF	4,400	NA	NA	NA	NA	NA	NA	NA	NA	NA
Grocery Store (850)	SF	16,000	3.40	5%	50%	15%	62%	38%	13	8	21
Hotel (310)	Rooms	143	0.53	5%	0%	40%	59%	41%	25	18	43
General Office (710)	SF	44,468	1.56	5%	0%	40%	88%	12%	35	5	40
Total Trips - Proposed Land Uses									**82**	**67**	**149**
Existing Land Uses To Remain - OSF Building											
Restaurant (932)	SF	17,064	NA	NA	NA	NA	NA	NA	NA	NA	NA
General Office (710)	SF	28,505	1.56	5%	0%	40%	88%	12%	22	3	25
Total Trips - Existing Land Uses									**22**	**3**	**25**
Total Trips - Entire Site									**104**	**70**	**174**

1. Per the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition.

Table 8. Trip Generation – Weekday PM Peak Hour

Land Use (ITE Code)	Units	Size	ITE Rate	Internal Capture	Pass-By	Non SOV %	Enter %	Exit %	Trips In	Trips Out	Total Trips
Proposed Land Uses											
Apartment (220)	Units	185	0.62	7%	0%	50%	65%	35%	35	19	54
Specialty Retail (826)	SF	4,400	2.71	7%	50%	15%	44%	56%	2	2	4
Grocery Store (850)	SF	16,000	9.48	7%	50%	15%	51%	49%	28	27	55
Hotel (310)	Rooms	143	0.60	7%	0%	40%	51%	49%	24	23	47
General Office (710)	SF	44,468	1.49	7%	0%	40%	17%	83%	6	31	37
Total Trips - Proposed Land Uses									**95**	**102**	**197**
Existing Land Uses To Remain - OSF Building											
Restaurant (932)	SF	17,064	9.85	7%	20%	15%	60%	40%	63	42	105
General Office (710)	SF	28,505	1.56	7%	0%	40%	88%	12%	22	3	25
Total Trips - Existing Land Uses									**85**	**45**	**130**
Total Trips - Entire Site									**180**	**147**	**327**

1. Per the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition.

Based on the proposed land uses for the project, 149 new AM peak hour and 197 new PM peak hour trips are expected in addition to existing trips.

Trip distribution of these trips to the surrounding roadway network was based on the expected origins and destination of motorists traveling to and from the proposed development. Inbound and outbound trips were distributed through the roadway network based upon the location of the parking access points and characteristics of the surrounding one-way roadway network. The distribution assumes that all site generated trips would park on-site and use the proposed parking access locations. In reality it is likely that some of these trips will utilized nearby on-street parking and other public park lots. The 2016 Build scenario traffic volumes result when these trips are combined with the 2016 No-Build traffic volumes as illustrated in **Figure 8**.

3.5 Traffic Operations Analysis

A traffic operations analysis was performed for the No-Build and Build volume scenarios for the 2016 analysis year. Analysis was performed utilizing the Synchro 9.0 and SimTraffic 9.0 software packages. The existing roadway geometries and existing signal timing parameters were used for the analysis.

Level of Service

A traffic operations analysis was performed for each of the key intersections in the study following the methods set forth in the ***Highway Capacity Manual (HCM)***[4]. The Level of Service (LOS) was documented for the key intersections. LOS is a measure used to quantify the traffic operations at an intersection or on a roadway segment. LOS ranges from LOS A to LOS F, with LOS A being non-congested, free-flowing conditions, and LOS F being very congested, at capacity conditions. The LOS D/E boundary is typically used as the indicator of congestion in an urban area.

Analysis and Results

The results of the 2016 No-Build and Build traffic operations analyses are presented in **Table 9**.

Table 9. 2016 No-Build and Build Operational Analysis Results

Intersection	Control	MOE	2016 No-Build		2016 Build	
			AM Peak	PM Peak	AM Peak	PM Peak
Park Ave S & 3rd St S	Traffic Signal	Delay/Veh	14.2	20.3	14.4	34.9
		LOS	B	C	B	C
Park Ave S & Washington Ave S	Traffic Signal	Delay/Veh	9.7	20.4	10.7	23.3
		LOS	A	C	B	C
Chicago Ave S & 3rd St S	Traffic Signal	Delay/Veh	12.9	15.6	13.0	15.8
		LOS	B	B	B	B
Chicago Ave S & Washington Ave S	Traffic Signal	Delay/Veh	19.4	24.1	20.2	27.1
		LOS	B	C	C	C
Park Ave S & Access 1	Side-Street Stop	Delay/Veh	NA	NA	1.7	15.2
		LOS			A	C
Chicago Ave S & Access 2	Side-Street Stop	Delay/Veh	NA	NA	1.7	1.4
		LOS			A	A

-Results from an average of 5 SimTraffic simulations.
- Overall intersection delay is reported.

[4] ***Highway Capacity Manual (HCM)****, 2010 Edition, Transportation Research Board*

For the 2016 No-Build conditions, all intersections operate acceptably with an overall LOS C or better during the AM and PM peak hours. Investigation of the 95th percentile queues show moderate queuing at the Washington Avenue S signals during the PM peak hour, but there are no traffic concerns as the queues are observed to clear with each signal cycle. No improvement measures are recommended for the 2016 No-Build conditions.

For the 2016 Build conditions with the inclusion of site-generated traffic, all intersections and site access points operate acceptably with an overall LOS C or better during the AM and PM peak hours. Investigation of the 95th percentile queues show traffic backing up beyond the parking garage access point on Park Avenue S at the Washington Avenue S signal, but there are no traffic concerns as the queues are observed to clear with each signal cycle and there are no anticipated queues extending into the parking garage. These types of operations are typical throughout the downtown area. No Developer responsible mitigation measures are recommended for the 2016 Build conditions.

3.6 Surface Parking Lot Circulation

One-way traffic circulation in the counterclockwise direction is recommended in the 80-stall surface parking lot for the grocery land use. The exit lane onto Chicago Avenue has limited storage area for exiting vehicles due to the design of the middle parking row. With one-way counterclockwise circulation more storage space could be provided in the drive aisle allowing vehicles to queue to the south while waiting to exit.

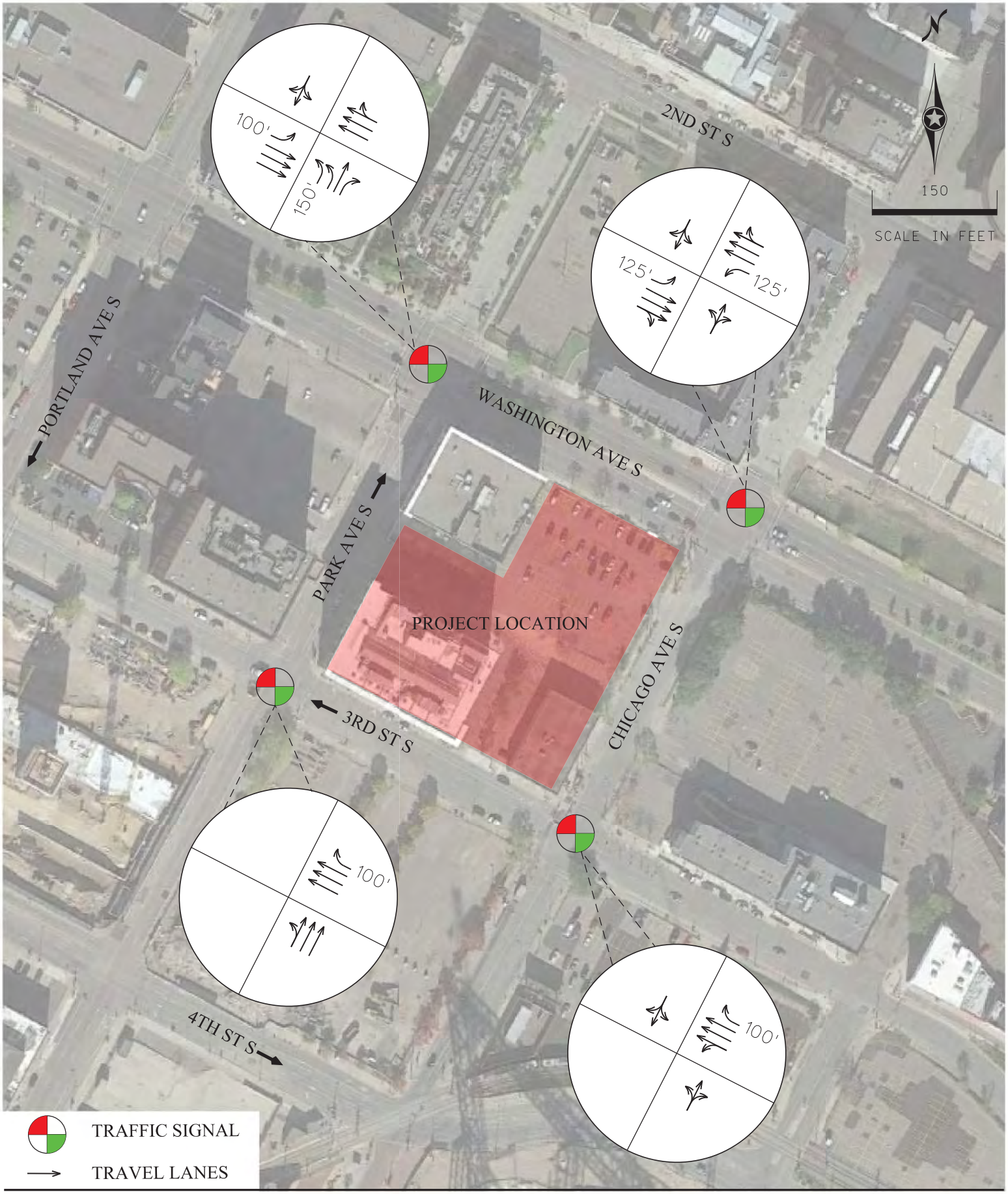


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Figure 6
Existing Geometrics

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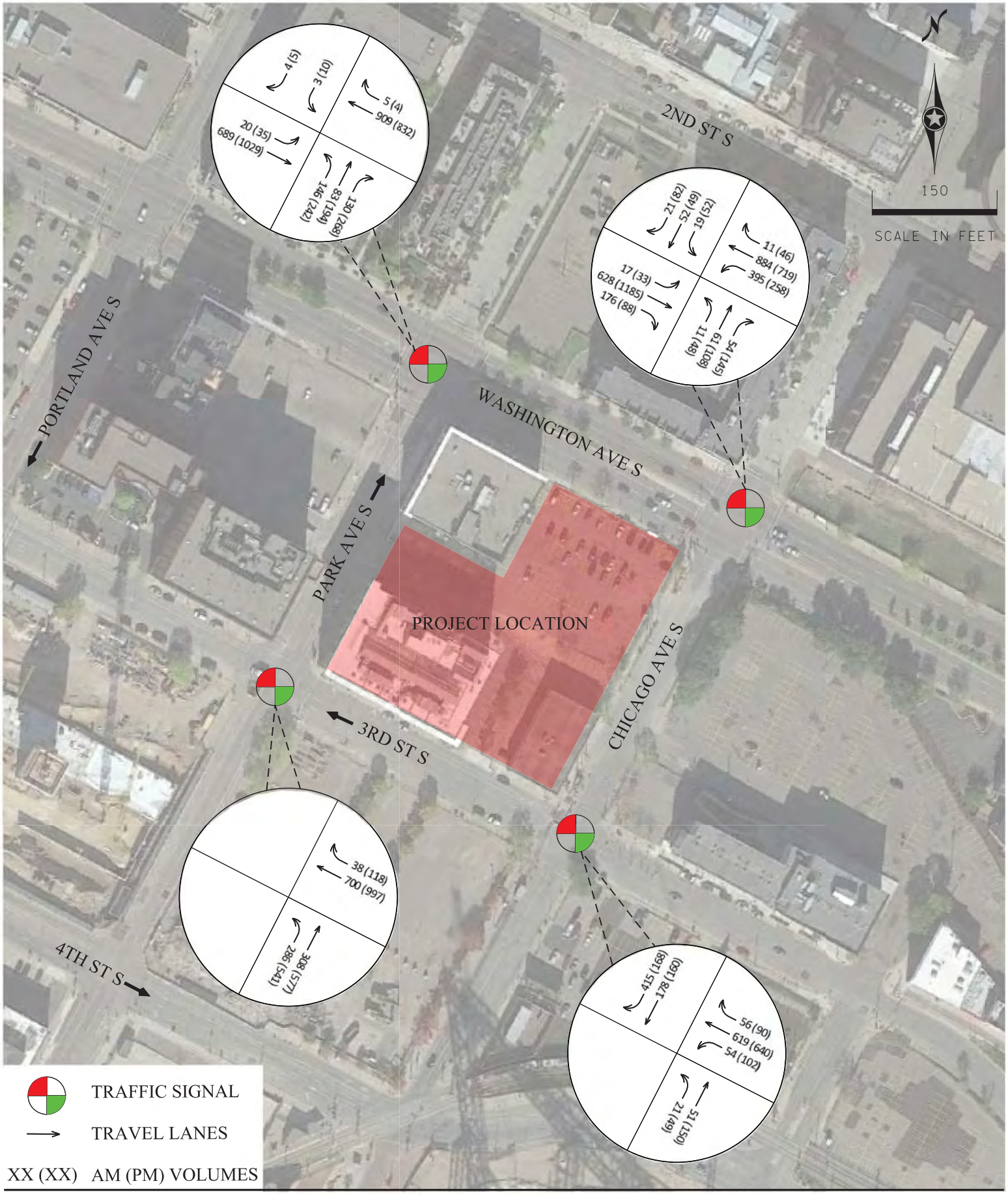

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Figure 7
2016 No-Build Volumes

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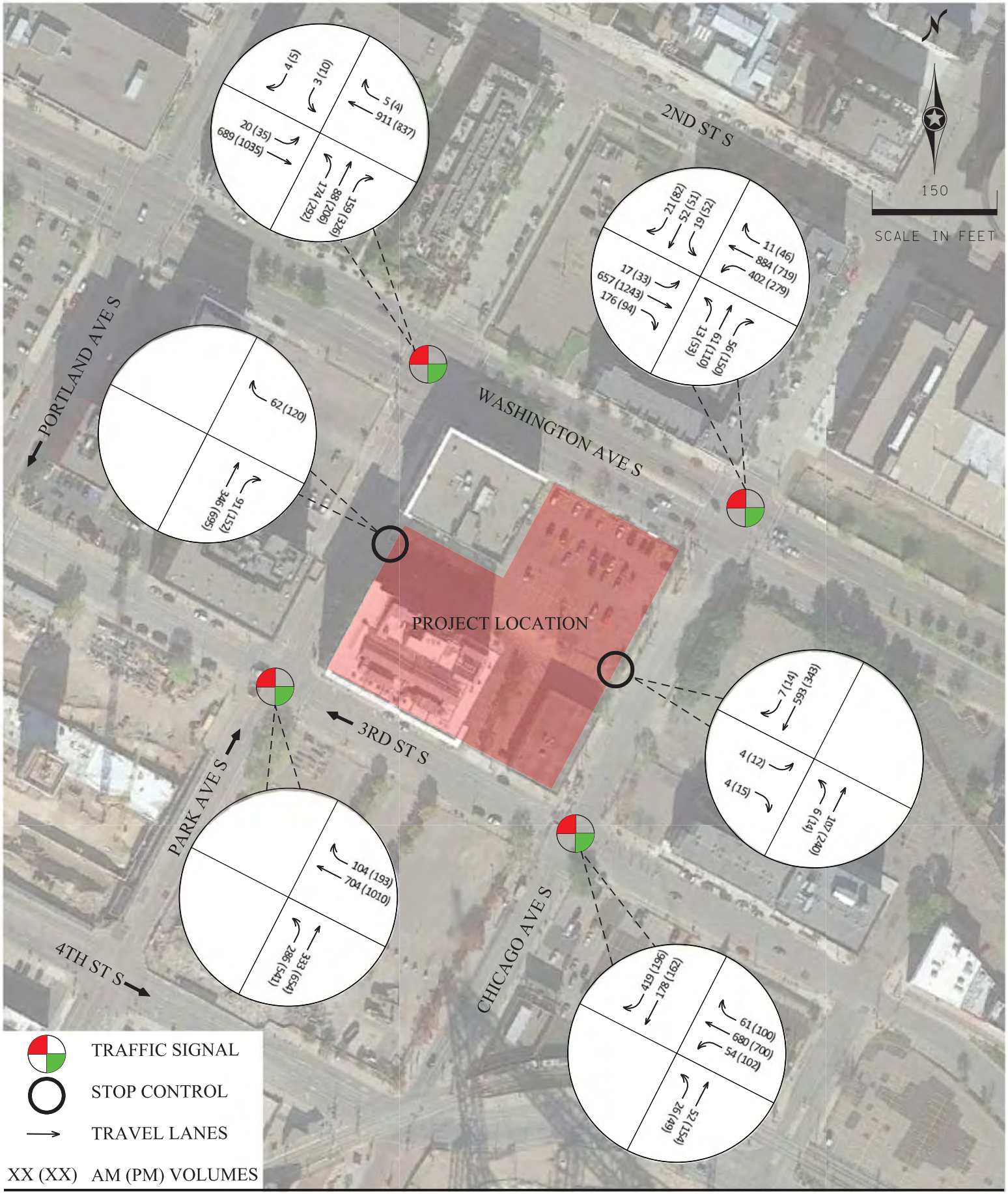

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Figure 8
2016 Build Volumes

ALLIANT ENGINEERING

4.0 Travel Demand Management Plan

The following TDM Plan for the proposed project identifies the program, responsibilities, and detailed implementation of the TDM Plan by the Developer or their successor for the parking and transportation issues summarized above.

The Developer recognizes the desire for safe and convenient travel alternatives to single-occupant vehicle commuting that reflects the Twin Cities region's economic, environmental, and social needs. The Developer understands and supports the objective to minimize travel demand, especially during the morning and afternoon peak hours.

The Developer or their successors, the building managers, or employers agree to the following measures to help meet the City of Minneapolis Transportation Goals:

1. Subsidy of Single Occupancy Vehicle (SOV) Alternatives

- ***No subsidy for single-occupant vehicles:*** The Developer or their successors will not provide free parking for single-occupant vehicle use. Parking stalls in the privately owned parking garage and surface lot will be available for employees, residents, guests and patrons only. The Developer or their successors are aware that the City may make changes to the on-street metered parking as necessary.

2. Level of Participation with Transportation Management Organization (TMO)

- ***Transportation Coordinator:*** The Developer or their successors will designate a Transportation Coordinator to work with residents and employers on the implementation of this TDM Plan. The Transportation Coordinator will work closely with the Downtown Minneapolis TMO to disseminate commuting information and materials to employees, residents and visitors; participate in regional training or informational sessions about TDM programs; be available to meet once a year with the Downtown Minneapolis TMO to review available regional programs and services; and monitor progress on fulfilling the TDM commitments.

- ***Downtown Minneapolis TMO:*** The Downtown TMO is a private partnership of the City of Minneapolis and downtown business community. The Downtown TMO website (http://www.commuter-connection.org/) is an excellent resource for Developers that encourage commuting.

3. Communication and Information for Employees and Residents

- ***Dissemination of information:*** The Developer or their successors will disseminate information on transit and biking alternatives to its employees and residents. Bus route maps and schedules will be available in the business offices. Information will include transit schedules, bicycle commuting facilities and maps, car-pooling programs, flex-car programs and other similar programs.

- ***Commuter information program:*** With assistance from the Downtown Minneapolis TMO, Metro Transit, and Metro Commuter Services, the Developer or their successors will develop a commuter information program to familiarize residents and employees with the variety of available transportation resources.

- ***Move-in packages***: The Developer or their successors will create and implement a "move-in" transportation alternatives package for new residents. The move-in package will provide each resident with all information and resources available to inform and encourage alternative modes of transportation.

4. Encourage Car and Vanpooling

- The Developer or their successor will actively promote car and vanpooling as alternative means of commuting among the employees, residents and visitors, primarily through information dissemination.

5. Support and Promote Bicycling and Walking as Alternatives Facilities

- The Developer or their successors will actively promote bicycling and walking as alternative means of commuting among employees, residents and visitors of the site, primarily through information dissemination and the provision of bicycle storage facilities. The Developer will provide adequate bicycle parking spaces around the perimeter of the parking garage or in a secure group zone for the apartment residents. Numerous outdoor bicycle racks will be located around the site for the retail, grocery and office land uses.

6. Off-peak Truck and Service Scheduling

- ***Off-peak scheduling:*** The Developer or their successors will encourage truck and service vehicles, not including small package deliveries, to access the site outside of the weekday AM and PM peak traffic periods.

  The proposed project will accommodate the loading for the grocery store use and the Thresher building on-site. Alternatives for residential loading space are being explored by the Developer.

7. Monitoring of Travel Behavior

With the assistance of the Downtown Minneapolis TMO, The Developer or their successors commit to the following:

- ***Original survey:*** The Developer or their successors will develop a methodology for surveying the travel behavior of a sample of its residents and employees (once 70% occupancy is realized).

- ***Ongoing surveys:*** The Developer or their successors will be requested to conduct a similar sampling every two years after the original baseline survey with assistance from the Downtown Minneapolis TMO and continuing for a time period that will be determined jointly with the City of Minneapolis

- ***Status reports:*** After each round of biennial sampling, the association will be requested to review the TDM Plan with the Downtown Minneapolis TMO to assess the effectiveness of the Plan in encouraging the use of alternative modes, A status report will be provided to the Downtown Minneapolis TMO and the City of Minneapolis Planning and Public Works Departments for review and comment with recommendations for possible revisions to the TDM Plan.

- ***Revisions:*** Based upon this review, identification of measures of effectiveness, and changes in transportation and parking in the vicinity of the proposed project, the TDM Plan may be revised to emphasize effective measures and to reflect changes in the study area.

TRAVEL DEMAND MANAGEMENT PLAN
Washington & Chicago Mixed-Use Development
Minneapolis, MN

PLAN APPROVAL

Sherman Associates Inc.

By_____ Dated: 5/18/15

George Sherman – President & Chief Manager
Sherman Associates Inc.
233 Park Ave, Suite 201
Minneapolis, MN 55415

MINNEAPOLIS COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

By_____ Dated:_____

CPED Planning Director

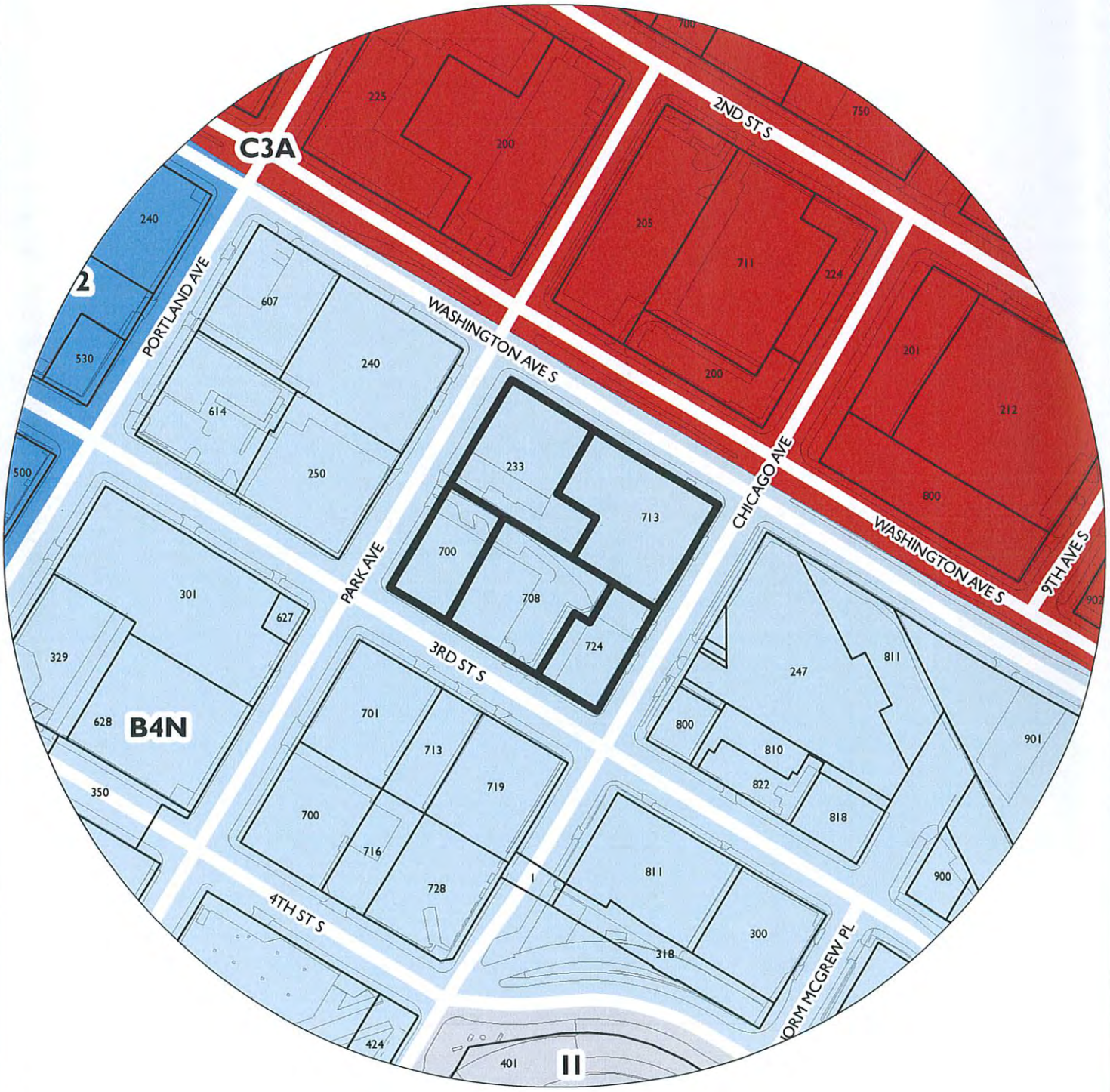
MINNEAPOLIS PUBLIC WORKS DEPARTMENT

By_____ Dated:_____

Steve Mosing, PE, PTOE,
Traffic Operations Engineer

Sherman Associates | **3rd**

NAME OF APPLICANT | WARD



200 100 0 200 400 Feet

PROPERTY ADDRESS

233 Park Ave, 713 Washington Ave S, 700, 708 and 724 3rd St S

FILE NUMBER

BZZ-7218

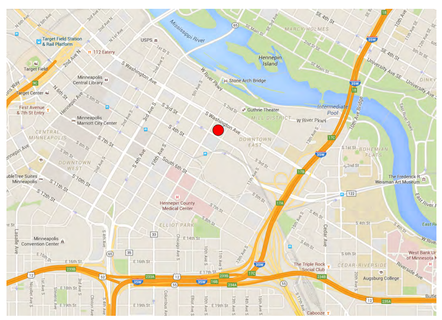
PL-296

Washington & Chicago Mixed Use

WASHINGTON & CHICAGO
Minneapolis, MN

MINNEAPOLIS, MN

PROJECT LOCATION



Vicinity

Site Location

PROJECT TEAM

Owner/Developer: Sherman Associates
233 Park Ave South
Minneapolis, MN 55415

Architect: Elness Swenson Graham Architects Inc.
500 Washington Ave. South, Suite 1080
Minneapolis, MN 55415
Ph: 612-339-5508
Fx: 612-339-5382

Landscape: T.B.D.

Contractor: T.B.D.

Civil: T.B.D.

Structural Engineer: Meyer Borgman Johnson Structural Engineers
510 Marquette Avenue S. #900
Minneapolis, MN 55402

Mechanical, Electrical, Plumbing Engineers: T.B.D.

SYMBOLS LEGEND

- SECTION AND ELEVATION REF
- INTERIOR ELEVATION REF
- DETAIL REF
- WALL TYPE (SEE SHEET A10.1)
- WINDOW TYPE (SEE SHEET A11.2)
- ELEVATION REF
- SPOT ELEVATION REF
- FLOOR FINISH TRANSITION REF
- EXTERIOR ELEVATION KEYNOTE REF
- ROOM NAME AND NUMBER
- DOOR NUMBER
- SECTION KEYNOTE REF
- REVISION NUMBER
- FIRE EXTINGUISHER CABINET
- FIRE EXTINGUISHER - WALL MOUNTED

BUILDING AREAS

GROSS FLOOR AREA (ZONING)

Level	Area Type	Area
STREET LEVEL	RESIDENTIAL	25,497 SF
LEVEL 2	RESIDENTIAL	32,179 SF
LEVEL 3	RESIDENTIAL	32,174 SF
LEVEL 4	RESIDENTIAL	32,174 SF
LEVEL 5	RESIDENTIAL	32,174 SF
LEVEL 6	RESIDENTIAL	32,174 SF
LEVEL 6 - MEZZANINE	RESIDENTIAL	21,922 SF
TOTAL GROSS FLOOR AREA		208,294 SF

GROSS FLOOR AREA - BASEMENT (NOT INCLUDED IN ZONING)

Level	Area Type	Area
MINUS 2	PARKING	53,410 SF
MINUS 1 OVERALL	PARKING	59,810 SF
STREET LEVEL	PARKING	2,004 SF
TOTAL GROSS FLOOR AREA - BASEMENT		115,223 SF

PARKING

PARKING SCHEDULE

Description	Count	Comments
MINUS 2		
ACCESSIBLE STALL 8x18	5	
COMPACT STALL 8 6x15	1	
COMPACT STALL 8x17	6	
COMPACT STALL 8x18	14	
STANDARD STALL	107	
	133	
MINUS 1 OVERALL		
ACCESSIBLE STALL 8x18	5	
COMPACT STALL 8 6x15	1	
COMPACT STALL 8x18	23	
STANDARD STALL	121	
	150	
STREET LEVEL		
ACCESSIBLE STALL 8x18	4	
COMPACT STALL 8x15	11	
COMPACT STALL 8x18	12	
STANDARD STALL	52	
	79	
PARKING TOTAL	362	

SHEET INDEX

SHEET NUMBER	SHEET NAME	LAND USE APPLICATION - 5/01/2015	PRELIMINARY DEVELOPMENT REVIEW - 5.29.15	LUA SUPPLEMENT 6/10/15
A2.2T	LEVEL 3 REFLECTED CEILING PLAN NORTH			
GENERAL INFORMATION				
T1.1	TITLE SHEET	•	•	•
T1.2	PURPOSE AND VISION	•		
V1.0	SURVEY	•	•	
CIVIL				
C1.0	EXISTING CONDITIONS	•	•	
C1.1	PRELIMINARY PLAT	•	•	
C2.0	SITE PLAN	•	•	
C2.1	TRUCK MOVEMENT		•	
C3.0	GRADING PLAN	•	•	
C4.0	UTILITY PLAN	•	•	
C5.0	DETAILS	•	•	
C5.1	DETAILS	•	•	
C6.0	SIGNAGE PLAN		•	
LANDSCAPE				
L1.0	LANDSCAPE PLAN - GROUND LEVEL	•	•	
L2.0	LANDSCAPE PLAN - SECOND LEVEL	•	•	
ARCHITECTURAL				
A3.10	EXTERIOR ELEVATIONS - B+W			•
A 0.0	CONTEXT AERIAL	•	•	
A 0.1	EXISTING SITE PHOTOGRAPHS	•	•	
A 0.2	EXISTING SITE PHOTOGRAPHS	•	•	
A 0.3	DESIGN PERSPECTIVES	•		
A 0.4	DESIGN PERSPECTIVES	•		
A 0.5	DESIGN PERSPECTIVES	•		
A 0.6	DESIGN PERSPECTIVES	•		
A 0.7	DESIGN PERSPECTIVES	•		
A 0.8	DESIGN PERSPECTIVES	•		
A 0.9	DESIGN PERSPECTIVES	•		
A 0.10	SHADOW STUDIES	•		
A 0.11	MATERIALS	•		
A 1.0	PAVING / LIGHTING PLAN			•
A 1.1	MINUS 2 PLAN	•	•	
A 1.2	MINUS 1 PLAN	•	•	
A 1.3	STREET LEVEL PLAN	•	•	•
A 1.4	LEVEL 2 PLAN	•	•	
A 1.5	LEVELS 3-6 PLAN	•	•	

SHEET NUMBER	SHEET NAME	LAND USE APPLICATION - 5/01/2015	PRELIMINARY DEVELOPMENT REVIEW - 5.29.15	LUA SUPPLEMENT 6/10/15
A 1.6	MEZZANINE PLAN/ROOF PLAN			•
A 3.1	EXTERIOR ELEVATIONS	•	•	•
A 3.2	EXTERIOR ELEVATIONS	•	•	•
A 3.3	EXTERIOR ELEVATIONS		•	•
A 3.4	EXTERIOR ELEVATIONS		•	•
A 3.5	EXTERIOR ELEVATIONS			•
A 3.6	EXTERIOR ELEVATIONS - B+W			•
A 3.7	EXTERIOR ELEVATION - B+W			•
A 3.8	EXTERIOR ELEVATIONS - B+W			•
A 3.9	EXTERIOR ELEVATIONS - B+W			•
HOTEL ARCHITECTURAL				
0.0	COVER			
A 1.1	FLOOR PLAN - LEVEL 1		•	
A 1.4	FLOOR PLAN - LEVEL 4			
A 1.5	FLOOR PLAN - LEVEL 5 EAST			
A 1.6	FLOOR PLAN - LEVEL 5 EAST AND 6 WEST			
A 1.7	FLOOR PLAN - LEVEL 6 WEST AND LEVEL 7 EAST			
A 1.8	FLOOR PLAN - ROOF LEVEL			
A 5.1	EXTERIOR ELEVATIONS		•	
A 5.3	EXTERIOR VIEWS			
AD.1	EXIST/DEMO PLAN - LEVEL 1			
AD.2	EXIST/DEMO FLOOR PLAN - LEVEL 2			
AD.3	EXIST/DEMO FLOOR PLAN - LEVEL 3			
AD.4	EXIST/DEMO FLOOR PLAN - LEVEL 4			
AD.5	EXIST/DEMO FLOOR PLAN - LEVEL 5			
AD.6	EXIST/DEMO FLOOR PLAN - LEVEL 5 WEST AND 6 EAST			
AD.7	EXIT/DEMO FLOOR PLAN - LEVEL 6 WEST AND 7 EAST			
AD.8	EXIST/DEMO FLOOR PLAN - MEZZANINE LEVEL 6 AND 7			
AD.9	EXIST/DEMO PLAN - ROOF LEVEL			
P 1.1	PERSPECTIVE - EXIST/DEMO			
P 1.2	PERSPECTIVES - PROPOSED			

SIGNAGE

The Chicago (new construction)

	North Elevation (Washington Ave)			
	Linear frontage	SF/linear ft	Height allowed	Total SF allowed
	198	2.5	28	495
Drawing ID	Sign purpose	Sign Type	Sign Height	Sign Area
1	Public Parking ID	wall	17	55
2	Grocery ID	wall	18	100
3	Grocery ID	wall	18	100
4	Grocery ID	wall	18	100
5	Grocery ID	wall	21	50
6	Grocery ID	wall	18	90
	Total			495

	East Elevation (Chicago Ave)			
	Linear frontage	SF/linear ft	Height allowed	Total SF allowed
	331	2.5	28	827.5
	Sign purpose	Sign Type	Sign Height	Sign Area
7	Grocery ID	wall	18	90
8	Residential ID	wall	16	75
9	Parking	wall	12	10
10	Parking	wall	12	10
11	Parking	projecting	15	16
12	Retail ID		14	70
13	Retail ID		14	70
14	Retail ID		14	70
15	Retail ID		18	46
	Total			457

	South Elevation (Third St)			
	Linear frontage	SF/linear ft	Height allowed	Total SF allowed
	96	2.5	28	240
	Sign purpose	Sign Type	Sign Height	Sign Area
16	Retail ID		14	70
17	Retail ID		14	70
	Total			140

Advance Thresher/Emerson-Newton Implement (existing)

North Elevation (Interior Drive)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
176	2.5	28	440
Sign purpose	Sign Type	Sign Height	Sign Area
Hotel ID	canopy	16	10
Total			10

East Elevation (Parking Lot)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
120	2.5	28	300
Sign purpose	Sign Type	Sign Height	Sign Area
none			
Total			0

South Elevation (Third St)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
176	2.5	28	440
Sign purpose	Sign Type	Sign Height	Sign Area
Hotel/Restaurant ID	awning	15	10
Hotel/Restaurant ID	awning	15	10
Hotel/Restaurant ID	wall	8	21
Hotel/Restaurant ID	wall	8	21
Total			62

West Elevation (Portland Ave)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
120	2.5	28	300
Sign purpose	Sign Type	Sign Height	Sign Area
Hotel ID	awning	15	10
Hotel ID	awning	15	10
Hotel ID	awning	15	10
Hotel ID	awning	15	10
Hotel ID	awning	15	10
Hotel ID	awning	15	10
Hotel ID	awning	15	10
Hotel ID	wall	13	21
Hotel ID	wall	13	16
Total			107

Note: existing terra cotta historic signage to remain not included in matrix

Old Spaghetti Factory (existing)

North Elevation (Washington Ave)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
133	2.5	28	332.5
Sign purpose	Sign Type	Sign Height	Sign Area
restaurant ID	blade	25	40
Total			40

East Elevation (facing The Chicago)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
144	2.5	28	360
Sign purpose	Sign Type	Sign Height	Sign Area
Existing restaurant ID	wall	65	765
Total			765

South Elevation (Interior Drive)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
133	2.5	28	332.5
Sign purpose	Sign Type	Sign Height	Sign Area
Existing restaurant ID	wall	65	150
Total			150

West Elevation (Portland Ave)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
144	2.5	28	360
Sign purpose	Sign Type	Sign Height	Sign Area
Restaurant ID	Wall	21	104
Total			104

Parking Entrance Structure (new construction)

East Elevation (facing The Chicago)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
28	2.5	28	70
Sign purpose	Sign Type	Sign Height	Sign Area
none			
Total			0

South Elevation (Interior Drive)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
75	2.5	28	187.5
Sign purpose	Sign Type	Sign Height	Sign Area
none			
Total			0

West Elevation (Portland Ave)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
28	2.5	28	70
Sign purpose	Sign Type	Sign Height	Sign Area
Parking wayfinding	Wall	12	36
Total			36

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 document 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

6/10/15 LUA SUPPLEMENT

ORIGINAL ISSUE:

REVISIONS

No.	Description	Date

215501
PROJECT NUMBER

ESG DRAWN BY
ESG CHECKED BY

KEY PLAN

WASHINGTON & CHICAGO

TITLE SHEET

T1.1

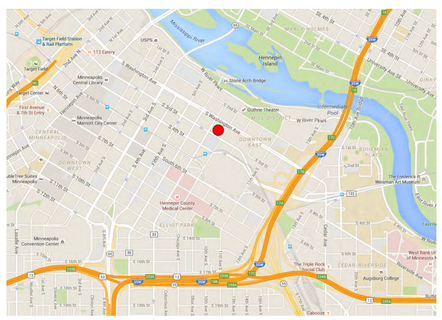
6/10/2015 5:07:36 PM

Washington & Chicago Mixed Use

WASHINGTON & CHICAGO
Minneapolis, MN

MINNEAPOLIS, MN

PROJECT LOCATION



Vicinity

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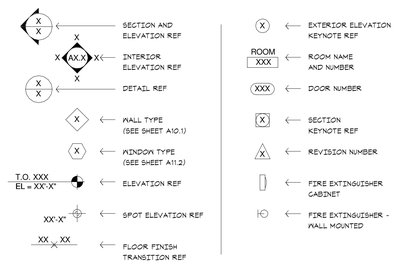

