

## LAND USE APPLICATION SUMMARY

*Property Location:* 333 E Hennepin Avenue  
*Project Name:* 333 Hennepin  
*Prepared By:* Kimberly Holien, Principal Planner, (612) 673-2402  
*Applicant:* Mortenson  
*Project Contact:* Brent Webb  
*Request:* To construct a 26-story, mixed use building with 282 dwelling units.  
*Required Applications:*

<b>Conditional Use Permit</b>	To increase the maximum height in the C2 district from 4 stories, 56 feet to 26 stories, 291 feet.
<b>Variance</b>	To the standards of the PO, Pedestrian Oriented Overlay district, to allow a front yard setback greater than eight feet.
<b>Variance</b>	To increase the maximum floor area ratio from 2.38 to 10.36
<b>Variance</b>	To reduce the north interior side yard setback requirement from 15 feet to 10 feet.
<b>Site Plan Review</b>	For a new 26-story, mixed use building with 282 dwelling units.

## SITE DATA

<b>Existing Zoning</b>	C2, Neighborhood Corridor Commercial District PO Overlay District (over most of the site)
<b>Lot Area</b>	32,004 square feet / 0.73 acres
<b>Ward(s)</b>	3
<b>Neighborhood(s)</b>	Nicollet Island- East Bank
<b>Designated Future Land Use</b>	Mixed Use
<b>Land Use Features</b>	Commercial Corridor (Hennepin Avenue) Activity Center
<b>Small Area Plan(s)</b>	<u>Nicollet Island-East Bank Neighborhood Small Area Plan (2014)</u>

Date Application Deemed Complete	June 19, 2017	Date Extension Letter Sent	N/A
End of 60-Day Decision Period	August 18, 2017	End of 120-Day Decision Period	N/A

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## BACKGROUND

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**SITE DESCRIPTION AND PRESENT USE.** The site is located at the corner of Hennepin Avenue E and 4th Street NE. The site is zoned C2 and contains the Pedestrian Oriented Overlay district for the southern 80 percent of the site. The site currently contains a US Bank building with a drive-through facility and a large surface parking lot. The site was subdivided in 2015 to allow for the construction of a new US Bank building on the northern portion of the previous lot. The existing building formerly occupied by US Bank is proposed to be demolished as part of the project.

**SURROUNDING PROPERTIES AND NEIGHBORHOOD.** The site is within the Activity Center in the Nicollet Island- East Bank neighborhood. The entire block is zoned C2. Surrounding properties include a mix of commercial uses and residential uses of varying densities. As previously noted, the property north of the site contains a new US Bank with a drive-through. The properties to the west of the site include Surdyk's Liquor and West Photo. To the south, across Hennepin Avenue, is a mix of commercial uses. The Bulldog restaurant is located across 4<sup>th</sup> Street NE to the east. The recent Nordhaus mixed use development is located one block north of the site, along 1<sup>st</sup> Avenue NE.

**PROJECT DESCRIPTION.** The applicant is proposing a 26-story, mixed use building with 4,930 square feet of ground floor commercial space fronting along Hennepin Avenue E, 1,618 square feet of retail space along 4<sup>th</sup> Street NE and 282 dwelling units. The site is approximately 32,004 square feet in area (0.75 acres). There are 282 parking stalls proposed within an above-grade parking structure that is incorporated into the building. The building is designed with a three-story base that includes retail, residential units and parking and a 23-story tower, for a total of 26 stories. The tower portion is situated on the northeast side of the site, stepping back 20 feet from the building wall along Hennepin Avenue E. The first floor of the building includes retail along Hennepin Avenue E and 4<sup>th</sup> Street NE, amenity space and parking. The residential lobby is intended to flow from the retail space as one large open area. The main residential and commercial entrance is located at the corner of Hennepin Avenue E and 4th Street NE. The entrance is recessed approximately 4.5 feet from the front property lines along Hennepin Avenue and 4<sup>th</sup> Street NE. The remainder of the 4th Street NE frontage will include the residential lobby, elevators, a retail space and parking. The parking structure will be screened from Hennepin Avenue E with residential units on all floors and screened on the first floor along 4th Street NE with a retail space. The exposed portions of the parking structure will be screened with a metal panel and artistic elements. Additional residential amenity space is provided on the seventh floor.

The building recesses approximately 50 feet in the southwest corner due to an existing MPCA monitoring well easement in this location. The area between this portion of the building and the street will contain a plaza that can be accessed from the public sidewalk along Hennepin Avenue or from within the building. Another grade-level amenity space is proposed in front of the retail space along 4<sup>th</sup> Street NE in the form of a parklet. The parking garage will be accessed via a curb cut from 4th Street NE. A second access is proposed through the property to the north. This adjacent property is the site of a US Bank building and additional parking for the bank is proposed in the first floor of the subject building.

The maximum height for buildings in the C2 zoning district is 4 stories or 56 feet. The proposed building would be 26 stories, 290 feet in height to the top of the tallest part of the building. A conditional use permit (CUP) is required to increase the maximum height. Upon approval of the CUP, the CUP must 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.

The maximum floor area ratio (FAR) in the C2 zoning district is 1.7. With the enclosed parking bonus and bonus for having 50% of the ground floor dedicated to commercial uses, the maximum FAR is 2.38. The proposed development has a FAR of 10.36. A variance is required to allow an increase in the maximum FAR.



The site is located in the PO Pedestrian Oriented Overlay District. One of the regulations in the overlay district requires that all buildings be located within eight feet of the front and corner side property lines. Along E Hennepin Avenue, a portion of the first floor of the building would be located more than 8 feet from the front lot line. A variance is required to allow a greater setback.

