

**LAND USE APPLICATION SUMMARY**

*Property Location:* 602 and 602 ½ North 1<sup>st</sup> Street  
*Project Name:* 602 Apartments  
*Prepared By:* Hilary Dvorak, Principal Planner, (612) 673-2639  
*Applicant:* Curt Gunsbury  
*Project Contact:* Curt Gunsbury  
*Request:* To construct a new 9-story, 71 unit residential building.  
*Required Applications:*

<b>Conditional Use Permit</b>	To increase the height of the building from 6 stories/84 feet to 9 stories/94 feet.
<b>Variance</b>	To increase the allowed floor area ration (FAR) from 4.8 to 5.31.
<b>Variance</b>	To reduce the minimum off-street parking requirement from 65 spaces to 44 spaces. This application is being returned.
<b>Variance</b>	To reduce the interior and rear yard setbacks from 15 feet to 0 feet.
<b>Site Plan Review</b>	For a new 9-story, 71 unit residential building.

**SITE DATA**

<b>Existing Zoning</b>	C3A Commercial Activity Center District DP Downtown Parking Overlay District DH Downtown Height Overlay District MR Mississippi River Critical Area
<b>Lot Area</b>	9,197 square feet / .21 acres
<b>Ward(s)</b>	3
<b>Neighborhood(s)</b>	North Loop
<b>Designated Future Land Use</b>	Urban Neighborhood
<b>Land Use Features</b>	Commercial Corridor (Washington Avenue two blocks south) Growth Center (Downtown)
<b>Small Area Plan(s)</b>	<i>North Loop Small Area Plan</i> (2010)

<b>Date Application Deemed Complete</b>	June 30, 2015	<b>Date Extension Letter Sent</b>	Not applicable
<b>End of 60-Day Decision Period</b>	August 29, 2015	<b>End of 120-Day Decision Period</b>	Not applicable

**BACKGROUND**

**SITE DESCRIPTION AND PRESENT USE.** The property is located in downtown Minneapolis. The site is located along North 1<sup>st</sup> Street between 4<sup>th</sup> Avenue North and 8<sup>th</sup> Avenue North. The Security Warehouse building, located at 602 North 1<sup>st</sup> Street, was constructed in 1936. The Security Warehouse building is a one-story concrete block building with a brick façade facing the street and measures 60 feet wide by approximately 100 feet long. The property is currently occupied by an art studio. The property located at 602 ½ North 1<sup>st</sup> Street is a vacant parcel of land. The property is currently covered in pavement and is being used for surface parking.

**SURROUNDING PROPERTIES AND NEIGHBORHOOD.** The site is surrounded by multiple-family residences of varying densities, office uses and scattered commercial uses. The site is located in the North Loop neighborhood.

**PROJECT DESCRIPTION.** The applicant is proposing to demolish the existing building located at 602 North 1<sup>st</sup> Street in order to construct a new 71-unit residential building on the properties located at 602 and 602 ½ North 1<sup>st</sup> Street. Combined, the lot area of the site is 9,197 square feet. The new building will have a footprint of 8,941 square feet and will be approximately 48,822 square feet in size. The building will be nine stories (approximately 94 feet) in height. The eighth floor of the building will contain mechanical penthouse, a stair and elevator lobby and a rooftop deck. The building will have two levels of parking; one level will be at grade and the other level will be underground. Both of the parking areas will be accessed via the public alley on the block however, each level will have its own drive approach. The building will be constructed out of brick, metal, glass and rockface concrete block.

**RELATED APPROVALS.** In the last year, the Heritage Preservation Commission and the Planning Commission approved a 9-story, 34-unit residential building on this site. This project also included the property located at 606 North 1<sup>st</sup> Street in addition to the subject properties located at 602 and 602 ½ North 1<sup>st</sup> Street. As part of the previous project, a certificate of appropriateness application was approved to demolish the Security Warehouse building located at 602 North 1<sup>st</sup> Street. That approval is still valid. In July of this year, the Heritage Preservation Commission approved a certificate of appropriateness application to construct a new residential building.

Planning Case #	Application	Description	Action
BZH-28448	Certificate of Appropriateness	To demolish the building located at 602 North 1 <sup>st</sup> Street	Approved, December 2, 2014
BZH-28712	Certificate of Appropriateness	To construct a new residential building.	Approved, July 14, 2015

**PUBLIC COMMENTS.** Public comment letters are included with the report. Any correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

## ANALYSIS

### CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to increase the height of the building from 6 stories/84 feet to 9 stories/94 feet based on the following findings:

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

The height limitation in the C3A zoning district is four stories or 56 feet. However, the site is located in the DH Downtown Height Overlay District which allows buildings up to six stories or 84 feet in this location. The applicant is proposing to construct a building that is nine stories or 94 feet. The proposal to increase the height of the building from six stories or 84 feet to nine stories or 94 feet will not be detrimental to or endanger the public health, safety, comfort or general welfare. The proposed height of the building is compatible with other buildings in the 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 proposal to increase the height of the building from six stories or 84 feet to nine stories or 94 feet will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal or orderly development and improvement of surrounding property. The proposed height of the building exceeds the height limitation in the DH Downtown Height Overlay District by ten feet.

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

Increasing the height of the building will have no impact on utilities, access roads or drainage.

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

Increasing the height of the building will have no impact on 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 policies of *The Minneapolis Plan for Sustainable Growth*:

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

1.1.4 Support context-sensitive regulations for development and land use, such as overlay districts, in order to promote additional land use objectives.

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

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

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

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

10.5.3 Large-scale, high-rise, multi-family residential development is more appropriate in the Downtown Minneapolis Growth Center.

The North Loop Small Area Plan was adopted by the City Council in April of 2010. The plan divides the neighborhood into different land use districts. The site is located in the residential enclave district. The plan says that there are limited opportunities for new large-scale development in this district but if there is development it should maintain the residential character of the area. The plan also says that new projects should maintain and enhance the district's historic character.

The site is located in both the Warehouse Historic District and the St. Anthony Falls Historic District. In the Warehouse Historic District the site is located in the Twentieth Century Warehouse character area and in the St. Anthony Falls Historic District the site is located in the Warehouse District character area. These two character areas overlap one another. Given this, the adopted Minneapolis Warehouse Historic District Design Guidelines apply. The guidelines say that buildings should be between two and ten stories in this location and have a singular rectangular shape and volume. The guidelines also say that the footprints of the adjacent buildings along the block face should be evaluated to develop a design for a new building that is compatible with the scale of surrounding buildings.

There is a mixture of older warehouse buildings and newer buildings designed to look like warehouse buildings in the area. The majority of the warehouse style buildings occupy the entire site and are multiple stories tall. There is also a three-story, detached townhouse development located between the subject site and the Mississippi River. This development is located on a series of curvilinear streets with ample green space between the units. There is also a series of multiple-family buildings that were built as a Planned Unit Development located across North 1<sup>st</sup> Street from the site that has a more traditional residential setback from the street than the older warehouse buildings in the area. This development also has ample green space located between the various buildings. The height of the buildings in the area range between two and eight stories. The proposed development will be compatible with the surrounding development.

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 C3A Commercial Activity Center District and the DP Downtown Parking Overlay District, DH Downtown Height Overlay District and the MR Mississippi River Critical Area.

### **Additional Standards to Increase Maximum Height**

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

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

The height of the proposed building will not impede access to light and air for surrounding properties. The closest residential building, the Garr Scott Lofts, is separated from the site by a 40-foot wide, two-story concrete block building that is utilized for parking. All other surrounding properties are separated from the site by public alleys or a public street.

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

The applicant submitted a shadow study depicting shadowing impacts at 9 am, 12 noon and 5pm on the Spring equinox and on the Summer and Winter solstice. The shadow studies indicate that the proposed building will cast shadows on the residential properties to the north, east and west; however, the shadowing impacts do not appear to be significant given the context of the area. The shadow study indicates that due to the fact that the neighborhood is densely built-out, that during the periods of peak shadowing, much of the surrounding vicinity is currently shadowed by existing buildings. In addition, staff is not aware of any existing solar energy systems that would be affected by the proposed building.

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

There is a mixture of older warehouse buildings and newer buildings designed to look like warehouse buildings in the area. The majority of the warehouse style buildings occupy the entire site and are multiple stories tall. There is also a three-story, detached townhouse development located between the subject site and the Mississippi River. This development is located on a series of curvilinear streets with ample green space between the units. There is also a series of multiple-family buildings that were built as a Planned Unit Development located across North 1<sup>st</sup> Street from the site that has a more traditional residential setback from the street than the older warehouse buildings in the area. This development also has ample green space located between the various buildings. The height of the buildings in the area range between two and eight stories. The proposed development will be compatible with the surrounding development.

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

The development site is located in both the Warehouse Historic District and the St. Anthony Falls Historic District. The site is also located within relatively close proximity to the Mississippi River. However, given the context of the area and the fact that the area is densely built-out, whether the proposed building was six stories or 84 feet or nine stories or 94 feet, the building will not block views of landmark buildings, significant open spaces or water bodies. It should be noted that the intent of the standard is to preserve public view corridors, not to preserve individual views from private developments.

## VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to increase the allowed floor area ration (FAR) from 4.8 to 5.31 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 maximum floor area ratio (FAR) allowed in the C3A zoning district is 2.7. However, the site is located in the DH Downtown Height Overlay District which allows an increased FAR of 4.0. The development qualifies for a 20 percent density, as all of the parking is enclosed, so the base FAR for the site is 4.8. Given the lot size the maximum amount of development that is allowed as of right is 44,145 square feet. The applicant is proposing to construct a building that is 48,822 square feet which yields a FAR of 5.31. The massing of the proposed building is characteristic of the older warehouse buildings in the area which occupy the entire site and are multiple stories tall. This is a unique circumstance that was not created by the applicant.

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

The variance request is reasonable and in keeping with the spirit and intent of the ordinance and the comprehensive plan. In general, building bulk regulations are established in order to assure that the scale and form of new development or expansion will occur in a manner most compatible with the surrounding area. The comprehensive plan, the *North Loop Small Area Plan* and the *Minneapolis Warehouse Historic District Design Guidelines* support a building of this size on this lot. The *North Loop Small Area Plan* says that new development should maintain the residential character of the area. The *Minneapolis Warehouse Historic District Design Guidelines* say that buildings should be between two and ten stories and have a singular rectangular shape and volume. The guidelines also say that the footprints of the adjacent buildings along the block face should be evaluated to develop a design for a new building that is compatible with the scale of surrounding buildings.

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

Granting the variance would not adversely alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity, nor would it be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. There is a mixture of older warehouse buildings and newer buildings designed to look like warehouse buildings in the area. The majority of the warehouse style buildings occupy the entire site and are multiple stories tall; therefore they would have higher FAR's (the applicant has included a Height, Volume and FAR Comparison chart for a variety of buildings in the area that is included in the packet).

## VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum off-street parking requirement from 64 spaces to 44 spaces based on the following findings:

Since the development project was noticed, a transit incentive for residential developments over 51 dwelling units located within one-half mile of a rail transit stop with midday service headways of 15

minutes or less has been approved. The site is located within one-half mile of the LRT stop at Target Field Station. The transit incentive is a 50 percent reduction of the minimum parking requirement. The minimum parking requirement for the development is 72 spaces (one per dwelling unit plus one visitor parking space). After applying the transit incentive the minimum parking requirement for the development is 36 spaces. Since there are 44 parking spaces being provided within the building, CPED is recommending that the variance be returned.

## VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance reduce the interior and rear yard setbacks from 15 feet to 0 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 interior side and rear yard setbacks in the C3A zoning district, for residential uses 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 nine story building the setback is 15 feet. The proposed building will be constructed up to the north and south interior property lines and one-and-a-half feet from the rear property line. The south interior and rear property lines abut a public alley and the north interior property line abuts a two-story concrete block building that is utilized for parking. It is characteristic to construct buildings up to the property lines in this area. This is a unique circumstance that was not created by the applicant.

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

The variance request is reasonable and in keeping with the spirit and intent of the ordinance and the comprehensive plan. The intent of having yard controls is to provide for adequate light, air, open space and separation of uses. The comprehensive plan, the *North Loop Small Area Plan* and the *Minneapolis Warehouse Historic District Design Guidelines* support a building that would be constructed up to the adjacent building. The *North Loop Small Area Plan* says that new development should maintain the residential character of the area. The *Minneapolis Warehouse Historic District Design Guidelines* say that the footprints of the adjacent buildings along the block face should be evaluated to develop a design for a new building that is compatible with the scale of surrounding buildings.

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

Granting the variance would not adversely alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity, nor would it be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. It is characteristic to construct buildings up to the property lines in this area.

## 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:

### **I. Conformance to all applicable standards of Chapter 530, Site Plan Review.**

#### **Building Placement and Design – Meets requirements**

- The proposed 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 line, there will be an entrance at street level that can be accessed by residents and guests 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 North 1<sup>st</sup> Street is zero feet. The building will be built up to the front property line along North 1<sup>st</sup> Street except where the main entryway is set back two feet to allow for the doors to open without crossing the property line.
- There is approximately a one-and-one-quarter foot grade change from the property line to the back of curb along North 1<sup>st</sup> Street. This is an existing condition that exists along North 1<sup>st</sup> Street beginning at this property and to the north along the street. To accommodate for the grade change the applicant is proposing to construct a raised planter mid-way between the curb line and the front of the building. The front of the planter will align with the railing at the outer edge of the raised platform that exists for the remainder of the block north of this site. The overall depth of the planter will be approximately five feet.
- The main entrance to the building will be located on the North 1<sup>st</sup> Street side of the building.
- There will be a total of 44 parking spaces provided on-site. All of the parking spaces will be completely enclosed, either at grade or underground.
- There are no areas of the building that are over 25 feet in length and void of windows, entries, recesses or projections, or other architectural elements. The first and second floors on the north, east and south sides of the building are clad in rockface concrete block. To break up the building walls the areas between the columns are recessed. Also on the east and south sides of the building a living wall system will be applied between the columns to help break up the elevations even further.
- The primary exterior materials of the building include brick, metal, glass and rockface concrete block. The side and rear walls of the building are similar to and compatible with the front of the building.
- Plain face concrete block is not being proposed as an exterior building material.
- The windows in the building are vertical in nature and are spaced across the building walls. The minimum window percentages are being met. See **Table I**.
- The entire ground floor of the building facing North 1<sup>st</sup> Street contains active functions.
- The principal roof line of the building will be flat. The majority of the buildings in the area have flat roofs. However, the three-story, detached townhouse development located between the subject site and the Mississippi River has pitched roofs.

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

	Code Requirement		Proposed	
<b>Residential Uses</b>				
1st Floor facing North 1 <sup>st</sup> Street	20% minimum	96 sq. ft.	50%	240 sq. ft.
2nd Floor and Above facing North 1 <sup>st</sup> Street	10% minimum	66 sq. ft.	36%	234 sq. ft.

**Access and Circulation – Meets requirements**

- The entrance to the building is directly connected to the public sidewalk.
- There is no transit shelter proposed as part of this development.
- The building will have two levels of parking; one level will be at grade and the other level will be underground. Both of the parking areas will be accessed via the public alley on the block however, each level will have its own drive approach.
- There is no maximum impervious surface requirement in the C3A zoning district. According to the materials submitted by the applicant 98 percent of the site will be impervious.

**Landscaping and Screening – Requires alternative compliance**

- The zoning code requires that at least 20 percent of the site not occupied by the building be landscaped. The lot area of the site is 9,197 square feet. The footprint of the buildings is 8,941 square feet. When you subtract the footprint from the lot size the resulting number is 256 square feet. Twenty percent of this number is 51 square feet. According to the applicant’s landscaping plan there will be 76 square feet of landscaping on the site or approximately 30 percent of the site not occupied by the building.
- The zoning code requires at least one canopy tree for each 500 square feet of required green space and at least one shrub for each 100 square feet of required green space be planted on the site. The tree and shrub requirement is one and one respectively. The applicant is not proposing to plant any trees or shrubs on the site. However, the applicant is proposing to plant two canopy trees, 132 perennials and 77 vines in the public right-of-way. The vines that will be planted will be located along the south wall of the building and will be trained to grow up the side of the building. Alternative compliance is required.

**Table 2. Landscaping and Screening Requirements**

	Code Requirement	Proposed
<b>Lot Area</b>	--	9,197 sq. ft.
<b>Building footprint</b>	--	8,941 sq. ft.
<b>Remaining Lot Area</b>	--	256 sq. ft.
<b>Landscaping Required</b>	51 sq. ft.	76 sq. ft.
<b>Canopy Trees (1: 500 sq. ft.)</b>	1 tree	0 trees
<b>Shrubs (1: 100 sq. ft.)</b>	1 shrub	0 shrubs

**Additional Standards – Meets requirements**

- There will be a total of 44 parking spaces provided on-site. All of the parking spaces will be completely enclosed, either at grade or underground.
- The development site is located in both the Warehouse Historic District and the St. Anthony Falls Historic District. The site is also located within relatively close proximity to the Mississippi River. However, given the context of the area and the fact that the area is densely built-out, whether the proposed building was six stories or 84 feet or nine stories or 94 feet, the building will not block views of landmark buildings, significant open spaces or water bodies. It should be noted that the intent of the standard is to preserve public view corridors, not to preserve individual views from private developments.
- The applicant submitted a shadow study depicting shadowing impacts at 9 am, 12 noon and 5pm on the Spring equinox and on the Summer and Winter solstice. The shadow studies indicate that the proposed building will cast shadows on the residential properties to the north, east and west; however, the shadowing impacts do not appear to be significant given the context of the area. The shadow study indicates that due to the fact that the neighborhood is densely built-out, that during the periods of peak shadowing, much of the surrounding vicinity is currently shadowed by existing buildings.
- The building has been designed with a large canopy on the front of the building and projecting balconies on the sides and rear walls of the building which should help minimize wind effects on the surrounding area.
- The site plan complies with crime prevention design elements as the entrance is located at the public sidewalk, 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 and there will be lights located near all of the building entrances.
- The site is located in both the Minneapolis Warehouse Historic District and the St. Anthony Falls Historic District. On July 14, 2014, the Heritage Preservation Commission approved a Certificate of Appropriateness application to allow for the construction of a new residential building.

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

The proposed use is *permitted* in the C3A District.

**Off-street Parking and Loading – Meets requirements**

**Table 3. Vehicle Parking Requirements Per Use (Chapter 54I)**

	<b>Minimum Vehicle Parking</b>	<b>Applicable Reductions</b>	<b>Total Minimum Requirement</b>	<b>Maximum Parking Allowed</b>	<b>Proposed</b>
<b>Residential dwellings</b>	71	Transit Incentives (36)	35, plus 1 guest parking space	121	44
<b>Total</b>	<b>71</b>	<b>35</b>	<b>36</b>	<b>121</b>	<b>44</b>

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

	<b>Minimum Bicycle Parking</b>	<b>Minimum Short-Term</b>	<b>Minimum Long-Term</b>	<b>Proposed</b>	<b>Loading Requirement</b>	<b>Proposed</b>
<b>Residential dwellings</b>	36	--	Not less than 90%	76 long-term 4 short-term	0	0
<b>Total</b>	<b>36</b>	<b>--</b>	<b>32</b>	<b>80</b>	<b>0</b>	<b>0</b>

**Building Bulk and Height – Requires conditional use permit and variance**

- The applicant has applied for a conditional use permit to increase the height of the building and a variance to increase the FAR of the building.

**Table 5. Building Bulk and Height Requirements**

	<b>Code Requirement</b>	<b>Proposed</b>
<b>Lot Area</b>	--	9,197 sq. ft. / .21 acres
<b>Gross Floor Area (GFA)</b>	--	48,822 sq. ft.
<b>Minimum Floor Area Ratio (GFA/Lot Area)</b>	Not applicable	5.31
<b>Maximum Floor Area Ratio (GFA/Lot Area)</b>	4.8	5.31
<b>Maximum Building Height</b>	6 stories or 84 ft., whichever is less	9 stories or 94 ft.

**Lot Requirements – Meets requirements**

**Table I. Lot Requirements Summary**

	<b>Code Requirement</b>	<b>Proposed</b>
<b>Dwelling Units (DU)</b>	--	71 DUs
<b>Density (DU/acre)</b>	--	338 DU/acre
<b>Minimum Lot Area</b>	5,000 sq. ft.	9,197 sq. ft.
<b>Maximum Impervious Surface Area</b>	Not applicable	Not applicable
<b>Maximum Lot Coverage</b>	Not applicable	Not applicable
<b>Minimum Lot Width</b>	Not applicable	Not applicable

**Yard Requirements – Requires variance(s)**

- The applicant has applied for variances to reduce the interior side yard setbacks and the rear yard setback.

**Table 2. Minimum Yard Requirements**

	<b>Zoning District</b>	<b>Overriding Regulations</b>	<b>Total Requirement</b>	<b>Proposed</b>
<b>Front (North 1<sup>st</sup> Street)</b>	0 ft.	--	0 ft.	0 ft.
<b>Interior Side (North)</b>	15 ft.	--	15 ft.	0 ft.
<b>Interior Side (South)</b>	15 ft.	--	15 ft.	0 ft.
<b>Rear (East)</b>	15 ft.	--	15 ft.	1.5 ft.

**Signs – Meets requirements**

- Signs are subject to the requirements of Chapter 543, On-Premise Signs. In the C3A zoning district there can be one-and-a-half square feet of signage for every one linear foot of primary building wall. Wall signs are limited to 180 square feet in size. Projecting signs are limited to 48 square feet in size. There is no height limitation for either wall signs or projecting signs. Freestanding monument signs are limited to 80 square feet in size and can be no taller than 8 feet. However, a freestanding monument sign shall not be allowed if the amount of signage exceeds one square foot of signage for every one foot of primary building wall. The zoning code limits the number of freestanding signs on a zoning lot to one.
- The applicant is proposing to have one wall sign and one projecting sign on the building. The wall sign will be located near the entryway and will read “602/FIRST”. The wall sign will be four square feet in size and located approximately six feet above grade. The projecting sign will be located on the end column on the southwest elevation of the building and will also read “602/FIRST”. The projecting sign will be 21 square feet in size and will be located approximately 14 feet above grade.

**Refuse Screening – Meets requirements**

- The trash and recycling containers will be located inside the building.

**Screening of Mechanical Equipment – Meets requirements**

- There will be mechanical equipment located on the roof of the building and there will be a transformer located towards the back of the building. The rooftop mechanical equipment will be screened with metal fencing and the transformer will be located inside of a niche in the building wall that will be screened on three sides and above by the building.

**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 a lighting plan that meets the requirements of Chapter 535 of the Zoning Code be met.

**Specific Development Standards – Not applicable**

**Overlay District Standards – Requires conditional use permit**

- The site is located in the DP Downtown Parking Overlay District, the DH Downtown Height Overlay District and the MR Mississippi River Critical Area. The applicant has applied for a conditional use permit to increase the height of the building located in the DH Downtown Height Overlay District.

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

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

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

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

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

- 10.5.3 Large-scale, high-rise, multi-family residential development is more appropriate in the Downtown Minneapolis Growth Center.

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

- 10.4.1 Maintain and strengthen the architectural character of the city's various residential neighborhoods.
- 10.4.2 Promote the development of new housing that is compatible with existing development in the area and the best of the city's existing housing stock.

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

- 10.5.3 Large-scale, high-rise, multi-family residential development is more appropriate in the Downtown Minneapolis Growth Center.

**Urban Design Policy 10.6: New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale design features at the street level.**

- 10.6.1 Design buildings to fulfill light, privacy, and view requirements for the subject building as well as for adjacent properties by building within required setbacks.
- 10.6.2 Promote the preservation and enhancement of view corridors that focus attention on natural or built features, such as the Downtown skyline, landmark buildings, significant open spaces or bodies of water.
- 10.6.3 Provide appropriate physical transition and separation using green space, setbacks or orientation, stepped down height, or ornamental fencing to improve the compatibility between higher density and lower density residential uses.

