

LAND USE APPLICATION SUMMARY

Property Location: 2929 University Avenue Southeast
Project Name: RISE at Prospect Park
Prepared By: Hilary Dvorak, Principal Planner, (612) 673-2639
Applicant: Rick Filler with HIC/CA Prospect Park JV, LLC
Project Contact: Dan Pellinen with Tushie Montgomery Architects
Request: To construct a mixed-use building including 336 dwelling units (547 beds), approximately 41,000 square feet of commercial space and a total of 358 parking spaces.

Required Applications:

Rezoning	Petition to rezone the property from the I1 Light Industrial District to the C3A Commercial Activity Center District and remove the IL Industrial Living Overlay District.
Conditional Use Permit for a Planned Unit Development	To allow a Planned Unit Development.
Variance	To increase the gross floor area of a retail sales and services use within the building from 4,000 square feet to approximately 30,118 square feet.
Variance	Of the PO Pedestrian Oriented Overlay District standards. <ul style="list-style-type: none"> • Minimum of 40 percent windows for non-residential uses. • Maximum of 60 feet of parking lot frontage.
Site Plan Review	For a new mixed-use building including 336 dwelling units (547 beds), approximately 41,000 square feet of commercial space and a total of 358 parking spaces.

SITE DATA

Existing Zoning	I1 Light Industrial District ILOD Industrial Living Overlay District PO Pedestrian Oriented Overlay District UA University Area Overlay District
Lot Area	126,782 square feet / 2.91 acres
Ward(s)	2
Neighborhood(s)	Prospect Park
Designated Future Land Use	Mixed Use
Land Use Features	Transit Station, Commercial Corridor (University Avenue Southeast)

Date Application Deemed Complete	October 8, 2015	Date Extension Letter Sent	October 27, 2015
End of 60-Day Decision Period	December 7, 2015	End of 120-Day Decision Period	February 5, 2016

Small Area Plan(s)	<p><i>Stadium Village University Avenue Station Area Plan (2012)</i></p> <p><i>University Avenue SE & 29th Avenue SE Development Objectives and Design Guidelines (2007)</i></p> <p><i>Southeast Minneapolis Industrial (SEMI)/Bridal Veil Refined Master Plan (2001)</i></p>
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BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The property occupies the entire block bounded by 4th Street Southeast, 29th Avenue Southeast, University Avenue Southeast and 30th Avenue Southeast. The property is currently occupied by a mixed-use building including retail uses and automobile repair facilities.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The site is surrounded by a mixture of residential, commercial and industrial uses. The Green Line light rail line runs along University Avenue Southeast and the Prospect Park Station stop is located on 29th Avenue Southeast adjacent to the site. The site is located in the Prospect Park neighborhood.

PROJECT DESCRIPTION. The applicant is proposing to construct a mixed-use building including 336 dwelling units (547 beds), approximately 41,000 square feet of commercial space and a total of 358 parking spaces (287 structured and 71 surface). The commercial uses include a grocery store, a liquor store and restaurants and/or general retail sales and services uses.

There would be only one building on the site but it has been broken down into two volumes; the low-rise (six stories) mixed-use building and the mid-rise (15 stories) mixed-use building. The low-rise building would be built along 4th Street Southeast and 29th Avenue Southeast and the mid-rise building would be built along University Avenue Southeast and 30th Avenue Southeast. The corner of 4th Street Southeast and 30th Avenue Southeast would contain a surface parking lot. There would also be two levels of underground parking. Access to the underground parking garage would be along 29th Avenue Southeast.

The grocery store would be located on the corner of University Avenue Southeast and 30th Avenue Southeast. Along University Avenue Southeast there would also be the main entrance to the mid-rise building and some commercial uses. There would be walk-up units along 4th Street Southeast and 29th Avenue Southeast and the main entrance to the low-rise building would be located on the corner of 29th Avenue Southeast and 4th Street Southeast. There would be additional commercial uses located along 29th Avenue Southeast.

The site is currently zoned II Light Industrial District and is located in the IL Industrial Living Overlay District, the PO Pedestrian Oriented Overlay District and the UA University Area Overlay District. The proposed grocery store requires a rezoning as they are not allowed in the II Light Industrial District and are only allowed in the IL Industrial Living Overlay District if located in an existing building. The applicant is proposing to rezone the property to the C3A Commercial Activity Center District. The IL Industrial Living Overlay District would be removed.

RELATED APPROVALS. Land use applications (BZZ-2185) were approved for the site in 2005 to convert the building from a Kemps facility to a mixed-use building including retail uses and automobile repair facilities.

PUBLIC COMMENTS. Public comment letters, including a letter from the Prospect Park East River Road Improvement Association, are included with the report. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

REZONING

The Department of Community Planning and Economic Development has analyzed the application for a petition to rezone the property at 2929 University Avenue Southeast from the II Light Industrial District to the C3A Commercial Activity Center District and remove the IL Industrial Living Overlay District based on the following findings:

I. Whether the amendment is consistent with the applicable policies of the comprehensive plan.

The proposed zoning is consistent with the applicable policies of *The Minneapolis Plan for Sustainable Growth*. The property is designated as mixed use on the future land use map. Mixed Use guidance may include either a mix of retail, office or residential uses within a building or within a district. The site is located on University Avenue Southeast which is a designated Commercial Corridor. Commercial Corridors connect a number of neighborhoods and serve as focal points for activity. Development and revitalization of these corridors helps to strengthen surrounding urban neighborhoods. Commercial Corridors can accommodate intensive commercial uses and high levels of traffic. High-density residential development is encouraged on Commercial Corridors. The site is also at the center of the Prospect Park/29th Avenue Transit Station Area (TSA). Density, human-scale urban design, and public infrastructure are especially critical in these areas.

The following principles and policies outlined in the plan apply to this proposal:

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

- I.4.1 Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served.
- I.4.2 Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level.

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

- I.5.1 Support an appropriate mix of uses within a district or corridor with attention to surrounding uses, community needs and preferences, and availability of public facilities.
- I.5.2 Facilitate the redevelopment of underutilized commercial areas by evaluating possible land use changes against potential impacts on the surrounding neighborhood.

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

- I.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low-impact light industrial – where compatible with the existing and desired character.
- I.10.2 Encourage commercial development, including active uses on the ground floor, where Commercial Corridors intersect with other designated corridors.
- I.10.5 Encourage the development of high-density housing on Commercial Corridors.

Land Use Policy I.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

- I.13.5 Concentrate highest densities and mixed use development adjacent to the transit station and along connecting corridors served by bus.
- I.13.6 Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

Land Use Policy I.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.

- I.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.

The City Council approved the *Stadium Village University Avenue Station Area Plan* in 2012. In the plan, the future land use for this property is mixed use. The guidance in the plan calls for high density residential mixed use with retail fronting on University Avenue Southeast. The proposed zoning is consistent with the *Stadium Village University Avenue Station Area Plan*.

- 2. *Whether the amendment is in the public interest and is not solely for the interest of a single property owner.*

The proposed rezoning is not solely for the interest of the property owner. Rezoning the site to the C3A zoning district will allow for redevelopment of the property in a manner consistent with the comprehensive plan and the small area plan which call for a mix of uses.

- 3. *Whether the existing uses of property and the zoning classification of property within the general area of the property in question are compatible with the proposed zoning classification, where the amendment is to change the zoning classification of particular property.*

Properties in the immediate area are zoned OR2 High Density Office Residence District, C2 General Commercial District, C3A Commercial Activity Center District and I1 Light Industrial District. The site is surrounded by a mixture of residential, commercial and industrial uses. Given the surrounding zoning classifications, the context and uses in the area, as well as adopted policy, rezoning the subject property to the C3A Commercial Activity Center District and removing the I1 Industrial Living Overlay District would be appropriate and compatible in this location

- 4. *Whether there are reasonable uses of the property in question permitted under the existing zoning classification, where the amendment is to change the zoning classification of particular property.*

There are reasonable uses permitted in the I1 Light Industrial District. However, the future guidance in the comprehensive plan and the small area plan for this site is mixed use, not industrial. Rezoning the property to the C3A Commercial Activity Center District will allow for redevelopment of the site that is consistent with that guidance.

5. *Whether there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its present zoning classification, where the amendment is to change the zoning classification of particular property.*

Over the course of many years the surrounding area has been transitioning from a more industrial area to a mixed use area with a variety of commercial uses and high density housing.

CONDITIONAL USE PERMIT - PLANNED UNIT DEVELOPMENT

The Department of Community Planning and Economic Development has analyzed the application to allow a Planned Unit Development based on the following findings:

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

The establishment of a planned unit development that includes 336 dwelling units (547 beds), approximately 41,000 square feet of commercial space and a total of 358 parking spaces will not be detrimental to or endanger the public health, safety, comfort or general welfare. Redevelopment of the block will be beneficial to the neighborhood. The development will provide activity on the site at all hours of the day which will improve the overall area.

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

The establishment of a planned unit development that includes 336 dwelling units (547 beds), approximately 41,000 square feet of commercial space and a total of 358 parking spaces will not be injurious to the use and enjoyment of other property in the vicinity or impede the normal or orderly development and improvement of surrounding property. The site is surrounded by a mixture of residential, commercial and industrial uses. The proposed development will complement the existing uses in the area.

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

The Public Works Department has reviewed the preliminary plans and will review the final plans for compliance with standards related to access and circulation, drainage, and sewer/water connections. The applicant will be required to continue to work closely with the Public Works Department, the Plan Review Section of CPED and the various utility companies during the duration of the development to ensure that all procedures are followed and that the development complies with all city and other applicable requirements. The applicant is aware that the final plans are expected to incorporate any applicable comments or modifications as required by the Public Works Department.

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

A Travel Demand Management Plan (TDMP) has been prepared for the proposed development. The study concludes that, overall, the proposed uses have minimal traffic impacts on intersection operations, all intersections have adequate capacity to accommodate the number of trips that will be generated and, therefore, impacts on existing operations are minimal. The proposed amount of parking that will be provided on site is sufficient to meet peak demand and complies with the minimum and maximum parking requirements of the Zoning Code. The site has been designed so all truck maneuvering and loading will occur on site.

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

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

Land Use Policy 1.1: 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.

- I.1.3 Encourage the use of flexible regulatory options that promote high quality development, such as the Planned Unit Development (PUD) tool.

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

- I.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.

- I.3.2 Ensure the provision of high quality transit, bicycle, and pedestrian access to and within designated land use features.

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

- I.4.4 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”.

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

- I.8.1 Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.

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

- I.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low-impact light industrial – where compatible with the existing and desired character.

- I.10.2 Encourage commercial development, including active uses on the ground floor, where Commercial Corridors intersect with other designated corridors.

- I.10.3 Discourage uses that diminish the transit and pedestrian character of Commercial Corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.

- I.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.

- I.10.5 Encourage the development of high-density housing on Commercial Corridors.

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.

Findings Required for Planned Unit Developments:

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

Alternatives requested:

Bulk regulations, building height.

The height limit in the C3A zoning district is four stories or 56 feet, whichever is less. The height of the proposed building is 15 stories or 166 feet. It should be noted that there are only 13 habitable floors in the building but because the mechanical screen wall is over 14 feet in height the overall height of the building is technically 15 stories. The applicant is proposing to provide five points worth of amenities to allow an increase in the maximum height of the building.

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

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

Public right-of-way separates the proposed development site from surrounding properties on all sides. Approving the requested increase in height will not impede access to light and air for surrounding properties.

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. Like other mid-rise buildings, the development will cast long shadows at certain times of the day and year, but the effects are mitigated by the placement of the tower on the south side of the site and the fact that public right-of-way separates the proposed development site from surrounding properties on all sides. The shadow study indicates that the proposed building will not shadow existing residential properties or significant public spaces. 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.*

The scale and character of the project is compatible with the area which includes several five- and six-story buildings, an eight-story office building across 29th Avenue Southeast from the site, and the 11-story WaHu development located on University Avenue Southeast and Huron Boulevard Southeast.

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

The Prospect Park Water Tower, located at 55 Malcolm Avenue Southeast, is a locally designated landmark in the City of Minneapolis. The water tower can be seen from the intersection of 29th Avenue Southeast and 4th Street Southeast. The height of the proposed building will block views of

this landmark from this location. However, a four-story building would also block views of the water tower from this landmark. The project will not block views of significant open spaces or water bodies.

Building placement in PO Pedestrian Oriented Overlay District.

In the PO Pedestrian Oriented Overlay District, buildings are required to be located not more than eight feet from a front property line. There are portions of the proposed building that are located more than eight feet from the front property lines along 4th Street Southeast, 29th Avenue Southeast and University Avenue Southeast. The applicant is proposing to provide five points worth of amenities to allow an increase in the maximum building setback.

On-premise signs.

Signs are subject to the requirements of Chapter 543, On-Premise Signs. In the C3A zoning district there can be one square foot of signage for every one linear foot of primary building wall. If there is no freestanding sign or roof sign on the property 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 in the C3A zoning district. Freestanding monument signs are limited to 80 square feet in size and can be no taller than 8 feet. The zoning code limits the number of freestanding signs on a zoning lot to one.

The zoning code allows one roof sign that faces a public street on a zoning lot. The following standards apply to roof signs:

- Signs shall be located on buildings that are less than six stories and 84 feet in height.
- Signs shall be internally illuminated or non-illuminated individual letters and/or logo permanently affixed and attached to the parapet wall or building roof and shall face a public street. Roof signs shall not extend outward more than six inches from the structure.
- Signs shall not be located more than five feet from the face of the primary building wall.
- Signs shall be included in the calculation of the total permitted sign area allowed on the primary building wall facing the same street frontage.
- A roof sign may have a vertical dimension of two feet per story, but not more than a total of five feet, above the roof line of a flat roofed building, or the parapet wall, whichever is greater.
- Between sunrise and sunset the maximum luminance shall be 5,000 nits and between sunset and sunrise the maximum luminance shall be 500 nits.

The applicant is proposing to have 22 wall signs, two projecting signs and one roof sign on the building. Most of the signs meet the dimensional requirements of the zoning code except there are some wall signs that are larger than 180 square feet and both of the projecting signs are larger than 48 square feet. In addition, the building is taller than six stories or 84 feet which is the height limitation for a building to have a roof sign. The roof sign is also taller than five feet. The applicant is proposing five points worth of amenities to allow for this exception to the zoning code.

At this time there are no specific sign details (materials, illumination source, installation, etc.). Given this, CPED is not able to evaluate the signs for compliance with the sign adjustment findings. CPED is recommending that the applicant submit a conditional use permit application for an amendment to the planned unit development for signs that includes a master sign plan for this phase of the planned unit development, when there are specific sign plans available. The amenities that will be evaluated as part of this application are intended to apply towards the requested sign alternative. Since CPED is

recommending that a new application be submitted when more sign details are known, at least five points worth of amenities from this application shall apply to the new application when it is submitted.

Points required for alternatives:

- Establishment of the PUD – **10 points.**
- Bulk regulations, building height – **5 points.**
- Building placement in PO Pedestrian Oriented Overlay District – **5 points.**
- On-premise signs – **5 points.**

Total = 25 points.

Phasing plan. The development will be built in one phase. No future phases of the RISE at Prospect Park planned unit development are anticipated.

Amenities provided:

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

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

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

The development site occupies one full city block and rises ten feet in elevation from west to east. There are two levels of enclosed parking in the development. The majority of the parking garage is underground, but the upper level rises above grade on the west side of the site. Where the parking garage is exposed there are active uses lining it, including residential and commercial uses.

Pedestrian improvements (3 points)

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

The project will significantly improve the existing pedestrian conditions. Public sidewalks will be widened and green boulevards will be added or extended where there currently are none on 29th Avenue Southeast, University Avenue Southeast and 30th Avenue Southeast. Currently, there is no public sidewalk along most of 4th Street Southeast. As part of the Green 4th initiative new sidewalk, landscaping and curbing will be constructed. A plaza with a water feature will be constructed on the corner of 29th Avenue Southeast and 4th Street Southeast, expanding the new pedestrian realm in that location. Walk up dwelling units with direct entry from the public sidewalk will be located along both 29th Avenue Southeast and 4th Street Southeast. A wide stairway, located mid-block along 29th Avenue Southeast, will allow pedestrians to walk into or through the site. In addition, a permanent Nice Ride bike station will be located in the northeast corner of the site.

Reflective roof (3 points)

Utilize roofing materials for seventy-five (75) percent or more of the total roof surface having a Solar Reflectance Index (SRI) equal to or greater than the values as required by the US Green Building Council (USGBC) for low-sloped and steep-sloped roofs.

The entire roof will be covered with a white membrane that meets or exceeds the Solar Reflectance Index (SRI) required by the US Green Building Council.

Shared bicycles (3 points)

Public access to shared bicycles available for short-term use as defined in section 541.180. Applies to mixed-use and non-residential uses only. A minimum of ten (10) shared bicycles per one (1) commercial use must be provided to qualify as an amenity. Bicycle parking spaces and racks shall be located in an area that is convenient and visible from the principal entrance of the building.

The applicant is working with the Green Fourth Design Initiative and the Nice Ride Bike System to locate a permanent Nice Ride Station on the property. The Nice Ride Station will be located on 30th Avenue Southeast, just north of the main entrance to the grocery store. A Nice Ride rack comes in 10-foot lengths and each 10-foot length holds 4 bikes. It is proposed to have a 60 to 80-foot station with 24 to 32 bikes. This system is not only an amenity for the project, but a greater amenity for the overall neighborhood and the City.

There could be as many as five commercial uses in the building. This would require that there be at least 50 shared bicycles provided on the site. Since the applicant has indicated that there will only be between 24 and 32 bikes provided on the site the standards for this amenity are not being met.

Pet exercise area (1 point)

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

An outdoor pet exercise area, accessible to all the residents within the development, will be located on the roof of the low-rise portion of the building. The pet exercise area will be surrounded by decorative fencing and will have lights located throughout the space. The proposed pet exercise area measures approximately 18 feet by 160 feet, totaling 2,880 square feet in size. In addition to providing facilities for the proper disposal of pet waste, there will be access to water for pet drinking and washing. There will also be “play equipment” obstacles for the pets to play on. The proposed pet exercise area is not located in a required yard.

Recycling storage area (1 point)

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

An enhanced recycling program will serve the dwelling units that will make it easier for residents to recycle. There will be two resident trash rooms to dispose of waste. Each trash room has a dedicated chute for trash and a dedicated chute for recyclables. Residents also have access to larger recycling containers in two separate enclosed trash rooms on the first floor. The commercial uses within the building will have access to the trash rooms too.

Water feature (1 point)

A water feature, including but not limited to a reflecting pond, a children's play feature or a drinking fountain shall be located where it is highly visible to and useable by the public.

The applicant is proposing to install a gabion wall water feature in the entrance plaza of the low-rise portion of the building at the corner of 29th Avenue Southeast and 4th Street Southeast. It will be visible from two street frontages as well as being an enhancement to the plaza. This water feature is part of the district stormwater system pilot project and will reuse stormwater collected by that system.

Amenities proposed by the applicant (5 points)

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

Participation in a District Stormwater System (5 points requested)

The applicant has committed to participating in a district stormwater system and management plan being designed and implemented by the Mississippi Watershed Management Organization (MWMO). This plan establishes a system that will treat four blocks of stormwater at its inception and add more as surrounding sites are redeveloped, with the goal of reducing the amount of stormwater entering the public storm sewers. The district system will manage the rate and quality of stormwater prior to it being discharged into the public system. The system also provides for reuse of stormwater for beneficial use, such as irrigation. As part of this system the developer is granting MWMO easements on their property to allow for conveyance pipes and is committing financial support to enable the district project. It is intended to be a model for future district stormwater systems.

Amenities that significantly exceed standards

The city planning commission may consider up to five (5) additional points to the point value listed for any amenity in Table 527-1, Amenities, where the commission finds the proposed amenity substantially exceeds the standards required in Table 527-1, Amenities, for the amenity.

Pet exercise area (1 additional point requested)

The applicant is requesting one addition point for the proposed pet exercise area. The proposed pet exercise area is four times the size of what is required and includes a pet washing area and play equipment. CPED is recommending that the additional point be awarded.

Table I. Amenity Points Summary

Amenity	Points Requested by Applicant	Points Recommended by Staff
Active liner uses as part of a parking garage	10 points	10 points
Pedestrian improvements	3 points	3 point
Reflective roof	3 points	3 point
Shared bicycles	3 points	0 points
Pet exercise area	1 point	1 point
Recycling storage area	1 point	1 point
Water feature	1 point	1 point
Amenities proposed by the applicant – Participation in a district stormwater system	5 points	5 points
Amenities that significantly exceed standards –Pet exercise area	1 point	1 point
Total	28 points	25 points

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

The applicant is not proposing to have any uses in the planned unit development that are not otherwise allowed in the C3A Commercial Activity Center District or the PO Pedestrian Oriented Overlay District.

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

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

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

The proposed mix of uses includes dwellings, a grocery store, a liquor store and restaurants and/or general retail sales and services uses. There will be a mix of studio, one, two, three and four-bedroom dwellings in the building. The development will enhance and engage the public realm on all sides with wide sidewalks, green boulevards, multiple entrances and outdoor dining areas.

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

A Travel Demand Management Plan (TDMP) has been prepared for the proposed development. The study concludes that, overall, the proposed uses have minimal traffic impacts on intersection operations, all intersections have adequate capacity to accommodate the number of trips that will be generated and, therefore, impacts on existing operations are minimal. The proposed amount of parking that will be provided on site is sufficient to meet peak demand and

complies with the minimum and maximum parking requirements of the Zoning Code. The site has been designed so all truck maneuvering and loading will occur on site.

There will be multiple entrances leading into the various uses within the development. In addition to the main entrances for both the low-rise and mid-rise portions of the building the ground floor dwelling units will each have their own entrances. A wide stairway, located mid-block along 29th Avenue Southeast, will allow pedestrians to walk into or through the site.

The applicant will be providing a total of 580 bike parking spaces on the site including a permanent Nice Ride bike station on the northeast corner of the site. The Green Line light rail line runs along University Avenue Southeast and the Prospect Park Station stop is located on 29th Avenue Southeast adjacent to the site.

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

The site amenities include active liner uses as part of a parking garage, pedestrian improvements, a reflective roof, a pet exercise area, a recycling storage area, a water feature and participation in a district stormwater system.

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

The building will have a strong presence on University Avenue Southeast, demarcating the location of the Prospect Park Station stop. The massing of the building will step down toward the station. The material palette is simplified and refined and applied to break up the massing of the mid-rise building. The new building will complement existing buildings in the surrounding area.

The surface parking lot will be located on the corner of 4th Street Southeast and 30th Avenue Southeast. The parking lot will be screened from both streets with landscaping. At the northeast corner of the parking lot there will be a large green space that the applicant is calling the “backyard.” This area is being designed for both passive recreation and for neighborhood events. The sod in this location will be integrated with a product called Grass Pave which can sustain heavy foot traffic without damaging the soil or grass. Along 30th Avenue Southeast there will also be a permanent Nice Ride Station located between the property line and the parking lot.

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

Public right-of-way separates the proposed development site from surrounding properties on all sides.

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

The applicant has committed to participating in a district stormwater system and management plan being designed and implemented by the Mississippi Watershed Management Organization (MWMO).

The Public Works Department has reviewed the preliminary plans and will review the final plans for compliance with standards related to access and circulation, drainage, and sewer/water connections. The applicant will be required to continue to work closely with the Public Works Department, the Plan Review Section of CPED and the various utility companies during the duration of the development to ensure that all procedures are followed and that the development complies with all city and other applicable requirements.

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

The contractor is committed to recycling the demolition debris of the building. All steel, concrete, and concrete block being demolished will be recycled. During construction the contractor will use a dumpster roll off service that recycles new construction debris. The roll off service sorts and recycles each dumpster, with at least 50% of the debris being recycled.

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

No subdivision of the site is proposed.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to increase the gross floor area of a retail sales and services use within the building from 4,000 square feet to approximately 30,118 square 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.*

In the C3A zoning district, all retail sales and services uses, including shopping centers, shall be limited to a maximum gross floor area of 4,000 square feet per use. The applicant is proposing to incorporate a 30,118 square foot grocery store into the proposed mixed use development.

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The site is almost three acres in size and the proposed building is almost 400,000 square feet in size. A 30,118 square foot grocery store in the building will be proportionally appropriate.

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

The applicant is proposing to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan. The purpose of the C3A zoning district is to provide for the development of major urban activity and entertainment centers with neighborhood scale retail sales and services.

While the size of the grocery store is larger than what is allowed in the C3A zoning district the site can accommodate it. The Green Line light rail line runs along University Avenue Southeast and the Prospect Park Station stop is located on 29th Avenue Southeast adjacent to the site. The proposed amount of parking that will be provided on site is sufficient to meet peak demand and the site has been designed so all truck maneuvering and loading will occur on site.

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

Granting of this variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. In addition, granting of the variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The proposed grocery store will be integrated into a larger mixed-use development. Given the design of the building the overall size of the grocery store will be barely discernible.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance of the PO Pedestrian Oriented Overlay District standard requiring a minimum of 40 percent windows for non-residential uses 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.*

In the PO Pedestrian Oriented Overlay District, at least 40 percent of the first floor facade of any nonresidential use that faces a public street or sidewalk shall be windows or doors of clear or lightly tinted glass that allow views into and out of the building at eye level. The building elevations along University Avenue Southeast and 30th Avenue Southeast do not meet the window requirement. There are 37 percent windows along University Avenue Southeast and 30 percent windows along 30th Avenue Southeast.

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The grocery store is located on the southeast corner of the property. It has frontage on University Avenue Southeast, 30th Avenue Southeast and the parking lot which fronts on 4th Street Southeast. In addition, the development site occupies one full city block and rises ten feet in elevation from west to east. Having a window requirement on three sides of the building, an increased window requirement on two sides of the building and needing to accommodate a ten-foot grade change on the site makes it difficult to meet the window requirements.

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

The applicant is proposing to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan. The purpose of the PO Pedestrian Oriented Overlay District is to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses.

The applicant has maximized the amount of windows on each elevation and has distributed them across the building walls. In lieu of windows on part of the University Avenue Southeast facade, the developer is proposing to install a large outdoor deck for dining adjacent to the grocery store and lighted art work on the wall.

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

Granting of this variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. In addition, granting of the variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. There is still a vast amount of windows on the building elevations. Where there is less than the required amount of windows the applicant has enhanced the building with outdoor dining spaces and public artwork.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance of the PO Pedestrian Oriented Overlay District standard requiring no more than 60 feet of parking lot frontage based on the following findings:

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

The applicant is proposing to construct a 71-space surface parking lot on the northeast corner of the property. These spaces will be dedicated for the grocery store in the development. In the PO Pedestrian Oriented Overlay District, parking lots are limited to not more than 60 feet of street frontage. The parking lot has 175 feet of street frontage on 4th Street Southeast and 117 feet of street frontage on 30th Avenue Southeast.

Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The development site occupies one full city block. The site is 126,782 square feet in size and the proposed building footprint is 68,634 square feet in size. The building is configured in the shape of a “U”. Only the northeast corner of the site is occupied by the surface parking lot. Given the size of the site, the need to accommodate loading on the site and the desire to have some easily-accessible, visible surface parking for the grocery store customers the parking lot frontage exceeds 60 feet.

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

The applicant is proposing to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan. The purpose of the PO Pedestrian Oriented Overlay District is to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses.

Although grocery store customers will include those who come to the store on foot or by light rail or bus, the store’s customer base will also draw people from the larger neighborhood who will drive to the site.

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

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

The parking lot will be screened from both streets with landscaping. At the northeast corner of the parking lot there will be a large green space that the applicant is calling the “backyard.” This area is being designed for both passive recreation and for neighborhood events. The sod in this location will be integrated with a product called Grass Pave which can sustain heavy foot traffic without damaging the soil or grass. Along 30th Avenue Southeast there will also be a permanent Nice Ride Station located between the property line and the parking lot.

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 – *Requires alternative compliance*

- 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 lines, there will be principal entrances at street level that can be accessed by residents, guests, employees and customers 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 along all four adjacent streets is zero feet. The maximum setback in the PO Pedestrian Oriented Overlay District is eight feet. The building will be set back between ten and 49 feet from 4th Street Southeast, between three and 13 feet from 29th Avenue Southeast, between three and 13 feet from University Avenue Southeast and zero feet from 30th Avenue Southeast. Alternative compliance is required.
- Between the building and the front property lines there will be landscaping, gabion walls, a water feature, individual dwelling unit decks, outdoor seating for the commercial uses and the parking lot. The parking lot will be screened from both 4th Street Southeast and 30th Avenue Southeast with landscaping.
- The principal entrance to the mid-rise building would be along University Avenue Southeast and the principal entrance to the low-rise building would be on the corner of 29th Avenue Southeast and 4th Street Southeast. There would be individual entrances to the walk-up units along 4th Street Southeast and 29th Avenue Southeast. The principal entrances to the grocery store would be on University Avenue Southeast and facing the parking lot and the remaining commercial uses would have an entrance facing the street.
- There will be 287 parking spaces provided in two levels of underground parking and an additional 71 spaces provided in a surface parking lot. The surface parking lot will be located on the corner of 4th Street Southeast and 30th Avenue Southeast. Given how the building is arranged on the site the parking lot is located to the side and/or rear of the building.
- The building is large. To help break up the mass the applicant has divided the building into two volumes; a low-rise, six-story building and a mid-rise, 15-story building. In addition, a simple pallet of materials, recesses and projections in the building walls, recessed and projecting balconies, canopies over the entryways and a variation in roof height.
- On the east elevation of the low-rise building and on the east and west elevations of the mid-rise building there are areas of the building that are over 25 feet in length and void of windows, entries, recesses or projections, or other architectural elements. Alternative compliance is required.
- The exterior materials of the building will include brick, metal and cementitious siding. For an accent material, composite wood veneer paneling will be used. Building walls do not include more than three exterior materials on any one elevation. Fiber cement paneling is utilized on some of the building elevations. CPED is recommending that fiber cement paneling not cover more than 30

percent of those elevations. All sides of the building will be similar to and compatible with one another.

- Plain face concrete block is not proposed to be used as an exterior building material.
- The windows in the building are vertical in nature and are evenly spaced across the building walls. The minimum window percentages are not being met on the walls on the first floor of the building facing the University Avenue Southeast or 30th Avenue Southeast. Alternative compliance is required. See Table I.
- The entire ground floor of the building facing 4th Street Southeast contains active functions, 91 percent of the ground floor of the building facing 29th Avenue Southeast contains active functions, 74 percent of the ground floor of the building facing University Avenue Southeast contains active functions and the entire ground floor of the building facing 30th Avenue Southeast contains active functions.
- The principal roof line of the building will be flat. This is the predominant roof type of the commercial and multiple-family residential buildings in the area.

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

	Code Requirement		Proposed	
Residential Uses				
1st Floor facing 4 th Street Southeast	20% minimum	397 sq. ft.	36%	712 sq. ft.
2nd Floor and Above facing 4 th Street Southeast	10% minimum	273 sq. ft.	Greater than 10 %	
1st Floor facing 29 th Avenue Southeast	20% minimum	240 sq. ft.	28%	336 sq. ft.
2nd Floor and Above facing 29 th Avenue Southeast	10% minimum	319 sq. ft.	Greater than 10 %	
2nd Floor and Above facing University Avenue Southeast	10% minimum	334 sq. ft.	Greater than 10 %	
2nd Floor and Above facing 30 th Avenue Southeast	10% minimum	70 sq. ft.	Greater than 10 %	
Nonresidential Uses				
1st Floor facing 29 th Avenue Southeast	40% minimum	269 sq. ft.	46%	307 sq. ft.
1st Floor facing University Avenue Southeast	40% minimum	973 sq. ft.	37%	889 sq. ft.
1st Floor facing 30 th Avenue Southeast	40% minimum	563 sq. ft.	30%	419 sq. ft.
1st Floor facing the surface parking lot	30% minimum	470 sq. ft.	34%	536 sq. ft.

Access and Circulation – Meets requirements

- All of the building entrances are connected either directly to the public sidewalk or by a walkway that is at least four feet in width.
- The applicant is not proposing to integrate a transit shelter into the development.
- There will be 287 parking spaces located underground. Access to the underground parking garage would be from 29th Avenue Southeast. There would also be 71 surface parking spaces provided on the site. Access to the surface parking lot would be from 4th Street Southeast and 30th Avenue Southeast. The TDMP findings support the overall amount of parking and the access points for the various parking and loading areas on the site.
- The site does not have access to a public alley.
- There is no maximum impervious surface requirement in the C3A zoning district. According to the materials submitted by the applicant 84 percent of the site will be impervious

Landscaping and Screening – Requires alternative compliance

- 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 24 and 117 respectively. The applicant is proposing to plant 9 canopy trees and 54 shrubs on the site. In addition, the applicant is proposing to plant 19 ornamental trees and 732 perennials on the site. The applicant is also proposing to plant 18 canopy trees in the right-of-way. Alternative compliance is required.
- The applicant is proposing to use rock mulch in the planting beds. CPED is recommending that wood mulch, or something similar, be used instead of rock mulch.
- The zoning code requires that a seven-foot wide landscaped yard be provided when a parking or loading facility is fronting along a public street, public sidewalk or public pathway. A landscaped yard is required along 4th Street Southeast and 30th Avenue Southeast. The applicant is proposing to provide a landscaped yard between ten and 25 feet in depth along 4th Street Southeast and a 15-foot deep landscaped yard along 30th Avenue Southeast.
- Screening three feet in height and 60 percent opaque is required when a parking or loading facility is fronting along a public street, public sidewalk or public pathway. The applicant has selected different grasses to plant along both 4th Street Southeast and 30th Avenue Southeast. However, given the placement of the “backyard” only half of the parking lot frontage along 4th Street Southeast is screened. The entire length of the parking lot along 30th Avenue Southeast will be screened. Alternative compliance is required.
- Not less than one tree shall be provided for every 25 linear feet of parking lot frontage. The parking lot has 175 feet of street frontage on 4th Street Southeast which would require seven trees. The applicant is proposing to have eight trees along 4th Street Southeast. The parking lot has 117 feet of street frontage on 30th Avenue Southeast which would require five trees. The applicant is proposing to have one tree along 30th Avenue Southeast. CPED is recommending that a total of five trees be planted along 30th Avenue Southeast.
- In parking lots of 10 spaces or more, no parking space shall be located more than 50 feet from an on-site deciduous tree. There are some parking spaces in the corners of the parking lot that are not located within 50 feet of an on-site deciduous tree. CPED is recommending that the parking lot be designed so all of the parking spaces are located within 50 feet of an on-site deciduous tree.
- Tree islands in parking lots must have a minimum width of seven feet in any direction. All of the proposed tree islands in the parking lot measure at least seven feet in every direction.