Site plan review is required for any project with 5 or more new dwelling units or any new mixed use building.

**RELATED APPROVALS.** Use this section (paragraph and/or table) as-needed or delete.

Planning Case #	Application(s)	Description	Action
BZZ-7328	Minor subdivision and site plan review	Minor subdivision to split the parcel into two and site plan review to allow for the construction of a new US Bank building on the north portion of the site	Approved by the City Planning Commission on September 21, 2015

**PUBLIC COMMENTS.** Staff received a letter from the Nicollet Island-East Bank Neighborhood Association dated June 6, 2017, summarizing a resolution to support the project. An updated letter dated July 5, 2017, provides additional detail regarding the neighborhood support for the project. Both letters are attached for reference. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

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## ANALYSIS

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### CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to allow a conditional use permit to increase the maximum height in the C2 district from 4 stories, 56 feet to 26 stories, 290 feet based on the following findings:

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

The maximum height in the C2 district is 4 stories or 56 feet, whichever is greater. The height may be increased by conditional use permit. The proposed building height at 26 stories, 290 feet will not be detrimental to or endanger the public health, safety, comfort or general welfare, provided the development complies with all applicable building codes and life safety ordinances as well as Public Works Department standards. The proposed height of the building is compatible with other buildings in the surrounding area and consistent with adopted policy for the area.

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

The proposal to increase the height of the building from four stories or 56 feet to 26 stories, 290 feet would not be injurious to the use and enjoyment of other property in the vicinity and would not impede the normal or orderly development and improvement of surrounding property. The surrounding area includes a mix of commercial and residential uses. While CPED recognizes that the proposed height of the building is a substantial deviation from the height requirement in the C2 zoning district, the proposed height of the building is compatible with the small area plan and one other recently constructed building in the immediate area. The building at 315 1<sup>st</sup> Avenue NE is 19 stories in height and the first phase of a three phase Planned Unit Development. The next phase of that development is proposed at 27 stories in height.

The proposed building would be divided into two main modules: the podium and the tower. The first three floors of the building make up the podium. The height of the podium is approximately 38 feet and is intended to reflect the height of existing commercial buildings along Hennepin Avenue E. The building then steps back 20 feet from the podium wall adjacent to Hennepin Avenue E before the tower module begins. The tower is setback approximately 64 feet from the west (plan west) interior side lot line, shared with Surdyk's and West Photo. The proposed setbacks would be sufficient to retain access to light and air of the surrounding properties. By limiting the podium height to 3-stories and stepping back the tower, the shadowing impacts on adjacent properties are somewhat minimized.

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

The site is served by existing infrastructure and has frontage on two streets. The Public Works Department has reviewed the project for appropriate drainage and stormwater management as well as to ensure the safety of the position and design of improvements in or over the public right of way.

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

Adequate measures would be provided to minimize traffic congestion in the public streets. The project meets or exceeds the minimum vehicle, bicycle, and loading requirements of the zoning code. Residential vehicle parking would be provided on-site within the above-grade parking ramp. The vehicle parking requirement for the residential uses is one space per dwelling unit, or 282 spaces, and the commercial spaces combined require 6 parking stalls, for a total of 288 spaces. The site is eligible for a transit incentive to reduce the residential parking requirement by 50 percent due to existing midday transit service every 15 minutes on both Hennepin Avenue E and 1<sup>st</sup> Avenue NE. The applicant is proposing to partially take advantage of this reduction by providing 282 total parking stalls. The applicant is also proposing 24 short-term bike parking spaces and 142 long-term spaces. There are many neighborhood serving uses and amenities within convenient walking distance from the site. A Travel Demand Management Plan was prepared for the project, which concluded that traffic from the proposed development would not have a significant impact on area traffic operations. Most of the vehicle traffic will enter the site from a single curb cut on 4<sup>th</sup> Street NE. The parking ramp will also be available for use by the adjacent US Bank building. Those vehicles will access the ramp through the US Bank property.

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

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

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

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

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

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

- 1.4.3 Continue to implement land use controls applicable to all uses and structures located in commercial districts and corridors, including but not limited to maximum occupancy standards, hours open to the public, truck parking, provisions for increasing the maximum height of structures, lot dimension requirements, density bonuses, yard requirements, and enclosed building requirements.
- 1.4.4 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”.

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

- 1.5.1 Support an appropriate mix of uses within a district or corridor with attention to surrounding uses, community needs and preferences, and availability of public facilities.

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

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

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

- 1.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low-impact light industrial – where compatible with the existing and desired character.
- 1.10.2 Encourage commercial development, including active uses on the ground floor, where Commercial Corridors intersect with other designated corridors.
- 1.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.
- 1.10.5 Encourage the development of high-density housing on Commercial Corridors.

**Land Use Policy 1.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.**

- 1.12.1 Encourage a variety of commercial and residential uses that generate activity all day long and into the evening.
- 1.12.2 Encourage mixed use buildings, with commercial uses located on the ground floor and secure entrances for residential uses.
- 1.12.3 Encourage active uses on the ground floor of buildings in Activity Centers.
- 1.12.5 Encourage a height of at least two stories for new buildings in Activity Centers, in keeping with neighborhood character.
- 1.12.6 Encourage the development of high- to very-high density housing within the boundaries of Activity Centers.
- 1.12.8 Support district parking strategies in Activity Centers, including shared parking facilities with uniform signage, and other strategies.
- 1.12.9 Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces in Activity Centers.