- 10.6.4 Orient buildings and building entrances to the street with pedestrian amenities like wider sidewalks and green spaces.
- 10.6.5 Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level.

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

The *North Loop Small Area Plan* was adopted by the City Council in April of 2010. The plan divides the neighborhood into different land use districts. The site is located in the residential enclave district. The plan says that there are limited opportunities for new large-scale development in this district but if there is development it should maintain the residential character of the area. The plan also says that new projects should maintain and enhance the district's historic character.

#### **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:

- **Trees and Shrubs.** The zoning code requires at least one canopy tree for each 500 square feet of required green space and at least one shrub for each 100 square feet of required green space be planted on the site. The tree and shrub requirement is one and one respectively. The applicant is not proposing to plant any trees or shrubs on the site. The building occupies 97 percent of the site. There is only a small strip of landscaping located along the south side of the building. It would be impractical to plant one canopy tree and one shrub in this area. The applicant is proposing to plant two canopy trees, 132 perennials and 77 vines in the public right-of-way. Planting in the right-of-way will enhance the streetscape. CPED recommends that the City Planning Commission grant alternative compliance.

## **RECOMMENDATIONS**

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the application(s) by Curt Gunsbury for the properties located at 602 and 602 ½ North 1<sup>st</sup> Street:

### **A. Conditional Use Permit to increase the height of the building.**

Recommended motion: **Approve** the application for a conditional use permit to increase the height of the building from 6 stories/84 feet to 9 stories/94 feet, subject to the following conditions:

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

### **B. Variance of maximum Floor Area Ratio.**

Recommended motion: **Approve** the variance application to increase the allowed Floor Area Ratio from 4.8 to 5.31.

**C. Variance of minimum parking.**

Recommended motion: **Return** the variance application to reduce the minimum off-street parking requirement.

**D. Variance of interior and rear yard setbacks.**

Recommended motion: **Approve** the variance application to reduce the interior and rear yard setbacks from 15 feet to 0 feet.

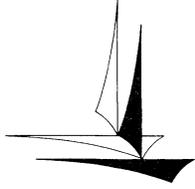
**E. Site Plan Review for a new 9-story, 71 unit residential building.**

Recommended motion: **Approve** the site plan application for a new 9-story, 71 unit residential building, 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 20, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.

**ATTACHMENTS**

1. PDR report from June 17, 2015
2. Written description and findings submitted by applicant
3. Zoning map
4. Survey
5. Civil plans
6. Landscaping plans
7. Shadow study
8. Floor plans
9. Elevations and building sections
10. Renderings
11. Photos
12. Entrance details
13. Correspondence



Minneapolis Development Review  
250 South 4<sup>th</sup> Street  
Room 300  
Minneapolis, MN 55415

## Preliminary Development Review Report

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

<b>Status *</b>	<b>Tracking Number:</b>	PDR 1001323
<b>RESUBMISSION</b>	<b>Applicant:</b>	SOLHEIM APARTMENTS 3021 HOLMES AVE S. #101 MINNEAPOLIS, MN 55408
<b>REQUIRED</b>	<b>Site Address:</b>	602 1ST ST N 602 1ST ST N
	<b>Date Submitted:</b>	08-JUN-2015
	<b>Date Reviewed:</b>	17-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](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

8 story 71 unit apartment building with 45 indoor stalls.

### Review Findings (by Discipline)

#### Zoning - Planning

- Continue to work with CPED staff to identify the required land use applications.

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\*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.

**□ Addressing**

- Per City of Minneapolis Street Naming and Address Standard V1.22, the City of Minneapolis holds authority for assignment of all addresses, verification, change, and/or additions. Each assigned address number uses the street that provides the best/direct access for life safety equipment and best/direct access to the occupants.
- The address for the proposed 602 Apartments building will be 602 N. First Street. 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](mailto: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.
- 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 (71 units x \$1,521 per unit) = \$107,991.00
  - 5% Administration Fee = \$ 1,000.00
  - Total Park Dedication Administrative Fee: = \$108,991.00
  - 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. Please contact Adam Arvidson at (612) 230-6470 or [aarvidson@minneapolisparks.org](mailto:aarvidson@minneapolisparks.org) for information regarding land designated for park use in lieu of the Park Dedication Fees.

**□ 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: The "dog relief area" located along 1st St. N. in the Public right-of-way is not an allowed encroachment.
- 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.
- Per the Minneapolis Code of Ordinances, out-swinging doors are permitted to encroach a maximum of 4" into the Public right-of-way. The Applicant should consider designs that provide for in-swinging doors or recessed doorways to prevent out-swinging doors beyond the maximum allowable encroachment.

#### □ Street Design

- 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](http://www.minneapolismn.gov/publicworks/plates/public-works_road). Add the appropriate details from the ROAD-1000 Series - Curbs and Gutters (ROAD-1003, and ROAD-1010) to the plans. Top of Curb profiles shall be provided for any section of curb replacement in excess of 50 feet.
- A complete alley reconstruction plan shall be required; the current plans do not accurately depict existing conditions, and the proposed alley does not appear to be adequately shown within the submitted plan set. Plans shall include a full centerline profile, representative cross-sections, and a complete layout of proposed curbs and alley pavement fully dimensioned.
- In addition to the required sidewalk construction permit, the construction of the proposed alley will require the Applicant (and respective Contractors) to enter into a separate Testing and Inspection Agreement, as part of a Right-of-way Excavation Permit, with the Public Works Department. This agreement outlines the specification requirements for alley construction, performance bond requirements, and the responsibility of the Applicant to cover the costs for the City Engineering Laboratory testing and inspection services. For further information regarding this agreement please coordinate with Paul Miller at (612) 673-3603.

#### □ Sidewalk

- The planter design along 1st St. N. is of concern; the proposed "curbs" are not detailed adequately in the plans. The Landscaping Plans refer to the Civil Plans for details that are not included. Generally, lower height planter box curbs are no longer allowed; it is recommended that a taller (sitting height) design be considered.
- Tree planting details shall be included in the plans. The Applicant shall provide engineered/structured soil in the form of a tree trench or tree pit for all proposed street trees. Sidewalk layouts and landscaping in the Public right-of-way shall follow established design standards; refer to the following: City of Minneapolis Urban Forest Policy ([http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/convert\\_282934.pdf](http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/convert_282934.pdf))

#### □ Traffic and Parking

- Current ordinance states that all maneuvers associated with loading, parking or sanitation pick up for a private development shall occur on private property. Please provide a narrative explaining the trash removal operations and show turning maneuvers for all vehicle type vehicles that will be using the 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.
- The vehicle access point along the alley shall provide for an unobstructed 20' sight triangle. If this minimums cannot be attained the Applicant shall provide mitigating measures, such as warning devices, signage, mirrors etc. to help with visibility from the garage.
- Please contact Bill Prince at (612) 673-3901 regarding existing and proposed street lighting. All street lighting (existing and proposed) shall be shown clearly on the site plan.
- Note to the Applicant: Please add the following notes to the site plan:

- Street lighting installed as part of the Project shall be inspected by the City. Contractors shall arrange for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information. Any lighting installations not meeting City specifications will be required to be reinstalled at Owner expense.
- An obstruction permit is required anytime construction work is performed in the Public right-of-way. Please contact Scott Kramer at (612) 673-2383 regarding details of sidewalk and lane closures. Log on to <http://minneapolis.mn.roway.net/> for a permit.
- Contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/temporary relocation of any City of Minneapolis signal or lighting system that may be in the way of construction.
- All costs for relocation and/or repair of City Traffic facilities shall be borne by the Contractor and/or Property Owner.
- Contact Doug Maday at (612) 673-5755 prior to construction for the removal of any City of Minneapolis right of way signs that may be in the way of construction.

#### **Water**

- The plan as submitted meets the requirements of the Public Works Water Maintenance & Distribution Division.

#### **Fire Safety**

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

#### **Business Licensing**

- There is no Minneapolis Business Licensing review required for the proposed project.

#### **Environmental Health**

- The site is currently enrolled in the Minnesota Pollution Control Agency Voluntary Investigation and Clean-up Program and assigned site id VP31780. It is also enrolled in the MPCA Petroleum Brownfield Program with site ID 4661. See below for permit requirements that are required by the City of Minneapolis for actions that may be required by MPCA approved plans.
- Historical records indicate 2 tanks at the 602 1st St N site. A 1000 gallon UST used for heating fuel oil installed in 1936. The second tank is a 265 gallon AST installed in 1949 inside the building. There are no records identified for the removal of these tanks with the City of Minneapolis or the MPCA. Prior to working beginning on the project a site investigation needs to be conducted to locate these tanks and ensure they are removed. The plans approved by the MPCA should identify a contingency for addressing these tanks and other environmental concerns if uncovered during site work.
- The former Star Grain Elevator was addressed at 600 1st St N and demolished in 1968. City records indicated a fuel oil burner was operating at this facility in 1957, permit N25565. Documentation for this permit was not available. No record exists as to the disposition of the fuel oil tank related to oil burner permit N25565. During site work this and other undocumented tanks may be identified and need to be addressed.
- 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.

#### ❑ Historical Preservation Committee

- Certificate of Appropriateness application to construct a new 8-story residential building located at 602 and 602 ½ North 1st Street is required.
- The C of A that was approved by the HPC on December 2, 2014, to demolish the building at 602 North 1st Street is still valid.

#### ❑ Sewer Design

- Groundwater: Please provide the lowest floor elevation on the grading plan and a copy of any geotechnical reports for the site. It must be adequately demonstrated that pumping of groundwater will not be necessary in order to keep the below grade areas dry.
- Surface Drainage: The alley should be graded per the City's standard detail plates, ROAD-3000 and ROAD-3001. This would require the existing CB to be relocated to within the alley center. Please adjust the grading and CB.
- 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](mailto:jeremy.strehlo@minneapolismn.gov).

#### ❑ Construction Code Services

- When submitting for a construction permit, please contact the Met Council for a SAC Determination. See this link for more information.  
[http://www.minneapolismn.gov/www/groups/public/@regservices/documents/webcontent/convert\\_281675.pdf](http://www.minneapolismn.gov/www/groups/public/@regservices/documents/webcontent/convert_281675.pdf)

END OF REPORT



July 1, 2015

Hilary Dvorak  
Principal City Planner, City of Minneapolis  
Department of Community Planning & Economic Development - Planning Division  
250 South 4th Street, Room 300  
Minneapolis, MN 55415

Dear Ms. Dvorak:

Please find enclosed the summary for our proposed Apartment development at 602-602 1/2 First Street North, and a description of requested variances and conditional use permit.

**Project Description:**

**602-602 1/2 First Street North, Minneapolis, Minnesota**

We are proposing a 71 unit apartment building consisting of eight stories and approximately 64,366 square feet. The new building will replace a building constructed in the 1930's which is currently used for an art studio. The 1930's building has been deemed not historically significant. We are expecting to break ground in the August of 2015 and complete construction in the summer of 2016.

**The existing site:**

The proposed project is located at 602 and 602 1/2 First Street North, in the Minneapolis Warehouse district. This site is in the North Loop neighborhood, Council Ward 3, and part of both the Warehouse and St. Anthony Historic Districts. The site is zoned C3A and made up of two lots. The existing neighborhood is transitioning from industrial to residential and commercial uses; there are presently many residential properties surrounding this site including several new construction projects and one historic rehabilitation project. The proposed project will replace an existing concrete block building at 602 First Street North that is non-contributing to the historic district. The existing 602 building was constructed in 1936 and is 5,160 square feet. It is one story tall and has most recently been used as an art studio. The second lot at 602 1/2 is currently a vacant paved area. The combined site is 9,197 square feet (.211 acres). Areas of the site not covered by building are paved over with concrete and asphalt. The existing building and pavement will be removed for construction of the proposed building.

**The proposed building:**

The proposed building is an 8-story, 71 unit, market rate apartment building, with two stories of parking. The parking will consist of two separate parking areas with two separate entrances at the side alley and rear alley of the building. One parking area on the first floor will contain 20 spaces. The basement parking area will contain 24 parking spaces. The total gross proposed building square footage is 64,366. The eight-story building will be constructed of wood framing and concrete.

**Proposed architectural details of the new building:**

The building height and street front elevation will align with the top of the nearby 1885 vintage Gaar-Scott building, and other buildings along First Street North, filling a void in the historic street front. The ratio of total building height, and total building volume to the site, is similar to or

less than many of the iconic warehouse buildings that define the Warehouse Historic District. The active-use first floor and second floor will appear as a one-story base that creates a street front presence similar to that of the neighboring Gaar-Scott building. This area of the building will use a metal and glass window system surrounded by modular brick. The steel and glass lobby awning at the street front will be of similar proportions and height to other historic awnings along the street. The building structure follows the historic typology of warehouses throughout the district where the structural frame takes prominence on the exterior. The structure and in-filled skin will be clad in brick, concrete, metal, and glass -- traditional materials found throughout the neighborhood. The 8<sup>th</sup> story is a mechanical and lobby area for the rooftop patio which will step back significantly and not be visible from street level.

**Proposed site work:**

The site is approximately 9,197 square feet and the first floor footprint of the proposed building is approximately 8,941 square feet. The building will have a public entrance off of First Street North. The building will have two parking entrances off of the side and rear alley, replacing the four existing curb cuts at First Street North and the rear alley. There will be green walls along the two alleys on the southeast and northeast sides of the building. Landscaping will be consistent with other buildings along First Street North and include boulevard trees, boulevard plantings, and a wide pedestrian-friendly sidewalk.

**Proposed variances and CUP's:**

The project will require variances for side and back yard setbacks, number of parking spaces, and floor area ratio. The parking ratio is .62 stalls per unit. The FAR is 5.31. The project will require a conditional use permit for a height of 92' and site plan review.

We are seeking a conditional use permit and variances in order to develop this site in a manner consistent with long-range planning and historic guidelines for the city and neighborhood. We share a common goal with the neighborhood in that we intend to create a project that is thoughtfully laid out, visually appealing, and in line with historic district guidelines.

The building will use high quality, long-lasting materials typically found in the neighborhood.

Our previous developments have met many LEED requirements and include the first LEED Gold apartment building in the city. 602 N 1<sup>st</sup> St will be built to a similar high sustainability standard as our previous projects.

The streetscape landscaping, transparent first floor, and custom entry artwork (inspired by the historic rail lines adjacent to the site) will provide an inviting pedestrian experience and greatly enhance the public realm along First Street North.

We look forward to a thoughtful discussion about this site and the potential benefits of its development. Thank you for your consideration.

Sincerely,



Curt Gunsbury

**Request for Conditional Use Permit:**

Requirement:

The Downtown Overlay District of C3A allows for 6 stories/84 feet.

Requested Conditional Use Permit:

Conditional use permit to 8 stories / 92 feet.

**Statement Addressing Required Findings for Conditional Use Permit:**

***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 building is a residential use. The safety and general welfare of both residents and passersby are of the highest priority. The building is designed to provide “eyes on the street,” with active spaces fronting First Street. The new building will provide a significant improvement to the public safety and general welfare along First Street North over the existing uses— a functionally obsolete one story concrete block warehouse, with a surface parking lot behind. The new building will be only be 8 feet taller than the allowed 84 feet, and these additional feet are all located within the setback roof patio portion of the 8<sup>th</sup> floor. The additional height will not be detrimental to or endanger the public health, safety, comfort or general welfare.

The new building will provide on-site, secured, enclosed parking. Total site curb-cuts will be 2, the curb-cuts along First Street will be eliminated and relocated to the side alley. This will increase pedestrian safety. The backyard setback will be well-lit with ample sight-lines and vehicular turning radiuses. The new parking configuration will be an improvement over the existing exterior surface lot, and will protect both neighbors and residents from the noise and visual impact of the existing surface parking lot.

The building design incorporates boulevard plantings and a green wall along the side yard. These watershed best management environmental practices will reduce storm water runoff and heat island effects while providing a welcoming presence and increased comfort to the public realm.

***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 building will not adversely affect neighbors’ ability to use and enjoy their property, nor will it prevent neighboring properties from being developed or improved in an orderly manner. This building will be of similar scale to other buildings in the North Loop. The street front height matches adjoining buildings along First Street.

Development of the building will add to the vitality of the neighborhood and will provide much needed entry-level rental options. In addition, development of the building will add density and curb appeal to First Street, which may be a catalyst for development and improvement of the surrounding properties.

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

The proposed project is being developed as a long-term investment in the neighborhood. It is both in the owner's, as well as the public's, best interest to provide utilities, access and facilities that will provide for a durable building well suited to long-term uses. Our civil engineers have made recommendations regarding how to best provide utilities. Plans have already been preliminarily reviewed by the city's plan development review (PDR) process and suggestions and alterations recommended by PDR have been incorporated in this design.

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

The project will not add to traffic congestion in the city's streets. An added residential use for 71 apartments will have minimal added impact on traffic and, given its proximity to commercial districts, local employers, and mass transit, will encourage alternate modes of transportation and increased pedestrian activity.

There will be 80 bike parking spots to encourage bicycle use. Parking spaces are available on site for 44 cars allowing for adequate parking for residents, and reducing pressure for on street parking, a key concern of the neighborhood. The increase in height will have no effect on traffic congestion or public streets.

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

The project is consistent with the applicable policies of the comprehensive plan. We have worked with the North Loop Neighborhood Association to address concerns about street parking, public access to the river, lighting, and boulevard plantings that serve the long-term plans of the neighborhood.

The base of the building has been designed to create a friendly, welcoming streetscape along First Street North, incorporating glass in the façade, an awning canopy at the building entry, and high-quality lighting and landscaping. Increased pedestrian activity and the addition of new residents matches the city's goal to increase pedestrian population and activity in and around commercial corridors.

Residential buildings are permitted uses in the C3A Zoning district. The project has been designed in order to fit into the neighborhood and adhere to the Warehouse Historic District Design Guidelines.

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

The proposed project conforms to all other regulations of C3A zoning which is being requested for this parcel, except for FAR, setbacks, and parking, which will be addressed below.

**Additional findings if applying for an increase in maximum height.**

**1) Access to light and air of surrounding properties or significant public spaces.**

The first 2 stories of the building share base massing with the tall 1<sup>st</sup> floor commercial spaces of neighboring historic buildings. The first floor is being used for common areas along First Street, the second floor will be used for residences alone. The middle 5

stories of the proposed project match the scale of historic and new buildings along the street. The front building face along First Street creates a street mass in harmony with its adjacent buildings. An 8<sup>th</sup> floor rooftop access is stepped back so as to not be visible from the street. It references many other penthouses on flat rooftops common throughout the district. The wide alleys surrounding the site and the First Street right of way allows for preservation of light and air around the building.

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

The shadow study indicates no significant impact on residential spaces. There are not significant public spaces or existing solar energy systems nearby. Winter ground shadowing occurs to the North over a service alley, landscaped area with tall trees and a driveway between the site and northern townhomes. The additional 8 feet of the 8<sup>th</sup> floor rooftop access minimally contribute to the overall shadow profile due to its setback.

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

The scale and character of neighboring buildings, both new and historic, are similar to the proposed building, ranging in height up to 10 stories. Nearby in the North Loop neighborhood there are many significant historic buildings that range in height from 80 – 115 feet. For example, 701 Washington is 82 feet and Tractor Works is 115 feet. The neighboring Gaar Scott building is 78 feet. Other nearby new construction ranges from 77 – 102 feet. The nearby Lindsay Lofts is 87 feet, Rock Island is 98 feet, Heritage Landing is 99 feet, and Bookmen Stacks is 102 feet, with penthouses that reach 124 feet. Our building is proposed to be 92 feet at our set back penthouse. This height fits comfortably within the scale and character of the surrounding neighborhood.

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

Views of the proposed building are blocked by trees and other structures from landmark buildings, open spaces and water bodies except for 1) from perspectives of neighboring buildings on 1st St N and 2) from the north side of the Hennepin Ave bridge, from which the upper two stories would be visible. Per our historical consultant and documentation submitted in the HPC application, the project will protect the integrity of the historic district.

**Request for Variances:**

**1) Variance to decrease side yard and rear yard setbacks**

- a) from 15' to 0' in the southeast side yard for a variance of 15'**
- b) from 15' to 1' 6" in the northeast rear yard for a variance of 13' 6"**
- c) from 15' to 0' in the northwest side yard setback for a variance of 15'**

**Requirement:**

The current required set back is 15'.

**Relevant Findings:**

Side yard and rear yard set backs are used to promote easier fire access and air and light for neighbors. Large public alleyways that are 20' and 16' wide abut both the southeast side yard and northeast rear yard. Existing townhomes to the north are over 80 ft away. Access for fire trucks and air access will not be hindered; the reduced side and rear yard set backs are consistent with warehouse development patterns throughout the neighborhood and preserve public alleyway access.

- (i) *Practical difficulties exist due to 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 site abuts one public street and has large public alleys adjacent to both the side and rear yards, a unique condition making the reduced setbacks appropriate. The prescribed setbacks would not allow the site to be put to a reasonable use, or conform to the district historic guidelines. The rear alley is a wide 20ft alley with additional adjacent parking spots on land to the north; the new building will not reduce access in any measureable way.

- (ii) *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.***

Multi-family is a reasonable use of this property that is supported by the proposed zoning and the comprehensive plan.

- (iii) *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 the variance will support the intent of the Warehouse Historic District Design Guidelines, while enhancing the Minneapolis comprehensive plan and North Loop Small Area Plan goals to redevelop sites like this into well-crafted additions to the urban fabric. The new building will enhance the public welfare by bringing life and activity to the street.

- 2) **Parking** The current minimum parking ratio is .9 parking spaces per unit. This project contains .62 parking spaces per apartment unit amounting to a requested variance of 19 spaces.

Requirement:

The code requires a minimum of .9 parking spaces per unit.

Relevant Findings:

The proposed 44 parking spaces and the ratio of .62 parking spaces per unit are appropriate for the smaller than typical average unit sizes of this project. The unit types, which average 450 SF, are likely to attract residents who are less likely to own a car and who are more likely to use public transit or bike. Allowing for this variance will allow residents to live more cost effectively near the downtown core, where they can take advantage of transit alternatives and leverage the city goals of encouraging density and multi-generational living in the urban core.

- (i) ***Practical difficulties exist due to 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 property is a unique site of fill soil with a building directly adjacent to the northwest with a zero lot line. The site currently contains contaminated fill soils that will need to be excavated to varying levels to reach bedrock to support foundations for the new building. This combined with the narrow lot make for complex parking geometry that limits the number of stalls that can be put underground. We have therefore added parking above ground to achieve 44 stalls, but this is the maximum achievable on such a narrow site.

- (ii) ***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.***

Multi-family is a reasonable use of this property that is supported by the proposed zoning and follows the Minneapolis comprehensive plan.

- (iii) ***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.***

Using less parking for this site will not harm the locale or neighbors. Instead it will actually encourage more use of public investments in transit. The new building will replace an outdated, non-contributing 1 story block structure with a sprinklered building that conforms to fire code; the new building will enhance the public welfare by adding street landscaping and lighting. The elimination of First Street curb cuts and moving of parking entrances to the rear alley will reduce the chance for pedestrian vehicle conflicts and improve public welfare.

- 3) **FAR** Maximum lot coverage floor area ratio of principle structure per ordinance is 4.8 (44,145 SF). The proposed FAR is 5.31 (48,831 SF).

Requirement:

The current allowed FAR ratio is 4.8.