Table 2. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	126,782 sq. ft.
Building footprint	--	68,634 sq. ft.
Remaining Lot Area	--	58,148 sq. ft.
Landscaping Required	11,630 sq. ft.	20,448 sq. ft.
Canopy Trees (1: 500 sq. ft.)	24 trees	9 trees
Shrubs (1: 100 sq. ft.)	117 shrubs	54 shrubs

Additional Standards – Meets requirements

- The parking lot will be defined with a surmountable curb. Stormwater runoff will be directed towards the landscape areas surrounding the parking lot and then to an underground infiltration system.
- The Prospect Park Water Tower, located at 55 Malcolm Avenue Southeast, is a locally designated landmark in the City of Minneapolis. The water tower can be seen from the intersection of 29th Avenue Southeast and 4th Street Southeast. The height of the proposed building will block views of this landmark from this location. However, a four-story building would also block views of the water tower from this landmark. The project will not block views of significant open spaces or water bodies.
- 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. Like other mid-rise buildings, the development will cast long shadows at certain times of the day and year, but the effects are mitigated by the placement of the tower on the south side of the site and the fact that public right-of-way separates the proposed development site from surrounding properties on all sides. The shadow study indicates that the proposed building will not shadow existing residential properties or significant public spaces. In addition, staff is not aware of any existing solar energy systems that would be affected by the proposed building.
- The building has been designed with recesses and projections along the building wall, recessed balconies with projecting railings and canopies over the entryways which will help minimize wind effects on the surrounding area.
- The site plan complies with crime prevention design elements as the entrances are oriented towards the public sidewalks, walkways direct people to and from the building entrances and through the site, there will be large windows and balconies on all sides of the building that maximize the opportunities for people to observe adjacent spaces and there will be lights located near all of the building entrances and in the surface parking lot.
- The building is not locally designated and the site is not located in a local historic district.

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

The proposed use is *conditional* in the C3A Commercial Activity Center District.

Off-street Parking and Loading – Meets requirements

- There will be a total of 358 parking spaces provided on the site. There will be 287 parking spaces provided in two levels of underground parking and an additional 71 spaces provided in a surface parking lot. Of the 287 enclosed parking spaces, 161 of them will be located in the lowest level of

the parking garage and will be reserved for the residents only. This leaves a total of 197 spaces for additional resident parking and the commercial tenants within the building.

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

	Minimum Vehicle Parking	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
Grocery store	52	PO Overlay (13)	39	151	358 total spaces, 287 enclosed and 71 surface spaces
Liquor store	4	PO Overlay (1)	3	5	
Restaurant, sit down	24	PO Overlay (6)	18	122	
Residential dwellings	274	Transit Incentive in PO-TSA (82)	192	--	
Total	354	(102)	252	278 for the non-residential portion of the development	358

Table 4. Bicycle Parking and Loading Requirements (Chapter 54I)

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed	Loading Requirement	Proposed
Grocery store	6	Not less than 50% (3)	--	560 long-term and 20 short-term	2 large	3 large and 1 small
Liquor store	3	Not less than 50% (2)	--		None	
Restaurant, sit down	9	Not less than 50% (5)	--		None	
Residential dwellings	547	--	Not less than 90% (492)		2 small or 1 large	
Total	565	10	492	580	3 large spaces or 2 small spaces and 2 large spaces	3 large and 1 small

Building Bulk and Height – Requires conditional use permit and variance

- The applicant has applied for a variance to increase the size of the grocery store from the permitted 4,000 square feet to 30,118 square feet.
- The maximum floor area ratio in the C3A zoning district is 2.7. However, the development qualifies for the 20 percent mixed commercial-residential building density bonus. Since the site is located in the Prospect Park/29th Avenue Transit Station Area (TSA) the density bonus is 30 percent.
- The permitted height in the C3A zoning district is 4 stories or 56 feet, whichever is less. The applicant is proposing to construct a building that is 15 stories or 166 feet tall. The applicant is requesting an exception to the height requirement through the planned unit development application.

Table 5. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	1 acre	126,782 square feet / 2.91 acres
Gross Floor Area (GFA)	Maximum of 4,000 sq. ft. per retail sales and services use	Grocery store is approximately 30,118 sq. ft. in size
Minimum Floor Area Ratio (GFA/Lot Area)	1.0	3.14
Maximum Floor Area Ratio (GFA/Lot Area)	2.7 3.51 with the density bonus	3.14
Maximum Building Height	4 stories or 56 feet, whichever is less	15 stories or 166 ft.

Lot Requirements – Meets requirements

Table 2. Lot Requirements Summary

	Code Requirement	Proposed
Dwelling Units (DU)	--	336 DUs
Density (DU/acre)	--	115 DU/acre
Minimum Lot Area	1 acre	2.91 acres
Maximum Impervious Surface Area	Not applicable	106,334 sq. ft.
Maximum Lot Coverage	Not applicable	68,634 sq. ft.
Minimum Lot Width	As approved by CUP	300 ft. or more on each street frontage

Yard Requirements – Requires conditional use permit

- In the PO Pedestrian Oriented Overlay District, buildings are required to be located not more than eight feet from a front property line. There are portions of the proposed building that are located more than eight feet from the front property line along 29th Avenue Southeast and 4th Street Southeast. The applicant is requesting an exception to the setback requirements through the planned unit development application.

Table 3. Minimum Yard Requirements

	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front, 4th Street Southeast	0 ft.	PO, maximum of 8 ft.	8 ft. max	Between ten and 49 ft.
Front, 29th Avenue Southeast	0 ft.	PO, maximum of 8 ft.	8 ft. max	Between three and 13 ft.
Front, University Avenue Southeast	0 ft.	PO, maximum of 8 ft.	8 ft. max	Between three and 13 ft.
Front, 30th Avenue Southeast	0 ft.	PO, maximum of 8 ft.	8 ft. max	0 ft.

Signs – Requires conditional use permit

- Signs are subject to the requirements of Chapter 543, On-Premise Signs. In the C3A zoning district there can be one square foot of signage for every one linear foot of primary building wall. If there is no freestanding sign or roof sign on the property 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 in the C3A zoning district. Freestanding monument signs are limited to 80 square feet in size and can be no taller than 8 feet. The zoning code limits the number of freestanding signs on a zoning lot to one.
- The zoning code allows one roof sign that faces a public street on a zoning lot. The following standards apply to roof signs:
 - Signs shall be located on buildings that are less than six stories and 84 feet in height.
 - Signs shall be internally illuminated or non-illuminated individual letters and/or logo permanently affixed and attached to the parapet wall or building roof and shall face a public street. Roof signs shall not extend outward more than six inches from the structure.
 - Signs shall not be located more than five feet from the face of the primary building wall.
 - Signs shall be included in the calculation of the total permitted sign area allowed on the primary building wall facing the same street frontage.
 - A roof sign may have a vertical dimension of two feet per story, but not more than a total of five feet, above the roof line of a flat roofed building, or the parapet wall, whichever is greater.
 - Between sunrise and sunset the maximum luminance shall be 5,000 nits and between sunset and sunrise the maximum luminance shall be 500 nits.
- The applicant is proposing to have 22 wall signs, two projecting signs and one roof sign on the building. Most of the signs meet the dimensional requirements of the zoning code except there are some wall signs that are larger than 180 square feet and both of the projecting signs are larger than 48 square feet. In addition, the building is taller than six stories or 84 feet which is the height limitation for a building to have a roof sign. The roof sign is also taller than five feet. The applicant is proposing five points worth of amenities to allow for this exception to the zoning code.
- At this time there are no specific sign details. Given this, CPED is not able to evaluate the signs for compliance with the sign adjustment findings. CPED is recommending that the applicant submit a

conditional use permit application for an amendment to the planned unit development for signs that includes a master sign plan for this phase of the planned unit development, when there are specific sign plans available.

Screening of Mechanical Equipment – *Meets requirements*

- There will be mechanical equipment located on the roof of the building. The applicant is proposing to screen the rooftop equipment with building materials similar to the exterior materials of the building itself. CPED is recommending that whichever material is picked that it meets the requirements of Chapter 535, Regulations of General Applicability.
- There will also be mechanical equipment located on the ground along 4th Street Southeast and along University Avenue Southeast. The applicant is proposing to screen the equipment from the public right-of-way using a fence, landscaping and the building itself. CPED is recommending that whichever material is picked that it meets the requirements of Chapter 535, Regulations of General Applicability.

Refuse Screening – *Meets requirements*

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

Lighting – *Meets requirements*

- The lighting plan showing footcandles was submitted as part of the application materials. The lighting levels are in conformance with the standards of Chapter 535, Regulations of General Applicability. CPED is recommending that exterior lighting fixture details be provided to ensure that the height of the lights are in conformance with the standards of Chapter 535, Regulations of General Applicability.

Fences – *Not applicable*

- The applicant is not proposing to have any fencing on the site. The applicant is proposing to have gabion walls located around the perimeter of the site. The gabion walls would be perpendicular to the building and would separate the different uses from one another. The gabion walls would be three feet in height.

Specific Development Standards – *Not applicable*

PO and UA Overlay District Standards – *Requires conditional use permit and variance*

- In the PO Pedestrian Oriented Overlay District, buildings are required to be located not more than eight feet from a front property line. There are portions of the proposed building that are located more than eight feet from the front property line along 29th Avenue Southeast and 4th Street Southeast. The applicant is requesting an exception to the setback requirements through the planned unit development application.
- In the PO Pedestrian Oriented Overlay District, at least 40 percent of the first floor facade of any nonresidential use that faces a public street or sidewalk shall be windows or doors of clear or lightly tinted glass that allow views into and out of the building at eye level. The building elevations along University Avenue Southeast and 30th Avenue Southeast do not meet the window requirement. The applicant has applied for a variance of this standard.
- In the PO Pedestrian Oriented Overlay District, parking lots are limited to not more than 60 feet of street frontage. The parking lot has more than 60 feet of street frontage on both 4th Street Southeast and 30th Avenue Southeast. The applicant has applied for a variance of this standard.

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

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

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

- 10.5.2 Medium-scale, multi-family residential development is more appropriate along Commercial Corridors, Activity Centers, Transit Station Areas and Growth Centers outside of Downtown Minneapolis.

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

- 10.9.1 Encourage both mixed-use buildings and a mix of uses in separate buildings where appropriate.
- 10.9.2 Promote building and site design that delineates between public and private spaces.
- 10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.
- 10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

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

- 10.10.1 Enhance the city's commercial districts by encouraging appropriate building forms and designs, historic preservation objectives, site plans that enhance the pedestrian environment, and by maintaining high quality four season public spaces and infrastructure.
- 10.10.3 Enhance pedestrian and transit-oriented commercial districts with street furniture, street plantings, plazas, water features, public art and improved transit and pedestrian and bicycle amenities.
- 10.10.4 Orient new buildings to the street to foster safe and successful commercial nodes and corridors.
- 10.10.6 Require storefront window transparency to assure both natural surveillance and an inviting pedestrian experience.

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

- 10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use, and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions, and other unnecessary light pollution.
- 10.17.4 Ensure that all site lighting requirements and directional signs have appropriate illumination levels to comply with zoning and industry illumination standards.

- 10.17.5 Integrate exterior building lighting design to attune with building designs and landscaping.
- 10.17.6 Provide sufficient lighting for better way-finding and safe circulation within and around a development.

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

- 10.18.1 Require that parking lots meet or exceed the landscaping and screening requirements of the zoning code, especially along transit corridors, adjacent to residential areas, and areas of transition between land uses.
- 10.18.2 Parking lots should maintain the existing street face in developed areas and establish them in undeveloped areas through the use of fencing, walls, landscaping or a combination thereof along property lines.
- 10.18.3 Locate parking lots to the rear or interior of the site.
- 10.18.4 Provide walkways within parking lots in order to guide pedestrians through the site.

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

The City Council approved the *Stadium Village University Avenue Station Area Plan* in 2012. In the plan, the future land use for this property is mixed use. The guidance in the plan calls for high density residential mixed use with retail fronting on University Avenue Southeast. One key element of building placement is compatibility with surrounding uses, in terms of massing and scale. The land use recommendations concentrate the highest density development around station areas and major corridors, as well as those areas closest to the campus. Regardless of placement, appropriate buffering and transitions are important, as well as attention to shadowing of tall buildings. The proposed development is consistent with the *Stadium Village University Avenue Station Area Plan*.

5. Alternative compliance.

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

- **Building Placement.** The front yard setback along all four adjacent streets is zero feet. The maximum setback in the PO Pedestrian Oriented Overlay District is eight feet. The building will be set back between ten and 49 feet from 4th Street Southeast, between three and 13 feet from 29th Avenue Southeast and between three and 13 feet from University Avenue Southeast. Where the building is set back there will be landscaping, gabion walls, a water feature, individual dwelling unit decks, outdoor seating for the commercial uses and the parking lot. The parking lot will be screened from both 4th Street Southeast and 30th Avenue Southeast with landscaping. Given the size of the building CPED is recommending that the City Planning Commission grant alternative compliance to allow the building to be set back more than eight feet from 4th Street Southeast, 29th Avenue Southeast and University Avenue Southeast.
- **Blank Walls.** On the east elevation of the low-rise building and on the east and west elevations of the mid-rise building there are areas of the building that are over 25 feet in length and void of windows, entries, recesses or projections, or other architectural elements. On the low-rise building the blank wall is 27 feet in length, on the east elevation of the mid-rise building the blank wall is 29 feet in length and on the west elevation of the mid-rise building the blank wall is 45 feet in length. Given the overall size of the building the amount of blank walls on the building is minimal. CPED is recommending that the City Planning Commission grant alternative compliance.

- **Window Requirement.** The windows in the building are vertical in nature and are evenly spaced across the building walls. The minimum window percentages are not being met on the walls on the first floor of the building facing University Avenue Southeast, 30th Avenue Southeast or the surface parking lot. The development site occupies one full city block and rises ten feet in elevation from west to east. Having a window requirement on four sides of the building, an increased window requirement on two sides of the building and needing to accommodate a ten-foot grade change on the site makes it difficult to meet the window requirements. CPED is recommending that the City Planning Commission grant alternative compliance.
- **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 24 and 117 respectively. The applicant is proposing to plant 9 canopy trees and 54 shrubs on the site. In addition, the applicant is proposing to plant 19 ornamental trees and 732 perennials on the site. The applicant is also proposing to plant 18 canopy trees in the right-of-way. Much of the site is occupied by an underground parking garage. Given this, it would be difficult to accommodate 24 canopy trees on the site. However, since there are areas where the parking garage is not located CPED is recommending that there be at least 12 canopy trees and 117 shrubs planted on the site.
- **Parking Lot Landscaping and Screening.** Screening three feet in height and 60 percent opaque is required when a parking or loading facility is fronting along a public street, public sidewalk or public pathway. The applicant has selected different grasses to plant along both 4th Street Southeast and 30th Avenue Southeast. However, given the placement of the “backyard” only half of the parking lot frontage along 4th Street Southeast is screened. This area is being designed for both passive recreation and for neighborhood events. The sod in this location will be integrated with a product called Grass Pave which can sustain heavy foot traffic without damaging the soil or grass. The depth of the “backyard” is 25 feet. Given this CPED is recommending that the City Planning Commission grant alternative compliance to allow that portion of the parking lot buffered by the “Backyard” to not be screened.

FOR REZONINGS ONLY

ZONING PLATE NUMBER. 22

LEGAL DESCRIPTION. Beginning at a point of intersection of the Easterly line of Mary Street with the Northerly line of University Avenue S.E. which point is marked by a judicial monument; thence Southeasterly along the Northerly line of University Avenue S.E., 364.75 feet, more or less, to the point of intersection of the Northerly line of University Avenue S.E. with the Westerly line of Thirtieth Avenue S.E., which point is marked by a judicial monument; thence Northeasterly along the Westerly line of Thirtieth Avenue S.E., 311.5 feet, more or less, to the point of intersection of the Westerly line of Thirtieth Avenue S.E. with the Southerly line of Fourth Street S.E., which point is marked by a judicial monument; thence Northwesterly along the Southerly line of Fourth Street S.E., 541.09 feet, more or less, to the point of intersection of the Southerly line of Fourth Street S.E. with the Easterly line of Mary Street, which point is marked by a judicial monument; thence Southerly along the Easterly line of Mary Street 358.30 feet, more or less, to the point of beginning, also known and described as Lots 1, 2, 3, and 4, “Geo. H. Watson’s Addition, Minneapolis, Minn.”, according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Rick Filler with HIC/CA Prospect Park JV, LLC for the property located at 2929 University Avenue Southeast:

A. Rezoning the property located at 2929 University Avenue Southeast from the II Light Industrial District to the C3A Commercial Activity Center District and remove the IL Industrial Living Overlay District.

Recommended motion: **Approve** the application to rezone the property from the II Light Industrial District to the C3A Commercial Activity Center District and remove the IL Industrial Living Overlay District.

B. Conditional Use Permit for a Planned Unit Development.

Recommended motion: **Approve** the application for a Planned Unit Development including 336 dwelling units, approximately 41,000 square feet of commercial space and a total of 358 parking spaces, subject to the following conditions:

1. The conditional use permit shall be recorded with Hennepin County as required by Minn. Stat. 462.3595, subd. 4 before building permits may be issued or before the use or activity requiring a conditional use permit may commence. Unless extended by the zoning administrator, the conditional use permit shall expire if it is not recorded within two years of approval.
2. As required by section 527.120 of the zoning code, the development shall comply with the standards for active liner uses as part of a parking garage, pedestrian improvements, a reflective roof, a pet exercise area, a recycling storage area, a water feature and participation in a district stormwater system from Table 527-1, Amenities totaling a minimum of 25 points.
3. To qualify for an additional amenity point, the pet exercise area shall include a pet washing area and play equipment.

C. Variance of the maximum gross floor area.

Recommended motion: **Approve** the application for a variance to increase the gross floor area of a retail sales and services use within the building from 4,000 square feet to approximately 30,118 square feet.

D. Variance of the PO Pedestrian Oriented Overlay District standards.

Recommended motion: **Approve** the application for a variance of the PO Pedestrian Oriented Overlay District standard requiring a minimum of 40 percent windows for non-residential uses, subject to the following conditions:

1. To mitigate the reduced window area along University Avenue Southeast, there shall be a large outdoor deck for dining and lighted art work on the wall.

E. Variance of the PO Pedestrian Oriented Overlay District standards.

Recommended motion: **Approve** the application for variance of the PO Pedestrian Oriented Overlay District standard requiring no more than 60 feet of parking lot frontage, subject to the following conditions:

1. The parking lot shall be screened from both 4th Street Southeast and 30th Avenue Southeast with landscaping.

2. A large green space shall be located on the northeast corner of the parking lot which can be used for both passive recreation and for neighborhood events. The sod in this location shall be reinforced so it can sustain heavy foot traffic without damaging the soil or grass.
3. A permanent Nice Ride Station shall be located between the property line along 30th Avenue Southeast and the parking lot.

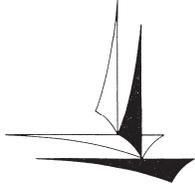
F. Site Plan Review for a new mixed-use building.

Recommended motion: **Approve** the application for a new mixed-use building including 336 dwelling units (547 beds), approximately 41,000 square feet of commercial space and a total of 358 parking spaces, 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 December 7, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
3. Where utilized, fiber cement paneling shall not cover more than 30 percent of the elevation.
4. Wood mulch, or something similar, shall be used instead of rock mulch.
5. A total of five trees shall be planted along 30th Avenue Southeast.
6. The parking lot shall be designed so all of the parking spaces are located within 50 feet of an on-site deciduous tree as required by section 530.170 of the zoning code. Trees located in planters shall count towards meeting this requirement.
7. All mechanical equipment shall be screened as required by the standards of Chapter 535, Regulations of General Applicability.
8. Exterior lighting fixture details shall be provided to ensure that the height of the lights are in conformance with the standards of Chapter 535, Regulations of General Applicability.
9. As required by section 530.160 of the zoning code, there shall be at least 12 canopy trees and 117 shrubs planted on the site.

ATTACHMENTS

1. PDR report
2. Statement of proposed use and description of project
3. Written findings submitted by the applicant
4. Travel Demand Management Plan
5. Zoning map
6. Plans and renderings
7. Material sample board exhibit
8. Correspondence



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

Preliminary Development Review Report

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

Status *

Tracking Number:	PDR 1001343
Applicant:	HIC / CA PROSPECT PARK JV, LLC 161 NORTH CLARK ST., #4900 CHICAGO, IL 60601
Site Address:	2929 UNIVERSITY AVE SE
Date Submitted:	29-JUL-2015
Date Reviewed:	

Purpose

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

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

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

Project Scope

Mixed Use project. Proposed 258 apartments, 120 room hotel, 29,000 sq ft grocery, 1,100 sq ft liquor store, 3,000 sq ft of other retail with a 341 space parking garage.

Review Findings (by Discipline)

Historical Preservation Committee

- There is not a preservation flag on the property. There is a preservation review required as part of any wrecking permit.

Addressing

- The Address for the Apartment, Hotel and Grocery will be off of University. the restaurant will be off of 29th. City staff is looking at the site to assess what the best addresses will be.

*Approved: You may continue to the next phase of developing your project.

*Resubmission Required: You cannot move forward or obtain permits until your plans have been resubmitted and approved.

□ Zoning - Planning

- Applications identified to date:
 - Rezoning from the I1 Light Industrial District to the C3A Commercial Activity Center District and remove the IL Industrial Living Overlay District would be removed.
 - Conditional use permit to increase the height of the building from 4 stories to 15 stories.
 - Variance to increase the maximum FAR from 2.7 to 3.41
 - Variance to increase the gross floor area of a retail sales and services use within the building from 8,000 square feet to approximately 31,500 square feet.
 - Variance to reduce the off-street loading requirement from 4 large and 1 small to 3 large and 2 small.
- Variance of the PO Pedestrian Oriented Overlay District standards:
 - Building located more than 8 feet from a front property line.
 - Minimum of 40 percent windows for non-residential uses.
 - Maximum of 60 feet parking lot frontage.
 - Maximum sign area variance (possible).
- Site plan review.

□ Parks - Forestry

- Contact Craig Pinkalla (cpinkalla@minneapolisparcs.org), Telephone (612)-499-9233 regarding removal or protection of trees during construction in the city right of way.
- Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance.
- The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance:
- <http://library.municode.com/index.aspx?clientId=11490>
- As adopted, the fee in lieu of dedication for new residential units is \$1,521 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, Prospect Park Station, the calculated dedication fee is as follows:

• 258 Residential x \$1521	=	\$392,418
• Hotel 120 rooms times \$202.80	=	\$ 24,336
• Retail/Restuarant = No charge due to credit from structure(s) being wrecked.		
• Subtotal	=	\$416,754
• 5% of \$416,754 (admin fee)	=	Capped at \$1,000
• Total	=	\$417,754
- This is a preliminary calculation based on your current proposal; a final calculation will be made at the time of building permit submittal.
- For further information, please contact Don Zart at (612)673-2726

□ 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 including all High-Rise requirements.
- Maintain fire apparatus access at all times.

□ Business Licensing

- For the grocery, liquor and any food related business work with Don Zart regarding the process for the Health Departments Plan Review.

□ 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: Public right-of-way along University Ave. S.E. is limited (specifically the sidewalk and boulevard spaces). The site plan proposes a number of permanent encroachments along University Ave S.E. including stairs, seating platforms, gabion walls, etc.; as a completely reconstructed site, it is recommended that permanent encroachments into the Public right-of-way be limited as much as possible.
- 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.

□ Sidewalk

- Note to the Applicant: Reconstruction of 4th St. S.E. (extending from 29th Ave. S.E. to Malcolm Ave. S.E.) is included in the 2016 Capital Improvement Program (CIP) by the City's Public Works Department. Roadway design efforts are currently being performed by the City with construction scheduled for the 2016 construction season. In general it is expected that the City will be responsible for design and construction of all standard public infrastructure as part of the 4th St. S.E. Reconstruction Project. The Applicant shall coordinate all site design and construction activity with the Transportation Engineering & Design Division; please contact Bev Warmka at (612) 673-3762 for further information.
- The roadway design for 4th St. S.E. depicted in the current site plan is incorrect; the Applicant shall insure that the site plan depicts the most current design for 4th St. S.E. as approved by the City of Minneapolis; please contact Bev Warmka at (612) 673-3762 for further information.
- Proposed re-design impacts to the Public infrastructure (including sidewalk and drop-off bay) along University Ave. S.E. will not be allowed; existing sidewalk, street lighting, traffic and LRT infrastructure and established boulevard spaces along University Ave. S.E. shall be protected and maintained during construction or replaced in-kind as is necessary to complete construction.
- 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)
- Note to the Applicant: Any currently defective sidewalks or other concrete infrastructure within the public right of way, or any concrete infrastructure damaged during construction, must be removed and replaced.
- ADA compliant pedestrian ramps are required at each crosswalk impacted by the Project. ADA compliant pedestrian ramps that have been recently installed (by the Central Corridor LRT project) should be protected. Include the appropriate details and standard plates in the site plan, refer Mn/DOT Standard Plan 5-297.250 Pedestrian Curb Ramp Details at: <http://standardplans.dot.state.mn.us/stdplan.aspx>

□ Street Design

- Note to the Applicant: Reconstruction of 4th St. S.E. (extending from 29th Ave. S.E. to Malcolm Ave. S.E.) is included in the 2016 Capital Improvement Program (CIP) by the City's Public Works Department. Roadway design efforts are currently being performed by the City with construction scheduled for the 2016 construction season. In general it is expected that the City will be responsible for design and construction of all standard public infrastructure as part of the 4th St. S.E. Reconstruction Project. The Applicant shall coordinate all site design and construction activity with the Transportation Engineering & Design Division; please contact Bev Warmka at (612) 673-3762 for further information.
- The roadway design for 4th St. S.E. depicted in the current site plan is incorrect; the Applicant shall insure that the site plan depicts the most current design for 4th St. S.E. as approved by the City of Minneapolis; please contact Bev Warmka at (612) 673-3762 for further information.
- In addition, 4th St. S.E. (from 29th Ave. S.E. to Malcolm Ave. S.E.) has been the subject of a parallel design process (called Green4th) with the intent of providing for streetscape enhancement beyond the scope of typical standard capital improvements. The City has been a participant in the Green4th design process in cooperation with the Prospect North Partnership. The Applicant shall provide a narrative describing the inclusion of the Green4th components in the site plan and future site plan submittals shall reflect the Green4th approved design.
- University Ave. S.E. and 29th St. S.E. were recently reconstructed as part of the Central Corridor LRT (Green Line) Project. All public infrastructure constructed as part of that Project are subject to Federal Transportation Administration (FTA) funding regulations and as such are subject to potential cost reimbursement to the FTA if infrastructure is impacted. Proposed re-design impacts to the Public infrastructure (including sidewalk and drop-off bay) along University Ave. S.E. and 29th Ave. S.E. will not be allowed; existing sidewalk, street lighting, traffic and LRT infrastructure and established boulevard spaces shall be protected and maintained during construction or replaced in-kind as is necessary to complete construction.
- Proposed driveway aprons shown along 4th St. S. E. and 30th Ave. S. E. are designed incorrectly; all driveway aprons shall be designed and constructed to City standards. All driveway aprons shall be shown graphically correct on all related plan sheets. Please refer to the details included in the current site plan (Sheet 9.01). For detailed information related to City of Minneapolis standard specifications, details, and standard plates refer to the following: <http://www.minneapolismn.gov/publicworks/plates/index.htm>
- 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 details included in the current site plan (Sheet 9.01). Top of Curb profiles shall be provided for any section of curb replacement in excess of 50 feet. The Applicant shall review grades along 30th Ave. S.E. to insure that proposed curbs and curb extensions match with existing roadway grades and do not negatively affect existing drainage patterns.

□ Water

- The plans do not clearly identify if the proposed development is a single building or multiple buildings (by address and legal description). City Ordinance does not allow multiple domestic and fire service connections to the same building, nor does the City allow service lines to be crossed or interconnected between buildings. The Demolition plan indicates that several existing water connections are to be protected. If the development is considered one building with the same legal description; a single domestic and a single fire service connection (clearly identified) is allowed. If the proposed development is comprised of multiple buildings with separate legal descriptions, multiple connections are allowed. However, if considered multiple buildings and multiple connections are proposed, the below grade (parking) levels will also need to be distinctly separate buildings and can't be designed for common parking between buildings.
- Domestic water and fire service connections should run in a line perpendicular from the watermain straight into the proposed building to the meter location. Please contact Rock Rogers at (612) 673-2286 to confirm domestic water and fire service layout, manhole construction, connections, and sizes.

□ Traffic and Parking

- The nature of the proposed development is such that traffic impacts will be an issue and a Travel Demand Management Plan (TDMP) will be required; please contact Allan Klugman at (612) 673-2743 to discuss the requirements of a Travel Demand Management Plan (TDMP).
- The following comments are provided by Metro Transit:
 - No bus stops are directly affected; however University Ave. S.E. must remain open for buses during construction and staging. The Applicant shall ensure that proposed boulevard plantings and street furniture do not inhibit pedestrian movements.
 - The Applicant shall ensure that all existing crosswalks to LRT platform are maintained.
 - Use of equipment that during demo and/or construction needs to be prevented from contacting or striking the overhead catenary system (OCS) for light rail. Prior to demo and construction, please coordinate additional review with appropriate Metro Transit Rail personnel brian.funk@metrotransit.org
- Current ordinance states that all maneuvers associated with loading, parking or sanitation pick up for a private development shall occur on private property. Please provide a narrative explaining the trash removal operations and show turning maneuvers for all truck type vehicles that will be using the loading dock/parking entrance areas. Per City Ordinance the Applicant shall provide for (and identify) a solid waste collection point (SWCP) on the site plans. The location of the SWCP is subject to the review and approval of the Public Works Department.
- Please contact Bill Prince at (612) 673-3901 regarding existing and proposed street lighting. All street lighting (existing and proposed) shall be shown clearly on the site plan. Note: If decorative street lighting exists on the proposed site it must be preserved or replaced at existing levels. Prior to site plan approval, the Applicant shall contact Bill Prince at (612) 673-3901 to determine street lighting requirements as this development will be required to adhere to the Minneapolis street lighting policy. Street lighting is strongly encouraged in areas immediately adjacent to existing lighting systems, in high density areas such as Uptown and the University of Minnesota, and along major pedestrian corridors and business nodes as identified in the Minneapolis Street Lighting Policy. All proposed street lighting in the Public right-of-way shall be designed and constructed to City standards. The Applicant shall submit a detailed plan specifying pole locations, light standards and fixture types, and include all required Minneapolis standard plates for installation details.
- The proposed drop-off bay along University Ave. S.E. will not be allowed (see Street Design comments).
- Curb extensions proposed along 30th Ave. S.E. shall provide a minimum clearance of 20' from the intersection curb radius to the start of the curb taper; all curb tapers shall be designed as 3:1 tapers. Curb extensions located at vehicle access points are not allowed; driveway aprons shall match with the proposed curb line at these locations.
- Striping shown to delineate on-street parking spaces shall be removed from the plans.
- Impacts to the Nice Ride Station are approved through other means; please add language to the plans for construction coordination related to the existing Nice Ride Station. For further information please contact Melissa Summers at (612) 436-2072.
- Note to the Applicant: The construction of this development will likely require the use of Public right-of-way (roadway and sidewalks) for construction purposes. A request for an estimate of street use and obstruction permit fees can be made to the City's Traffic Department; please contact Scott Kramer at (612) 673-2383 for further information.

Note to the Applicant: Please add the following notes to the site plan:

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

- All costs for relocation and/or repair of City Traffic facilities shall be borne by the Contractor and/or Property Owner.
- Contact Doug Maday at (612) 673-5755 prior to construction for the removal of any City of Minneapolis right of way signs that may be in the way of construction.

□ Environmental Health

- The site is a closed petroleum leak site identified by Minnesota Pollution Control Agency leak site number 15999. The MPCA closed the site in 2005 based on available information at the time and determined that any remaining contamination did not pose a public health threat or environmental hazard. It is likely that petroleum contamination remains on site and with the proposed change in use will need to be addressed as part of the redevelopment project. It is recommended that the development contact the MPCA Petroleum Brownfield Program and request a letter of no association. See below for permit requirements that are required by the City of Minneapolis for actions that may be required by MPCA as part of letter of no association for the site.
- State records indicate no active tanks on site and that two tanks were abandoned in place. The project should have a contingency plan for addressing unidentified tanks and if tanks were not properly abandoned in place.
- If dewatering is required during site construction see below for city permit requirements. Subgrade structures should be designed to prevent infiltration of groundwater without the need for a permanent dewatering system being installed. If a continuously operating permanent dewatering system is needed it must be approved as part of the sanitary sewer and storm drain site plan approval prior to construction beginning.
- No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or during any hours on Saturdays, Sundays and state and federal holidays, except under permit. Contact Environmental Services at 612-673-3867 for permit information.
- Permits and approval are required from Environmental Services for the following activities: Temporary storage of impacted soils on site prior to disposal or reuse; Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water, underground or aboveground tank installation or removal, well construction or sealing. Contact Tom Frame at 612-673-5807 for permit applications and approvals.
- A review of the project, permits issued and an inspection from Environmental Service for identification of equipment and site operations that require annual registration with the City of Minneapolis will occur for this project.

□ Sewer Design

Groundwater:

- Please provide a copy of any geotechnical reports for the site. It must be adequately demonstrated that pumping of groundwater will not be necessary in order to keep the below grade areas dry. Please note that typical soil borings, completed for the purpose of designing building pads and foundations, may not give an accurate determination of the high groundwater elevation on a site. This should be thoroughly evaluated. Any proposed groundwater discharges must be identified and quantified in order to fully review. This would include discharges associated with elevator pits.

Stormwater Management:

- The project is subject to the stormwater treatment requirements of Chapter 54 of the Minneapolis Code of Ordinances. Please provide the necessary documentation and analysis demonstrating compliance with Chapter 54, including stormwater calculations, BMP maintenance plans, etc.
- Please provide a copy of any geotechnical reports for the site. In the absence of field measured infiltration rates, the design infiltration rates from the MN Stormwater Manual (http://stormwater.pca.state.mn.us/index.php/Design_infiltration_rates) should be used for the design of the infiltration practice.
- An operations and maintenance plan is required for the stormwater treatment devices. The O&M plan shall define the maintenance regimen, including type and interval of maintenance and party to conduct such maintenance. Please provide a copy of the O&M Plan.

- Please add the following note to the appropriate plan sheet: The Contractor, property owner or responsible party shall contact Minneapolis Surface Waters and Sewers 48 hours prior to any excavation or construction related to or in the location of the proposed Stormwater Management BMP (Contact Paul Chellsen, 673-2406 or paul.chellsen@minneapolismn.gov).
- Please add the following note to the appropriate plan sheet: Upon the project's completion the General Contractor, Property Owner or Responsible Party shall provide to the Department of Public Works a Final Stormwater Management Report including record drawings. This report will serve as a means of verification that the intent of the approved stormwater management design has been met. This final report shall substantiate that all aspects of the original design have been adequately provided for by the construction of the project.
- Please provide details on the proposed ADS Stormtech MC-3500 System and stormwater modeling demonstrating compliance with the City's stormwater treatment requirements.
- It appears that the site is seeking approval based on providing a stand-alone stormwater management system. Should approvals be granted based on this arrangement and the regional stormwater treatment system moves forward and can accommodate this site, amendments to the approved plan will be required in order to implement that plan.

Utility Connections:

- The proposed storm sewer connection running within the right-of-way of 4th St SE, including a private storm MH, is not permitted. The connection should run within the property to a point where it can connect to the City storm main with as short a run within the right-of-way as possible.
- Please identify the invert elevation of the proposed sanitary sewer connection at the City main and the invert of the main at that location. Please include this information for the proposed storm sewer connection as well.
- The proposed sanitary connection to the existing clay main should be made by cutting in a wye of similar material, installation of couplings with shear rings, and concrete collars. Please note this on the plans. A new manhole on the City main is not permitted for the connection.

Utility:

- All existing and proposed public utilities (water, sanitary, and storm sewer) on and adjacent to the property shall be shown on the plans with corresponding pipe sizes, types and invert elevations. For City sanitary and storm sewer infrastructure records contact (612) 673-2405. All existing service connections to the property shall also be shown and noted on the plans as being removed or remaining in place. For service connection records contact (612) 673-2451.