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

- 10.6.1 Design buildings to fulfill light, privacy, and view requirements for the subject building as well as for adjacent properties by building within required setbacks.
- 10.6.2 Promote the preservation and enhancement of view corridors that focus attention on natural or built features, such as the Downtown skyline, landmark buildings, significant open spaces or bodies of water.
- 10.6.3 Provide appropriate physical transition and separation using green space, setbacks or orientation, stepped down height, or ornamental fencing to improve the compatibility between higher density and lower density residential uses.
- 10.6.4 Orient buildings and building entrances to the street with pedestrian amenities like wider sidewalks and green spaces.
- 10.6.5 Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level.

**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.

The site is within the study area of the *Nicollet Island- East Bank Neighborhood Small Area Plan*. The site is identified as a specific development opportunity site. Guidance for this specific site states "Development here should enhance and respect historical character and neighborhood ambiance, while offering scope for modern design for residential density and commercial activity. All development on this block is envisioned as mixed use with active street level commercial components." The proposed project would respect the historical character of the neighborhood with the three-story brick base along E Hennepin Avenue, while also providing a modern tower and active street level commercial uses.

The plan also contains specific policies about height and density that relate to the subject proposal. Under "Strategic Actions" in the Land Use & Housing chapter of the plan, the following action is listed:

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

The plan calls for expanding the Pedestrian Oriented Overlay (PO) district to include the entire neighborhood. The majority of the current site is currently in the PO district. Under this section of the plan, the following specific guidance is provided for building massing:

- Building Massing – NIEBNA expects the East Bank to be a high density, residential, commercial and retail area. The goal is to achieve high density while preserving and reinforcing the pedestrian oriented values of the overlay district. To achieve this balance, building massing should be as follows:

- a. Building design should preserve a human scale and detail at the ground level. The apparent height of the building to a pedestrian on the sidewalk (called Tier 1 here) should be no taller than the effective width of the street. Building height above Tier 1 (called Tier 2 here) should be set back from the façade of Tier 1. The effective width of the street is defined as the horizontal distance at ground level between the proposed building's façade and the façade of the building across the street; if public open space is across the street (e.g., a park), then Tier 1 can be taller than if a building were across the street.
- b. The Tier 2 façade plane should be set back from the Tier 1 façade plane.
- c. No maximum height for Tier 2 is specified. In order to achieve the desired density of the neighborhood, taller slender buildings with smaller footprints are preferred to shorter maximum footprint structures.
- d. All faces of the building should be active with windows, balconies and other active elements. In particular, for Tier 2 there should be no large expanses of blank walls. This approach to building massing accommodates high densities while also enhancing the pedestrian's experience. It prevents "fortress designs" of earlier times in which buildings turned inward – shutting the community out by presenting large blank walls with little relief; diminishing the sense of public safety by putting no "eyes on the street;" and, in turn, discouraging people from walking on adjacent sidewalks.

*Staff comment:* The proposed building massing is consistent with the policies above. The applicant is providing a three-story base (Tier 1) to preserve the human scale at ground level, the height of which does not exceed the width of Hennepin Avenue E in this location. The tower portion (Tier 2) of the building then steps back 20 feet from the front of the base, as called for in the plan. The plan does not limit the height of the "Tier 2" portion of the building. The tower portion of the building will be activated with windows and balconies with no large expanses of blank wall. The ground floor of the building contains a significant amount of glass to provide eyes on the street.

The plan outlines trade-offs criteria for supporting greater building heights and density, as follows:

1. The proposed development reflects a high level of consideration for the pedestrian realm. Proposals that include more of the desired elements outlined in the Pedestrian Oriented Overlay District section above, including pedestrian amenities and active façade features, will be given greater support.

*Staff comment:* The ground floor of the building contains active functions along Hennepin Avenue E and 4<sup>th</sup> Street NE. Those spaces contain glass for nearly 100 percent of the ground floor elevations. The pedestrian realm is further activated with a large plaza along Hennepin Avenue E and a parklet in front of the retail space on 4<sup>th</sup> Street NE.

2. The building massing follows the criteria proposed above in the Pedestrian Oriented Overlay District description – to provide greater opportunity for access to light and air through step-backs with taller buildings. Massing, step-backs, and designs of buildings should be distinct from surrounding buildings and reflect a variety of architectural styles.

*Staff comment:* The building massing is consistent with the criteria laid out in the plan. Specifically, the building includes a three-story base that is 38 feet in height with a 20-foot setback from the Hennepin Avenue frontage before the tower begins. The tower is setback approximately 64 feet from the west building edge, adjacent to Surdyk's. The building design is distinct from surrounding buildings.

3. The development promotes a highly pedestrian and transit oriented environment.

*Staff comment:* The proposal activates the pedestrian realm with active functions, a significant amount of glazing and publically accessible amenity spaces. The 26-story building with 282 dwelling units is at a density that promotes a transit oriented environment.

4. The proposal incorporates public/green space.

*Staff comment:* The proposal includes a public plaza in the southwest corner of the site. This plaza can be accessed from the public sidewalk along E Hennepin Avenue. The proposal also includes a parklet along the

public sidewalk adjacent to 4<sup>th</sup> Street NE. This is also intended to be a publically accessible space. Both of these public amenity spaces include landscaping, seating and opportunities for gathering.

5. The design of new buildings considers and respects surrounding historic buildings.

*Staff comment:* The proposed project would respect the historical character of the neighborhood with the three-story brick base along Hennepin Avenue E, emulating the height and materials of surrounding buildings. While there are no historic buildings immediately adjacent to the site, the south side of Hennepin Avenue E has been identified as a potential historic district.