Relevant Findings:

The FAR of the proposed building is 5.31. The building mass is in line with adjacent buildings and respects common building form and massing of the Warehouse District. Several of the adjacent historic buildings along First Street North have FARs above 4.8. The proposed 602 building volume per lot is less than historic buildings that define the neighborhood at Riverwalk Lofts, Falk Paper and Tower Lofts. The building volume per lot area is lower than three recently built North Loop neighborhood projects at Rock Island Lofts, Bookmen Stacks, and 720 Lofts. Allowing for this variance will help respect and follow the historic massing of the North Loop neighborhood and create a diversity of multi-family housing options currently under-represented in the neighborhood.

- (i) ***Practical difficulties exist due to 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.***

This existing lot is a unique site with a 6-story historic building nearby to the northwest. First Street North has a dense massing of tall historic and new buildings built directly on the front property line with no front yard setback. Historic guidelines call for a building that has massing similar to the adjacent buildings in the district.

- (ii) ***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.***

Multi-family is a reasonable use of this property that is supported by the proposed zoning.

- (iii) ***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.***

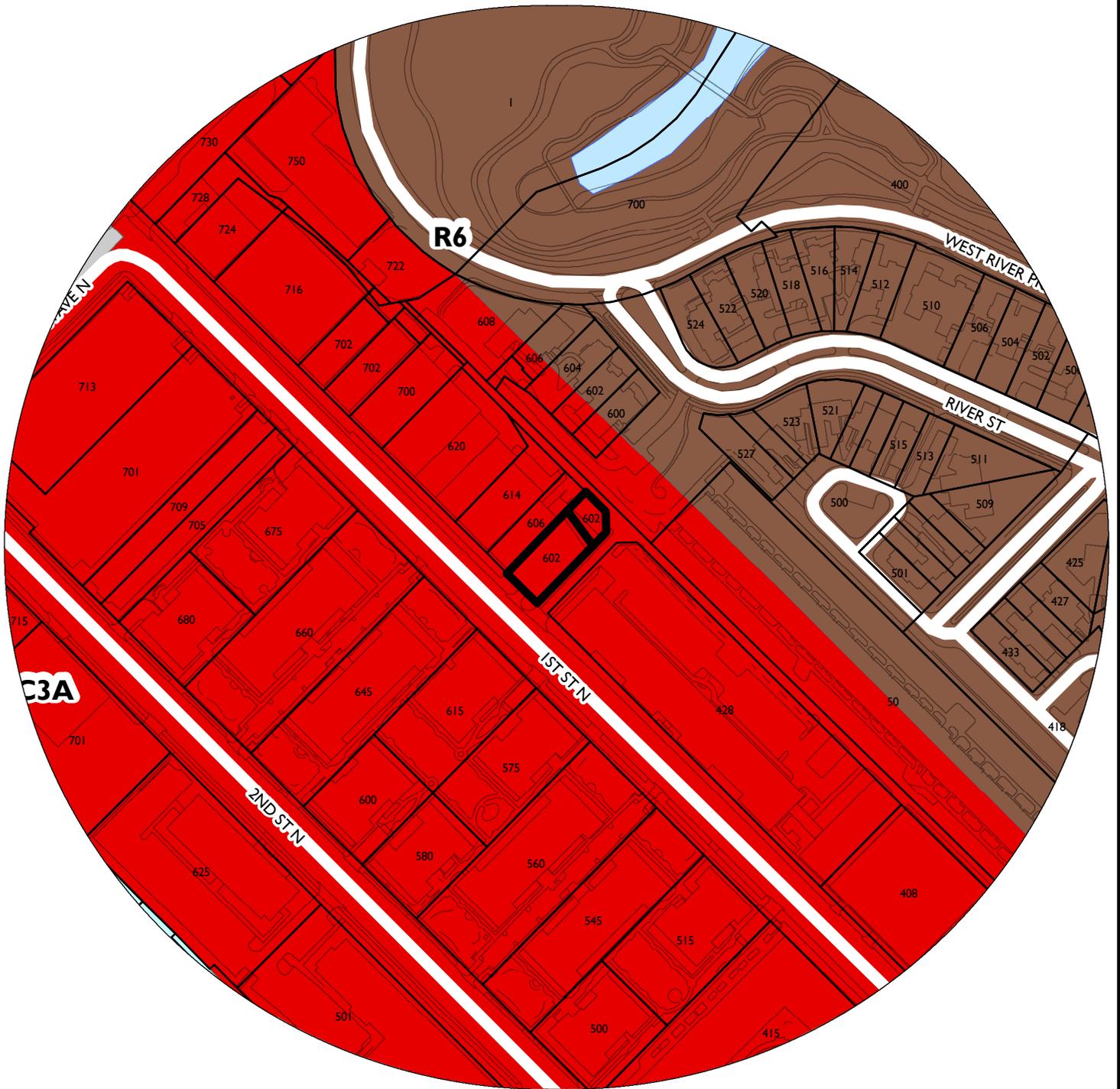
Granting of the variance will support the spirit and intent of the ordinance. Matching the adjacent historic building massing follows the Warehouse District Historic Guidelines. This project will enhance the neighborhood and follows the comprehensive plan goals to redevelop sites like this into well-crafted additions to the urban fabric, increasing housing options and downtown population. The proposed variance will allow for a building to be built with the massing character of the Warehouse District, and allow for a building that conforms to fire code and enhances the public welfare by adding street landscaping, active first floor spaces, and new pedestrian activity in the urban core.

# 602 Apartments

3rd

NAME OF APPLICANT

WARD



PROPERTY ADDRESS

**602 and 602 1/2 North 1st Street**

FILE NUMBER

**BZZ-7238**

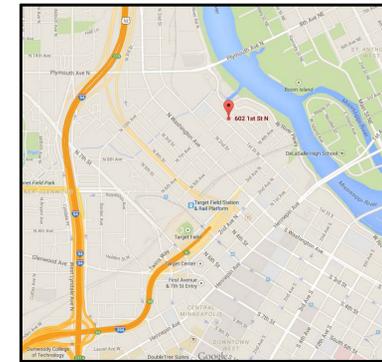


# 602 Apartments

602 N. 1ST ST. & 602 1/2 N. 1ST ST.  
Minneapolis, MN 55401

## PROJECT INFO.

### SITE INFORMATION:



### ADDRESS:

602 N. 1ST ST.  
602 1/2 N. 1ST ST.  
Minneapolis, MN 55401

### SITE REGULATIONS:

ZONING PLATE 13  
PRIMARY ZONING C3A

### OVERLAY ZONING DISTRICTS

-Downtown Height  
-Industrial Living  
-Downtown Parking  
-Mississippi River Critical Area

### HISTORIC DISTRICTS

-Minneapolis Warehouse District  
-St. Anthony Falls Historic District

### F.A.R.

FAR ALLOWED: 4 x 1.2 = 4.8  
FAR PROPOSED: 5.31  
HEIGHT ALLOWED: 6 STORIES, 84'  
HEIGHT PROPOSED: 8 STORIES, 92'

### BUILDING INFORMATION:

SITE AREA:	9,197 SF
<b>BUILDING AREA:</b>	<b>64,366 SF</b>
Lower Garage	8705 SF
1st Floor	2019 SF
1st Floor - Parking	6839 SF
2nd Floor	3274 SF
3rd Floor	8542 SF
4th Floor	8551 SF
5th Floor	8542 SF
6th Floor	8542 SF
7th Floor	8542 SF
8th Floor	811 SF
	64366 SF

### UNIT COUNT:

TYPE	COUNT
ONE BED	13
ONE BED + DEN	1
STUDIO	18
STUDIO ALCOVE	34
TWO BED	5
Grand total: 71	71

FLOOR	COUNT
2ND Floor	4
3RD Floor	11
4th Floor	14
5th Floor	14
6th Floor	14
7th Floor	14
Grand total: 71	71

<b>GARAGE PARKING:</b>	<b>44</b>
LOWER GARAGE	24
UPPER GARAGE	20
	44

## PROJECT TEAM

### DEVELOPER:

**SOLHEM LLC**  
3021 HOLMES AVE SOUTH, #101  
MINNEAPOLIS, MN 55408  
612.598.9416  
CURT GUNSBURY  
curt@solhemuptown.com

### TE MILLER LLC

TE Miller Development, LLC  
300 Prairie Center Drive, Suite 245  
Eden Prairie, MN 55345  
952.345.7844  
ROBERT T. MILLER, ESQ.  
rmiller@temillerdevelopment.com

### ARCHITECT:

### TUSHIE MONTGOMERY ARCHITECTS

DAN PELLINEN  
EVAN JACOBSEN  
danp@tmarchitects.com  
evanj@tmarchitects.com

7645 LYNDALE AVENUE SOUTH, #100  
MINNEAPOLIS, MINNESOTA 55423  
(612) 861-9636  
FAX (612) 861-9632

### CIVIL ENGINEER:

**CIVIL SITE GROUP, INC.**  
4931 W. 35th ST., SUITE 200  
ST. LOUIS PARK, MN 55416  
763.213.3944  
MATT PAVEK, P.E.  
mpavek@civilsitegroup.com

## SHEET INDEX

CS	COVER SHEET
-	SURVEY
<b>CIVIL</b>	
C1.0	C1.0 - REMOVALS PLAN
C2.0	C2.0 - GRADING AND DRAINAGE PLAN
C3.0	C3.0 - UTILITY PLAN
C4.0	C4.0 - DETAILS
SW1.0	SW1.0 - EROSION CONTROL/SWPPP PLAN
SW1.1	SW1.1 - EROSION CONTROL/SWPPP PLAN
SW1.2	SW1.2 - SWPPP NOTES
SW1.3	SW1.3 - SWPPP DETAILS
<b>LANDSCAPE</b>	
L1	L1 - SITE PLAN
L2	L2 - LANDSCAPE PLAN
L3	L3 - SITE DETAILS
L4	L4-PLANTING DETAILS
L5	L5 - SHADOW STUDY
<b>ARCHITECTURAL</b>	
A1	A1 - FLOOR PLANS
A2	A2 - FLOOR PLANS
A3	A3 - FLOOR PLANS
A4	A4 - ELEVATIONS
A5	A5 - BUILDING SECTION
A6	A6 - PRELIMINARY DETAILS
A7	A7 - EXTERIOR PERSPECTIVES
A8	A8 - EXTERIOR CONTEXT
A9	A9 - EXISTING CONDITIONS
A10	A10 - ENTRY EXHIBIT

### SUBMITTALS:

COW/HPC SUBMITTAL	05-04-2015
COW/HPC MEETING REVISIONS	05-14-2015
HPC APPLICATION SUBMITTAL	05-29-2015
PRELIMINARY DEVELOPMENT REVIEW/ SITE PLAN REVIEW	06-05-2015
LAND USE SUBITTAL	06-30-2015
LAND USE RESUBITTAL	07-16-2015



CS- Cover Sheet

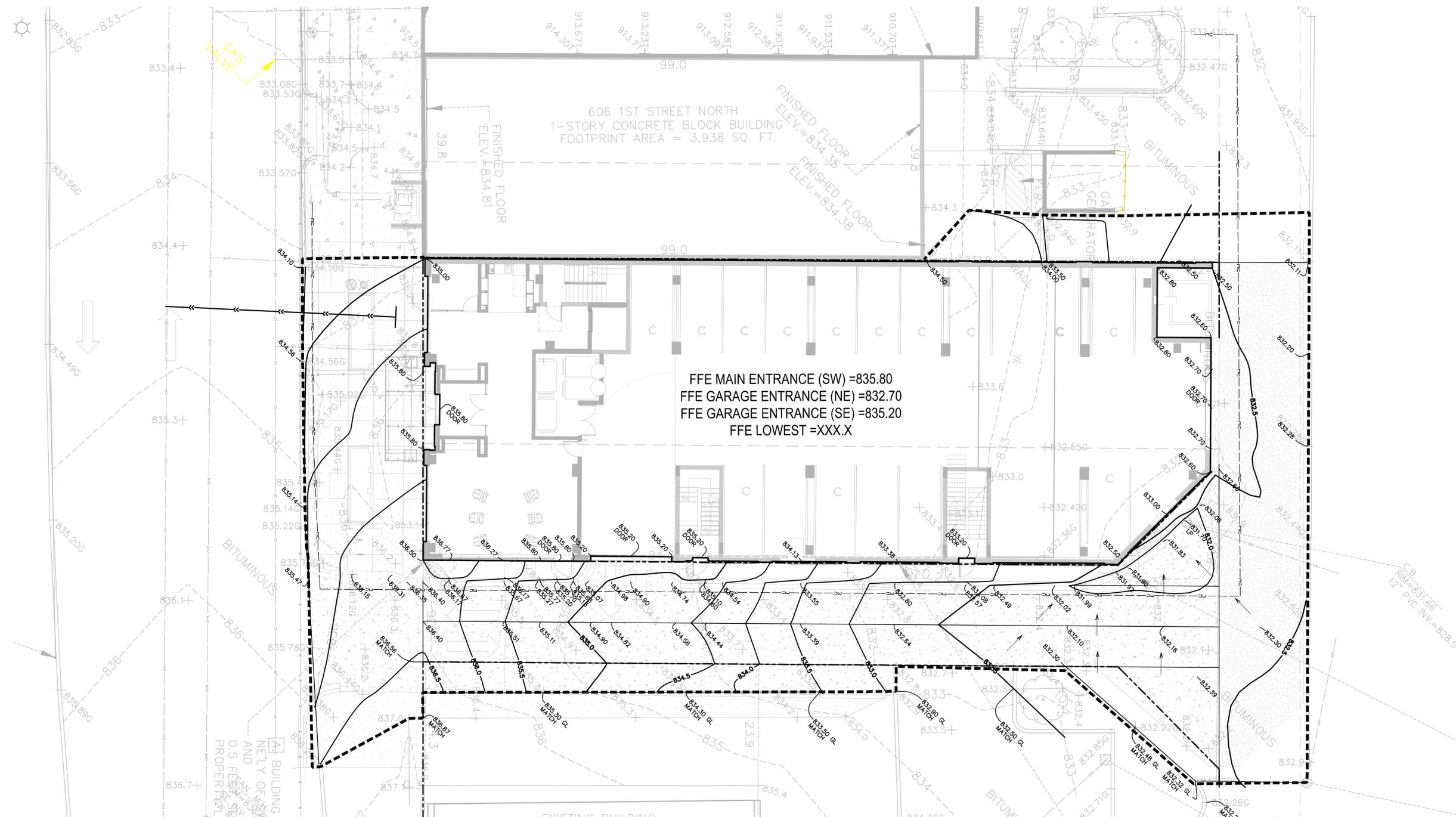
July 21, 2015







**602 Apartments**  
602 1st Street North,  
Minneapolis, MN



**GENERAL GRADING NOTES:**

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

- ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER.
- TOLERANCES
  - 13.1. THE BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
  - 13.2. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
  - 13.3. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
  - 13.4. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
  14. MAINTENANCE
  - 14.1. THE CONTRACTOR SHALL PROTECT NEWLY GRADED AREAS FROM TRAFFIC AND EROSION, AND KEEP AREA FREE OF TRASH AND DEBRIS.
  - 14.2. CONTRACTOR SHALL REPAIR AND REESTABLISH GRADES IN SETTLED, ERODED AND RUTTED AREAS TO SPECIFIED TOLERANCES. DURING THE CONSTRUCTION, IF REQUIRED, AND DURING THE WARRANTY PERIOD, ERODED AREAS WHERE TURF IS TO BE ESTABLISHED SHALL BE RESEEDED AND MULCHED.
  - 14.3. WHERE COMPLETED COMPACTED AREAS ARE DISTURBED BY SUBSEQUENT CONSTRUCTION OPERATIONS OR ADVERSE WEATHER, CONTRACTOR SHALL SCARIFY, SURFACE, RESHAPE, AND COMPACT TO REQUIRED DENSITY PRIOR TO FURTHER CONSTRUCTION.

**EROSION CONTROL NOTES:**

SEE SWPPP PAGES SW1.0 - SW1.3

**CITY OF MINNEAPOLIS NOTES:**

- ALL STREETScape ELEMENTS IN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN ENCROACHMENT PERMIT. STREETScape ELEMENTS INCLUDE, BUT ARE NOT LIMITED TO: PLANTS & SHRUBS, PLANTERS, TREE GRATES, SIDEWALK FURNITURE, SIDEWALK ELEMENTS OTHER THAN STANDARD CONCRETE WALKWAYS, RETAINING WALLS, ACCESS RAMPS, AND RAILINGS. PLEASE CONTACT BOB BOBLETT AT (612) 673-2428 FOR FURTHER INFORMATION.
- 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.
- CONCRETE WASHOUT PROCEDURES SHALL BE COMPLETED OFF-SITE.

**LEGEND:**

- 932 --- EX. 1' CONTOUR ELEVATION INTERVAL
- 419 --- 1' CONTOUR ELEVATION INTERVAL
- 422.0 SPOT GRADE ELEVATION (FLOW LINE UNLESS OTHERWISE NOTED)
- 422.0G SPOT GRADE ELEVATION GUTTER
- 422.0BC SPOT GRADE ELEVATION BACK OF CURB (TOP OF CURB)
- 422.0BS SPOT GRADE ELEVATION BOTTOM OF STAIRS
- TIP OUT (T.O.) CURB AND GUTTER WHERE APPLICABLE-TAPER GUTTERS TO DRAIN AS SHOWN

**GROUNDWATER INFORMATION:**

PER GEOTECHNICAL REPORT BY BRAUN INTERTEC, DATED 09-02-2014. NO GROUNDWATER WAS OBSERVED AS SOIL BORINGS WERE ADVANCED, PERCHED WATER EXISTS IN FILL LAYERS BUT APPEARS GROUNDWATER IS BELOW THE DEPTHS EXPLORED. ESTIMATED GROUNDWATER ELEVATION NEAR 800 ELEVATION BUT MAY FLUCTUATE WITH PERIODS OF HIGH WATER. ESTIMATED DRAIN TILE / FOUNDATION DRAIN INVERT ELEVATION +814

**GROUNDWATER STATEMENT:**

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

HSJ BENCHMARK  
TOP OF NAIL  
ELEV.=831.6

PREPARED FOR:

**TE Miller**  
Development, LLC

**solhem**

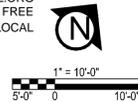
ALL ARCHITECTURAL AND ENGINEERING DRAWINGS ARE IN CONFIDENCE AND DISSEMINATION MAY NOT BE MADE WITHOUT PRIOR WRITTEN CONSENT OF THE ARCHITECT. ALL COMMON LAW RIGHTS OF COPYRIGHT AND OTHERWISE, ARE HEREBY SPECIFICALLY RESERVED. I HEREBY CERTIFY THAT THIS PLAN SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: Matthew R Pavik  
SIGNATURE: *MP*  
DATE: 6-30-15 LICENSE #:44263

Revisions & Addendums  
6/5/2015 - PDR SUBMITTAL  
6/30/2015 - LAND USE SUBMITTAL

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

**GSOC**



214055A  
**GRADING & DRAINAGE PLAN**

**C2.0**

**602 Apartments**  
602 1st Street North,  
Minneapolis, MN

PREPARED FOR:

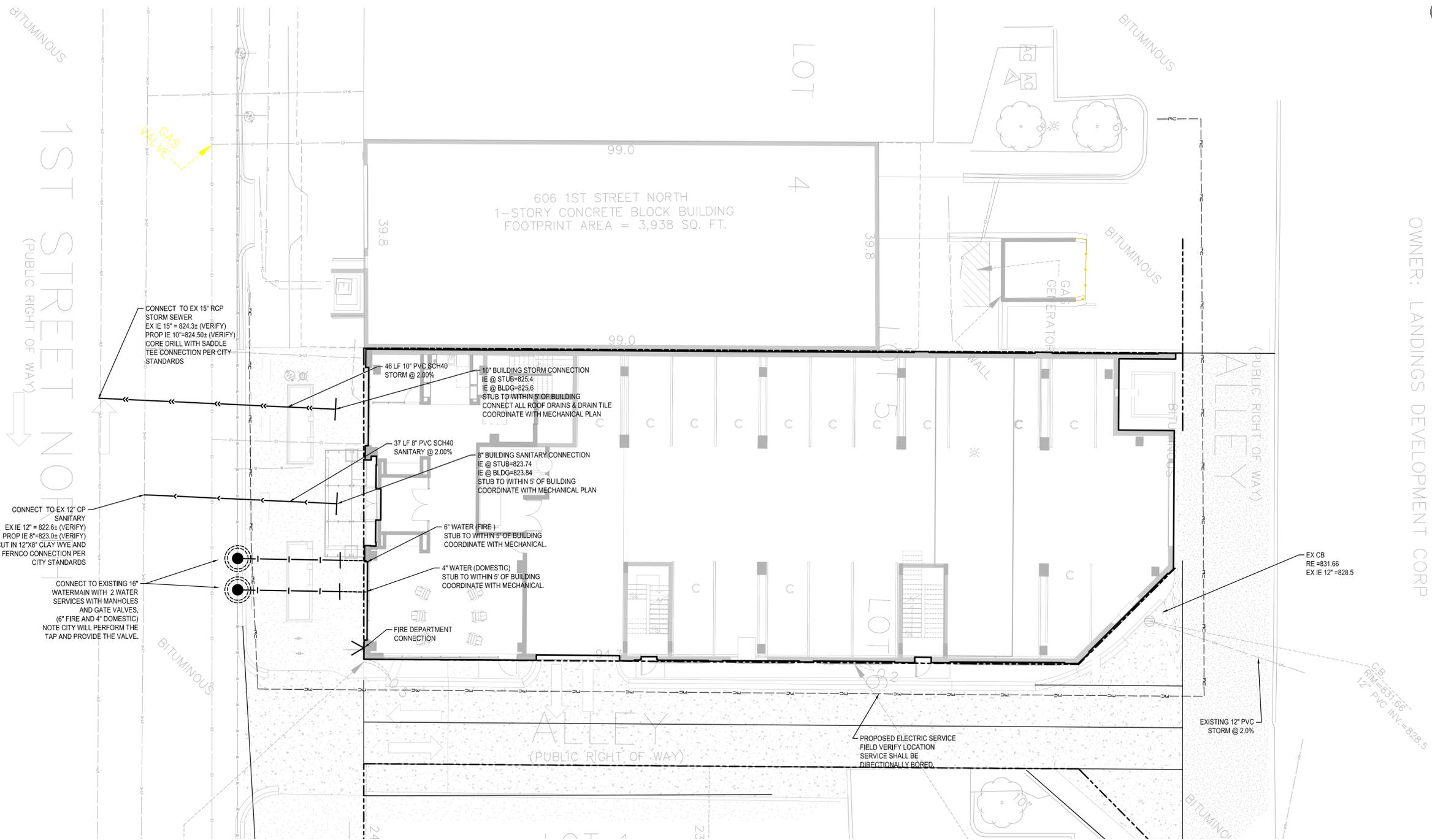
**TE Miller**  
Development, LLC

**solhem**

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PRINT NAME: Matthew R Pavik  
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DATE: 6-30-15 LICENSE #: 44263

Revisions & Addendums  
6/5/2015 - PDR SUBMITTAL  
6/30/2015 - LAND USE SUBMITTAL



**GENERAL UTILITY NOTES:**

- SEE SITE PLAN FOR HORIZONTAL DIMENSIONS AND LAYOUT.
- CONTRACTOR SHALL FIELD VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES OR VARIATIONS FROM THE PLANS.
- ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
- UTILITY INSTALLATION SHALL CONFORM TO THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION" AND "SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), AND SHALL CONFORM WITH THE REQUIREMENTS OF THE CITY AND THE PROJECT SPECIFICATIONS.
- CASTINGS SHALL BE SALVAGED FROM STRUCTURE REMOVALS AND RE-USED OR PLACED AT THE DIRECTION OF THE OWNER.
- ALL WATER PIPE SHALL BE CLASS 52 DUCTILE IRON PIPE (DIP) UNLESS OTHERWISE NOTED.
- ALL SANITARY SEWER SHALL BE SDR 26 POLYVINYL CHLORIDE (PVC) UNLESS OTHERWISE NOTED.
- ALL STORM SEWER PIPE SHALL BE HDPE UNLESS OTHERWISE NOTED.
- PIPE LENGTHS SHOWN ARE FROM CENTER TO CENTER OF STRUCTURE OR TO END OF FLARED END SECTION.
- UTILITIES ON THE PLAN ARE SHOWN TO WITHIN 5' OF THE BUILDING FOOTPRINT. THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE FINAL CONNECTION TO BUILDING LINES. COORDINATE WITH ARCHITECTURAL AND MECHANICAL PLANS.
- CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.15 FEET PER DETAILS. RIM ELEVATIONS SHOWN ON THIS PLAN DO NOT REFLECT SUMPED ELEVATIONS.
- ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB UNLESS OTHERWISE NOTED.
- HYDRANT TYPE, VALVE, AND CONNECTION SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS. HYDRANT EXTENSIONS ARE INCIDENTAL.