Non Stormwater Discharges:

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

Construction Code Services

- No plan review comments. Suggest a preliminary plan review meeting when the interior plans are further developed. The number to schedule this appointment is (612)673-5839
- Contact the Met Council for a SAC Determination. Please see this link for more information - http://www.ci.minneapolis.mn.us/www/groups/public/@regservices/documents/webcontent/convert_281675.pdf

END OF REPORT

**RISE AT PROSPECT PARK
STATEMENT OF PURPOSE AND DESCRIPTION OF PROJECT**

REVISED OCTOBER 23, 2015

PROJECT DESCRIPTION

RISE at Prospect Park is a large mixed use project proposed for 2929 University Avenue Southeast that includes 150 market-rate apartments, 186 luxury apartments, a 30,200 SF grocery store, a 1,100 SF liquor store and 9,150 SF of retail/restaurant space. All the parking for the development is contained on site, consisting of two levels (287 spaces) of underground parking and 71 surface spaces on top of the parking garage. The proposed development is a single structure of 527,151 SF divided into two sections; a 6-story low rise wing and a 14-story tower. The 6-story wing will contain 150 apartments and a retail/restaurant space. The 14-story tower will house apartment entrances, grocery and other retail/restaurant spaces in the first three floors and ten floors of luxury apartments with 186 units above. A rooftop deck and dog run will be located on the rooftop of the low rise wing.

The developer and grocer are excited to come to Minneapolis and be an integral part of the University and Prospect Park neighborhoods. This development will be an anchor and focal point of the Prospect Park neighborhood and will be the catalyst for further redevelopment in the area.

SITE AND NEIGHBORHOOD

The project site is located in the Prospect Park East River Road neighborhood, five blocks east of the University of Minnesota. It is an entire city block bounded by 29th Ave SE on the west, University Ave SE on the south, 30th Ave SE on the east and 4th Street SE on the north. The Green Line light rail line runs on in front of the site on both University and 29th with the Prospect Park Station directly in front of the proposed project. The area is quickly transitioning from a gritty industrial area to a mix of businesses and multifamily housing projects. Three blocks to the northeast, the Surly Brewery and Event Center recently opened, and two blocks west the Station on Fourth, a student housing project, was completed. Construction of a 117 room Hampton Inn & Suites hotel has begun one-half block to the southwest across University for completion in 2016. Across 4th Street, The Cornerstone Group has cleared the site for the future development of a multi-family housing project, and adjacent to them, AEON has cleared a site for another multi-family housing project.

The site currently has two structures on it. The smaller building consists of automobile repair shops. The larger building consists of automobile repair shops, offices, a day care, coffee shop and a fitness club. Both buildings and their accessory surface parking lots will be demolished and cleared for the new development.

STREETScape AND PUBLIC REALM

In collaboration with the PPERRIA neighborhood and Green Fourth initiative groups, and in response to recommendations from Planning staff and commissioners, great attention has been paid to how this development – with street frontages on all sides – integrates with the public

realm. University Avenue is activated with entrances to the apartment lobbies, retail/restaurant spaces and grocery store. The public sidewalk will be widened and outdoor seating is planned outside the restaurant and on a raised "front porch" for the grocery's deli at the corner of University and 30th. On 29th Avenue, there will be a restaurant, walk up apartment unit entries, a stairway leading up to the building's interior courtyard and a public plaza at the corner with 4th Street. The 4th Street side of the apartment building will also have ground level walk up units. The walk up units on both streets have individual entrance gardens that further enhance the public realm.

The streetscape on 4th Street, including the surface parking lot in the northeast corner of the site that serves the grocery store, has been designed to integrate with the Green Fourth design initiative. A convenient and easy to find parking lot is essential to the operation of a grocery store. The space bordering the parking lot, which we are calling the "backyard," will provide wide, green public space and amenities. Since the last presentation to the Planning Commission committee of the whole, the number of parking spaces fronting on 4th Street has been reduced from 15 to 8 and the remaining stalls have been moved further from the property line to allow for an 11-foot buffer of planting beds, trees and grass. Seven parking spaces along northeast edge of the lot have been realigned, leaving a large green space 26 feet in depth from the property line and 91 feet long. This "backyard" will be a permanent open, public space and is being designed to be used for neighborhood gatherings such as the Prospect Park ice cream social and the National Night Out event.. It will be planted with trees and grass with a product called Grass Pave that allows vehicles to drive on the grass and that can sustain heavy foot traffic without damaging the soil or grass. This area will be able to be used to park food trucks or tents during events. The developer also recommended and supported the elimination of street parking on 4th in front of this parking lot providing approximately an additional 24 feet of public right of way for sidewalk and boulevard. This design will result in one of the largest green spaces along 4th Street SE.

The parking lot has also been modified along 30th Avenue. East and north of the parking lot is a sod area with trees and a Nice Ride Station. At the parking lot entrance from 30th Avenue, the two accessible parking spaces and access aisle have been moved 20 feet to the west to allow the access aisle to serve as the entrance walk to the grocery store off the parking lot. This shift of spaces allows for a more accessible and plaza-like path directly from 30th to the grocery store entrance.

REQUIRED APPLICATIONS

The applications required for the project are:

1. Rezoning from I1 Light Industrial District to C3A Commercial Activity Center District and remove IL Industrial Living Overlay District
2. Conditional use permit for a planned unit development ("PUD")
3. Variance of the PO Overlay District standards related to minimum window percentage for nonresidential uses and to maximum parking lot frontage
4. Variance to increase the maximum floor area of a retail use
5. Site plan review

PUD ALTERNATIVES AND AMENITIES

Alternatives are being requested for height, off-street loading, building placement and for a master sign plan. Twenty-five amenity points are required. The following amenity points are requested.

Table 527-1 Amenities

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

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

Description: This is a complicated site in that it is one full city block and it rises ten feet in elevation from west to east. There are two levels of underground or enclosed parking in the development. The majority of the garage is underground, but the upper level rises above grade on the west side of the site. The above grade portion is lined on 4th Street by the low rise apartment entrance and lobby and seven apartment units. On 29th Avenue, the garage is lined by the low rise apartment lobby, four 2-story walk up units, the pedestrian stair to the plaza, a restaurant, and the lobby/entry to the high rise apartment building. On University Avenue, the liner uses are the entrance, lobby and common space for the apartment tower and the restaurant. Although half this block could potentially have a parking garage exposed to the public street, the design of the building has placed active uses in front of that portion of the parking garage, only exposing the garage entrance/exit on 29th Avenue.

Pedestrian Improvements (3 Points)

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

Description: The project will result in significant improvements over existing public sidewalk conditions and exceptional pedestrian and bicycle access through and around the site. Public sidewalks will be widened and green boulevards will be added or extended where there currently are none on 29th, 30th and University Avenues. Currently, there is no public sidewalk along most of 4th Street; the City will construct new sidewalk and streetscape as part of its reconstruction of 4th Street. A plaza with a water feature will be constructed at the corner of 4th and 29th, expanding the new pedestrian realm in that location. Walk up apartments with direct entry from the public sidewalk will be located along both 4th Street and 29th Avenue. A wide stairway from 29th will allow pedestrians to walk into the site to reach courtyard entrances to the building or to walk through the site. A wide sidewalk will connect the north grocery store entrance to the public sidewalk. A permanent Nice Ride bike station will be located in the northeast corner of the site.

Reflective Roof (3 Points)

Utilize roofing materials for seventy-five (75) percent or more of the total roof surface having a Solar Reflectance Index (SRI) equal to or greater than the values as required by the US Green Building Council (USGBC) for low-sloped and steep sloped roofs.

Description: All roofs are going to be covered with a white membrane roof meets or exceeds the Solar Reflectance Index (SRI) required by the US Green Building Council.

Shared Bicycles (3 Points)

Public Access to shared bicycles available for short term use as defined in section 541.180. Applies to mixed-use and non-residential uses only. A minimum of ten (10) shared bicycles per one (1) commercial use must be provided to qualify as an amenity. Bicycle parking spaces and racks shall be located in an area that is convenient and visible from the principal entrance of the building.

Description: The developer is working with the Green Fourth Design Initiative and the Nice Ride Bike System to locate a permanent Nice Ride Station on the property. The Nice Ride Station will be located on 30th Avenue, just north of the main entrance to the grocery store. A Nice Ride rack comes in 10-foot lengths and each 10-foot length holds 4 bikes. It is proposed to have a 60 to 80-foot station with 24 to 32 bikes. This system is not only an amenity for the project, but a greater amenity for the overall neighborhood and the City. Its location adjacent to a grocery store is an excellent benefit to the system. This location is an advantageous connectivity point for the entire University area.

Pet Exercise Area (1 Point plus request for 1 additional point for exceeding standards)

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

Description: An outdoor pet exercise area accessible to all the apartment residents will be located on the roof of the 6-story wing of the building. The proposed area measures approximately 18 feet by 160 feet, totaling 2,880 SF, which substantially exceeds the minimum standard of 720 SF. In addition to providing facilities for bagging and disposing of pet waste, there will be access to water for pet drinking and washing. There will be "play equipment" obstacles for the pets to play on.

Recycling Storage Area (1 Point)

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

Description: An enhanced recycling program will serve the apartments that will make it easier for residents to recycle. There will be two resident trash rooms to dispose of waste. Each trash room has a dedicated chute for trash and a dedicated chute for recyclables. Residents also have access to larger recycling containers in two separate enclosed trash rooms on the first floor. The grocery store recycles all their cardboard in a baler.

Water Feature (1 point)

A water feature, including but not limited to a reflecting pond, a children’s play feature or a drinking fountain shall be located where it is highly visible to and useable by the public.

Description: The developer is going to install a gabion wall water feature in the entrance plaza of the low rise apartment building at the corner of 29th Avenue and 4th Street. It will be visible from two street frontages as well as being an enhancement to the plaza. This water feature is part of the district stormwater system pilot project described below and will reuse stormwater collected by that system.

Amenities Proposed By Applicant

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

Participation In Enhanced Storm Water Management (5 points requested)

Description: The developer has committed to participation in a district stormwater system and management plan being planned and implemented by the Mississippi Watershed Management Organization (MWMO). This plan establishes a system that will treat four blocks of stormwater at its inception and add more as surrounding sites are redeveloped, with the goal of reducing the amount of stormwater entering the public storm sewers. The district system will manage the rate and quality of stormwater prior to it being discharged into the public system. The system also provides for reuse of stormwater for beneficial use, such as irrigation. As part of this system the developer is granting MWMO easements on their property to allow for conveyance pipes and is committing financial support to enable the district project. RISE at Prospect Park is the largest and furthest along of the developments being planned within the district and is the catalyst for implementation of the stormwater project. It will be a model for future district stormwater systems.

REZONING REQUIRED FINDINGS

The proposed rezoning from I1 and ILOD to C3A is consistent with the required findings under § 525.280 of the Zoning Code.

1) *Whether the amendment is consistent with the applicable policies of the comprehensive plan.*

The City's comprehensive plan, the *Minneapolis Plan for Sustainable Growth* (the "Plan"), designates the site as Mixed Use. Mixed Use guidance allows for mixed use development that may include either a mix of commercial and residential uses within a building or within a district. The site is located on the University Avenue SE Commercial Corridor. Commercial Corridors connect a number of neighborhoods and serve as focal points for activity. Development and revitalization of these corridors helps to strengthen surrounding urban neighborhoods. Commercial Corridors can accommodate intensive commercial uses and high levels of traffic. The City encourages new medium- to high-density residential development along Commercial Corridors, particularly as part of mixed use development. The site is also at the center of the Prospect Park/29th Avenue Transit Station Area (TSA). Density, human-scale urban design, and public infrastructure are especially critical in Transit Station Areas. These land use features support rezoning to the C3A commercial district classification.

The proposed rezoning is further supported by the following policies from the Plan:

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

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

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

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

The *Stadium Village University Area Small Area Plan* ("Small Area Plan") was adopted by the City Council in August 2012. The project site is within the Prospect Park Station Area, for which the plan includes the following Land Use recommendations that support rezoning to C3A:

1. Support the redevelopment of this area with high density residential mixed use, with retail primarily fronting on University Avenue
2. Encourage a mix of uses that complements those in the Stadium Village commercial core and expands upon the options available.

The following Economic Development recommendations of the Small Area Plan further support the proposed commercial zoning for the site:

3. Encourage the development of a variety of goods and services to serve the needs of area residents, students, employees, and visitors.
5. Encourage the development of retail and service uses along University Avenue SE, at the Prospect Park station, and at the Bedford Street SE and University Avenue SE neighborhood commercial node, complementing the development at the Stadium Village station.
6. Support a mix of local and chain businesses, to provide for a range of needs while retaining the diversity and unique identity of this area and its business district.

The proposed rezoning to C3A will allow for the high density, mixed use, and retail development desired for the Prospect Park Station Area.

2) Whether the amendment is in the public interest and is not solely for the interest of a single property owner.

The proposed rezoning is not solely for the interest of the property owner. Rezoning of the site to C3A will allow for redevelopment of a key property adjacent to the Prospect Park LRT station in a manner consistent with Comprehensive Plan and Small Area Plan policies that call for high density and mixed use.

3) Whether the existing uses of property and the zoning classification of property within the general area of the property in question are compatible with the proposed zoning classification, where the amendment is to change the zoning classification of a particular property.

Zoning along University Avenue includes C2, C3A, and OR2 and uses include residential, retail, hotel and office. Zoning along 4th Street is currently OR2 and I1 but is guided for mixed use and other residential projects are proposed for adjacent properties. The proposed C3A zoning is compatible with the existing and anticipated uses and zoning of surrounding property.

4) Whether there are reasonable uses of the property in question permitted under the existing zoning classification, where the amendment is to change the zoning classification of particular property.

The property could continue the existing auto-related, office and retail uses under I1 zoning; however, none of those uses require industrial zoning. Furthermore, the land use guidance for this site calls for a change from industrial to commercial, mixed use zoning and land use policies call for intensified redevelopment that cannot be achieved with I1 zoning. The proposed C3A zoning will allow reasonable use of the property that is more in keeping with City policies.

5) Whether there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its present zoning classification, where the amendment is to change the zoning classification of particular property.

The development of the light rail line along University and the Prospect Park transit station are catalyzing redevelopment of the area to uses with greater density and commercial character than allowed by I1 zoning. The recently-adopted Small Area Plan recognizes this trend and preferred development by encouraging residential, retail and service uses along University Avenue SE in the Prospect Park Area.

CONDITIONAL USE PERMIT FOR PLANNED UNIT DEVELOPMENT
REQUIRED FINDINGS

The project, including alternatives for height, building placement, off-street loading and signs, meets the required findings for a conditional use permit ("CUP") for a planned unit development.

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

The proposed development will not be detrimental to or endanger the public health, safety, comfort or general welfare, and granting the CUP will allow a development that will benefit the neighborhood and reinforce goals of the comprehensive and small area plans. In particular, infill development on this site adjacent to a light rail station will promote City goals for increased density and mixed use, transit-oriented development. The new construction will replace low density, nondescript buildings and unlandscaped surface parking with a building of high architectural quality that will be an anchor and focal point for the neighborhood. The proposed plaza, public green space, landscaping and other streetscape improvements in and around the site will further beautify the neighborhood. The building and site design on this block will activate the pedestrian realm. The grocery, retail/restaurant and the addition of residents will enhance the Prospect Park Station Area and lead the desired redevelopment of a "Green Fourth" Street. The new construction will comply with all building and site development codes.

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

This mixed use development will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. The proposed uses are compatible with the existing mixed use character of the area. The proposed grocery will meet a particular need in Prospect Park. High-density, mixed use redevelopment of this site is consistent with City goals and, by being responsive to the land use policies for this area, the project will promote the orderly development of the neighborhood, the transit station area and 4th Street.

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

Adequate utilities, access, drainage and other facilities will be provided. The development team will continue to work closely with Public Works, Plan Review and Planning staff to comply with City and other applicable requirements. Stormwater will be managed through an innovative district system. Access for the parking garage is provided to and from 29th Avenue. There is access to the parking lot from both 30th Avenue and 4th Street, allowing for on-site maneuvering of delivery trucks.

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

A traffic impact study and Travel Demand Management Plan have been prepared for the proposed development. The study concludes that, on an overall basis, the proposed uses have minimal traffic impacts on intersection operations, all intersections have adequate capacity to accommodate the number of trips that will be generated and, therefore, impacts on existing operations are minimal. The parking to be provided on site is sufficient to meet peak demand and complies with the minimum and maximum parking requirements of the Zoning Code. All truck maneuvering and loading will occur on site.

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

The project site is included in two land use plans: the *Minneapolis Plan for Sustainable Growth*, which is the citywide comprehensive plan, and the *Stadium Village University Area Small Area Plan*. As described above, both these plans identify the future land use for the project site a mixed use. The site is on a Commercial Corridor and within a Transit Station Area. These land use features support redevelopment with high intensity, transit oriented, pedestrian friendly uses and design. In addition to the land use polices identified in the rezoning findings, the following policies from the comprehensive plan also support the proposed project uses and design:

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

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

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

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

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

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

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

10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.

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

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

Upon approval of the submitted applications, the project will conform with the applicable regulations of the C3A zoning district.

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

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

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

The proposed mix of uses includes residential, grocery, restaurant and other retail. There will be a mix of studio, 1, 2 3, and 4-bedroom apartments in the tower and in the low rise building segments. The grocery and other retail uses will be convenient and highly-valued amenities for residents, the surrounding community and transit users. The development will enhance and engage the public realm on all sides with wide sidewalks, green boulevards, multiple entrances, the "front porch" deli seating area, the corner plaza and the "back yard" open green space.

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

The traffic impact study concludes that, on an overall basis, the proposed uses have minimal traffic impacts on intersection operations, all intersections have adequate capacity to accommodate the number of trips that will be generated and, therefore, impacts on existing operations are minimal. The parking to be provided on site is sufficient to meet peak demand and complies with the minimum and maximum parking requirements of the Zoning Code. All truck maneuvering and loading will occur on site. The surface parking lot is buffered and screened from the public sidewalk by deep green spaces, the garage stairway and the Nice Ride bike station. The project site is benefitted by exceptional transit amenities due to the adjacent LRT and Nice Ride stations. Over 400 bike spaces will be provided for residents in the building. Exceptional pedestrian access will be established around and through the site.

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

As detailed previously, the planned unit development will include a plaza with a water feature at the apartment entry at the corner of 29th Avenue and 4th Street and a large,

landscaped open space along 4th Street that can be used for neighborhood events as well as for passive recreation. Outdoor seating around the site, including the raised deck at the grocery entry on University, will be amenities for residents, guests and the general public. Residents will have the benefit of amenities including a fitness center, pet exercise area, bike repair and business center.

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

The tower will be a strong, signature presence on University, demarcating the location of Prospect Park Station. The massing of the building will step down toward the station and the lower rise development anticipated for 4th Street. The material palette is simplified and refined and applied to break up the massing of the large building. The new development will not interfere with public view corridors.

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

Appropriate transitions between the project and nearby residential uses are provided by the public streets surrounding the development. Two sides of the development incorporate walk up units, emphasizing the residential character of the low rise wing of the building. The project will add sidewalk, landscaping and trees along the now-barren street fronts.

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

As discussed above, project will participate in an innovative district stormwater system that will reduce the amount of stormwater reaching the City's storm sewers. The project will comply with all requirements for stormwater management and erosion control.

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

The contractor is committed to recycling the demolition debris of the building. All steel, concrete, and concrete block being demolished will be recycled. During construction the contractor will use a dumpster roll off service that recycles new construction debris. The roll off service sorts and recycles each dumpster, with at least 50% of the debris being sent to recycled.

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

No subdivision of the site is proposed.

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

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

Public right-of-way separates the proposed development on all sides from surrounding properties. The arrangement of the tower and low rise wing provides access to light and air for residential uses in the project. Allowing the requested increases in height will not impede access to light and air for the surrounding properties.

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

A shadow study has been submitted that shows the degree of shadowing by the project. It will not shadow existing residential properties. Like other residential towers, the project will cast long shadows at certain times of the day and year, but the effects are mitigated by the placement of the tower on the south side of the site and separation by public streets. The project does not shadow any significant public spaces. No existing solar energy systems are known to be shadowed by the project.

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

The scale and character of the project is compatible with the redeveloping University Avenue, which includes several 5-story buildings, an 8-story office building across 29th Avenue from the project site, and the 11-story WaHu development at Washington Avenue.

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

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

VARIANCE TO INCREASE FLOOR AREA OF RETAIL USE
REQUIRED FINDINGS

A variance is requested to increase the floor area limit on individual retail uses from 8,000 SF to approximately 30,200 SF to allow a single retail grocery tenant on the ground floor of the building.

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 site is uniquely situated to accommodate a large retail use that will be a convenient and economical source of goods for the existing and burgeoning residential community in Prospect Park. The *Stadium Village University Avenue Small Area Plan* specifically identifies a pent up demand for a full size grocery use and concludes that “[d]ue to the substantial limitations in the Stadium Village area, it may be more appropriate to develop a companion retail hub at the Prospect Park station, *especially for larger format retailers and those need [sic] more extensive parking.*” (emphasis added). The neighborhood needs a full sized grocery, a grocery use requires a large site that accommodates a large retail floor area and a surface parking lot, and the project site is one of the few sites in the neighborhood able to accommodate this use. These are unique circumstances not created by the developer that create practical difficulties in complying with the ordinance and providing for the retail needs of the neighborhood.

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 C3A District regulations generally promote smaller-scale, “neighborhood-oriented” retail uses. In light of the expansive and expanding residential density within walking and transit distance of the project site, some larger retail uses are needed to serve the needs of transit users and the surrounding neighborhood. The Small Area Plan specifically recognizes the need for a grocery in proximity to the Prospect Park transit station. The proposed variance is, therefore, in keeping with the spirit and intent of the ordinance. It is also in keeping with the comprehensive plan guidance for Commercial Corridors that are intended to accommodate intensive commercial uses, strengthen surrounding urban neighborhoods, and expand the range of goods and services available.

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

The proposed 30,100 SF retail use will enhance the character of Prospect Park because it will be incorporated in a mixed-use building. It will improve the use and enjoyment of the surrounding neighborhood by providing a much-needed, larger scale grocery use accessible to pedestrians, transit users, area employees and neighborhood residents.

VARIANCE OF PEDESTRIAN ORIENTED OVERLAY DISTRICT STANDARDS

REQUIRED FINDINGS

A variance is requested from the 40% window requirement of the PO District for a portion of the grocery facade and from the 60-foot maximum for the north and east parking lot frontage.

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.

Windows: The grocery has two facades that face the public street and a third with a principal entrance that faces the parking lot. Every effort has been made to design the floor plan to maximize windows on these facades but grocery stores require back-of-house storage and refrigeration areas that cannot have windows, creating practical difficulties in complying with the ordinance.

Parking lot frontage: Although grocery customers will include some people who come to the store on foot or by light rail or bus, the store's customer base will draw people from the larger neighborhood and area employees who will drive to the site and require parking. A full size grocery is a priority for the neighborhood and easily-accessible, visible surface parking is a requirement of grocery tenants. The amount of parking required for a full size grocery creates practical difficulties complying with the ordinance.

Design and operational requirements for full size grocery stores are unique and not contemplated by the PO Overlay standards.

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 grocery is a highly-sought use by the neighborhood and is a reasonable use of the property. Sites for a grocery in this area are limited and the Small Area Plan specifically identifies Prospect Park station as an appropriate location "for larger format retailers and those need [sic] more extensive parking." In lieu of windows on part of the University Avenue facade, the developer is proposing to install a large outdoor deck for dining for the grocery store deli and lighted art work on the wall. Even with a small reduction in the percentage of windows, there will be substantial windows on the University facade and multiple entrances and public seating to engage the public realm. The north parking lot frontage will be buffered and screened by an 11-foot deep landscaped yard and by the almost 2,500 SF public green space. The parking along the east frontage will be buffered by a 15'-8" yard and Nice Ride bike station. With these mitigations, the proposal is in keeping with the spirit and intent of the ordinance and City land use plans.

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

The proposed variances from the PO Overlay standards will not alter the essential character of the area; rather, the project will enhance the architectural and pedestrian character of the block. The greenscape along the parking lot will integrate with the anticipated improvements of the Green Fourth initiative. The variances will not be detrimental or injurious to the use of other property or to the public welfare.

Travel Demand Management Plan for RISE at Prospect Park in Minneapolis, MN

Prepared for:
HIC/CA Prospect Park JV, LLP

4104 North Harlem Avenue
Norridge, IL 60706



Responsive partner.
Exceptional outcomes.

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1.0 Purpose and Background

Existing Site

The subject site is the block bounded by 29th Avenue SE, 4th Street SE, University Avenue SE, and 30th Avenue SE located in the Prospect Park area of Minneapolis. The existing site contains two buildings and associated parking areas. The project location is shown in **Figure 1**.

Parking is located throughout the site, with access points provided on 29th Avenue, 4th Street, and 30th Avenue. On-street parking is allowed on 4th Street, 30th Avenue, and the south side of University Avenue.

Proposed Development

The proposed project will consist of removing the existing buildings and constructing a new multi-story building with multiple uses. The proposed uses for the project are shown in Table 1.

Table 1
Proposed Land Uses

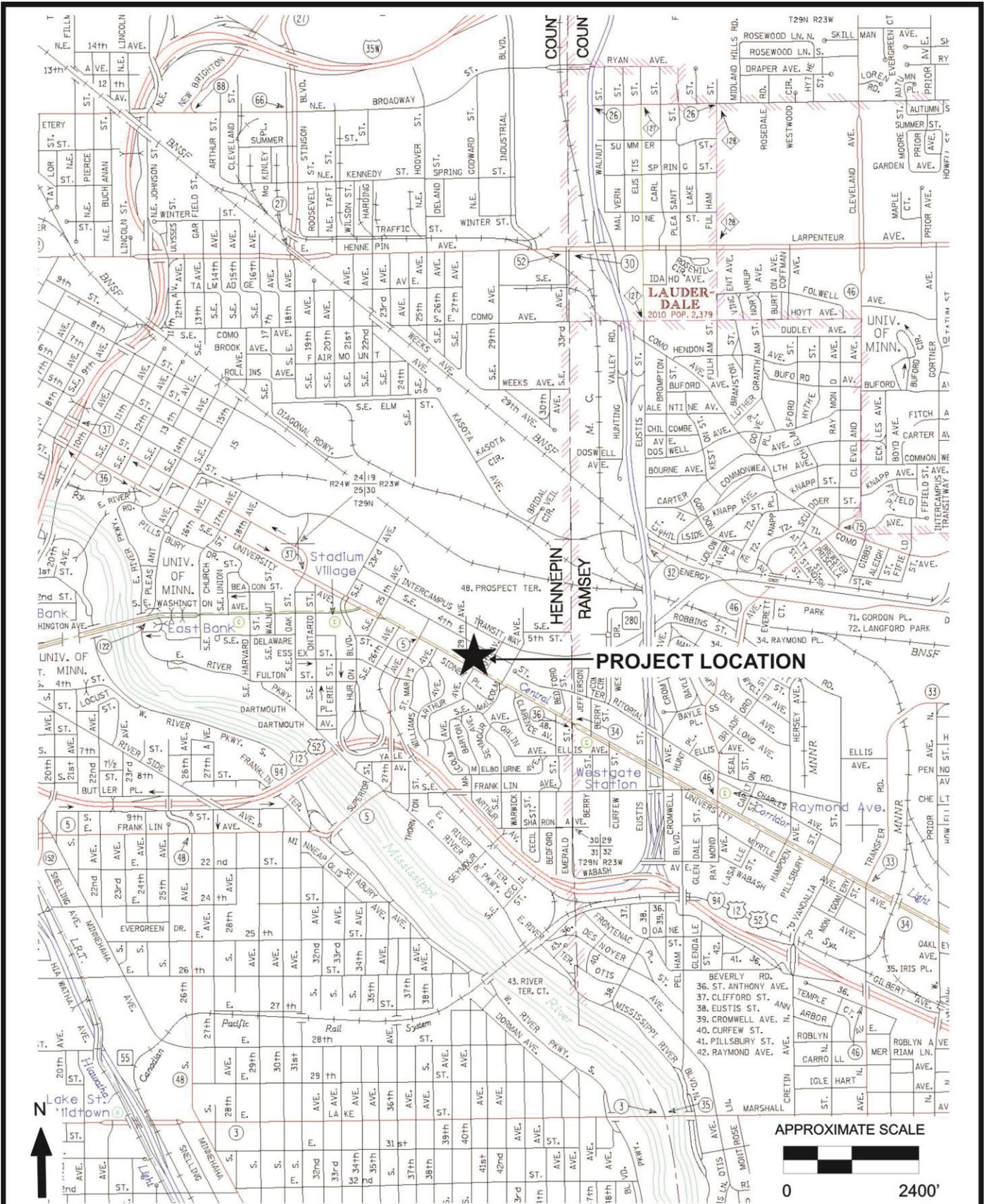
Land Use	Size
Apartments	336 du/547 bedrooms
Restaurant	9,143 sf
Grocery Store	30,118 sf
Liquor Store	1,097 sf

du = dwelling units
sf = square feet

The proposed project will include 358 total parking spaces, with 287 spaces in a parking structure and 71 surface spaces. Access for the proposed project will be provided directly from 29th Avenue, 4th Street, and 30th Avenue. Trash collection and deliveries will occur in the surface parking area.

The proposed site plan is shown in **Figure 2**. Existing conditions near the proposed project are shown in **Figure 3**.

The proposed project will provide a minimum of 580 new bicycle parking spaces on-site. 560 of the spaces will be inside the proposed building and 20 outside. The proposed project is expected to be complete by the end of 2017.



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**TRAVEL DEMAND
MANAGEMENT PLAN
FOR RISE AT
PROSPECT STATION**

**FIGURE 1
PROJECT LOCATION**

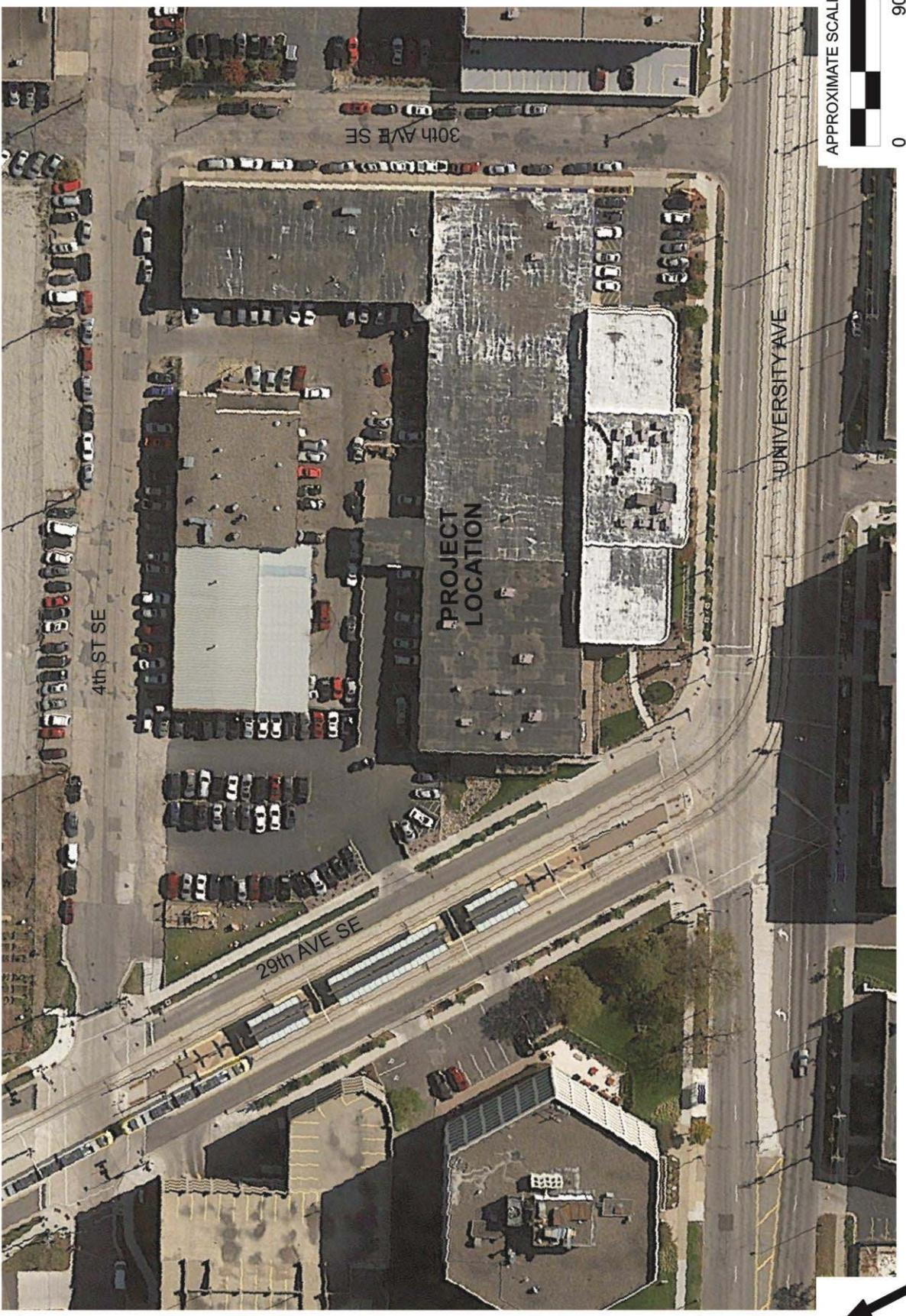


FIGURE 3
EXISTING CONDITIONS

TRAVEL DEMAND
MANAGEMENT PLAN
FOR RISE AT
PROSPECT STATION

City Of Minneapolis' Transportation Policies

The following policies on transportation are included in Chapter 2 (Transportation) of the *Minneapolis Plan for Sustainable Growth*:

- 2.1 Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.
- 2.2 Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
- 2.3 Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.
- 2.4 Make transit a more attractive option for both new and existing riders.
- 2.5 Ensure that bicycling throughout the city is safe, comfortable and pleasant.
- 2.6 Manage the role and impact of automobiles in a multi-modal transportation system.
- 2.7 Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.
- 2.8 Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.
- 2.9 Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.
- 2.10 Support the development of a multi-modal Downtown transportation system that encourages an increasingly dense and vibrant regional center.
- 2.11 Minneapolis recognizes the economic value of Minneapolis-St. Paul International Airport and encourages its healthy competition to reach global markets in an environmentally responsible manner.

Goals of the Travel Demand Management Plan

HIC/CA Prospect Park JV, LLP understands and acknowledges the overall transportation goals of the City. The goal of this Travel Demand Management Plan (TDMP) is to support the City of Minneapolis in achieving its transportation goals. Two purposes that the City has established for all Travel Demand Management Plans are as follows:

- 1) Determine the transportation implications of the proposed development and develop solutions to resolve any impacts, and
- 2) Examine how the proposed development meets the City's goals to reduce automobile traffic while identifying and implementing ways for the proposed development to increase alternative transportation modes.

The Travel Demand Management Plan for this development site identifies steps to be taken by the project owner to ensure that the proposed development is well integrated with existing transportation services, and that future users of the development are able to take full advantage of transit, pedestrian, and bicycle facilities. The overall mode split goal for this project is 45% Single Occupant Vehicle, 35% Transit, and 20% Pedestrian/Bicycle.