6. The development incorporates public art into the pedestrian realm. The developer has explored opportunities to partner with local artists.

*Staff comment:* The proposal includes a large space for public art on the east elevation of the building, facing 4<sup>th</sup> Street NE. The applicant is partnering with a local artist but the specifics of the art have not been finalized at this time. The applicant will be presenting more details on this art piece at the public hearing and, as condition of approval, building permits will not be issued until the details of this public art piece are known.

7. The design incorporates green building techniques, and the developer has considered opportunities such as green roofs and/or vegetation on higher floors.

*Staff comment:* The design incorporates green building techniques and vegetation has been added where possible, including within the plaza, in the public right-of-way and a living wall on the south elevation.

8. The design incorporates elements that enhance public safety near the building (“eyes-on-the-street” design).

*Staff comment:* The proposed design promotes opportunities for natural surveillance and visibility by providing a significant amount of glazing on the ground floor and active uses along Hennepin Avenue E and 4<sup>th</sup> Street NE.

9. The design incorporates universal design principles in both the public and private areas of buildings.

*Staff comment:* The proposal includes a very high density mixed-use development at a prominent corner that is currently underdeveloped with a single-story building and drive-through facility. The proposed building will activate the public street and pedestrian realm while accommodating the density called for in the small area plan. The statement prepared by the applicant cites the five key tenets that guide the development as mixed use, height and density, attention to the pedestrian streetscape, iconic art, and open space/plaza.

In the Urban Design chapter of the plan, it again talks about supporting increased height. Specifically, the following strategic actions address height:

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

*Staff comment:* Staff has concerns with the length of the building along 4<sup>th</sup> Street at nearly 200 feet and the way that conflicts with this policy calling for a light and porous skyline with slender towers. The width of the building overall is not slender and will not result in a porous skyline. While the applicant is providing material changes to break up the 4<sup>th</sup> Street elevations into more slender building sections and attempting to achieve porosity with glazing and a lighter color palette, the tower portion of the building is nearly 200 feet in length. In the tower, each floor contains windows for a minimum of 50.6 percent of the overall elevation. The amount of glazing far exceeds the minimum required in the site plan review chapter of the zoning code and help to create a lighter appearance.

Regarding density, the plan states that the urban design principles are intended to encourage building density appropriate for a crossroads neighborhood near Downtown, the University of Minnesota and the Northeast Arts Districts. It states that increased density will bring more residents, more retail and proportionately less automobile traffic to the neighborhood. This section notes that new development will be larger in scale than historical development, should provide a continuous and active street wall with

parking that is handled strategically. The applicant is proposing a development that is consistent with these elements of the plan.

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

If the requested land use applications are approved, the proposal will comply with all provisions of C2, Neighborhood Corridor Commercial District and the PO, Pedestrian Oriented Overlay district.

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

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

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

The massing of the building has been designed to maintain access to light and air for surrounding properties. The tower portion of the building will be setback a minimum of 60 feet from the next closest structure (US Bank). The tower will be setback approximately 72 feet from the Surdyk's building to the west, approximately 100 feet from the buildings to the south across Hennepin Avenue E and 80 feet from the buildings to the east, across 4<sup>th</sup> Street NE. While there will be shadowing impacts to these properties, those impacts are minimized due to the massing and placement of the tower.

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

The building would produce shadows, but would not cast significant shadows on residential properties, significant public spaces or known solar energy systems. The applicant provided shadow studies that show the impacts on adjacent properties. The properties most impacted are the commercial buildings to the east and northeast, across 4<sup>th</sup> Street NE.

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

The building has been designed to be in keeping with the scale and character of surrounding uses at the base, while providing a modern, unique tower as called for in the small area plan. The small area plan specifically notes that new development will be larger in scale than existing development and the proposed project is consistent with that acknowledgement. However, there is one existing tower approximately two blocks from the site on the former Superior Plating site at 315 1<sup>st</sup> Avenue NE, and a second tower planned one block north of the site, also on the former Superior Plating property. Other tall buildings in the neighborhood include LaRive, The Falls and Pinnacle, and Village Lofts.

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

There are no landmark buildings, significant open spaces or water bodies that would be impacted by the height of the proposed building. However, as noted above, this is not a slender tower as called for in the small area plan and it will block views of the downtown skyline from certain angles.

## **VARIANCE**

The Department of Community Planning and Economic Development has analyzed the application for a variance of the standards of the PO, Pedestrian Oriented Overlay district, to allow a front yard setback greater than eight feet based on the following findings:

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

The applicant is proposing to setback the southwest corner of the building by approximately 50.44 feet from the front lot line along Hennepin Avenue E, where the maximum is eight feet due to the presence of the Pedestrian Oriented Overlay district. Staff finds that practical difficulties exist in complying with the

ordinance in this location. The site contains a 50' by 50' easement in this corner of the property for an existing environmental monitoring well. This easement prevents anything from being constructed on this portion of the site and the monitoring well is not expected to be removed in the near future. These circumstances are unique to the property and have not been created by the applicant.

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

The proposed building setback is reasonable and in keeping with the spirit and intent of the ordinance. The intent of the 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 is proposing a plaza in the location of the subject easement to provide activity at the street. This plaza meets the City's plaza standards by providing various types of seating and landscaping in this 50' by 50' space. The building is located up to the front lot line for the remainder of the Hennepin Avenue E frontage where no easement exists.

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 variance to allow a portion of the building to be setback more than eight feet from Hennepin Avenue will not alter the essential character of the locality or be injurious to the use and enjoyment of other property in the vicinity. In its current state, the site contains a building with a drive through facility in the same general area of the easement. The proposed development will significantly improve the level of street life and activity at this corner by filling in a gap in the street wall. The proposed building placement will not be detrimental to or endanger the public health, safety, or general welfare.

## VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to increase the maximum floor area ratio from 2.38 to 10.36 based on the following findings:

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

The maximum floor area ratio in the C2 district is 1.7. The project qualifies for two, 20 percent density bonuses, one for providing ground floor commercial uses and one for enclosing parking, increasing the maximum floor area ratio to 2.38. The applicant is proposing a 26-story mixed use building with a floor area ratio of 10.36. Practical difficulties exist in complying with the maximum floor area ratio requirement. The site is uniquely situated in an area with adopted policies that call for intense, mixed-use development with no maximum height limit. The adopted city policies for this site call for high density development that is not achievable without a variance, given the existing zoning classification of the property. It is anticipated that a rezoning study will occur that will allow a greater floor area ratio, similar to that proposed by the applicant.

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

The proposed floor area ratio of 10.36 is reasonable and in keeping with the spirit and intent of the ordinance and the comprehensive plan. The *Nicollet Island- East Bank Neighborhood Small Area Plan* expects future development to include high-density mixed use, including housing, retail and offices, with extensive ground floor commercial spaces. The project qualifies for two density bonuses, including a bonus for providing commercial uses for 50 percent of the ground floor (excluding parking). However, the current zoning of the site does not reflect the density called for in the small area plan. The small area plan recommends rezoning the entire Activity Center to C3A, though a rezoning study has not occurred. One of the major goals of the small area plan is to increase the population of the East Bank through the



development of higher density rental and owner occupied housing. In the Land Use & Housing Chapter of the small area plan, the vision calls for the addition of several new high-density residential developments with ground floor commercial uses to substantially increase the population while enhancing the area as a thriving commercial district. The plan also provides guidance for massing with no maximum height limit. The specific policies in the plan that relate to increased height are evaluated in detail in the conditional use permit section of this report.

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 requested variance to allow an increase in floor area ratio will not alter the essential character of the locality or be injurious to the use and enjoyment of other property in the vicinity. There are other buildings of comparable height and square footage in this activity center. The small area plan specifically notes that new development will be larger in scale than existing development and the proposed project is consistent with that acknowledgement. The proposed building will not be detrimental to or endanger the public health, safety, or general welfare. However, it is worth noting that the building is not slender along 4<sup>th</sup> Street NE, as called for in the small area plan, and will not necessarily achieve a porous skyline.

## VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to decrease the north rear yard setback from 15 feet to 10 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.*

Uses in the C2 zoning district are typically not subject to setback requirements. However, when the use is either residential or a hotel and there are windows facing an interior side or rear property line, a setback of  $5+2x$  is required, where  $x$  equals the number of stories above the first floor, with a maximum setback requirement of 15 feet. The proposed 26-story building would have residential windows facing the north property line, thus requiring a rear yard setback variance from 15 feet to ten feet.

Practical difficulties exist in complying with the ordinance. The building is adjacent to another commercial property in this location and the proposed windows are permitted per building code due to the ten foot setback proposed. If the windows were eliminated, the building could be built up to the property line. However, eliminating the windows would diminish the livability of any dwelling units proposed on the north side of the building. While the height of the building is responsible, in part, for the degree of variance requested, the proposed height is appropriate given adopted policies that call for greater height and density in this location than what is allowed under the current zoning.

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 request to allow a reduced rear yard setback for residential windows is reasonable. The applicant is proposing a setback of ten feet along the north (rear) property line where residential windows are present on the upper floors. Specifically, residential windows are proposed on floors 7-26. The building abuts the adjacent US Bank property in this location, which contains a surface parking lot and drive-through where it abuts the proposed building. The portion of the building wall that requires a setback variance is 75.3 feet in length.

Granting this setback variance would be in keeping with the spirit and intent of the ordinance and comprehensive plan. In general, yard controls are established to provide for the orderly development and use of land and to minimize conflicts among land uses by regulating the dimension and use of yards in order to provide adequate light, air, open space and separation of uses. The urban design policies of the comprehensive plan also address this issue in calling for building placement to allow light and air into the site and surrounding properties. The building is designed in a manner that would allow for adequate access

to light and air for the subject site and adjacent properties due to the fact that it is separated from the new US Bank building by approximately 60 feet. The proposed separation between the subject building and neighboring structure is adequate to allow access to light and air.

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 surrounding area contains a mix of commercial uses and some high-density residential uses. On this specific block there is a bank with a drive-through, an off-sale liquor store and a retail use. Several other buildings in the immediate area are built from lot line to lot line with no setbacks. As such, the proposed setback would not alter the character of the locality or be injurious to the use and enjoyment of adjacent properties. The proposed setback would not be detrimental to the health, safety or welfare of the general public or those utilizing nearby properties. The tower portion of the proposed building, where residential uses are located, would be a minimum of 60 feet from the closest neighboring building.

## **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:

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### **Applicable Standards of Chapter 530, Site Plan Review**

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#### *BUILDING PLACEMENT AND DESIGN*

##### **Building placement – Requires variance(s)**

- The applicant has requested a variance to allow portions of the building to be setback more than eight feet from the front lot line along Hennepin Avenue E. Staff is recommending approval of this variance, due to an existing easement in this location. Staff also recommends granting alternative compliance for this requirement.
- The placement of the building reinforces the street wall, maximizes natural surveillance and visibility, and facilitates pedestrian access and circulation.
- Where the building is setback, the public realm is activated with a plaza that contains landscaping and various types of seating.
- All on-site accessory parking is enclosed within the principal building served. Where there is parking at ground level, it is lined with active functions along the public streets.