- A MINIMUM OF 8 FEET OF COVER IS REQUIRED OVER ALL WATERMAIN, UNLESS OTHERWISE NOTED. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM OF 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. EXTRA DEPTH WATERMAIN IS INCIDENTAL.
- A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES, UNLESS OTHERWISE NOTED.
- ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE IN ACCORDANCE WITH CITY STANDARDS AND COORDINATED WITH THE CITY PRIOR TO CONSTRUCTION.
- CONNECTIONS TO EXISTING STRUCTURES SHALL BE CORE-DRILLED.
- COORDINATE LOCATIONS AND SIZES OF SERVICE CONNECTIONS WITH THE MECHANICAL DRAWINGS.
- COORDINATE INSTALLATION AND SCHEDULING OF THE INSTALLATION OF UTILITIES WITH ADJACENT CONTRACTORS AND CITY STAFF.
- ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL PAVEMENT CONNECTIONS SHALL BE SAWCUT. ALL TRAFFIC CONTROLS SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY. THIS SHALL INCLUDE BUT NOT BE LIMITED TO SIGNAE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
- ALL STRUCTURES, PUBLIC AND PRIVATE, SHALL BE ADJUSTED TO PROPOSED GRADES WHERE REQUIRED. THE REQUIREMENTS OF ALL OWNERS MUST BE COMPLIED WITH, STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
- CONTRACTOR SHALL COORDINATE ALL WORK WITH PRIVATE UTILITY COMPANIES.
- CONTRACTOR SHALL COORDINATE CONNECTION OF IRRIGATION SERVICE TO UTILITIES. COORDINATE THE INSTALLATION OF IRRIGATION SLEEVES NECESSARY AS TO NOT IMPACT INSTALLATION OF UTILITIES.
- CONTRACTOR SHALL MAINTAIN AS-BUILT PLANS THROUGHOUT CONSTRUCTION AND SUBMIT THESE PLANS TO ENGINEER UPON COMPLETION OF WORK.
- ALL JOINTS AND CONNECTIONS IN STORM SEWER SYSTEM SHALL BE GASTIGHT OR WATERTIGHT. APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATERTIGHT CONNECTIONS TO MANHOLES, CATCHBASINS, OR OTHER STRUCTURES.

**REQUIRED CITY OF MINNEAPOLIS CORRESPONDANCE AND DOCUMENTATION NOTES:**

- 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 STORM WATER MANAGEMENT BMP. CONTACT PAUL CHELLENSEN, 612-673-2406 OR PAUL.CHELLENSEN@MINNEAPOLISMN.GOV
- UPON THE PROJECT'S COMPLETION THE GENERAL CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL PROVIDE TO THE DEPARTMENT OF PUBLIC WORKS A "FINAL STORM WATER MANAGEMENT REPORT" INCLUDING DRAWINGS. THIS REPORT WILL SERVE AS A MEANS OF VERIFICATION THAT THE INTENT OF THE APPROVED STORM WATER 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.

**STORMWATER RATE SUMMARY**

Stormwater Rate Summary - From Site			
Drainage Area	Existing Rate (cfs)		
	2-YR	10-YR	100-YR
EX1 - TO 1ST	0.30	0.45	0.83
EX2 - TO ALLEY (SE)	0.47	0.72	1.00
EX2 - TO ALLEY (NW)	0.07	0.10	0.14
TOTAL	0.84	1.27	1.77

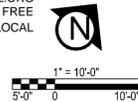
  

Drainage Area	Proposed Conditions Rate (cfs)		
	2-YR	10-YR	100-YR
PR1 - TO 1ST	0.83	1.25	1.75
PR2 - TO ALLEY	0.01	0.02	0.03
TOTAL	0.84	1.27	1.78

**LEGEND:**

- MANHOLE OR CATCH BASIN
- GATE VALVE
- POST INDICATOR VALVE
- SANITARY SEWER
- STORM SEWER
- WATER MAIN

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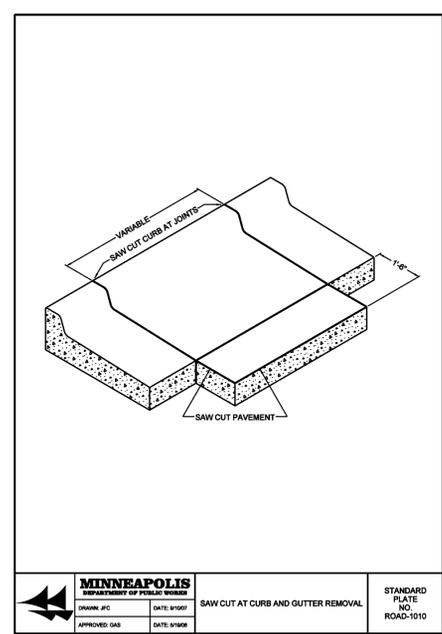
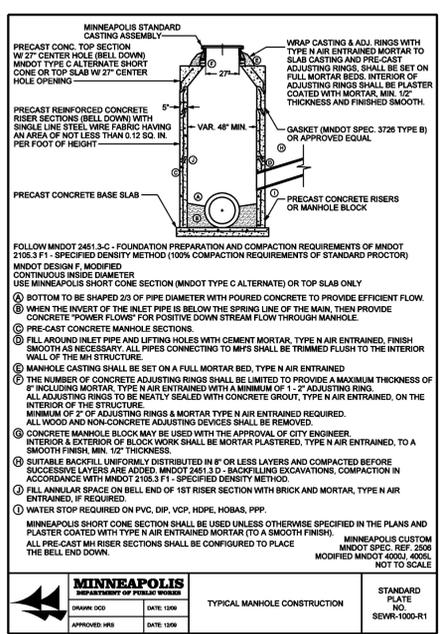
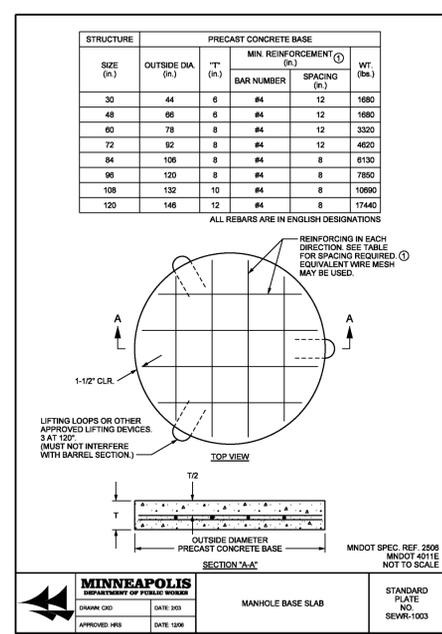
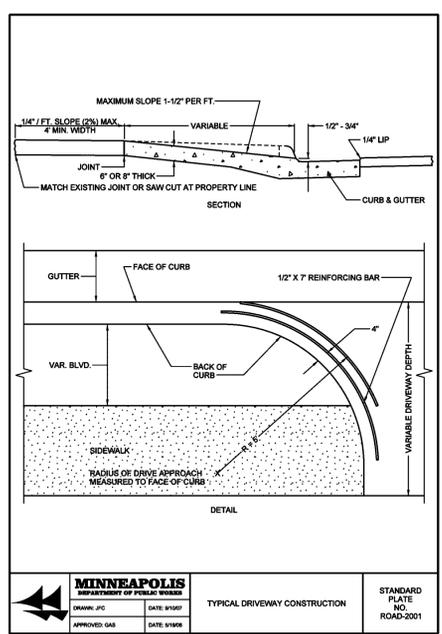
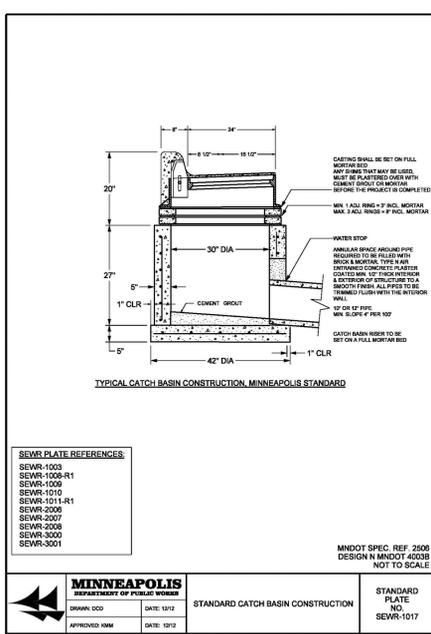
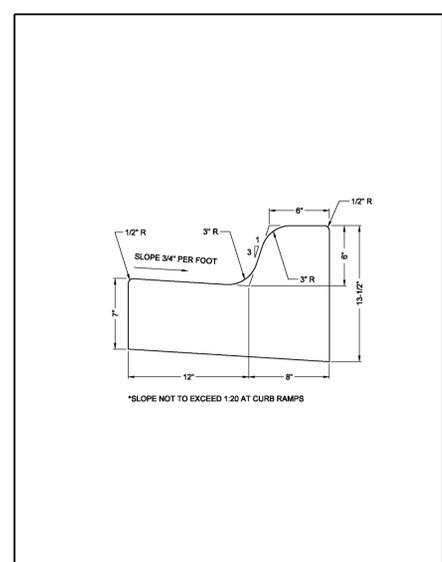
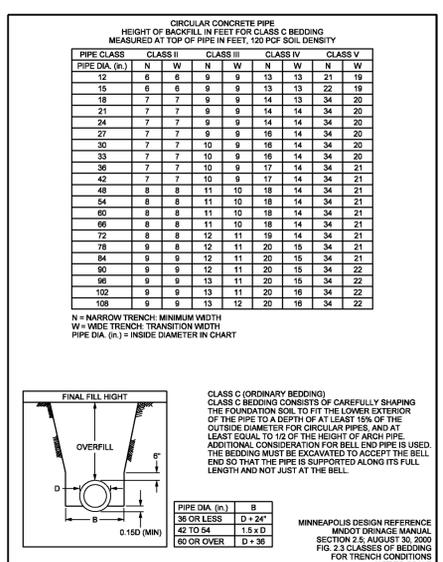
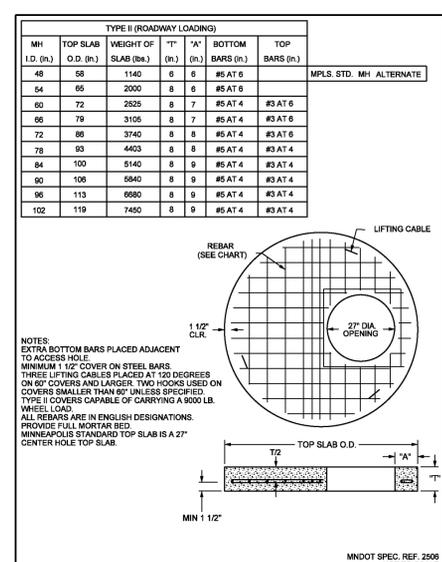
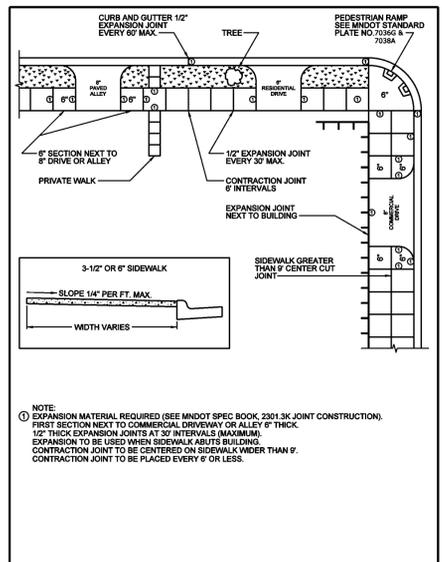
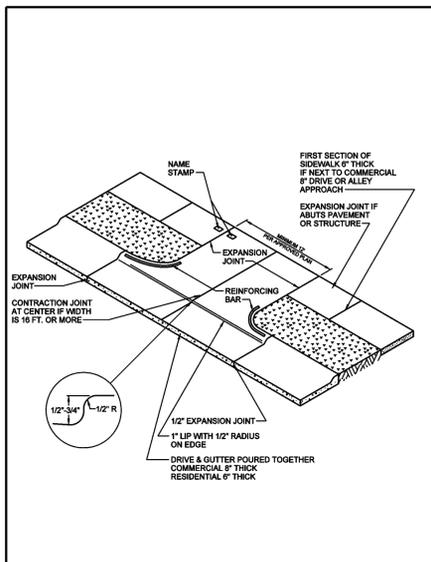


214055A

UTILITY PLAN

**C3.0**

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**602 Apartments**  
602 1st Street North,  
Minneapolis, MN

PREPARED FOR:  
**TE Miller**  
Development, LLC

**solhem**

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PRINT NAME: Matthew R Pavik  
SIGNATURE: *[Signature]*  
DATE: 6-30-15 LICENSE #: 44263

OWNER: LANDINGS DEVELOPMENT CORP

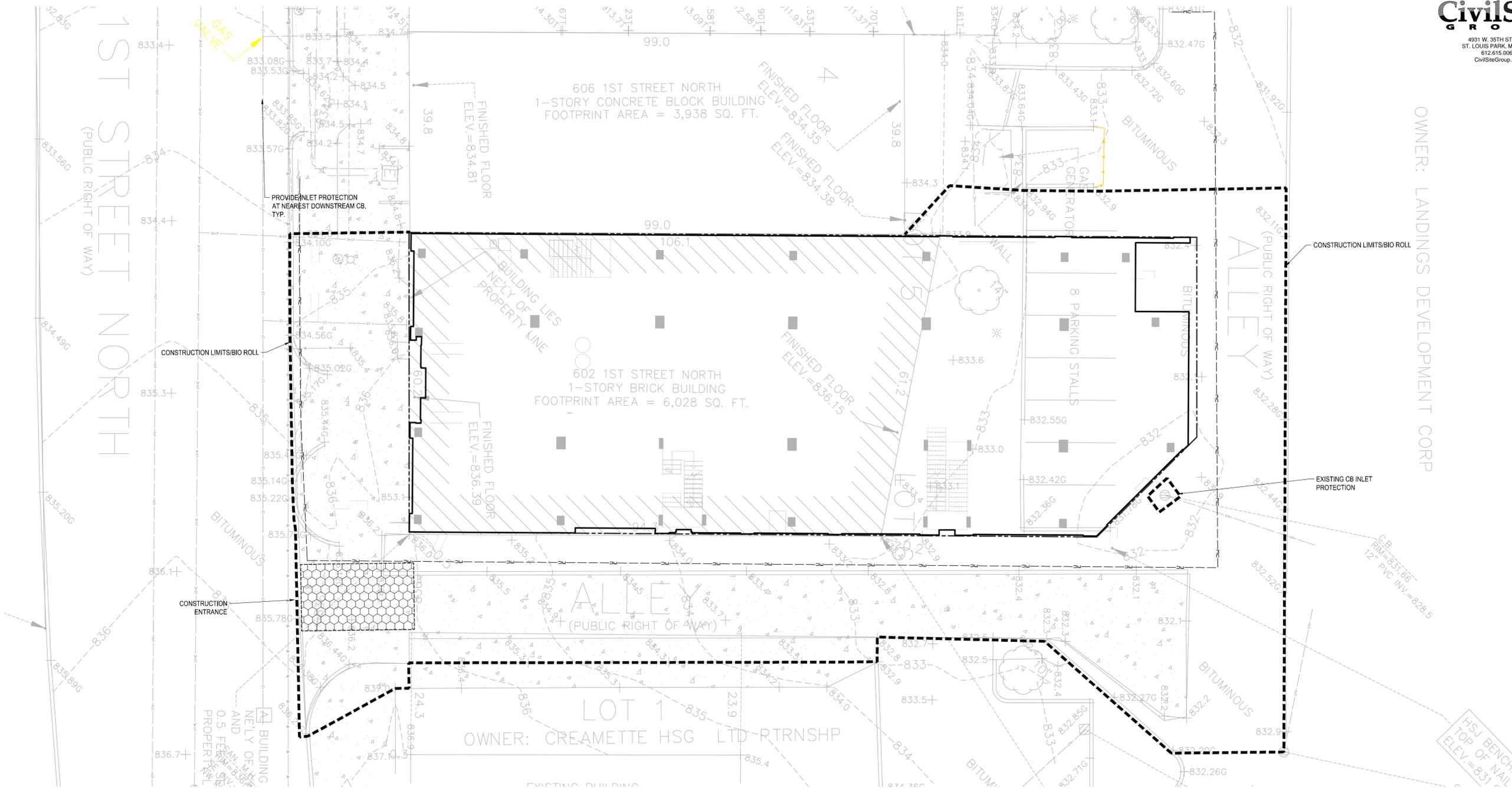
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602 1st Street North,  
Minneapolis, MN

PREPARED FOR:  
**TE Miller**  
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Revisions & Addendums  
6/5/2015 - PDR SUBMITTAL  
6/30/2015 - LAND USE SUBMITTAL

214055A  
EROSION CONTROL PLAN AND STORM WATER POLLUTION PREVENTION PLAN (SWPPP) EXISTING  
**SWI.0**



**NON STORM WATER DISCHARGES:**  
1. THERE ARE NO KNOWN NON-STORM WATER DISCHARGES ON THE EXISTING SITE AND NON ARE PROPOSED AS PART OF THIS DEVELOPMENT.

**OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT**

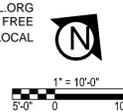
ALL CLEARING, GRADING, CONSTRUCTION OR DEVELOPMENT WILL BE DONE PURSUANT TO THE PLAN, SIGNED BY PARTIES BELOW:

OWNER: \_\_\_\_\_  
DEVELOPER: \_\_\_\_\_  
CONTRACTOR: \_\_\_\_\_

**LEGEND:**

- EX. 1' CONTOUR ELEVATION INTERVAL
- 1' CONTOUR ELEVATION INTERVAL
- SPOT GRADE ELEVATION (FLOW LINE UNLESS OTHERWISE NOTED)
- 422.0G SPOT GRADE ELEVATION GUTTER
- 422.0BC SPOT GRADE ELEVATION BACK OF CURB (TOP OF CURB)
- 422.0BS SPOT GRADE ELEVATION BOTTOM OF STAIRS
- COMBINATION BIO-ROLL, CHAIN LINK CONSTRUCTION FENCE
- EROSION CONTROL BLANKET
- STABILIZED CONSTRUCTION ENTRANCE
- TIP OUT (T.O.) CURB AND GUTTER WHERE APPLICABLE-TAPER GUTTERS TO DRAIN AS SHOWN
- INLET PROTECTION - INSTALL AT ALL NEW INLETS AT TIME OF INSTALLATION, MAINTAIN THROUGHOUT DURATION OF PROJECT

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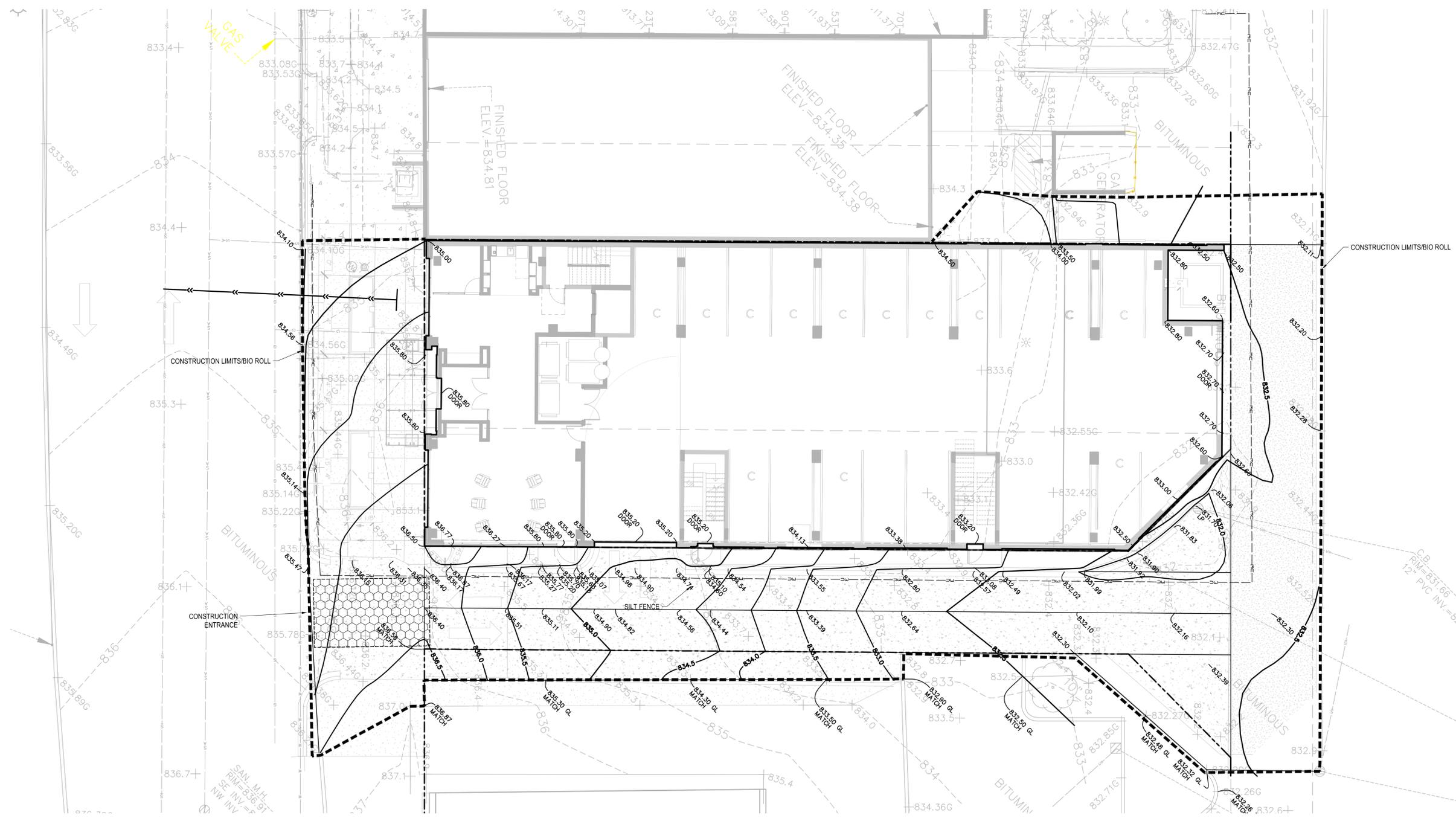


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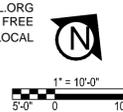
**NON STORM WATER DISCHARGES:**  
1. THERE ARE NO KNOWN NON-STORM WATER DISCHARGES ON THE EXISTING SITE AND NON ARE PROPOSED AS PART OF THIS DEVELOPMENT.

**OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT**

ALL CLEARING, GRADING, CONSTRUCTION OR DEVELOPMENT WILL BE DONE PURSUANT TO THE PLAN, SIGNED BY PARTIES BELOW.  
OWNER: \_\_\_\_\_  
DEVELOPER: \_\_\_\_\_  
CONTRACTOR: \_\_\_\_\_

- LEGEND:**
- EX. 1' CONTOUR ELEVATION INTERVAL
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214055A  
EROSION CONTROL PLAN AND  
STORM WATER POLLUTION  
PREVENTION PLAN (SWPPP)  
PROPOSED

**SWI.1**  
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**GENERAL SWPPP REQUIREMENTS AND NOTES:**

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

**PART III STORMWATER DISCHARGE DESIGN REQUIREMENTS**

**SWPPP (PART III.A)**

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

THE INTENDED SEQUENCING OF MAJOR CONSTRUCTION ACTIVITIES IS AS FOLLOWS:

1. VERIFY THAT ALL NECESSARY PERMITS HAVE BEEN OBTAINED AND/OR OBTAIN THE NECESSARY PERMITS.
2. INSTALL STABILIZED ROCK CONSTRUCTION ENTRANCE
3. INSTALLATION OF SILT FENCE AROUND SITE
4. INSTALL ORANGE CONSTRUCTION FENCING AROUND INFILTRATION AREAS
5. CLEAR AND GRUB FOR TEMPORARY SEDIMENT BASIN / POND INSTALL
6. CONSTRUCT TEMPORARY SEDIMENT BASIN / POND (PART III.B)
7. CLEAR AND GRUB REMAINDER OF SITE
8. DEMOLISH AND REMOVE ALL EXISTING PAVEMENTS AND STRUCTURES PER REMOVALS PLAN.
9. STRIP AND STOCKPILE TOPSOIL
10. ROUGH GRADE THE SITE
11. STABILIZE DENUDED AREAS AND STOCKPILES
12. CONTRACTOR SHALL INSPECT, MONITOR AND MAINTAIN TEMPORARY AND PERMANENT EROSION CONTROL BMP'S AS SHOWN ON PLANS AND IN CONFORMANCE WITH NPDES PERMIT, CONTINUOUSLY DURING THE WORK. CONTRACTOR SHALL STABILIZE ALL EXPOSED SOILS NO LATER THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
13. INSTALL SANITARY SEWER, WATER MAIN STORM SEWER AND SERVICES
14. INSTALL SILT FENCE / INLET PROTECTION AROUND CBS
15. INSTALL STREET SECTION
16. INSTALL CURB AND GUTTER
17. INSTALL BITUMINOUS ON STREETS
18. FINAL GRADE BOULEVARD, INSTALL SEED AND MULCH
19. REMOVE ACCUMULATED SEDIMENT FROM BASIN / POND
20. FINAL GRADE POND / INFILTRATION BASINS (DO NOT COMPACT SOILS IN INFILTRATION AREAS.) (PART III.C)
21. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED BY EITHER SEED OR SOIL/LANDSCAPING, REMOVE BMP'S AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.

**RECORDS RETENTION (PART III.E):**

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

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

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

**PART IV. CONSTRUCTION ACTIVITY REQUIREMENTS**

**EROSION PREVENTION (PART IV.B):**

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

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

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

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

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

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

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

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

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

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

**TEMPORARY EROSION CONTROL SEEDING, MULCHING & BLANKET.**

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

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

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

**SEDIMENT CONTROL (PART IV.C):**

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

- a. TEMPORARY OR PERMANENT DRAINAGE DITCHES AND SEDIMENT BASINS THAT ARE DESIGNED AS PART OF A SEDIMENT CONTAINMENT SYSTEM (E.G., DITCHES WITH ROCK CHECK DAMS) REQUIRE SEDIMENT CONTROL PRACTICES ONLY AS APPROPRIATE FOR SITE CONDITIONS.
- b. IF THE DOWN GRADIENT TREATMENT SYSTEM IS OVERLOADED, ADDITIONAL UPGRADIENT SEDIMENT CONTROL PRACTICES OR REDUNDANT BMP'S MUST BE INSTALLED TO ELIMINATE THE OVERLOADING, AND THE SWPPP MUST BE AMENDED TO IDENTIFY THESE ADDITIONAL PRACTICES AS REQUIRED IN PART III.A.4. A THROUGH C.
- c. IN ORDER TO MAINTAIN SHEET FLOW AND MINIMIZE RILLS AND/OR GULLIES, THERE SHALL BE NO UNBROKEN SLOPE LENGTH OF GREATER THAN 75 FEET FOR SLOPES WITH A GRADE OF 3:1 OR STEEPER.

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

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

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

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

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

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

THE PERMITTEE MUST INSTALL TEMPORARY SEDIMENTATION BASINS AS REQUIRED IN PART III.B. OF THIS PERMIT.  
**DEWATERING AND BASIN DRAINING (PART IV.D):**

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

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

**INSPECTIONS AND MAINTENANCE (PART IV.E):**

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

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

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

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

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

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

**POLLUTION PREVENTION MANAGEMENT (PART IV.F):**

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

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

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

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

CONCRETE WASHOUT: ALL LIQUID AND SOLID WASTES GENERATED BY CONCRETE WASHOUT OPERATIONS MUST BE CONTAINED IN A LEAK PROOF CONTAINMENT FACILITY OR IMPERMEABLE LINER. A COMPACTED CLAY LINER THAT DOES NOT ALLOW WASHOUT LIQUIDS TO ENTER THE GROUND IS CONSIDERED AN IMPERMEABLE LINER. THE LIQUID AND SOLID WASTES MUST NOT CONTACT THE GROUND, AND THERE MUST NOT BE RUNOFF FROM THE CONCRETE WASHOUT OPERATIONS OR AREAS. LIQUID AND SOLID WASTES MUST BE DISPOSED OF PROPERLY AND IN COMPLIANCE WITH MPCA REGULATIONS. A SIGN MUST BE INSTALLED ADJACENT TO EACH WASHOUT FACILITY TO INFORM CONCRETE EQUIPMENT OPERATORS TO UTILIZE THE PROPER FACILITIES. CONCRETE WASHOUT MAY ALSO OCCUR OFF SITE ACCORDING TO THE APPROPRIATE REGULATIONS.

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

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

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

**FINAL STABILIZATION (PART IV.G):**

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

**TRAINING (PART III.A.2)**

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

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

SITE AREA = 0.21 ACRES  
ON SITE DISTURBED AREA = 0.21 ACRES  
OFF SITE DISTURBED AREA = 0.22 ACRES  
TOTAL DISTURBED AREA = 0.43 ACRES  
EXISTING IMPERVIOUS AREA = 0.21 ACRES  
PROPOSED IMPERVIOUS AREA = 0.21 ACRES  
NEW IMPERVIOUS AREA = (124) SQUARE FEET  
QUANTITY OF SOIL TO BE MOVED ON SITE = +5,000CY  
SILT FENCE/BIO-ROLL = 530 LF  
INLET PROTECTION DEVICES = 2 EACH  
EROSION CONTROL BLANKET = 0 SF  
TEMPORARY SEED & MULCH = 0 ACRES  
ROCK CHECK DAMS = 0 EACH

**OWNER INFORMATION**

OWNER:  
CURT GUNSBURY & ROBB MILLER  
TE MILLER DEVELOPMENT LLC  
300 PRAIRIE CENTER DRIVE SUITE 245  
EDEN PRAIRIE, MN 55344  
PHONE: 612-216-2825

**SWPPP CONTACT PERSON**

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

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

N/A - NO PERMANENT STORM WATER MANAGEMENT SYSTEM ON SITE.

**SWPPP ATTACHMENTS (ONLY APPLICABLE IF SITE IS 1 ACRE OR GREATER):**

CONTRACTOR SHALL OBTAIN A COPY OF THE FOLLOWING SWPPP ATTACHMENTS WHICH ARE A PART OF THE OVERALL SWPPP PACKAGE:  
ATTACHMENT A: CONSTRUCTION SWPPP TEMPLATE - SITE SPECIFIC SWPPP DOCUMENT  
ATTACHMENT B: CONSTRUCTION STORMWATER INSPECTION CHECKLIST  
ATTACHMENT C: MAINTENANCE PLAN FOR PERMANENT STORM WATER TREATMENT SYSTEMS  
ATTACHMENT D: STORMWATER MANAGEMENT REPORT - ON FILE AT THE OFFICE OF PROJECT ENGINEER, AVAILABLE UPON REQUEST.  
ATTACHMENT E: GEOTECHNICAL EVALUATION REPORT - ON FILE AT THE OFFICE OF PROJECT ENGINEER, AVAILABLE UPON REQUEST.

**SUPPLEMENTARY SITE SPECIFIC EROSION CONTROL NOTES:**

THESE NOTES SUPERCEDE ANY GENERAL SWPPP NOTES.

**PROJECT NARRATIVE:**

PROJECT IS A REDEVELOPMENT OF AN EXISTING BUILDING SITE INTO A MULTI LEVEL SLAB ON GRADE CONDOMINIUM BUILDING. SITE AND LANDSCAPE IMPROVEMENTS WILL OCCUR.

**SPECIAL TMDL BMP REQUIREMENTS SITE SPECIFIC (IF REQUIRED):**

NOT REQUIRED - NO SPECIAL OR IMPAIRED WATERS NEAR SITE

**PERMANENT STABILIZATION NOTES SITE SPECIFIC:**

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

**CITY OF MINNEAPOLIS EROSION CONTROL NOTES:**

1. RESERVED FOR CITY SPECIFIC EROSION CONTROL NOTES.

*City of Minneapolis Standard Erosion Control Notes*



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

1. Contractor must call a construction start 48 hours prior to any land disturbance 612-673-3867. Failure to do so may result in fines, the revocation of permit and a stop work order being issued.
2. Install perimeter erosion control at the locations shown on the plans prior to the commencement of any land disturbance or construction activities.
3. Before beginning construction, install a temporary rock construction entrance at each point where vehicles exit the construction site. Use 2 inch or greater diameter rock in a layer at least 6 inches thick across the entire width of the entrance. Extend the rock entrance at least 50 feet into the construction zone using a geo-textile fabric beneath the aggregate to prevent migration of soil into the rock below.
4. Remove all soils and sediments tracked or otherwise deposited onto public and private pavement areas. Removal shall be on a daily basis when tracking occurs and may be ordered by Minneapolis inspectors at any time if conditions warrant. Sweeping shall be maintained throughout the duration of the construction and done in a manner to prevent dust being blown to adjacent properties.
5. Install inlet protection at all public and private catch basin inlets, which receive runoff from the disturbed areas. Contractor shall clean, remove sediment or replace storm drain inlet protection devices on a routine basis such that the devices are fully functional for the next rain event. Sediment deposited in and/or plugging drainage systems is the responsibility of the contractor. Hay bales or filter fabric wrapped grates are not allowed for inlet protection.
6. Locate soil or dirt stockpiles no less than 25 feet from any public or private roadway or drainage channel. If remaining for more than seven days, stabilize the stockpiles by mulching, vegetative cover, haps, or other means. Control erosion from all stockpiles by placing silt barriers around the piles. Temporary stockpiles located on paved surfaces must be no less than two feet from the drainage/gutter line and shall be covered if left more than 24 hours.
7. Maintain all temporary erosion and sediment control devices in place until the contributing drainage area has been stabilized. Inspect temporary erosion and sediment control devices on a daily basis and replace deteriorated, damaged, or eroded erosion control devices immediately.
8. Temporarily or permanently stabilize all construction areas which have undergone final grading, and all areas in which grading or site building construction operations are not actively underway against erosion due to rain, wind and running water within 7-14 days. Use seed and mulch, erosion control matting, and/or sodding and staking in green space areas. Remove all temporary synthetic, structural, non-biodegradable erosion and sediment control devices after the site has undergone final stabilization with permanent vegetation establishment. Final stabilization for purposes of this removal is 70% established cover over denuded area.
9. Ready mixed concrete and concrete batch mix plants are prohibited within the public right of way. All concrete related production, cleaning and mixing activities shall be done in the designated concrete mixing/curator locations as shown in the erosion control plan. Under no circumstance may washout water drain onto the public right of way or into any public or private storm drain conveyance.
10. Changes to approved erosion control plan must be approved by the erosion control inspector prior to implementation. Contractor to provide installation and details for all proposed alternate type devices.
11. If dewatering or pumping of water is necessary, the contractor is responsible for obtaining any necessary permits and/or approvals prior to discharge of any water from the site. If the discharge from the dewatering or pumping process is turbid or contains sediment laden water, it must be treated through the use of sediment traps, vegetative filter strips, or other sediment reducing measures such that the discharge is not visibly different from the receiving water. Additional erosion control measures may be required at the discharge point to prevent scour erosion. The contractor shall provide a dewatering/pumping plan to the Erosion Control Inspector prior to initiating dewatering activities.



PREPARED BY: THE CITY OF MINNEAPOLIS PUBLIC WORKS, SURFACE WATER AND SEWER DIVISION  
WWW.CITYOFMINNEAPOLIS.UMV/STORMWATER  
JANUARY 7, 2011

PREPARED FOR:

**TE Miller**  
Development, LLC



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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 ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

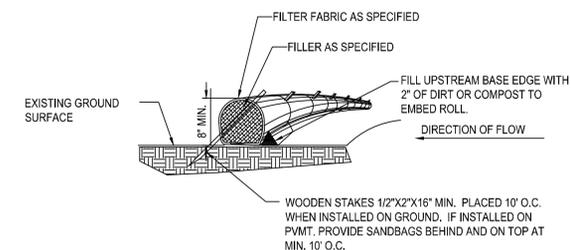
PRINT NAME: Matthew R Pavek  
SIGNATURE:   
DATE: 6-30-15 LICENSE #: 44263

Revisions & Addendums  
6/5/2015 - PDR SUBMITTAL  
6/30/2015 - LAND USE SUBMITTAL

214055A

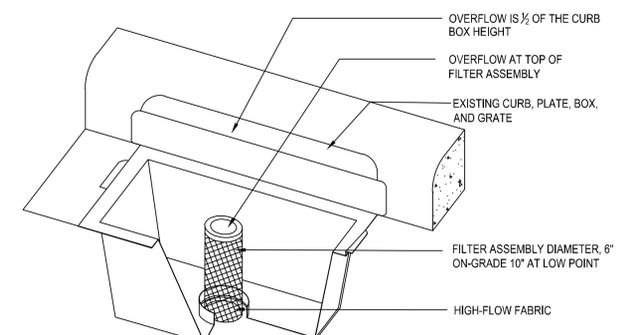
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) NOTES

SW1.2



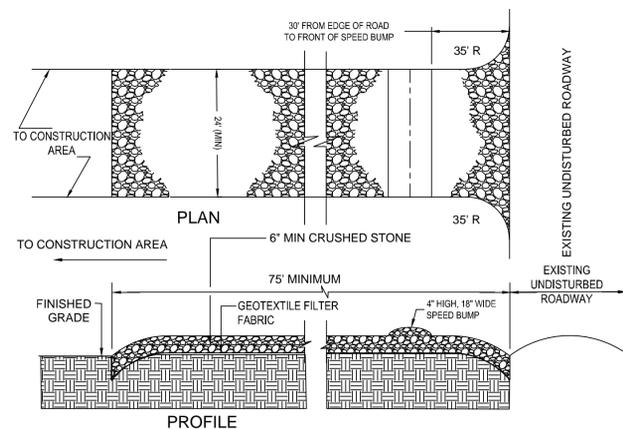
- NOTE:
1. COMPOST FILTER LOGS (BIO ROLLS) SHALL BE FILTREXX EROSION CONTROL SOXX OR APPROVED EQUAL.
  2. COMPOST FILLER TO BE MADE FROM A COMPOST BLEND 30%-40% GRADE 2 (SPEC 3890) AND 60%-70% PARTIALLY DECOMPOSED WOOD CHIPS, PER MNDOT SPEC 3897.
  3. FILTER FABRIC SHALL BE GEOTEXTILE KNITTED MATERIAL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

**1 SEDIMENT BIO-ROLL / COMPOST FILTER LOG**  
N T S



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

**2 CURB INLET FILTER**  
N T S



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

**3 STABILIZED CONSTRUCTION ACCESS**  
N T S

**602 Apartments**  
602 1st Street North,  
Minneapolis, MN

PREPARED FOR:

**TE Miller**  
Development, LLC

**solhem**

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PRINT NAME: Matthew R. Fayek  
SIGNATURE: *MF*  
DATE: 6-30-15 LICENSE #: 44263

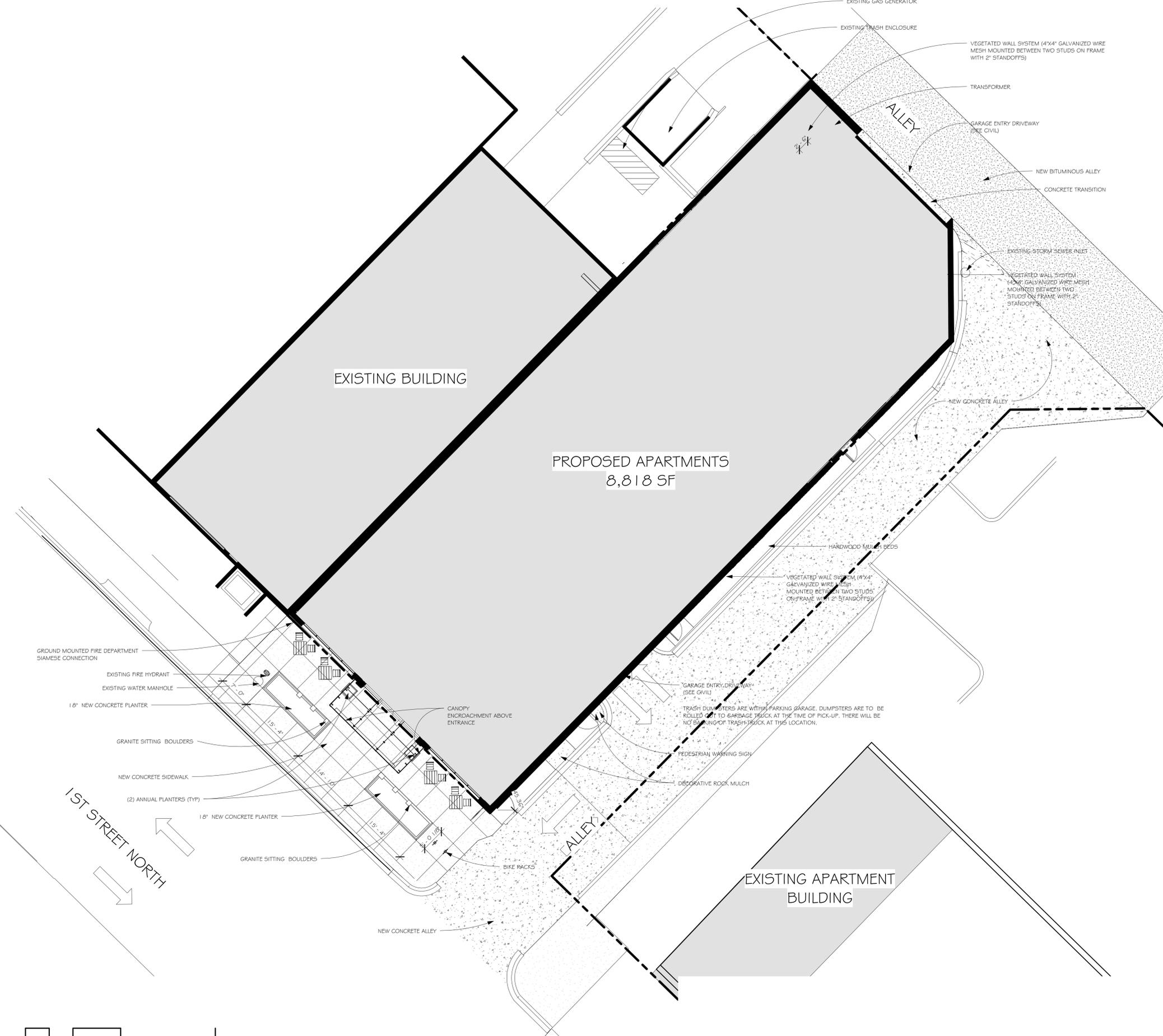
Revisions & Addendums  
6/5/2015 - PDR SUBMITTAL  
6/30/2015 - LAND USE SUBMITTAL

214055A

STORM WATER POLLUTION PREVENTION PLAN (SWPPP) DETAILS

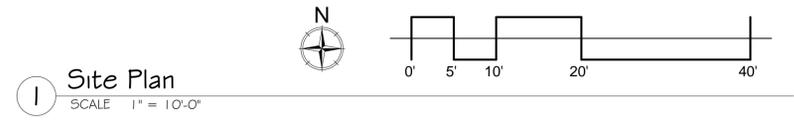
**SW1.3**

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**SITE DEVELOPMENT SUMMARY**  
 TOTAL SITE AREA - 9,197 SF (0.21 ACRES)  
 TOTAL BUILDING FOOTPRINT - 8,949 SF  
 TOTAL IMPERVIOUS AREA - 9,020 SF (92%)  
 TOTAL NON-BUILDING SITE AREA - 248 SF (2%)  
 TOTAL IMPERVIOUS NON-BUILDING SITE AREA - 71 SF

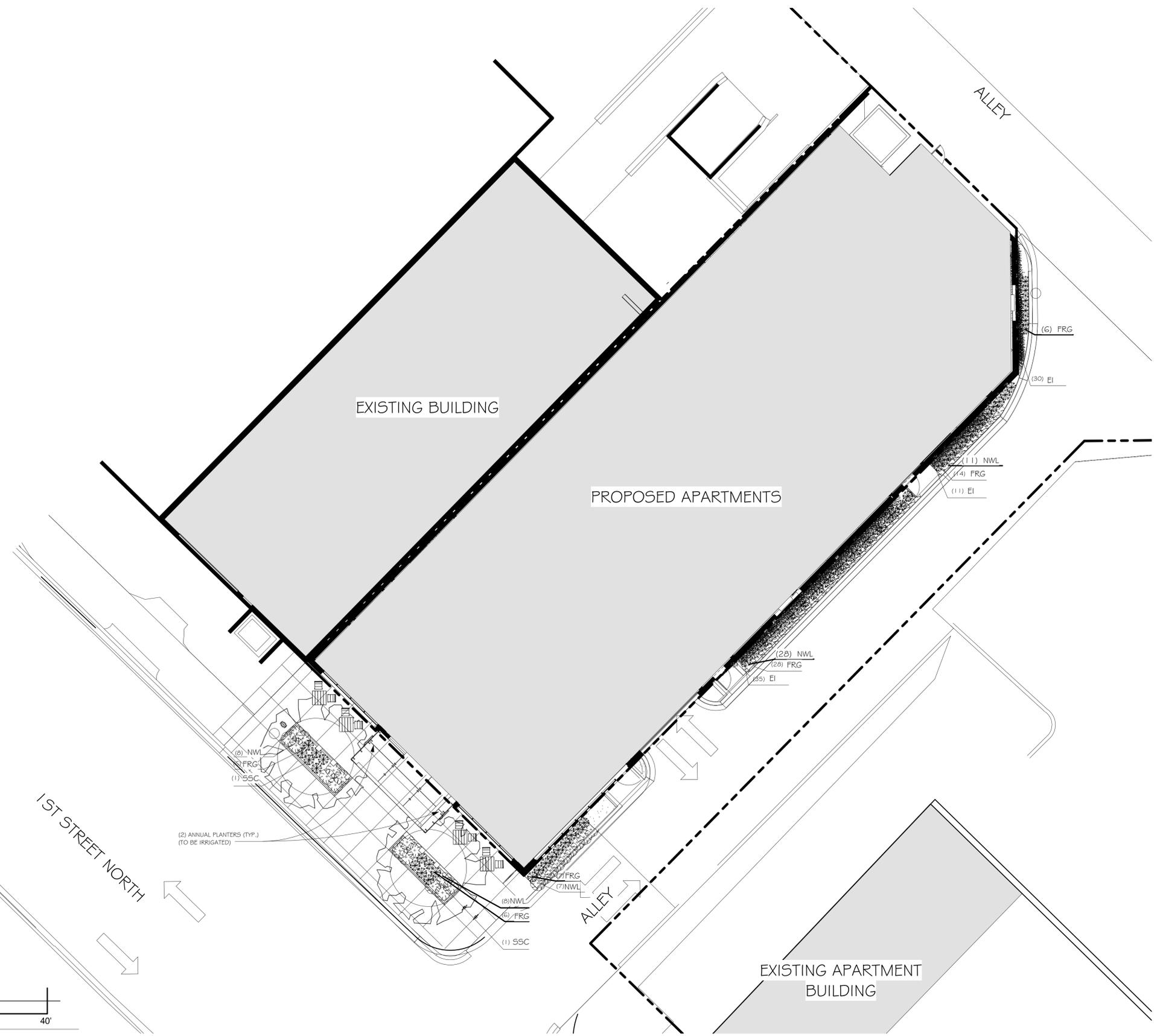
- SITE NOTES:**
1. SEE CIVIL DRAWINGS, FOR GRADING PLAN.
  2. ALL PARKING LAYOUT DIMENSIONS ARE TO FACE OF CURB, UNLESS NOTED, EXCEPT DIMENSIONS ON SURMOUNTABLE CURBS, WHICH ARE 8" FROM THE BACK OF CURB.
  3. ALL ENTRIES INTO BUILDING TO HAVE STOOPS W/ FOUNDATIONS ALL ABUTTING WALKS SHOULD BE DOWELED INTO WALKS POURED ON STOOPS.
  4. SEE SHEET L2, FOR THE PLANTING PLAN.
  5. SEE SHEET L3, FOR SITE DETAILS.
  6. ALL CURBS ARE TO BE 6"-12" UNLESS OTHERWISE NOTED. SEE CIVIL DRAWINGS FOR DETAIL.
  7. ALL SMALL RADIUS CURVES ARE 3' UNLESS OTHERWISE NOTED.
  8. THE CONTRACTOR MUST OBTAIN NECESSARY PERMITS.
  9. THE CONTRACTOR MUST HAVE ALL UNDERGROUND UTILITIES LOCATED AND PROTECTED DURING CONSTRUCTION.
  10. CARE MUST BE TAKEN DURING CONSTRUCTION AND EXCAVATION TO PROTECT ANY SURVEY MONUMENTS AND/OR PROPERTY IRONS.
  11. ADJACENT STREETS AND ALLEYS MUST BE SWEEPED TO KEEP THEM FREE OF SEDIMENT. CONTRACTOR MUST MONITOR CONDITIONS AND SWEEP DAILY.
  12. CONSTRUCTION PARKING SHALL BE PROHIBITED FROM CIRCULATION DRIVES, FIRE LANES AND OTHER AREAS AS DETERMINED BY CITY REGULATIONS.