2.0 Traffic

Framework for Traffic Forecasts

To adequately address the impacts of the subject development, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following intersections:

- 29th Avenue SE/4th Street SE (traffic signal controlled)
- University Avenue SE/29th Avenue SE (traffic signal controlled)
- 30th Avenue/4th Street SE (all-way stop controlled)
- University Avenue SE/30th Avenue SE (30th Avenue stop sign controlled)

Traffic forecasts are typically considered for the year following expected completion of the proposed development. Accordingly, traffic forecasts were completed for the following three scenarios:

- Existing (2015) – based on traffic counts collected from 7-9 a.m. and 4-6 p.m. on June 9 and June 10, 2015 for this project.
- 2018 No-Build – existing volumes increased by 1.0 percent per year to account for background traffic growth. This growth rate was based on the historic traffic volume growth on the surrounding street system.
- 2018 Build – trips generated by the proposed development are added to the 2018 No-Build volumes.

Development Traffic Volumes

To accurately account for trips that could be generated by the proposed project, trip generation was completed using data presented in the Institute of Transportation Engineers' (ITE) *Trip Generation*, Ninth Edition. Discussions with City staff resulted in the application of reductions to the gross trip generation to account for internal trips and the impact of adjacent transit options. Based on these discussions, the gross trip generation was reduced by 10% to account for internal trips and 25% to account for transit impacts.

Table 2 presents the projected weekday a.m. and p.m. peak hour gross trip generation.

Table 2
Weekday Gross Trip Generation for Prospect Park Station

Land Use	ITE Code	Size	Weekday AM Peak Hour (745-845 am)			Weekday PM Peak Hour (430-530 pm)			Weekday Daily
			In	Out	Total	In	Out	Total	Total
Proposed Project									
Apartments	220	336 du	34	137	171	135	73	208	2234
Restaurant	932	9,143 sf	54	45	99	54	36	90	1163
Grocery Store	850	30,118 sf	63	39	102	146	140	286	3078
Liquor Store	850	1,097 sf	0	0	0	5	5	10	111
Subtotal			151	221	372	340	254	594	6586
Existing Uses Removed									
Office		31,360 sf	43	6	49	8	39	47	346
Warehouse		7,840 sf	1	1	2	1	2	3	28
Daycare		4,500 sf	29	26	55	26	30	56	333
Fitness Club		7,000 sf	5	5	10	14	11	25	231
Coffee Shop		2,300	127	122	249	47	47	94	2027
Auto Repair		14 stalls	19	10	29	21	27	50	300
Subtotal			224	170	394	117	158	275	3265

Notes: du = dwelling units, sf = square feet

Based on existing traffic patterns in the area, the surrounding roadway network, and locations of major trip attractions relative to the subject site, the following directional distribution percentages were established for development trips:

- 41 percent to/from the east University Avenue SE
- 45 percent to/from the west on University Avenue SE
- 8 percent to/from the west on 4th Street SE
- 6 percent to/from the east on 4th Street SE

Total Projected Volumes

Total traffic volume projections have been established which account for all the traffic components previously described. The weekday a.m. and p.m. peak hour traffic volumes for existing, 2018 No-Build, and 2018 Build scenarios are shown in **Figures 4 and 5**.

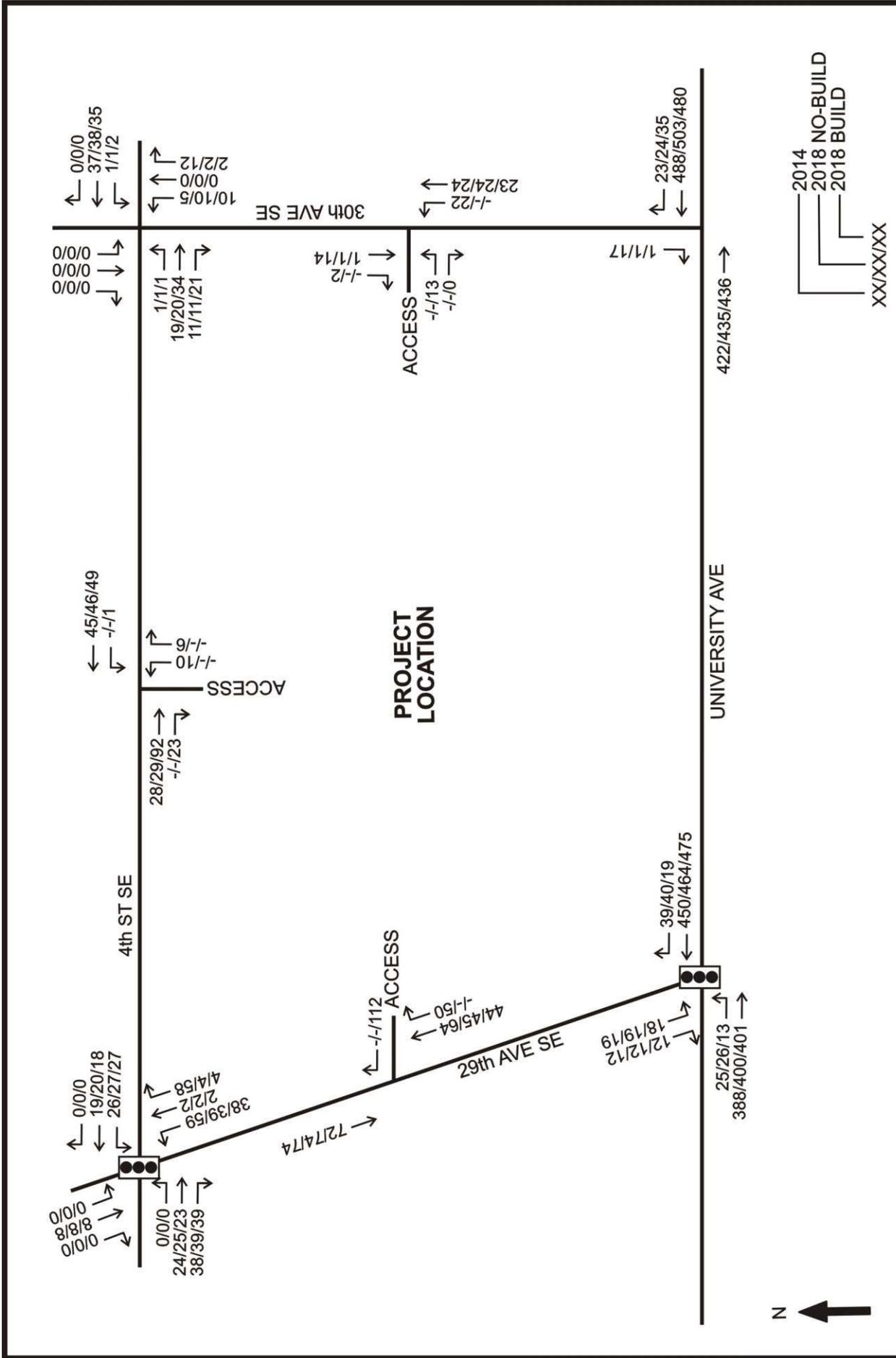


FIGURE 4
WEEKDAY AM PEAK HOUR
TURN MOVEMENT VOLUMES

TRAVEL DEMAND
MANAGEMENT PLAN
FOR RISE AT
PROSPECT STATION



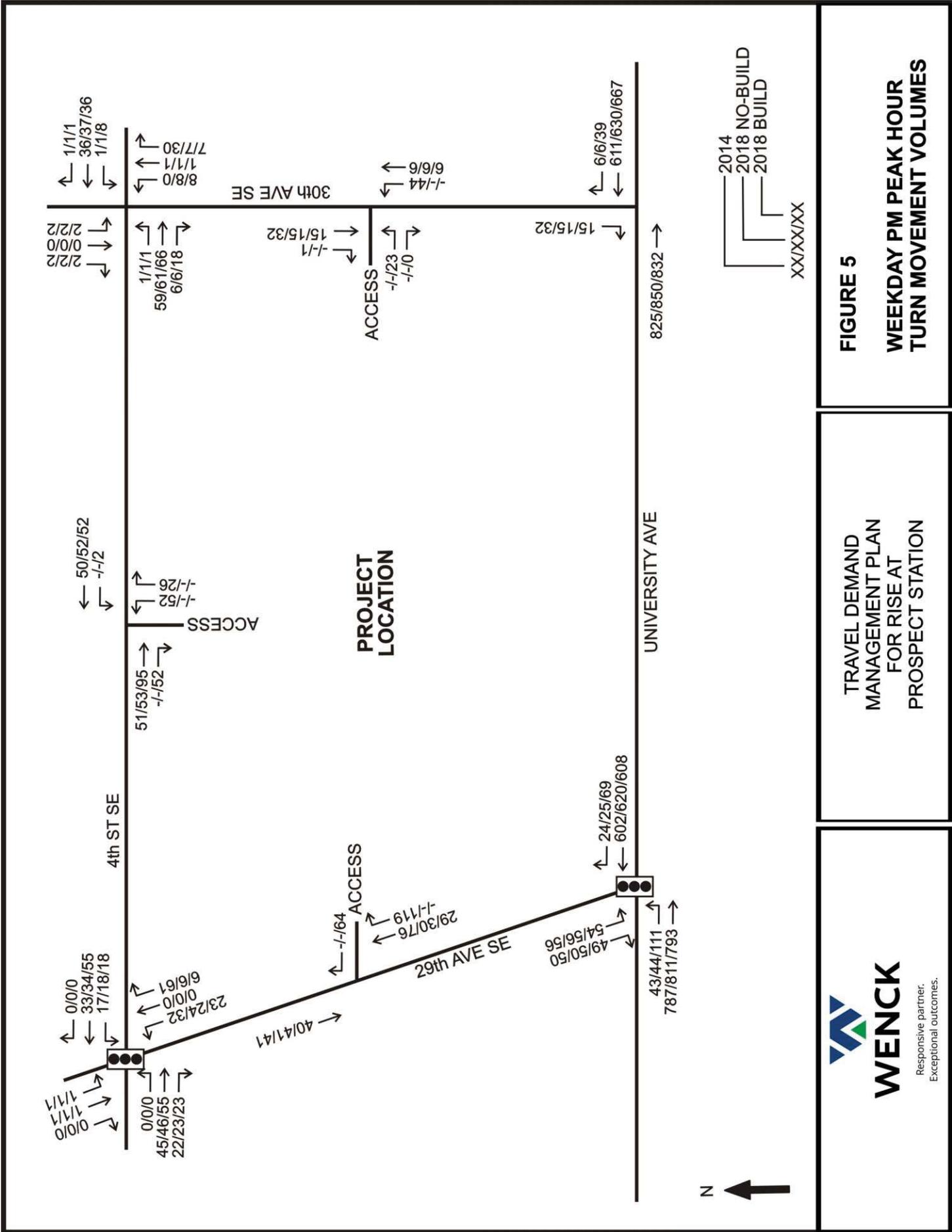


FIGURE 5
WEEKDAY PM PEAK HOUR
TURN MOVEMENT VOLUMES

TRAVEL DEMAND
 MANAGEMENT PLAN
 FOR RISE AT
 PROSPECT STATION

Intersection Impacts

In order to better understand traffic related impacts at the subject intersections, capacity analyses were performed for the existing, 2018 No-Build, and 2018 Build scenarios. Capacity analysis results are presented in terms of level of service (LOS), which ranges from A to F. LOS A represents the best intersection operation, with very little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. The capacity analyses were completed using existing geometrics and intersection control. The results are described below.

29th Avenue SE/4th Street SE (traffic signal controlled)

During the a.m. peak hour, all movements operate at a LOS B or better and the intersection operates at LOS A under all scenarios. During the p.m. peak hour, all movements operate at a LOS B or better and the intersection operates at LOS B under all scenarios. No improvements are necessary to accommodate the proposed project.

University Avenue SE/29th Avenue SE (traffic signal controlled)

During the a.m. peak hour, all movements operate at a LOS D or better and the intersection operates at LOS B under all scenarios. During the p.m. peak hour, all movements operate at a LOS D or better and the intersection operates at LOS B under all scenarios. No improvements are necessary to accommodate the proposed project.

30th Avenue/4th Street SE (all-way stop controlled)

During the a.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios. During the p.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios. No improvements are necessary to accommodate the proposed project.

University Avenue SE/30th Avenue SE (30th Avenue stop sign controlled)

The capacity analyses indicate that all movements operate at a LOS B or better and the overall intersection operates at LOS A under all a.m. peak hour scenarios. During the p.m. peak hour, all movements operate at a LOS B or better and the overall intersection operates at LOS A under all scenarios. No improvements are necessary to accommodate the proposed project.

4th Street SE/Access

During the a.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios. During the p.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios.

29th Avenue SE/Access

During the a.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios. During the p.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios.

30th Avenue SE/Access

During the a.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios. During the p.m. peak hour, all movements operate at a LOS A and the intersection operates at LOS A under all scenarios.

Overall Traffic Impacts

On an overall basis, the proposed uses have minimal impacts on intersection operations. All intersections have adequate capacity to accommodate the number of trips generated and therefore impacts on existing operations are minimal.

Accommodation of Deliveries and Trash Collection

Trash collection will occur in the surface area parking within the site. Trash collection will occur as often as necessary to fully serve the entire development. Deliveries will occur at the loading docks and designated surface areas provided within the site.

Delivery frequency will vary with the type of use. It is estimated that the hotel may receive one large delivery per day with multiple smaller deliveries as needed. The residential and restaurant uses may each receive two large deliveries per day, with smaller deliveries as needed. The grocery use may receive two large deliveries per week, with four to eight smaller deliveries per day.

All deliveries will be coordinated to minimize congestion at the loading areas. All loading areas within the site are designed to accommodate the expected vehicle types and sizes.

Curb Bumpouts

Curb bump outs are shown on the site plan in various locations, including the east side of 30th Avenue. Curb bump outs are used to narrow the street width to decrease pedestrian crossing distances while still allowing on-street parking. For example, the existing width of 4th Street west of 30th Avenue is 42 feet. Installing bump outs could reduce the street width at the pedestrian crossing location to 26 feet, resulting in improved pedestrian crossing operations. The proposed bump out locations are expected to have minimal impact to the on-street parking supply.

3.0 Parking

Parking Supply

As described earlier, the proposed project includes 358 total parking spaces, with 287 spaces in a parking structure and 71 surface spaces. In addition, on-street parking is allowed on 4th Street, 30th Avenue, and the south side of University Avenue.

Zoning Code Requirements

To determine the adequacy of the proposed parking supply, parking requirements were calculated based on the Zoning Code parking ratios. This site is located within a Transit Station Area parking overlay district (TSA) and the University Area overlay district, resulting in reductions to the calculated parking requirements. The current parking requirements are a minimum of 255 spaces for all uses and a maximum of 210 spaces for all non-residential uses. The minimum and maximum calculations are as follows:

- For the grocery use, the calculated minimum is 1 space per 500 square feet over 4,000, which equates to 52 spaces. The calculated maximum for the grocery use is 1 space per 200 square feet, which equates to 151 spaces. Since the site is within a TSA, the minimum and maximum are 75% of these totals, for a minimum of 39 spaces and a maximum of 113 spaces.
- For the restaurant use, the calculated minimum is 1 space per 500 square feet to 2,000 plus 1 space per 300 square feet over 2,000, which equates to 28 spaces. The calculated maximum for the restaurant use is 1 space per 75 square feet, which equates to 122 spaces. Since the site is within a TSA, the minimum and maximum are 75% of these totals, for a minimum of 21 spaces and a maximum of 92 spaces.
- For the liquor store use, the minimum is 1 space per 500 square feet or a minimum of 4 spaces, which equates to 4 spaces. The maximum for the liquor store use is 1 space per 200 square feet, which equates to 6 spaces. Since the site is within a TSA, the minimum and maximum are 75% of these totals, for a minimum of 3 spaces and a maximum of 5 spaces.
- For the apartment use, the minimum is 0.5 space per bedroom, which equates to 274 spaces. There is no maximum for the apartment use. The parking requirement for the apartment is 70% of the total due to the proximity to both light rail and bus transit, for a minimum total of 192 spaces.

Institute of Transportation Engineers (ITE) Data Calculations

In addition to the Zoning Code requirement, parking data from the Institute of Transportation Engineers (ITE) was also used to determine the expected parking demand. Data provided in the ITE publication *Parking Generation*, 4th Edition, indicates the various proposed uses peak at different times during the day. The apartment use peaks overnight while the restaurant and grocery uses peak during the day. Based on the ITE data, the peak weekday parking demand for the overall site occurs between 4 pm and 6 pm. The peak parking demand during that time period is 349 spaces. The corresponding parking demand table is included in the appendix.

Overall Parking Impact

As shown above, the peak demand for existing parking spaces occurs between 4 pm and 6 pm. The peak parking demand during that time period is 349 spaces, which is 9 spaces less than the parking supply of 358 spaces. In addition, the number of spaces provided falls within the minimum and maximum zoning requirements. Therefore, adequate parking is provided for the site.

Parking Operation

161 spaces in the lowest parking level in the ramp are reserved for residents only. It will be controlled with a pass card system. Parking for residents is purchased separately and is not included in the rent. The residents not located in the lower level will be accommodated in the upper level with a parking pass. The remaining upper level spaces and the surface spaces will be shared by all on-site uses and will be limited to three hour parking. Registered hotel guests will receive a parking pass to place in their vehicle allowing them to park on-site. Overnight guests of the apartment residents will also receive a parking pass to allow overnight parking.

During special events on campus, such as football games, on-site parking will be monitored by building staff to ensure spaces are being used by on-site uses only. Signing located at the parking entrances will state that all parking is for on-site uses only, with any other users towed at owner's expense.

4.0 Transit

The proposed project site is well served by existing transit routes. The subject site presently is served by the Metro Transit Green Line light rail and bus route 16 on University Avenue. The Green Line includes a station on 29th Avenue SE, immediately adjacent to the proposed site. Bus route 16 includes multiple stop locations on University Avenue near the subject site. The existing route maps are shown in the Appendix.

In addition to Metro Transit service, the University of Minnesota operates a dedicated transit way between campuses which is located one block north of 4th Street SE. The nearest transit stop for this facility is located on 23rd Avenue. Bicycle traffic is also allowed on the transit way.

5.0 Pedestrian

Sidewalks presently are provided on both sides of 29th Avenue SE, University Avenue SE, and 30th Avenue SE. The proposed project will add an eight foot wide sidewalk on the south side of 4th Avenue SE.

Crosswalks and pedestrian signal heads are provided across all three legs at the University Avenue SE/29th Avenue SE intersection and across all four legs at the 29th Avenue SE/4th Street SE intersection. Sidewalk connections to all bus stop and light rail locations around the subject development are already in place.

6.0 Bicycle

Bicycle traffic is allowed on the surrounding street system. In addition, the University of Minnesota operates a dedicated transit way between campuses which is located one block north of 4th Street SE. Bicycle traffic is also allowed on the transit way.

To effectively fulfill the TDM goal of promoting alternative modes of transportation, the project owner will provide 580 new bicycle parking spaces on-site. 560 of the spaces will be inside the proposed building, with 280 in a bicycle room located in the upper garage and 280 in a bicycle room located on the plaza level in the residential building. 20 spaces will be provided outside, with 10 spaces near the grocery store entrance and 10 spaces near the residential building entrance. If the bicycle parking demand exceeds the available supply, the project owner will add more spaces.

The project will also provide space for a Nice Ride bicycle station. The station will be located on 30th Avenue near the surface lot entrance.

7.0 Travel Demand Management Plan

The following TDM plan identifies the program, responsibilities, and detailed implementation of measures for the transportation issues presented in this report. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager specifically commits to implementing the following actions:

1. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will provide 358 on-site parking spaces.
2. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager agrees that the on-site parking spaces are for residents, employees, and customers only.
3. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will provide 580 new bicycle parking spaces on-site. 560 of the spaces will be inside the proposed building, with 280 in a bicycle room located in the upper garage and 280 in a bicycle room located on the plaza level in the residential building. 20 spaces will be provided outside, with 10 spaces near the grocery store entrance and 10 spaces near the residential building entrance. If the bicycle parking demand exceeds the available supply, the project owner will add more spaces.
4. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will provide space for a Nice Ride bicycle station. The station will be located on 30th Avenue near the surface lot entrance.
5. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager, will create and distribute information that includes the following:
 - Maps that show the area bus routes, bus schedules, and bicycle and pedestrian facilities.
 - Information on starting and joining commuter programs.
 - Other information or actions that encourage use of alternative modes of transportation.
6. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will provide real time transit information in the hotel and residential buildings.
7. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will provide bus route and light rail maps to tenants upon request and make them available at the management office.
8. It is understood that the City's desire is to minimize truck loading/unloading activity during peak periods for traffic on adjacent streets. To help the City fulfill this desire, HIC/CA Prospect Park JV, LLP, Successor, or Property Manager, will encourage truck drivers and tenants to schedule truck service functions during off-peak periods.

9. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will designate a transportation coordinator, who would be available to work with City staff on an “as-needed” basis and to implement the TDM strategies.
10. HIC/CA Prospect Park JV, LLP, Successor, or Property Manager will commit to monitor travel behavior of on-site users, including an original survey at the time of full occupancy, ongoing surveys at designated check points, and travel behavior status reports.

8.0 Signatures

HIC/CA PROSPECT PARK JV, LLP

Dated: _____

By _____

MINNEAPOLIS COMMUNITY PLANNING &
ECONOMIC DEVELOPMENT DEPARTMENT

Dated: _____

By _____
CPED Development Service Director

MINNEAPOLIS PUBLIC WORKS DEPARTMENT

Dated: _____

By _____
Traffic Operations Engineer

9.0 Appendix

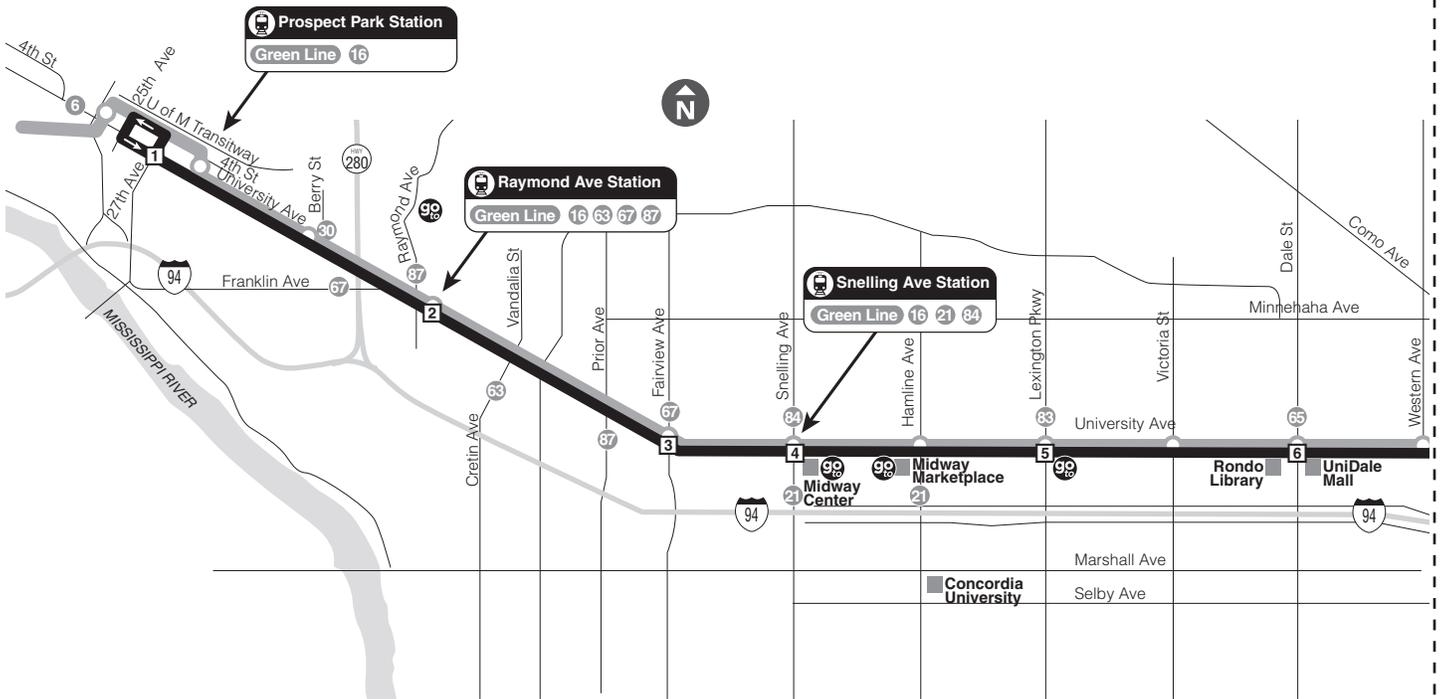
- Parking Demand Table
- Bus route maps

WEEKDAY PARKING DEMAND

Land Use	Size	Unit	Gross Parking Rate	Adjustment Factor for Walking, Transi Multi-Purpose, and Vacancies	Month of Year Adjust. Factor (MAX)	Time of Day Factor				Net Parking Needs by Time of Day							
						6 am- 8 am	8 am- 11 am	11 am- 2 pm	2 pm- 4 pm	6 am- 8 am	8 am- 11 am	11 am- 2 pm	2 pm- 4 pm	4 pm- 6 pm	6 pm- 9 pm		
Apartment	336	dwelling unit	1.2/du	30%	100%	100%	65%	50%	50%	70%	80%	282	183	141	141	198	226
Restaurant	9143	sq. ft.	13.3/1000	30%	100%	0%	10%	75%	60%	90%	100%	0	9	64	51	77	85
Grocery Store	31215	sq. ft.	3.78/1000	30%	100%	0%	50%	100%	90%	90%	50%	0	41	83	74	74	41

Note: Gross parking rates from ITE Parking Generation, 4th edition

TOTAL PARKING DEMAND 282 233 288 266 349 352



Map continued on page 2

PLEASE NOTE:
For alternative service along University Ave please consult a METRO Green Line schedule.

Buses and trains have free storage racks so you can bring your bicycle along.
Look for instructions on the rack or visit metrotransit.org/bike

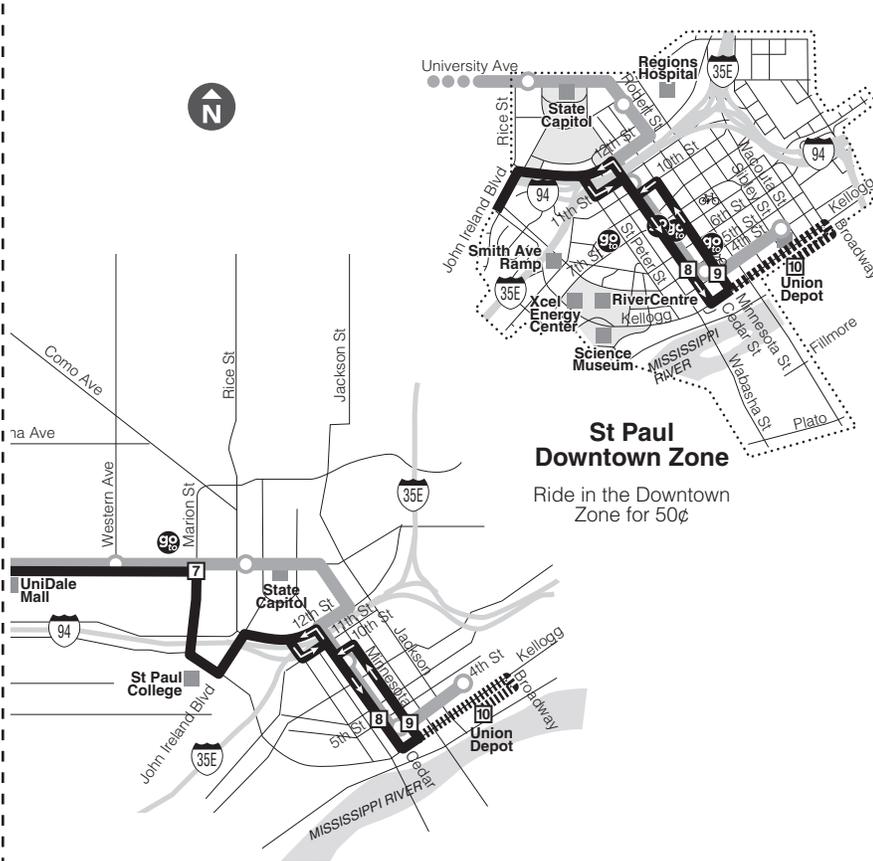
- Timepoint on schedule**
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- Regular Route**
Bus will pick up or drop off customers at any bus stop along this route.
- METRO Line(s)**
METRO trains will pick up or drop off.
- Connecting Routes to transfer to/from**
See those route schedules for details.
- Bike Locker**
These sites have weatherproof bike storage for rent.
- Go-To Card Retail Location**
Buy a Go-To Card or add value to an existing card at these locations.
- Rail Station**
Customers get on and off trains here. Buses connect with trains at stations.

- Retail Locations**
Buy a Go-To Card or add value to an existing card at these locations.
- St Paul**
Community Financial Ctr, 259 University Ave W, Suite C
Cub Foods, 1440 University Ave W
Rainbow Foods, 1566 University Ave W
Unbank, 1098 University Ave W
- Downtown St Paul**
Charlie's Chocolates & Cravings, 30 E 7th St, Suite 159
Charlie's Chocolates & Cravings, Town Square (skyway)
Metro Transit Store, 101 5th St E, US Bank Ctr (skyway)
Unbank, 467 St Peter St

Holiday service operates on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at metrotransit.org or in *Connect* on buses and trains prior to these holidays.

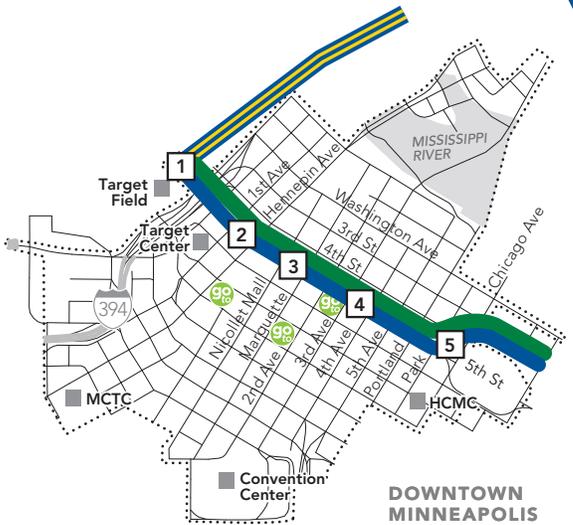
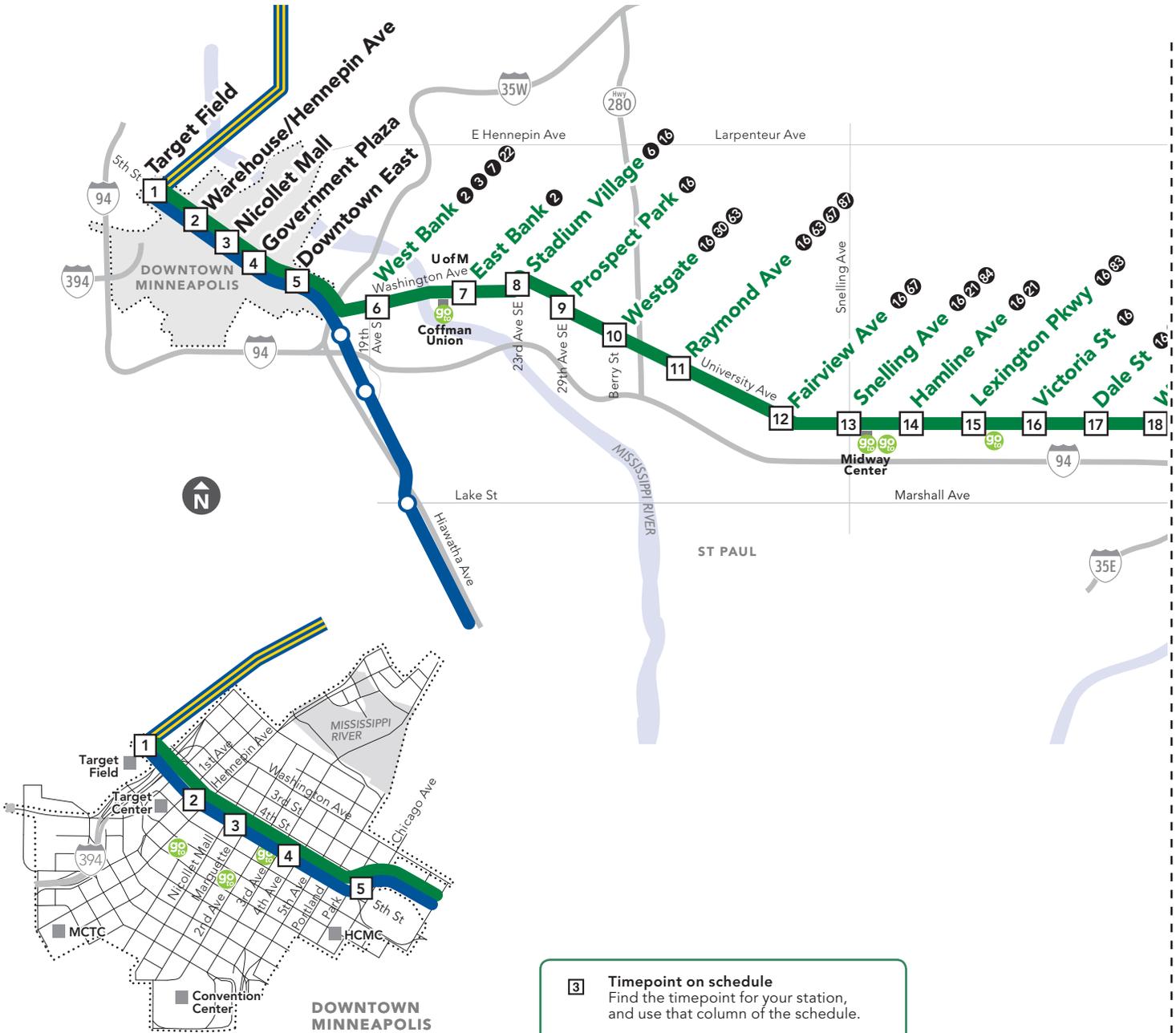
Schedule subject to change. Traffic and weather conditions may delay buses. Please have exact fare ready. Bus fareboxes and drivers do not make change. This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).



St Paul Downtown Zone

Ride in the Downtown Zone for 50¢

Map continued on page 1



DOWNTOWN MINNEAPOLIS

Ride in the Downtown Zone for 50¢

3 **Timepoint on schedule**
Find the timepoint for your station, and use that column of the schedule.

METRO Green Line (Light Rail)
Train will pick up or drop off customers at any station along this route.

METRO Blue Line (Light Rail)
Train will pick up or drop off customers at any station along this route.

Northstar Commuter Line
Transfers from Northstar to METRO are free. Transfers from METRO to Northstar require an additional fare

Go-To Card Retail Location
Buy a Go-To Card or add value to an existing card at these locations.

54 538 Connecting Routes
See those route schedules for details.

Schedule subject to change.