BUILDING AREAS

GROSS FLOOR AREA (ZONING)

Level	Area Type	Area
STREET LEVEL	RESIDENTIAL	25,497 SF
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GROSS FLOOR AREA - BASEMENT (NOT INCLUDED IN ZONING)

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PARKING SCHEDULE

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	133	
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COMPACT STALL 8 6x15	1	
COMPACT STALL 8x18	23	
STANDARD STALL	121	
	150	
STREET LEVEL		
ACCESSIBLE STALL 8x18	4	
COMPACT STALL 8x15	11	
COMPACT STALL 8x18	12	
STANDARD STALL	52	
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PARKING TOTAL	362	

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T1.2	PURPOSE AND VISION	•		
V1.0	SURVEY	•	•	
CIVIL				
C1.0	EXISTING CONDITIONS	•	•	
C1.1	PRELIMINARY PLAT	•	•	
C2.0	SITE PLAN	•	•	
C2.1	TRUCK MOVEMENT		•	
C3.0	GRADING PLAN	•	•	
C4.0	UTILITY PLAN	•	•	
C5.0	DETAILS	•	•	
C5.1	DETAILS	•	•	
C6.0	SIGNAGE PLAN		•	
LANDSCAPE				
L1.0	LANDSCAPE PLAN - GROUND LEVEL	•	•	
L2.0	LANDSCAPE PLAN - SECOND LEVEL	•	•	
ARCHITECTURAL				
A 0.0	CONTEXT AERIAL	•	•	
A 0.1	EXISTING SITE PHOTOGRAPHS	•	•	
A 0.2	EXISTING SITE PHOTOGRAPHS	•	•	
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A 0.4	DESIGN PERSPECTIVES	•		
A 0.5	DESIGN PERSPECTIVES	•		
A 0.6	DESIGN PERSPECTIVES	•		
A 0.7	DESIGN PERSPECTIVES	•		
A 0.8	DESIGN PERSPECTIVES	•		
A 0.9	DESIGN PERSPECTIVES	•		
A 0.10	SHADOW STUDIES	•		
A 0.11	MATERIALS	•		
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A 1.1	MINUS 2 PLAN	•	•	
A 1.2	MINUS 1 PLAN	•	•	
A 1.3	STREET LEVEL PLAN	•	•	•
A 1.4	LEVEL 2 PLAN	•	•	
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A 1.6	MEZZANINE PLAN/ROOF PLAN			•

SHEET NUMBER	SHEET NAME	LAND USE APPLICATION - 5/01/2015	PRELIMINARY DEVELOPMENT REVIEW - 5.29.15	LUA SUPPLEMENT 6/10/15
A 3.1	EXTERIOR ELEVATIONS	•	•	•
A 3.2	EXTERIOR ELEVATIONS	•	•	•
A 3.3	EXTERIOR ELEVATIONS		•	•
A 3.4	EXTERIOR ELEVATIONS		•	•
A 3.5	EXTERIOR ELEVATIONS			•
A 3.6	EXTERIOR ELEVATIONS - B+W			•
A 3.7	EXTERIOR ELEVATION - B+W			•
A 3.8	EXTERIOR ELEVATIONS - B+W			•
A 3.9	EXTERIOR ELEVATIONS - B+W			•
A 3.10	EXTERIOR ELEVATIONS - B+W			•
HOTEL ARCHITECTURAL				
0.0	COVER			
A 1.1	FLOOR PLAN - LEVEL 1		•	
A 1.4	FLOOR PLAN - LEVEL 4			
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AD.5	EXIST/DEMO FLOOR PLAN - LEVEL 5			
AD.6	EXIST/DEMO FLOOR PLAN - LEVEL 5 WEST AND 6 EAST			
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AD.8	EXIST/DEMO FLOOR PLAN - MEZZANINE LEVEL 6 AND 7			
AD.9	EXIST/DEMO PLAN - ROOF LEVEL			
P 1.1	PERSPECTIVE - EXIST/DEMO			
P 1.2	PERSPECTIVES - PROPOSED			

SIGNAGE

The Chicago (new construction)

	North Elevation (Washington Ave)			
	Linear frontage	SF/linear ft	Height allowed	Total SF allowed
	198	2.5	28	495
Drawing ID	Sign purpose	Sign Type	Sign Height	Sign Area
1	Public Parking ID	wall	17	55
2	Grocery ID	wall	18	100
3	Grocery ID	wall	18	100
4	Grocery ID	wall	18	100
5	Grocery ID	wall	21	50
6	Grocery ID	wall	18	90
	Total			495

	East Elevation (Chicago Ave)			
	Linear frontage	SF/linear ft	Height allowed	Total SF allowed
	331	2.5	28	827.5
	Sign purpose	Sign Type	Sign Height	Sign Area
7	Grocery ID	wall	18	90
8	Residential ID	wall	16	75
9	Parking	wall	12	10
10	Parking	wall	12	10
11	Parking	projecting	15	16
12	Retail ID		14	70
13	Retail ID		14	70
14	Retail ID		14	70
15	Retail ID		18	46
	Total			457

	South Elevation (Third St)			
	Linear frontage	SF/linear ft	Height allowed	Total SF allowed
	96	2.5	28	240
	Sign purpose	Sign Type	Sign Height	Sign Area
16	Retail ID		14	70
17	Retail ID		14	70
	Total			140

Advance Thresher/Emerson-Newton Implement (existing)

North Elevation (Interior Drive)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
176	2.5	28	440
Sign purpose	Sign Type	Sign Height	Sign Area
Hotel ID	canopy	16	10
Total			10

East Elevation (Parking Lot)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
120	2.5	28	300
Sign purpose	Sign Type	Sign Height	Sign Area
none			
Total			0

South Elevation (Third St)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
176	2.5	28	440
Sign purpose	Sign Type	Sign Height	Sign Area
Hotel/Restaurant ID	awning	15	10
Hotel/Restaurant ID	awning	15	10
Hotel/Restaurant ID	wall	8	21
Hotel/Restaurant ID	wall	8	21
Total			62

West Elevation (Portland Ave)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
120	2.5	28	300
Sign purpose	Sign Type	Sign Height	Sign Area
Hotel ID	awning	15	10
Hotel ID	awning	15	10
Hotel ID	awning	15	10
Hotel ID	awning	15	10
Hotel ID	awning	15	10
Hotel ID	awning	15	10
Hotel ID	awning	15	10
Hotel ID	wall	13	21
Hotel ID	wall	13	16
Total			107

Note: existing terra cotta historic signage to remain not included in matrix

Old Spaghetti Factory (existing)

North Elevation (Washington Ave)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
133	2.5	28	332.5
Sign purpose	Sign Type	Sign Height	Sign Area
restaurant ID	blade	25	40
Total			40

East Elevation (facing The Chicago)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
144	2.5	28	360
Sign purpose	Sign Type	Sign Height	Sign Area
Existing restaurant ID	wall	65	765
Total			765

South Elevation (Interior Drive)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
133	2.5	28	332.5
Sign purpose	Sign Type	Sign Height	Sign Area
Existing restaurant ID	wall	65	150
Total			150

West Elevation (Portland Ave)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
144	2.5	28	360
Sign purpose	Sign Type	Sign Height	Sign Area
Restaurant ID	Wall	21	104
Total			104

Parking Entrance Structure (new construction)

East Elevation (facing The Chicago)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
28	2.5	28	70
Sign purpose	Sign Type	Sign Height	Sign Area
none			
Total			0

South Elevation (Interior Drive)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
75	2.5	28	187.5
Sign purpose	Sign Type	Sign Height	Sign Area
none			
Total			0

West Elevation (Portland Ave)			
Linear frontage	SF/linear ft	Height allowed	Total SF allowed
28	2.5	28	70
Sign purpose	Sign Type	Sign Height	Sign Area
Parking wayfinding	Wall	12	36
Total			36

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 document 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

6/10/15 LUA SUPPLEMENT

ORIGINAL ISSUE:

REVISIONS

No.	Description	Date

215501
PROJECT NUMBER

ESG
DRAWN BY

ESG
CHECKED BY

KEY PLAN

TRUE NORTH

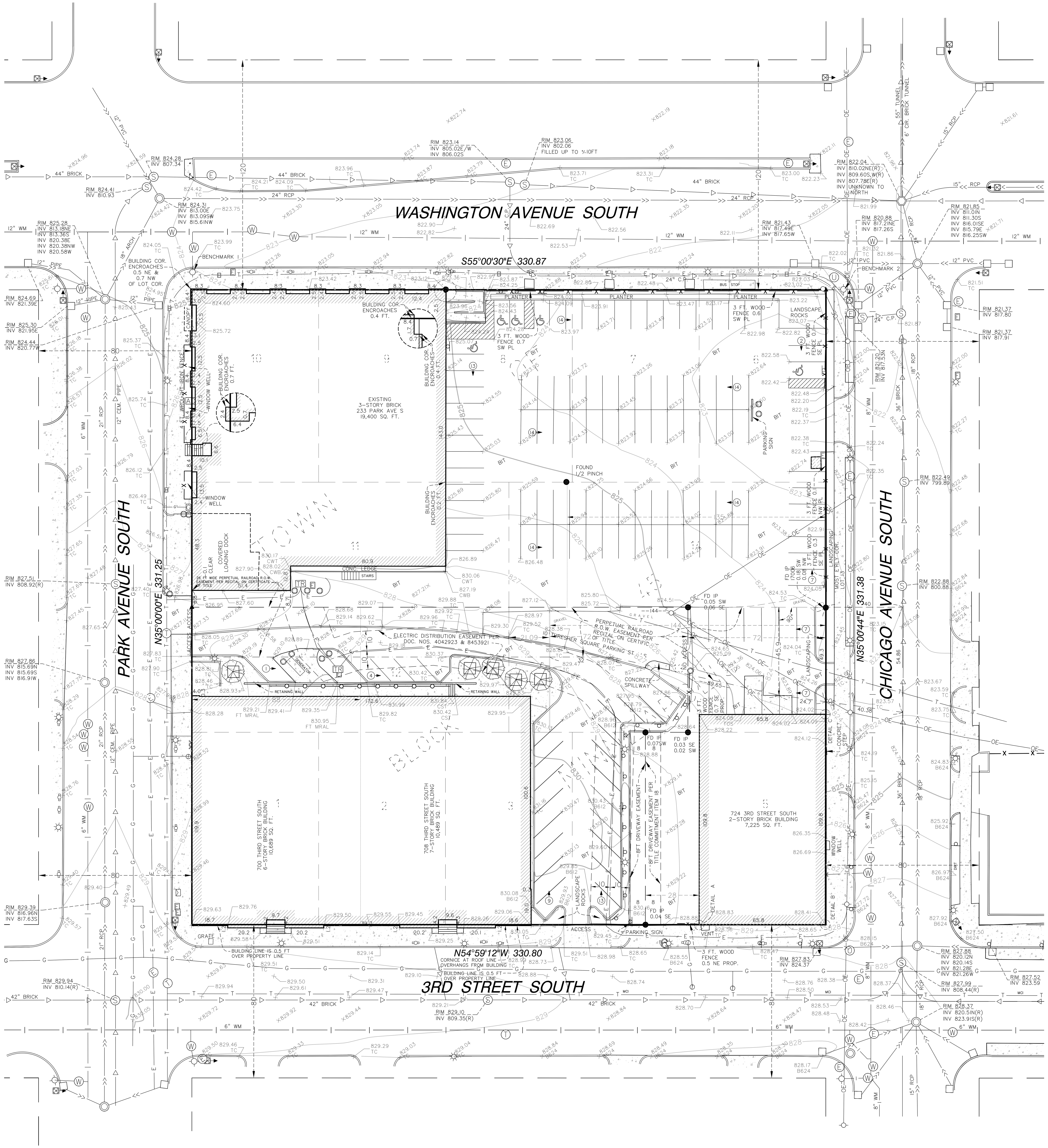
WASHINGTON & CHICAGO

TITLE SHEET

T1.1

6/10/2015 2:47:09 PM

EXISTING CONDITIONS SURVEY



CASE & GRAINGER BUILDING PROPERTY DESCRIPTION

PARCEL 1:
Tract A:
All of Lots 9, 10, and 11, Block 45, Town of Minneapolis, Hennepin County, Minnesota.

Tract B:
That part of Lot 14, Block 45, lying Northwesterly of the Southeasterly 135 feet of said lot, Hennepin County, Minnesota.

Abstract and Torrens Property
Abstract Property (Tract A)
Torrens Property (Tract B)
Torrens Certificate No. 1192495

PARCEL 2:
Tract A:
Lots 6, 7 and Southeasterly 135 feet of Lot 14, Block 45, Town of Minneapolis, according to the recorded plat thereof, Hennepin County, Minnesota.

Tract B:
Lot 8, Block 45, Town of Minneapolis, according to the recorded plat thereof, Hennepin County, Minnesota.

Abstract and Torrens Property
Abstract Property (Parcel B)
Torrens Property(Parcel A)
Torrens Certificate No. 1077014

PARCEL 4:
Lot 5 and the Southeasterly 72 feet of Lot 13, Block 45, Town of Minneapolis, according to the plat thereof on file or of recorded in the Office of the Register of Deeds in and for said Hennepin County, Minnesota.

PARCEL 5:
The Southeasterly 28 feet of Lot 4 front to rear, Block 45, Town of Minneapolis, according to the plat thereof on file or of record in the office of the Register of Deeds in and for said Hennepin County, Minnesota, Together with an easement for driveway over the Northwesterly 8 feet of the Southeasterly 36 feet of said Lot 4, front to rear.

Hennepin County, Minnesota
Torrens Property (Parcels 3, 4 and 5)
Torrens Certificate No. 729749

THRESHER SQUARE BUILDING PROPERTY DESCRIPTION

PARCEL 1:
The Northwesterly 72 feet of the Southeasterly 144 feet of Lot 13, Block 45, Town of Minneapolis, Hennepin County, Minnesota.

PARCEL 2:
All those parcels of land in Block 45, Town of Minneapolis described as follows:

That portion of Lots 2 and 12 lying Southeasterly of a line 88 feet Southeasterly of and parallel with the Northwesterly line of said Block 45;

Lot 3;

The rear or Northwesterly 21.09 feet of Lot 13;

Lot 4 except the Southeasterly 28 feet thereof, front to rear, Block 45, Town of Minneapolis, Hennepin County, Minnesota.

Together with an easement for driveway over the Northwesterly 8 feet, front to rear of said Southeasterly 28 feet of said Lot 4.

PARCEL 3:
INTENTIONALLY DELETED

PARCEL 4:
All that part of Lot 13, Block 45, Town of Minneapolis, Hennepin County, Minnesota, which lies northwesterly of the southeasterly 144 feet thereof, and which lies southeasterly of the northwesterly 21.09 feet of said Lot 13.

PARCEL 5:
Lot 1, Block 45; and also those portions of Lots 2 and 12, said Block 45, which lie northwesterly of a line 88 feet southeasterly of and parallel with the northwesterly line of said Block 45, Town of Minneapolis, Hennepin County, Minnesota.

Parcels 1 and 2 are Torrens Property, Certificate of Title No. 1082261
Parcel 3 is Abstract Property
Parcels 4 and 5 are Torrens Property, Certificate of Title No. 1139768.5

NOTES

1. Property descriptions are from ALTA surveys by Alliant Engineering, Inc. dated March 7, 2013 for the Case & Grainger buildings and December 17, 2014 (review copy) for the Thresher Square building.

2. The locations of underground utilities are depicted based on information from Gopher State One Call system for a "Boundary Survey locate". The information was provided by a combination of available maps, proposed plans or city records and field locations which may not be exact. Verify all utilities critical to construction or design.

3. The Northwest line of Block 45, Town of Minneapolis is assumed to have a bearing of N35°00'00"E.

4. All distances are in feet.

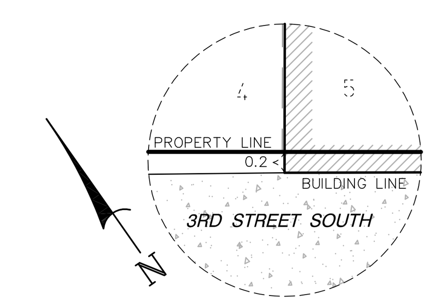
5. The area of the above described property is 109,610 square feet or 2.516 acres.

6. Benchmark 1: Top Nut of Hydrant located at the southeast corner of Park Avenue and Washington Avenue has an elevation of 827.02 feet NGVD 29.

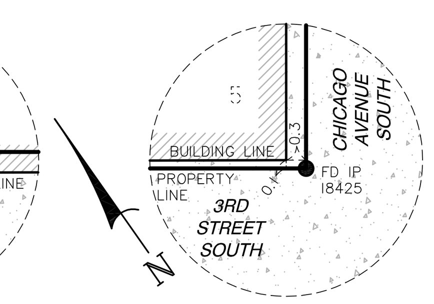
7. Benchmark 2: Top Nut of Hydrant located at the southwest corner of Chicago Avenue and Washington Avenue has an elevation of 824.33 feet NGVD 29.

LEGEND

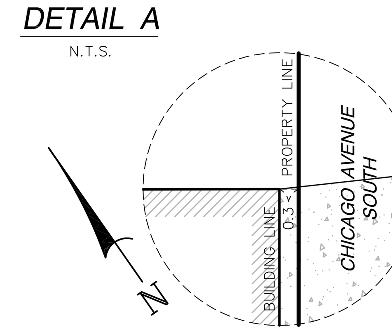
Symbol	Description	Symbol	Description
●	FOUND IRON PIPE	——▷——	SANITARY SEWER
▲	FOUND MAG NAIL	——>>——>>——	STORM SEWER
	HYDRANT	——|——|——	WATERMAIN
	WATER VALVE	—— E ——	UNDERGROUND ELECTRIC
	SIGN	—— G ——	GASMAIN
□	CATCH BASIN	—— OE ——	OVERHEAD ELECTRIC
	ELECTRIC BOX	—— T ——	UNDERGROUND TELEPHONE
	LIGHT	—— x —— x ——	FENCE
	STORM MANHOLE		WROUGHT IRON FENCE
Ⓢ	SANITARY MANHOLE		CONCRETE
	POWER POLE		(NO PARKING) STRIPE
Ⓦ	WATER VALVE	Ⓔ	ELECTRIC MANHOLE
	TRAFFIC LIGHT		BOLLARD
	HAND HOLE	TC/B612/B624	TOP BACK OF CURB
Ⓤ	UNKNOWN MANHOLE	CWT	CONCRETE WALL-TOP
Ⓣ	TELEPHONE MANHOLE	CWB	CONCRETE WALL-BOTTOM
	HEXAGONAL SAN. STRUCTURE	823.90 +	EXISTING ELEVATION
	HEXAGONAL STORM STRUCTURE		
›	FIRE HOOKUP AT BUILDING		
⊘	GAS VALVE		
	PARKING METER		
	MAILBOX		



DETAIL A
N.T.S.



DETAIL B
N.T.S.



DETAIL C
N.T.S.

0 15 30 60
SCALE IN FEET

ALLIANT ENGINEERING
233 Park Ave S, Ste 300
Minneapolis, MN 55415
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.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 Professional Land Surveyor under Minnesota statutes 326.02 to 326.16.

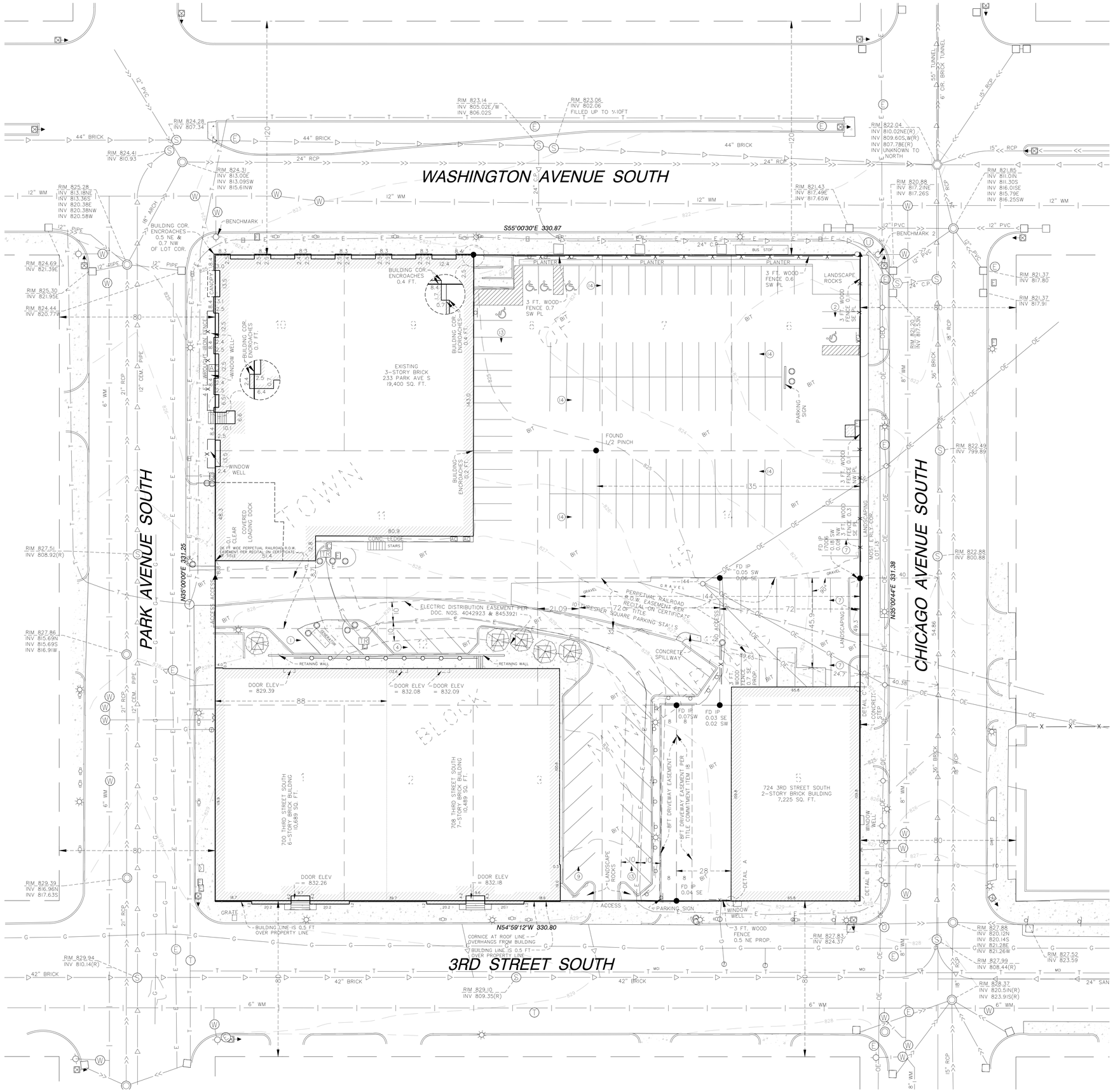
DENNIS B. OLMSTEAD
Print Name
FOR REVIEW
Signature
Date License Number

WASHINGTON & CHICAGO
MIXED USE DEVELOPMENT

MINNEAPOLIS, MINNESOTA

DRAWN BY	DPE
CHECKED BY	DBO
DATE ISSUED	2/23/15
SCALE	1"=30'
JOB NO.	120018
BOOK	78

Drawing name: X:\2012\120018\survey\existing conditions\120018surv.dwg Feb 23, 2015 – 3:57pm



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Hennepin County, Minnesota
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Torrens Certificate No. 729749

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INTENTIONALLY DELETED

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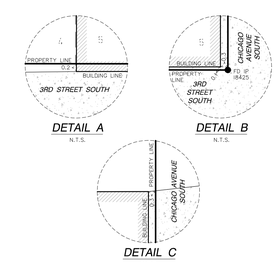


LEGEND

FOUND IRON PIPE	SANITARY SEWER
FOUND MAG NAIL	STORM SEWER
HYDRANT	WATERMAIN
WATER VALVE	UNDERGROUND ELECTRIC
SIGN	GASMAIN
CATCH BASIN	OVERHEAD ELECTRIC
ELECTRIC BOX	UNDERGROUND TELEPHONE
LIGHT	FENCE
STORM MANHOLE	WROUGHT IRON FENCE
SANITARY MANHOLE	CONCRETE
POWER POLE	(NO PARKING) STRIPE
WATER VALVE	ELECTRIC MANHOLE
TRAFFIC LIGHT	BOLLARD
HAND HOLE	TC/B612/B624 TOP BACK OF CURB
UNKNOWN MANHOLE	CWT CONCRETE WALL-TOP
TELEPHONE MANHOLE	CWB CONCRETE WALL-BOTTOM
HEXAGONAL SAN. STRUCTURE	823.90 EXISTING ELEVATION
HEXAGONAL STORM STRUCTURE	
FIRE HOOKUP AT BUILDING	
GAS VALVE	
PARKING METER	
MAILBOX	
AIR CONDITIONER	

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

0 10 20 40
SCALE IN FEET

WASHINGTON & CHICAGO
Minneapolis, MN

sherman ASSOCIATES

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

DLR Group
520 NICOLLET MALL, SUITE 200
MINNEAPOLIS, MN 55402
PH: 612-977-3500
WWW.DLRGROUP.COM

ALLIANT ENGINEERING
233 Park Ave S, Ste 300
Minneapolis, MN 55415
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

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

Signature

Dennis Olmstead, PLS
Typed or Printed Name

18425 5/22/15
License # Date

NOT FOR CONSTRUCTION

5/22/2015
LAND USE APPLICATION

ORIGINAL ISSUE: 02/25/15

REVISIONS

No.	Description	Date

212-0018
PROJECT NUMBER

EMK DRAWN BY
MK CHECKED BY

KEY PLAN

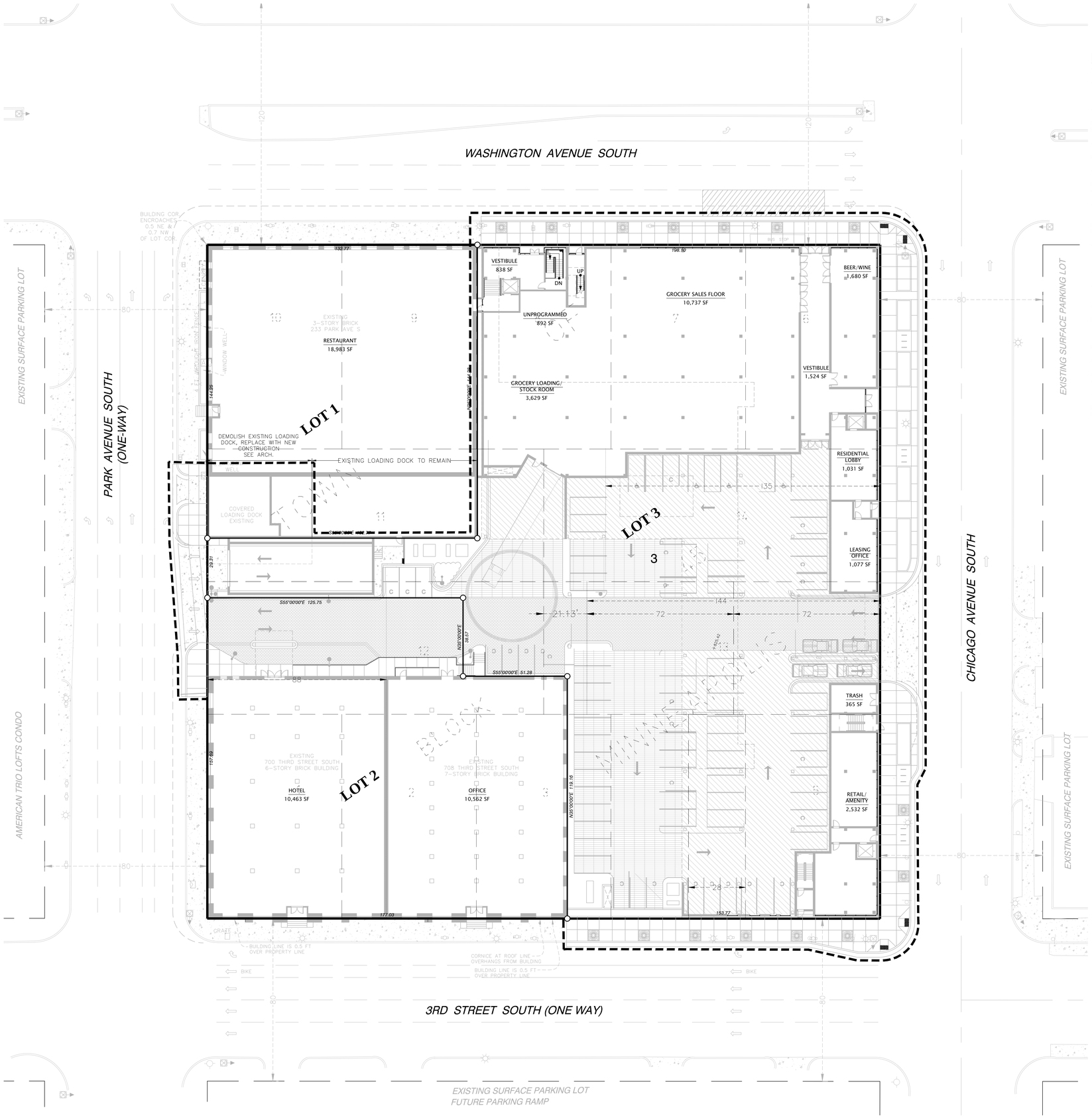
PLAN NORTH

WASHINGTON & CHICAGO
THRESHER SQUARE

EXISTING CONDITIONS

C-1.0

Drawing name: X:\2012\120018\plan sheets\PDR Submittal\120018-econ.dwg May 22, 2015 - 11:04am



LEGAL DESCRIPTION:

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AND

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Lot 8, Block 45, Town of Minneapolis, according to the recorded plat thereof, Hennepin County, Minnesota;

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Lot 1, Block 45, Town of Minneapolis; also those portions of Lots 2 and 12, said Block 45, which lie northwesterly of a line 88 feet southeasterly of and parallel with the northwesterly line of said Block 45.

SITE DATA:

EXISTING AND PROPOSED ZONING = PUD

SITE CALCULATIONS (EXISTING CONDITIONS)	LOT AREA (sf)	LOT AREA (acres)	EXISTING BUILDING FOOTPRINT AREA (sf)	EXISTING NET LOT AREA (sf)	EXISTING IMPERVIOUS AREA OF NET LOT AREA (sf)	EXISTING IMPERVIOUS % OF NET LOT			EXISTING PERVIOUS AREA OF NET LOT AREA (sf)	EXISTING PERVIOUS % OF NET LOT
Lot 1	19,156	0.440	19,156	0	0	100%			0	0%
Lot 2	25,941	0.596	21,025	4,916	4,880	99%			36	1%
Lot 3	64,513	1.481	7,711	56,802	54,318	96%			2,484	4%
Total	**109,610**	**2.516**	**47,892**	**61,718**	**59,198**	96%			**2,520**	4%
	sf	acres	sf	sf	sf	overall			sf	overall

SITE CALCULATIONS (PROPOSED CONDITIONS)	LOT AREA (sf)	LOT AREA (acres)	PROPOSED BUILDING FOOTPRINT AREA	PROPOSED NET LOT AREA (sf)	PROPOSED IMPERVIOUS AREA OF NET LOT AREA (sf)	PROPOSED IMPERVIOUS % OF NET LOT	PROPOSED PERVIOUS AREA OF NET LOT (ON GROUND LEVEL)	PROPOSED PERVIOUS AREA OF NET LOT (ON POOL DECK 2ND FLOOR)	TOTAL PROPOSED PERVIOUS AREA OF NET LOT AREA (sf)	PROPOSED PERVIOUS % OF NET LOT
Lot 1	19,156	0.440	19,156	0	0	100%	0	N/A	0	0%
Lot 2	25,941	0.596	23,029	2,912	2,904	100%	8	N/A	8	0%
Lot 3	64,513	1.481	26,524	37,989	35,150	93%	348	2491	2,839	7%
Total	**109,610**	**2.516**	**68,709**	**40,901**	**38,054**	93%	**356**	**2,491**	**2,847**	7%
	sf	acres	sf	sf	sf	overall	sf	sf	sf	overall

NOTES:
1. NET LOT AREA IS TOTAL LOT AREA MINUS BUILDING FOOTPRINT AREA.
2. PROPOSED PERVIOUS AREA IN LOT 3 INCLUDES LANDSCAPING ON THE POOL DECK.
3. EXISTING & PROPOSED PERVIOUS AREAS DO NOT INCLUDE ANY R.O.W. BOULEVARD LANDSCAPING.

OWNER

SHERMAN ASSOCIATES
233 PARK AVENUE SOUTH, SUITE 201
MINNEAPOLIS, MN 55415
CONTACT: TONY J. KUECHLE
PH 612-604-0852
FX 612-332-8119
EMAIL: TKUECHLE@SHERMAN-ASSOCIATES.COM

WASHINGTON & CHICAGO
Minneapolis, MN

sherman ASSOCIATES

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500 washington avenue south
minneapolis minnesota 55415
p. 612.339.5503
f. 612.339.5382
www.esgarch.com

DLR Group
520 NICOLLET MALL, SUITE 200
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PH: 612-977-3500
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ALLIANT ENGINEERING
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Minneapolis, MN 55415
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612.758.3099 FAX
www.alliant-inc.com

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

Signature

Dennis Olmstead
Typed or Printed Name

18425 5/22/15
License # Date

NOT FOR CONSTRUCTION

5/22/2015
LAND USE APPLICATION

ORIGINAL ISSUE: 02/25/15

REVISIONS

No.	Description	Date

212-0018
PROJECT NUMBER

EMK DRAWN BY
MK CHECKED BY

KEY PLAN

PLAN NORTH
TRUE NORTH

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

N

0 10 20 40
SCALE IN FEET

WASHINGTON & CHICAGO
THRESHER SQUARE

PRELIMINARY PLAT

C-1.1

Drawing name: X:\2012\120018\plan sheets\PDR Submittal\120018-pre plat.dwg May 22, 2015 - 11:34am

R.T. DOC. NO. _____

C.R. DOC. NO. _____

WASHINGTON AND CHICAGO

KNOW ALL PERSONS BY THESE PRESENTS: That 233 Park LLC, a Minnesota limited liability company, and Thresher Acquisition LLC, owners of the following described property situated in the City of Minneapolis, County of Hennepin, State of Minnesota, to wit:

All of Lots 9, 10, and 11, Block 45, Town of Minneapolis, Hennepin County, Minnesota;

AND

That part of Lot 14, Block 45, lying Northwesterly of the Southeasterly 135 feet of said lot, Hennepin County, Minnesota;

AND

Lots 6, 7 and Southeasterly 135 feet of Lot 14, Block 45, Town of Minneapolis, according to the recorded plat thereof, Hennepin County, Minnesota;

AND

Lot 8, Block 45, Town of Minneapolis, according to the recorded plat thereof, Hennepin County, Minnesota;

AND

Lot 5 and the Southeasterly 72 feet of Lot 13, Block 45, Town of Minneapolis, according to the plat thereof on file or of record in the Office of the Register of Deeds in and for said Hennepin County, Minnesota;

AND

The Southeasterly 28 feet of Lot 4 front to rear, Block 45, Town of Minneapolis, according to the plat thereof on file or of record in the office of the Register of Deeds in and for said Hennepin County, Minnesota;

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Lot 4 except the Southeasterly 28 feet thereof, front to rear, Block 45, Town of Minneapolis;

AND

All that part of Lot 13, Block 45, Town of Minneapolis, which lies northwesterly of the southeasterly 144 feet thereof, and which lies southeasterly of the northwesterly 21.09 feet of said Lot 13;

AND

Lot 1, Block 45, Town of Minneapolis; also those portions of Lots 2 and 12, said Block 45, which lie northwesterly of a line 88 feet southeasterly of and parallel with the northwesterly line of said Block 45.

Have caused the same to be surveyed and platted as _____ and do hereby dedicate to the public for public use forever the public ways and the easements for drainage and utility purposes as shown on this plat.

In witness whereof said 233 Park LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____, 201__.

Signed: 233 Park LLC

_____
Chief Manager

STATE OF MINNESOTA
COUNTY OF _____

The foregoing instrument was acknowledged before me on this ___day of _____, 201___ by _____, Chief Manager of 233 Park LLC, a Minnesota limited liability company.

_____

_____
Printed Name

Notary Public, _____ County, Minnesota

My Commission Expires _____

In witness whereof said Thresher Acquisition LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____, 201___.

Signed: Thresher Acquisition LLC

_____
Chief Manager

STATE OF MINNESOTA
COUNTY OF _____

The foregoing instrument was acknowledged before me on this ___day of _____, 201___ by _____, Chief Manager of Thresher Acquisition LLC, a Minnesota limited liability company.

_____

_____
Printed Name

Notary Public, _____ County, Minnesota

My Commission Expires _____

I Dennis B. Olmstead 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 _____, 201___.

_____
Dennis B. Olmstead, Licensed Land Surveyor,
Minnesota License No. 18425

STATE OF MINNESOTA
COUNTY OF HENNEPIN

This instrument was acknowledged before me on this ____ day of _____, 201___, by Dennis B. Olmstead.

_____

_____
Printed Name

Notary Public, _____ County, Minnesota

My Commission Expires _____

MINNEAPOLIS, MINNESOTA

I, The Secretary of the Planning Commission of the City of Minneapolis, Minnesota, do hereby certify that on this _____ day of _____, 201___, the City of Minneapolis acting by and through its City Planning Commission duly approved this plat of _____, 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 _____ was approved by the City Planning Commission of the City of Minneapolis at a meeting thereof held this _____ day of _____, 201___. If applicable, the written comments and recommendations of the Commissioner of Transportation and the County Highway Engineer have been received by the City or the prescribed 30 day period has elapsed without receipt of such comments and recommendations, as provided by Minnesota Statutes, Section 505.03, Subd. 2.

CITY CLERK OF MINNEAPOLIS, MINNESOTA

_____
Assistant City Clerk

RESIDENT AND REAL ESTATE SERVICES, Hennepin County, Minnesota

I hereby certify that taxes payable in 201___ and prior to years have been paid for land described on this plat dated this _____ day of _____, 201___.

Mark V. Chapin, County Auditor

by _____, Deputy

SURVEY DIVISION
Hennepin County, Minnesota

Pursuant to MINN. STAT. Sec. 383B.565 (1969), this plat has been approved this ____ day of _____, 201___.

Chris F. Mavis, County Surveyor

by _____

REGISTRAR OF TITLES
Hennepin County, Minnesota

I hereby certify that the within plat of _____ was filed in this office this _____ day of _____, 201___, at ____ o'clock ___.M.

Martin McCormick, Registrar of Titles

by _____, Deputy

COUNTY RECORDER
Hennepin County, Minnesota

I hereby certify that the within plat of _____ was recorded in this office this _____ day of _____, 201___, at ____ o'clock ___ .M.