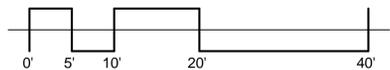
Planting Schedule					
ID	Count	Common Name	Botanical Name	Size	Comments
1. Deciduous Tree					
SSC	2	Spring Snow Crabapple	Malus 'Spring Snow'	2" Caliper Ball and Burlap	
3. Shrub					
EI	77	English Ivy	Hedra helix	#5 Container	
4. Perennial					
FRG	67	Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	#5 Container	
NWL	65	Nepeta Walkers Low	Nepeta x faassenii 'Walker's Low'	#1 Container	
Grand total: 211					

PLANTING NOTES:

- LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE YEAR, FROM THE DATE OF CERTIFICATION OF SUBSTANTIAL COMPLETION FOR THE PROJECT OR LATER IF INSTALLATION IS DELAYED BECAUSE OF PLANTING SEASON.
- ALL PLANT MATERIAL SHALL MEET MINIMUM REQUIREMENTS SHOWN IN THE "AMERICAN STANDARD FOR NURSERY STOCK" (ANSI Z60.1-2004).
- NO PLANT OR MATERIAL, SHALL BE SUBSTITUTED WITHOUT AUTHORIZATION OF THE LANDSCAPE ARCHITECT.
- TREES SHALL ONLY BE STAKED AND GUYED WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT, IN CASES OF EXTREMELY WINDY LOCATIONS AND/OR WET CLAY OR VERY SANDY SOIL. REFER TO LANDSCAPE PLAN AND DETAILS FOR SPECIFIC PLANTING INSTRUCTIONS.
- IF THERE IS A DISCREPANCY BETWEEN PLANT QUANTITIES IN THE PLANT LIST AND THOSE GRAPHICALLY REPRESENTED, THE GRAPHIC REPRESENTATION SHALL TAKE PRECEDENCE.
- THE LANDSCAPE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS AND PROTECT ALL UTILITIES AND STRUCTURES. DAMAGE TO UTILITIES AND STRUCTURES SHALL BE REPAIRED BY THE LANDSCAPE CONTRACTOR TO THE SATISFACTION OF THE OWNER.
- IF PLANTS OR LANDSCAPE ELEMENTS CANNOT BE INSTALLED AS SHOWN ON THE LANDSCAPE PLAN, THE CONTRACTOR SHALL STAKE LOCATIONS FOR THE LANDSCAPE ARCHITECT'S APPROVAL PRIOR TO ANY EXCAVATION OR INSTALLATION.
- UNLESS INDICATED OTHERWISE, ALL SITE AREAS NOT WITHIN PLANTING BEDS IN THE SITE BOUNDARY SHALL RECEIVE SOD. AREAS OUTSIDE THE SITE BOUNDARY WHICH HAVE BEEN DISTURBED SHALL RECEIVE SEED AND BE REPAIRED BACK TO THEIR ORIGINAL CONDITION.
- ALL SOD AND LANDSCAPE INSTALLATIONS SHALL BE IRRIGATED, UNLESS NOTED OTHERWISE.
- ALL PLANTING BEDS TO RECEIVE DOUBLE SHREDDED HARDWOOD MULCH.
- TREE PLANTERS TO HAVE A MIN. 300 CUBIC FEET OF ENGINEERED SOIL. ALL OTHER PLANTING BEDS TO HAVE A MIN. 18" OF BLACK DIRT.



1 Planting Plan  
SCALE 1" = 10'-0"



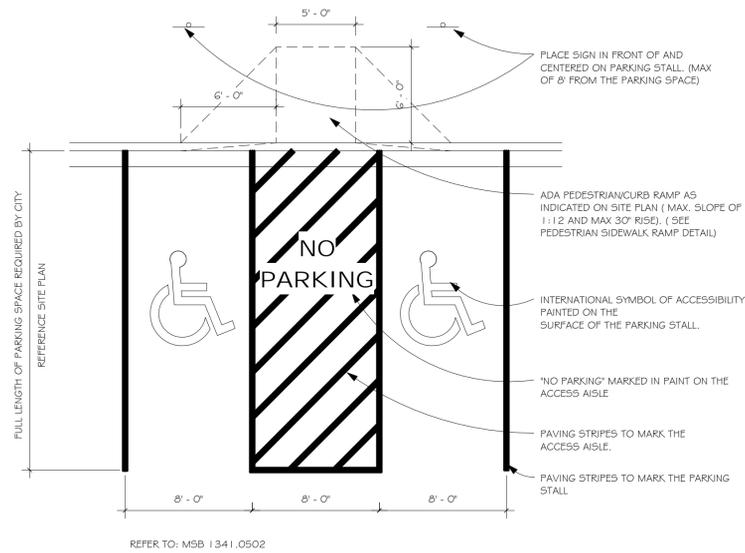
# 602 Apartments

602 N. 1st Street, Minneapolis, Minnesota 55401

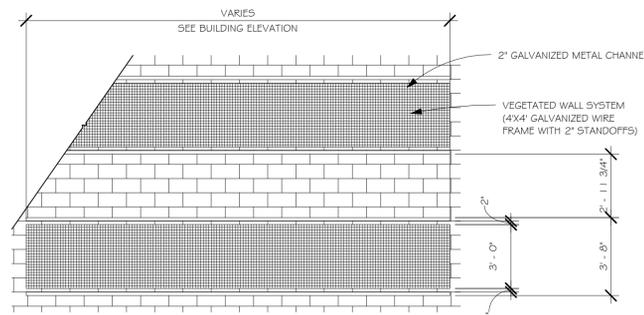
## L2 - LANDSCAPE PLAN

July 21, 2015

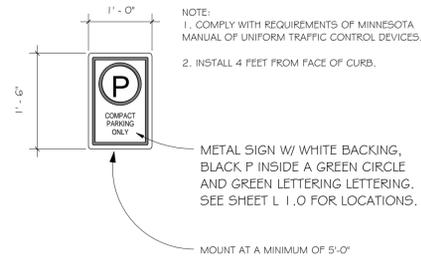




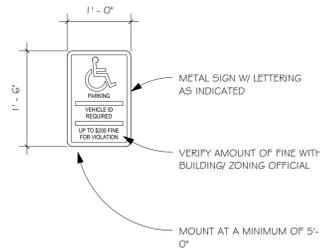
1 ADA PARKING STALL LAYOUT  
SCALE 3/16" = 1'-0"



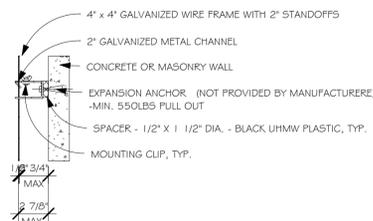
4 GREEN SCREEN PANEL DETAIL  
SCALE 1/4" = 1'-0"



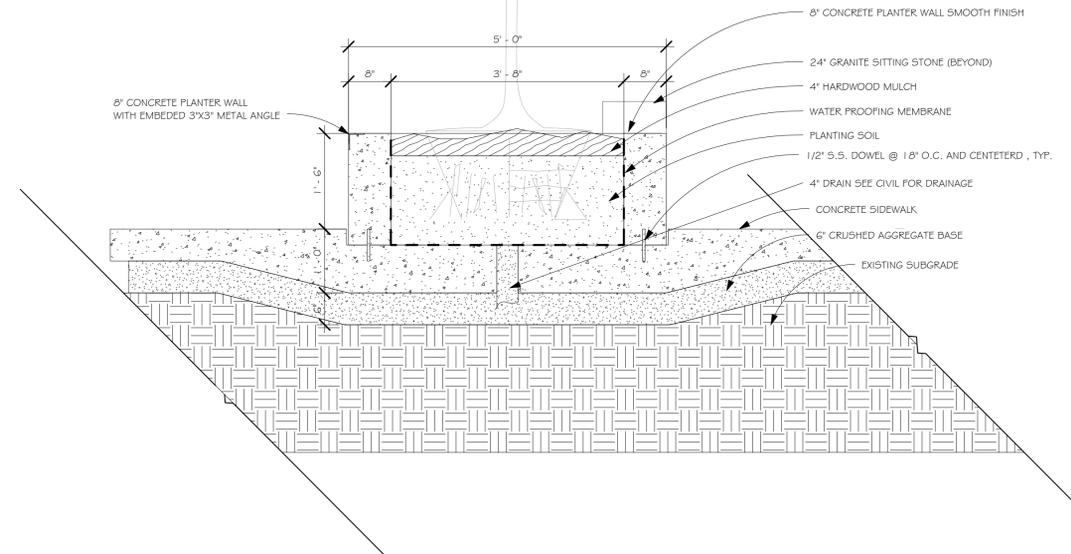
2 COMPACT PARKING SIGN  
SCALE 3/4" = 1'-0"



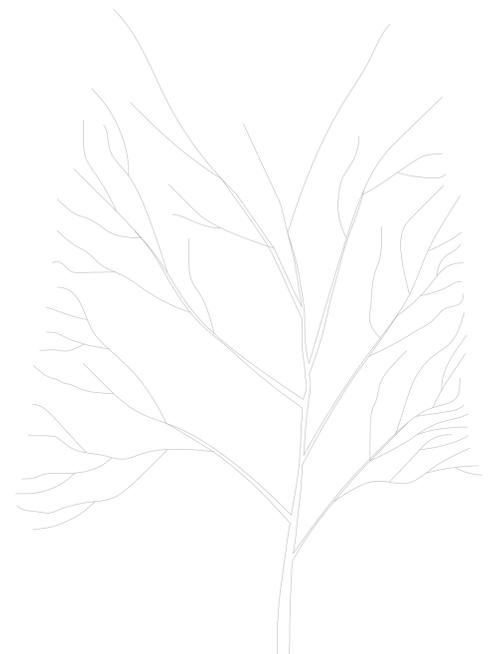
3 HANDICAP SIGN  
SCALE 3/4" = 1'-0"

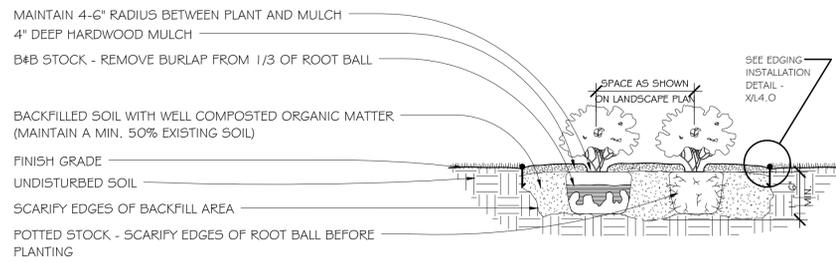


5 GREEN SCREEN MOUNT  
SCALE 1 1/2" = 1'-0"



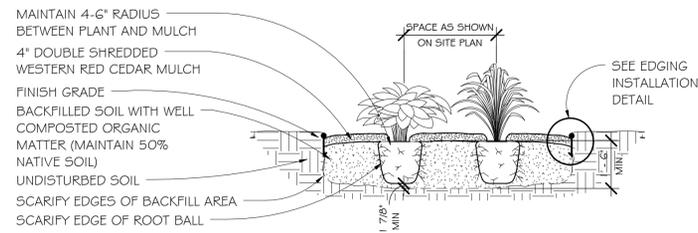
6 CONCRETE PLANTER  
SCALE 3/4" = 1'-0"





- NOTES:
1. AVOID PLANTING IN WET OR SATURATED SOIL TO PREVENT SOIL COMPACTION DURING PLANTING.
  2. MULCH LAYER TO EVENLY COVER THE ENTIRE BED AREA, EXCEPT KEEP MULCH 4" FROM BASE OF SHRUB BRANCHES.
  3. SPACING BETWEEN PLANTS AS DIRECTED ON LANDSCAPE PLAN.
  4. MAKE SURE PLANTING BED SOIL IS LOOSENEED AND NOT TOO WET PRIOR TO PLANTING AND AVOID SOIL COMPACTION DURING PLANTING.
  5. SPACING BETWEEN PLANTS AS INDICATED ON LANDSCAPE PLAN.
  6. USE WOVEN GEOTEXTILE FILTER FABRIC WHEN USING ROCK OR INORGANIC MULCHES.
  7. NO SUBSTITUTIONS OF PLANTS OR ADJUSTMENTS TO PLANT LOCATIONS, WITHOUT APPROVAL OF THE LANDSCAPE ARCHITECT.

1 SHRUB PLANTING  
SCALE 3/8" = 1'-0"

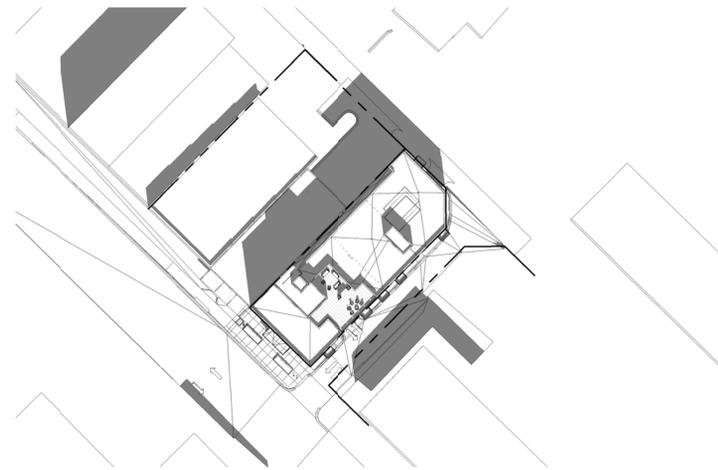


- NOTES:
1. MAKE SURE PLANTING BED SOIL IS LOOSENEED AND NOT TOO WET PRIOR TO PLANTING, WHILE AVOIDING SOIL COMPACTION DURING PLANTING.
  2. MULCH LAYER TO EVENLY COVER THE ENTIRE BED AREA 4'-6" THICK.
  3. SPACING BETWEEN PLANTS AS DIRECTED ON LANDSCAPE PLAN.
  4. WHEN PLANTING LARGE PERENNIAL BEDS, PLANT THE OUTER EDGES OF THE BED FIRST IN A STAGGERED DOUBLE ROW, THEN FILL THE INTERIOR OF THE BED.
  5. WHEN PLANTING GROUNDCOVERS, PLACE MULCH OVER ENTIRE BED FIRST, THEN INSERT THE PLANTS INTO THE SOIL THROUGH THE MULCH.
  6. USE WOVEN GEOTEXTILE FILTER FABRIC WHEN USING ROCK OR INORGANIC MULCHES.
  7. NO SUBSTITUTIONS OF PLANTS OR ADJUSTMENTS TO PLANT LOCATIONS, WITHOUT APPROVAL OF THE LANDSCAPE ARCHITECT.

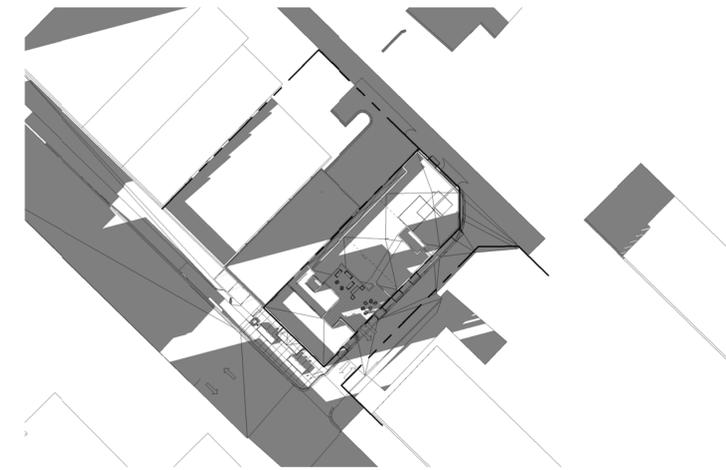
2 PERENNIAL PLANTING  
SCALE 3/8" = 1'-0"



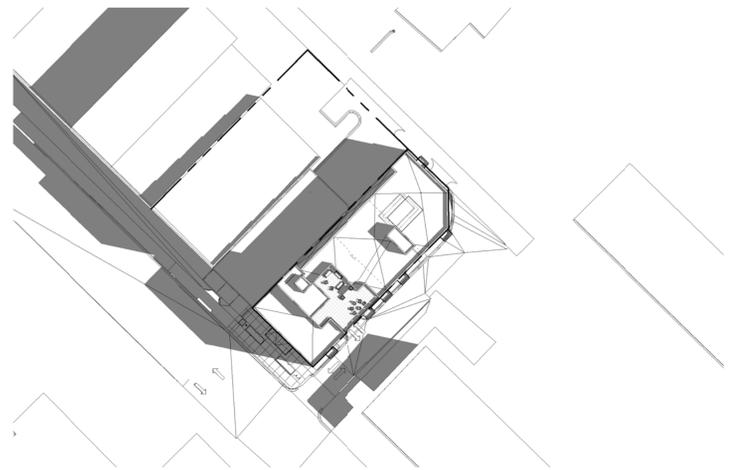
1 SHADOW STUDY - 9 AM SPRING EQUINOX  
SCALE 1" = 60'-0"



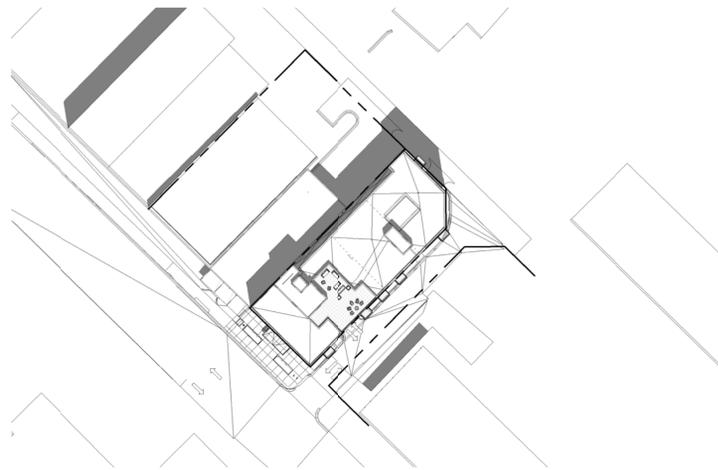
2 SHADOW STUDY - 12 PM SPRING EQUINOX  
SCALE 1" = 60'-0"



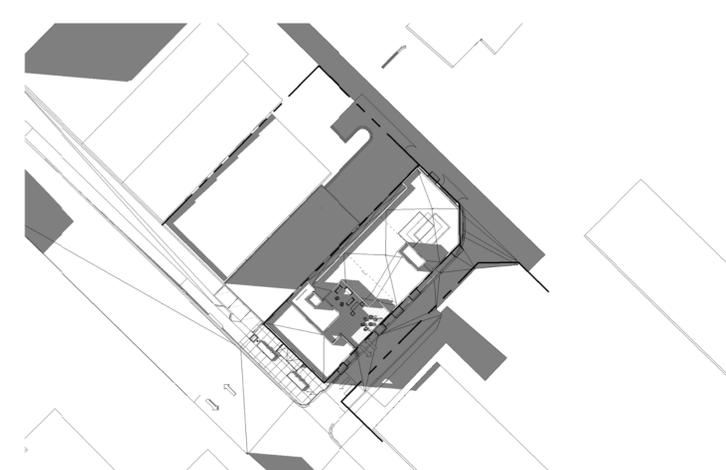
3 SHADOW STUDY - 5 PM SPRING EQUINOX  
SCALE 1" = 60'-0"



4 SHADOW STUDY - 9 AM SUMMER SOLSTICE  
SCALE 1" = 60'-0"



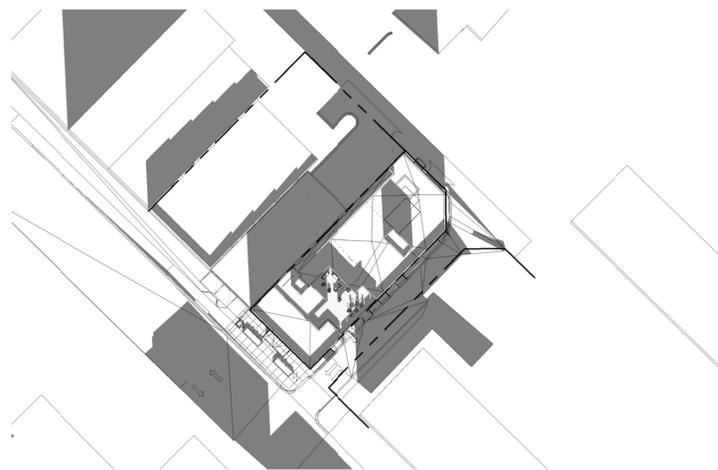
5 SHADOW STUDY - 12 PM SUMMER SOLSTICE  
SCALE 1" = 60'-0"