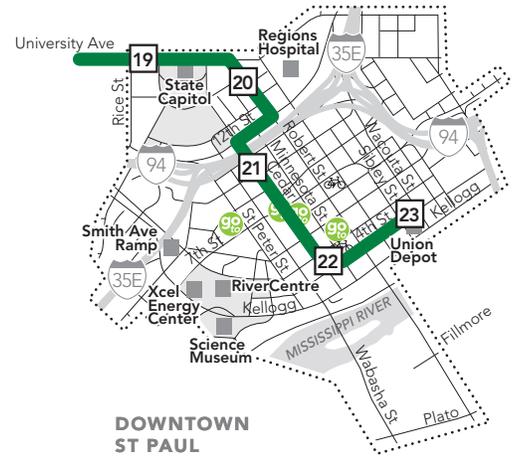
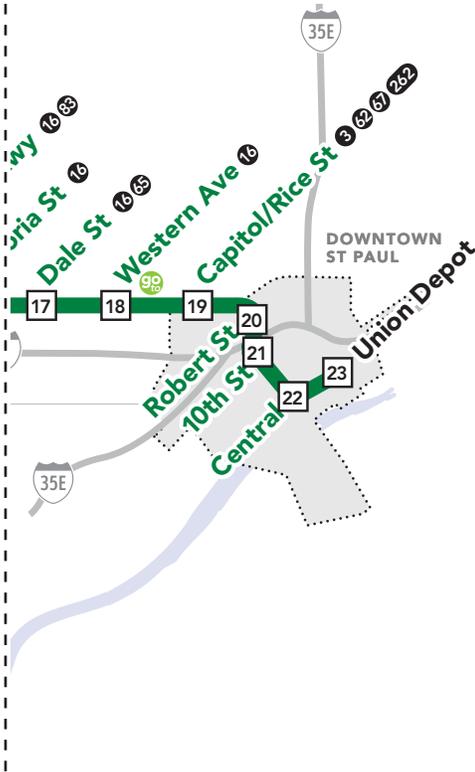
This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

A portion of the funding for this route was provided by the Counties Transit Improvement Board.



Map continued on page 2

Effective 3/7/15
metrotransit.org
612-373-3333



DOWNTOWN ST PAUL

Ride in the Downtown Zone for 50¢

Map continued on page 1



Buses and trains have free storage racks so you can bring your bicycle along.

Look for instructions on the rack. Lockers are also available for rent at most METRO stations. Details at metrotransit.org/bike.

Say hi to less waiting.



This route is part of the Hi-Frequency network. Segments of routes 5, 6, 10, 18, 19, 21, 64, 84 and 515, and all of route 54 and METRO Blue and Green lines operate at least every 15 minutes weekdays from 6 am–7 pm and Saturdays from 9 am–6 pm. See maps for details.

Go-to Card Retail Locations

Buy a Go-To Card or add value to an existing card at these locations.

Downtown Minneapolis

- Commuter Connection – 220 6th St S (US Bank Plaza)
- Metro Transit Store, 719 Marquette Ave
- Unbank, 727 Hennepin Ave

Minneapolis – SE

- Coffman Union, 300 Washington Ave SE

St Paul

- Community Financial Center, 259 University Ave W, Suite C
- Cub Foods, 1440 University Ave W
- Rainbow Foods, 1566 University Ave W
- Unbank, 1098 University Ave W

Downtown St Paul

- Charlie's Chocolates & Cravings, 30 E 7th St, Suite 159
- Charlie's Chocolates & Cravings, Town Square (skyway)
- Metro Transit Store, 101 5th St E, US Bank Center (skyway)
- Unbank, 467 St Peter St

Holiday service operates on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

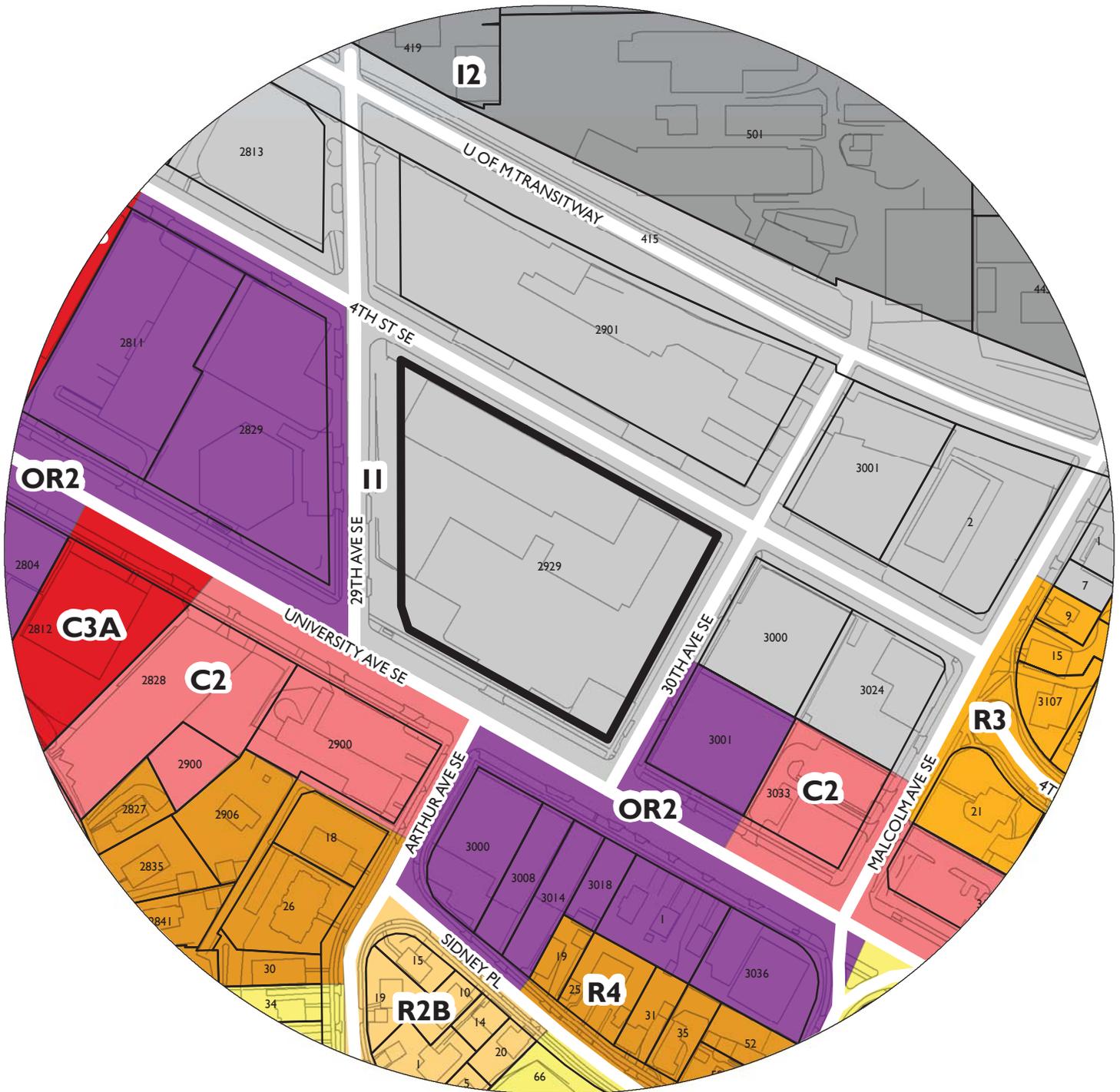
Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at metrotransit.org or in *Connect* on buses and trains prior to these holidays.

HIC/CA Prospect Park JV, LLC

2nd

NAME OF APPLICANT

WARD



PROPERTY ADDRESS

2929 University Avenue Southeast

FILE NUMBER

BZZ-7438



1 - LOOKING EAST TOWARD SITE



2 - LOOKING NORTH TOWARD SITE



3 - LOOKING SOUTH TOWARD SITE



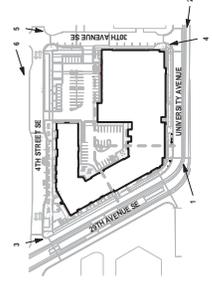
4 - LOOKING NORTH TOWARD SITE

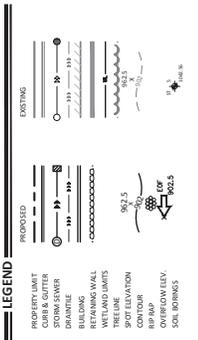


5 - LOOKING SOUTHWEST TOWARD SITE



6 - LOOKING WEST TOWARD SITE



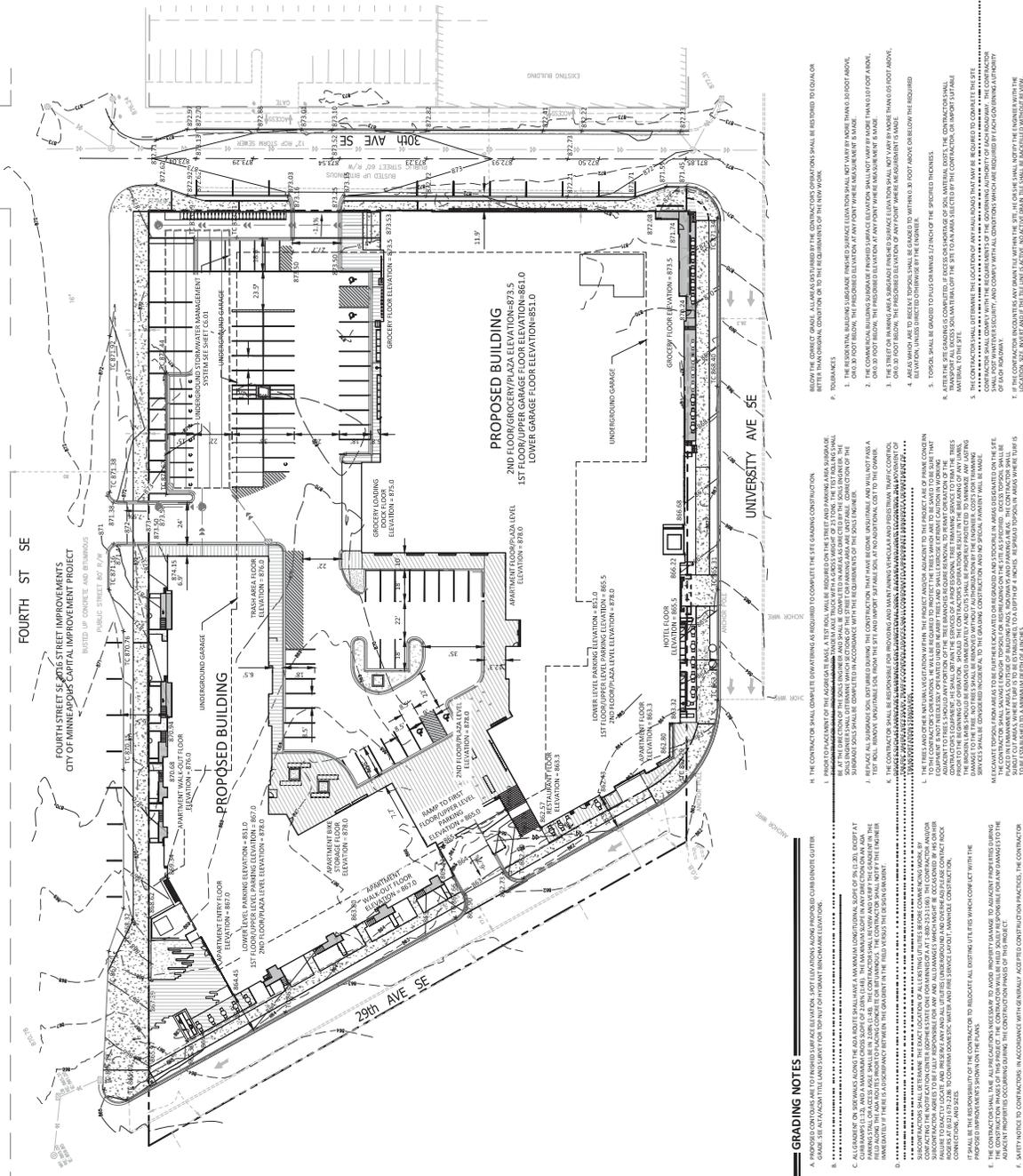


CITY OF MINNEAPOLIS NOTES

- A. THE DEVELOPER HAS DESIGNED A STORM WATER MANAGEMENT PLAN THAT IS IN ACCORDANCE WITH THE CITY OF MINNEAPOLIS ORDINANCES AND THE MINNEAPOLIS STORM WATER MANAGEMENT PLAN. THE DEVELOPER IS WILLING TO PARTICIPATE IN THE GREEN FOURTH STREET PROGRAM AND TO CONSTRUCT WITHIN THE REGULATED SCHEDULE AND CONSTRUCTION PERMIT REQUIREMENTS.
- B. ANY CURRENTLY DEFECTIVE SIDEWALKS OR OTHER CONCRETE INFRASTRUCTURE WITHIN THE PUBLIC RIGHT OF WAY OR ANY INFRASTRUCTURE THAT IS TO BE REMOVED OR REPLACED DURING CONSTRUCTION SHALL BE REMOVED AND REPLACED.
- C. THE CITY OF MINNEAPOLIS HAS REVIEWED THE STORM WATER MANAGEMENT PLAN AND HAS APPROVED IT FOR CONSTRUCTION. THE CITY OF MINNEAPOLIS HAS REVIEWED THE STORM WATER MANAGEMENT PLAN AND HAS APPROVED IT FOR CONSTRUCTION. THE CITY OF MINNEAPOLIS HAS REVIEWED THE STORM WATER MANAGEMENT PLAN AND HAS APPROVED IT FOR CONSTRUCTION.
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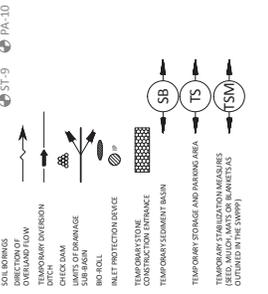
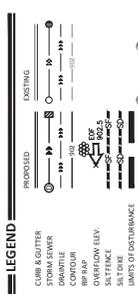
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GRADING NOTES

- A. PROPOSED SIDEWALKS TO BE FINISHED SURFACE ELEVATION. SPOT ELEVATIONS ALONG PROPOSED SIDEWALKS TO BE FINISHED SURFACE ELEVATION. SPOT ELEVATIONS ALONG PROPOSED SIDEWALKS TO BE FINISHED SURFACE ELEVATION.
- B. ALL GRADING SHALL BE ACCORDING TO THE CITY OF MINNEAPOLIS ORDINANCES AND THE MINNEAPOLIS STORM WATER MANAGEMENT PLAN. ALL GRADING SHALL BE ACCORDING TO THE CITY OF MINNEAPOLIS ORDINANCES AND THE MINNEAPOLIS STORM WATER MANAGEMENT PLAN.
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SEQUENCE OF CONSTRUCTION

- PHASE I:**
- INSTALL STABILIZED CONSTRUCTION ENTRANCES.
 - PREPARE TEMPORARY PARKING AND STORAGE AREA.
 - CONSTRUCT THE SEDIMENTATION AND SEDIMENT TRAP BASINS.
 - HALT ALL ACTIVITIES AND CONTACT THE CIVIL ENGINEERING CONTRACTOR TO SCHEDULE AND CONDUCT STORM WATER PRE-CONSTRUCTION MEETING WITH ENGINEER AND ALL GROUPING CONTRACTORS IMMEDIATELY BEFORE PROCEEDING WITH CONSTRUCTION.
 - CLEAR AND GRUB THE SITE.
 - START CONSTRUCTION OF BUILDING PAD AND STRUCTURES.
- PHASE II:**
- INSTALL UTILITY, UNDERDRAINS, STORM SEWERS, CURBS AND GUTTERS.
 - INSTALL INLET PROTECTION AND ALL STORM SEWER STRUCTURES.
 - PREPARE SITE FOR PAVING.
 - INSTALL INLET PROTECTION DEVICES.
 - COMPLETE GRADING AND INSTALL PERMANENT SEEDING AND MOWING.
 - HANDOFF ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (ONLY IF SITE IS STABILIZED), IF REQUIRED BY THE CONTRACT.

NOTE TO CONTRACTOR

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE DISTRICT OF PUBLIC WORKS AND ENGINEERING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE DISTRICT OF PUBLIC WORKS AND ENGINEERING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE DISTRICT OF PUBLIC WORKS AND ENGINEERING.

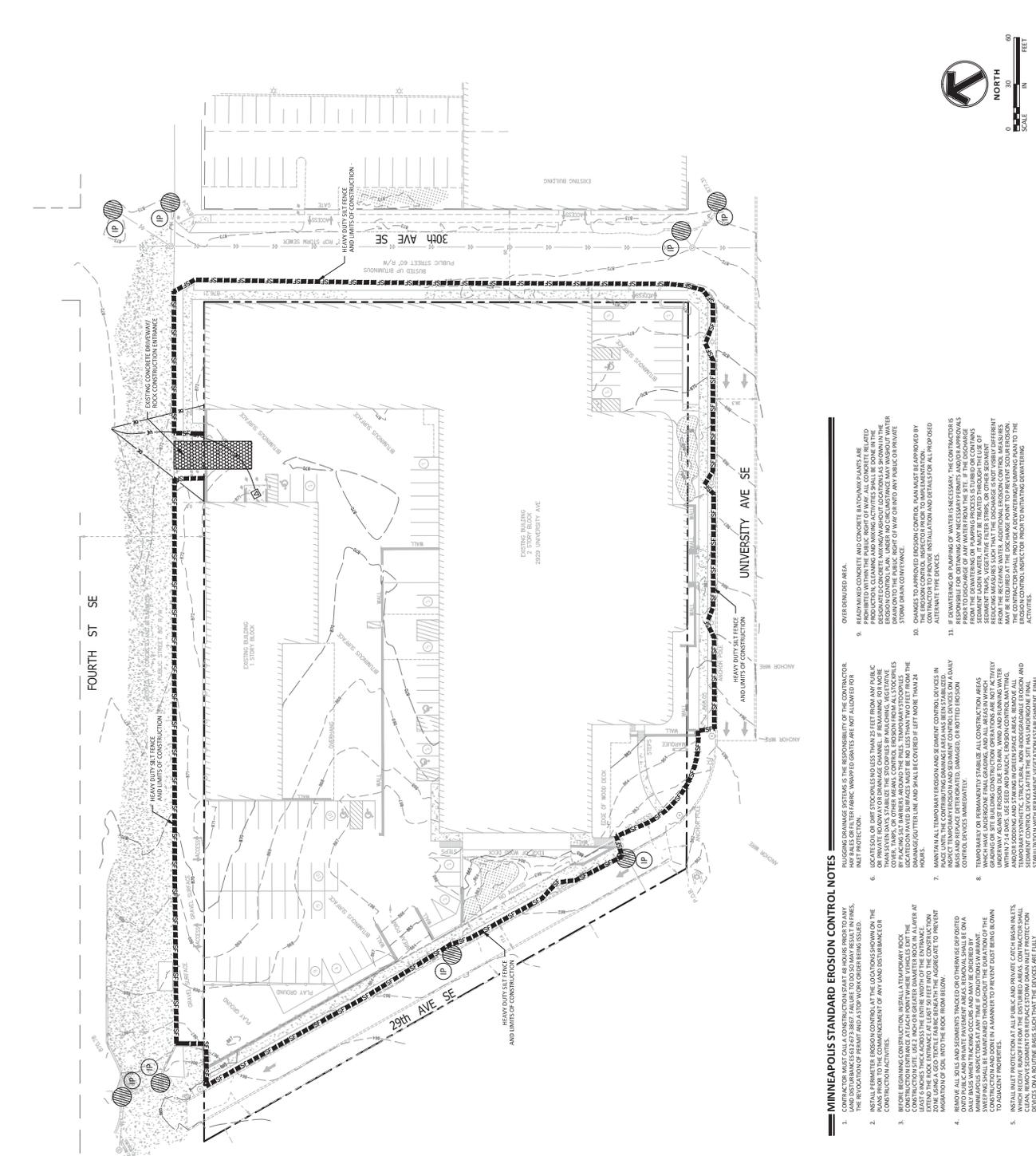
AREA SUMMARY IN ACRES

ITEM	UNIT	QUANTITY
PAVEMENT AREA	SQ. YD.	1,000
CONCRETE AREA	SQ. YD.	500
SEDIMENT TRAP	NO.	2
TOTAL EARTHWORK	CY	10,000
PRE-CONSTRUCTION IMPERVIOUS	SQ. YD.	1,000
POST-CONSTRUCTION IMPERVIOUS	SQ. YD.	1,000

* REFER TO SHEET C5.02 FOR GENERAL NOTES, MAINTENANCE NOTES, LOCATION MAPS, AND STANDARD DETAILS

EROSION CONTROL MATERIALS QUANTITIES

ITEM	UNIT	QUANTITY
SILT FENCE	LINEAR FEET	1,000
SILT DIKE	LINEAR FEET	100
SEDIMENT TRAP	NO.	2
CONSTRUCTION ENTRANCE	LINEAR FEET	100
INLET PROTECTION DEVICE	NO.	10



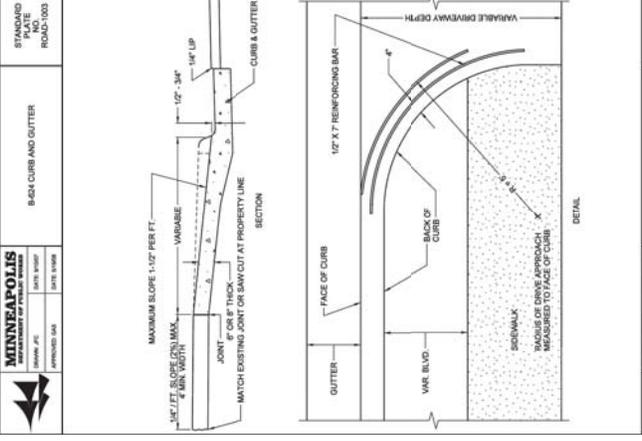
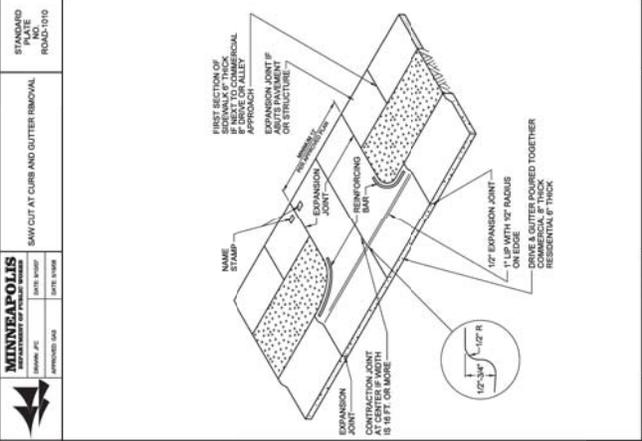
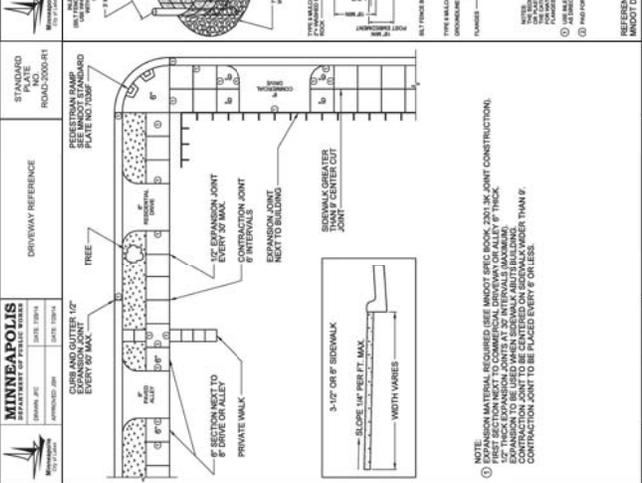
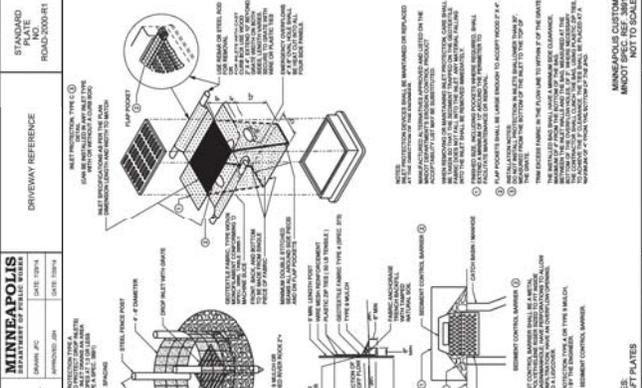
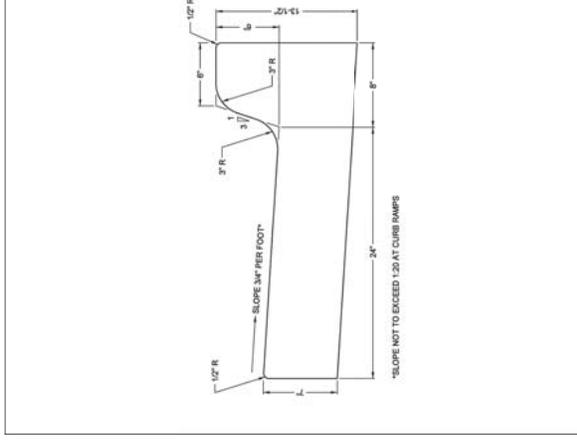
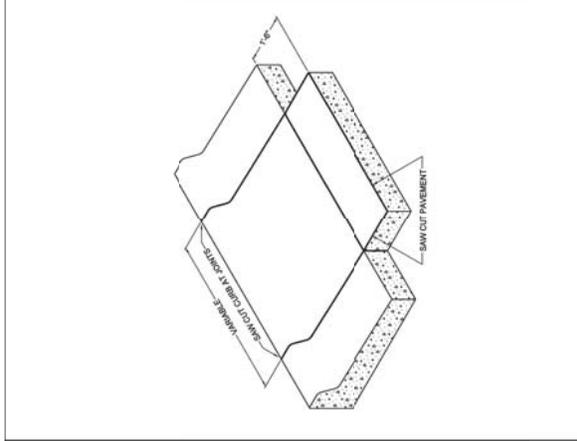
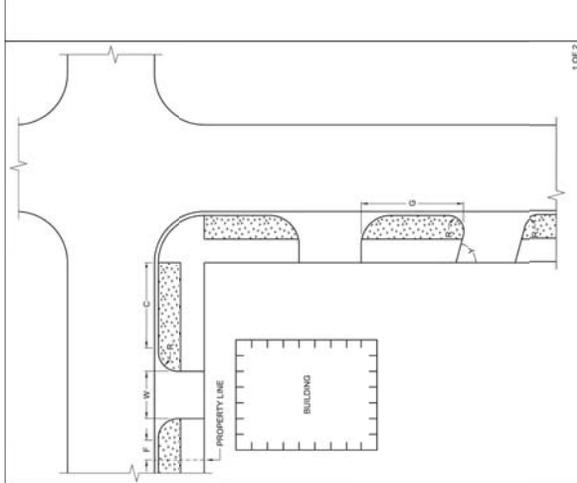
MINNEAPOLIS STANDARD EROSION CONTROL NOTES

- CONTRACTOR MUST CALL A CONSTRUCTION START 48 HOURS PRIOR TO ANY CONSTRUCTION ACTIVITIES. THE LOCATION OF PERMIT AND A COPY WORK ORDER BE ISSUED.
- INSTALL PERIMETER EROSION CONTROL AT THE LOCATIONS SHOWN ON THE PLANS PRIOR TO THE COMMENCEMENT OF ANY LAND DISTURBANCE OR CONSTRUCTION ACTIVITIES.
- CONSTRUCTION ENTRANCES ATTACH TO THE TRUCK WHEELS BY THE TRUCKS. CONSTRUCTION ENTRANCES ATTACH TO THE TRUCK WHEELS BY THE TRUCKS. CONSTRUCTION ENTRANCES ATTACH TO THE TRUCK WHEELS BY THE TRUCKS. CONSTRUCTION ENTRANCES ATTACH TO THE TRUCK WHEELS BY THE TRUCKS.
- REMOVE ALL SOILS AND SEDIMENTS TRACKED ON OTHER VEHICLES DEPOSITED ON THE SITE. USE SEED AND MULCH. EROSION CONTROL MATTING, TEMPORARY SYNTHETIC STRUCTURAL, NON-Biodegradable EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE CONSTRUCTION AND SHALL BE REMOVED IMMEDIATELY AFTER THE COMPLETION OF THE CONSTRUCTION.
- INSTALL BUILT PROTECTION FOR ALL PUBLIC AND PRIVATE CATCH BASIN SLEETS, WHICH RECEIVE RUNOFF FROM THE DISTURBED AREAS. CONTRACTOR SHALL PROVIDE A PHOTOGRAPHIC RECORD OF THE SLEETS AND THE FULLY FUNCTIONAL FOR THE MOST FAVORABLE. SEDIMENT CHAINED IN HANDOFF
- PAVING DRAINAGE SYSTEMS IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE DISTRICT OF PUBLIC WORKS AND ENGINEERING.
- LOCATE SOIL OR SILT STOCKPILES NO LESS THAN 25 FEET FROM ANY PUBLIC OR PRIVATE ROADWAY OR DRAINAGE CHANNEL. IF REMAINING FOR MORE THAN 72 HOURS, COVER WITH EROSION CONTROL MATTING. STOCKPILES OF SOIL, SAND, OR OTHER MATERIALS SHALL BE COVERED WITH EROSION CONTROL MATTING. STOCKPILES OF SOIL, SAND, OR OTHER MATERIALS SHALL BE COVERED WITH EROSION CONTROL MATTING.
- MAINTAIN ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES IN PLACE UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED. BAGS AND BRUSHES EXTERIOR TO THE DEVICES SHALL BE MAINTAINED AS NEARLY AS POSSIBLE TO PREVENT EROSION AND SEDIMENTATION. BAGS AND BRUSHES SHALL BE MAINTAINED AS NEARLY AS POSSIBLE TO PREVENT EROSION AND SEDIMENTATION.
- REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES AS SOON AS POSSIBLE AFTER THE COMPLETION OF THE CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE DISTRICT OF PUBLIC WORKS AND ENGINEERING.
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CODE	DRIVE APPROACH DIMENSIONS	RESIDENTIAL	COMMERCIAL
Y	DRIVE APPROACH ANGLE	15° MIN.	15° MIN.
W	DRIVE APPROACH WIDTH	12' MIN.	12' MIN.
R	RADIUS OF CURVATURE	25' MIN.	25' MIN.
R	RADIUS OF CURVATURE	5' STD.	5' STD.
RT	RADIUS OF CURVATURE	5' MIN.	5' MIN.
F	COMMON FRONTAGE CLEARANCE	5' MIN.	5' MIN.
G	DISTANCE BETWEEN DOUBLE	30' MIN.	30' MIN.
C	CORNER CLEARANCE AT ALL INTERSECTIONS	30' MIN.	30' MIN.
N/A	CORNER CLEARANCE AT ALL OTHER INTERSECTIONS	30' MIN.	30' MIN.
N/A	MINIMUM CLEARANCE AT ALL OTHER INTERSECTIONS	30' MIN.	30' MIN.