Martin McCormick, County Recorder

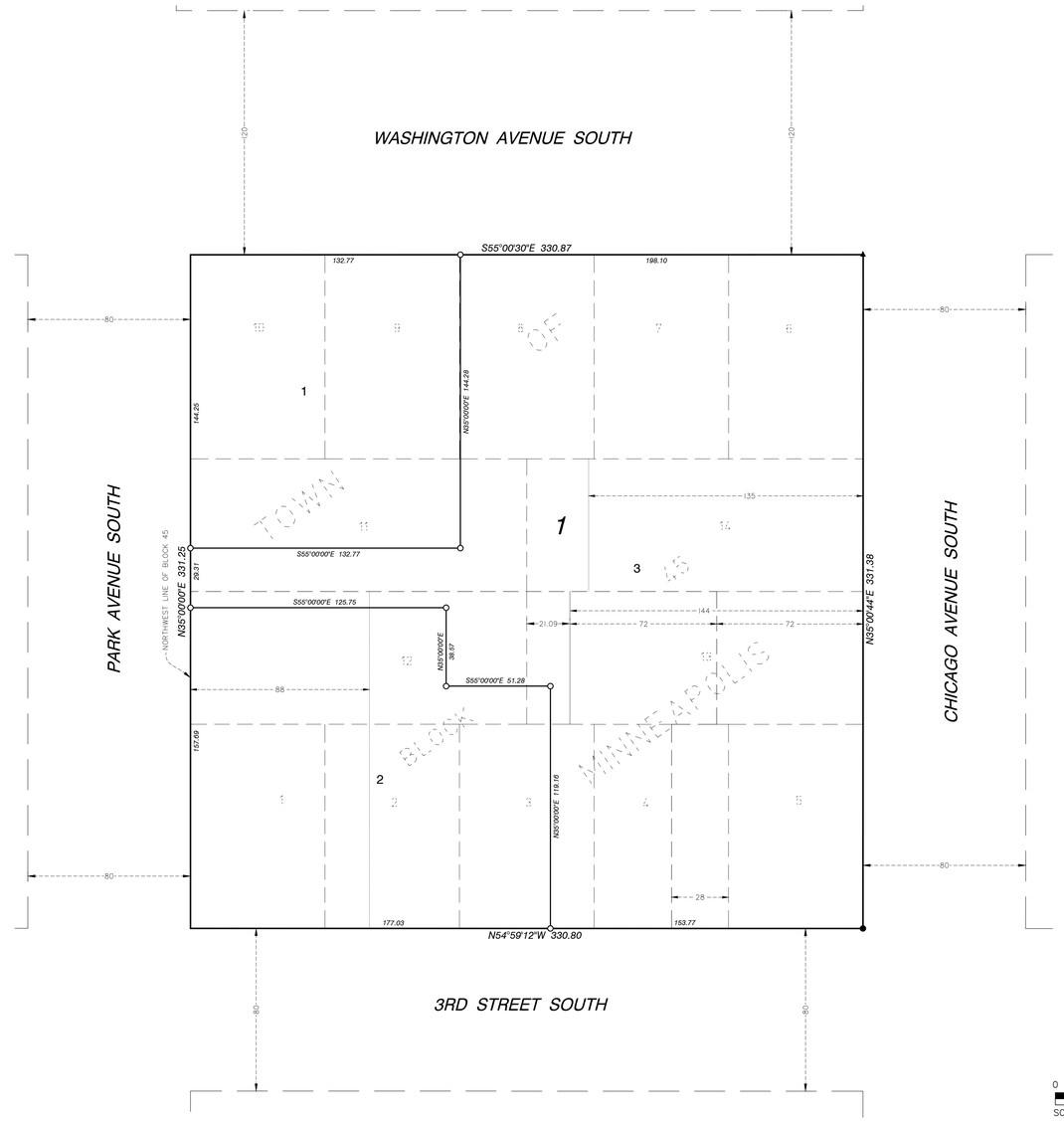
by _____, Deputy

ALLIANT
ENGINEERING

R.T. DOC. NO. _____

C.R. DOC. NO. _____

WASHINGTON AND CHICAGO



THE NORTHWEST LINE OF BLOCK 45, TOWN OF MINNEAPOLIS IS ASSUMED TO HAVE A BEARING OF N35°00'00"E.

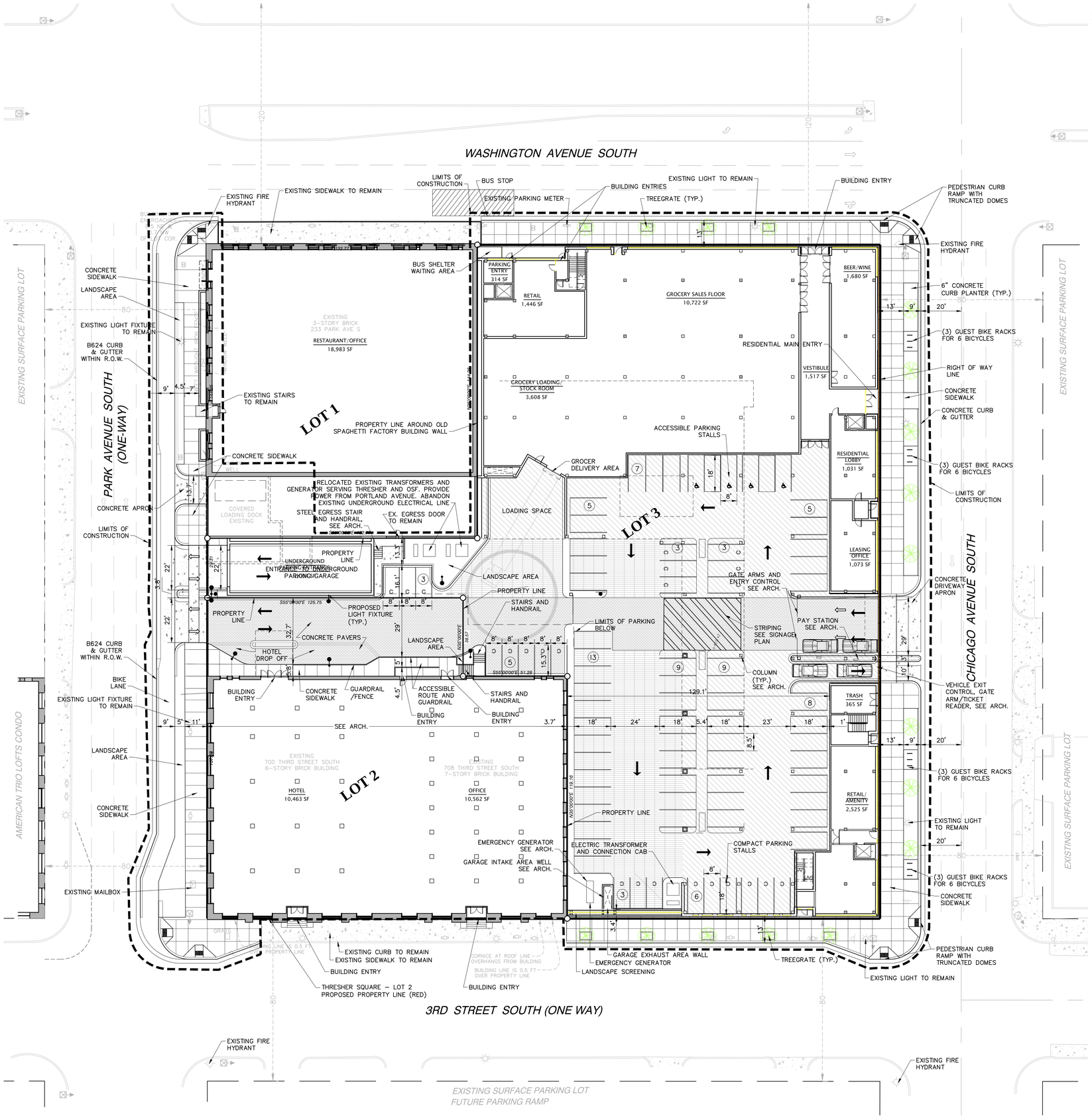
● Denotes monument found 1/2 inch iron pipe

○ Denotes 1/2 inch x 18 inch iron monument set marked by license no. 18425 unless otherwise shown

▲ Denotes Mag Nail Found

ALLIANT ENGINEERING

SHEET 2 OF 2 SHEETS



GENERAL NOTES:

1. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE LOCAL GOVERNING AUTHORITY.
3. ALL WORK WITHIN THE RIGHT OF WAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS AND STANDARDS OF THE CITY OF MINNEAPOLIS.
4. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION & REMOVAL OF ALL EXISTING STRUCTURES WHICH INTERFERE WITH NEW WORK AS SHOWN.
5. CONCRETE SIDEWALK AND CURB & GUTTER SHALL BE REMOVED TO THE NEAREST CONSTRUCTION JOINT OUTSIDE THE REMOVAL LIMITS.
6. ALL DIMENSIONS, GRADES, EXISTING AND PROPOSED INFORMATION SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO INFORMATION SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
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8. ALL CONCRETE SIDEWALK ADJACENT TO BUILDING SHALL BE SEPARATED BY A 1/2" EXPANSION JOINT.
9. PROTECT EXISTING CONCRETE SIDEWALKS DURING ALL PHASES OF CONSTRUCTION. CONTRACTOR TO REPLACE ANY CRACKED OR BROKEN PANELS CAUSED BY SITE CONSTRUCTION.
10. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL & DISPOSAL OF THE EXISTING BITUMINOUS. BITUMINOUS SHALL BE SAW CUT OR JACK HAMMERED FOR STRAIGHT EDGES. TACK SHALL BE USED ON BITUMINOUS EDGE PRIOR TO PATCHING. MATCH EXISTING GRADES.
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19. 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.
20. AN OBSTRUCTION PERMIT IS REQUIRED ANY TIME 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.
21. 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.
22. ALL COSTS FOR RELOCATION AND/OR REPAIR OF CITY TRAFFIC FACILITIES SHALL BE BORNE BY THE CONTRACTOR AND/OR PROPERTY OWNER.
23. 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.

SITE DATA:

EXISTING AND PROPOSED ZONING = PUD

SITE CALCULATIONS (EXISTING CONDITIONS)	LOT AREA (sf)	LOT AREA (acres)	EXISTING BUILDING FOOTPRINT AREA (sf)	EXISTING NET LOT AREA (sf)	EXISTING IMPERVIOUS AREA OF NET LOT AREA (sf)	EXISTING IMPERVIOUS % OF NET LOT			EXISTING PERVIOUS AREA OF NET LOT AREA (sf)	EXISTING PERVIOUS % OF NET LOT
Lot 1	19,156	0.440	19,156	0	0	100%			0	0%
Lot 2	25,941	0.596	21,025	4,916	4,880	99%			36	1%
Lot 3	64,513	1.481	7,711	56,802	54,318	96%			2,484	4%
Total	**109,610**	**2.516**	**47,892**	**61,718**	**59,198**	96%			**2,520**	4%
	sf	acres	sf	sf	sf	overall			sf	overall

SITE CALCULATIONS (PROPOSED CONDITIONS)	LOT AREA (sf)	LOT AREA (acres)	PROPOSED BUILDING FOOTPRINT AREA	PROPOSED NET LOT AREA (sf)	PROPOSED IMPERVIOUS AREA OF NET LOT AREA (sf)	PROPOSED IMPERVIOUS % OF NET LOT	PROPOSED PERVIOUS AREA OF NET LOT (ON GROUND LEVEL)	PROPOSED PERVIOUS AREA OF NET LOT (ON POOL DECK 2ND FLOOR)	TOTAL PROPOSED PERVIOUS AREA OF NET LOT AREA (sf)	PROPOSED PERVIOUS % OF NET LOT
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Lot 2	25,941	0.596	23,029	2,912	2,904	100%	8	N/A	8	0%
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Total	**109,610**	**2.516**	**68,709**	**40,901**	**38,054**	93%	**356**	**2,491**	**2,847**	7%
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NOTES:
1. NET LOT AREA IS TOTAL LOT AREA MINUS BUILDING FOOTPRINT AREA.
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3. EXISTING & PROPOSED PERVIOUS AREAS DO NOT INCLUDE ANY R.O.W. BOULEVARD LANDSCAPING.

SITE LIGHTING:

EXTERIOR LIGHTING SHALL MEET CHAPTER 535.590 LIGHTING REQUIREMENTS OF THE MINNEAPOLIS ZONING CODE.

SNOW REMOVAL:

SNOWFALLS OVER 2–3 INCHES SHALL BE HAULED OFF–SITE AND PROPERLY DISPOSED OF.

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- B624 CURB AND GUTTER (IN R.O.W.)
- LIMITS OF CONSTRUCTION
- DIRECTION OF TRAFFIC
- CONCRETE PAVEMENT

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

N

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SCALE IN FEET

WASHINGTON & CHICAGO
Minneapolis, MN

sherman ASSOCIATES

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elness swenson graham architects
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minneapolis minnesota 55415
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MINNEAPOLIS, MN 55402
PH: 612-977-3500
WWW.DLRGROUP.COM

ALLIANT ENGINEERING
233 Park Ave S, Ste 300
Minneapolis, MN 55415
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

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

Signature

Clark Wicklund, PE
Typed or Printed Name

40922 6/29/15
License # Date

NOT FOR CONSTRUCTION

6/29/15
LAND USE APPLICATION
REV 1

ORIGINAL ISSUE: 02/25/15

REVISIONS

No.	Description	Date
1	CITY COMMENTS	6/29/15

212-0018
PROJECT NUMBER

EMK DRAWN BY
MK CHECKED BY

KEY PLAN

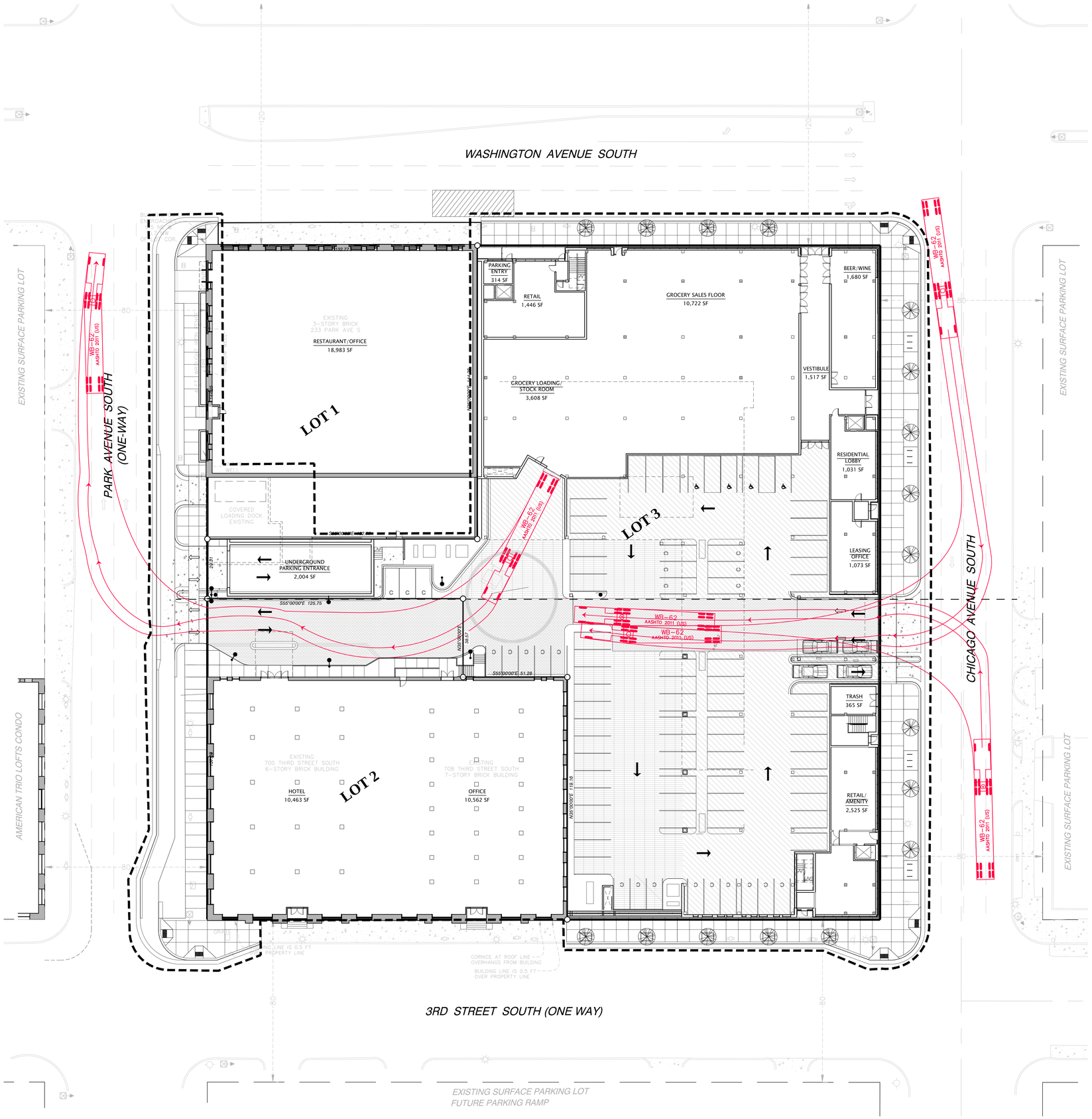
PLAN NORTH

WASHINGTON & CHICAGO
THRESHER SQUARE

SITE PLAN

C-2.0

Drawing name: X:\2012\120018\plan sheets\PDR Submittal\120018-site.dwg Jun 29, 2015 - 12:30pm



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- LIMITS OF CONSTRUCTION
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FOR REVIEW ONLY
PRELIMINARY
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SCALE IN FEET

WASHINGTON & CHICAGO
Minneapolis, MN

sherman ASSOCIATES

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

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ALLIANT ENGINEERING
233 Park Ave S, Ste 300
Minneapolis, MN 55415
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

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

Signature

Clark Wicklund, PE
Typed or Printed Name

40922 License # 6/29/15 Date

NOT FOR CONSTRUCTION

6/29/15
LAND USE APPLICATION
REV 1

ORIGINAL ISSUE: 02/25/15

REVISIONS

No.	Description	Date
1	CITY COMMENTS	6/29/15

212-0018
PROJECT NUMBER

EMK DRAWN BY
MK CHECKED BY

KEY PLAN

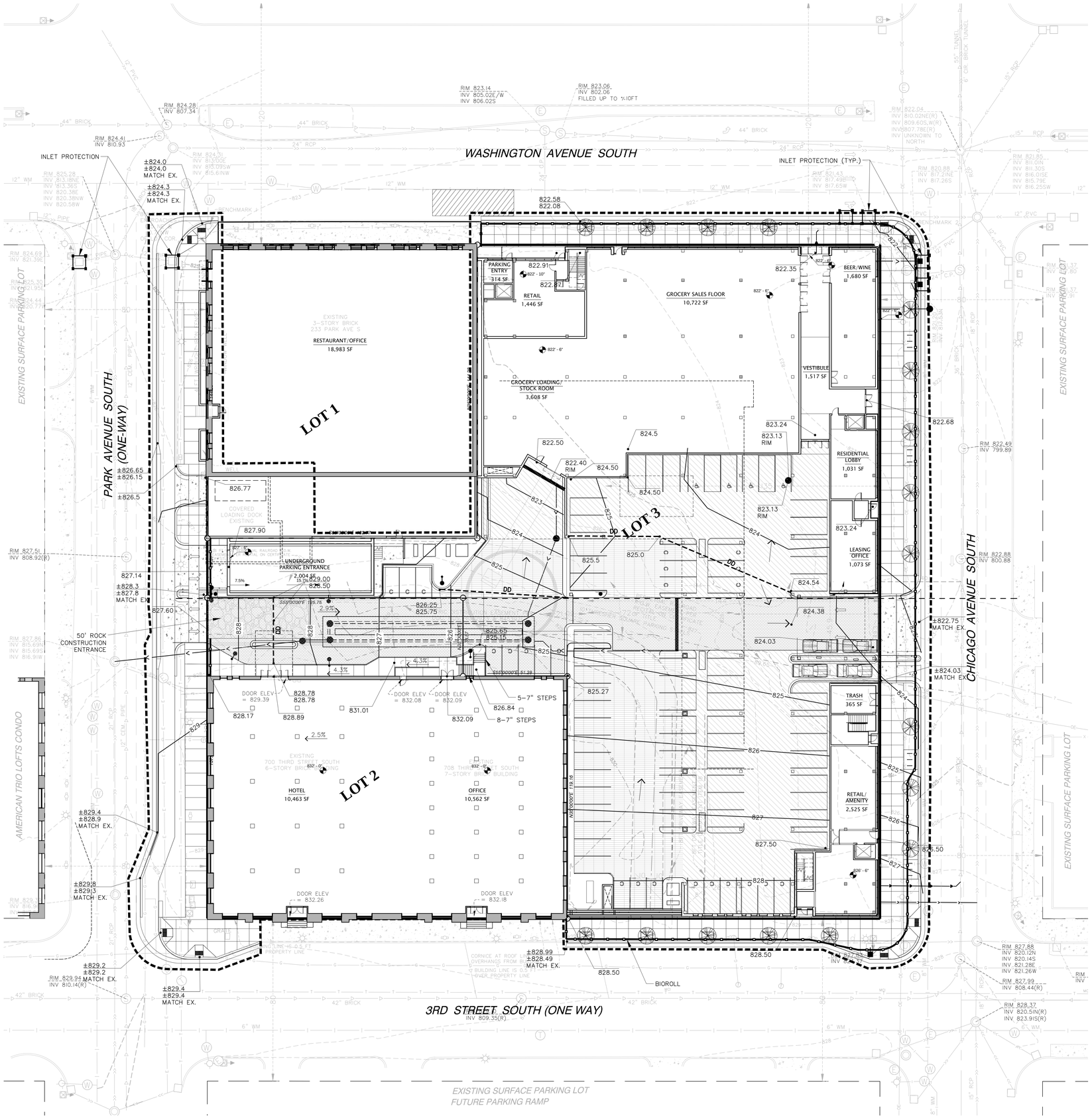
PLAN NORTH

WASHINGTON & CHICAGO
THRESHER SQUARE

TRUCK MOVEMENT

C-2.1

Drawing name: X:\2012\120018\plan sheets\PDR Submittal\120018-site.dwg Jun 29, 2015 - 1:14pm



GRADING NOTES:

1. ALL PAVEMENTS SHALL SLOPE AWAY FROM EXISTING AND PROPOSED BUILDINGS.
2. THE CONTRACTOR SHALL KEEP THE ADJACENT ROADWAYS FREE OF DEBRIS AND PREVENT THE OFF-SITE TRACKING OF SOIL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY/COUNTY.
3. NOTIFY GOPHER STATE ONE CALL, AT (800)252-1166, 48 HOURS PRIOR TO START OF CONSTRUCTION.
4. ALL IMPROVEMENTS TO CONFORM WITH CITY AND COUNTY CONSTRUCTION STANDARDS SPECIFICATION, LATEST EDITION.
5. 50' OF BITUMINOUS OR ROCK CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
6. CONTRACTOR TO KEEP A COPY OF THE FINAL DRAINAGE REPORT ON SITE AT ALL TIMES.
7. SURVEYOR TO VERIFY BENCHMARK ELEVATION PRIOR TO START OF CONSTRUCTION.
8. REFER TO GEOTECHNICAL REPORT AND PROJECT MANUAL, FOR SOIL CORRECTION REQUIREMENTS AND TESTING REQUIREMENTS.
9. STRIP TOPSOIL PRIOR TO ANY CONSTRUCTION. REUSE STOCKPILE ON SITE.
10. REFER TO SITE DESIGN CRITERIA SECTION OF PROJECT MANUAL FOR ADDITIONAL REQUIREMENTS.
14. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.

EROSION PREVENTION AND SEDIMENT CONTROL NOTES:

1) CONTRACTOR MUST NOTIFY CITY OF MINNEAPOLIS ENGINEERING AND DESIGN (612-673-2738) 48 HOURS PRIOR TO ANY LAND DISTURBANCES. FAILURE TO DO SO MAY RESULT IN 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 beginning construction. (Hay Bales are not an acceptable perimeter control)

3) Before beginning construction, install a TEMPORARY ROCK CONSTRUCTION ENTRANCE at each point where vehicles exit the construction site. Use 3 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. Use a geotextile fabric beneath the aggregate in order 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. Sweeping may be ordered by 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. Catch basin inserts are required in undisturbed areas. Staked silt fence or other approved BMP's in disturbed areas. NOTE: HAY BALES OR FILTER FABRIC UNDER THE GRATES ARE NOT EFFECTIVE OR AN ACCEPTABLE FORM OF 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 fence barriers around the piles. Temporary stockpiles located on paved surface 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 denuded areas which have been finish-graded, and all denuded areas in which grading or site building construction operations are not actively underway against erosion due to rain, wind and running water within 14 days. Use seeding and mulching, erosion control matting, and/or sodding and staking in green space areas. Use early application of gravel base on areas to be paved.

9) Remove all temporary synthetic, structural, non-biodegradable erosion and sediment control devices after the site has undergone final stabilization and permanent vegetation has been established, minimum vegetation establishment is 70% cover, maintain all temporary erosion control devices until 70% established cover is achieved.

10) Ready mixed concrete and concrete batch plants prohibited within the public right of way, designate concrete mixing/washout locations in the erosion control plan. Under no circumstances may washout water drain onto the public right of way or into the public storm sewer.

AREA OF DISTURBANCE

DISTURBANCE AREA = 87,416 SF, 2.0 ACRES

GRADING LEGEND:

828	EXISTING CONTOUR
828	PROPOSED CONTOUR
827.5 / 827.0	PROPOSED SPOT ELEVATION
827.5 / 827.0	TOP OF CURB ELEVATION / GUTTER ELEVATION
	PROPOSED STORM SEWER
	PROPOSED WATERMAIN
	EXISTING SANITARY SEWER
	EXISTING GAS LINE
	EXISTING UNDERGROUND ELECTRIC
	EXISTING STORM SEWER
	EXISTING SANITARY SEWER
2.00%	DIRECTION OF DRAINAGE
FFE	FIRST FLOOR ELEVATION
LGE	LOWEST GARAGE FLOOR ELEVATION
	BIOROLL
	INLET PROTECTION
	PROPERTY LINE

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5/29/2015
PDR SUBMITTAL

ORIGINAL ISSUE: 02/25/15

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212-0018
PROJECT NUMBER

EMK DRAWN BY
MK CHECKED BY

KEY PLAN

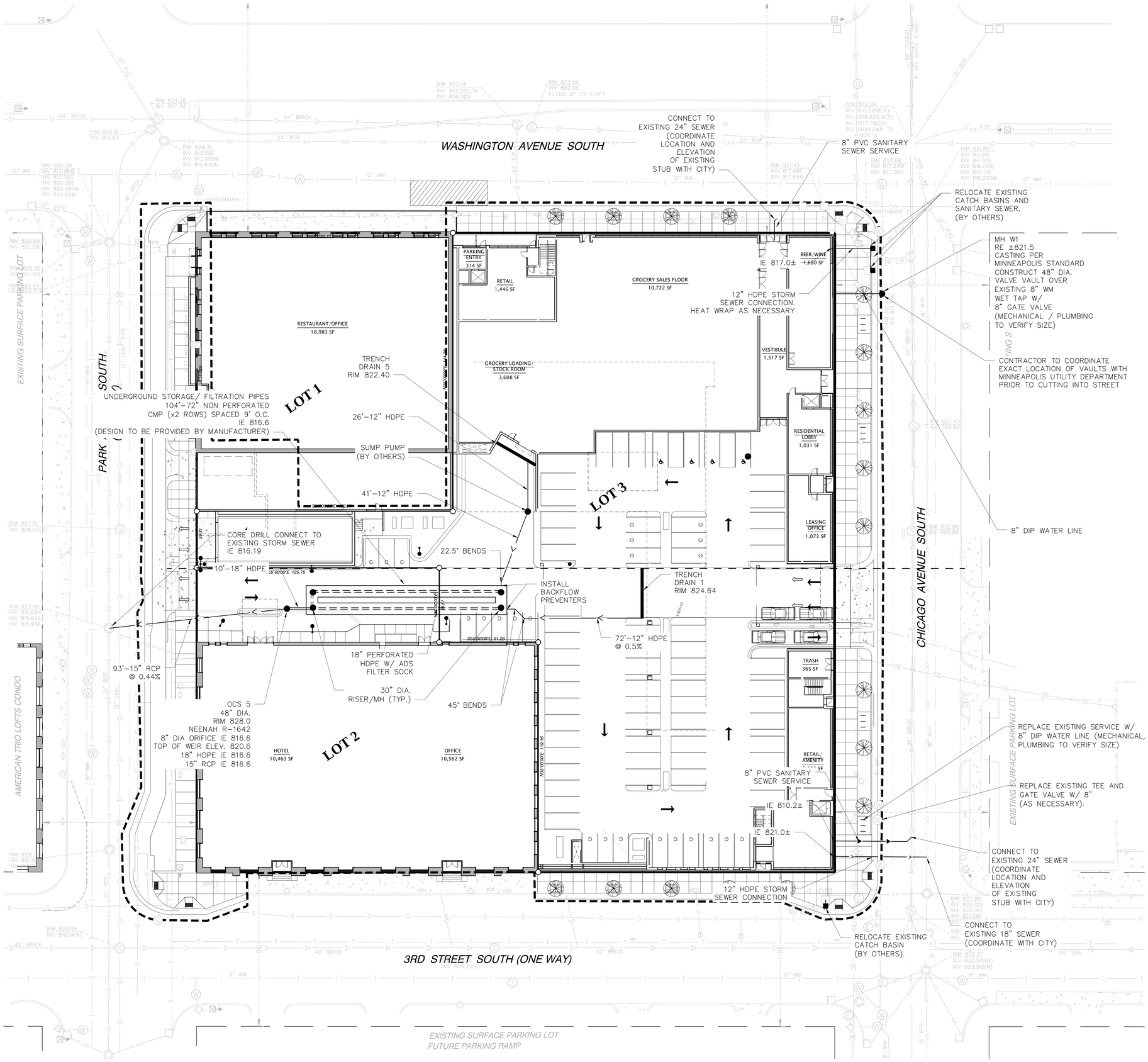
PLAN NORTH

WASHINGTON & CHICAGO
THRESHER SQUARE

GRADING PLAN

C-3.0

Drawing name: X:\2012\120018\plan sheets\PDR Submittal\120018-grad.dwg Jun 29, 2015 - 1:28pm



UTILITY NOTES:

1. EXISTING UTILITIES, SERVICE LOCATIONS AND ELEVATIONS SHALL BE VERIFIED IN THE FIELD AND WITH THE CITY OF MINNEAPOLIS PRIOR TO CONSTRUCTION.
2. MAINTAIN 18" VERTICAL SEPARATION AT ALL PIPE CROSSINGS.
3. CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS PRIOR TO THE START OF CONSTRUCTION.
4. UTILITY CONTRACTOR TO PROVIDE POLYSTYRENE INSULATION FOR ALL STORM SEWER AND WATERMAIN CROSSINGS WHERE VERTICAL OR HORIZONTAL SEPARATION IS LESS THAN 6'.
5. ALL UTILITY WORK WITHIN THE R.O.W. SHALL COMPLY WITH THE CITY OF MINNEAPOLIS ENGINEERING DESIGN STANDARDS.
6. NOTIFY GOPHER ONE 48 HOURS IN ADVANCE OF ANY UTILITY WORK.
7. PROVIDE TEMPORARY TRAFFIC CONTROL IN COMPLIANCE WITH MNDOT "TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS-FIELD MANUAL" LATEST VERSION, FOR ANY UTILITY CONSTRUCTION WITHIN PUBLIC R.O.W.
8. ALL SANITARY SEWER LINES SHALL HAVE A MINIMUM COVER OF 8.0'.
9. ALL SEWER SERVICES SHALL BE 8" PVC, SDR 26, ASTM 3034 USE BENDS & FITTINGS AS REQUIRED.
10. THRUST BLOCKS SHALL BE PLACED AT FITTINGS, TEES, BENDS, CROSSES, PLUGS, ETC..,
14. EXACT LOCATIONS OF ROOF DRAINS TO BE COORDINATED WITH FINAL ARCHITECTURAL PLANS.
15. COORDINATE CONNECTIONS TO EXISTING CITY OF MINNEAPOLIS SANITARY SEWER AND WATERMAIN WITH CITY UTILITY DEPARTMENT.
16. WATER SERVICE SIZES FOR DOMESTIC AND FIRE PROTECTION SHALL BE VERIFIED WITH MECHANICAL/PLUMBING.
17. THE CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL CONTACT MINNEAPOLIS SURFACE WATERS AND SEWERS 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION RELATED TO OR IN THE LOCATION OF THE PROPOSED STORMWATER MANAGEMENT BMP. CONTACT PAUL CHELLSEN, 612-673-2406 OR AT PAUL.CHELLSEN@MINNEAPOLISMN.GOV
18. UPON THE PROJECT'S COMPLETION, THE GENERAL CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL PROVIDE TO THE DEPARTMENT OF PUBLIC WORKS A FINAL STORMWATER MANAGEMENT REPORT INCLUDING RECORD DRAWINGS. THIS REPORT WILL SERVE AS A MEANS OF VERIFICATION THAT THE INTENT OF THE APPROVED STORMWATER MANAGEMENT DESIGN HAS BEEN MET. THIS FINAL REPORT SHALL SUBSTANTIATE THAT ALL ASPECTS OF THE ORIGINAL DESIGN HAVE BEEN ADEQUATELY PROVIDED FOR BY THE CONSTRUCTION OF THE PROJECT.
19. MAXIMUM DISCHARGE FROM UNDERGROUND PARKING STRUCTURE PERIMETER DRAIN TILE TO STORM WATER DETENTION TANK SHALL NOT EXCEED 1,500 GAL/DAY PER CALCULATIONS PERFORMED BY BRAUN INTERTEC DATED 1/30/15.

UTILITY LEGEND:

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED PERIMETER DRAIN TILE, SEE ARCHITECTURALS
- PROPOSED CATCH BASIN
- PROPOSED SANITARY/STORM MANHOLE
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE/CATCH BASIN
- EXISTING HYDRANT
- CONSTRUCTION LIMITS
- PROPERTY LINE

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MK CHECKED BY

KEY PLAN

PLAN NORTH

WASHINGTON & CHICAGO THRESHER SQUARE

UTILITY PLAN

C-4.0

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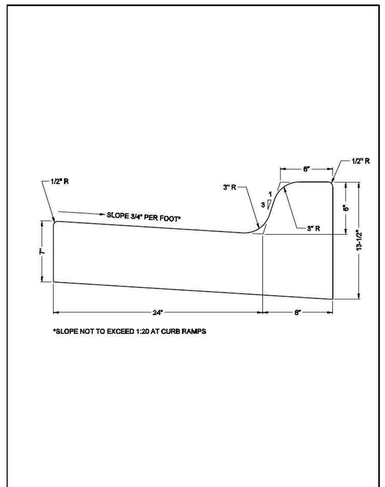
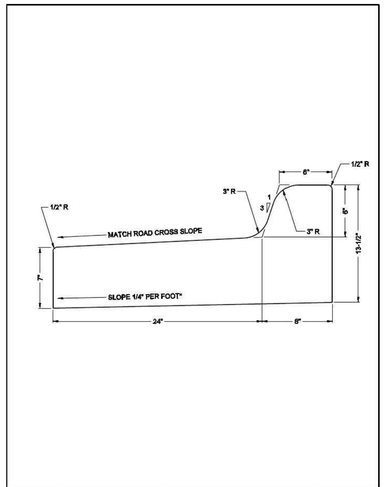
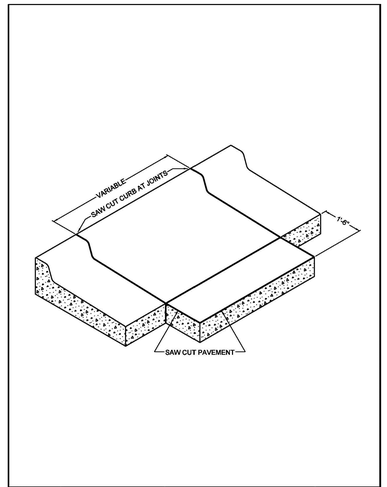
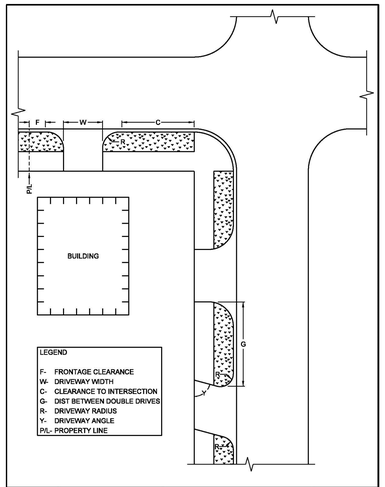
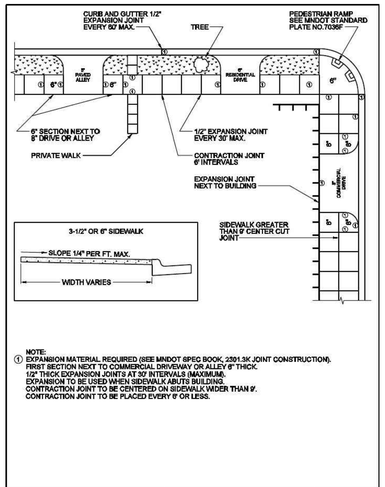
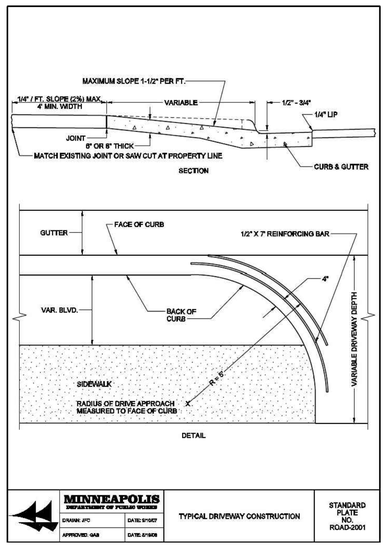


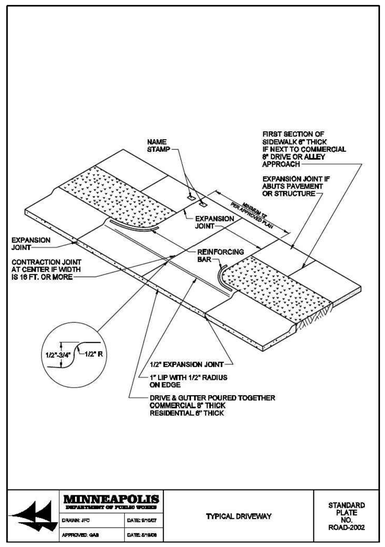


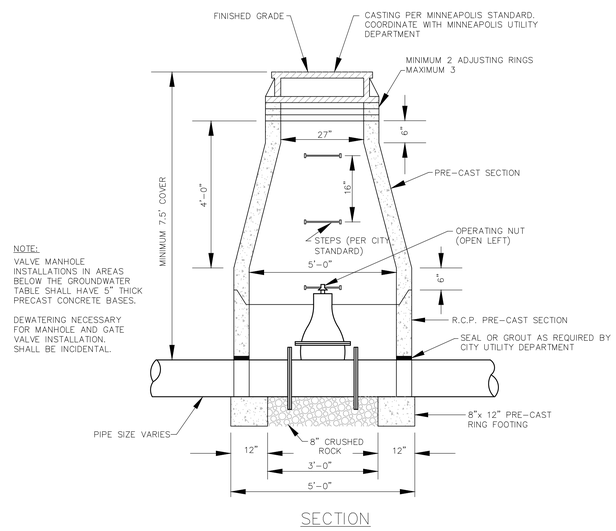












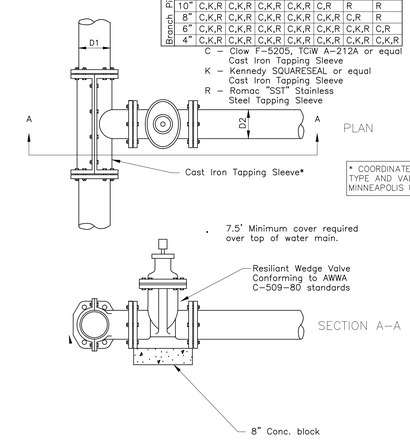
NOTE:
VALVE MANHOLE INSTALLATIONS IN AREAS BELOW THE GROUNDWATER TABLE SHALL HAVE 5" THICK PRECAST CONCRETE BASES.