##### **Principal entrances – Meets requirements**

- The building is oriented so that at least one principal entrance faces the front property line.
- All principal entrances are clearly defined and emphasized through the use of glazing, signage, canopies and lighting.

##### **Visual interest – Meets requirements**

- The building walls provide architectural detail and contain windows in order to create visual interest.
- The proposed building emphasizes architectural elements – including recesses, projections, windows, and entries – to divide the building into smaller identifiable sections. The longer building walls on the east and west elevations are further broken up into smaller sections with material changes, primarily two different types of precast concrete.
- There are no blank, uninterrupted walls exceeding 25 feet in length.

##### **Exterior materials – Meets requirements**

- The applicant is proposing precast concrete, brick and metal panel as the building's primary exterior materials. Each elevation would comply with the City's durability standards for exterior materials (see Table 1). Please note that exterior material changes at a later date may require review by the Planning Commission and an amendment to the site plan review.
- In addition, the application is consistent with the City's policy of allowing no more than three exterior materials per elevation, excluding windows, doors, and foundation materials.
- Plain face concrete block is not proposed along any public streets, sidewalks, or adjacent to a residence or office residence district.
- The exterior materials and appearance of the rear and side walls of the building are similar to and compatible with the front of the building.

**Table 1. Percentage of Exterior Materials per Elevation**

Material	Allowed Max	North	South	East	West
<b>Brick (face)</b>	100%	12.5%	4%	9%	1%
<b>Glass</b>	100%	35.8%	47%	40%	41%
<b>Concrete</b>	100%	35%	37%	45%	38%
<b>Metal Panel</b>	75%	16.7%	12%	6%	20%

**Windows – Meets requirements**

- For nonresidential uses or mixed-use buildings, the zoning code requires that no less than 30 percent of the walls on the first floor are windows with clear or lightly tinted glass with a visible light transmittance ratio of six-tenths (0.6) or higher. In addition, at least 40 percent of the first floor façade of a nonresidential use facing a public street or sidewalk is required to be windows or doors with clear or lightly tinted glass in the Pedestrian Oriented Overlay District, as is the case with this site. No less than ten percent of the walls on each floor above the first that face a public street, public sidewalk, public pathway, or on-site parking lot, shall be windows. Based on the floor plans, all proposed shelving, mechanical equipment, and other similar fixtures allow views into and out of the building between four and seven feet above the adjacent grade. The project is in compliance with the minimum window requirement (see Table 3). The window requirements below only calculate ground floor windows that start within two feet of the adjacent grade. There are additional windows on the south elevation that start 3.5 feet above adjacent grade and have not been included in the total below.
- Each individual ground level tenant complies with the minimum window requirements.
- All windows are vertical in proportion and are evenly distributed along the building walls.

**Table 2. Window Requirements for Non-Residential Uses**

	Code		Proposed	
<b>1<sup>st</sup> floor- south</b>	40% minimum	387.2 sq. ft.	74%	716 sq. ft.
<b>1<sup>st</sup> floor- east</b>	40% minimum	624 sq. ft.	78.7%	1228 sq. ft.
<b>2<sup>nd</sup> and 3<sup>rd</sup> floors- east</b>	10 % minimum	173 sq. ft.	15.34%	266 sq. ft.
<b>4<sup>th</sup> floor and above- east</b>	10% minimum	157.6 sq. ft.	50.6%	798.25 sq. ft
<b>2<sup>nd</sup> – 6<sup>th</sup> floors- south</b>	10% minimum	102 sq. ft.	26.1% min	267 sq. ft. min
<b>7<sup>th</sup> floor and above- south</b>	10% minimum	60 sq. ft.	46.4% min.	278 sq. ft. min

**Ground floor active functions – Meets requirements**

- At least 70 percent of the first floor building frontage facing the public street, public sidewalk, or public walkway contains active functions. The ground floor facing 4<sup>th</sup> Street NE contains 70.7 percent (153 linear feet) active functions. The ground floor facing Hennepin Avenue E contains 100 percent active functions.

**Roof line** – *Meets requirements*

- The principal roof line of the building will be flat, which is similar to that of surrounding buildings.

**Parking garages** – *Meets requirements*

- All of the proposed parking is located enclosed within the building. The parking will be screened with metal panel and/or brick on the upper floors to provide visual interest. The design of the parking garage screening is intended to be similar to the recently constructed 4Marq building at Marquette Avenue and 4<sup>th</sup> Street S.
- The proposed parking garage complies with the minimum windows and ground floor active functions requirements.

*ACCESS AND CIRCULATION*

**Pedestrian access** – *Meets requirements*

- There are clear and well-lit walkways at least four feet in width connecting building entrances to the adjacent public sidewalk and on-site parking facilities.

**Transit access** – *Meets requirements*

- No transit shelters are proposed as part of this development.

**Vehicular access** – *Meets requirements*

- Vehicular access and circulation has been designed to minimize conflicts with pedestrian traffic and with surrounding residential uses.
- Curb cuts have been consolidated. The applicant is only proposing one curb cut into the site, from 4<sup>th</sup> Street NE. Access into the parking garage is also available through the adjacent US Bank property.
- There are no public alleys adjacent to the site.
- Service vehicle access does not conflict with pedestrian traffic. Loading is proposed on the north side of the building and trash pick-up will occur within the parking garage. Truck loading areas are not located next to residence or office residence districts.
- There is no maximum impervious surface requirement in the C2 zoning district. According to the materials submitted by the applicant, 90.2 of the site will be impervious, while 93 percent of the existing site is impervious.