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

*OR AS APPROVED BY THE CITY ENGINEER



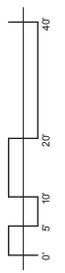
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| DEPARTMENT OF PUBLIC WORKS |
| DATE: 10/24/18 |
| APPROVED: [Signature] |

| MINNEAPOLIS |
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| DEPARTMENT OF PUBLIC WORKS |
| DATE: 10/24/18 |
| APPROVED: [Signature] |

STANDARD STATE ROAD 2000-R1
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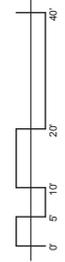
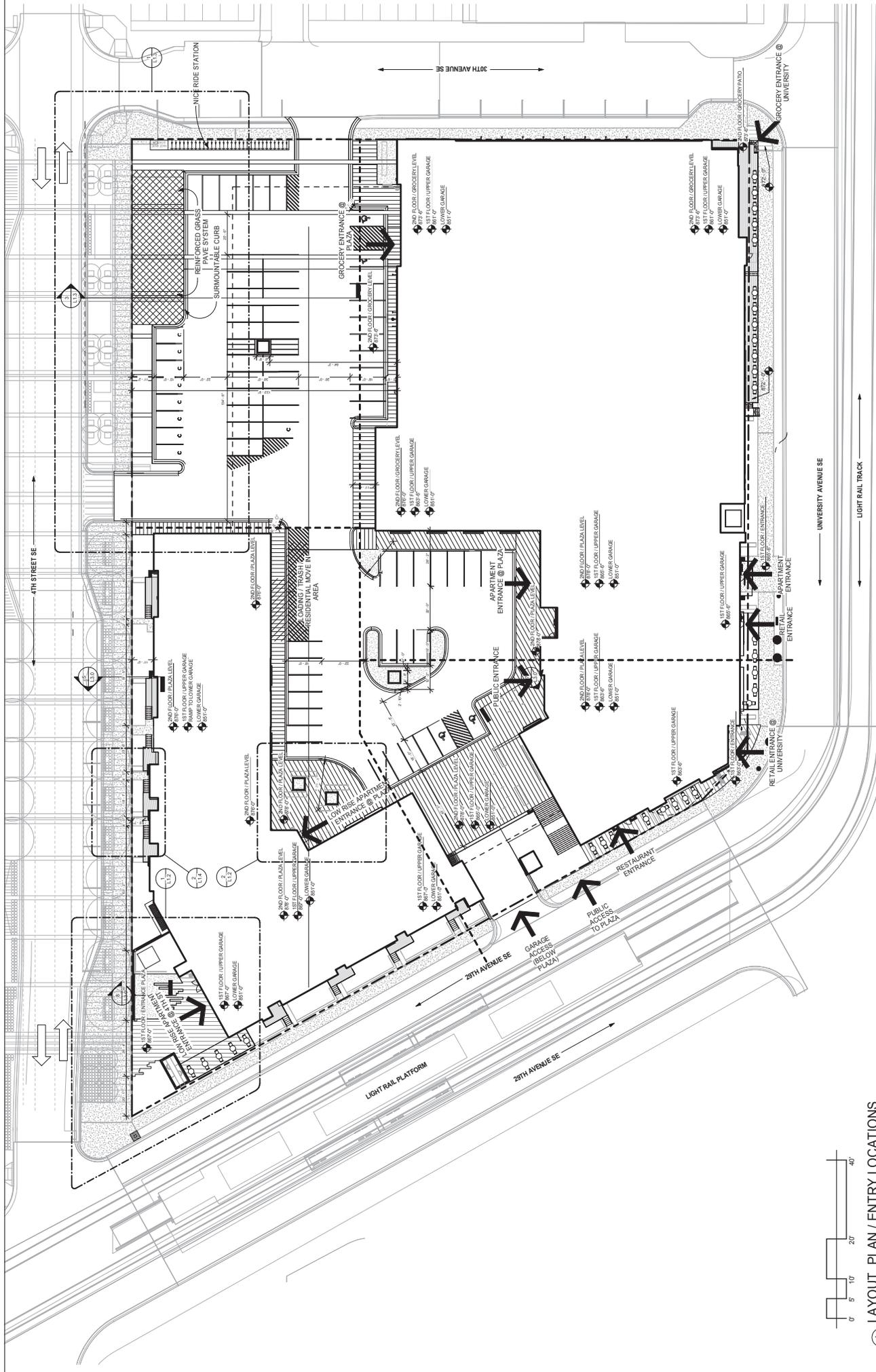


1 SITE PLAN
SCALE: 1" = 20'-0"

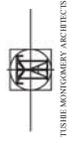


L1.0 - SITE PLAN | L1.0

RISE at Prospect Park
October 23, 2015

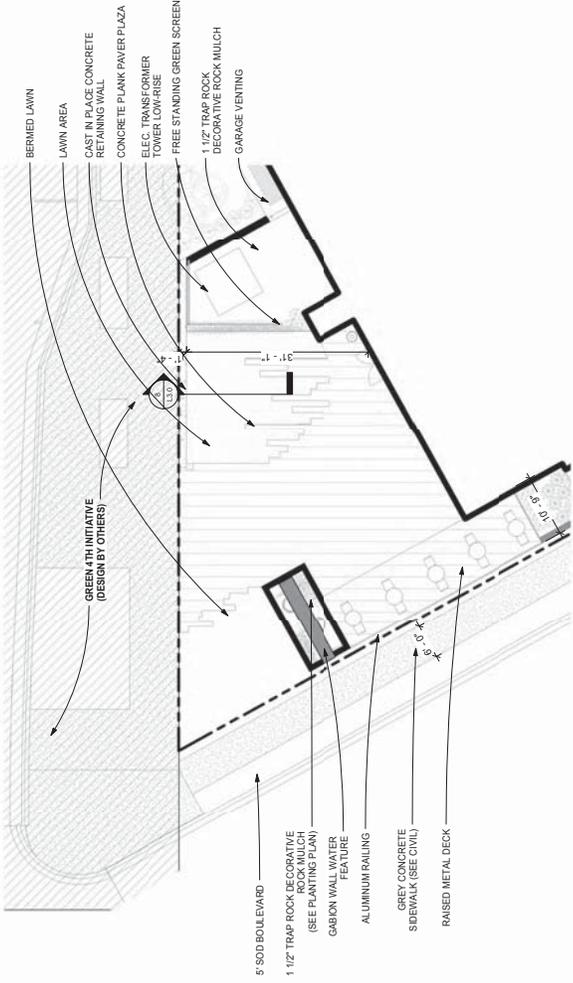


1 LAYOUT PLAN / ENTRY LOCATIONS
SCALE 1" = 20'-0"

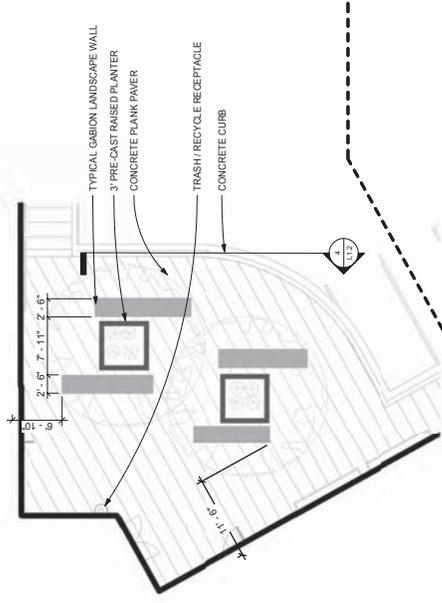


L1.1 - SITE LAYOUT PLAN | L1.1

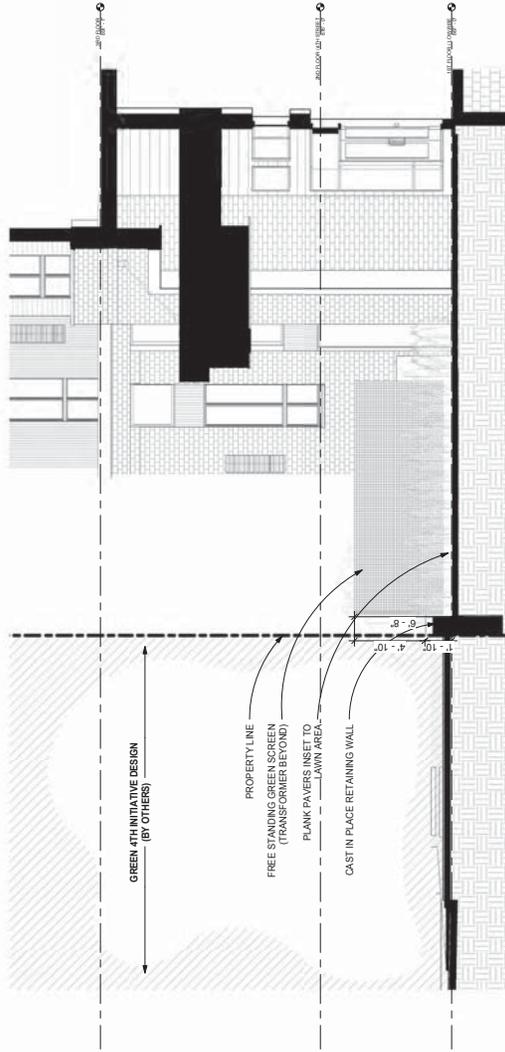
RISE at Prospect Park
October 23, 2015



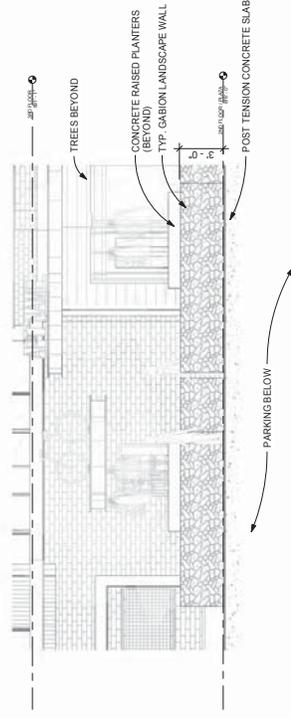
① 29TH AVE. SE & 4TH ST. SE CORNER ENTRANCE
SCALE: 1" = 10'-0"



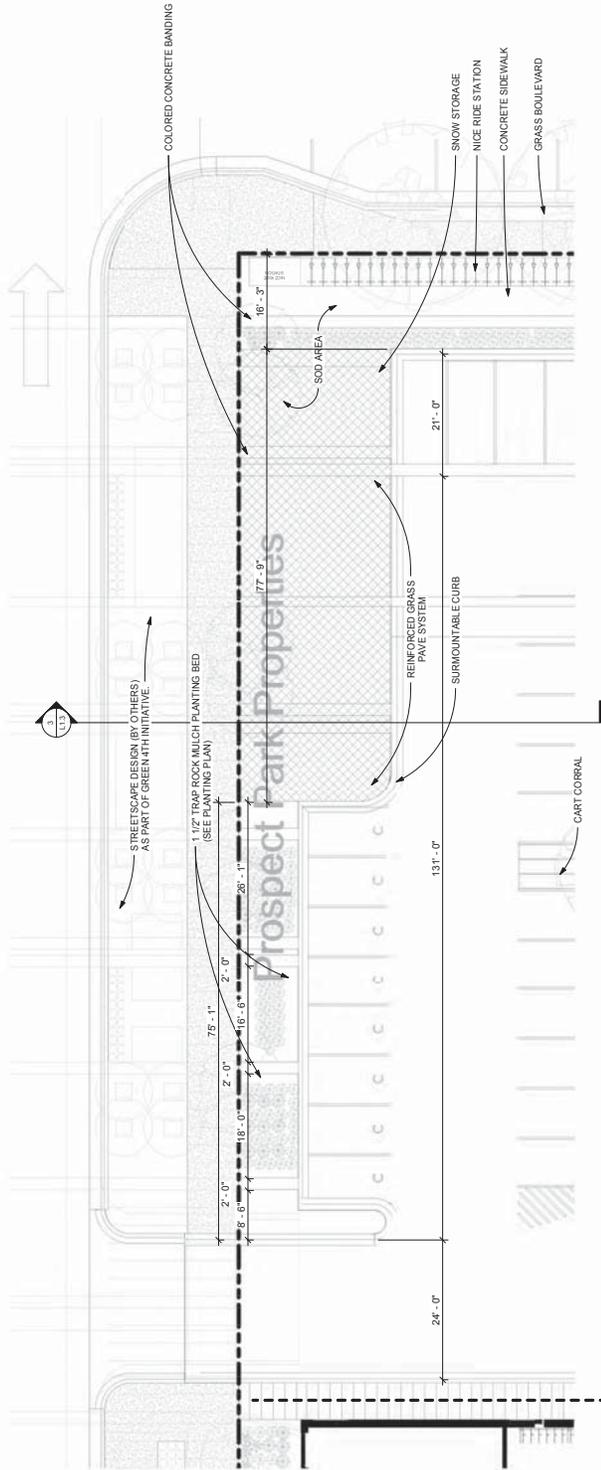
② LOW-RISE PLAZA ENTRANCE
SCALE: 1/8" = 1'-0"



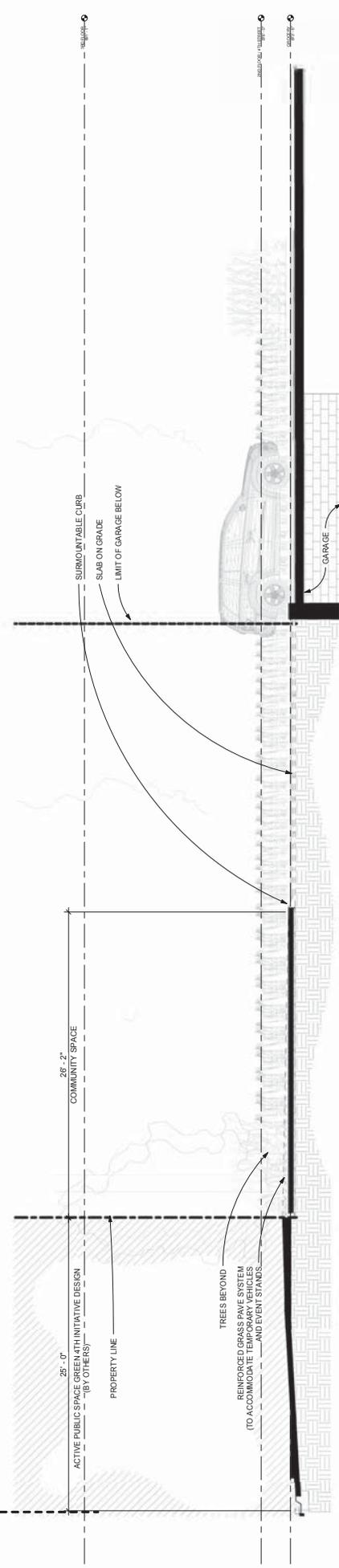
③ SECTION @ 29TH AVE. SE & 4TH ST. SE CORNER ENTRANCE
SCALE: 1/4" = 1'-0"



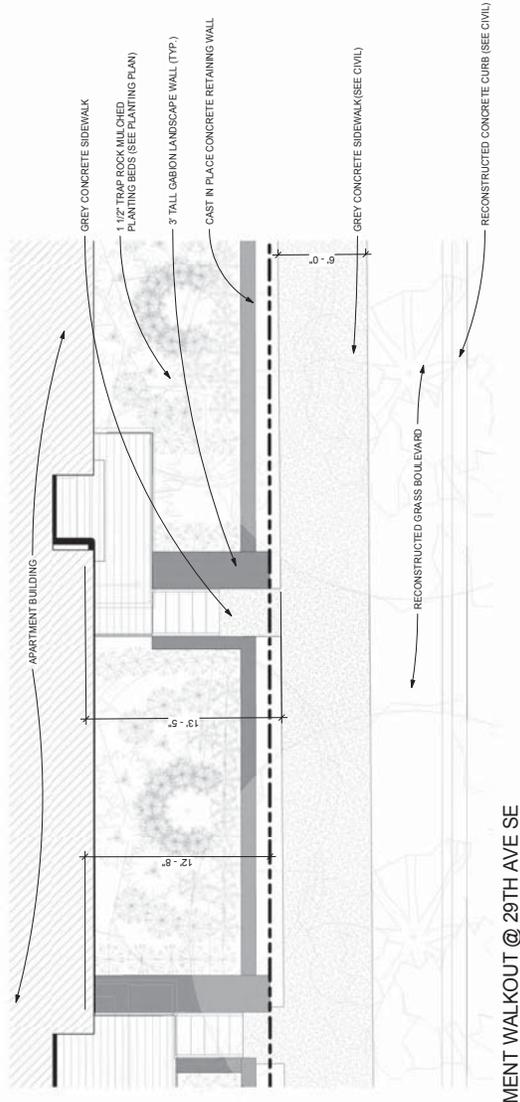
④ SECTION @ LOW-RISE PLAZA ENTRANCE
SCALE: 1/4" = 1'-0"



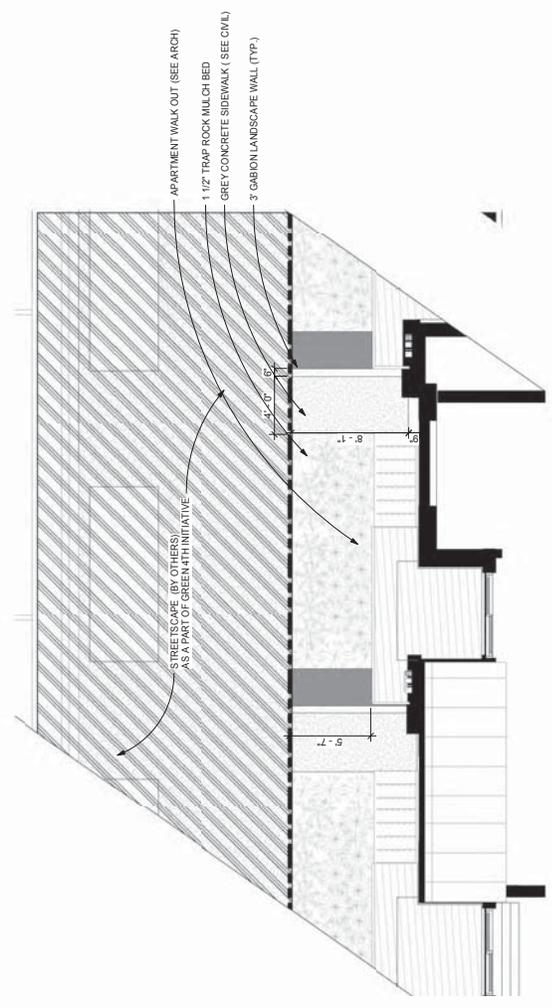
1 PUBLIC PLAZA / PARKING
SCALE 1" = 10'-0"



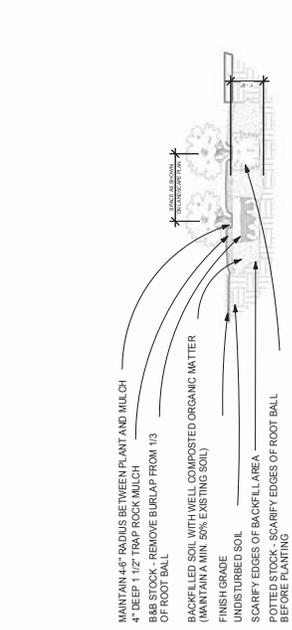
3 SECTION @ PUBLIC PLAZA / PARKING
SCALE 1/4" = 1'-0"



1 APARTMENT WALKOUT @ 29TH AVE SE
SCALE: 1/4" = 1'-0"

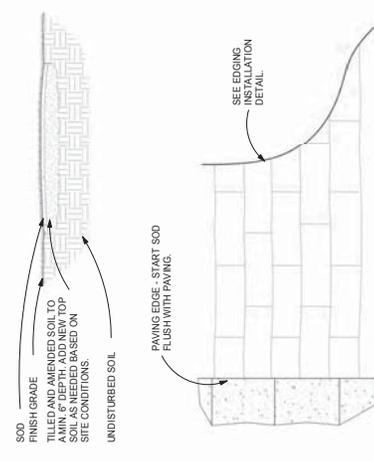


2 APARTMENT WALKOUT @ 4TH STREET
SCALE: 1/4" = 1'-0"



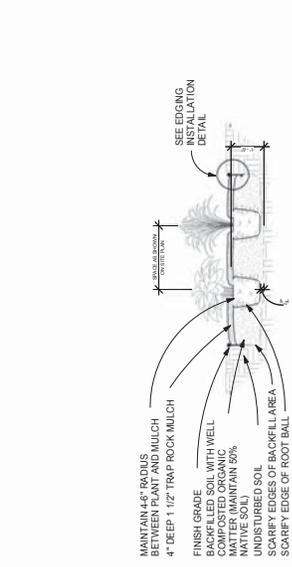
- NOTES:**
1. AVOID PLANTING IN WET OR SATURATED SOIL TO PREVENT SOIL COMPACTION DURING PLANTING.
 2. MULCH LAYER TO EVENLY COVER THE ENTIRE BED AREA 4" @ 1/2" THICK.
 3. SPACING BETWEEN PLANTS AS DIRECTED ON LANDSCAPE PLAN.
 4. WHEN PLANTING LARGE PERENNIAL BEDS, PLANT THE OUTER EDGES OF THE BED FIRST IN A STAGGERED DOUBLE ROW, THEN FILL THE INTERIOR OF THE BED.
 5. 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"



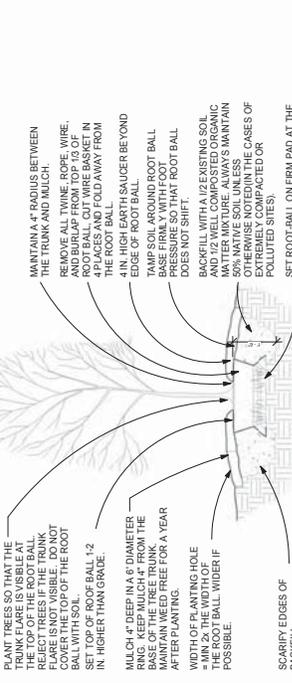
- NOTES:**
1. TILL TO A DEPTH OF 4-6"; ADD TOP SOIL IF NONE IS PRESENT ON SITE, AND AMEND SOIL ACCORDING TO SOIL TEST.
 2. REMOVE ALL DEBRIS, ROCKS, STICKS, CONSTRUCTION DEBRIS, AND OTHER FOREIGN MATERIAL FROM BUILDINGS, TILL ANY LOW SPOTS, AND 1" BELOW HARD SURFACE AREAS (SIDEWALKS, DRIVEWAYS, CURBS, ETC.).
 3. ROLL SOIL SURFACE LIGHTLY.
 4. SOIL SURFACE MUST BE MOSTLY LEVEL AND FREE OF ANY OBSTACLES.
 5. SOD ACROSS SLOPE NOT DOWN SLOPE.
 6. STAGGER SOD SO SEAMS DON'T LINE UP TO PREVENT WASHOUTS.
 7. STAGGER SOD SO SEAMS DON'T LINE UP TO PREVENT WASHOUTS.
 8. COMPRESS SOIL WITH WEIGHTED ROLLER AND WATER AFTER LAYING IT.
 9. COMPRESS SOIL WITH WEIGHTED ROLLER AND WATER AFTER LAYING IT.
 10. SOD DISTURBED AREAS AND OTHER AREAS AS DIRECTED.

4 SOD INSTALLATION - SECTION
SCALE: 3/8" = 1'-0"



- NOTES:**
1. MAKE SURE PLANTING BED SOIL IS LOOSEND AND NOT TOO WET PRIOR TO PLANTING, WHILE AVOIDING SOIL COMPACTION DURING PLANTING.
 2. MULCH LAYER TO EVENLY COVER THE ENTIRE BED AREA 4" @ 1/2" THICK.
 3. 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.
 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. 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.

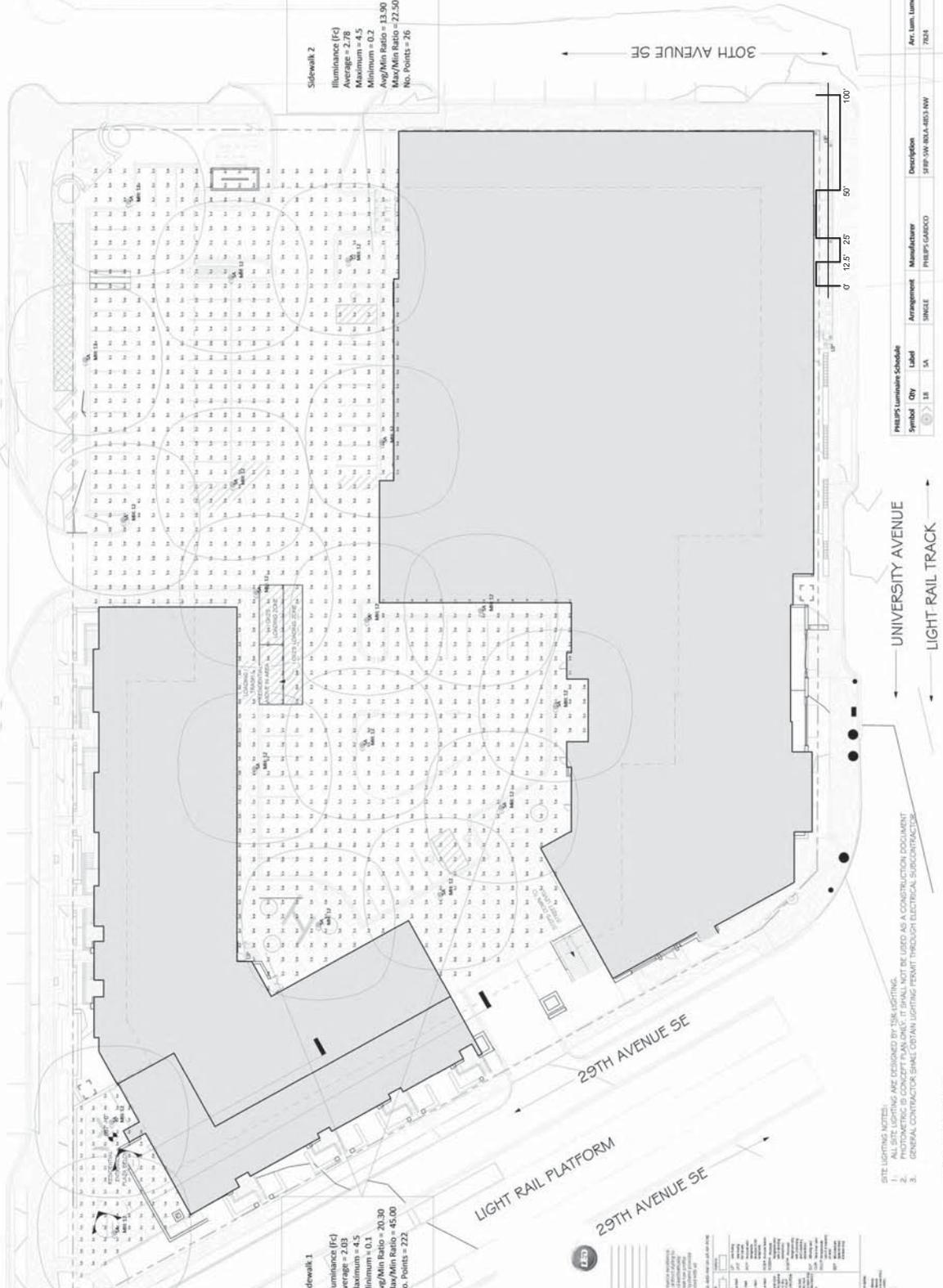
2 PERENNIAL PLANTING
SCALE: 3/8" = 1'-0"



- NOTES:**
1. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. DO NOT REMOVE TERMINAL BUDS.
 2. STAKE AND WRAP TREES ONLY IF DIRECTED BY LANDSCAPE ARCHITECT. SEE STAKING AND/OR WRAPPING DETAILS AS NEEDED.
 3. LOCATE PLANTS AS DIRECTED ON LANDSCAPE PLAN.
 4. MAKE SURE PLANTING BED SOIL IS LOOSEND AND NOT TOO WET PRIOR TO PLANTING AND AVOID SOIL COMPACTION DURING PLANTING.
 5. MULCH LAYER TO EVENLY COVER THE ENTIRE BED AREA 4-6" THICK. MAINTAIN A 4" RADIUS BETWEEN MULCH AND TRUNK.
 6. NO SUBSTITUTIONS OF PLANTS OR ADJUSTMENTS TO PLANT LOCATIONS, WITHOUT APPROVAL OF THE LANDSCAPE ARCHITECT.

3 B&B BOULEVARD TREE PLANTING
SCALE: 1/2" = 1'-0"

4TH STREET SE



Sidewalk 2
 Illuminance (fc)
 Average = 2.78
 Maximum = 4.5
 Minimum = 0.2
 Avg/Min Ratio = 13.90
 Max/Min Ratio = 22.50
 No. Points = 26

Sidewalk 1
 Illuminance (fc)
 Average = 2.03
 Maximum = 4.5
 Minimum = 0.1
 Avg/Min Ratio = 20.30
 Max/Min Ratio = 45.00
 No. Points = 222

30TH AVENUE SE

PHILLIPS GARDCO
 City & State
 10000
 10000

Symbol	Qty	Label	Arrangement	Manufacturer	Description
(Symbol)	18	5A	SINGLE	PHILIPS GARDCO	SFRP-5W-BLA-483-1W

PHILIPS Luminaire Schedule

Symbol	Qty	Label	Arrangement	Manufacturer	Description
(Symbol)	18	5A	SINGLE	PHILIPS GARDCO	SFRP-5W-BLA-483-1W

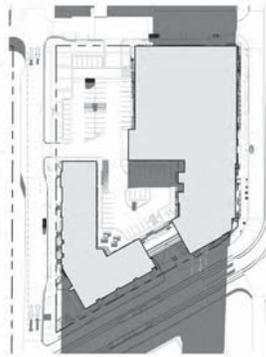
Arr. Lum. Lumens	Arr. Watts	UF	BGC Rating
7624	79.5	0.850	B3-10-01

- SITE LIGHTING NOTES
1. ALL SITE LIGHTING ARE DESIGNED BY TSK LIGHTING.
 2. PHOTOGRAPHIC & CONCEPT PLAN ONLY. IT SHALL NOT BE USED AS A CONSTRUCTION DOCUMENT.
 3. GENERAL CONTRACTOR SHALL OBTAIN LIGHTING PERMIT THROUGH ELECTRICAL SUBCONTRACTOR.

1 LIGHTING PLAN
 SCALE: 1" = 20'-0"

2 Gardco SFRP
 SCALE: 3/4" = 1'-0"

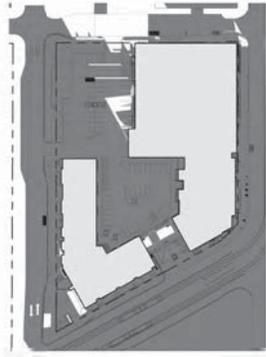




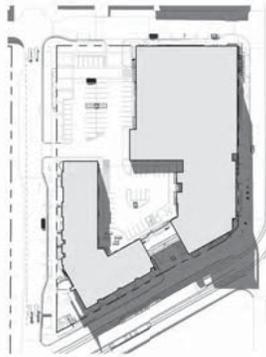
① 9AM SPRING EQUINOX
SCALE: 1" = 100'-0"



② 12PM SPRING EQUINOX
SCALE: 1" = 100'-0"



③ 5PM SPRING EQUINOX
SCALE: 1" = 100'-0"



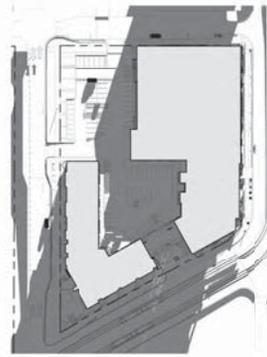
④ 9AM SUMMER SOLTICE
SCALE: 1" = 100'-0"



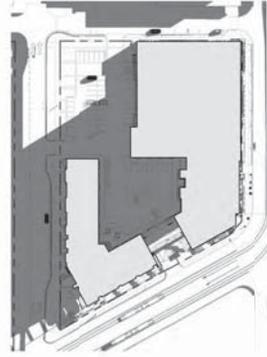
⑤ 12PM SPRING SOLTICE
SCALE: 1" = 100'-0"



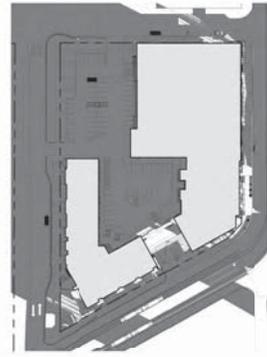
⑥ 5PM SUMMER SOLTICE
SCALE: 1" = 100'-0"



⑦ 9AM WINTER SOLTICE
SCALE: 1" = 100'-0"



⑧ 12PM WINTER SOLTICE
SCALE: 1" = 100'-0"



⑨ 5PM WINTER SOLTICE
SCALE: 1" = 100'-0"





PERMEABLE PAVER ; PUBLIC OPEN SPACE



APARMENT ENTRY PLAZA (INSPIRATION)



GABION LANDSCAPE WALL SITE FURNISHINGS



APARTMENT ENTRANCE LAWN (INSPIRATION)



LOW-RISE ENTRANCE PLAZA (INSPIRATION)



GABION WALL WATER FEATURE



SITE FURNISHINGS



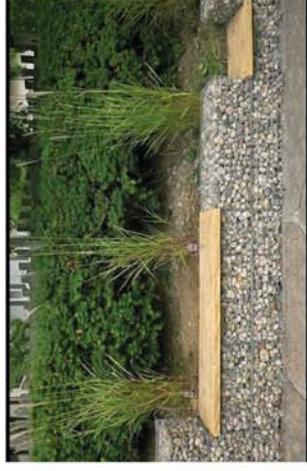
APARTMENT ENTRANCE BERM (INSPIRATION)



GABION SEAT WALL



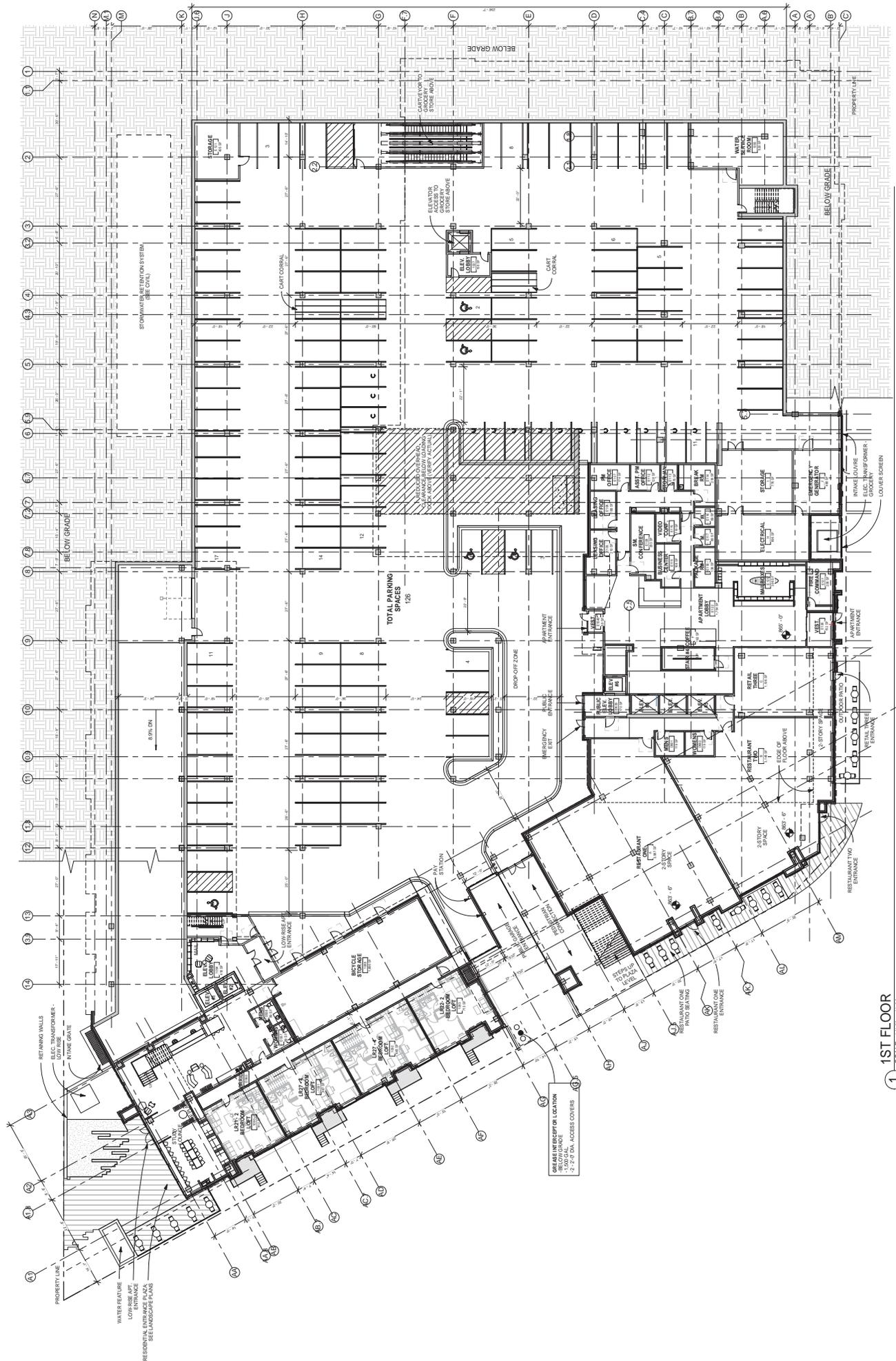
GABION WALL WATER FEATURE



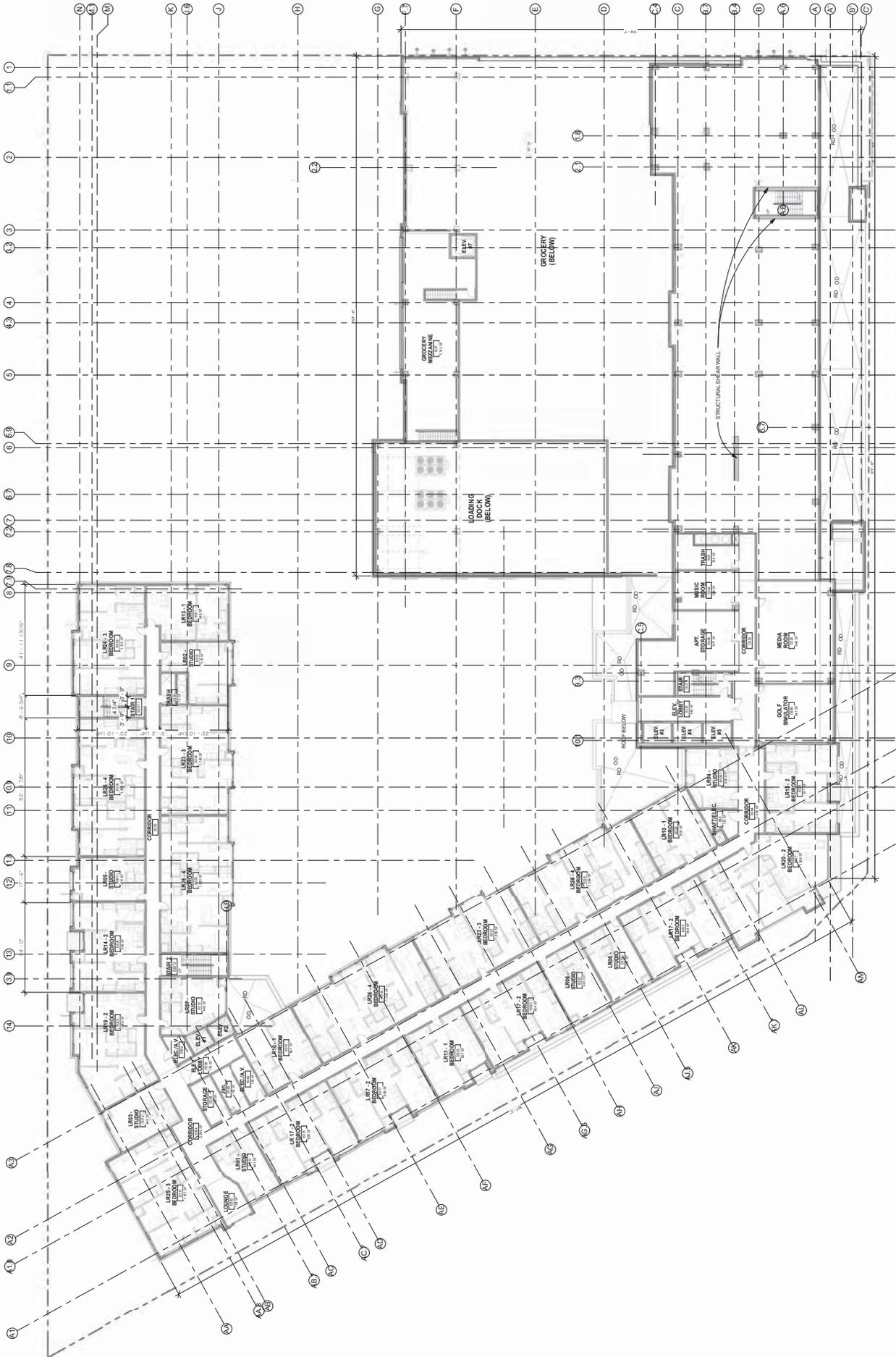
GABION LANDSCAPE WALL



1 1ST FLOOR
SCALE 1/16" = 1'-0"