DEWATERING NECESSARY FOR MANHOLE AND GATE VALVE INSTALLATION. SHALL BE INCIDENTAL.

VALVE VAULT
NOT TO SCALE

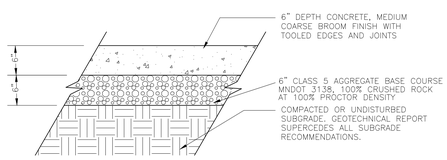
		Existing Pipe "D1"						
		18"	16"	14"	12"	10"	8"	6"
Branch Pipe "D2"	12"	C,K,R	C,K,R	C,R	C,R	R	R	R
	10"	C,K,R	C,K,R	C,K,R	C,K,R	C,R	R	R
	8"	C,K,R	C,K,R	C,K,R	C,K,R	C,K,R	C,R	R
	6"	C,K,R	C,K,R	C,K,R	C,K,R	C,K,R	C,K,R	C,R
	4"	C,K,R	C,K,R	C,K,R	C,K,R	C,K,R	C,K,R	C,K,R

C – Clow F-5205, TCiW A-212A or equal Cast Iron Tapping Sleeve
K – Kennedy SQUARESEAL or equal Cast Iron Tapping Sleeve
R – Romac "SST" Stainless Steel Tapping Sleeve

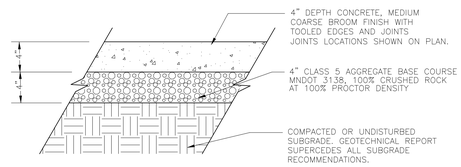


* COORDINATE TAPPING SLEEVE TYPE AND VALVE TYPE WITH MINNEAPOLIS UTILITY DEPARTMENT

WATERMAIN WET TAP
NOT TO SCALE



CONCRETE PAVEMENT
NOT TO SCALE



CONCRETE SIDEWALK
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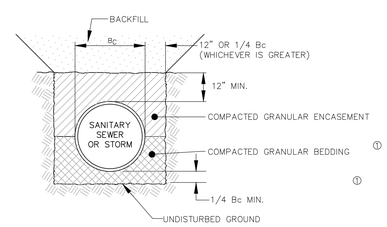
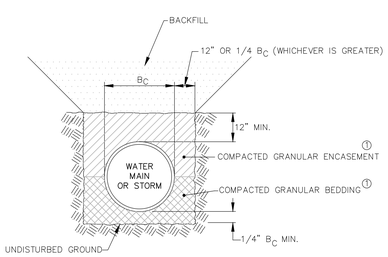


① GRANULAR BEDDING AND ENCASEMENT SHALL CONFORM TO THE GRADATION REQUIREMENTS IDENTIFIED IN THE PROJECT SPECIFICATIONS. ALL BEDDING AND ENCASEMENT SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.

PVC/HDPE PIPE BEDDING
NOT TO SCALE



① GRANULAR BEDDING AND ENCASEMENT SHALL CONFORM TO THE GRADATION REQUIREMENTS IDENTIFIED IN THE PROJECT SPECIFICATIONS. ALL ENCASEMENT AND BEDDING SHALL BE CONSIDERED INCIDENTAL TO THE PIPE COST.

HDPE/DIP PIPE BEDDING
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KEY PLAN

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DETAILS

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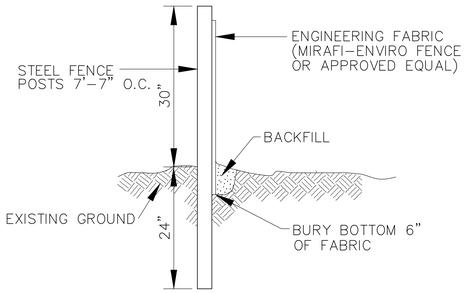
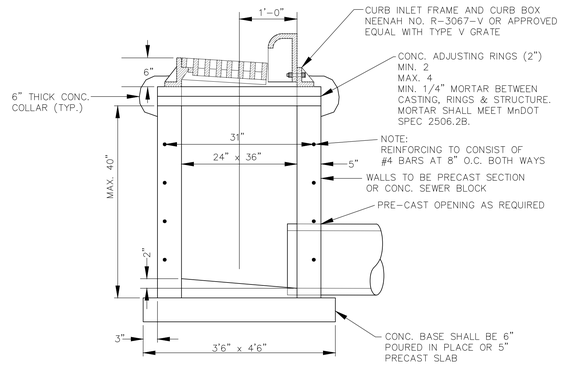


CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF ALL
EROSION CONTROL MATERIALS FOLLOWING TURF ESTABLISHMENT

1 SILT FENCE

NOT TO SCALE



2 RECTANGULAR CATCH BASIN (2'x3')

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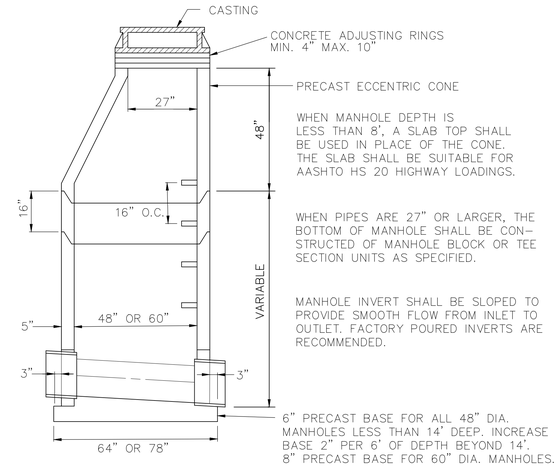

3 CATCH BASIN/ MANHOLE

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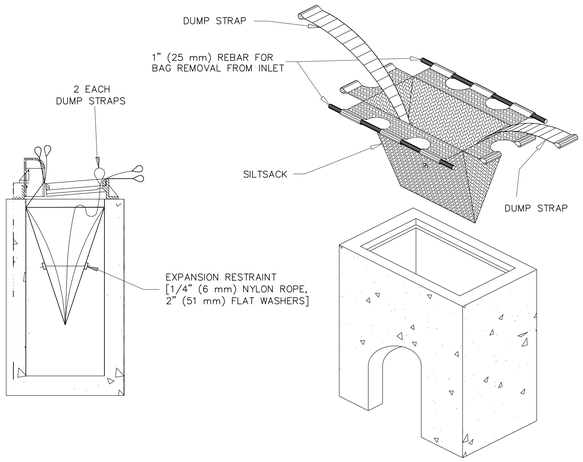

4 INLET PROTECTION/ SEDIMENT FILTER SACK

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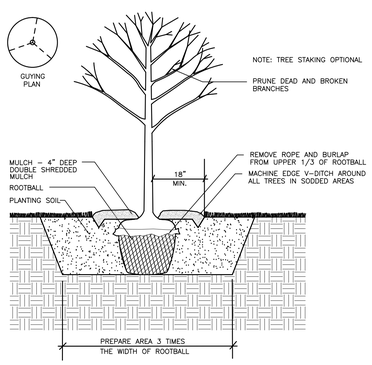

5 TREE PLANTING

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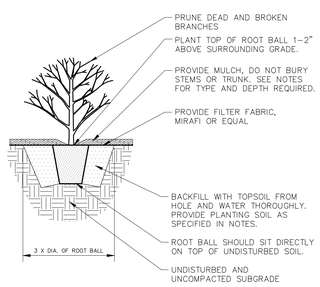

6 SHRUB PLANTING

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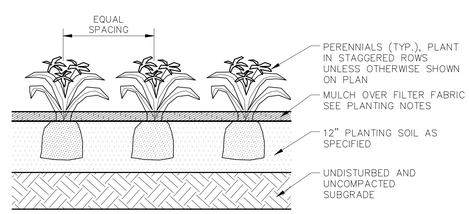

7 PERENNIAL PLANTINGS

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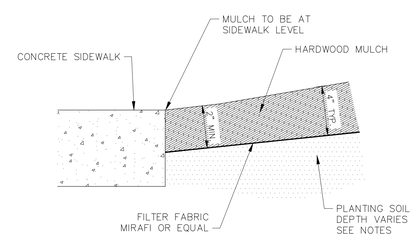

8 HARDWOOD MULCH AT SIDEWALK DETAIL

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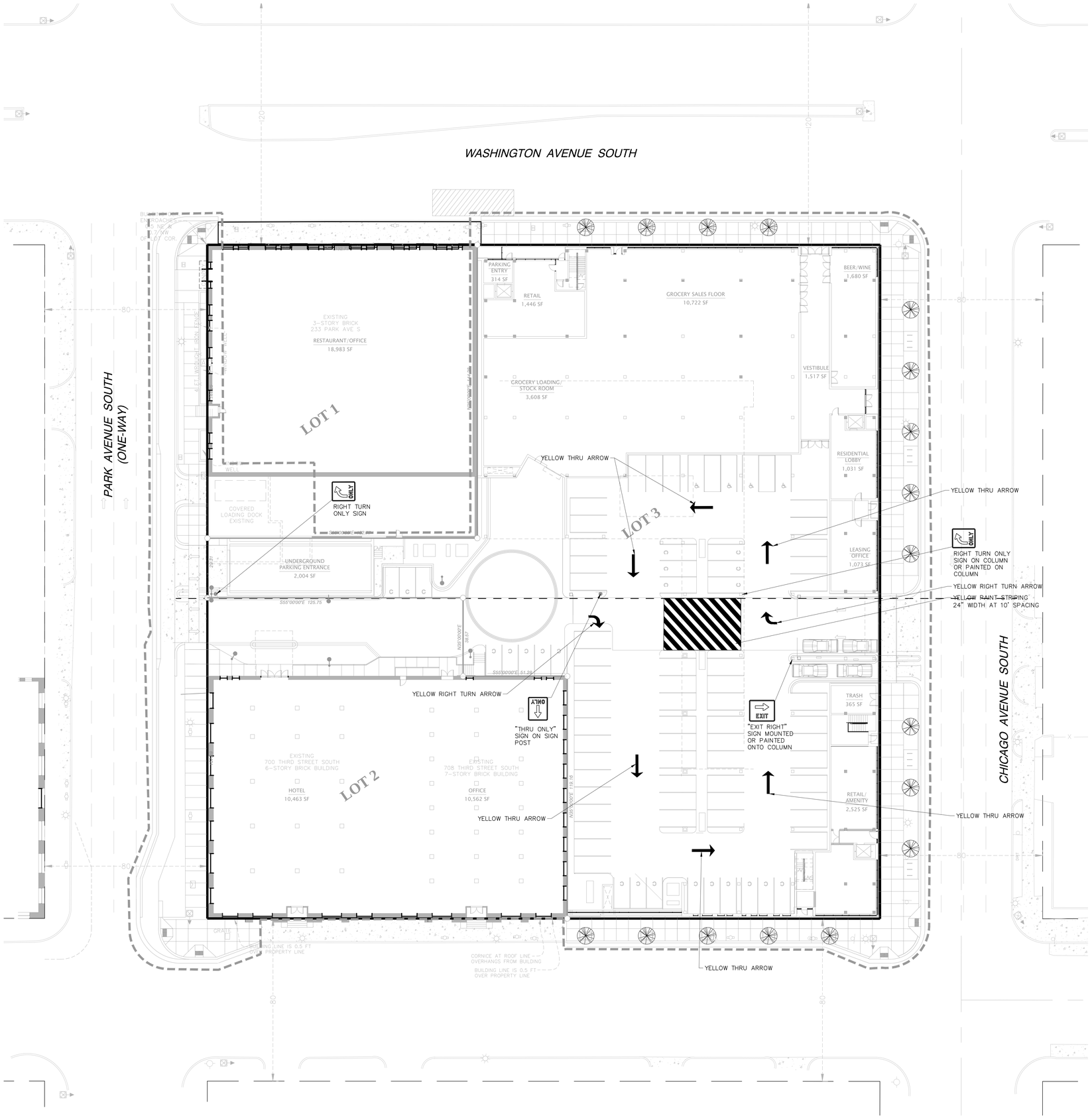

SIGNAGE NOTES

1. SIGNS AND PAVEMENT MARKINGS SHALL BE INSTALLED PER THE PLAN.

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SIGNAGE PLAN

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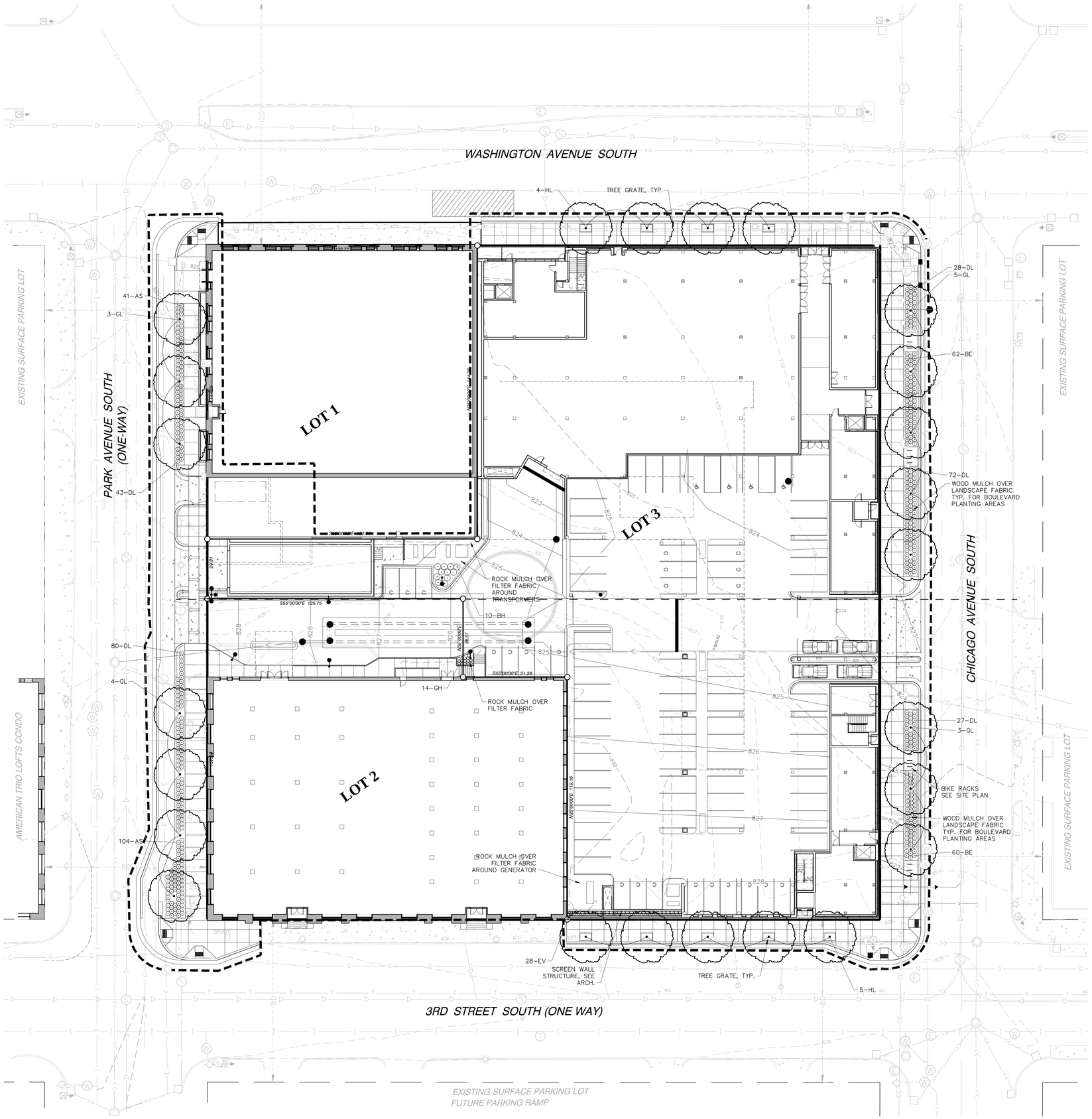

LANDSCAPE NOTES

1. LANDSCAPE CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID TO BECOME COMPLETELY FAMILIAR WITH SITE CONDITIONS.
2. CALL GOPHER STATE ONE CALL AT 651–454–0002 FOR LOCATING ALL UNDERGROUND UTILITIES AND AVOID DAMAGE TO UTILITIES DURING THE COURSE OF THE WORK. CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO UTILITIES, SITE STRUCTURES, ETC. RESULTING FROM LANDSCAPE CONSTRUCTION.
3. STAKE OR MARK ALL PLANT MATERIAL LOCATIONS PRIOR TO INSTALLATION. HAVE OWNERS REPRESENTATIVE APPROVE ALL STAKING PRIOR TO INSTALLATION.
4. PLANTING SOIL SHALL CONSIST OF 1:1:1 OF LOAMY TOPSOIL, PEAT MOSS AND PIT RUN SAND. PLANTING SOIL FOR RAISED VEGETABLE GARDEN BEDS TO BE _____. INSTALL 4" MIN. PLANTING SOIL TO ALL SHRUB AREAS. INSTALL 12" PLANTING SOIL TO PERENNIAL AREAS.
5. ALL SHRUB AREAS UNLESS SPECIFIED AS OTHER, TO BE BED MULCHED WITH 3" DEPTH OF SHREDDED HARDWOOD MULCH, NATURAL COLOR, OVER FILTER FABRIC,
6. ALL PERENNIAL BEDS TO BE MULCHED WITH 2" DEPTH OF SHREDDED HARDWOOD MULCH, NATURAL COLOR, OVER FILTER FABRIC.
7. ROCK MULCH, WHERE SPECIFIED TO BE 3/4" ST. CLOUD GRANITE ROCK (VERIFY).
8. COMPLETELY GUARANTEE ALL WORK FOR A PERIOD OF ONE YEAR BEGINNING AT THE DATE OF ACCEPTANCE. MAKE ALL REPLACEMENTS PROMPTLY (AS PER DIRECTION OF OWNER).
9. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.
10. ALL TREE TRUNKS SHALL BE WRAPPED WITH BROWN CREPE TREE WRAP. APPLY WRAP IN NOVEMBER AND REMOVE IN APRIL.
11. MAINTAIN ALL PLANT MATERIALS, INCLUDING WATERING, UNTIL THE TIME OF ACCEPTANCE. ANY MATERIAL WHICH DIES OR DEFOLIATES (PRIOR TO THE ACCEPTANCE OF THE WORK) WILL BE PROMPTLY REMOVED AND REPLACED.
12. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
13. COORDINATE INSTALLATION WITH GENERAL CONTRACTOR.
14. STAKING AND GUYING OF TREES OPTIONAL: MAINTAIN PLUMBNESS OF TREES FOR DURATION OF WARRANTY PERIOD.
15. SWEEP AND WASH ALL PAVED SURFACES AND REMOVE ALL DEBRIS RESULTING FROM LANDSCAPE OPERATIONS.
16. SUPPLY DESIGN AND INSTALLATION OF A WATER EFFICIENT IRRIGATION SYSTEM WITH 100% COVERAGE OF SOD AND PLANTING AREAS. SHRUB AREAS TO BE ON SEPERATE ZONES. USE DRIP IRRIGATION IN TREE, SHRUB AND PERENNIAL AREAS. USE RAINBIRD OR APPROVED EQUAL COORDINATE WITH G.C. PROVIDE RAIN SENSOR.

LANDSCAPE REQUIREMENTS

SITE CALCULATIONS (EXISTING CONDITIONS)	LOT AREA (sf)	LOT AREA (acres)	EXISTING BUILDING FOOTPRINT AREA (sf)	EXISTING NET LOT AREA (sf)	EXISTING IMPERVIOUS AREA OF NET LOT AREA (sf)	EXISTING IMPERVIOUS % OF NET LOT			EXISTING PERVIOUS AREA OF NET LOT AREA (sf)	EXISTING PERVIOUS % OF NET LOT
Lot 1	19,156	0.440	19,156	0	0	100%			0	0%
Lot 2	25,941	0.596	21,025	4,916	4,880	99%			36	1%
Lot 3	64,513	1.481	7,711	56,802	54,318	96%			2,484	4%
Total	**109,610**	**2.516**	**47,892**	**61,718**	**59,198**	96%			**2,520**	4%
	sf	acres	sf	sf	sf	overall			sf	overall

SITE CALCULATIONS (PROPOSED CONDITIONS)	LOT AREA (sf)	LOT AREA (acres)	PROPOSED BUILDING FOOTPRINT AREA	PROPOSED NET LOT AREA (sf)	PROPOSED IMPERVIOUS AREA OF NET LOT AREA (sf)	PROPOSED IMPERVIOUS % OF NET LOT	PROPOSED PERVIOUS AREA OF NET LOT (ON GROUND LEVEL)	PROPOSED PERVIOUS AREA OF NET LOT (ON POOL DECK 2ND FLOOR)	TOTAL PROPOSED PERVIOUS AREA OF NET LOT AREA (sf)	PROPOSED PERVIOUS % OF NET LOT
Lot 1	19,156	0.440	19,156	0	0	100%	0	N/A	0	0%
Lot 2	25,941	0.596	23,029	2,912	2,904	100%	8	N/A	8	0%
Lot 3	64,513	1.481	26,524	37,989	35,150	93%	348	2491	2,839	7%
Total	**109,610**	**2.516**	**68,709**	**40,901**	**38,054**	93%	**356**	**2,491**	**2,847**	7%
	sf	acres	sf	sf	sf	overall	sf	sf	sf	overall

REQUIRED PERVIOUS AREA (20%): (.2)* 45,350 SF = 9,070 SF

CANOPY TREES REQUIRED
1 TREE PER 500 SF OF REQUIRED PERVIOUS AREA
9,070 SF / 500 = 18 TREES REQUIRED
CANOPY TREES PROVIDED ON SITE = 0
CANOPY TREES PROVIDED IN ROW = 21

SHRUBS REQUIRED
1 SHRUB PER 100 SF OF REQUIRED PERVIOUS AREA
9,070 SF / 100 = 91 SHRUBS REQUIRED
SHRUBS PROVIDED ON SITE = 177

LANDSCAPE SCHEDULE

Key	Ground Level Quantity	2nd Level Quantity	R.O.W. Quantity	Total Quantity	Common Name/Scientific Name	Size	Planting Remarks
Overstory Trees							
GL	0	0	15	15	Greenspire Linden / Tilia cordata 'Greenspire'	2.5" cal. B&B	Straight Trunk, No V-Crotch
HL	0	0	9	9	Skyline Honeylocust / Gleditisia triacanthos var. inermis 'Skyline'	2.5" cal. B&B	Straight Trunk, No V-Crotch
		Total Overstory Trees		24			
Ornamental Trees							
SB	0	3	0	3	Serviceberry / Amelanchier x grandiflora 'Autumn Brillance'	1.5" Cal. B&B	Straight Trunk, No V-Crotch, Single Stem
		Total Ornamental Trees		3			
Shrubs							
BH	10	80	0	90	Bush Honeysuckle / Diervilla sessilifolia 'Butterfly'	18" ht. cont.	Min. 5 canes at ht. spec.
JS	0	16	0	16	Skyrocket Juniper / Juniperus virginiana 'Skyrocket'	5' ht. B&B	Min. 5 canes at ht. spec.
MJ	0	55	0	55	Mint Julep Juniper / Juniperus chinensis 'Monlep'	30" dia. cont.	Min. 5 canes at dia. Spec.
TY	0	18	0	16	Taunton Yew / Taxus x media 'Taunton'	24" dia. Cont.	Min. 5 canes at dia. Spec.
		Total Shrubs		177			
Perennials, Grasses and Vines							
AS	0	25	145	170	Autumn Joy Sedum / Sedum x 'Autumn Joy'	1 gallon cont.	
BE	0	0	122	122	Black Eyed Susan / Rudbeckia hirta 'Pot of Gold'	1 gallon cont.	
DL	0	0	250	250	Bodacious Returns Daylily / Hemerocallis 'Bodacious Returns'	1 gallon cont.	
EV	28	0	0	28	Englemann Ivy / Parthenocissus quinequefolia 'Englemannii'	1 gallon cont.	Plant 24" o.c.
GH	14	0	0	14	Guacamole Hosta / Hosta 'Guacamole'	1 gallon cont.	
KF	0	24	0	24	Karl Foerster Feather Reed Grass / Calamgrostis x acutifolia 'Karl Foerster'	3 gallon cont.	
RS	0	17	0	17	Russan Sage / Perovskia 'Little Spire'	1 gallon cont.	
		Total Perennials, Grasses & Vines		625			

LEGEND

DECIDUOUS OVERSTORY TREES

CONIFEROUS TREES

FLOWERING & EVERGREEN SHRUBS

PERENNIALS

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Mark Kronbeck, PLA, ASLA
Typed or Printed Name

26222 6/29/15
License # Date

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5/29/2015
PDR SUBMITTAL

ORIGINAL ISSUE: 02/25/15

REVISIONS

No.	Description	Date
1	CITY COMMENTS	6/29/15

212-0018
PROJECT NUMBER

EMK DRAWN BY
MK CHECKED BY

KEY PLAN

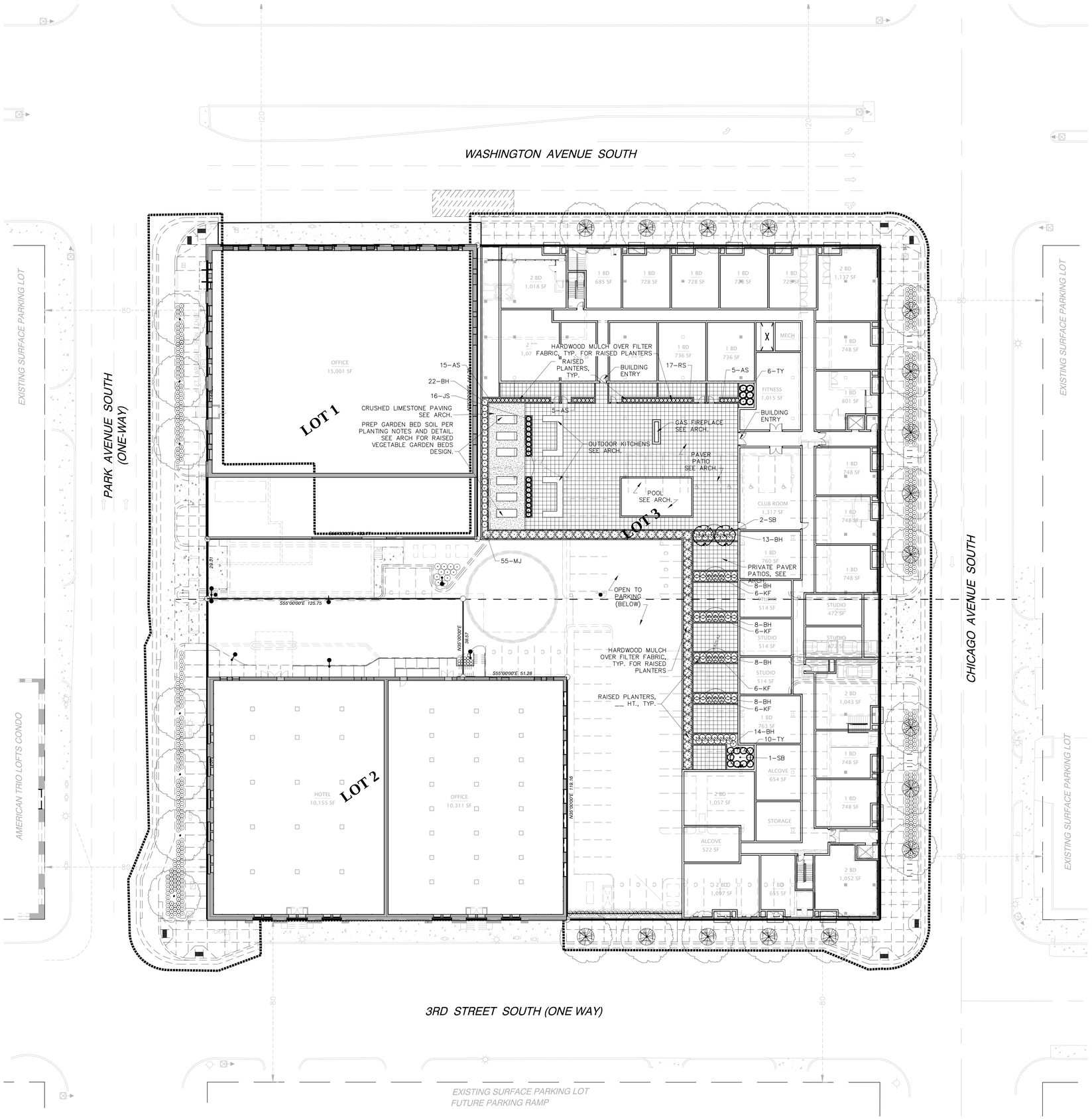
PLAN NORTH

WASHINGTON & CHICAGO
THRESHER SQUARE

LANDSCAPE PLAN – GROUND LEVEL

L-1.0

Drawing name: X:\2012\120018\plan sheets\PDR Submittal\120018-land.dwg Jun 29, 2015 - 12:35pm



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LANDSCAPE REQUIREMENTS

SEE SHEET L1.0

LANDSCAPE SCHEDULE

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		Total Ornamental Trees		3			
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MJ	0	55	0	55	Mint Julep Juniper / Juniperus chinensis 'Monlep'	30" dia. cont.	Min. 5 canes at dia. Spec.
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BE	0	0	122	122	Black Eyed Susan / Rudbeckia hirta 'Pot of Gold'	1 gallon cont.	
DL	0	0	250	250	Bodacious Returns Daylily / Hemerocallis 'Bodacious Returns'	1 gallon cont.	
EV	28	0	0	28	Englemann Ivy / Parthenocissus quinequefolia 'Englemannii'	1 gallon cont.	Plant 24" o.c.
GH	14	0	0	14	Guacamole Hosta / Hosta 'Guacamole'	1 gallon cont.	
KF	0	24	0	24	Karl Foerster Feather Reed Grass / Calamgrostis x acutifolia 'Karl Foerster'	3 gallon cont.	
RS	0	17	0	17	Russan Sage / Perovskia 'Little Spire'	1 gallon cont.	
		Total Perennials, Grasses & Vines		625			

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Mark Kronbeck, PLA, ASLA
Typed or Printed Name

26222 6/29/15
License # Date

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6/29/15
LAND USE APPLICATION
REV 1

ORIGINAL ISSUE: 02/25/15

REVISIONS

No.	Description	Date
1	CITY COMMENTS	6/29/15

212–0018
PROJECT NUMBER

EMK DRAWN BY
MK CHECKED BY

KEY PLAN

PLAN NORTH

WASHINGTON & CHICAGO
THRESHER SQUARE

LANDSCAPE PLAN – SECOND LEVEL

L–2.0

Drawing name: X:\2012\120018\plan sheets\PDR Submittal\120018–land2nflr.dwg Jun 29, 2015 – 1:33pm

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5/22/2015
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ORIGINAL ISSUE: 03/24/15

REVISIONS

No.	Description	Date

215501
PROJECT NUMBER

Author
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Checker
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KEY PLAN

TRUE NORTH

WASHINGTON & CHICAGO

CONTEXT AERIAL

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5/22/2015 2:00:59 PM

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VIEW FROM SOUTHEAST

VIEW FROM NORTHEAST

VIEW FROM NORTHWEST

VIEW FROM EAST

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ORIGINAL ISSUE: 03/24/15

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EXISTING SITE PHOTOGRAPHS

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5/22/2015 3:04:01 PM

VIEW TO NORTH EAST

VIEW TO SOUTH EAST

VIEW TO NORTH WEST

VIEW TO NORTH WEST

WASHINGTON & CHICAGO
Minneapolis, MN

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ORIGINAL ISSUE: 05/21/15

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WASHINGTON & CHICAGO

EXISTING SITE PHOTOGRAPHS

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5/22/2015 2:04:07 PM

WASHINGTON &
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AERIAL VIEW FROM INTERSECTION OF WASHINGTON AVE. AND CHICAGO AVE.

AERIAL VIEW FROM INTERSECTION OF CHICAGO AVE. AND 3RD ST.

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ORIGINAL ISSUE: 03/24/15

REVISIONS

No.	Description	Date

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PROJECT NUMBER

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WASHINGTON & CHICAGO

DESIGN PERSPECTIVES

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WASHINGTON &
CHICAGO
Minneapolis, MN

AERIAL VIEW FROM INTERSECTION OF CHICAGO AVE. AND S. 3RD ST.

AERIAL VIEW FROM INTERSECTION OF WASHINGTON AVE AND PARK AVE .

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WASHINGTON & CHICAGO

DESIGN PERSPECTIVES

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AERIAL VIEW OF INTERIOR COURTYARD.

AEREAL VIEW OF THROUGH-BLOCK SERVICE DRIVE AND SECOND LEVEL RESIDENTIAL AMENITY TERRACE. SERVICE DRIVE WILL FEATURE DECORATIVE PAVING. THE DESIGN TEAM WILL EXPLORE THE POSSIBILITY OF INTEGRATING RAILROAD MATERIALS IN ORDER TO INTERPRET THE RAIL SPUR THAT ONCE RAN EAST-WEST THROUGH THE SITE AND SERVED THE EXISTING INDUSTRIAL BUILDINGS.

AERIAL VIEW OF INTERIOR COURTYARD

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WASHINGTON & CHICAGO

DESIGN PERSPECTIVES

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WASHINGTON &
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Minneapolis, MN

PERSPECTIVE VIEW AT INTERSECTION OF WASHINGTON AVE. AND CHICAGO AVE.

PERSPECTIVE VIEW AT INTERSECTION OF CHICAGO AVE. AND S. 3RD ST.

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TRUE NORTH

WASHINGTON & CHICAGO

DESIGN PERSPECTIVES

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5/22/2015 2:04:08 PM

WASHINGTON &
CHICAGO
713 South Washington Ave.
Minneapolis, MN

PERSPECTIVE VIEW AT WASHINGTON AVE. RETAIL

CORNER OF WASHINGTON AVENUE AND CHICAGO AVENUES. THE GROCERY AND WINE/BEER USES ARE CONNECTED BY A COMMON VESTIBULE THAT SERVES CUSTOMERS ARRIVING BY CAR AND THOSE ARRIVING BY FOOT FROM WASHINGTON AVENUE. THE GROCERY SALES FLOOR IS ARRANGED WITH CHECK OUT KIOSKS LINING WASHINGTON AVENUE, PLACING THE MOST ACTIVE PART OF THE SALES FLOOR ALONG THE STREET. SHELVES, COOLERS AND DISPLAYS WILL BE LOCATED ON THE REMAINING THREE WALLS, ALLOWING THE WASHINGTON AVENUE STOREFRONT TO HAVE MAXIMUM TRANSPARENCY. IN THE WINE/BEER STORE, THERE WILL BE NO SHELVING ABOVE 4 FEET ALONG THE GLAZED CORNER OF WASHINGTON AND CHICAGO.

PERSPECTIVE VIEW AT WASHINGON AVE. RETAIL

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LAND USE
APPLICATION
REV 1

ORIGINAL ISSUE: 05/13/15

REVISIONS

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KEY PLAN

WASHINGTON & CHICAGO

DESIGN PERSPECTIVES

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WASHINGTON &
CHICAGO
Minneapolis, MN

PERSPECTIVE VIEW AT RESIDENTIAL ENTRY

SCREEN WALL ON 3RD ST BETWEEN THRESHER SQUARE AND PROPOSED NEW BUILDING. CORTEN STEEL PANELS ARE ALTERNATELY FILLED WITH STRUCTURAL SUPPORTS FOR VINING PLANTS OR ARE LEFT OPEN TO PROVIDE A VISUAL CONNECTION BETWEEN THE STREET AND PARKING LOT BEYOND, ENHANCING SECURITY. AN INTEGRATED RAISED BRICK PLANTER IS SOUTH OF THE FENCE.

PERSPECTIVE VIEW AT STRUCTURED ARBOUR

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ORIGINAL ISSUE: 05/20/15

REVISIONS

No.	Description	Date

215501
PROJECT NUMBER

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KEY PLAN

TRUE NORTH

WASHINGTON & CHICAGO

DESIGN PERSPECTIVES

A0.8

5/22/2015 2:04:09 PM

WASHINGTON &
CHICAGO
Minneapolis, MN

RESIDENT AMENITY TERRACE. THE TERRACE IS DESIGNED TO MAXIMIZE EXPOSURE TO SUNLIGHT AND MINIMIZE THE VISUAL IMPACT OF THE VEHICULAR USES BELOW.

PERSPECTIVE VIEW AT POOL DECK

GROCERY PARKING ENTRANCE ON CHICAGO AVENUE. GATE ARMS SERVE NOT ONLY TO CONTROL ENTRY INTO THE PARKING BUT TO CALM TRAFFIC EXITING THE PARKING LOT.
THE WIDE CURB CUT IS NECESSARY TO ALLOW 18-WHEEL DELIVERY TRUCKS TO ACCESS THE INTERNAL LOADING DOCK. THE RESIDENTIAL LOBBY AND LEASING OFFICE ARE TO THE RIGHT.