*LANDSCAPING AND SCREENING*

**General landscaping and screening** – *Meets requirements*

- The overall composition and location of landscaped areas complement the scale of development and its surroundings. Landscaping is provided within the plaza area, on the north side of the building between the site and the adjacent bank, and along the west property line. Additional landscaped areas are provided in the right-of-way.
- At least 20 percent of the site not occupied by the building is landscaped. The applicant is proposing approximately 3,136 square feet of landscaping on site, or approximately 51.1 percent of the site not occupied by buildings (see Table 4).
- The applicant is proposing at least one canopy tree per 500 square feet of the required landscaped area, including all required landscaped yards. The tree requirement for the site is two and the applicant is proposing a total of three canopy trees and 17 coniferous trees. Additional canopy trees are provided in the right-of-way.

- The applicant is proposing at least one shrub per 100 square feet of the required landscaped area, including all required landscaped yards. The shrub requirement for the site is 12 and the applicant is proposing 101 shrubs.
- The remainder of the required landscaped area is covered with turf grass, native grasses, perennial flowering plants, vines, shrubs and other trees.

**Table 3. Landscaping and Screening Requirements**

	Code	Proposed
<b>Lot Area</b>	--	32,004 sq. ft.
<b>Building Footprint</b>	--	25,870 sq. ft.
<b>Remaining Lot Area</b>	--	6,134 sq. ft.
<b>Landscaping Required</b>	1,226.8 sq. ft.	3,136 sq. ft.
<b>Canopy Trees (1:500 sq. ft.)</b>	2 trees	3 trees
<b>Shrubs (1:100 sq. ft.)</b>	12 shrubs	101 shrubs

**Parking and loading landscaping and screening – Not applicable**

- There is no surface parking proposed for the site, so the site is not subject to the screening and landscaping requirements for parking areas per section 530.170.

**ADDITIONAL STANDARDS**

**Concrete curbs and wheel stops – Not applicable**

- There are no surface parking spaces proposed on the site.

**Site context – Meets requirements**

- There are no important elements of the city [such as parks, greenways, significant buildings, and water bodies] near the site that will be obstructed by the proposed building.
- While the building will produce shadowing, the small area plan supports the proposed height even with shadowing effects on public spaces and adjacent properties.
- This building has been designed to minimize the generation of wind currents at ground level. The building steps back 20 feet from Hennepin Avenue above the third floor.

**Crime prevention through environmental design – Meets requirements**

- The site plan employs best practices to increase natural surveillance and visibility, to control and guide movement on the site, and to distinguish between public and non-public spaces.
- The proposed site, landscaping, and buildings promote natural observation and maximize the opportunities for people to observe adjacent spaces and public sidewalks.
- The project provides lighting on site, at all building entrances, and along walkways that maintains a minimum acceptable level of security while not creating glare or excessive lighting of the site.
- The landscaping, sidewalks, lighting, fencing, and building features are located to clearly guide pedestrian movement on or through the site and to control and restrict people to appropriate locations.
- The entrances, exits, signs, fencing, landscaping, and lighting are located to distinguish between public and private areas, to control access, and to guide people coming to and going from the site.

**Historic preservation – Not applicable**

- This site is neither historically designated nor is it located in a historic district. There is a potential historic district identified on the south side of Hennepin Avenue E, but no designated study has ever been conducted.

## Applicable Regulations of the Zoning Ordinance

The proposed uses are permitted in the C2 District.

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

- The off-street vehicle parking requirement for the residential uses is 141 spaces. This includes a 50 percent reduction for being within close proximity to midday transit service with service every 15 minutes in each direction. The vehicle parking requirement for the retail uses is six spaces combined. The applicant also intends to provide shared parking for the adjacent US Bank use. In total, 282 parking stalls are proposed (see Table 5).
- The minimum bicycle parking requirement is 141 long-term spaces for the residential units and six short-term spaces. The bicycle parking requirement is being exceeded, per Table 6 below.
- The off-street loading requirement is one large space. One large space is provided on the north side of the building (see Table 7).

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

Use	Minimum	Reductions	Overall Minimum	Maximum Allowed	Proposed
<b>General Retail Sales and Services</b>	8	PO district (2)	6	33	10
<b>Residential Dwellings</b>	282	Transit Incentives (141)	141	--	272
	--	--	<b>147</b>	--	<b>282</b>

**Table 5. Bicycle Parking Requirements (Chapter 541)**

Use	Minimum	Short-Term	Long-Term	Proposed
<b>General Retail Sales and Services</b>	6	Not less than 50%	--	24 short term
<b>Residential Dwellings</b>	141	--	Not less than 90%	142 long term
	<b>52</b>	--	--	<b>186</b>

**Table 6. Loading Requirements (Chapter 541)**

Use	Loading Requirement	Loading Spaces	Proposed
<b>General Retail Sales and Services</b>	Low	None for uses with less than 20,00 sq. ft.	One large, shared with residential
<b>Residential Dwellings</b>	One large space for uses with more than 250 residential units	One large space	One large space
<b>Total</b>	--	--	<b>One large</b>

### Building Bulk and Height – *Requires variance(s)*

- The applicant is seeking a variance to increase the maximum Floor Area Ratio from 2.04 to 10.36 (see Table 8):

**Table 7. Building Bulk and Height Requirements**

	Code	Bonuses	Total	Proposed
<b>Lot Area</b>	--	--	--	32,004 sq. ft. / 0.73 acres
<b>Gross Floor Area</b>	--	--	--	331,647 sq. ft.
<b>Min. Floor Area Ratio</b>	--	--	--	10.36
<b>Max. Floor Area Ratio</b>	1.7	+ 0.34 for enclosed parking	2.04	
<b>Max. Building Height</b>	4 stories or 56 feet, whichever is less		4 stories or 56 feet, whichever is greater	26 stories, 290 ft.