6 SHADOW STUDY - 5 PM SUMMER SOLSTICE  
SCALE 1" = 60'-0"



7 SHADOW STUDY - 9 AM WINTER SOLSTICE  
SCALE 1" = 60'-0"



8 SHADOW STUDY - 12 PM WINTER SOLSTICE  
SCALE 1" = 60'-0"



9 SHADOW STUDY - 5 PM WINTER SOLSTICE  
SCALE 1" = 60'-0"



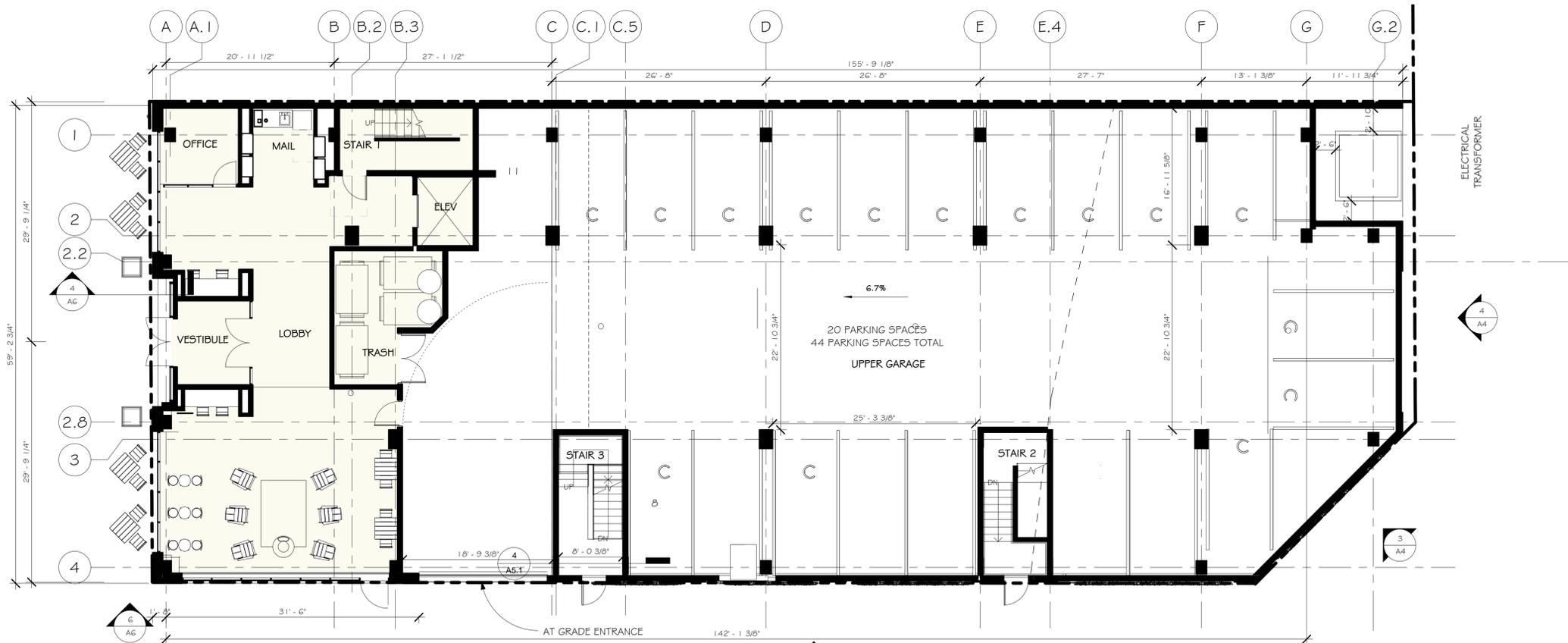
# 602 Apartments

602 N. 1st Street, Minneapolis, Minnesota 55401

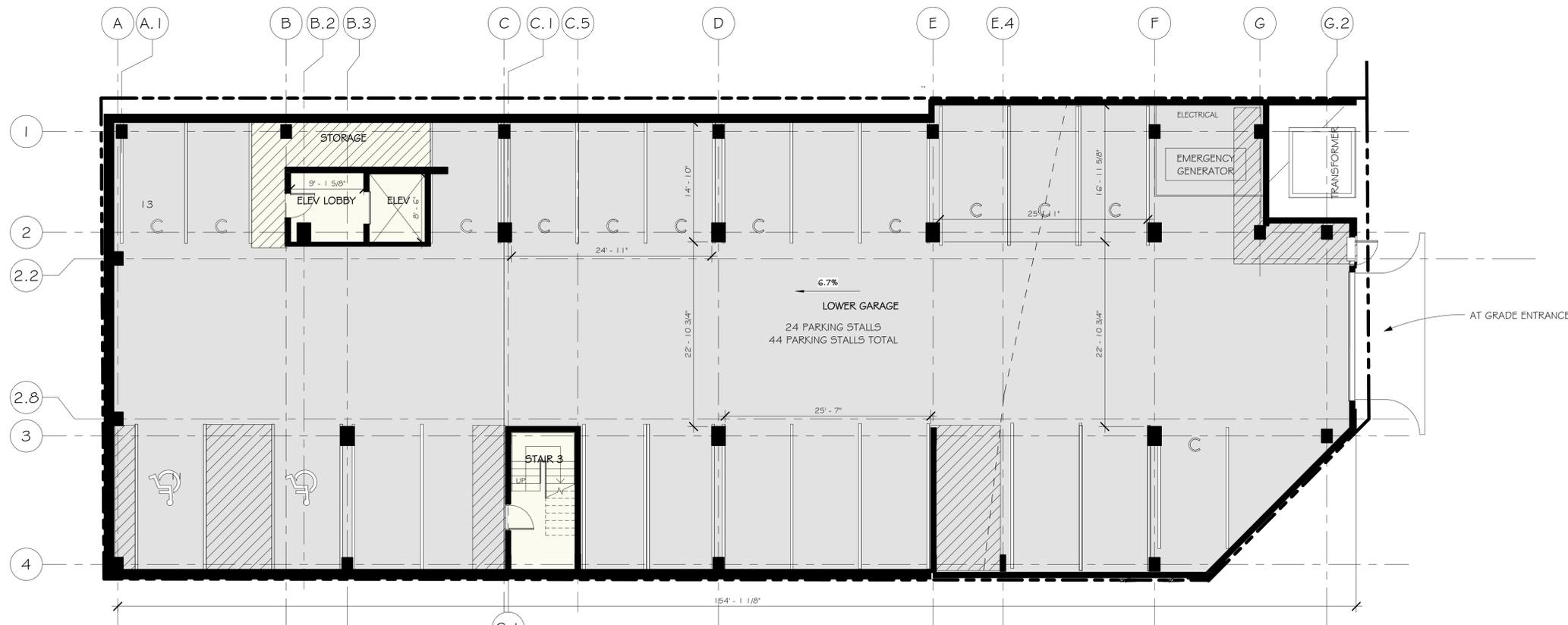
## L5 - SHADOW STUDY

June 5, 2015





1 1ST FLOOR PLAN  
SCALE 1/8" = 1'-0"



2 GARAGE FLOOR  
SCALE 1/8" = 1'-0"



1 2ND FLOOR PLAN  
SCALE 1/8" = 1'-0"



2 3RD FLOOR PLAN  
SCALE 1/8" = 1'-0"

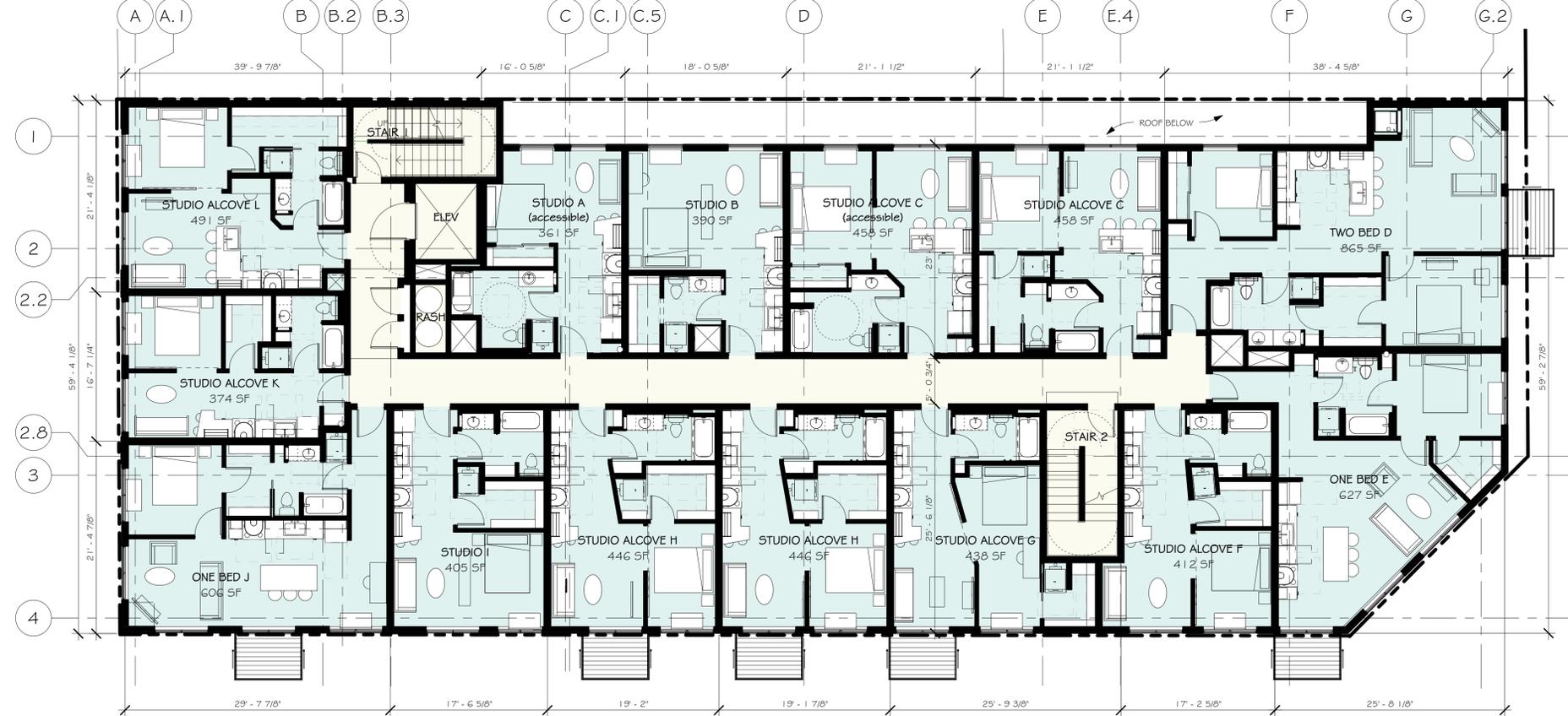
# 602 Apartments

602 N. 1st Street, Minneapolis, Minnesota 55401

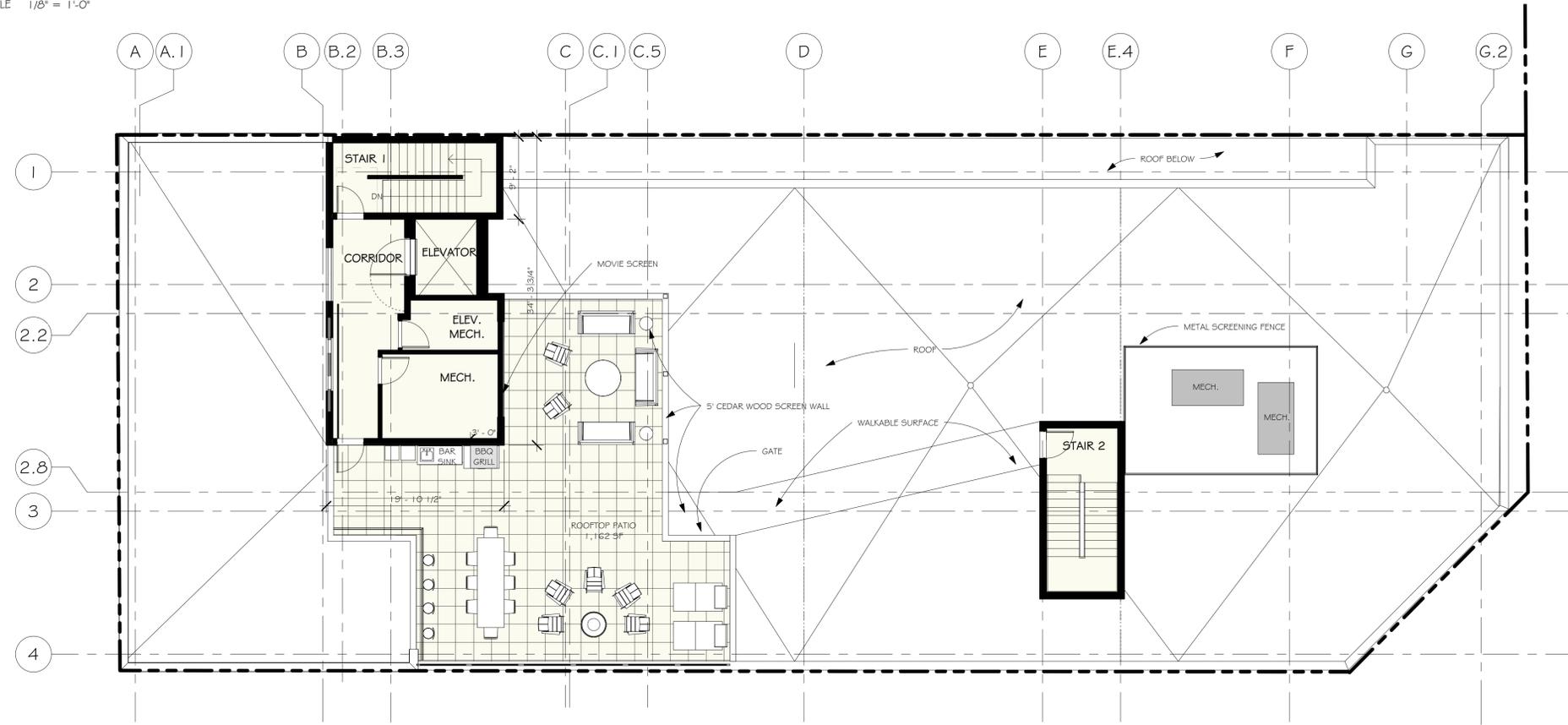
A2 - FLOOR PLANS

July 21, 2015

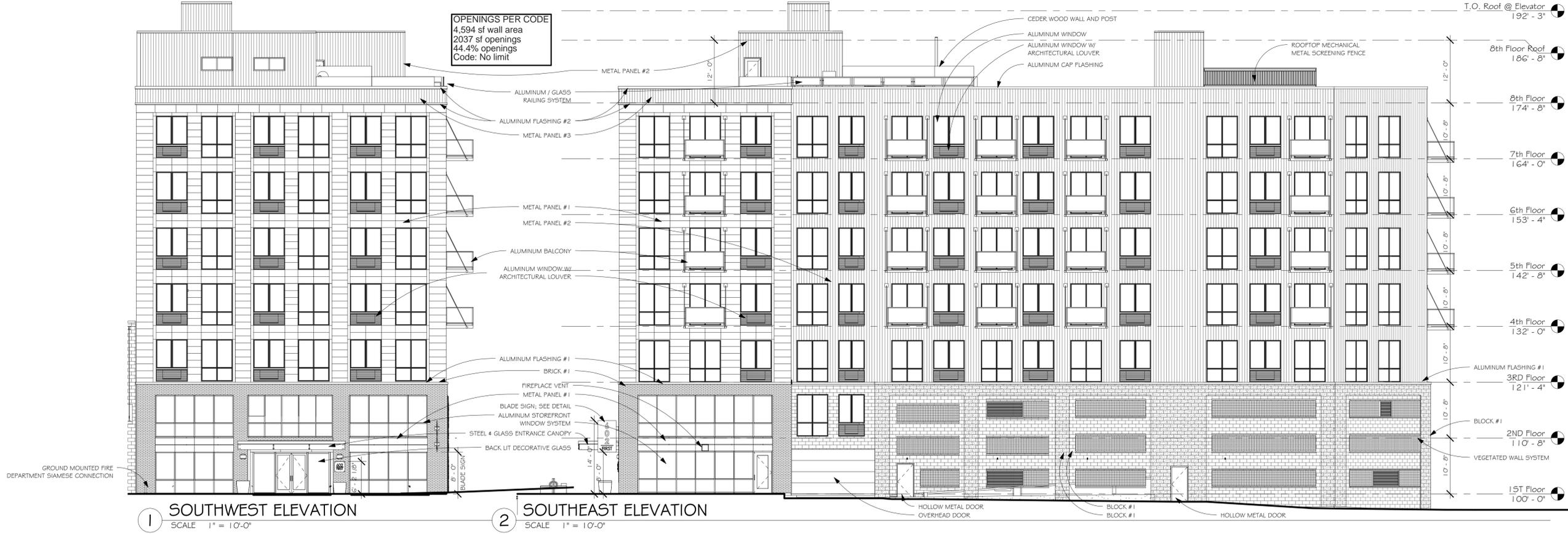




1 4TH - 7TH FLOOR PLAN  
SCALE 1/8" = 1'-0"



2 8TH FLOOR PLAN  
SCALE 1/8" = 1'-0"



**OPENINGS PER CODE**  
 10,701 sf wall area  
 3,788 sf openings  
 35.4% openings  
 45% code @ 10'-15'

**ZONING ORDINANCE GLAZING**

**SOUTHWEST ELEVATION**  
 TOTAL 4,565sf 100%  
 GLAZING 1,947sf 43%  
 1st FLOOR 561sf 100%  
 GLAZING 365sf 65%

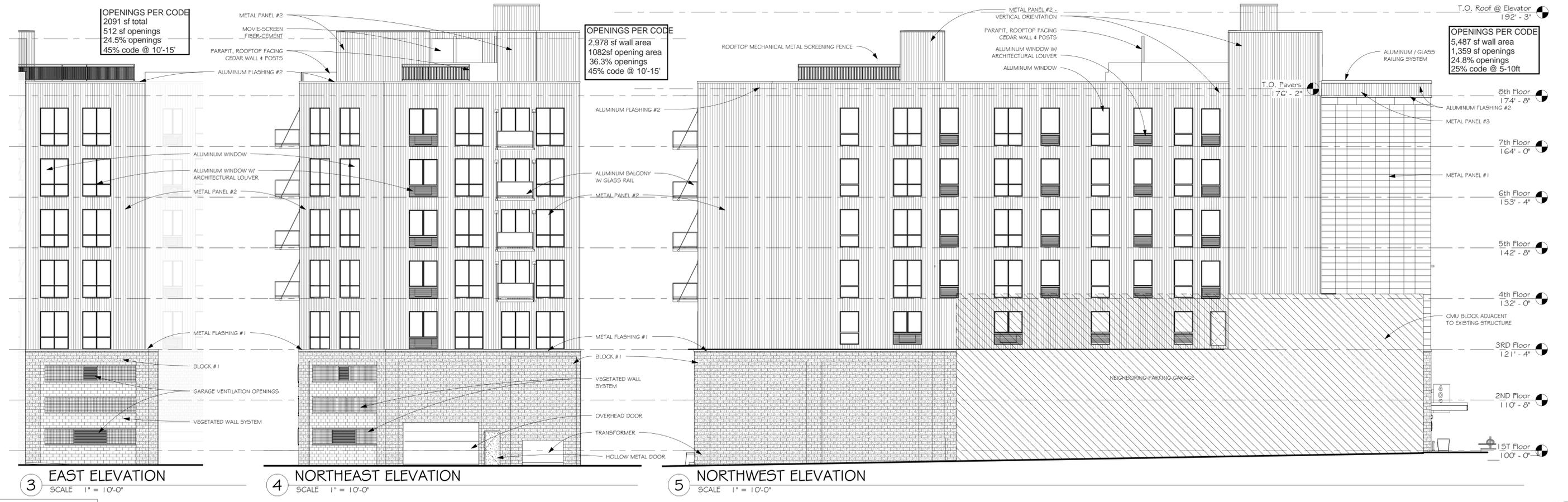
**SOUTHEAST ELEVATION**  
 TOTAL 11,296sf 100%  
 GLAZING 3,551sf 31%

**NORTHEAST ELEVATION**  
 TOTAL 4,137sf 100%  
 GLAZING 1,093sf 26%

**NORTHWEST ELEVATION**  
 TOTAL 9,443sf 100%  
 GLAZING 1,246sf 13%

1 **SOUTHWEST ELEVATION**  
 SCALE 1" = 10'-0"

2 **SOUTHEAST ELEVATION**  
 SCALE 1" = 10'-0"



3 **EAST ELEVATION**  
 SCALE 1" = 10'-0"

4 **NORTHEAST ELEVATION**  
 SCALE 1" = 10'-0"

5 **NORTHWEST ELEVATION**  
 SCALE 1" = 10'-0"

# 602 Apartments

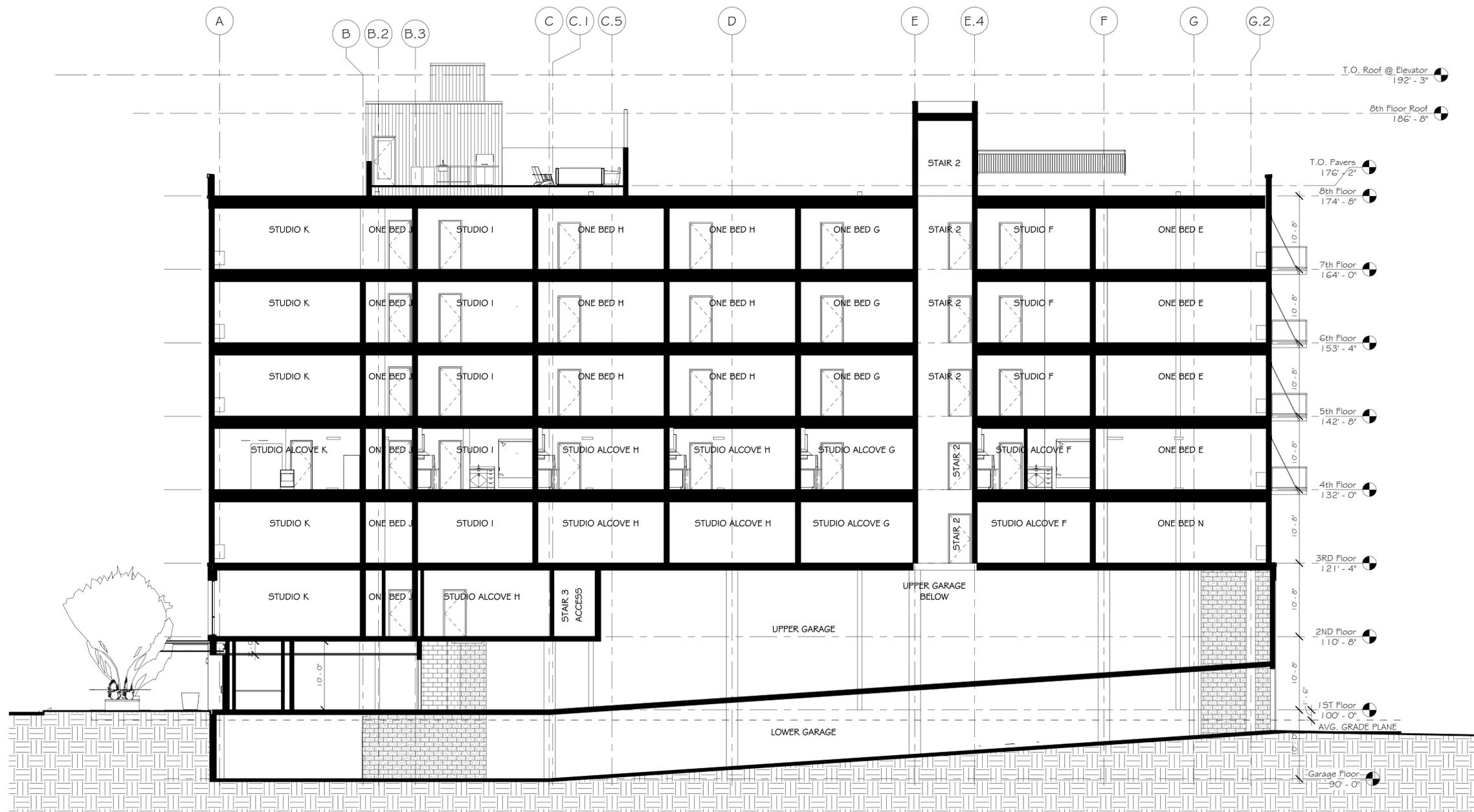
602 N. 1st Street, Minneapolis, Minnesota 55401