PERSPECTIVE VIEW AT PARKING ENTRY

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5/22/2015
LAND USE
APPLICATION

ORIGINAL ISSUE: 05/20/15

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DESIGN PERSPECTIVES

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5/22/2015 2:04:09 PM

STREET LEVEL OF BUILDING IS RECESSED BY APPROXIMATELY SEVEN FEET TO ACCOMODATE AN INTEGRATED BUS SHELTER AND SIDEWALK SEATING FOR A SMALL RETAIL SPACE OR COFFEE SHOP. THE DESIGN OF THE BUS SHELTER WILL BE REFINED WITH INPUT FROM METRO TRANSIT

PERSPECTIVE VIEW AT WASHINGTON AVENUE INTEGRATED BUS SHELTER

PERSPECTIVE VIEW AT WASHINGTON AVENUE INTEGRATED BUS SHELTER

WASHINGTON & CHICAGO
713 South Washington Ave.
Minneapolis, MN

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6/29/15
LAND USE APPLICATION
REV 1

ORIGINAL ISSUE: 06/29/15

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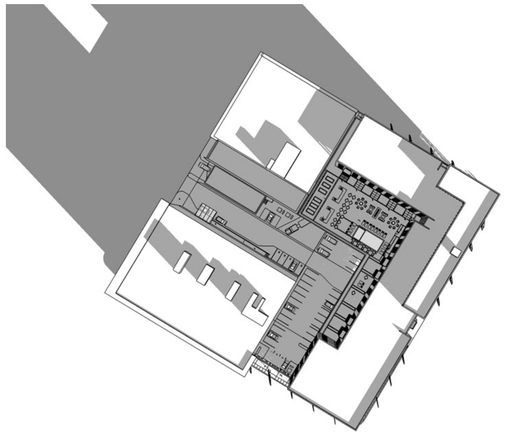

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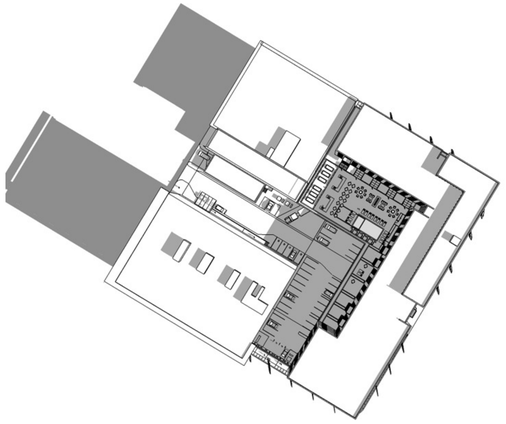

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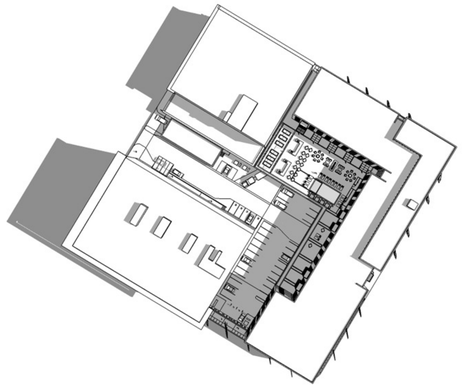

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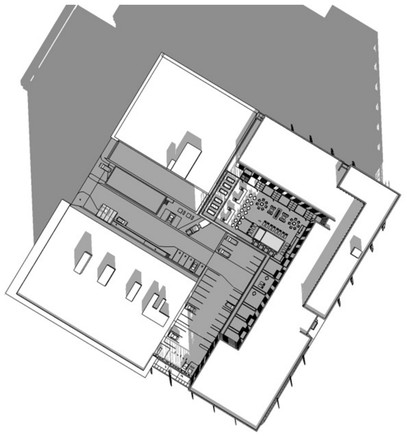

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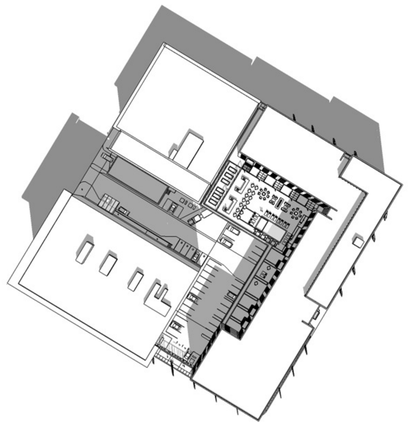

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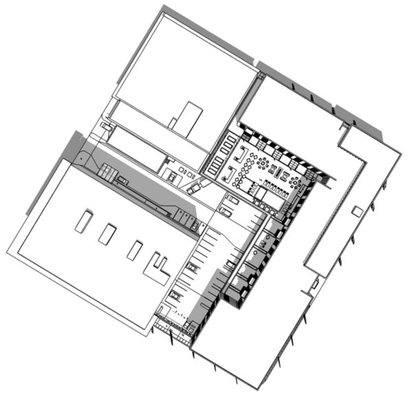

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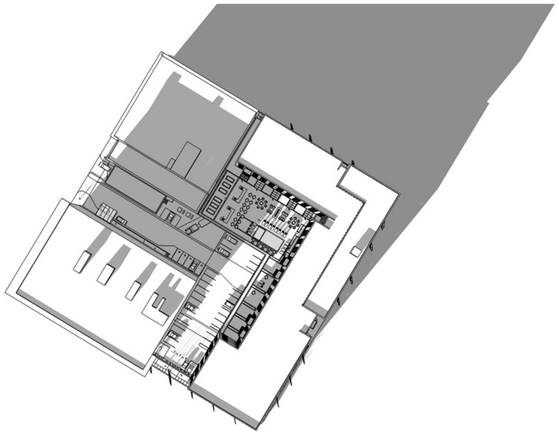

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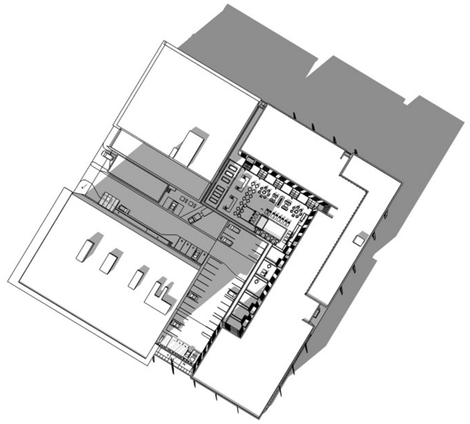

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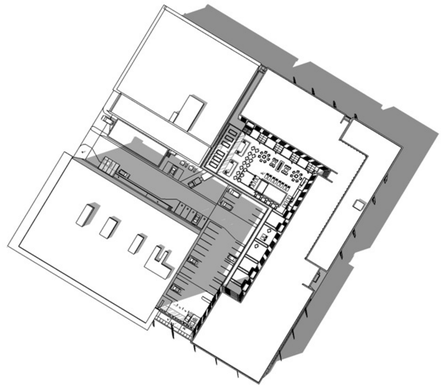

JUNE 21 - 3:00 PM

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5/22/2015
LAND USE
APPLICATION

ORIGINAL ISSUE: 05/21/15

REVISIONS

No.	Description	Date

215501
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KEY PLAN

TRUE NORTH

WASHINGTON & CHICAGO

SHADOW STUDIES

A0.10

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6C. COMPOSITE RAINSCREEN CLADDING

6A. RAINSCREEN PANEL

5C. CORTEN STEEL PANEL

5A. METAL SHINGLE TILE - COLOR #1

1A. BRICK - COLOR #1 (IRONSPOT)

5/22/2015
LAND USE
APPLICATION

ORIGINAL ISSUE: 05/21/15

REVISIONS

No.	Description	Date

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MATERIALS

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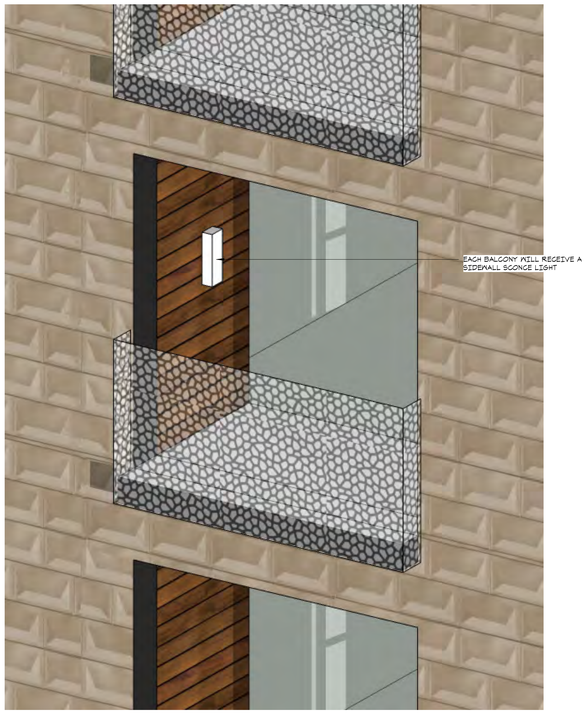
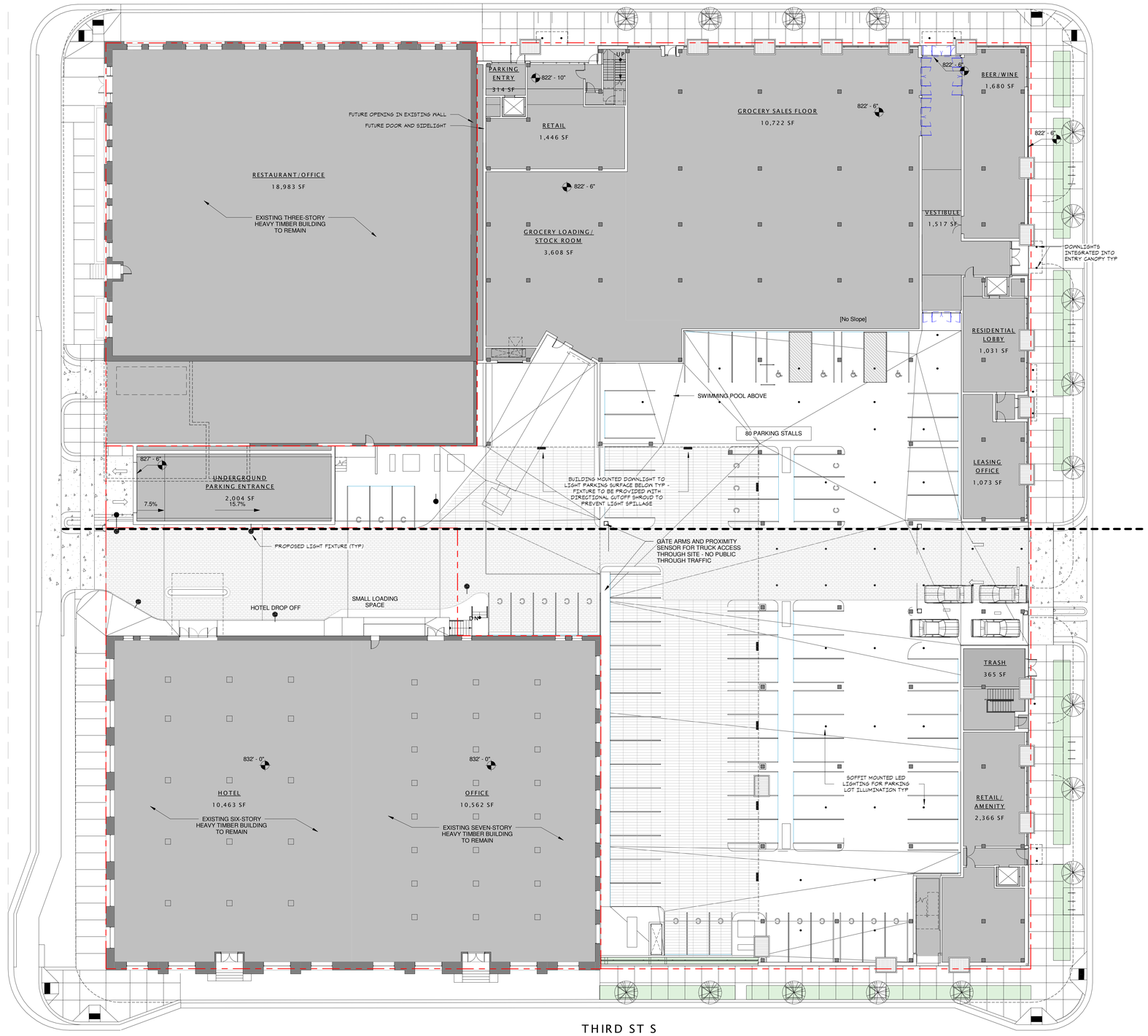


3 A 1.0 **RECESSED BALCONY LIGHTING**
1 1/2" = 1'-0"

2 A 1.0 **ATTACHED BALOCNY LIGHTING**
1 1/2" = 1'-0"



1 A 1.0 **PAVING PLAN**
1/16" = 1'-0"

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LAND USE
APPLICATION
REV 1

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KEY PLAN

PLAN NORTH

WASHINGTON & CHICAGO

PAVING / LIGHTING PLAN

A 1.0

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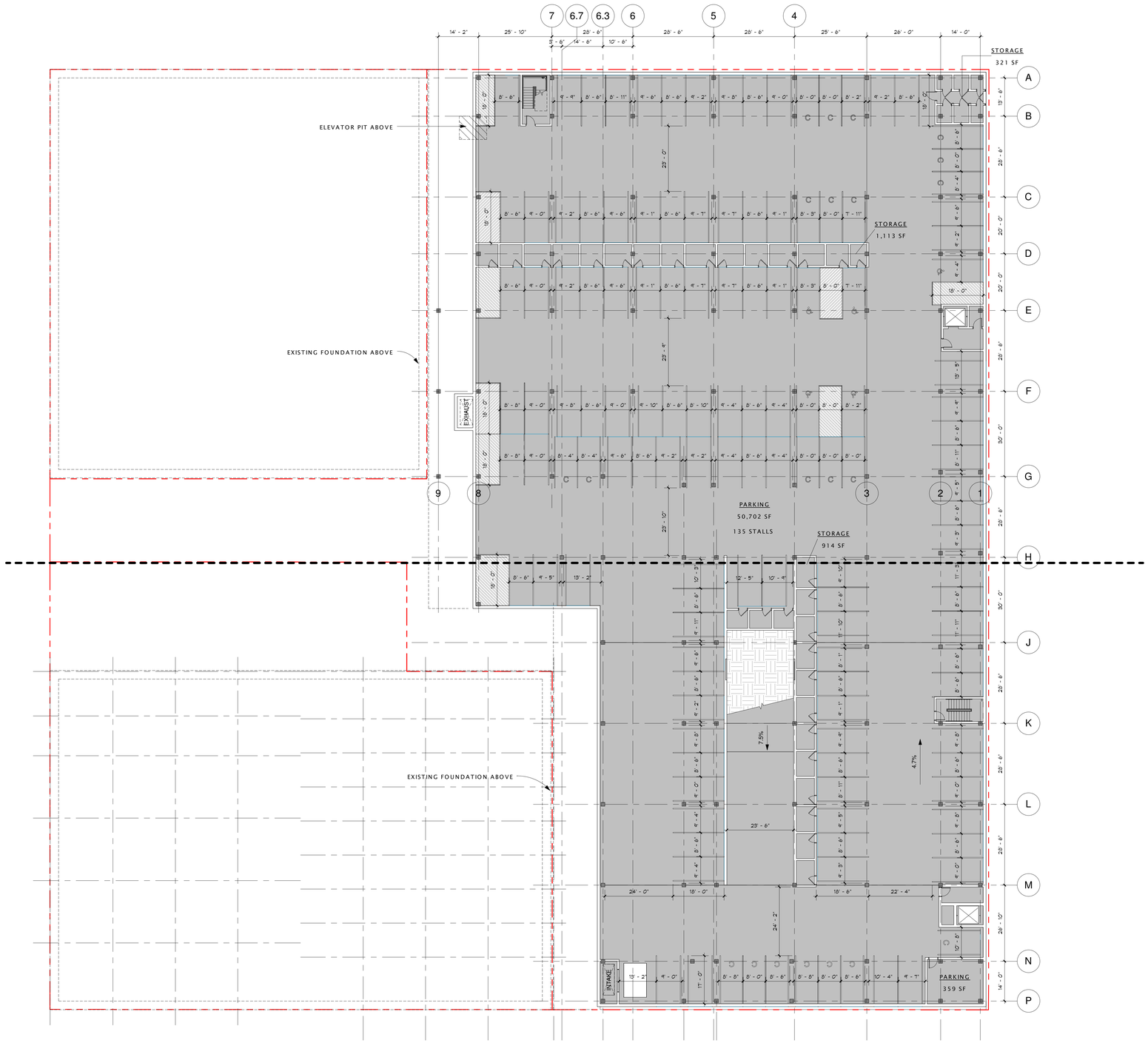
Minneapolis, MN



1 A 1.1 **MINUS 2**
1/16" = 1'-0"

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5/29/15
PRELIMINARY
DEVELOPMENT
REVIEW

ORIGINAL ISSUE: 07/01/2013

REVISIONS

No.	Description	Date

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KEY PLAN

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WASHINGTON & CHICAGO

MINUS 2 PLAN

A 1.1

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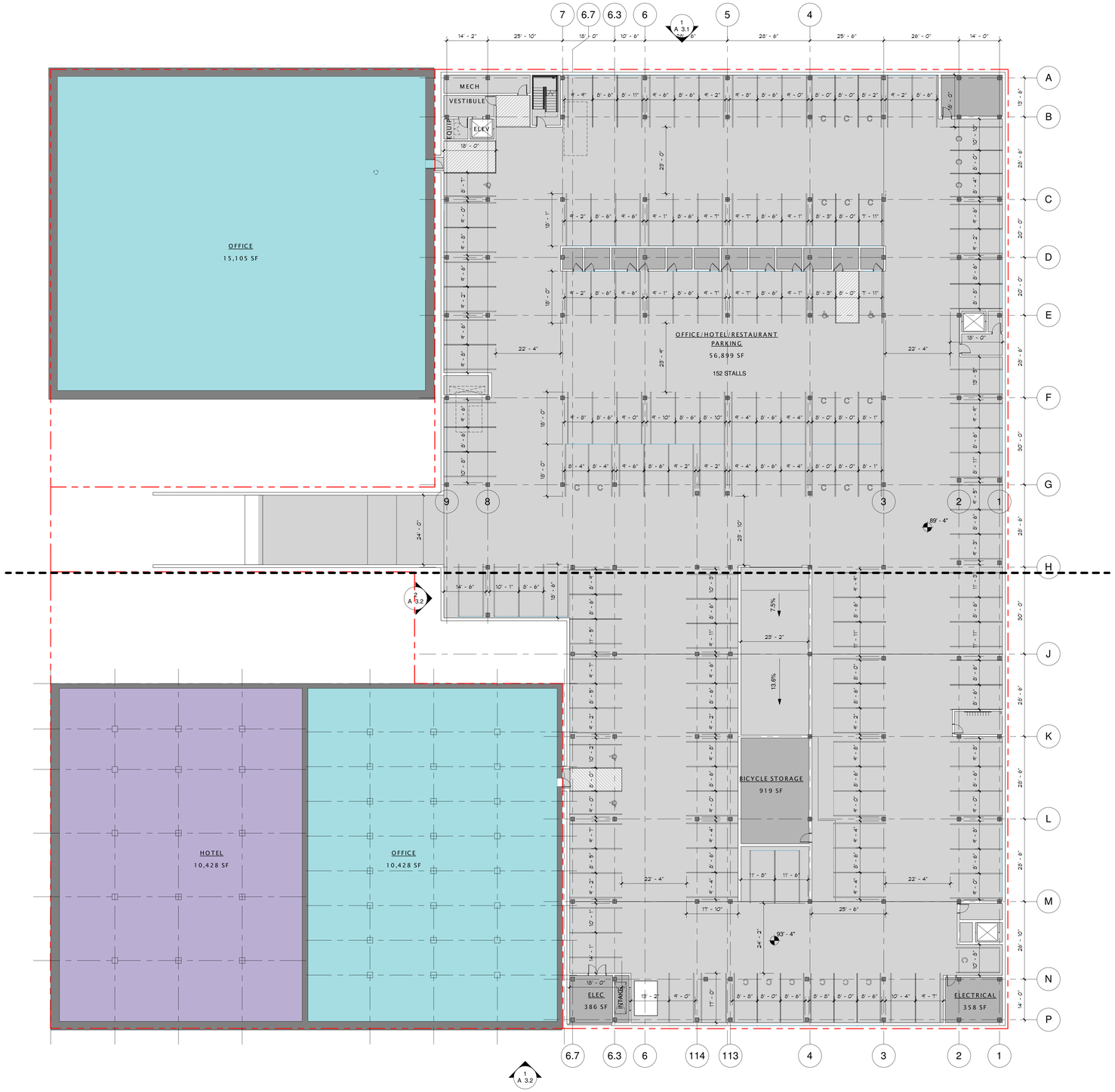
Minneapolis, MN



1 MINUS 1
A 1.2 1/16" = 1'-0"

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5/29/15
PRELIMINARY
DEVELOPMENT
REVIEW

ORIGINAL ISSUE: 06/24/13

REVISIONS

No.	Description	Date

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KEY PLAN

WASHINGTON & CHICAGO

MINUS 1 PLAN

A 1.2

5/29/2015 2:31:55 PM

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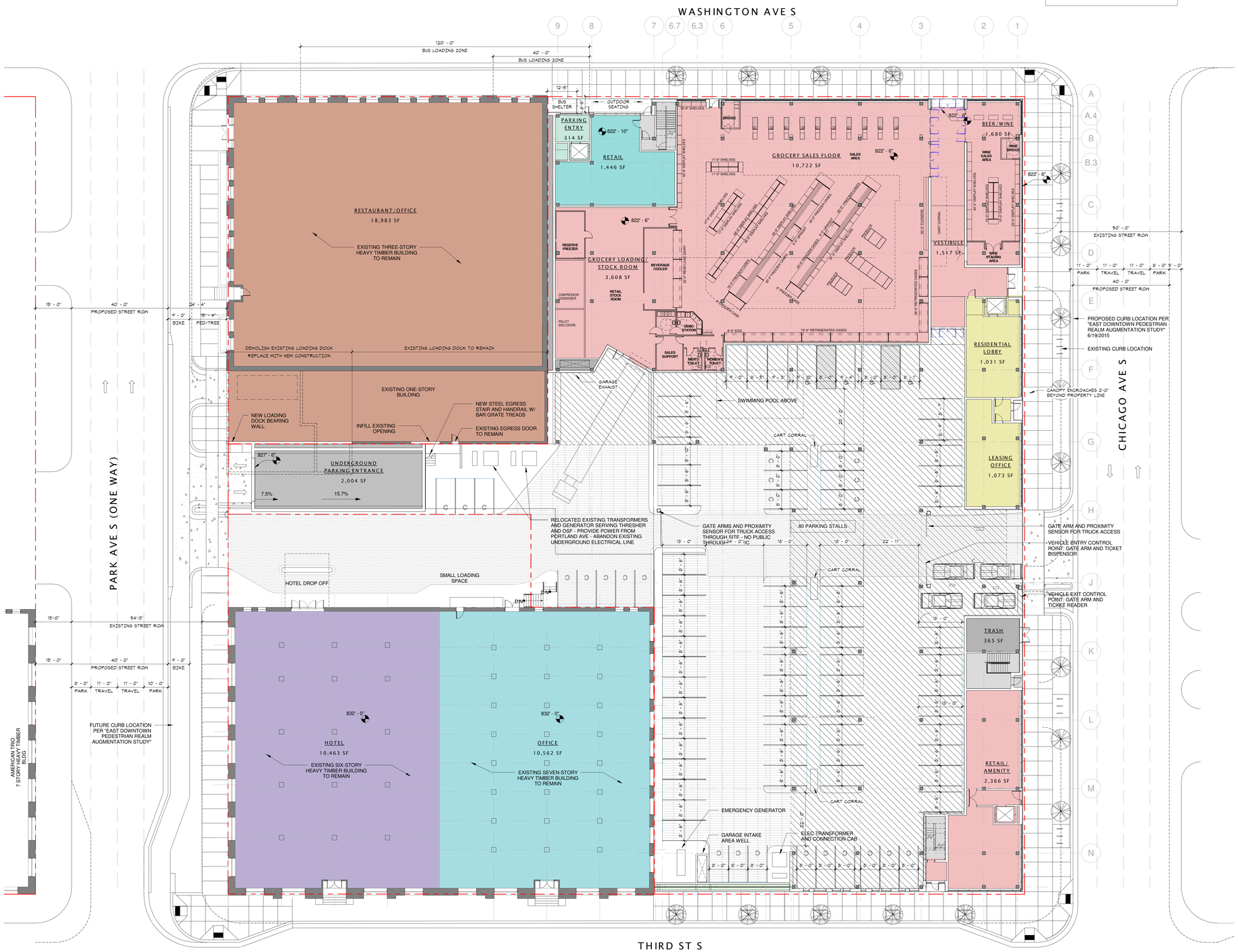
713 South Washington Ave.
Minneapolis, MN

SITE PLAN LEGEND

- STAMPED & COLORED CONCRETE
- COLORED CONCRETE - SAW CUT WITH 1' X 5' GRID
- AREA OF INSULATED HEATED SOFFIT ABOVE



1 STREET LEVEL
A 1.3 1/16" = 1'-0"

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6/29/15
LAND USE APPLICATION
REV 1

ORIGINAL ISSUE: 01/08/15

REVISIONS

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WASHINGTON & CHICAGO

STREET LEVEL PLAN

A 1.3

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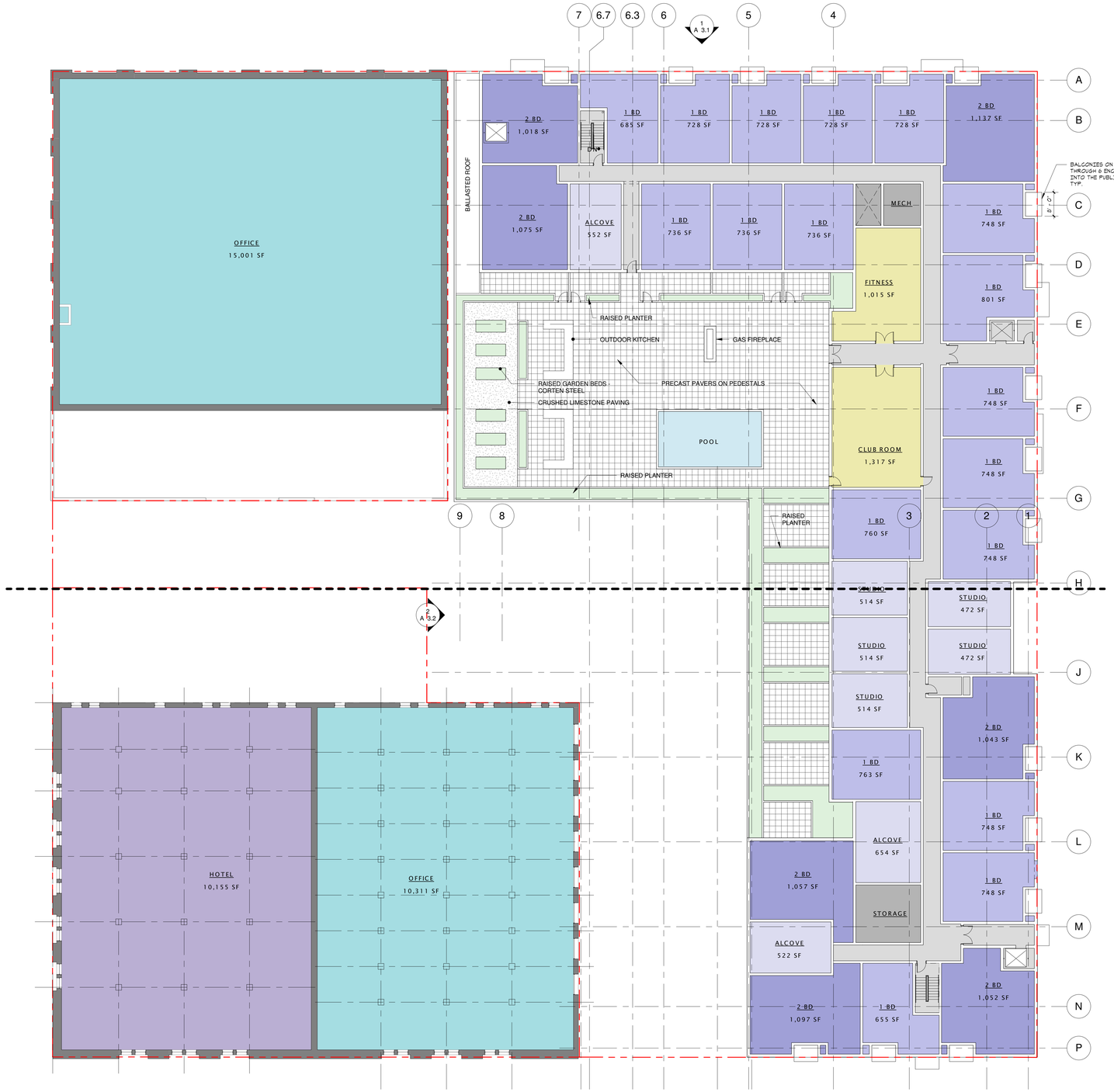
Minneapolis, MN



1 / A 1.4 **LEVEL 2**
1/16" = 1'-0"

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ORIGINAL ISSUE: 06/24/13

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WASHINGTON & CHICAGO

LEVEL 2 PLAN

A 1.4

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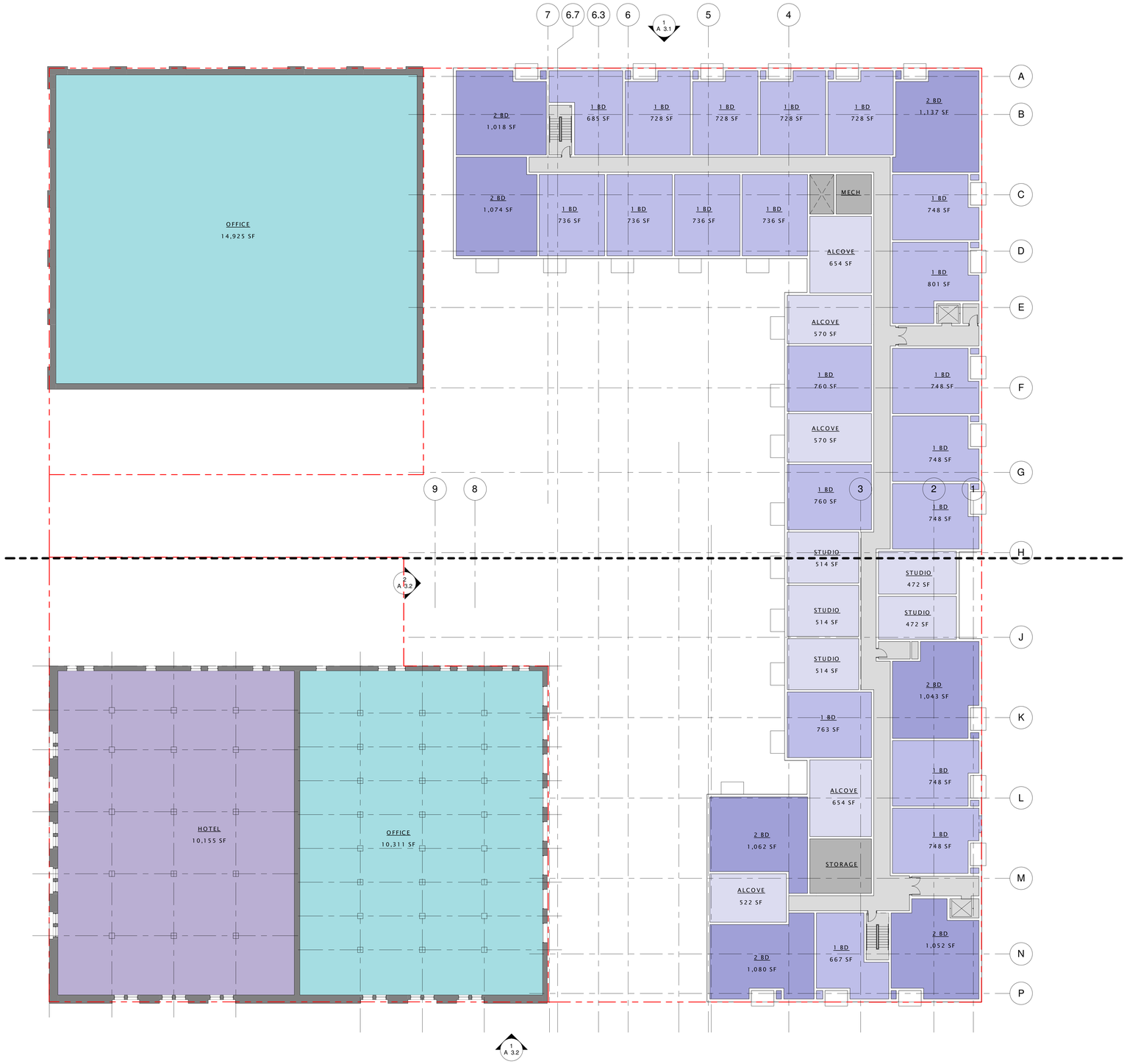

1 A 1.5 **LEVEL 3 (LEVELS 4 - 6 SIM)**
1/16" = 1'-0"

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LEVELS 3-6 PLAN

A 1.5

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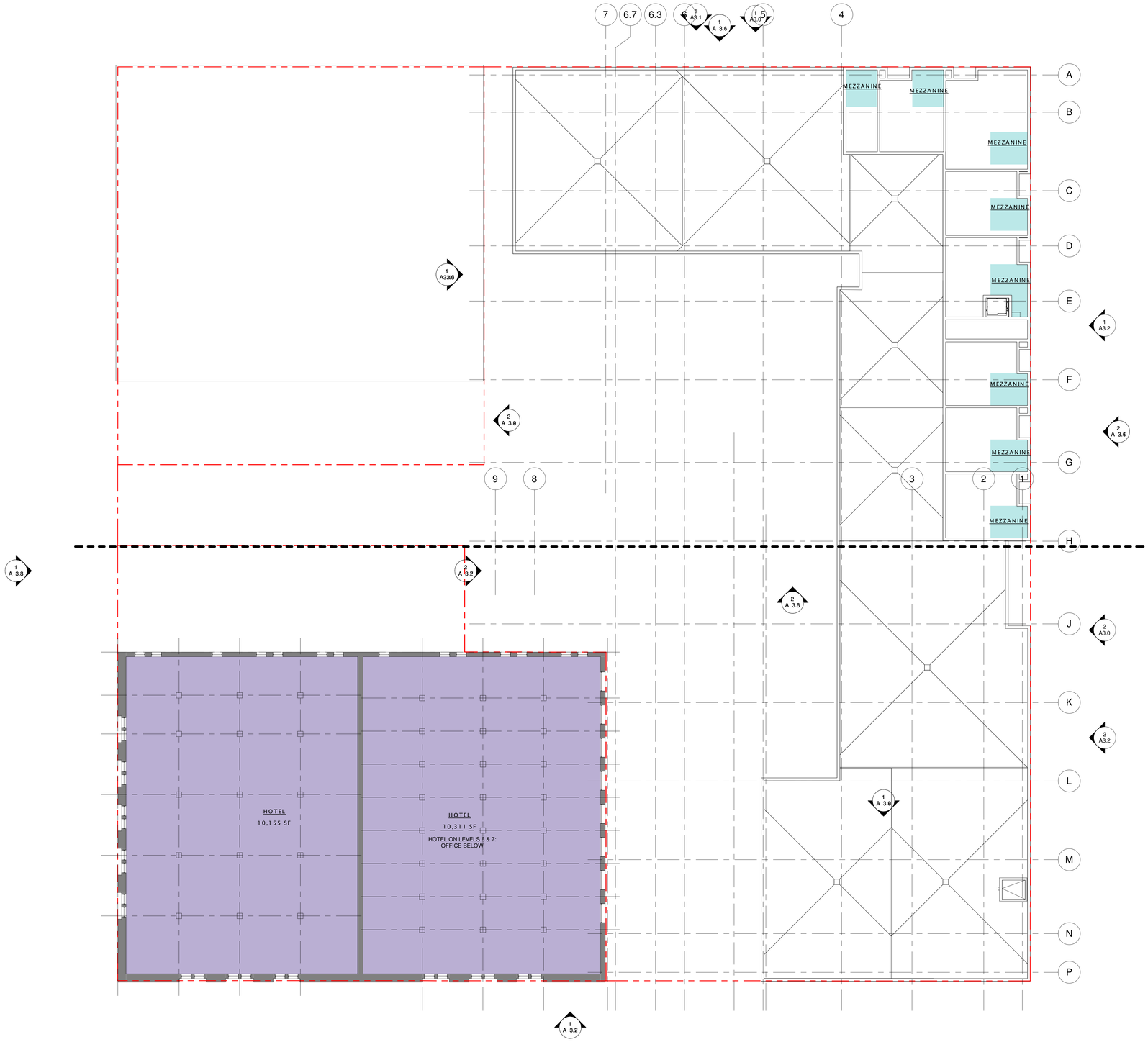
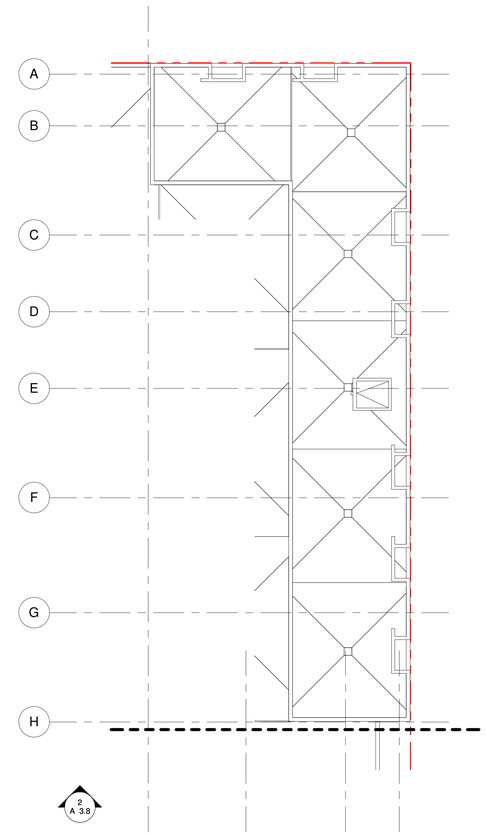


1 A 1.6 **LEVEL 6 - MEZZANINE**
1/16" = 1'-0"



2 A 1.6 **UPPER ROOF PLAN**
1/16" = 1'-0"

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ORIGINAL ISSUE: 01/16/15

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No.	Description	Date

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KEY PLAN

PLAN NORTH

WASHINGTON & CHICAGO

MEZZANINE PLAN/ROOF PLAN

A 1.6

6/10/2015 5:07:01 PM

EXTERIOR MATERIAL KEYNOTES

1A	BRICK VENEER - NORMAN SIZE - COLOR #1 (IRONSPOT)
2	CIP CONCRETE
4A	COLORED CMU - COLOR #1 (BUFF)
5A	METAL SHINGLE TILE - COLOR #1 (CHAMPAGNE)
5B	COMPOSITE METAL PANEL - COLOR #2 (DARK GRAY)
5C	CORTEN STEEL PANEL WITH CONCEALED FASTENERS
5D	COMPOSITE METAL PANEL - COLOR #3 (LIME)
5E	COMPOSITE METAL PANEL - COLOR #4 (WHITE)
6A	RAINSCREEN PANEL ON RETURN FACE OF RECESSED BALCONIES TYPICAL
6B	CEMENTITIOUS SIDING - COLOR #1 (TAN)
6C	COMPOSITE RAINSCREEN CLADDING
8A	COMPOSITE WINDOW SYSTEM - FRAME COLOR #1 (DARK GRAY)
8B	ALUMINUM STOREFRONT SYSTEM - FRAME COLOR #1 (DARK GRAY)
10A	PREFINISHED METAL WALL CAP - COLOR #2 (DARK GRAY)
10B	PREFINISHED METAL EXPANSION FLASHING AND COUNTER-FLASHING ANCHORED INTO REGLET IN EXISTING EAST OLD SPAGHETTI FACTORY WALL- COLOR #1 (CHAMPAGNE)
10C	PREFINISHED METAL LOUVER - COLOR #1 (CHAMPAGNE)
11A	BUILDING MOUNTED ARCHITECTURAL LIGHTING
12A	PREFINISHED ALUM BALCONY RAILING
13A	SEE DLR GROUP DRAWING SHEETS (A5.1 AND 5.2) FOR ADDITIONAL INFORMATION ON THE ADVANCE THRESHER/EMERSON RENOVATION
13B	OLD SPAGHETTI FACTORY BUILDING - NO WORK OCCURING
14A	STRUCTURED ARBOUR WITH LANDSCAPE SCREENING
15A	OUTDOOR AMENITY DECK
16A	DECORATIVE METAL SCREENS