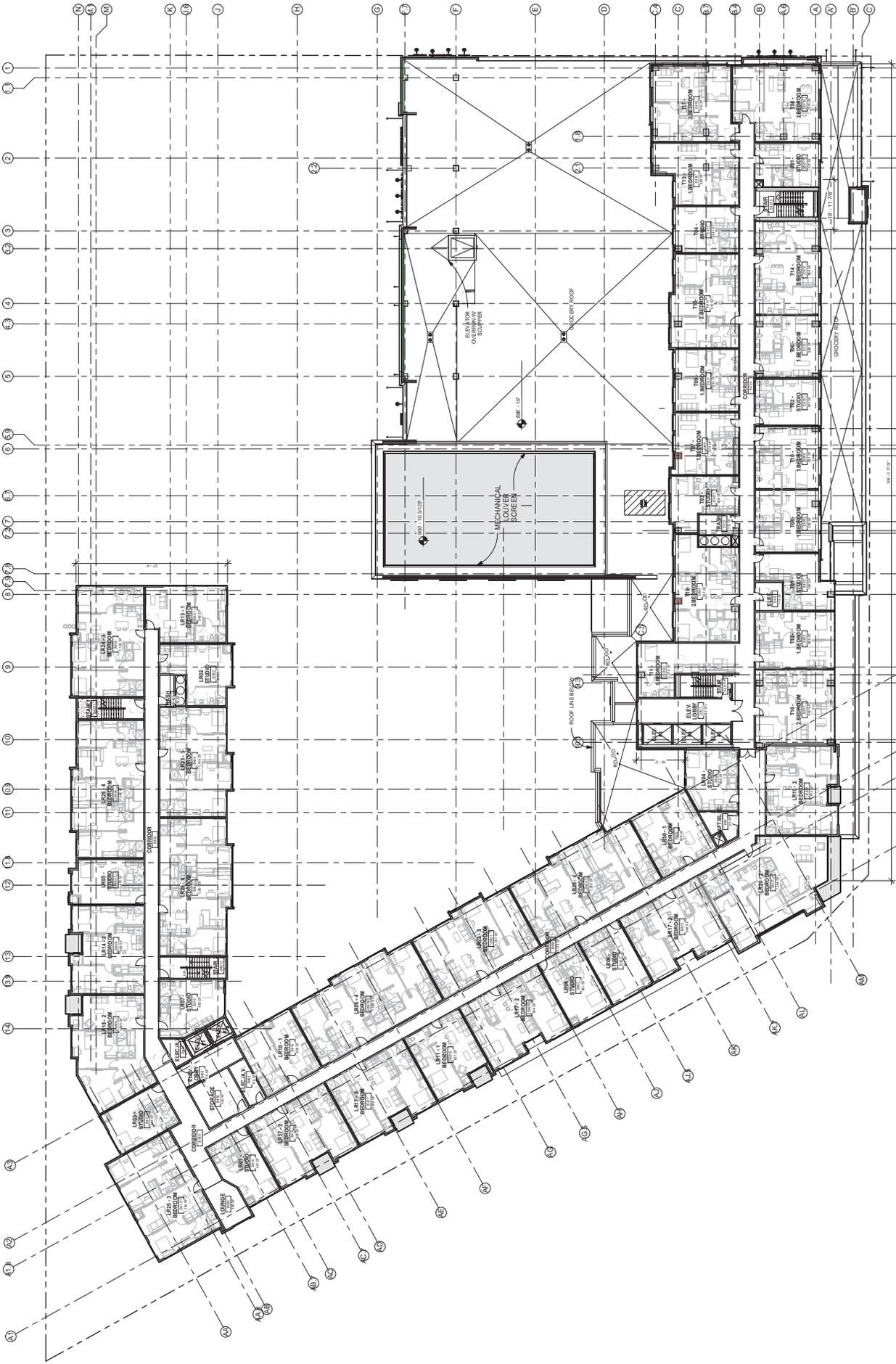


TUSIMONTGOMERY ARCHITECTS



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



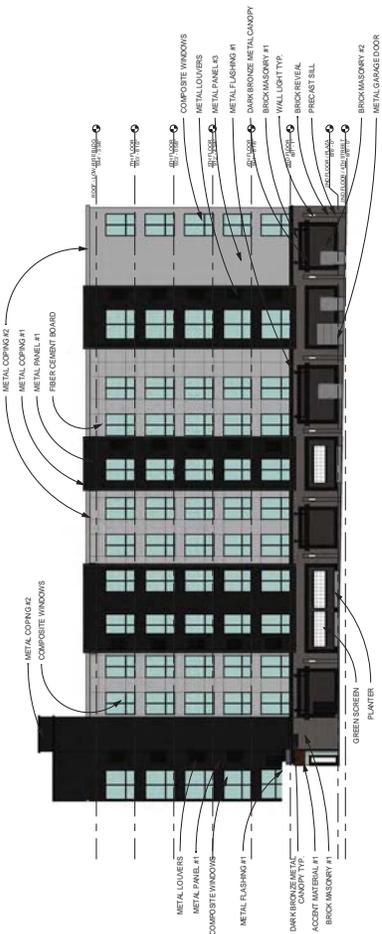


① 4TH - 7TH TYPICAL FLOORS

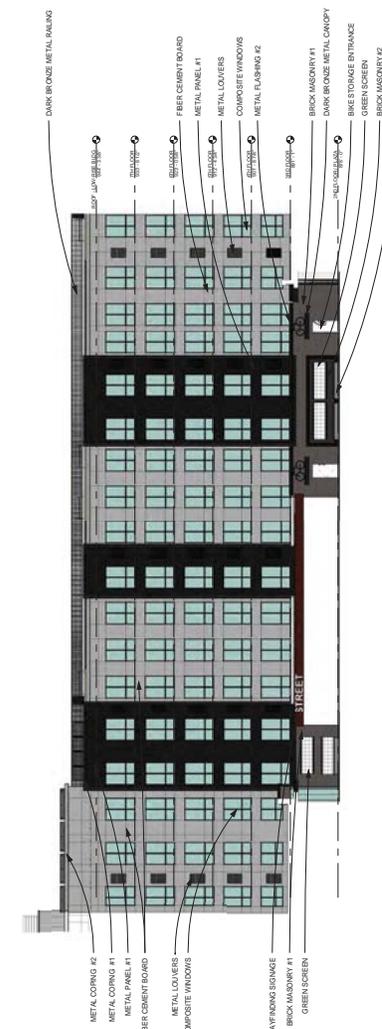
SCALE 1/16" = 1'-0"



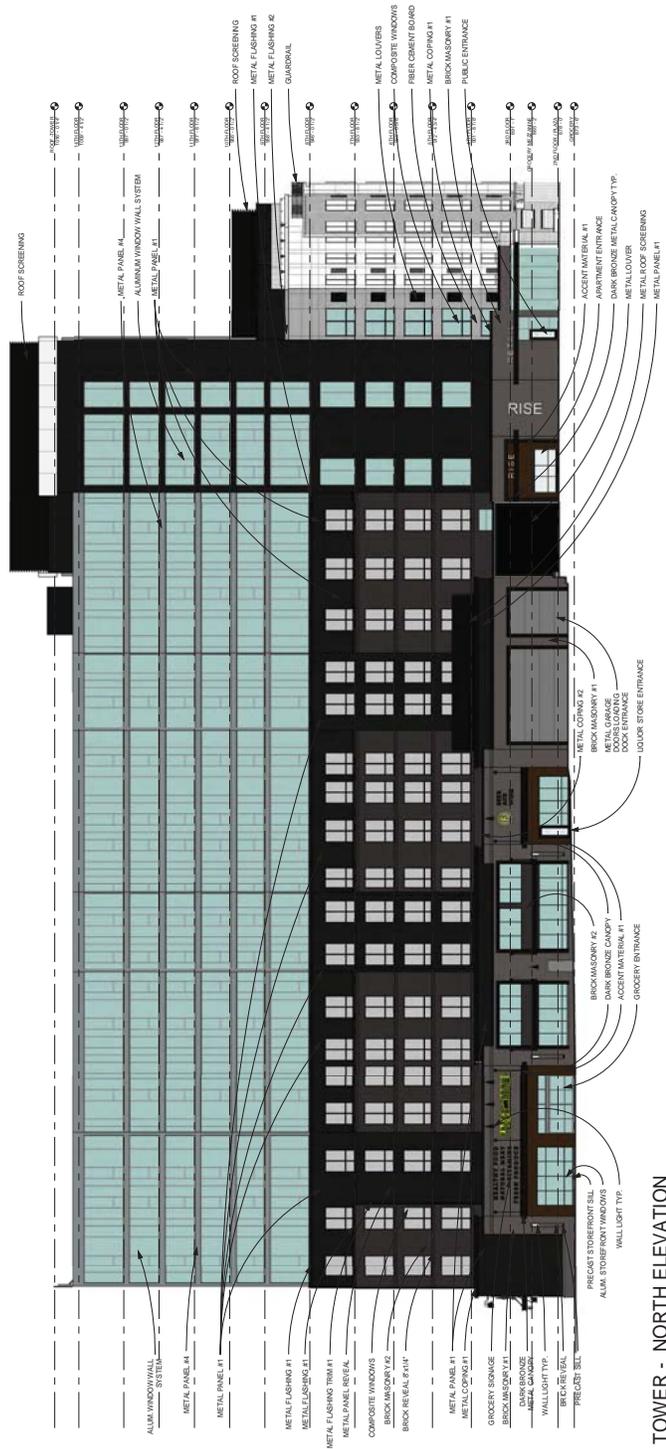
A1.4 - FLOOR PLANS | A1.4



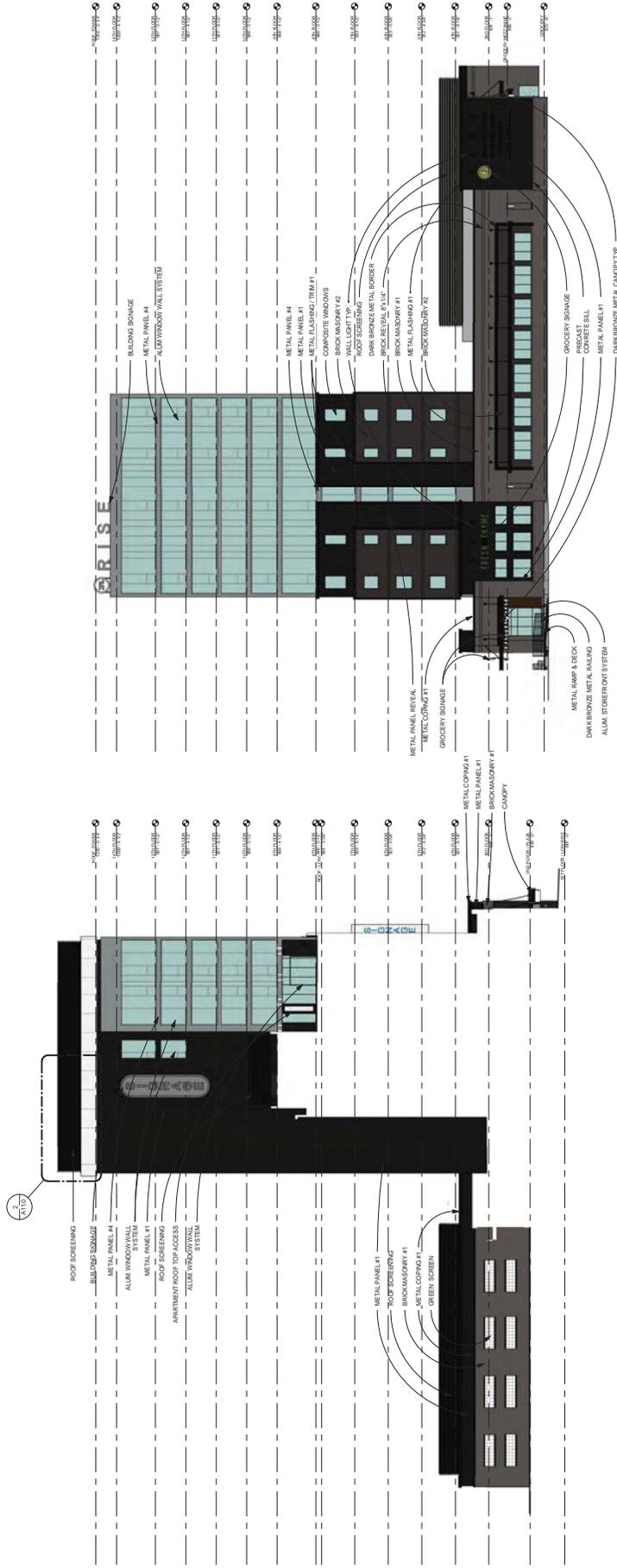
1 LOW RISE - SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



2 LOW RISE - NORTHEAST ELEVATION
SCALE: 1/16" = 1'-0"

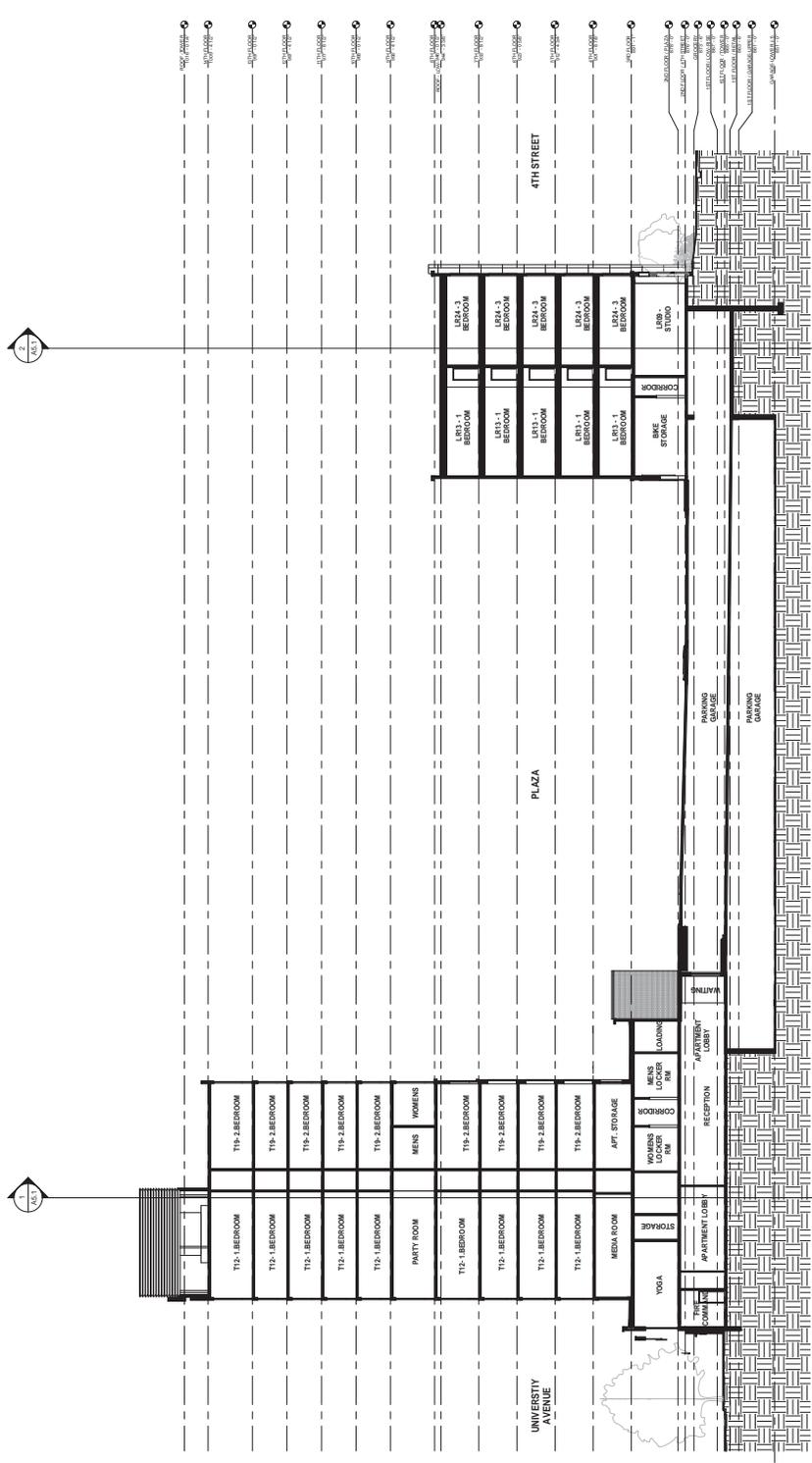


3 TOWER - NORTH ELEVATION
SCALE: 1/16" = 1'-0"

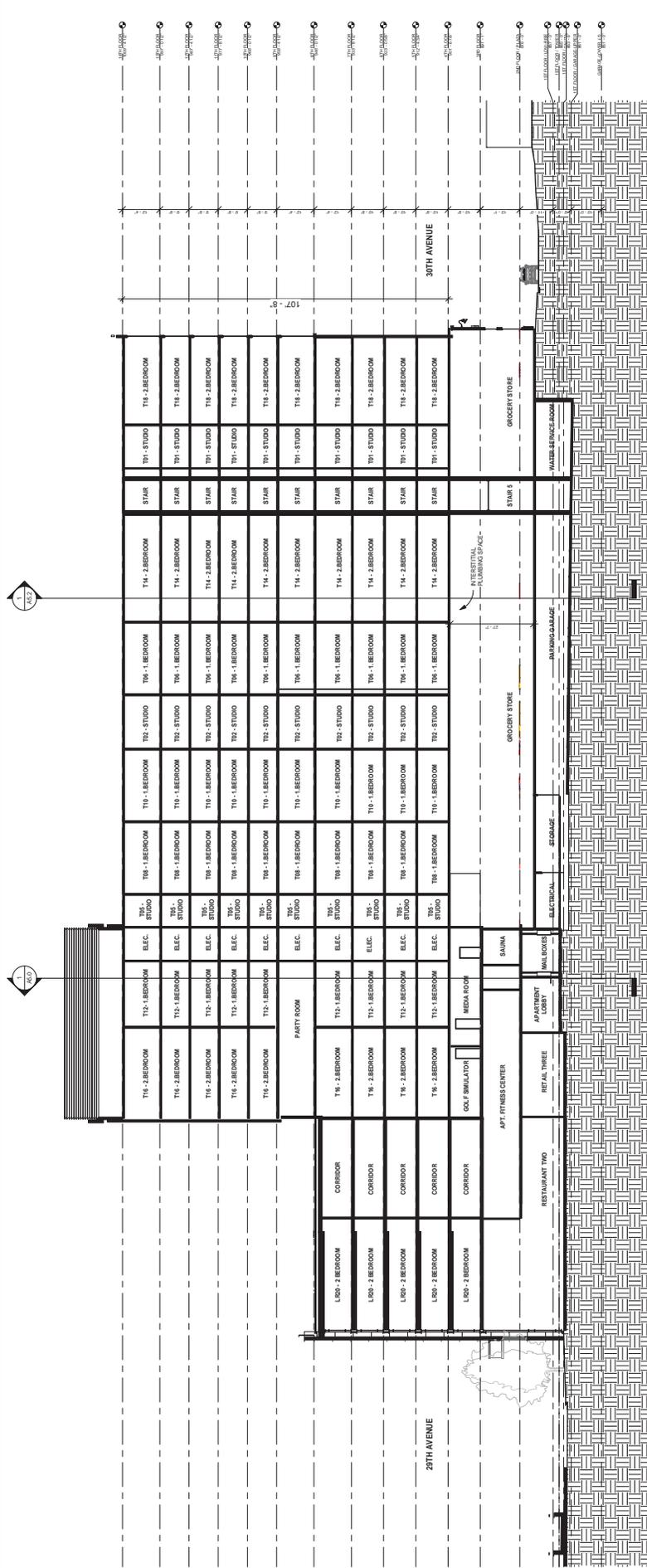


① TOWER - WEST ELEVATION
SCALE 1/16" = 1'-0"

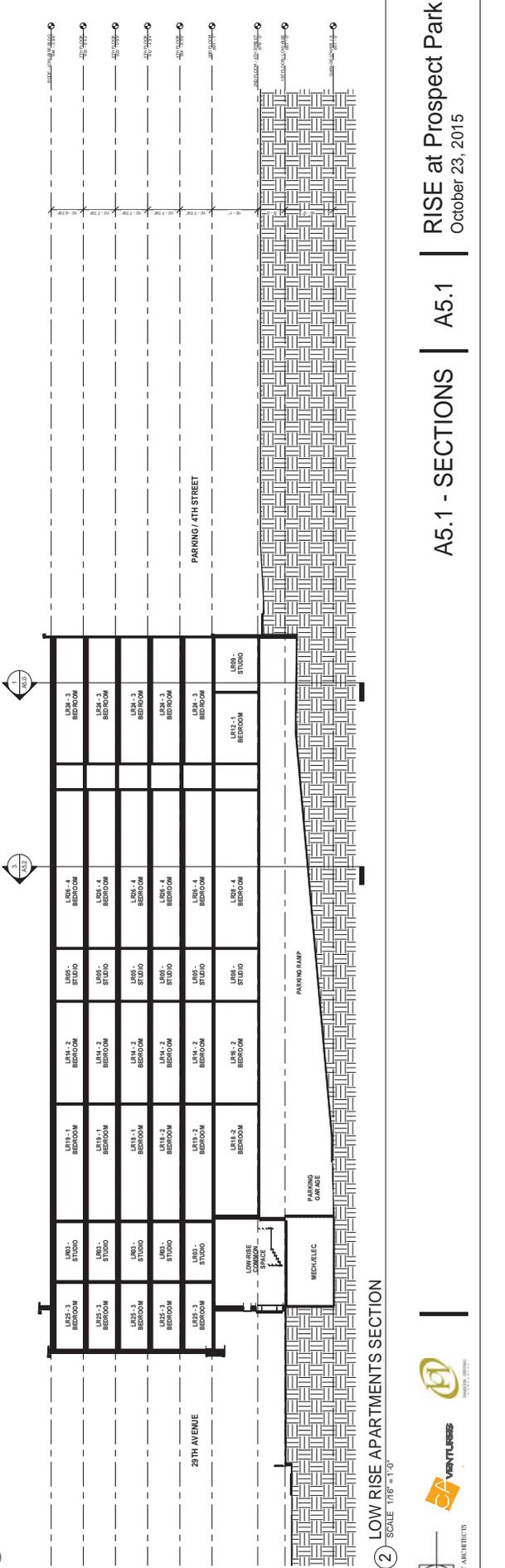
② TOWER - 30TH AVENUE SE ELEVATION
SCALE 1/16" = 1'-0"



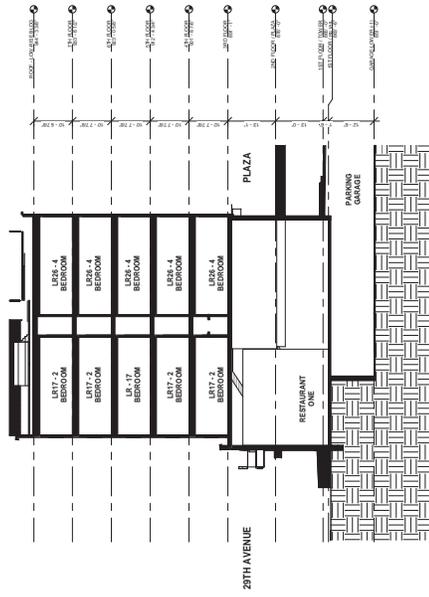
1 SITE SECTION
SCALE: 1/16" = 1'-0"



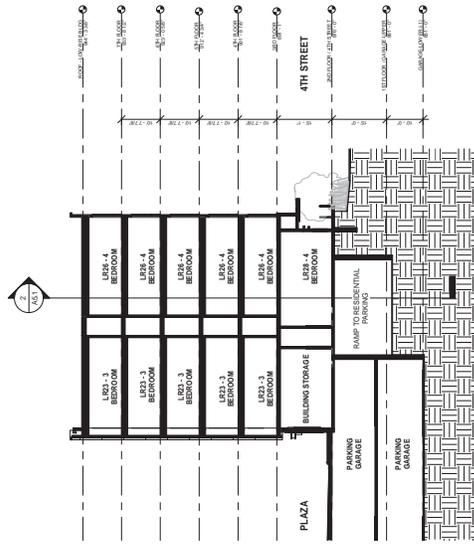
1 TOWER SECTION
SCALE: 1/16" = 1'-0"



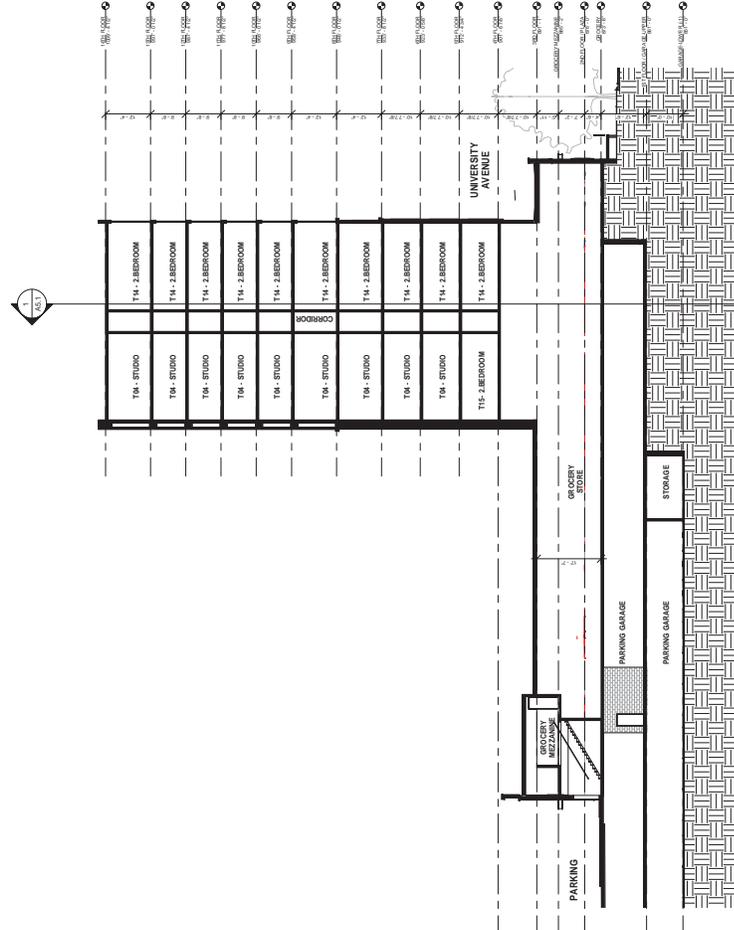
2 LOW RISE APARTMENTS SECTION
SCALE: 1/16" = 1'-0"



2 LOW-RISE CROSS SECTION @ RESTAURANT
SCALE: 1/16" = 1'-0"



3 LOW-RISE CROSS SECTION @ RAMP
SCALE: 1/16" = 1'-0"



1 TOWER CROSS SECTION @ GROCERY
SCALE: 1/16" = 1'-0"

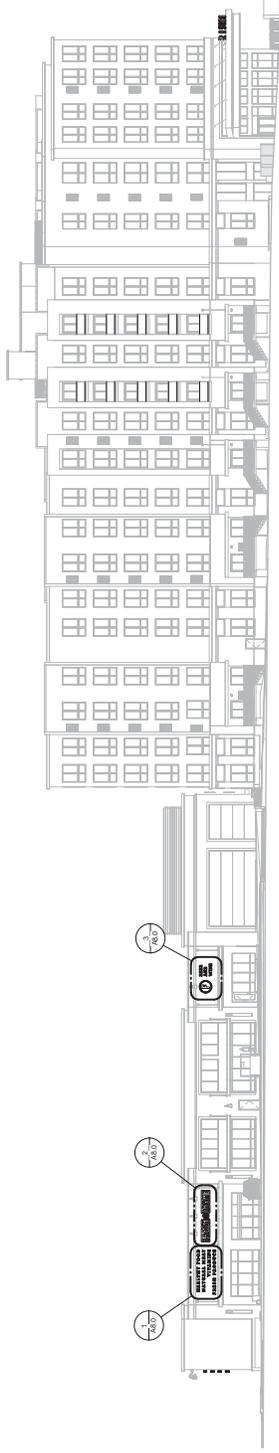








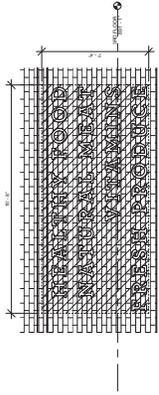




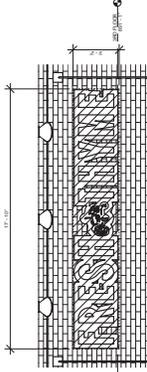
(A) ELEV. A - 4TH ST.
SCALE 1" = 20'-0"



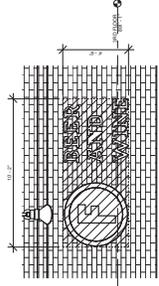
(B) ELEV. B - 4TH ST. CORNER
SCALE 1" = 20'-0"



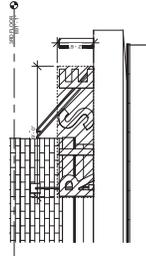
(1) A1 - 115 SF
SCALE 1/4" = 1'-0"



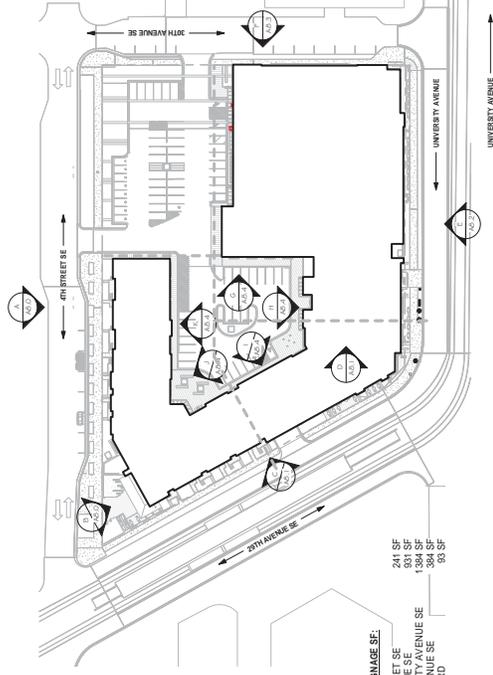
(2) A2 - 57 SF
SCALE 1/4" = 1'-0"



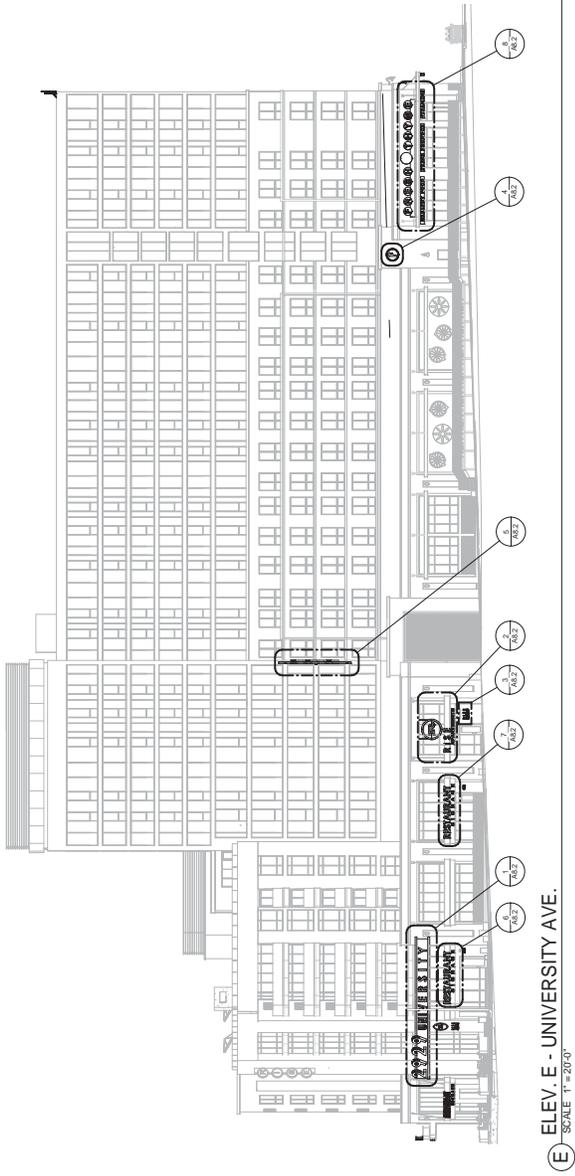
(3) A3 - 46 SF
SCALE 1/4" = 1'-0"



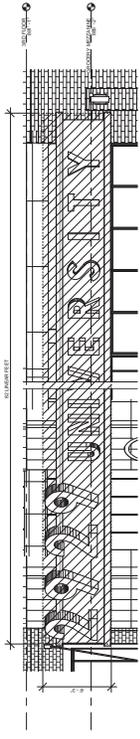
(4) B1 - 23 SF
SCALE 1/4" = 1'-0"



(K) SIGNAGE KEY
SCALE 1" = 60'-0"



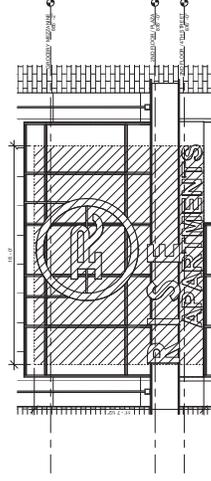
E ELEV. E - UNIVERSITY AVE.
SCALE 1" = 20'-0"



1 E2 - 512 SF
SCALE 3/16" = 1'-0"

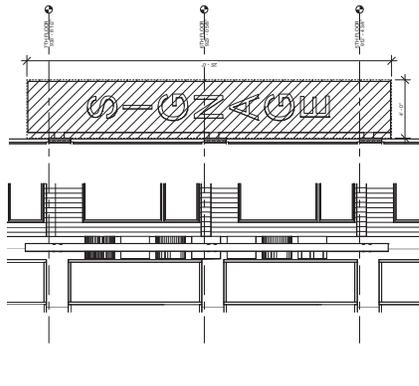


3 E6 - 7 SF
SCALE 3/16" = 1'-0"

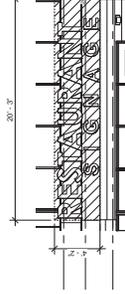


2 E5 - 174 SF
SCALE 1/4" = 1'-0"

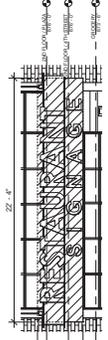
4 E7 - 21 SF
SCALE 1/4" = 1'-0"