## A4 - ELEVATIONS

July 21, 2015



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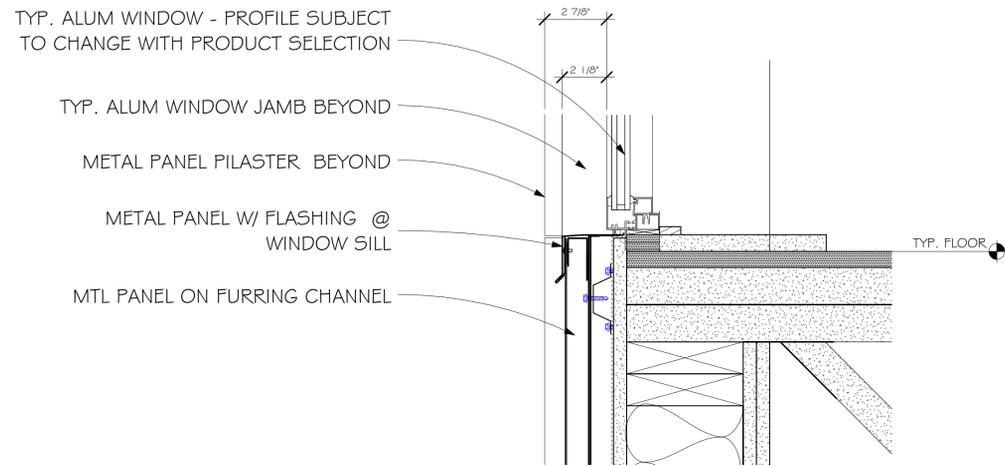
# 602 Apartments

602 N. 1st Street, Minneapolis, Minnesota 55401

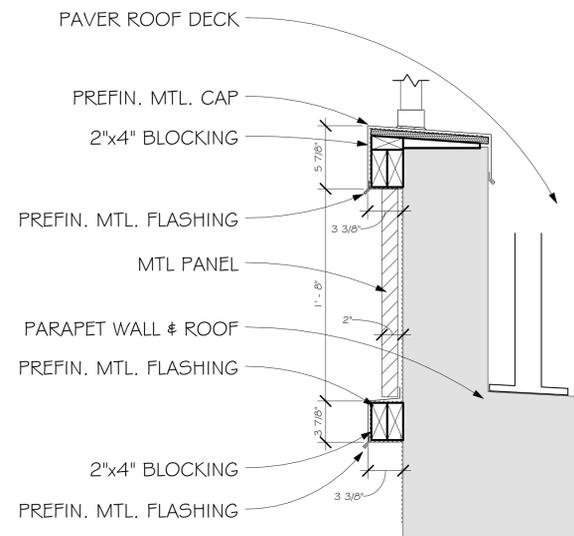
## A5 - BUILDING SECTION

July 21, 2015

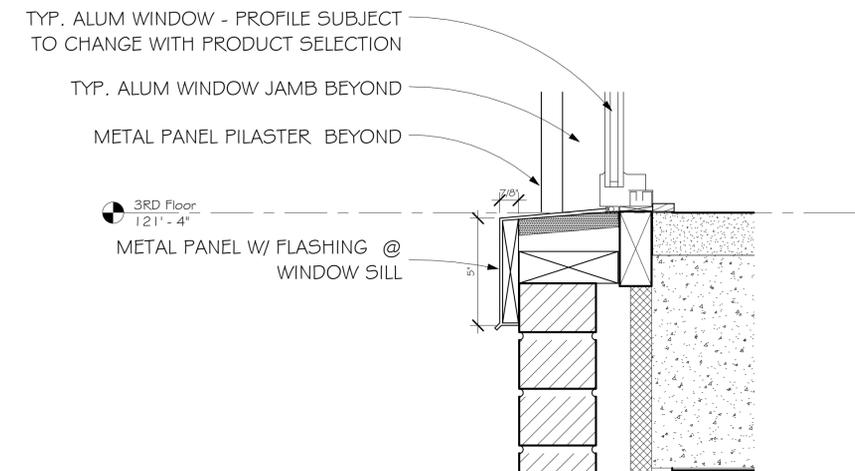




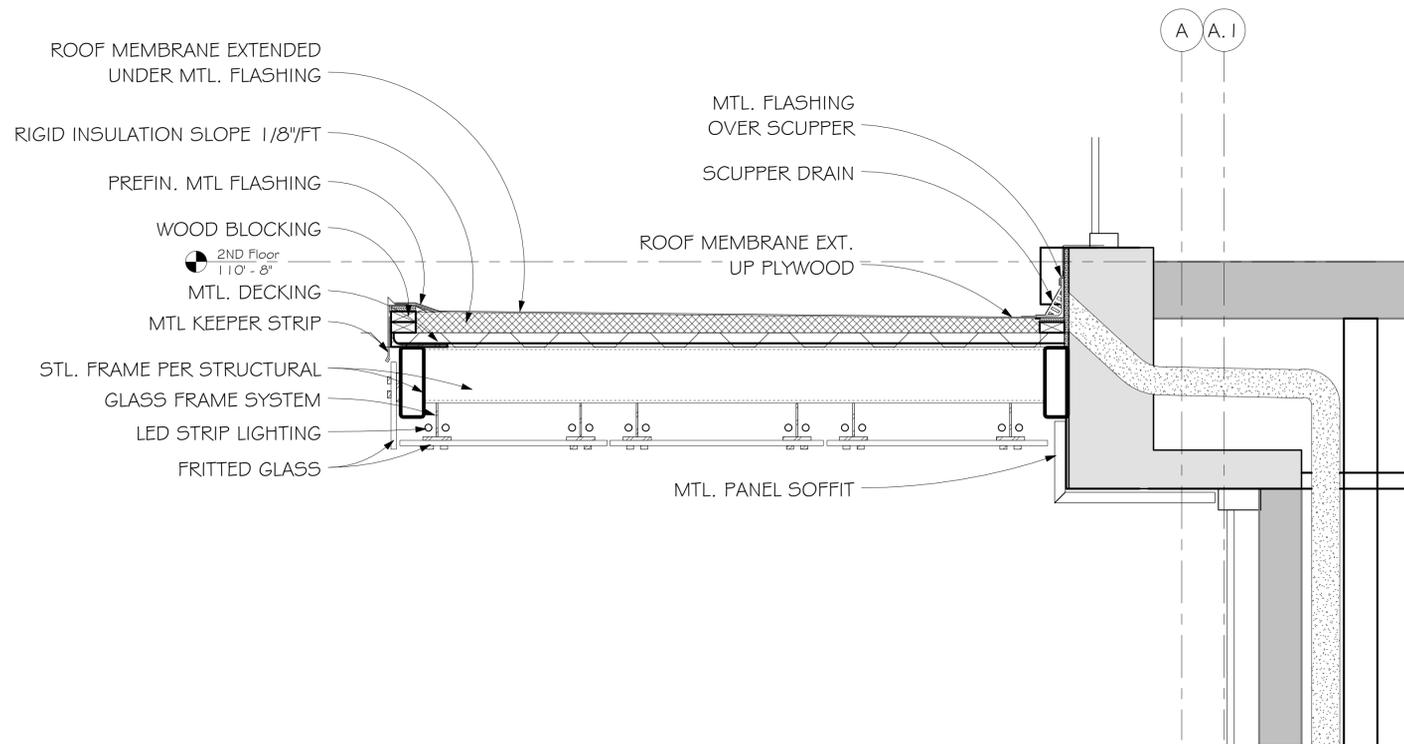
1 TYP. ALUM WINDOW SILL PROFILE  
SCALE 3" = 1'-0"



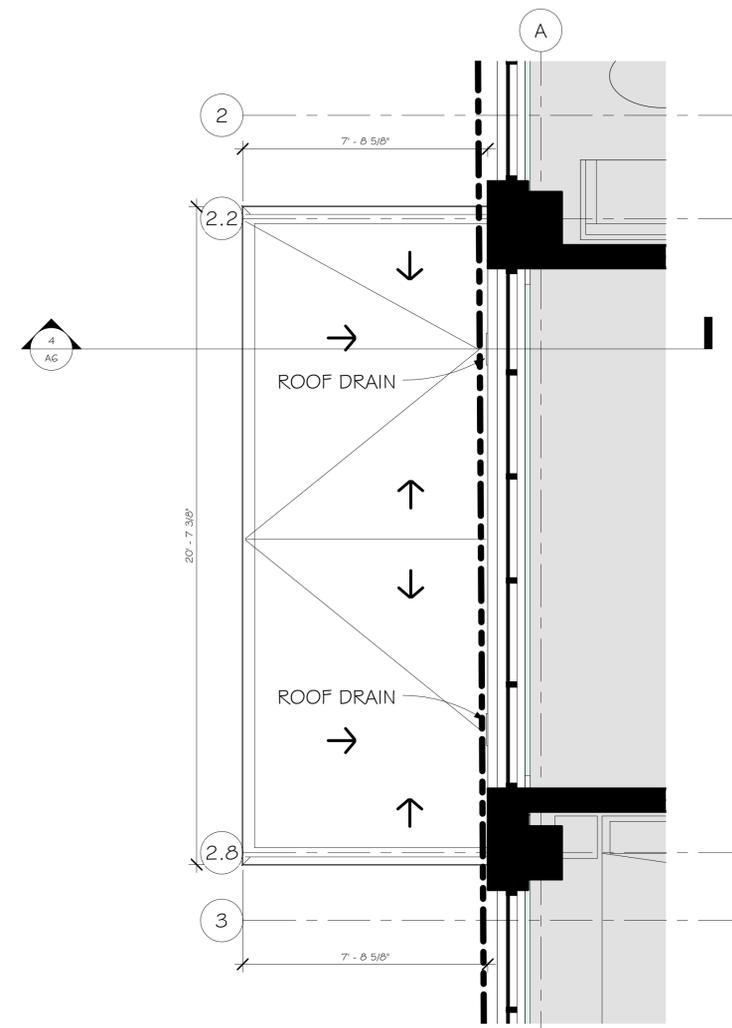
2 PARAPET DETAIL  
SCALE 1 1/2" = 1'-0"



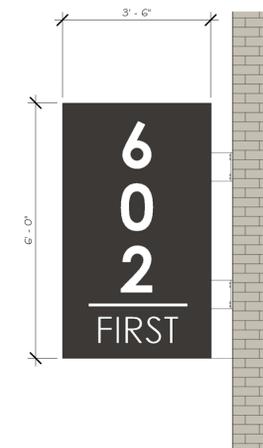
3 PLYNTH PROFILE DETAIL  
SCALE 3" = 1'-0"



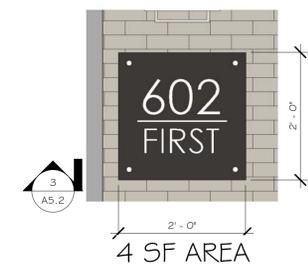
4 SECTION @ FRONT CANOPY  
SCALE 1" = 1'-0"



5 CANOPY PLAN  
SCALE 3/8" = 1'-0"



21 SF AREA  
6 BLADE SIGN DETAIL  
SCALE 1/2" = 1'-0"



7 BUILDING ENTRY SIGN  
SCALE 3/4" = 1'-0"



1 WEST PERSPECTIVE  
SCALE



2 SOUTHWEST FACADE  
SCALE



3 SOUTH PERSPECTIVE  
SCALE



4 SOUTHEAST FACADE  
SCALE



5 NORTH PERSPECTIVE / NORTHWEST FACADE  
SCALE



# 602 Apartments

602 N. 1st Street, Minneapolis, Minnesota 55401

A7 - EXTERIOR PERSPECTIVES

July 17, 2015





VIEW LOOKING SOUTHEAST



VIEW LOOKING NORTHWEST



VIEW LOOKING NORTHEAST



# 602 Apartments

602 N. 1st Street, Minneapolis, Minnesota 55401

A8 - EXTERIOR CONTEXT

July 17, 2015





LOOKING EAST TOWARD SITE



LOOKING NORTHEAST TOWARD SITE



LOOKING WEST TOWARD SITE



LOOKING WEST TOWARD SITE



LOOKING SOUTHWEST TOWARD SITE

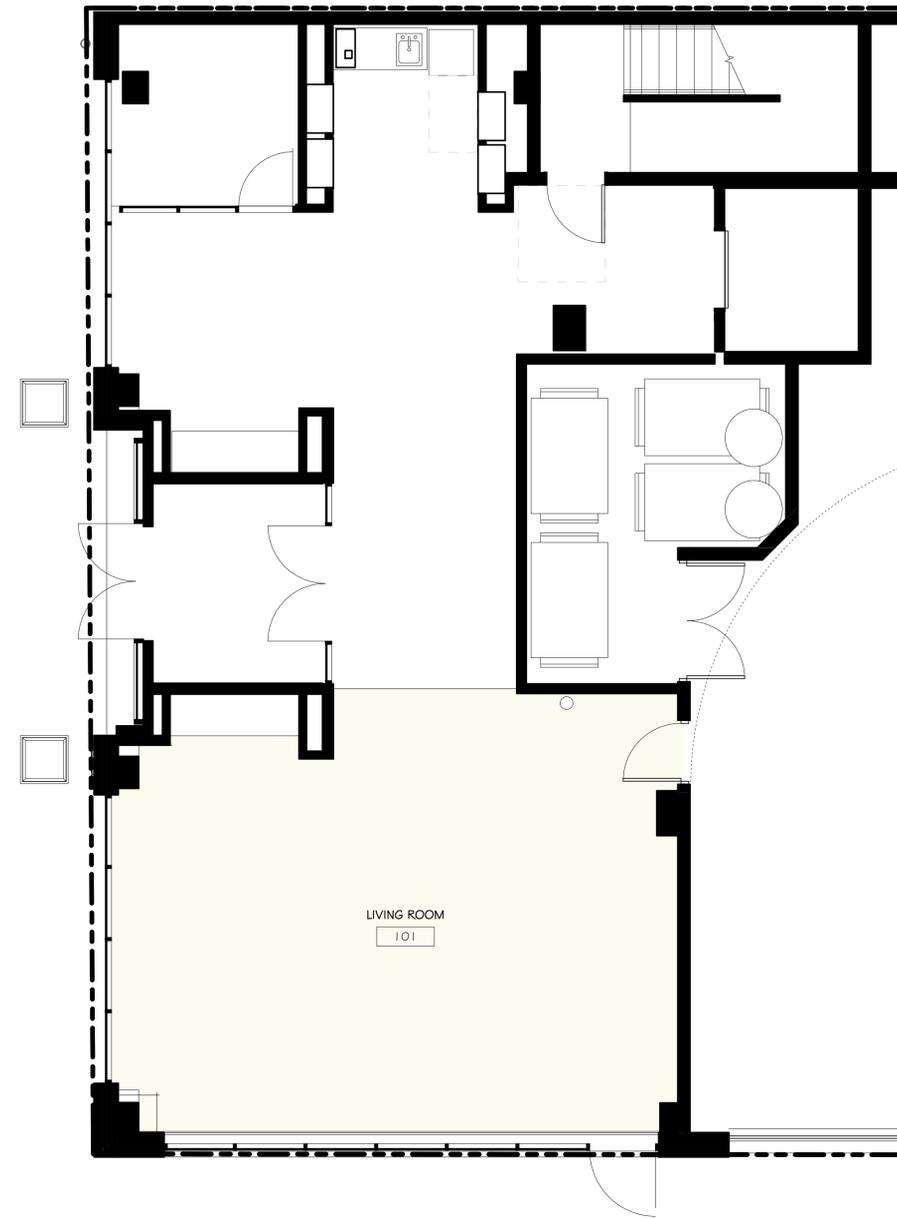
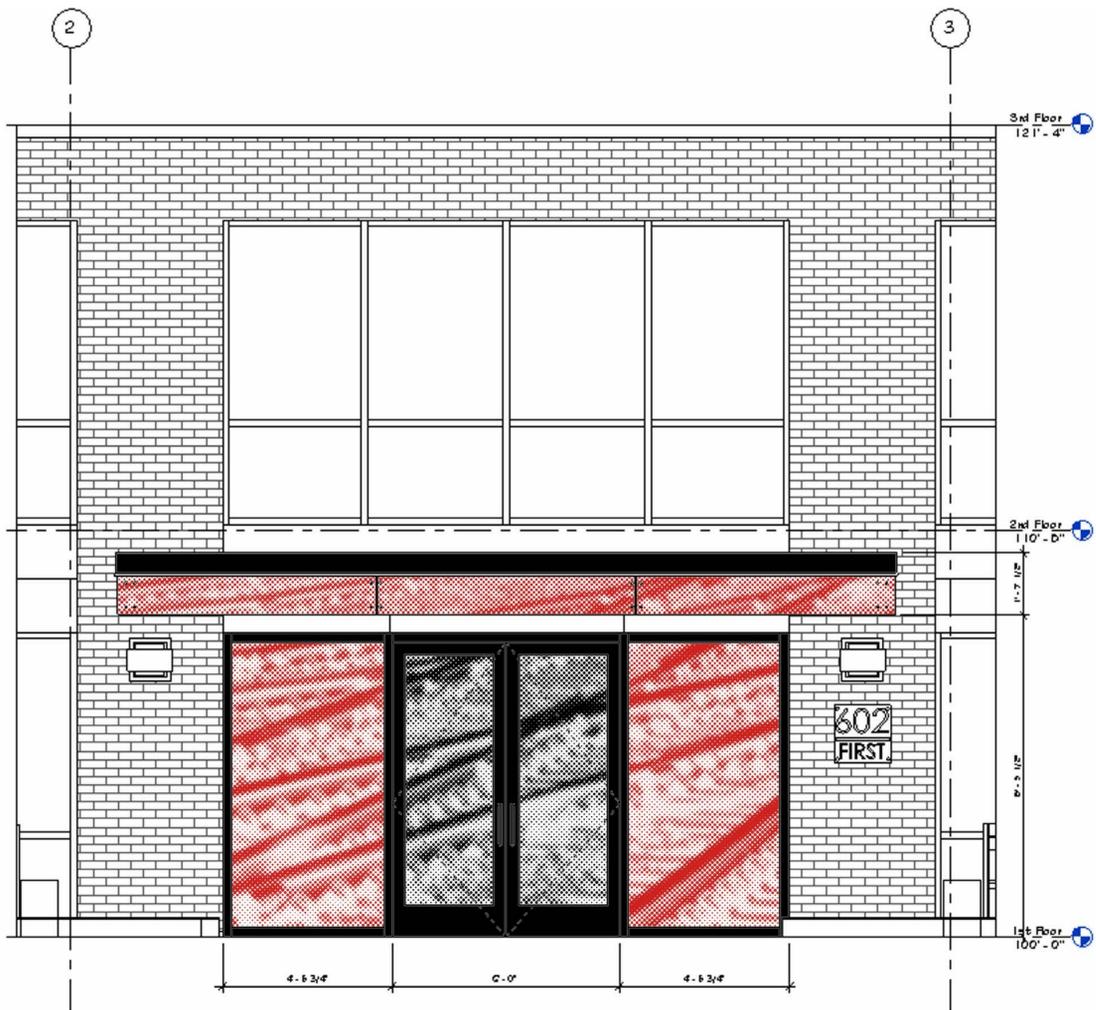


LOOKING SOUTHEAST TOWARD SITE

1 EXISTING CONTEXT PHOTOS  
SCALE 1/4" = 1'-0"



HISTORICAL IMAGERY



1 FRONT ENTRY  
SCALE 1/4" = 1'-0"



# 602 Apartments

602 N. 1st Street, Minneapolis, Minnesota 55401

A10 - ENTRY EXHIBIT

July 17, 2015



## Dan Pellinen

---

**From:** Curt Gunsbury <curt@solhemuptown.com>  
**Sent:** Friday, June 05, 2015 12:19 PM  
**To:** Council Member Jacob Frey; Dvorak, Hilary A.; Dan Pellinen; Robert Miller  
**Subject:** Land Use Application for 602 N 1st St - 71 Unit Apartment Project  
**Attachments:** 602 Apartments Land Use Submittal 6.5.15.pdf

Dear Council Member Frey,

As previously discussed, we are submitting a land use application to the City of Minneapolis for development of a 71 unit apartment project at 602 N 1st St.

We anticipate a public hearing with the City Planning Committee in late July.

Please see our attached land use description and let me know if you have any questions.

Thank you for supporting our project.

Best regards,

Curt Gunsbury

Curt Gunsbury  
Owner  
Solhem Companies  
3021 Holmes Ave Ste 101  
Minneapolis MN 55408

[curt@solhemuptown.com](mailto:curt@solhemuptown.com)  
612.598.9416 direct/cell  
612.216.2825 general office  
[solhemuptown.com](http://solhemuptown.com) | [soltva.com](http://soltva.com) | [solhavn.com](http://solhavn.com)  
[liveat7west.com](http://liveat7west.com) | [cozeflats.com](http://cozeflats.com)

## Dan Pellinen

---

**From:** Curt Gunsbury <curt@solhemuptown.com>  
**Sent:** Friday, June 05, 2015 12:19 PM  
**To:** DJ Heinle; Dvorak, Hilary A.; Dan Pellinen; Robert Miller  
**Subject:** Land Use Application for 602 N 1st St - 71 Unit Apartment Project  
**Attachments:** 602 Apartments Land Use Submittal 6.5.15.pdf

Dear DJ and North Loop Neighborhood Association,

As previously discussed, we are submitting a land use application to the City of Minneapolis for development of a 71 unit apartment project at 602 N 1st St.

We anticipate a public hearing with the City Planning Committee in late July.

Please see our attached land use description and let me know if you have any questions.

Thank you for supporting our project.

Best regards,

Curt Gunsbury

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[liveat7west.com](http://liveat7west.com) | [cozeflats.com](http://cozeflats.com)

**Dvorak, Hilary A.**

---

**From:** Jim O'Connor <jim675@gmail.com>  
**Sent:** Saturday, July 25, 2015 2:43 PM  
**To:** Dvorak, Hilary A.  
**Subject:** comment on 602 1/2 N 1st St

We object to the increase in height of this building. My wife and I live at 675 N 1st St and have lived here since the late 1990s. Our objections are based on the following:

- 1st St N contains some of the original buildings dating from the 1890s - Itasca, Gaar Scott, etc. It is these buildings that have set the tone and pattern for the whole neighborhood. No building should detract from that and we believe that a newer taller building detracts from the existing neighboring buildings - especially the next door Gaar Scott building.
- in the history of the neighborhood, the site which now holds the Paxon apartments was subject to several development ideas. At the time a height variance was requested and denied. Given this precedence, it makes no sense to us to now allow a new building to exceed height restrictions.
- some of the buildings nearby from this developer have a different tone and feel - but they are further from the river. we do not want to see the same kind of development on 1st St N.

James O'Connor and Vickie Lind