NOTE: SEE TITLE SHEET FOR SIGNAGE INFORMATION

1 A 3.1 **ELEVATION FROM WASHINGTON**
3/32" = 1'-0"

NOTE: SEE TITLE SHEET FOR SIGNAGE INFORMATION

2 A 3.1 **ELEVATION FROM CHICAGO**
3/32" = 1'-0"

6/10/2015 5:07:05 PM

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Minneapolis, MN

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KEY PLAN

WASHINGTON & CHICAGO

EXTERIOR ELEVATIONS

A 3.1

EXTERIOR MATERIAL KEYNOTES

1A	BRICK VENEER - NORMAN SIZE - COLOR #1 (IRONSPOT)
2	CIP CONCRETE
4A	COLORED CMU - COLOR #1 (BUFF)
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8A	COMPOSITE WINDOW SYSTEM - FRAME COLOR #1 (DARK GRAY)
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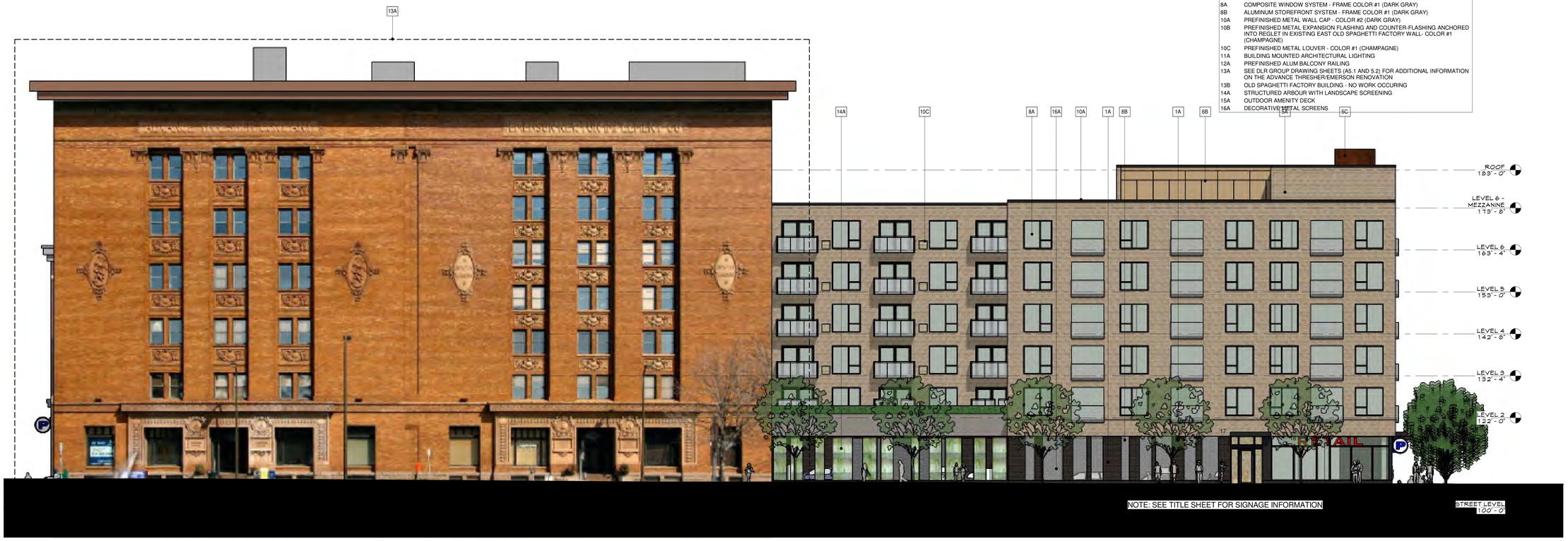
14A	STRUCTURED ARBOUR WITH LANDSCAPE SCREENING
15A	OUTDOOR AMENITY DECK
16A	DECORATIVE METAL SCREENS

WASHINGTON & CHICAGO
Minneapolis, MN



1 A 3.2 **ELEAVATION FROM 3RD ST.**
3/32" = 1'-0"

2 A 3.2 **ELEVATION FROM COURTYARD**
3/32" = 1'-0"

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ORIGINAL ISSUE: 03/24/15

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215501
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KEY PLAN

WASHINGTON & CHICAGO

EXTERIOR ELEVATIONS

A 3.2

6/10/2015 5:07:08 PM

EXTERIOR MATERIAL KEYNOTES

1A	BRICK VENEER - NORMAN SIZE - COLOR #1 (IRONSPOT)
2	CIP CONCRETE
4A	COLORED CMU - COLOR #1 (BUFF)
5A	METAL SHINGLE TILE - COLOR #1 (CHAMPAGNE)
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8B	ALUMINUM STOREFRONT SYSTEM - FRAME COLOR #1 (DARK GRAY)
10A	PREFINISHED METAL WALL CAP - COLOR #2 (DARK GRAY)
10B	PREFINISHED METAL EXPANSION FLASHING AND COUNTER-FLASHING ANCHORED INTO REGLET IN EXISTING EAST OLD SPAGHETTI FACTORY WALL- COLOR #1 (CHAMPAGNE)
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13B	OLD SPAGHETTI FACTORY BUILDING - NO WORK OCCURING
14A	STRUCTURED ARBOUR WITH LANDSCAPE SCREENING
15A	OUTDOOR AMENITY DECK
16A	DECORATIVE METAL SCREENS

1 A 3.3 **ELEVATION FROM PARK AVE.**
3/32" = 1'-0"

2 A 3.3 **ELEVATION AT INTERIOR COURTYARD**
3/32" = 1'-0"

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Minneapolis, MN

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KEY PLAN

WASHINGTON & CHICAGO

EXTERIOR ELEVATIONS

A 3.3

EXTERIOR MATERIAL KEYNOTES

1A	BRICK VENEER - NORMAN SIZE - COLOR #1 (IRONSPOT)
2	CIP CONCRETE
4A	COLORED CMU - COLOR #1 (BUFF)
5A	METAL SHINGLE TILE - COLOR #1 (CHAMPAGNE)
5B	COMPOSITE METAL PANEL - COLOR #2 (DARK GRAY)
5C	CORTEN STEEL PANEL WITH CONCEALED FASTENERS
5D	COMPOSITE METAL PANEL - COLOR #3 (LIME)
5E	COMPOSITE METAL PANEL - COLOR #4 (WHITE)
6A	RAINSCREEN PANEL ON RETURN FACE OF RECESSED BALCONIES TYPICAL
6B	CEMENTITIOUS SIDING - COLOR #1 (TAN)
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8A	COMPOSITE WINDOW SYSTEM - FRAME COLOR #1 (DARK GRAY)
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15A	OUTDOOR AMENITY DECK
16A	DECORATIVE METAL SCREENS

2 A 3.4 **OSF EAST ELEVATION**
3/32" = 1'-0"

1 A 3.4 **ELEVATION FROM INTERIOR COURTYARD 2**
3/32" = 1'-0"

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EXTERIOR ELEVATIONS

A 3.4

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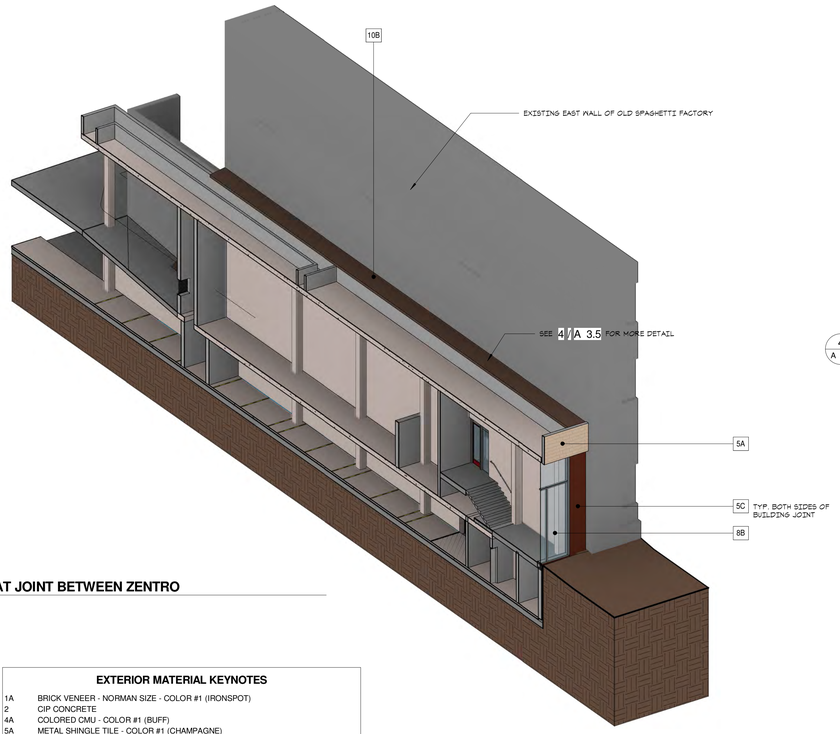
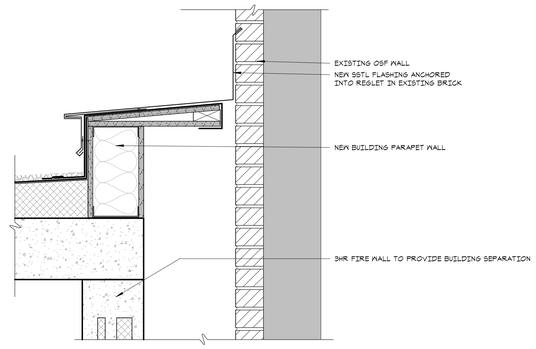
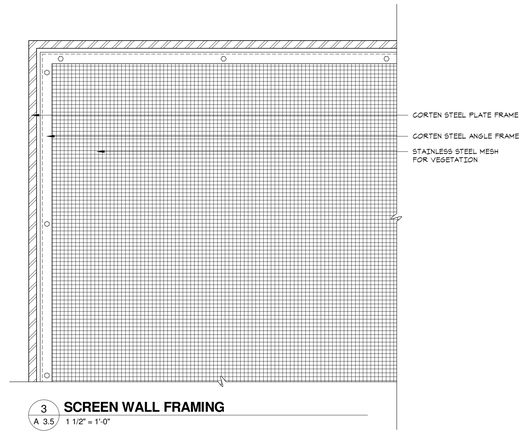


5 / A 3.5 **3D VIEW AT JOINT BETWEEN ZENTRO**



4 / A 3.5 **OSF BUILDING JOINT**
1 1/2" = 1'-0"



3 / A 3.5 **SCREEN WALL FRAMING**
1 1/2" = 1'-0"

2 / A 3.5 **PARKING SCREEN WALL**
1 1/2" = 1'-0"

EXTERIOR MATERIAL KEYNOTES

1A	BRICK VENEER - NORMAN SIZE - COLOR #1 (IRONSPOT)
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1 / A 3.5 **WEST FACING ELEVATION**
3/32" = 1'-0"

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EXTERIOR ELEVATIONS

A 3.5

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EXTERIOR MATERIAL KEYNOTES

1A	BRICK VENEER - NORMAN SIZE - COLOR #1 (IRONSPOT)
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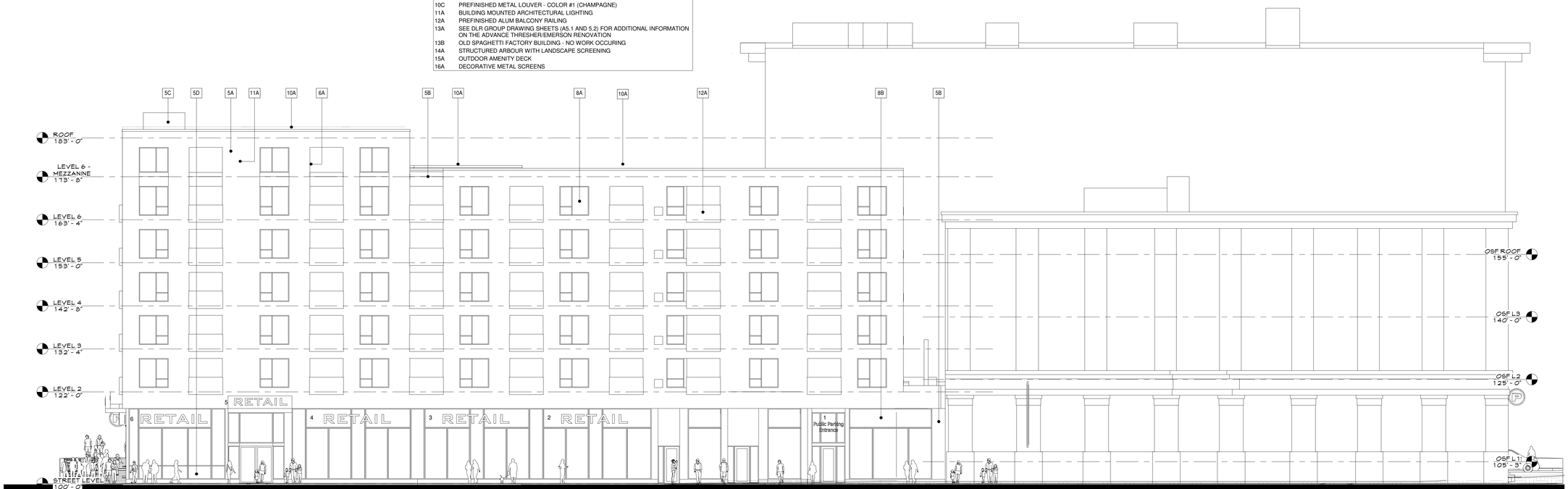

1 A 3.6 **ELEVATION FROM WASHINGTON -- B+W**
3/32" = 1'-0"

2 A 3.6 **ELEVATION FROM CHICAGO -- B+W**
3/32" = 1'-0"

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Minneapolis, MN

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EXTERIOR ELEVATIONS - B+W

A 3.6

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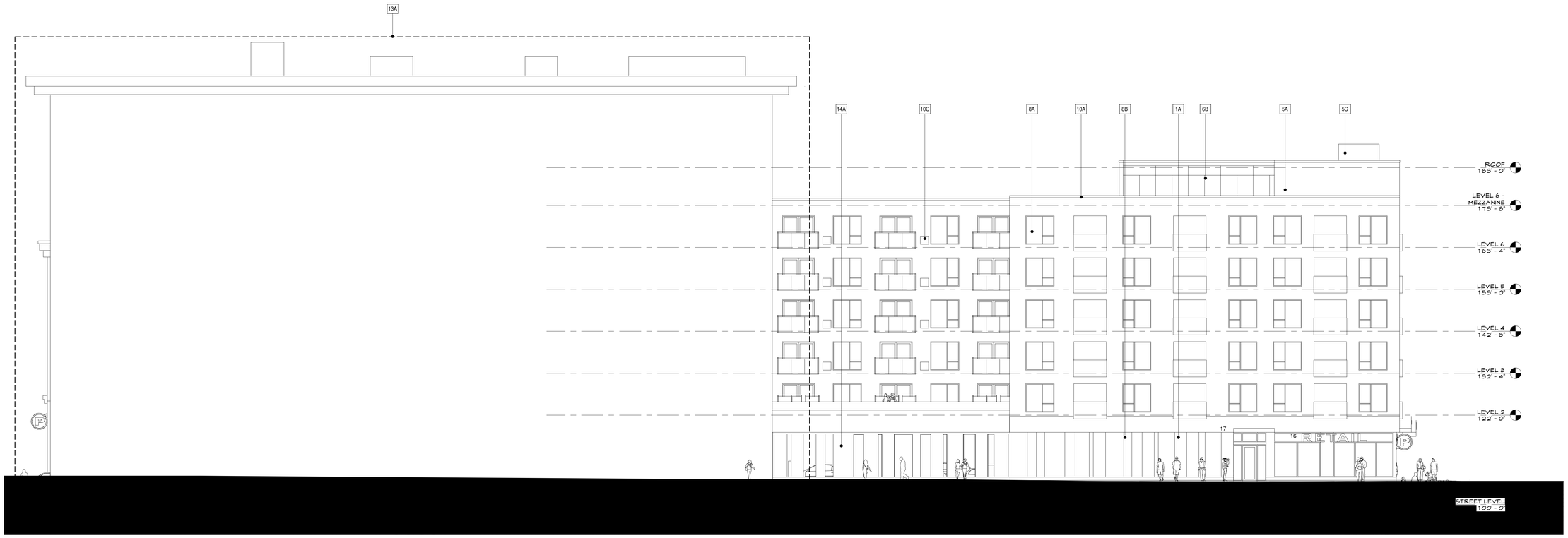
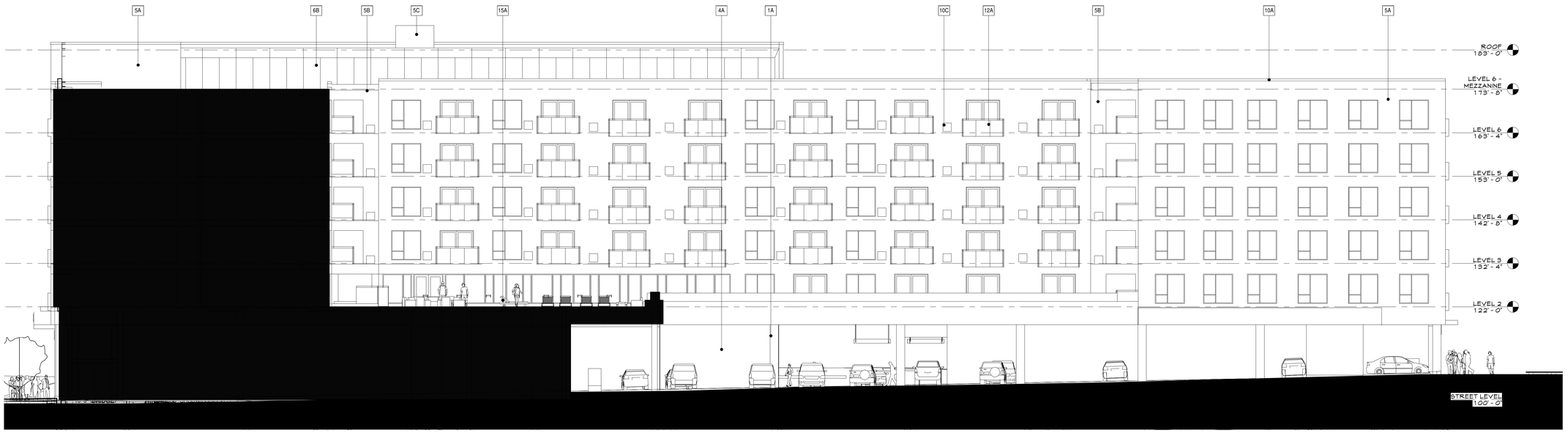
Minneapolis, MN



1 / A 3.7 **ELEAVATION FROM 3RD ST. -- B+W**
3/32" = 1'-0"



2 / A 3.7 **ELEVATION FROM COURTYARD -- B+W**
3/32" = 1'-0"

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WASHINGTON & CHICAGO

EXTERIOR ELEVATION - B+W

A 3.7

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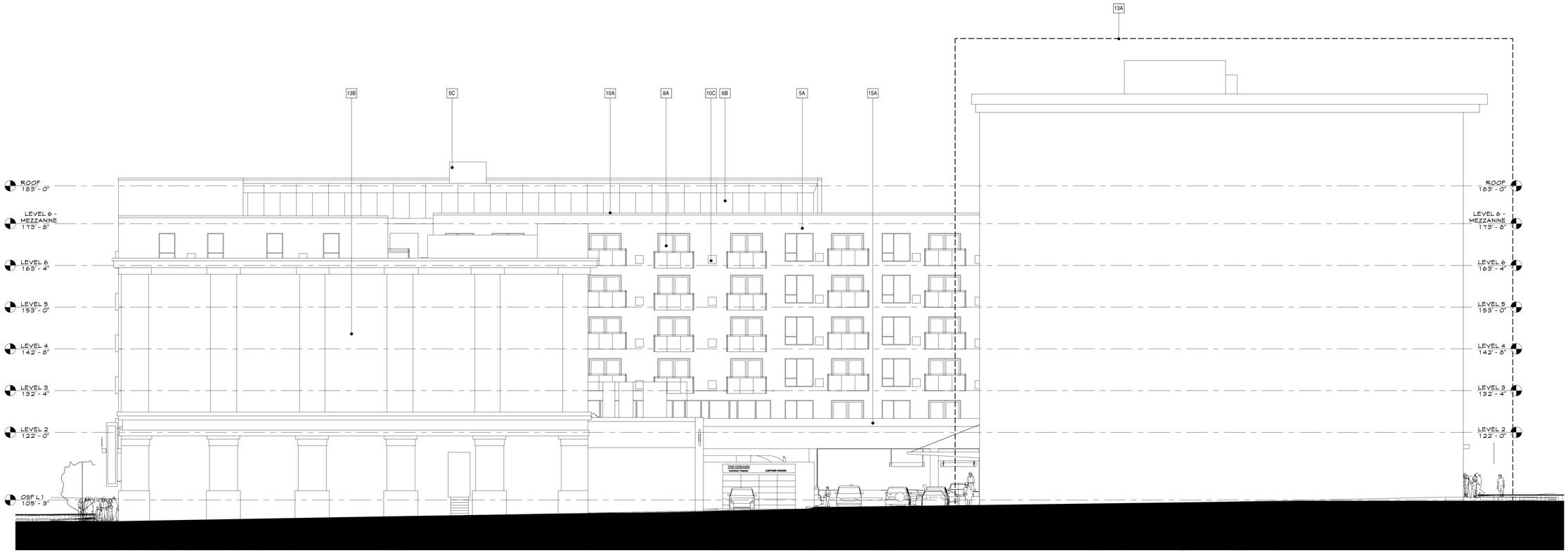

1 A 3.8 **ELEVATION FROM PARK AVE. -- B+W**

3/32" = 1'-0"

2 A 3.8 **ELEVATION AT INTERIOR COURTYARD -- B+W**

3/32" = 1'-0"

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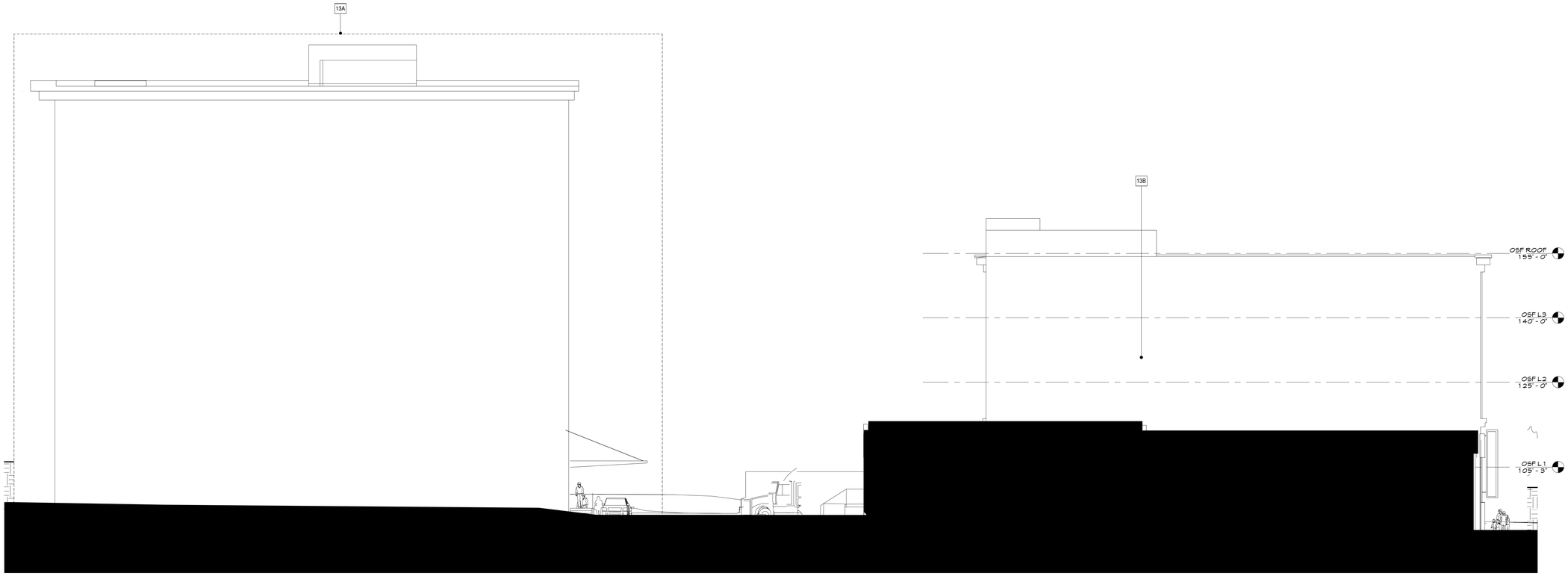
KEY PLAN

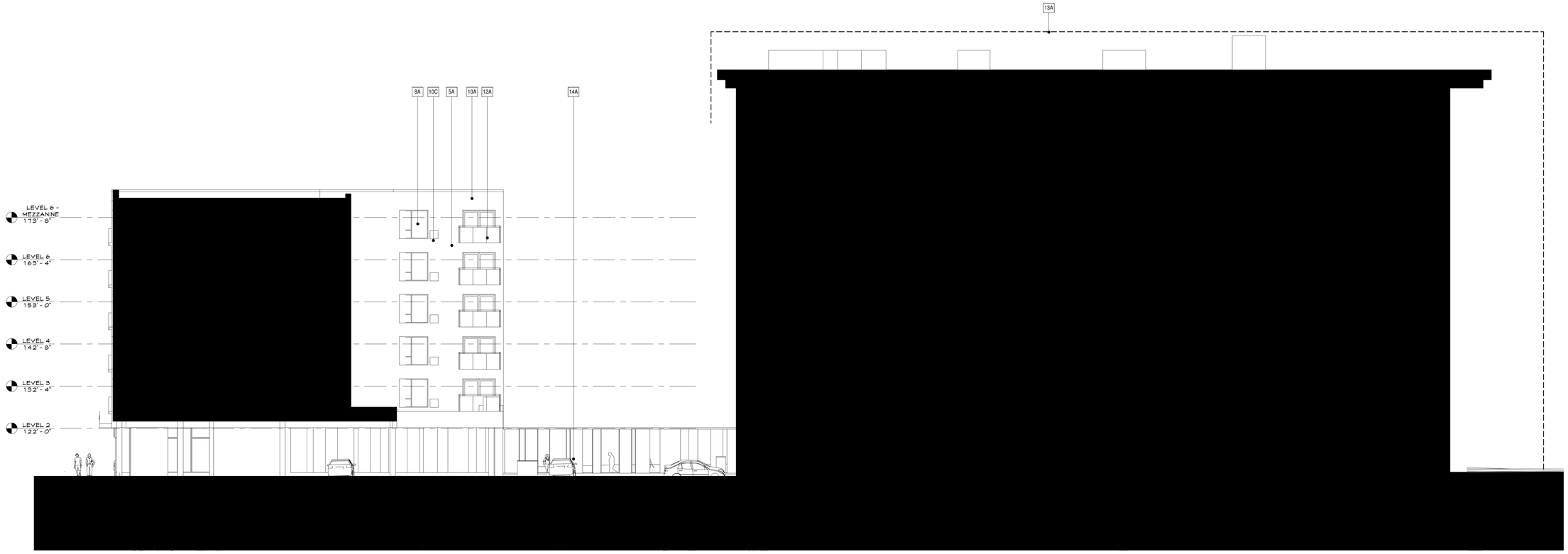
WASHINGTON & CHICAGO

EXTERIOR ELEVATIONS - B+W

A 3.8



2 A 3.9 **OSF EAST ELEVATION -- B+W**
3/32" = 1'-0"



1 A 3.9 **ELEVATION FROM INTERIOR COURTYARD 2 - B+W**
3/32" = 1'-0"

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KEY PLAN

WASHINGTON & CHICAGO

EXTERIOR ELEVATIONS – B+W

A 3.9

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1 A3.10 **WEST FACING ELEVATION - B+W**
3/32" = 1'-0"

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EXTERIOR ELEVATIONS - B+W

A3.10

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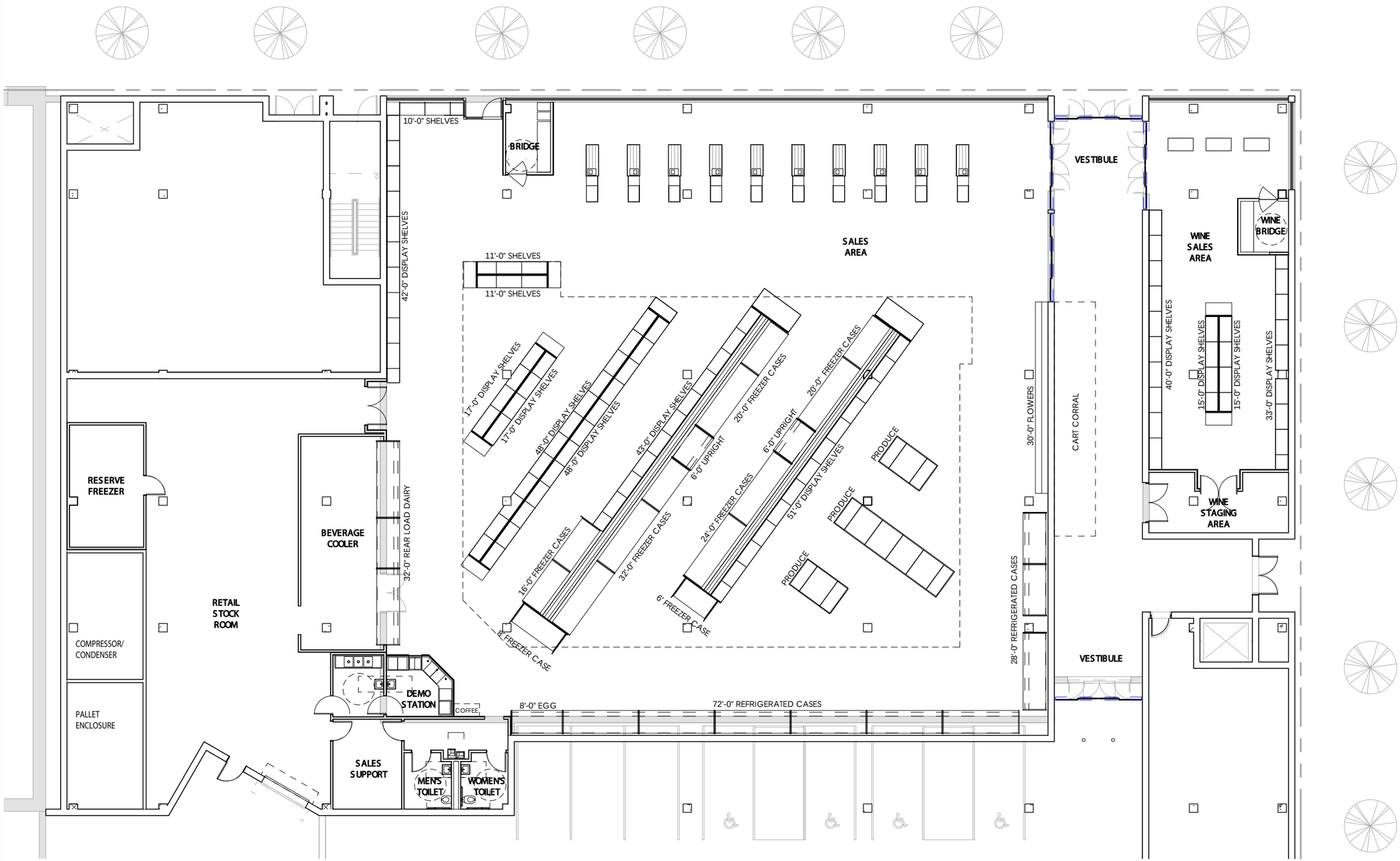

BUILDING AND SITE CHARACTERISTICS

PROPOSED STORE:

	MIN.	PROPOSED
RETAIL TOTAL SQ. FT.	9,600	12,347
RETAIL GROCERY SQ. FT.	VARIES	10,705
RETAIL WINE SQ. FT.	VARIES	1,642
STORAGE TOTAL SQ. FT.	2,400	3,692
STORAGE GROCERY SQ. FT.	VARIES	3,692
STORAGE WINE SQ. FT.	VARIES	NA
TOTAL SQ. FT.	12,000	16,039

PROPOSED PARKING COUNTS:

TOTAL ON-SITE PARKING SPACES	110
H.C. SPACES	
NARROW STALLS (8.5")	
NON-EXCLUSIVE ON-STREET SPACES	

PROPOSED FIXTURE CATEGORIES:

	MIN.	MAX.	PROPOSED
PRODUCE LIN. FT.	40	72	72
FROZEN LIN. FT.	120	144	138
REFRIG LIN. FT.	96	108	100
DAIRY LIN. FT.	24	34	32
EGG LIN. FT.	6	8	8
WALKIN SQ. FT.	350	450	431
RESERVE FRZ SQ. FT.	150	250	223
TOTAL RIVETIER LIN. FT.	290	400	401
RETAIL RIVETIER LIN. FT.			298
WINE RIVETIER LIN. FT.			103
FLOWERS LIN. FT.	20	32	30
RETAIL CHECK STANDS	8	10	10
WINE CHECK STANDS			3

ALCOHOL SALES:

	BEER	WINE	LIQUOR
EXISTING			
PROPOSED			

NORTH
05.12.2015

FIXTURE PLAN

Cripe | Architecture + Interiors
3939 Priority Way South Drive, Suite 200
Indianapolis, IN 46240
(317) 844-6777

NEW STORE LOCATION
CHICAGO AVE. AND WASHINGTON AVE.
MINNEAPOLIS, MN 55415

FP-8

ADVANCED THRESHER BUILDING

RENOVATION

708 3rd Street
Minneapolis, MN

COMBINED CONTRACT

INDEX OF DRAWINGS

LAND USE APPLICATION - 05.22.2015

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AD.4	EXIST / DEMO FLOOR PLAN - LEVEL 4
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A5.3	EXTERIOR VIEWS
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LAND USE APPLICATION

700 SOUTH 3RD STREET

EMERSON RENOVATION

COVER
ADV. THRESEHER / EME

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EXIST / DEMO PLAN - LEVEL 1
ADV. THRESEHER / EMERSON RENOVATION

700 SOUTH 3RD STREET

LAND USE
APPLICATION

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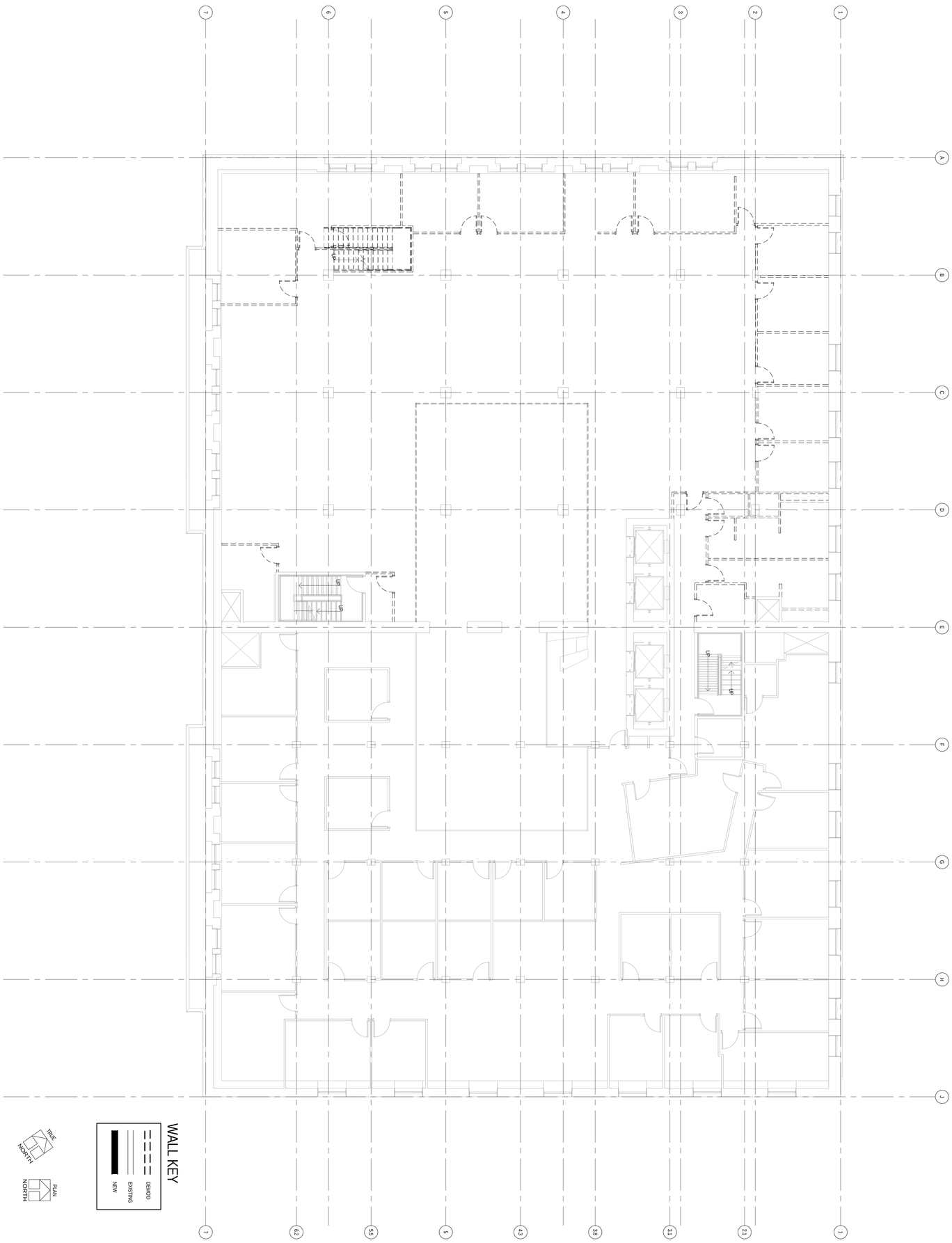

1 / AD.2 EXIST / DEMO PLAN - LEVEL 2
SCALE 1/8" = 1'-0"