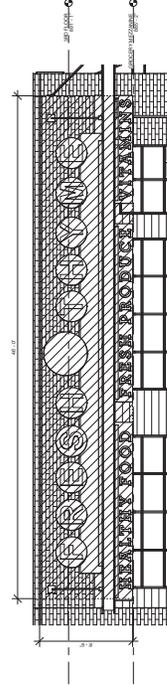
5 E4 - 100 SF
SCALE 1/4" = 1'-0"



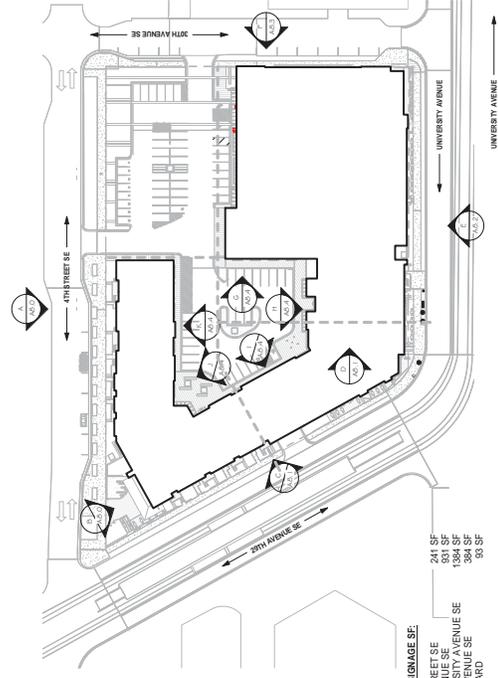
6 E1 - 85 SF
SCALE 3/16" = 1'-0"



7 E3 - 94 SF
SCALE 3/16" = 1'-0"

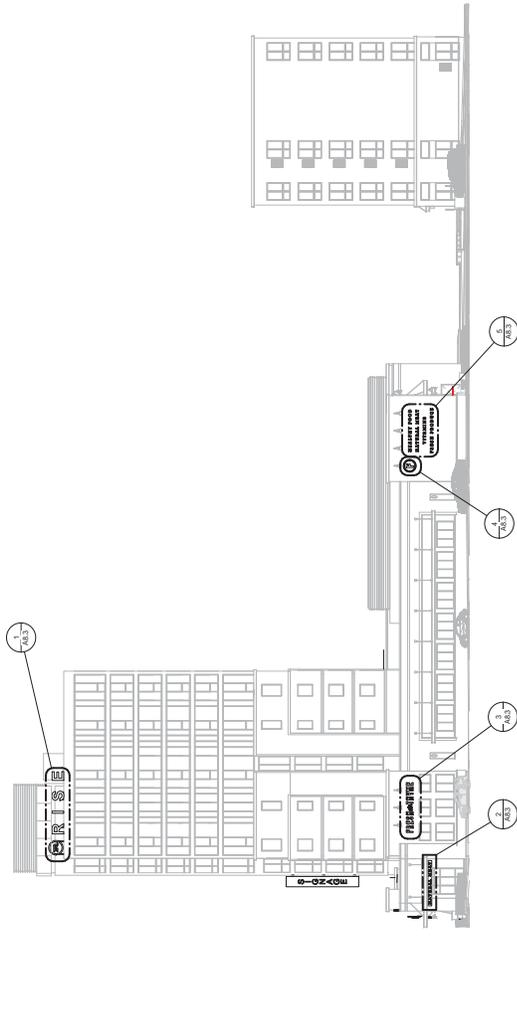


8 E8 - 391 SF
SCALE 3/16" = 1'-0"

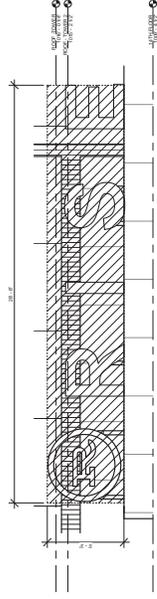


TOTAL SIGNAGE SF:
 674 STREET SE 241 SF
 20 AVENUE SE 501 SF
 UNIVERSITY AVENUE SE 1384 SF
 UNIVERSITY AVENUE SE 388 SF
 COURTYARD 88 SF

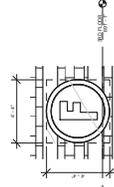
(K) SIGNAGE KEY
 SCALE 1" = 60'-0"



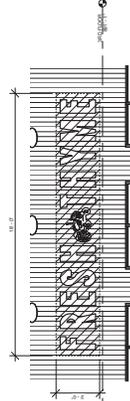
F ELEV. F - 30TH AVE. SE
SCALE 1/4" = 1'-0"



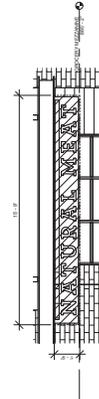
1 F1 - 151 SF
SCALE 1/4" = 1'-0"



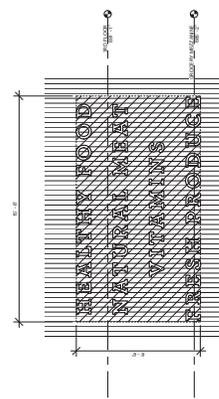
4 F4 - 19 SF
SCALE 1/4" = 1'-0"



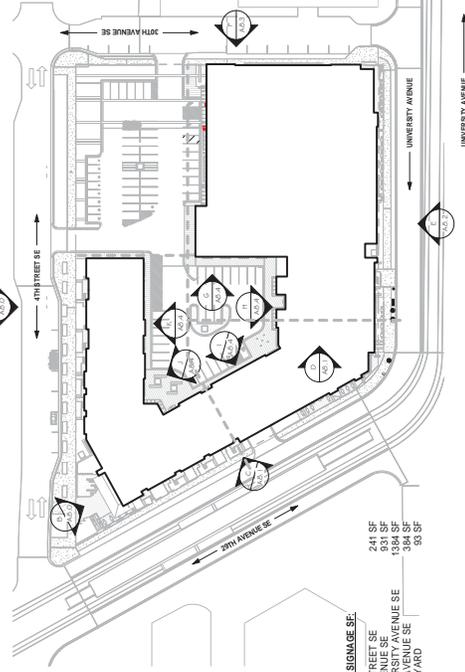
3 F3 - 54 SF
SCALE 1/4" = 1'-0"



2 F2 - 28 SF
SCALE 1/4" = 1'-0"



5 F5 - 132 SF
SCALE 1/4" = 1'-0"



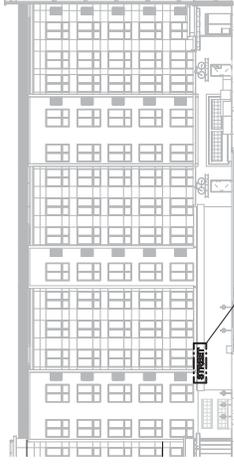
K SIGNAGE KEY
SCALE 1" = 60'-0"



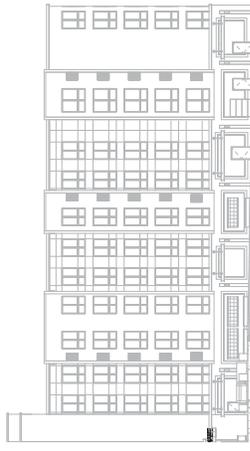
③ ELEV. G - COURTYARD
SCALE 1" = 20'-0"



④ ELEV. H - COURTYARD
SCALE 1" = 20'-0"



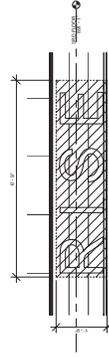
⑤ ELEV. I - COURTYARD
SCALE 1" = 20'-0"



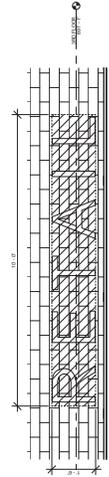
⑥ ELEV. J - COURTYARD
SCALE 1" = 20'-0"



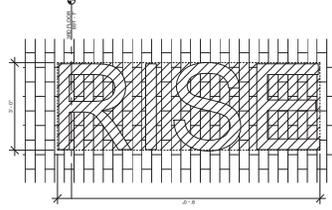
⑦ ELEV. K - COURTYARD
SCALE 1" = 20'-0"



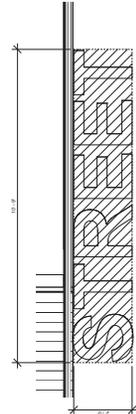
① H1 - 12 SF
SCALE 1/2" = 1'-0"



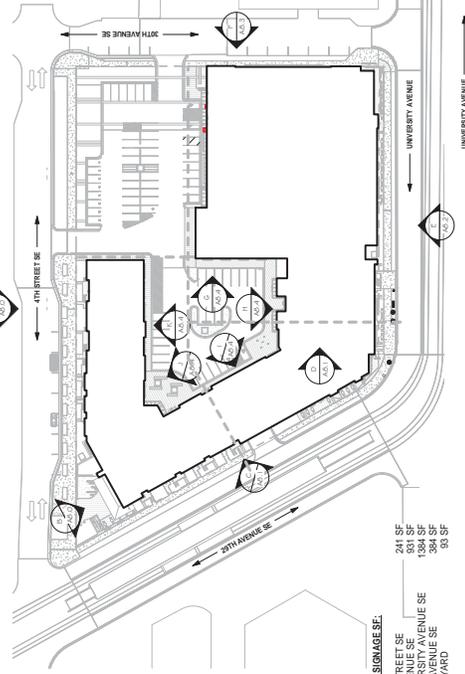
② H2 - 15 SF
SCALE 1/2" = 1'-0"



⑤ H3 - 27 SF
SCALE 1/2" = 1'-0"

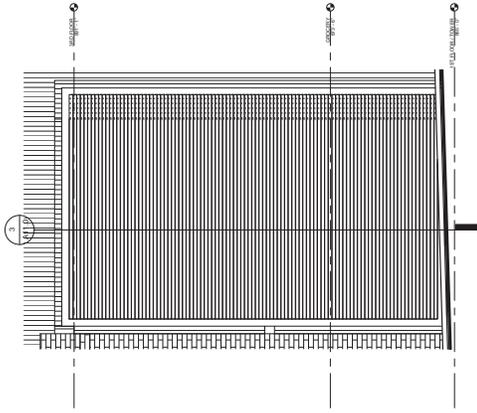


④ J1 - 17 SF
SCALE 1/2" = 1'-0"

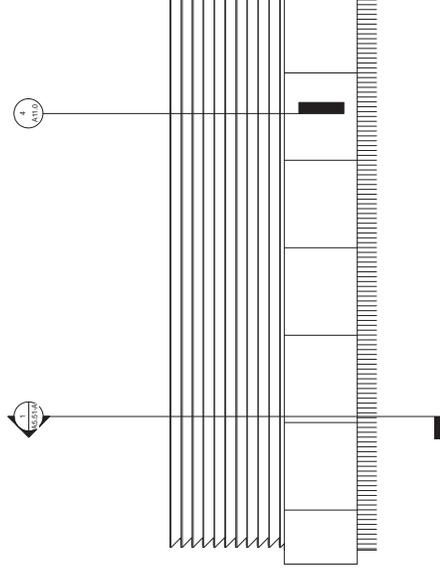


⑥ SIGNAGE KEY
SCALE 1" = 60'-0"

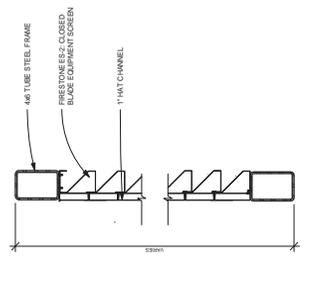




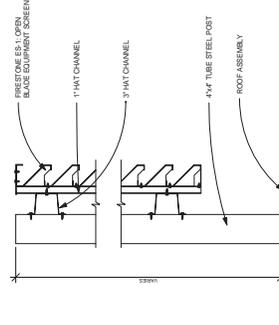
① MECH. LOUVER ELEV. @ GRADE
SCALE 1/4" = 1'-0"



② MECH. LOUVER ELEV. @ ROOF TOPS
SCALE 1/4" = 1'-0"



③ CLOSED BLADE MECH. SCREEN
SCALE 1 1/2" = 1'-0"



④ OPEN BLADE MECH. SCREEN
SCALE 1 1/2" = 1'-0"



RISE

EXTERIOR FINISHES
PROSPECT PARK 09/18/2015



RUSTIK
ACCENT MATERIAL #1



DARK BRONZE CFP-16F
METAL PANEL #1



CITYSCAPE - ALTERNATIVE
METAL PANEL #3 + #4



SLATE GRAY CFP-16F
METAL PANEL #3

SLATE GRAY FLUSH
METAL PANEL #4



ANTHRA ZINC FLUSH
METAL PANEL #2



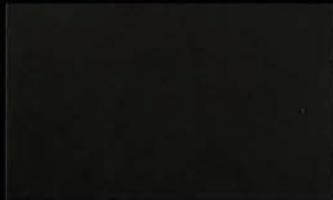
CITYSCAPE
FIBER CEMENT PANEL #1



SLATE GRAY - ALTERNATIVE
FIBER BOARD



CHAMPAGNE
METAL FLASHING + COPING COLOR #2



DARK BRONZE
ROOF SCREENING

DARK BRONZE
COMPOSITE WINDOWS

DARK BRONZE
METAL FLASHING + COPING COLOR #1



OCEAN GREY BLEND
BRICK MASONRY #1



MIDNIGHT BLACK
BRICK MASONRY #2



OXFORD GRAY VELOUR - ALTERNATIVE
BRICK MASONRY #1



ONYX VELOUR - ALTERNATIVE
BRICK MASONRY #2



Dan Pellinen

From: Dan Pellinen
Sent: Friday, October 23, 2015 1:26 PM
To: 'cam.gordon@minneapolismn.gov'
Cc: Rick Filler; jeff@prospectparkproperties.com
Subject: RISE at Prospect Park - Revised Proposal 10-23-2015

Hello Council Member Gordon,

We have revised the RISE at Prospect Park proposal, basically deleting the hotel and adding apartment units and leasable restaurant/ retail space. Below is the current Project Description and the Applications we are asking for approval. We are planning to be on the November 5th CoW meeting and the December 7th Planning Commission Meeting.

PROJECT DESCRIPTION

RISE at Prospect Park is a large mixed use project proposed for 2929 University Avenue Southeast that includes 150 market-rate apartments, 186 luxury apartments, a 30,200 SF grocery store, a 1,100 SF liquor store and 9,150 SF of retail/restaurant space. All the parking for the development is contained on site, consisting of two levels (287 spaces) of underground parking and 71 surface spaces on top of the parking garage. The proposed development is a single structure of 527,151 SF divided into two sections; a 6-story low rise wing and a 14-story tower. The 6-story wing will contain 150 apartments and a retail/restaurant space. The 14-story tower will house apartment entrances, grocery and other retail/restaurant spaces in the first three floors and ten floors of luxury apartments with 186 units above. A rooftop deck and dog run will be located on the rooftop of the low rise wing.

The developer and grocer are excited to come to Minneapolis and be an integral part of the University and Prospect Park neighborhoods. This development will be an anchor and focal point of the Prospect Park neighborhood and will be the catalyst for further redevelopment in the area.

REQUIRED APPLICATIONS

The applications required for the project are:

1. Rezoning from I1 Light Industrial District to C3A Commercial Activity Center District and remove IL Industrial Living Overlay District
2. Conditional use permit for a planned unit development ("PUD")
3. Variance of the PO Overlay District standards related to minimum window percentage for nonresidential uses and to maximum parking lot frontage
4. Variance to increase the maximum floor area of a retail use
5. Site plan review

Please don't hesitate to contact me if you have any concerns,



Dan Pellinen | Architect | Senior Associate
TUSHIE MONTGOMERY ARCHITECTS
7645 Lyndale Avenue South, Suite #100 | Minneapolis, MN 55423

Dan Pellinen

From: Dan Pellinen
Sent: Friday, October 23, 2015 1:24 PM
To: 'jessica@prospectparkmpls.org'
Cc: Rick Filler; jeff@prospectparkproperties.com
Subject: RISE at Prospect Park - Revised Proposal 10-23-2015

Hello Jessica,

We have revised the RISE at Prospect Park proposal, basically deleting the hotel and adding apartment units and leasable restaurant/ retail space. Below is the current Project Description and the Applications we are asking for approval. We are planning to be on the November 5th CoW meeting and the December 7th Planning Commission Meeting.

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Please don't hesitate to contact me if you have any concerns,



Dan Pellinen | Architect | Senior Associate
TUSHIE MONTGOMERY ARCHITECTS
7645 Lyndale Avenue South, Suite #100 | Minneapolis, MN 55423

November 3rd, 2015

MEMORANDUM OF UNDERSTANDING

DATE: November 3rd, 2015

**BETWEEN: PROSPECT PARK EAST RIVER ROAD IMPROVEMENT ASSOCIATION (PPERRIA)
AND: THE HIC/CA PROSPECT PARK JV, LLC**

**RE: PROPOSED PROSPECT PARK STATION DEVELOPMENT
2929 UNIVERSITY AVENUE SOUTHEAST
MINNEAPOLIS, MINNESOTA 55414**

The HIC/CA Prospect Park JV, LLC (the "Developer") is seeking approvals from the Minneapolis Planning Commission ("MPC") for the Proposed Prospect Park Station Development at 2929 University Avenue Southeast for a mixed-use project with 336 apartments, 29,000 square feet grocery store, 1,100 square feet liquor store and 9,000 square feet of restaurant space with approximately 287 spaces in an underground parking garage and on-grade parking for 71 cars. As part of this process, the Developer has held periodic discussions with the Zoning and Project Review Committee of the Prospect Park East River Road Improvement Association ("PPERRIA") over the past eighteen months, resulting in a plan for the Project that responds to the community's endorsed vision. This plan was presented to the committee on August 6, 2015, revised and submitted to the City for comment, further revised and presented to PPERRIA on August 25, 2015 and again on November 3rd, 2015 (The "Project Plan"). The Developer and PPERRIA believe these interactions have resulted in a better overall plan for the Project than was initially proposed – better both for the neighborhood and for the Developer. The intention of this MOU is to detail the commitments that the Developer is making to the neighborhood in order to secure PPERRIA support for the Project:

- The Project supports University District Alliance Principles as detail in the "Conformance to UDA Design Principles of Proposed Prospect Park Station Project" (see attachment) and the Developer agrees to continue to work with and gain the support of PPERRIA as the project design is refined and the project is implemented.
- PPERRIA acknowledges the developer has been heavily involved in the Green 4th Initiative and Mississippi Watershed Management Organization with regards to the shared district storm water system.
- PPERRIA supports rezoning of the Project site to the C3A zoning district.
- PPERRIA supports the following design features of the Project Plan and approval of any conditional use permit, variance, encroachment permit or other permit or approval required to allow them:
 - Parking lot frontage along 4th Street and 30th Avenue in excess of the allowed maximum of 60 feet. The Developer agrees to screen the parking lot perimeter in coordination with the

MEMORANDUM OF UNDERSTANDING
PROPOSED PROSPECT PARK STATION DEVELOPMENT
Minneapolis, Minnesota
August 25, 2015
Page 2 of 3

Green 4th Initiative and to design the character of the parking area as a pedestrian-friendly plaza environment.

- Increase of the maximum allowed area for a projecting sign in this zoning district as shown on the building elevations. The Developer agrees that the sign will contain only the name of the apartment building and restaurant, will have no blinking lights or moving features and that the final design will be reviewed and supported by PPERRIA.
- Increase of the maximum height of the building from 4 stories to 14 stories. Final selections of materials and colors will be reviewed and supported by PPERRIA.
- Increase of the maximum FAR from 2.7 to 3.41 to increase the density desired by the community.
- Increase of the allowable gross floor area of a retail sales and services use within the building from 8,000 square feet to approximately 40,000 square feet to provide the grocery store long sought by the community.
- Reduction of the off street loading requirement from 4 large and 1 small to 3 large and 2 small loading spaces.
- Increase of the amount and type of building signage allowed as shown on exterior building elevations. (NOTE: the blade configuration will announce the restaurants and add to the vitality and variety of the avenue.)
- Building placement more than 8 feet from the property line in locations shown on the north side of the site plan. This will enhance the residential entrance on the northwest corner and will allow for the grocery store to function properly with both parking and pedestrian movement.
- Overhang of the deck at the entrance of the grocery store into the right-of-way to provide a public space for sidewalk service.
- The exterior building design, including the way the glass tower wraps around the punched opening of the building for improved street presence and overall project design.
- The proposed sidewalk and landscaping improvements in the road rights-of-way for University Avenue, 29th Avenue, 4th Street and 30th Avenue.

**MEMORANDUM OF UNDERSTANDING
PROPOSED PROSPECT PARK STATION DEVELOPMENT
Minneapolis, Minnesota
August 25, 2015
Page 3 of 3**

The Developer will continue to make best efforts to work with the Prospect North Partnership and Evergreen Energy to determine the viability of participation in the future district energy system.

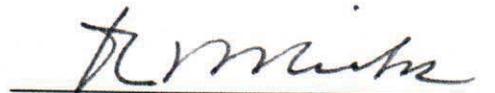
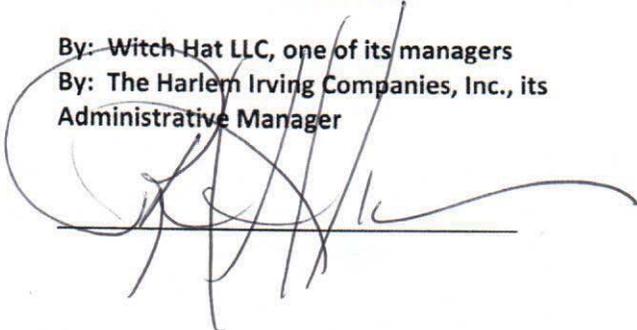
- Exterior building design is represented in the site plan, floor plans, elevations and renderings submitted to the City planning staff and dated October 23rd, 2015 and shown to PPERRIA November 3rd, 2015. If substantial changes to the Project plans, including exterior materials, are proposed, they should be reviewed with the PPERRIA Zoning and Project Review Subcommittee in a timely manner, to allow a minimum of 7 working days for review and comment before changes are implemented. Notification and review shall include all commercial signage.
- Final Project plans shall be reviewed and approved by Minneapolis CPED-Planning Division Staff.
- The General Contractor for the Project will be licensed, insured, bonded and experienced with the type of work to be performed. Subcontractors will be qualified and will be licensed, insured and/or bonded as required to obtain permits for the work to be performed. Contracts between the Developer and its contractors will include a provision that any permits required by the building code for work performed on the project site shall be obtained prior to commencement of such work.
- This MOU does not address the following points: exterior materials, exterior colors, exterior lighting, signage detail and landscaping. These issues will be reviewed in a series of meetings with PPERRIA Zoning Subcommittee to develop a final MOU.

Signed,

HIC/CA PROSPECT PARK JV, LLC

By: ~~Witch Hat LLC~~, one of its managers

By: The Harlem Irving Companies, Inc., its
Administrative Manager



**ON BEHALF OF PPERRIA'S
ZONING & PROJECT REVIEW COMMITTEE**

Attachments:

- "UDA Design Principles" document

University District Alliance Design Principles

The Alliance is a partnership of communities, learning institutions, and the City of Minneapolis that works to make the area surrounding the University of Minnesota campus in Minneapolis one that:

- capitalizes on its exceptional resources;
- is vibrant, safe, healthy, and sustainable;
- is a preferred place for people of all ages to live, work, learn, do business, and visit.

These principles were adopted by the University District Alliance to provide a tool for neighbors and developers to build a better District.

Mixed-use and urban density *to accommodate all the people who want to work and live in the District*
Describe how the project helps the District achieve the following objectives. Use narrative, charts and maps.

- ++ + 0 - -- Provide a mix of uses for the diversity of people who live, work, learn, do business and visit in the district.
- ++ + 0 - -- Provide the density to support a walkable, transit-oriented urban place, with access to services and amenities.
- ++ + 0 - -- Contribute to the variety of unit types and rents to accommodate those who want to live in the District

Connections *to create a pedestrian friendly, transit-oriented community*

Describe how the project helps the District achieve the following objectives. Use narrative, maps and site plan.

- ++ + 0 - -- Create a walkable, bikeable district, with connectivity within the District and to the rest of the city and region.
- ++ + 0 - -- Support a high quality pedestrian network and public realm and a network of public transit.
- ++ + 0 - -- Reinforce neighborhood connectivity through the site plan, the architecture and the landscape design.

Public realm *enhanced and enlivened by the adjacent buildings*

Describe how the project helps the District achieve the following objectives. Use site plan, elevations, sections and sketches.

- ++ + 0 - -- Enhance the safety and friendliness of the street through the street-level design of the building.
- ++ + 0 - -- Enliven the street with active spaces and entry ways.
- ++ + 0 - -- Incorporate landscaping, appropriate to local conditions, that contributes to a healthy urban ecology

Urban context *where each building and public space contributes, in a neighborly way, to a sense of place*

Describe how the project helps the District achieve the following objectives. Use site plan, elevation, sections and sketches.

- ++ + 0 - -- Respect and reinforce the intrinsic character, scale, and architectural fabric of the individual neighborhoods.
- ++ + 0 - -- Reinforce the diversity of the district with infill that is bold, imaginative and uniquely appropriate to its context.
- ++ + 0 - -- Contribute to a sense of place by enhancing good qualities of adjacent properties and the broader neighborhood.

Architecture and landscape design *that respects adjacent conditions and strengthens neighborhood identity*

Describe how the project helps the District achieve the following objectives. Use elevations, sections, sketches and samples.

- ++ + 0 - -- Fit in with existing buildings and urban landscapes.
- ++ + 0 - -- Contribute to the visual vitality, richness and distinctiveness of the street and neighborhood.
- ++ + 0 - -- Use materials and methods that assure the building will be an enduring part of the public realm.

Sustainability *with durable, energy-efficient buildings designed for future reuse*

Describe how the project helps the District achieve the following objectives. Use LEEDS or other measure of sustainability

- ++ + 0 - -- Conserve energy and resources through orientation, massing, choice of materials and operating systems.
- ++ + 0 - -- Promote easy evolution, maintenance and repair over time.
- ++ + 0 - -- Protect existing ecosystems and habitat.

Dvorak, Hilary A.

From: Maze, Haila R.
Sent: Wednesday, November 04, 2015 12:37 PM
To: Dvorak, Hilary A.
Subject: FW: [ppe-list] PPELIST: Comment and response on proposed highrise at 2929 University Avenue SE

FYI re: Harlem Irving/Barnhart project

Haila Maze, AICP
Long Range Planning Principal Planner

City of Minneapolis – Community Planning and Economic Development
105 Fifth Avenue South – 200
Minneapolis, MN 55401-2534

Office: 612-673-2098
haila.maze@minneapolismn.gov
www.minneapolismn.gov/cped



From: ppe-list@googlegroups.com [mailto:ppe-list@googlegroups.com] **On Behalf Of** Prospect Park Elist
Sent: Wednesday, November 04, 2015 11:40 AM
To: pp GROUP @googlegroups.com
Subject: [ppe-list] PPELIST: Comment and response on proposed highrise at 2929 University Avenue SE

Contents:

- * Comment from Trina Porte, Prospect Park resident: Important update on proposed highrise at 2929 University Avenue SE
- * Response to Trina's comment from John Wicks, AIA, PPA Zoning and Project Review Chairperson

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**COMMENT FROM TRINA PORTE, PROSPECT PARK RESIDENT:
IMPORTANT UPDATE ON PROPOSED HIGHRISE AT 2929 UNIVERSITY AVENUE SE**

Background:

The local developer involved in the building partnership of HIC/CA PROSPECT PARK JV, LLC has been working on plans for 2929 University Avenue SE for 2 years. Their plan used to include 250+ rental-only market rate and luxury apartments plus a 120-room hotel, a grocery store, a liquor store, and other retail space.

As of October 23, that was changed to 336 market rate and luxury apartments, the grocery and liquor stores, more retail, and no hotel. These developers are asking permission to build 10 stories taller in height and 21,000+ square feet larger in retail space than current zoning would normally allow. They're also asking for permission to change the allowable frontage next to an LRT station. Their plan is in two sections, 6 stories tall and 14 stories tall—which is almost 3 times taller than every other apartment building on University Avenue from 27th Avenue all the way into St. Paul.

At the September PPA meeting, the local developer told us that all decisions regarding this site were “in the hands of the Chicago developer,” including the number of 1-bedroom units, the number of stories, that 100% of the units are rental-only, and other things people expressed strong concerns about.

I learned after that meeting that we were misled, and before I tell you how, I urge all of you to go to the Minneapolis hearing on 2929 University that is scheduled for Monday, December 7th, at 4:30 p.m. in the City Council chambers. 2929 University had been scheduled for a hearing in November, but the developers submitted plan changes on October 23 that removed the hotel from this development, so clearly they are still able to make big changes in their plans. The hearing is scheduled because these developers need permission to vary their project from current zoning allowances. So if we go voice our concerns, perhaps the people who have the power to make the developers adhere to current zoning might hear more of what neighborhood residents want.

We were misled when we were told that the Chicago developer is completely in charge. The proposed plans that were shared in September actually state that a company was formed by the local and the Chicago developers together to jointly develop this project. This means that the local developer does have input on its specifications until the Chicago developer buys the site outright. Luckily, the local developer has used his input to push the Chicago team to include things like building-wide composting and lots of bicycle parking. But the original plans that 220 people saw at Surly Brewery in February 2015, still include the same high density and high number of stories.

We were also misled when we were told in September that the proposed high-density development will result in less crime. While it may be statistically true that the percentage of crimes per person can go down in a high-density area at times when there is more lighting or activity, the actual number of crimes committed goes up to much higher numbers when there is a much higher number of people there. Just since I moved here 2 months ago, there have been multiple car break-ins, home break-ins, and both physical and sexual assaults. So telling us that adding a few hundred more people to one block will mean less crime is insulting, and shows an alarming lack of concern for our safety. I raised this issue again at the Zoning and Project Review meeting on November 3, but nobody seemed to care as the room was silent when I brought this up.

This neighborhood has already expressed its desire for the kind of home ownership, lower density, and lower building heights that are appropriate for a small business-, family-, and retiree-friendly area. I plan to go to the December 7th hearing to tell the City of Minneapolis to respect these concerns, and take them into account by asking these developers to change their plans to conform to existing zoning laws and to plan a site that will be more in harmony with its neighbors. I hope some of you will join me. Thank you. Trina Porte, resident.

RESPONSE TO TRINA'S COMMENT (SEE ABOVE) FROM JOHN WICKS, AIA, PPA ZONING AND PROJECT REVIEW CHAIRPERSON

Ms. Porte is clearly unaware of the long history behind this project and of PPA's long-standing relationship with the property owners - the Barnharts. The relation between the Chicago developer and the Barnharts is complex since it involves the sale of the property that is conditional on the proposed development. Both parties have been up front about this and open in their dealings with PPA and the neighborhood. The facts are that the Barnharts are selling their property to this developer because he is bringing the much-wanted grocery store, and he is responding to the neighborhood's stated desire for high-density residential development on the north side

of University Avenue. Moreover, the Chicago developer has made several trips to Minneapolis to meet with the PPA committee and has listened carefully to our desires and ideas for the site.

Here is the background and the details of this project:....

Project Background:

The Barnhart's informed PPA members several years ago that they would like to redevelop their property. For those who have attended neighborhood Zoning meetings some developers were more responsive to the Neighborhood interests than others. The Barnhart's indicated that they wanted to work with the neighborhood and that is typically how they have behaved. As a result, they searched for a developer with the capability of doing a large scale (mixed use) urban project and found the firm of Harlem-Irving from Chicago as being capable of the challenge and one who was willing to work with them.

The architectural firm of Tushie Montgomery who has worked with the Barnhart's in the past was selected to design the project, which began early in 2015. By early summer (June) the design team consisting of Harlem-Irving, Tushie Montgomery and the Barnhart's were ready to present the initial concepts to Prospect Park. At our Zoning meeting held in early June, they presented the design. The Total Development Floor Area at that time was 553,962 SF on a site Area of 126,782 SF. The design consisted of 435 parking spaces, 258 Apartments, a 120-unit Hotel, a 3,291 SF Restaurant and 28,594 SF Grocery store. There was no liquor store in the design at the time. It was also agreed that a project "Task Force" would be organized from interested Zoning representatives (with the spare time) to meet regularly with the design team to work on design issues. Through the summer the Task Force met on at least four occasions with the design team. In August a four page "Memorandum of Understanding" was prepared and submitted to Jeff Barnhart and the HIC/CA Prospect Park JV, LLC. This MOU called attention to the topics listed above but with some revisions; parking had changed to 315 indoor spaces and 63 on-grade spaces, an 1,100 SF liquor store was included, the restaurant was slightly smaller and the grocery store slightly larger. PPERRIA Zoning committee in the MOU also supported many of the other aspects of the project such as rezoning to C3A, increase in signage, increase in total stories, increase in maximum Floor Area Ratio. We thought that many of these increases would add to the overall success of the project and not "harm" the neighborhood. The MOU did not deal with exterior materials, colors, lighting, signage detail or landscaping. These would be taken up at a later time.

Only last week the Task Force was informed that changes were in the process for the project and a meeting date to discuss them was scheduled for Thursday, November 5th. However the Zoning Committee has agreed to place on it's agenda a review of the project for Tuesday, November 3rd.

The high rise aspect of the design follows the parameters set down by the Master Planning committee and approved by PPERRIA in the past. Task Force members are pleased with the first developer willing to construct high rise non-student housing north of University Ave. We also feel the 30,000+-SF grocery store will be an asset to the neighborhood. The fact that the hotel is no longer in the project is unfortunate, but there is a new hotel under construction across the street and another new hotel under construction south on Huron. The replacement of the hotel with market rate apartments is far different from the tendency for an increase in student housing and should act as an anchor to the development. The market rate apartments are aimed at other people, the "market audience", who until now have been excluded from student housing developments, namely persons who are in the workforce, seniors, empty nesters, U of M related people and others wishing to downsize who live in Prospect Park. While Ms. Porte would prefer that the developer construct market rate condominiums, very few developers are constructing condominiums anywhere in the Twin Cities area. The market is now trending more and more toward rental, even in down town development.

I'm sure everyone in the neighborhood is concerned with safety. We have regular representation from Police Precinct officers who report on and discuss with us neighborhood crime at PPA meetings. The developers have informed us that the project will have numerous video cameras and safety features, with 24/7 staff. In a large

city like Minneapolis, an individual must be cautious at all times and be familiar with how to look after them self. The presence of the Prospect Park LRT station at the west side of the project will bring Metro Transit Police visits to the area on a regular basis.

Due to the fact that much of the area north of University Avenue consisted of obsolete industries on property with industrial zoning, no one has shown any interest in constructing new industries back on those spaces. The closest thing to industry are the biomedical buildings that the University of Minnesota has constructed to the east and Surly's new brewery and restaurant north of the Transitway and west of Malcolm. PPERRIA Master Planning and the newer PP2020 see the area north of University Avenue as a 21st century residential neighborhood surrounding 4th Street and the 29th Avenue Prospect Park LRT station. Higher density housing is the desire there with University Avenue separating the lower density housing to the south. Much of the area north of University Avenue needs to be rezoned to enable new residential oriented development to take place. I encourage you to support the new development.

Please attend the December 7th hearing and support the Proposed Prospect Park Station Development.

Thank you.

John Wicks, AIA
PPA Zoning and Project Review Chairperson

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