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AD.2
40-15119-00
05.22.2015
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EXIST / DEMO FLOOR PLAN - LEVEL 2
ADV. THRESEHER / EMERSON RENOVATION

700 SOUTH 3RD STREET

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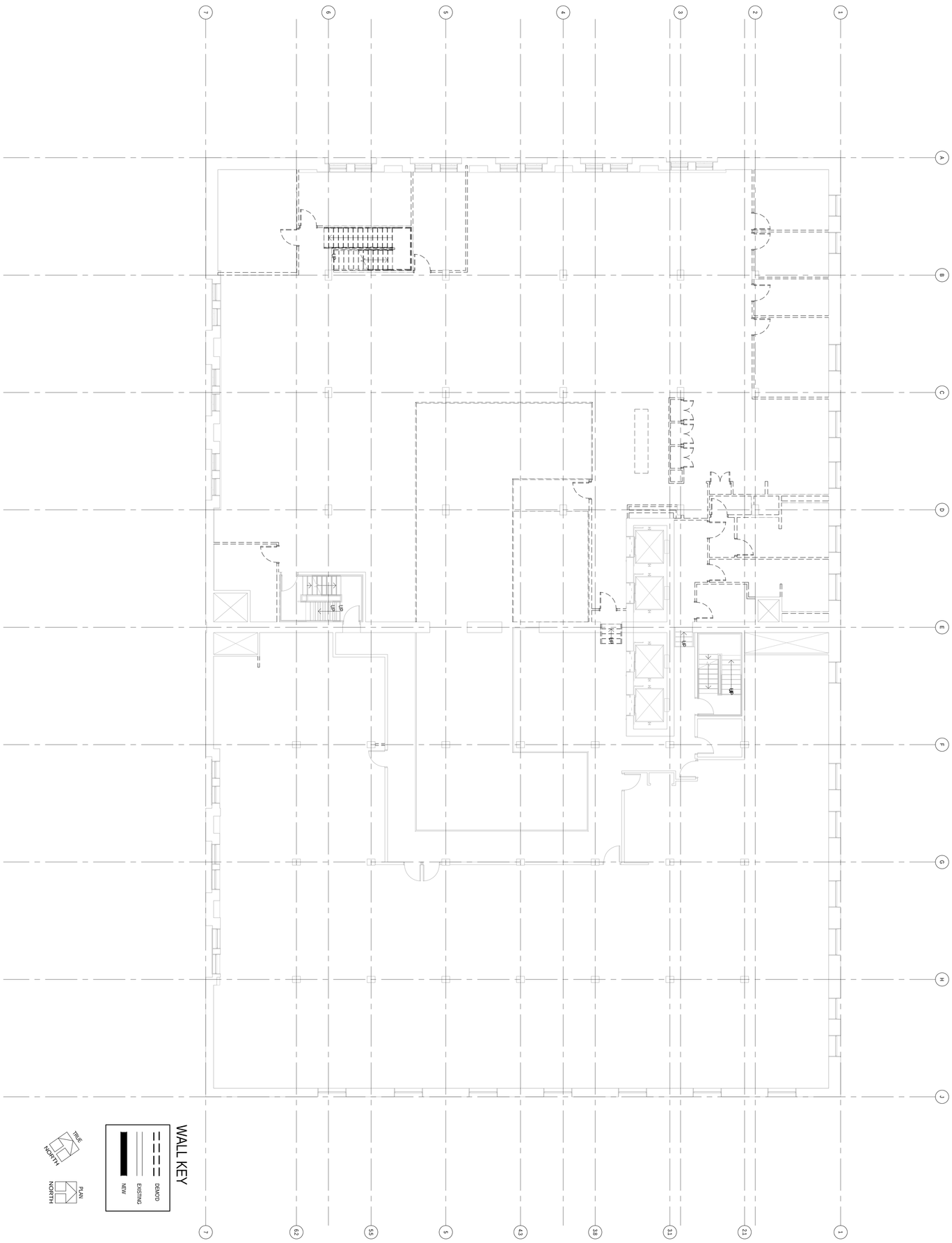

1 AD.3 EXIST / DEMO FLOOR PLAN - LEVEL 3
SCALE 1/8" = 1'-0"

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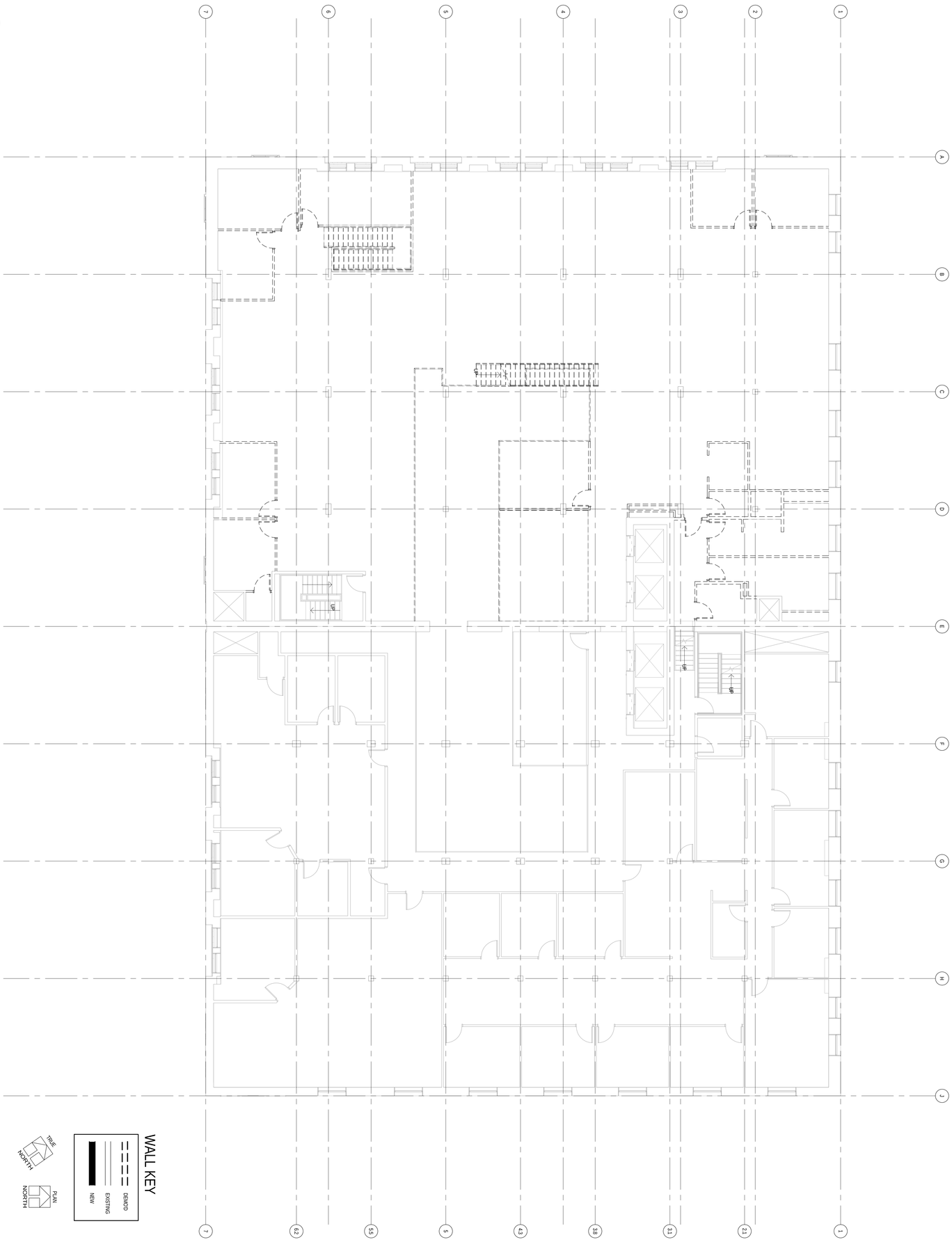

1 EXIST / DEMO FLOOR PLAN - LEVEL 4
AD.4 SCALE: 1/8" = 1'-0"

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1 EXIST / DEMO FLOOR PLAN - LEVEL 5 WEST & 6 EAST
AD.6
SCALE 1/8" = 1'-0"

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AD.6
40-15119-00
05.22.2015
Revisions

EXIST / DEMO FLOOR PLAN - LEVEL 5 WEST & 6 EAST
ADV. THRESEHER / EMERSON RENOVATION

700 SOUTH 3RD STREET

LAND USE APPLICATION

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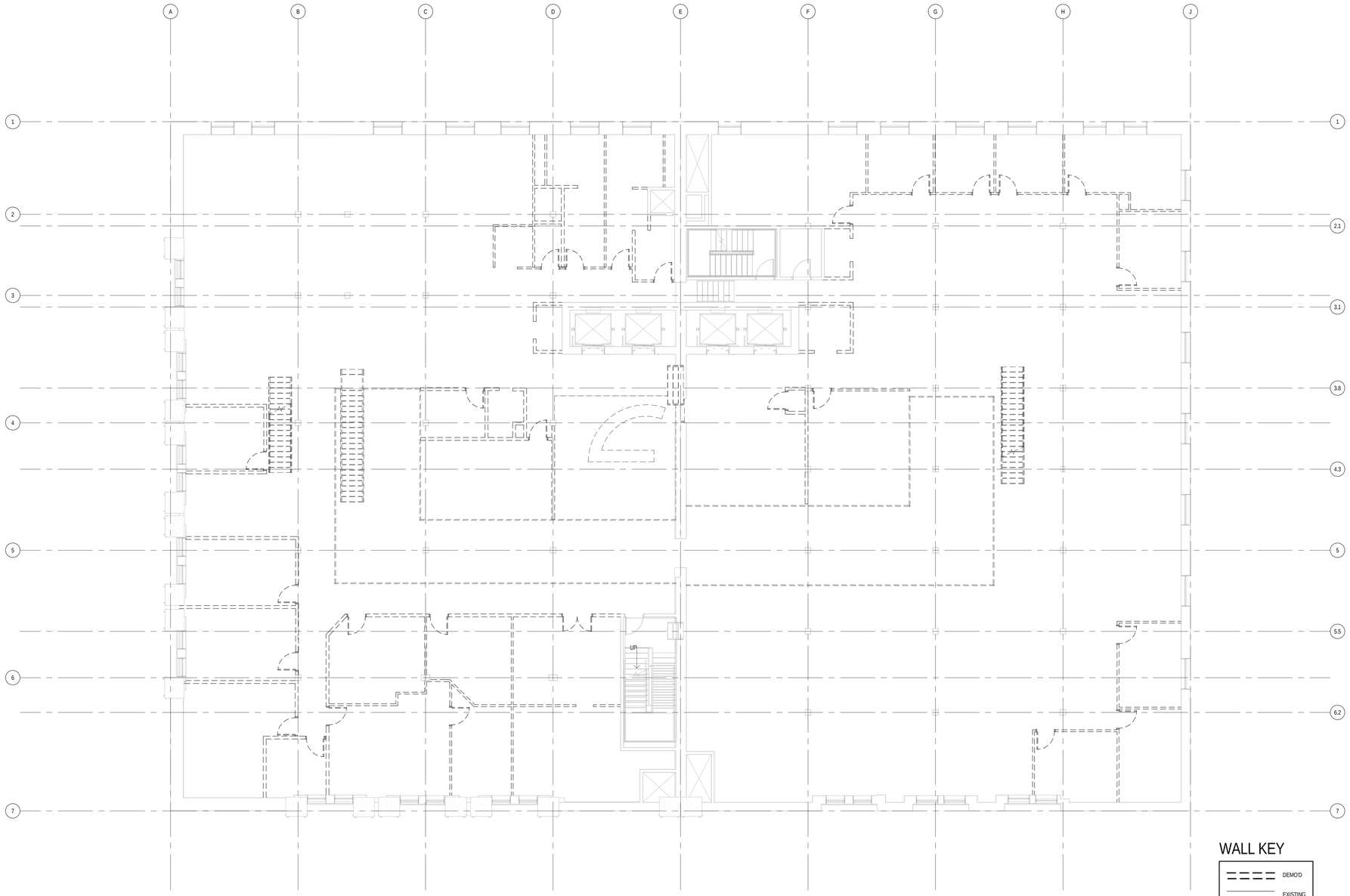

WALL KEY

DEMO'D

EXISTING

NEW

TRUE NORTH

PLAN NORTH

1 / AD.7 EXIST / DEMO FLOOR PLAN - LEVEL 6 WEST & 7 EAST

SCALE: 1/8" = 1'-0"

LAND USE APPLICATION

700 SOUTH 3RD STREET

EXIST / DEMO FLOOR PLAN - LEVEL 6 WEST & 7 EAST
ADV. THRESEHER / EMERSON RENOVATION

AD.7

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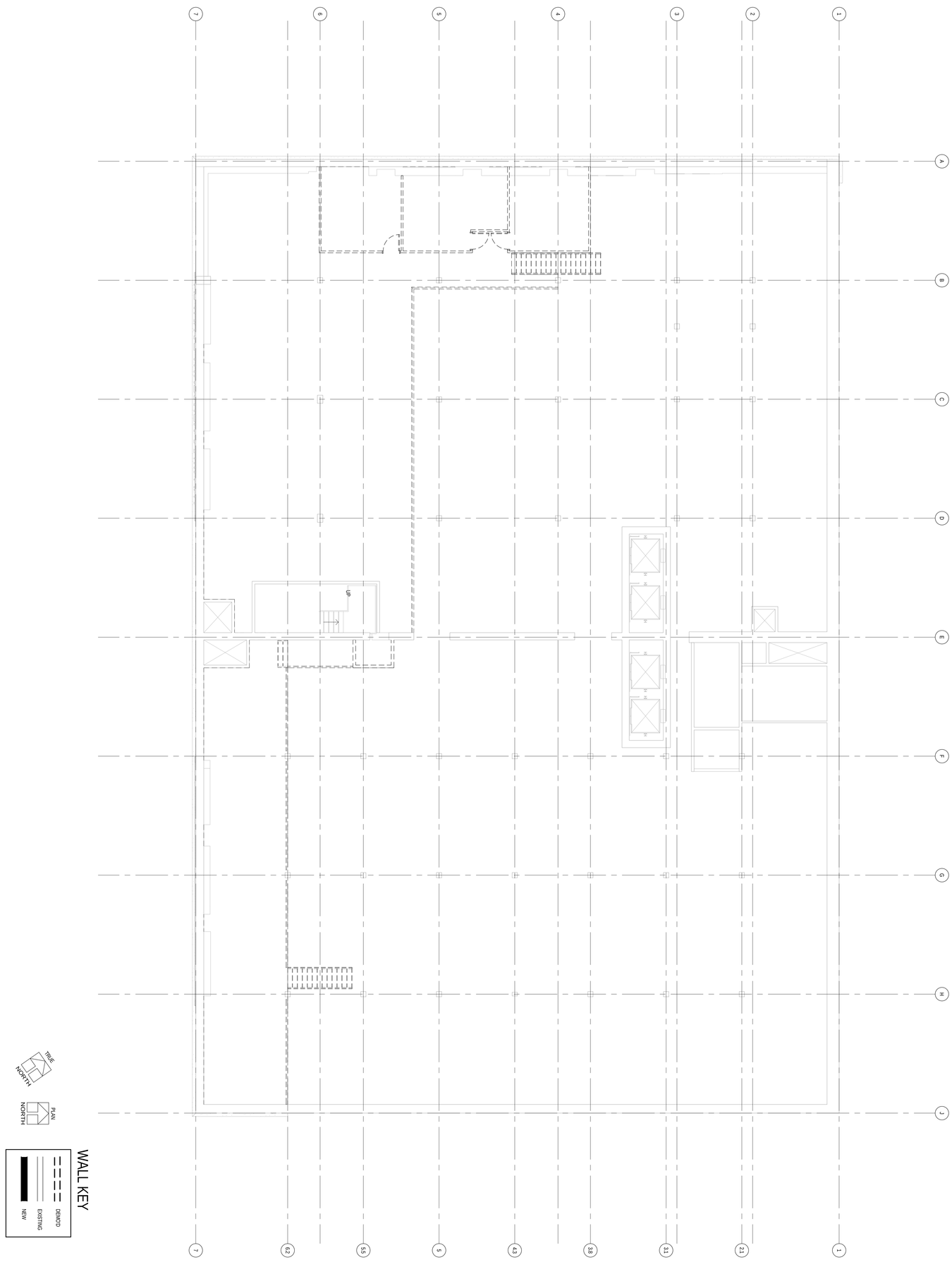

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EXIST / DEMO PLAN - MEZZANINE LEVEL 6 & 7
ADV. THRESEHER / EMERSON RENOVATION

700 SOUTH 3RD STREET

LAND USE
APPLICATION

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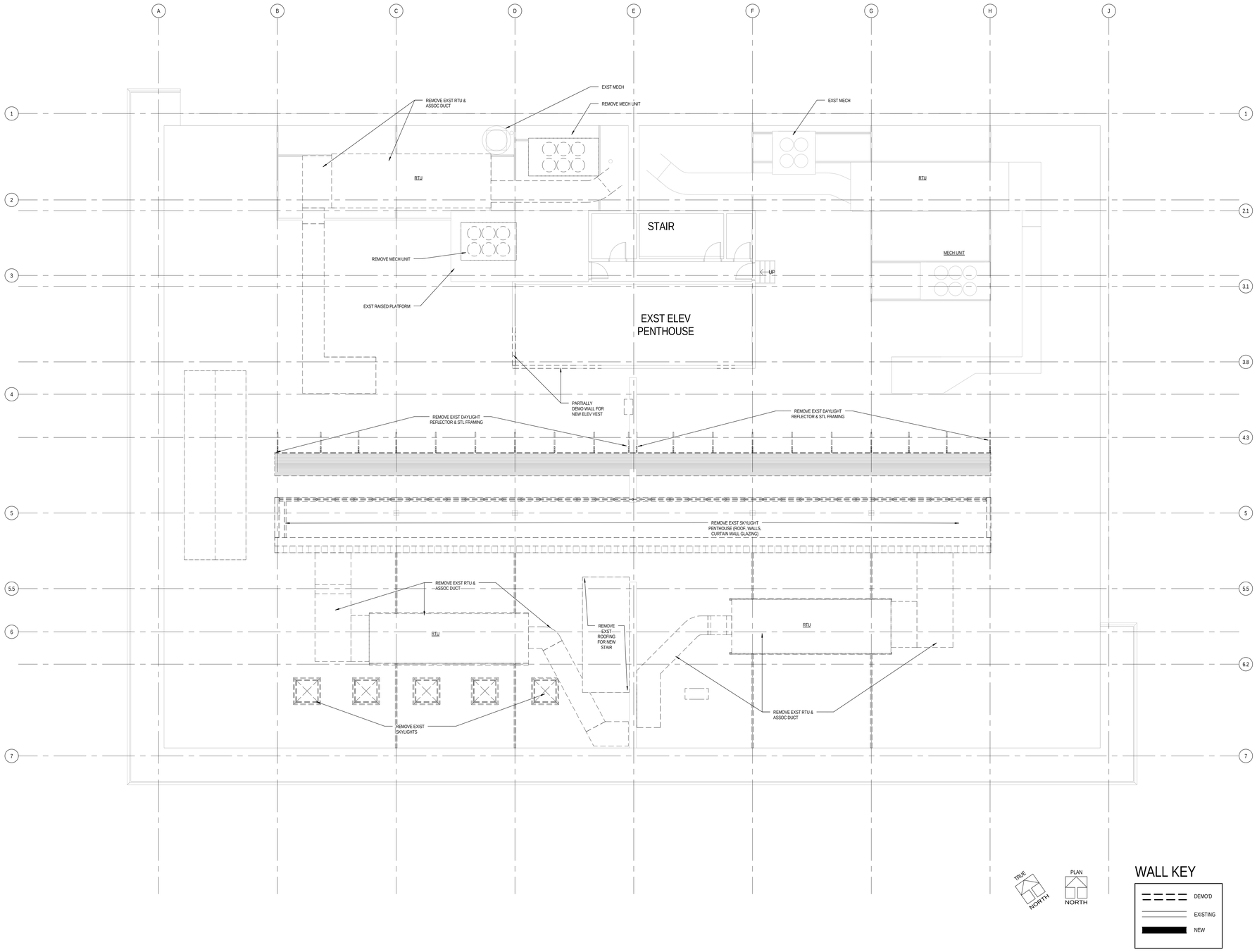

1 AD.9 EXIST / DEMO PLAN - ROOF LEVEL
SCALE: 1/8" = 1'-0"

LAND USE APPLICATION

700 SOUTH 3RD STREET

EXIST / DEMO PLAN - ROOF LEVEL
ADV. THRESEHER / EMERSON RENOVATION

AD.9
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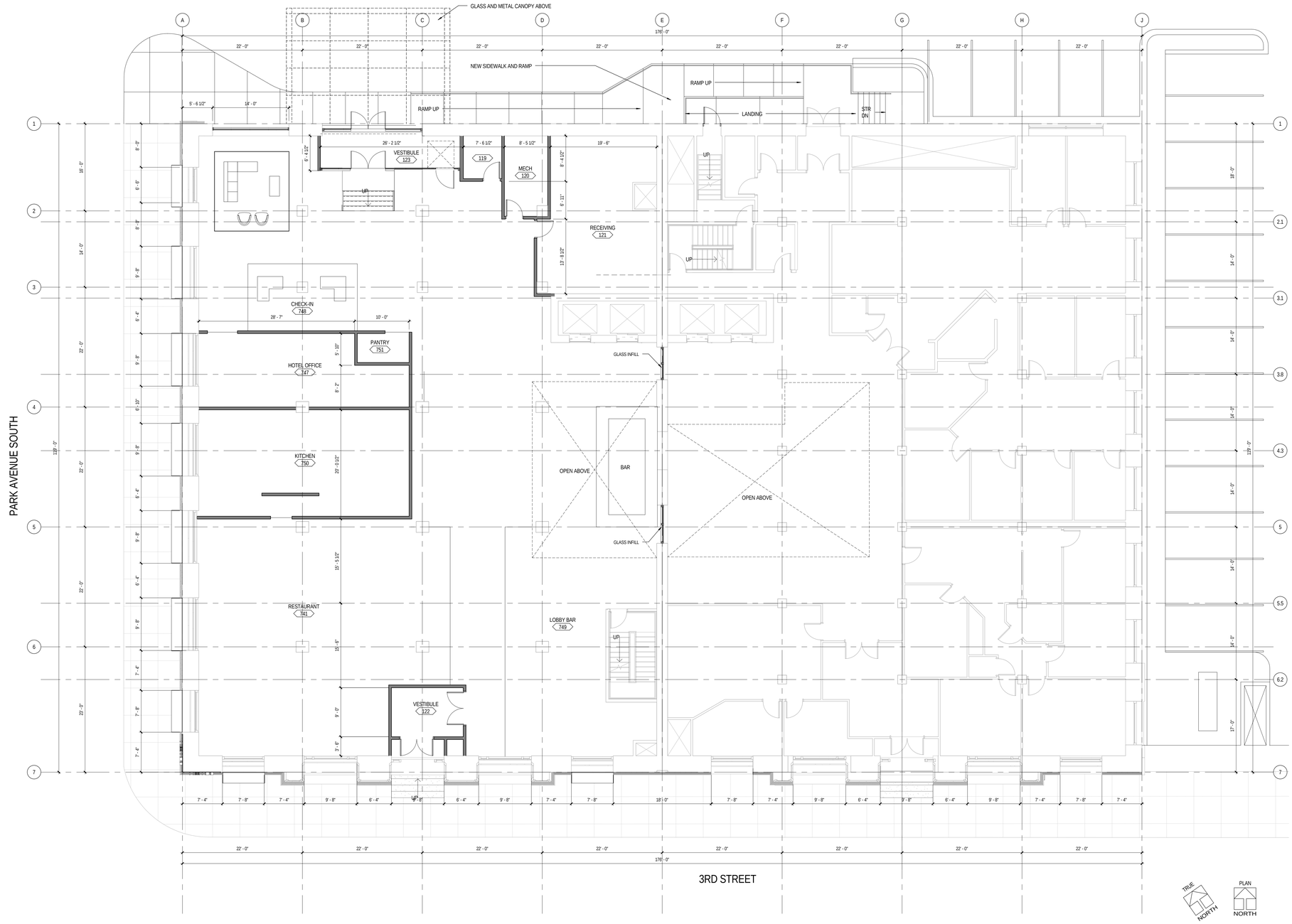

1 A1.1 FLOOR PLAN - LEVEL 1
SCALE: 1/8" = 1'-0"

WALL KEY

- DEMO'D
- EXISTING
- NEW

LAND USE APPLICATION

700 SOUTH 3RD STREET

FLOOR PLAN - LEVEL 1
ADV. THRESEHER / EMERSON RENOVATION

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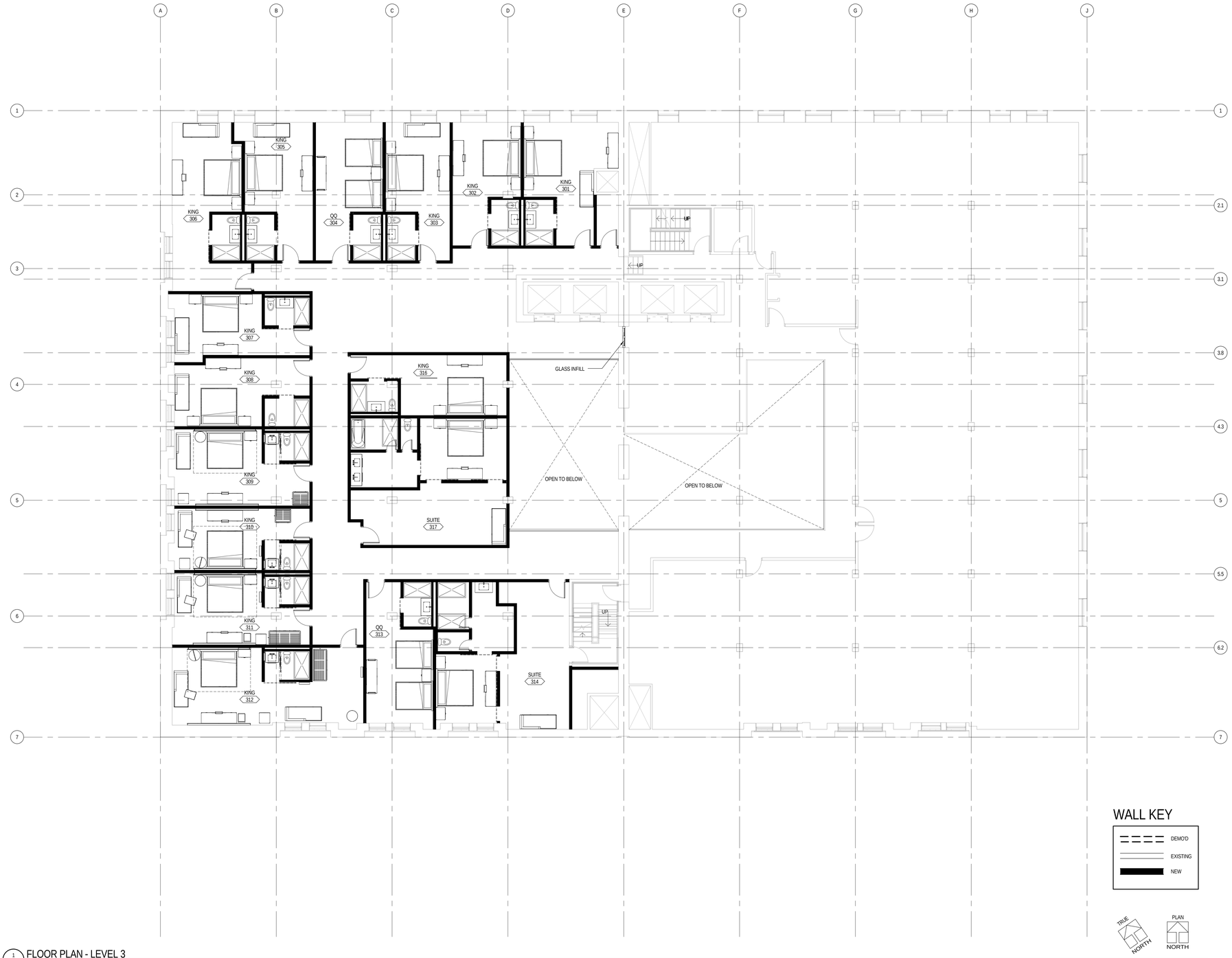

1 A1.3 FLOOR PLAN - LEVEL 3
SCALE: 1/8" = 1'-0"

LAND USE APPLICATION

700 SOUTH 3RD STREET

FLOOR PLAN - LEVEL 3
ADV. THRESEHER / EMERSON RENOVATION

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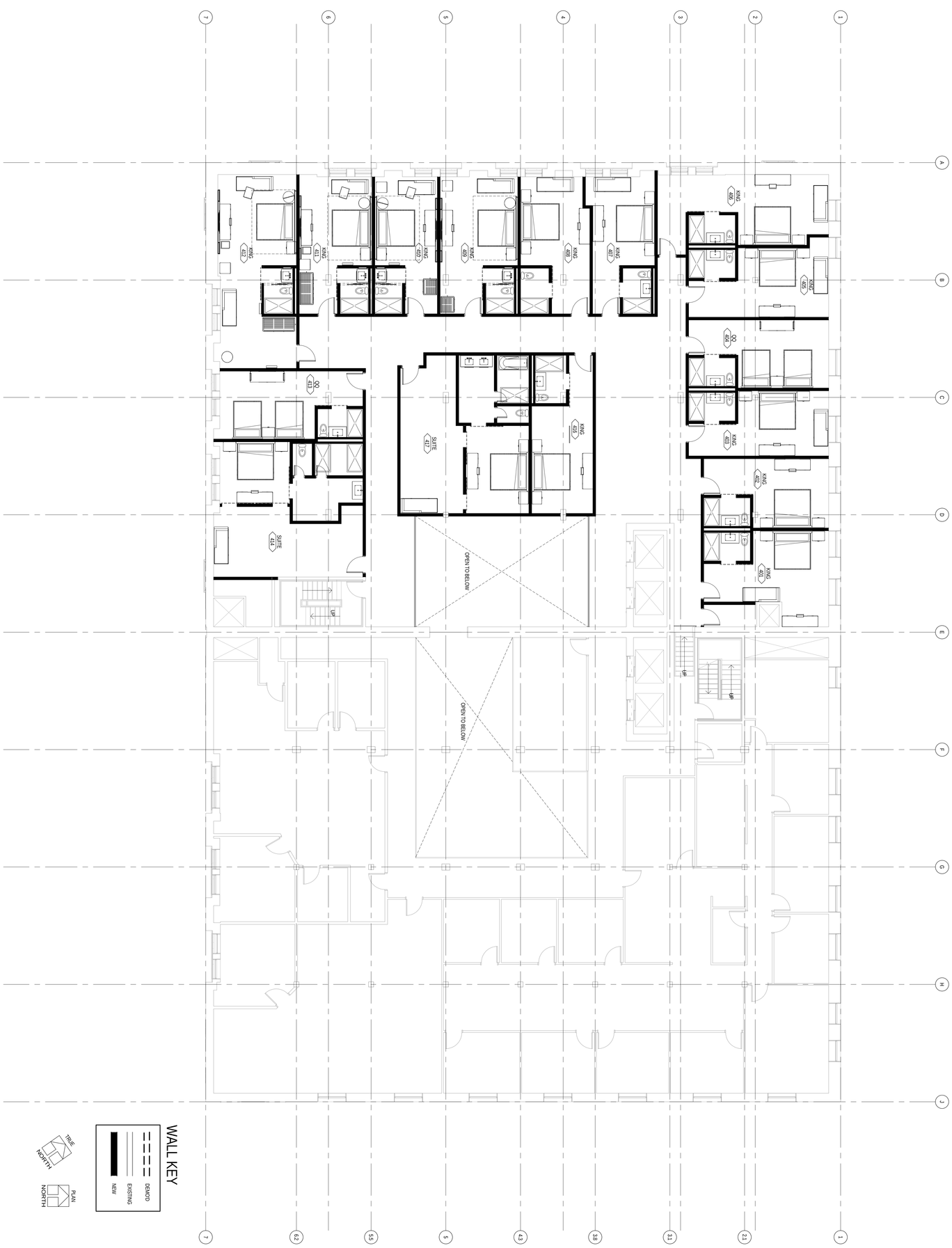

1 FLOOR PLAN - LEVEL 4
A1.4 SCALE 1/8" = 1'-0"

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FLOOR PLAN - LEVEL 4
ADV. THRESEHER / EMERSON RENOVATION

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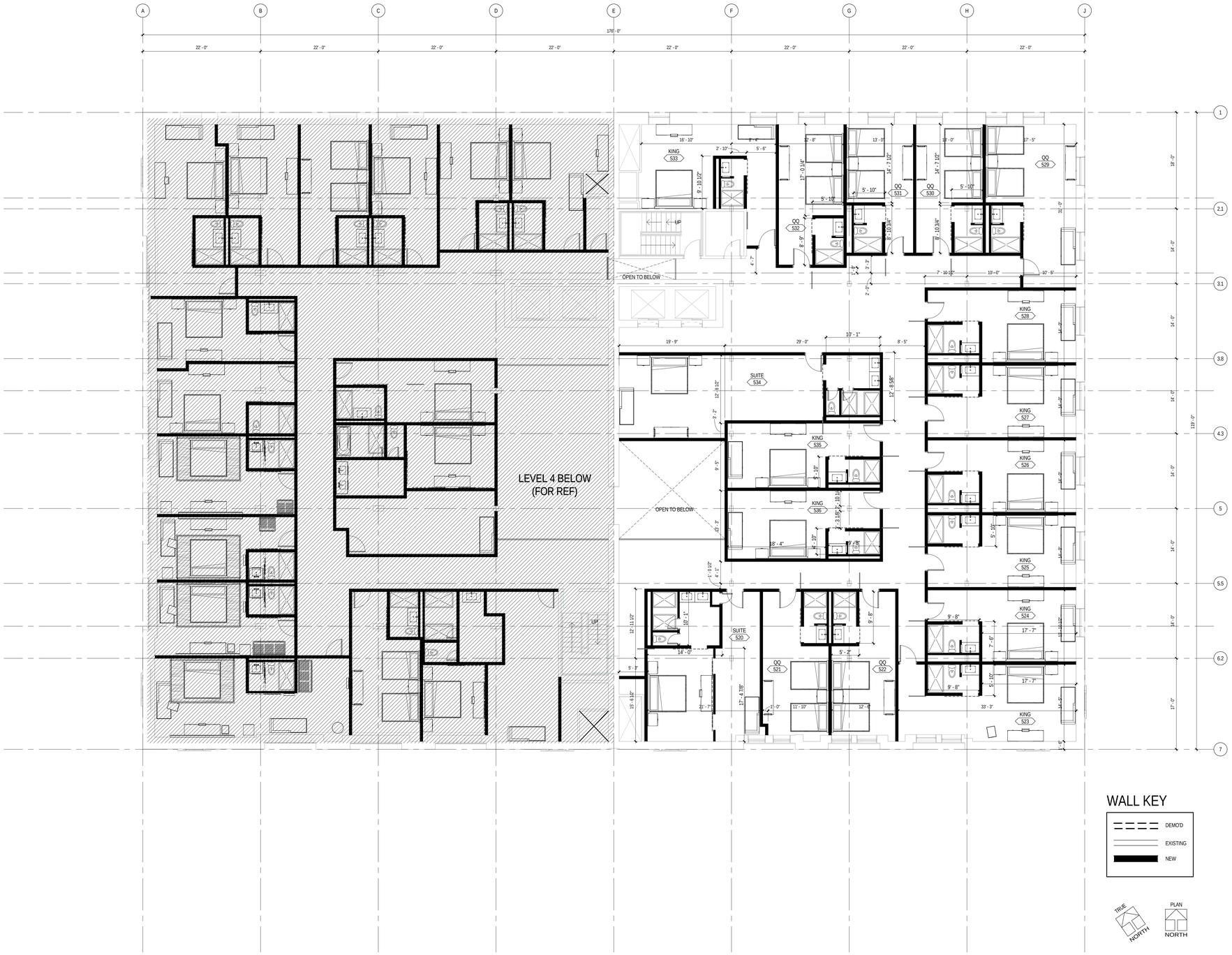

1 A1.5 FLOOR PLAN - LEVEL 5 EAST
SCALE: 1/8" = 1'-0"

LAND USE APPLICATION

700 SOUTH 3RD STREET

FLOOR PLAN - LEVEL 5 EAST
ADV. THRESEHER / EMERSON RENOVATION

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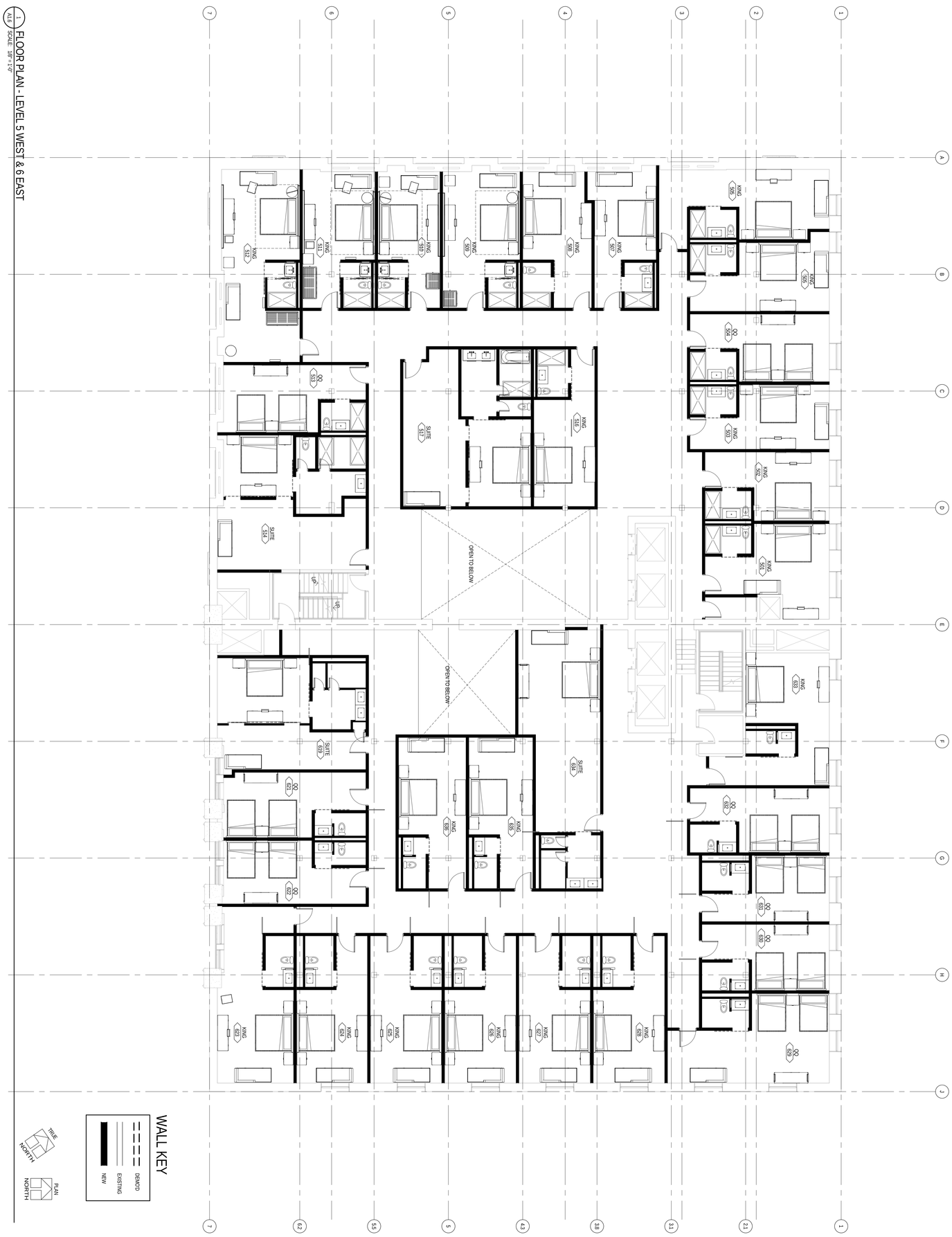

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FLOOR PLAN - LEVEL 5 EAST & 6 WEST
ADV. THRESEHER / EMERSON RENOVATION

700 SOUTH 3RD STREET

LAND USE APPLICATION

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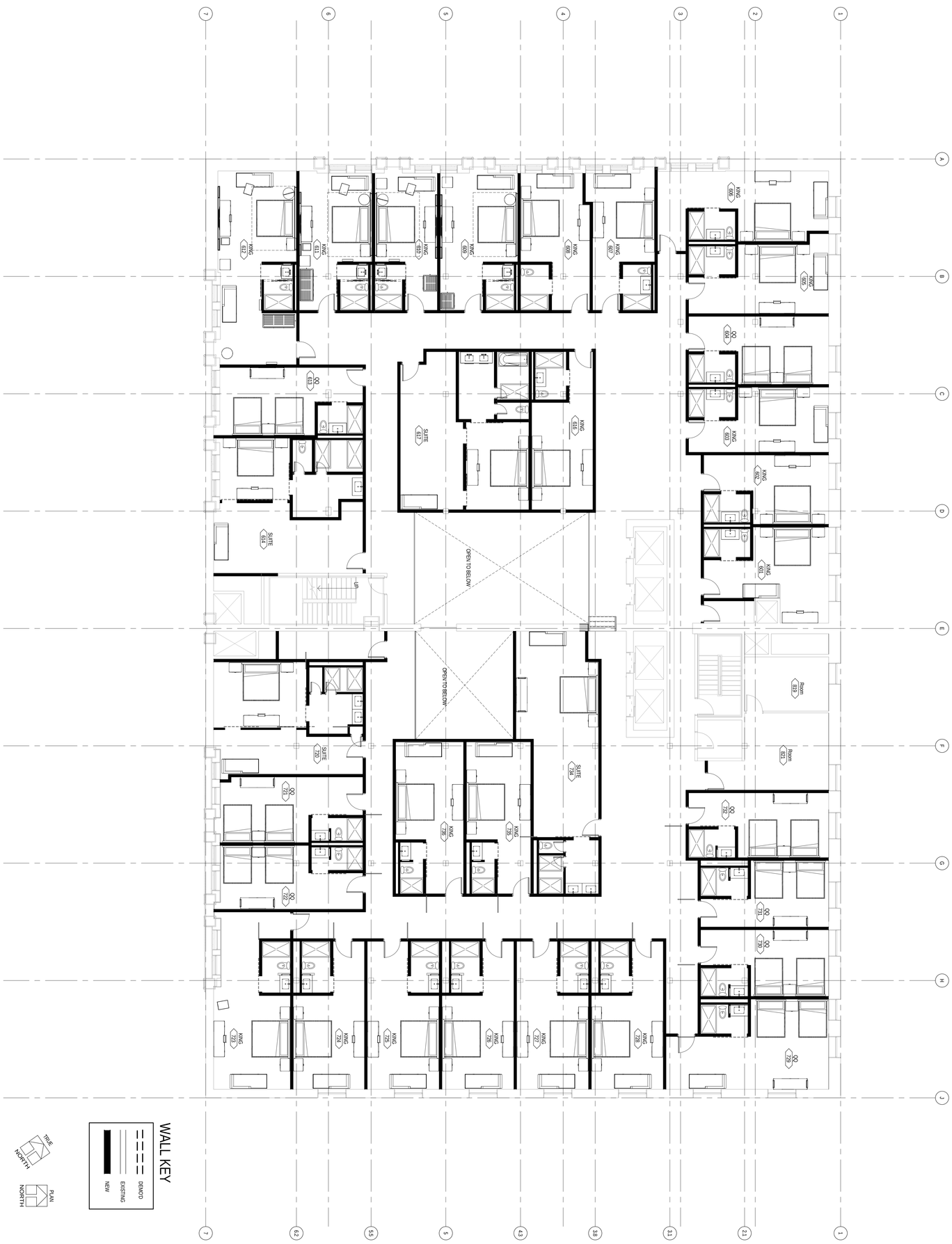

1 FLOOR PLAN - LEVEL 6 WEST & LEVEL 7 EAST
A1.7 SCALE 1/8" = 1'-0"

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Architecture Engineering Planning Interiors

A1.7
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FLOOR PLAN - LEVEL 6 WEST & LEVEL 7 EAST
ADV. THRESEHER / EMERSON RENOVATION

700 SOUTH 3RD STREET

LAND USE APPLICATION

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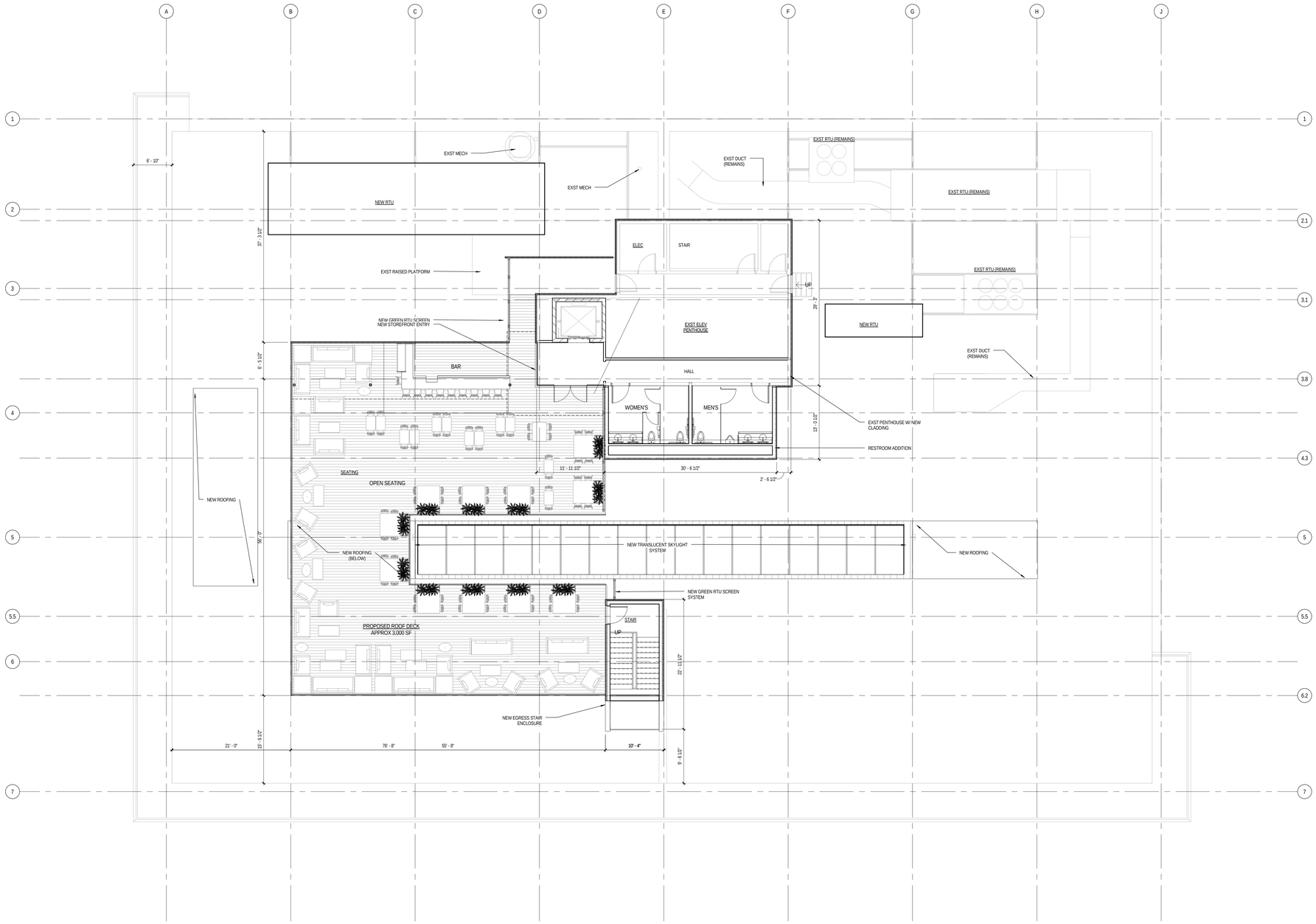
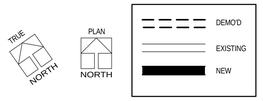


WALL KEY



1 A1.8 FLOOR PLAN - ROOF LEVEL
SCALE: 1/8" = 1'-0"

LAND USE APPLICATION

700 SOUTH 3RD STREET

FLOOR PLAN - ROOF LEVEL
ADV. THRESEHER / EMERSON RENOVATION

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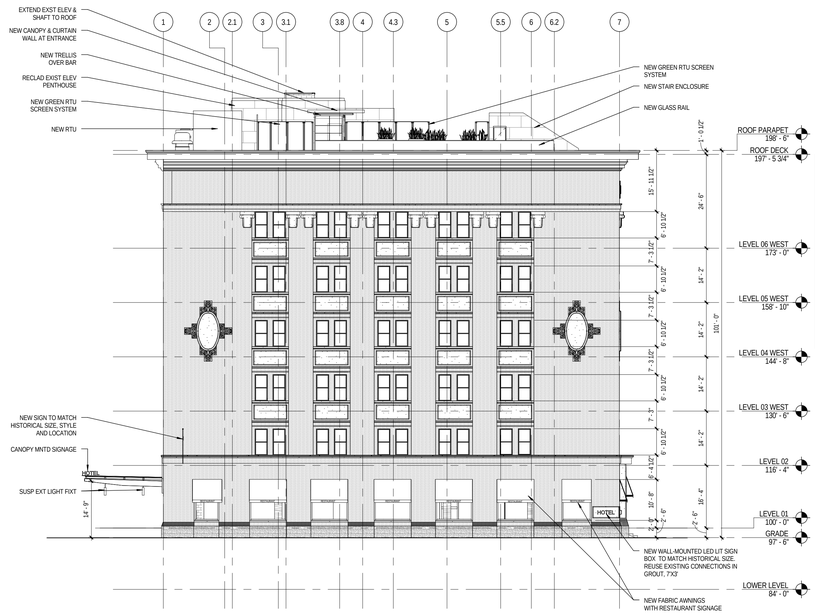
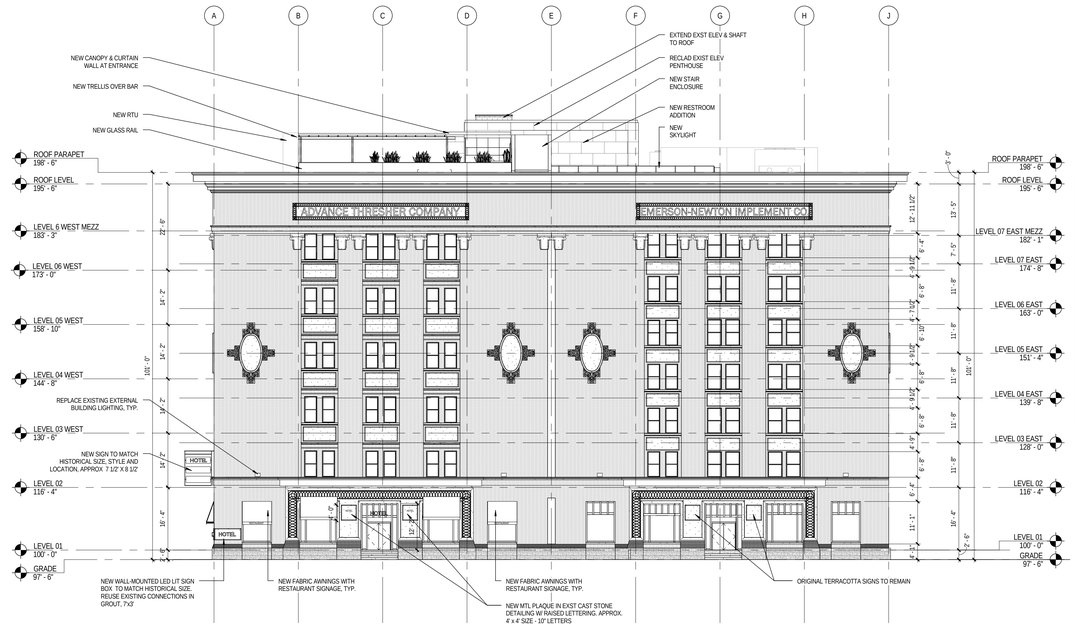


WESTERN FACADE GENERAL NOTES:

1. SELECTIVELY REPOINT TERRA COTTA WINDOW SILLS AT FIRST LEVEL WHERE MORTAR IS MISSING .
2. SELECTIVELY APPLY NEW SEALANT TO EXISTING WINDOW FRAMES
3. INSTALL NEW FABRIC AWNINGS AT FIRST LEVEL OF 700 S. 3RD STREET (7) TOTAL.
4. INSTALL NEW WALL-MNTD SIGN ON SOUTH CORNER OF 700 S. 3RD STREET (REFER TO HISTORIC PHOTO)
5. INSTALL NEW PROJECTING SIGN ABOVE FIRST LEVEL ON NORTH CORNER OF 700 S. 3RD STREET (REFER TO HISTORIC PHOTO)

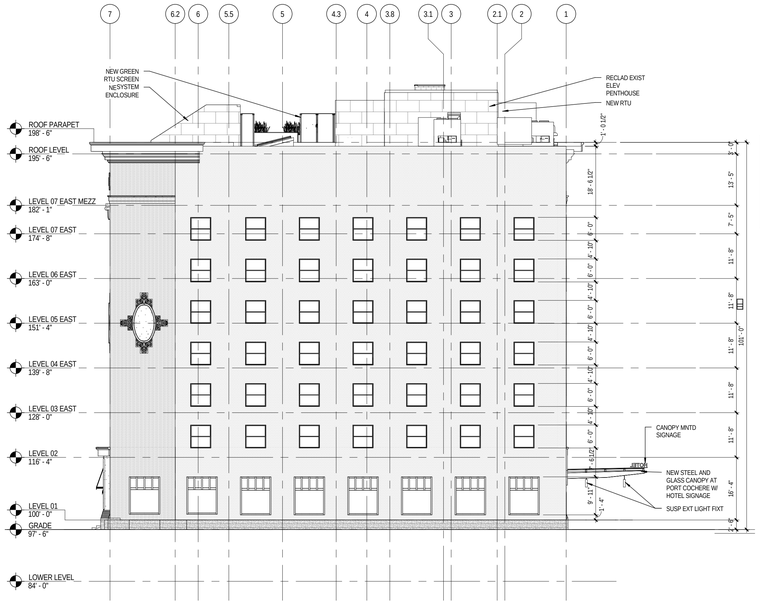
1 AS.1 WEST ELEVATION
SCALE: 1/16" = 1'-0"



SOUTHERN FACADE GENERAL NOTES:

1. SELECTIVELY REPOINT TERRA COTTA WINDOW SILLS AT FIRST LEVEL WHERE MORTAR IS MISSING .
2. SELECTIVELY APPLY NEW SEALANT TO EXISTING WINDOW FRAMES
3. INSTALL NEW FABRIC AWNINGS AT FIRST LEVEL OF 700 S. 3RD STREET (4) TOTAL.
4. INSTALL NEW WALL-MNTD SIGN ON SOUTH CORNER OF 700 S. 3RD STREET (REFER TO HISTORIC PHOTO)
5. REPLACE EXISTING NON-HISTORIC FOAM LETTERS "THRESHER SQUARE" ON TERRA COTTA PANELS FLANKING 700 S. 3RD STREET ENTRANCE.
6. REPLACE EXISTING NON-HISTORIC FROSTED SIGNAGE IN DOOR SYSTEMS FOR 700 & 708 S. 3RD STREET ENTRANCES.
7. REPLACE EXISTING NON-HISTORIC WOOD CEILING IN ENTRANCE OF 700 S. 3RD STREET.
8. INSTALL NEW WALL-MNTD SIGN ON WEST CORNER OF 700 S. 3RD STREET PORTION (REFER TO HISTORIC PHOTO)

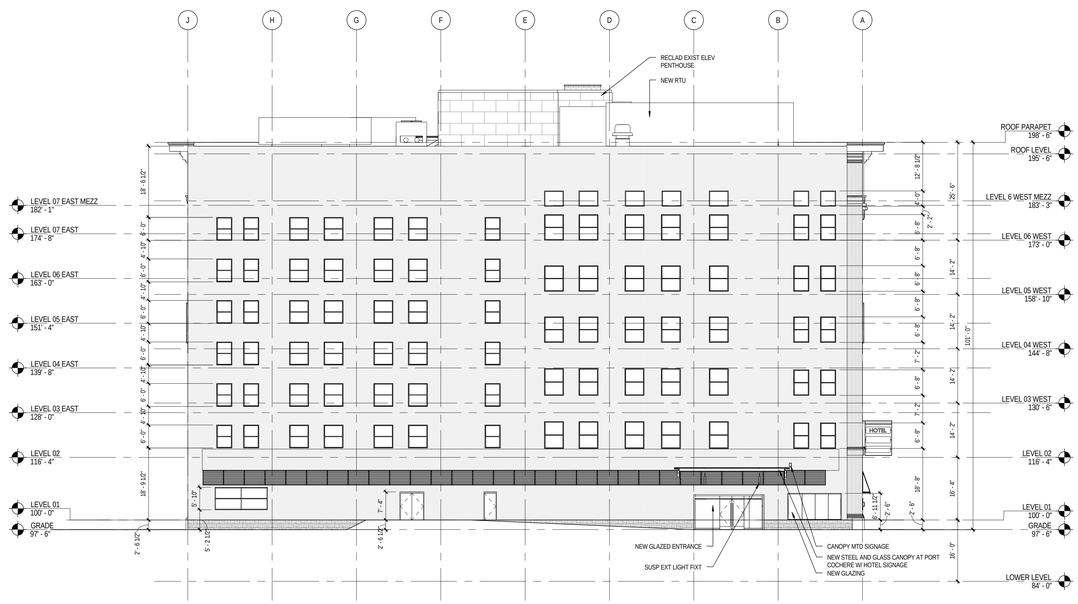
2 AS.1 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



EASTERN FACADE GENERAL NOTES:

1. SELECTIVELY REPOINT INFILL AT BASMENT WINDOWS WHERE EXISTING MORTAR AND MASONRY ARE FAILING
2. SELECTIVELY APPLY NEW SEALANT TO WINDOW FRAMES
3. REPAINT STEEL HEADERS AND SILLS AT WINDOWS

3 AS.1 EAST ELEVATION
SCALE: 1/16" = 1'-0"



NORTHERN FACADE GENERAL NOTES:

1. REPAIR PLATTEVILLE LIMESTONE FOUNDATION WHERE STONE IS FAILING.
2. SELECTIVELY APPLY NEW SEALANT TO EXISTING WINDOW FRAMES
3. REPAINT STEEL HEADERS & SILLS AT EXISTING WINDOWS.
4. REOPEN LOADING DOCK ENTRIES (CLOSED IN THE 1980s REHABILITATION - INSTALL NEW STOREFRONT DOORS & WINDOWS IN EXISTING OPENINGS.
5. INSTALL NEW CANOPY OVER HOTEL ENTRANCE AT THE REOPENED LOADING DOCK LOCATION. NEW STEEL AND GLASS CANOPY WILL BE SUSPENDED FROM EXIST FACADE.
6. REMOVE NON-HISTORIC LOUVER AND METAL PANELS ABOVE FIRST STORY - INFILL EXIST OPENINGS WITH BRICK, MATCH SIZE, COMPOSITION AND COLOR OF EXISTING BRICK

4 AS.1 NORTH ELEVATION
SCALE: 1/16" = 1'-0"

LAND USE APPLICATION

700 SOUTH 3RD STREET

EXTERIOR ELEVATIONS
ADV. THRESEHER / EMERSON RENOVATION

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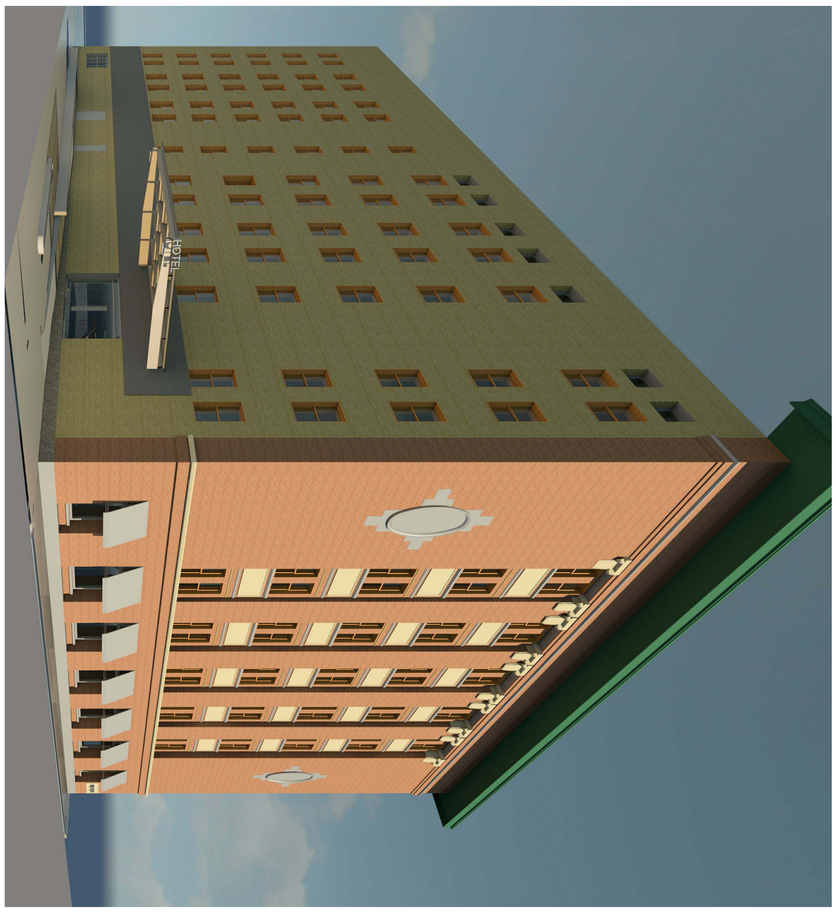
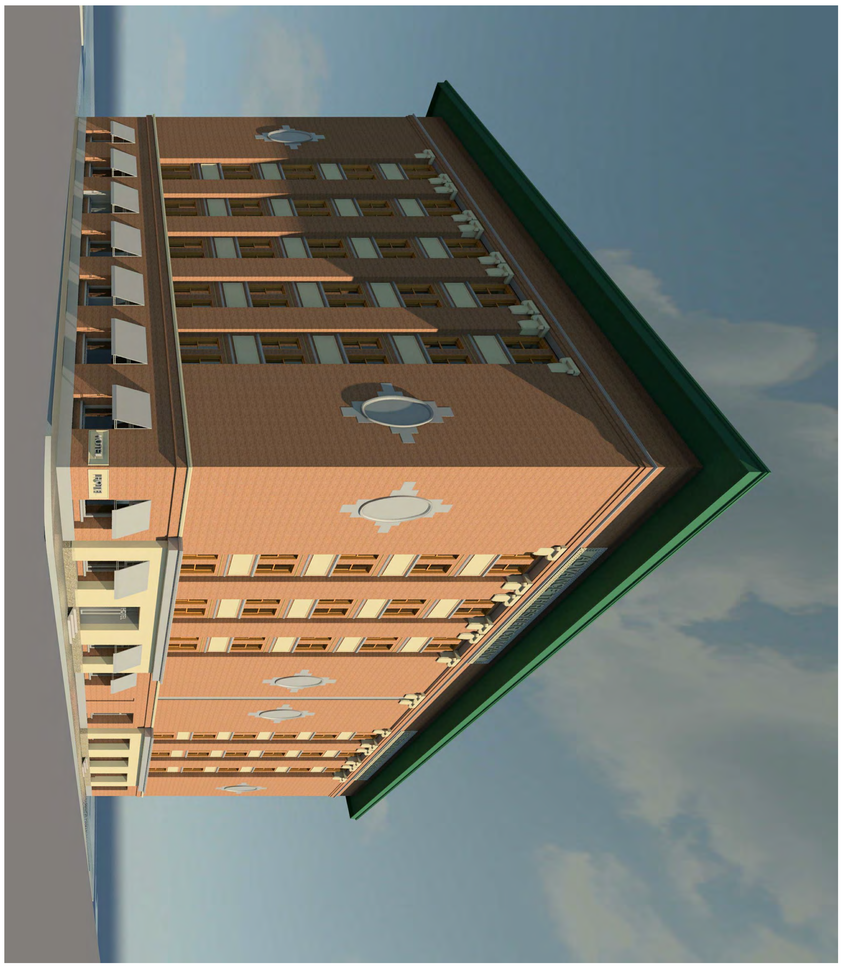


PERSPECTIVE VIEW



PERSPECTIVE VIEW

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EXTERIOR VIEWS
ADV. THRESEHER / EMERSON RENOVATION

700 SOUTH 3RD STREET

LAND USE
APPLICATION

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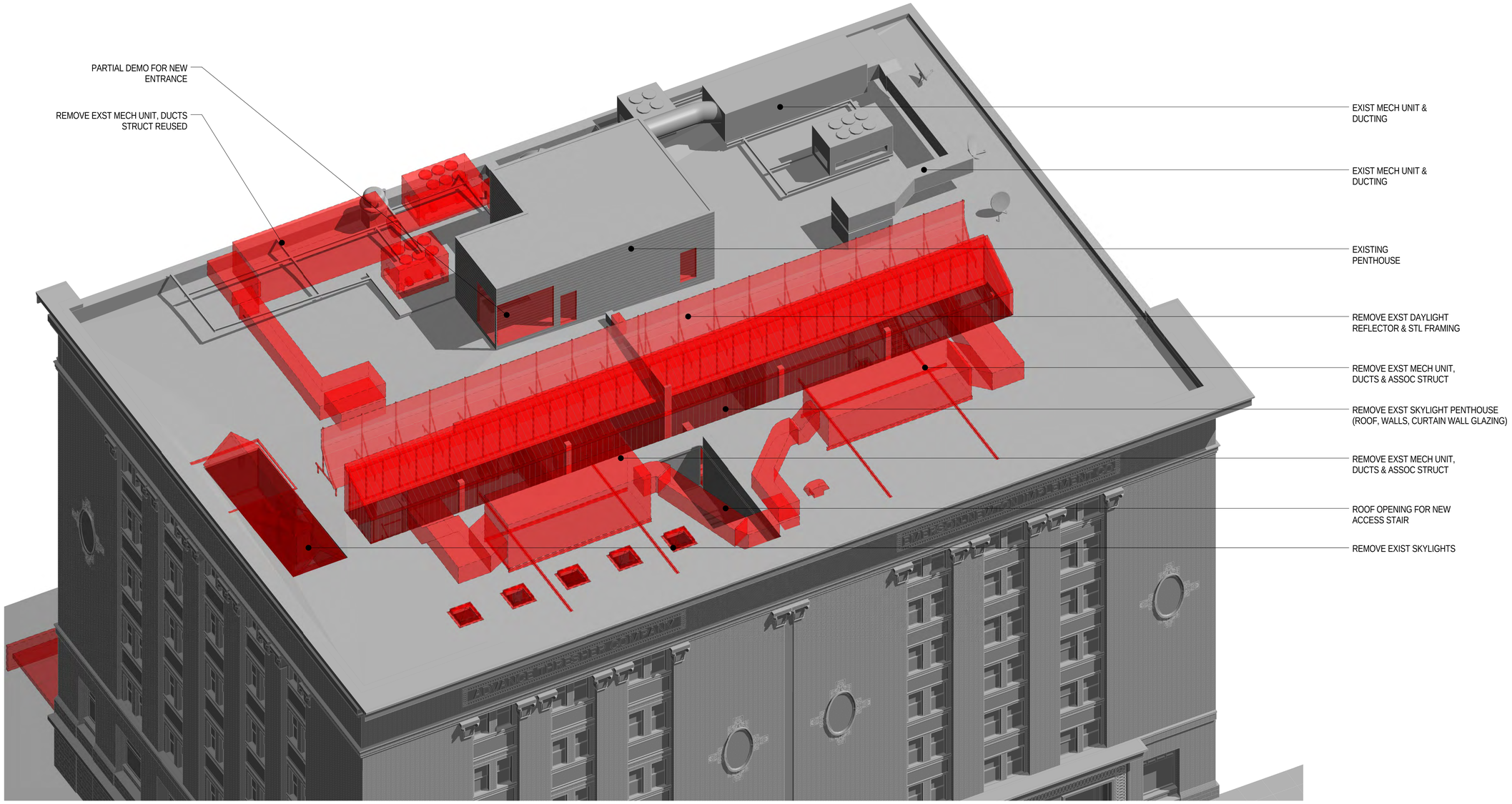

1 / P1.1 AXON DIAGRAM - EXIST / DEMO
SCALE:

LAND USE APPLICATION

700 SOUTH 3RD STREET

PERSPECTIVE - EXST / DEMO
ADV. THRESEHER / EMERSON RENOVATION

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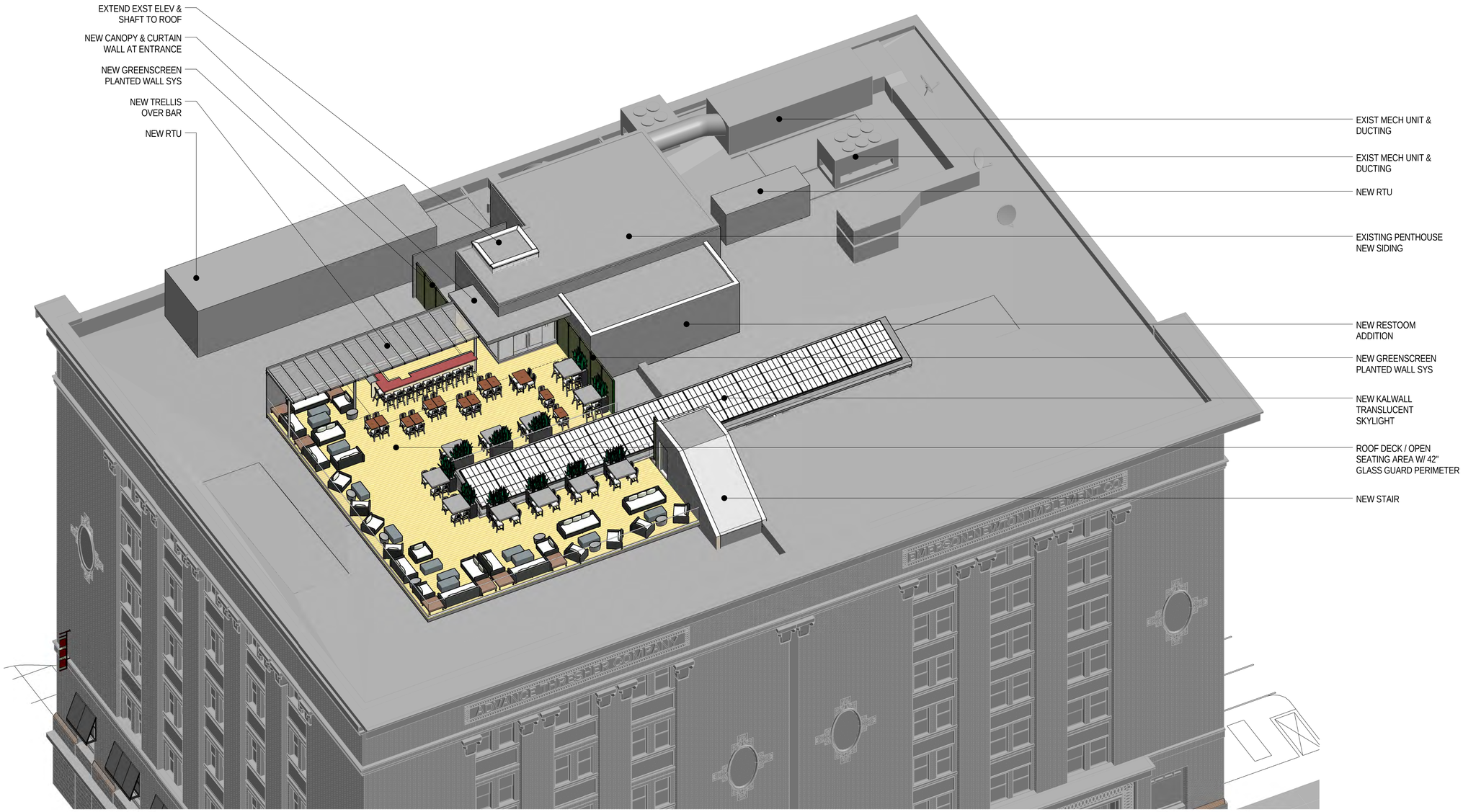

1 / P1.2 AXON DIAGRAM - PROPOSED
SCALE:

LAND USE APPLICATION

700 SOUTH 3RD STREET

PERSPECTIVES - PROPOSED
ADV. THRESEHER / EMERSON RENOVATION

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sherman
ASSOCIATES

May 20th, 2015

Jacob Frey | Council Member
City of Minneapolis
350 S. 5th St., Room 307
Minneapolis, MN 55415
612-673-2203

RE: Notification Letter – Washington-Chicago Redevelopment

Council Member Frey,

I am writing to inform you that Sherman Associates intends to redevelop the block bound by Washington Ave, Park Ave, S 3rd St, and Chicago Ave as part of a new proposed Planned Unit Development. As part of the PUD, we plan do the following:

- Renovate the Thresher Square building into a new hotel, while retaining a small amount of office space.
- The Old Spaghetti Factory building will have its loading dock reduced, but will largely remain untouched.
- Construct a new 7-story building containing approximately 181 apartment units with first floor retail space. We have a signed LOI with a national grocer for the majority of the first floor retail space and surface lot. There will also be two underground parking levels that will be utilized by each of the three buildings on this block.

This development proposal was conceived back in August, 2014, and remains very similar to the original ideas. The biggest change is the removal of the skyway across 3rd St.

The specific land use approvals we are seeking from the City of Minneapolis are:

- Conditional use permit for a planned unit development.

- Conditional use permit for a surface parking lot located in the DP Downtown Parking Overlay District.

- Variance to increase the number of surface parking spaces in the DP Downtown Parking Overlay District from 20 to 40.

- Variance to increase the height of a fence located within five feet of a public sidewalk from the maximum of 6 feet to 12 feet.

- Site plan review.
- Replat.

Should you have any questions I would be happy to discuss this project further. Please contact me at slafave@sherman-associates.com or 612-436-9146.

Sincerely,

Shane LaFave
Developer
Sherman Associates, Inc.

May 20th, 2015

Chad Didonato | Board Chair
Downtown Minneapolis Neighborhood Association
40 South 7th Street STE 212 PMB 172
Minneapolis, MN 55402
(612) 659-1279

RE: Notification Letter – Washington-Chicago Redevelopment

Chad,

I am writing to inform you that Sherman Associates intends to redevelop the block bound by Washington Ave, Park Ave, S 3rd St, and Chicago Ave as part of a new proposed Planned Unit Development. As part of the PUD, we plan do the following:

- Renovate the Thresher Square building into a new hotel, while retaining a small amount of office space.
- The Old Spaghetti Factory building will have its loading dock reduced, but will largely remain untouched.
- Construct a new 7-story building containing approximately 181 apartment units with first floor retail space. We have a signed LOI with a national grocer for the majority of the first floor retail space and surface lot. There will also be two underground parking levels that will be utilized by each of the three buildings on this block.

This development project was presented to DMNA originally on August 7th, 2014, and remains very similar to what was presented. The biggest change is the removal of the skyway across 3rd St.

The specific land use approvals we are seeking from the City of Minneapolis are:

- Conditional use permit for a planned unit development.

- Conditional use permit for a surface parking lot located in the DP Downtown Parking Overlay District.

- Variance to increase the number of surface parking spaces in the DP Downtown Parking Overlay District from 20 to 40.

- Variance to increase the height of a fence located within five feet of a public sidewalk from the maximum of 6 feet to 12 feet.

- Site plan review.

- Replat.

Should you have any questions I would be happy to discuss this project further. Please contact me at slafave@sherman-associates.com or 612-436-9146.

Sincerely,

Shane LaFave
Developer
Sherman Associates, Inc.

DOWNTOWN MINNEAPOLIS NEIGHBORHOOD ASSOCIATION

40 S. 7th Street
Suite 212, PMB 172
Minneapolis, MN 55402
Phone: (612) 659-1279
Online: www.thedmna.org

August 18, 2014

Ms. Hilary A. Dvorak
City of Minneapolis - CPED
250 S. 4th Street, Room 300
Minneapolis, MN 55415

Re: Thresher Square Block

Dear Hilary:

I am writing to you on behalf of the Downtown Minneapolis Neighborhood Association (DMNA) Board of Directors regarding the site plan for the Thresher Square block.

Tony Kuechle from Sherman Associates met with the DMNA Board on August 7. He used display boards and handouts to present the site plan for the Thresher Square block to the board. Kuechle explained that the project includes the conversion of the Thresher Square Building into a hotel and office space, and the construction of a new building at 713 Washington Avenue, which includes 175 apartments and 30,000 square feet of retail space.

Kuechle noted that the plan includes a new Skyway connection between the 713 Washington Avenue building and the MSFA Parking Ramp associated with the new Vikings Stadium. He stated that the Thresher Square Building and the Old Spaghetti Factory would be linked to the Skyway system via the underground parking garage.

After reviewing the site plan, the DMNA Board members asked a few questions, including what the proposed rent would be for the apartments. Kuechle stated that the apartments would rent for approximately $2 square foot, which is less than what other luxury apartments are renting for in the downtown community.

After some discussion, the DMNA Board passed a motion in support of the site plan for the Thresher Square block, as well as the Skyway connection between the 713 Washington Avenue building and the MSFA parking ramp.

If you have any questions regarding this letter, please feel free to contact me at christie@hantge.com, or 320-583-4573. You may also contact DMNA Board Chair, Nick Cichowicz, at nicholas_paul_cichowicz@live.com.

Sincerely,

Christie Rock
DMNA Neighborhood Coordinator

Cc. Tony Kuechle, Sherman Associates
Nick Cichowicz, DMNA Board Chair
Ward 3 Council Member Jacob Frey