**Lot Requirements – Meets requirements**

- The applicant is proposing 282 dwelling units on a site that is 0.73 acres in size, for a density of 384 dwelling units per acre. The comprehensive plan states that densities up to 800 du/acre may be allowed in or near all designated Growth Centers and within Activity Centers adjacent to Growth Centers, as consistent with adopted small area plans. The subject site is within an Activity Center adjacent to the downtown Growth Center and therefore the proposed density is consistent with adopted policy (see Table 9).

**Table 8. Lot Requirements Summary**

	Code	Proposed
<b>Dwelling Units (DU)</b>	--	282 DUs
<b>Density (DU/acre)</b>	--	384 DU/acre
<b>Min. Lot Area</b>	--	113.5 sq. ft. per DU
<b>Max. Impervious Surface Area</b>	--	90.2%
<b>Max. Lot Coverage</b>	--	80.8%

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

- The site does not have a minimum front yard setback requirement in the C2 district. However, due to its inclusion in the Pedestrian Oriented Overlay district, the site is subject to a maximum front yard setback requirement of 8 feet. The applicant has requested a variance to allow portions of the building to be setback more than 8 feet along Hennepin Avenue. Staff is recommending approval of this variance, as noted above (see Table 10).
- Commercial districts do not have minimum interior or rear setback requirements except where residential windows face a rear or interior side lot line. In that case, the minimum setback requirement is 5 +2x where x is equal to the number of stories above the ground floor, with a maximum setback requirement of 15 feet. Both the north and west elevations of the building have residential windows facing interior side lot lines and require a setback of 15 feet. The floors of the building that do not contain residential uses are not subject to this requirement. The applicant is proposing residential windows within 10 feet of the north property line and a variance has been requested. Residential windows also face the west interior side lot line, requiring a 15 foot setback. The residential windows along this property line are setback 63.67 feet (see Table 10).

**Table 9. Minimum Yard Requirements**

Setback	Zoning District	Overriding Regulations	Total Requirement	Proposed
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<b>Front (South)</b>	0 ft.	8 ft. maximum	XX ft.	50 ft. max
<b>Front (East)</b>	0 ft.	8 ft. maximum	XX ft.	4.5 ft. max
<b>Interior Side (North)</b>	0 ft. ground floor, 15 feet where residential windows face the interior side	--	15 ft.	10 ft.
<b>Interior Side (West)</b>	15 ft.	--	15 ft.	63.67 ft.

**Signs – Meets requirements**

- All signs are subject to Chapter 543, On-Premise Signs. The applicant will be required to submit a separate sign permit application for any signage that is proposed.
- The only sign proposed at this time is a projecting sign at the corner of Hennepin Avenue and 4<sup>th</sup> Street NE. This sign is shown at 20 square feet in order to comply with the maximum area requirements for projecting signs in the C2 district. The sign is shown at a height of 24.3 feet, under the maximum of 28 feet.

**Screening of Mechanical Equipment – Meets requirements**

- All mechanical equipment is subject to the screening requirements of Chapter 535 and district requirements, including:

535.70. Screening of mechanical equipment.

- In general. All mechanical equipment installed on or adjacent to structures shall be arranged so as to minimize visual impact using one (1) of the following methods. All screening shall be kept in good repair and in a proper state of maintenance.
  - Screened by another structure. Mechanical equipment installed on or adjacent to a structure may be screened by a fence, wall or similar structure. Such screening structure shall comply with the following standards:
    - The required screening shall be permanently attached to the structure or the ground and shall conform to all applicable building Codes.
    - The required screening shall be constructed with materials that are architecturally compatible with the structure.
    - Off-premise advertising signs and billboards shall not be considered required screening.
  - Screened by vegetation. Mechanical equipment installed adjacent to the structure served may be screened by hedges, bushes or similar vegetation.
  - Screened by the structure it serves. Mechanical equipment on or adjacent to a structure may be screened by a parapet or wall of sufficient height, built as an integral part of the structure.
  - Designed as an integral part of the structure. If screening is impractical, mechanical equipment may be designed so that it is balanced and integrated with respect to the design of the building.
  - Exceptions. The following mechanical equipment shall be exempt from the screening requirements of this section:
    - Minor equipment not exceeding one (1) foot in height.
    - Mechanical equipment accessory to a single or two-family dwelling.
    - Mechanical equipment located in an I2 or I3 District not less than three hundred (300) feet from a residence or office residence district.
- The applicant is proposing to enclose most of the mechanical utilities within the ground floor of the building. The transformer is shown on the west side of the building, between the building and the interior side lot line. This transformer will be screened with a privacy fence and the building itself. There is an existing MPCA monitoring well along Hennepin Avenue that will be screened with a privacy fence.

**Refuse Screening – Meets requirements**



- All refuse and recycling storage containers are subject to the screening requirements in Chapter 535: 535.80. Screening of refuse and recycling storage containers.

Refuse, recycling storage, and compost containers shall be enclosed on all four (4) sides by screening compatible with the principal structure not less than two (2) feet higher than the refuse container or shall be otherwise effectively screened from the street, adjacent residential uses located in a residence or office residence district and adjacent permitted or conditional residential uses. Single and two-family dwellings and multiple-family dwellings of three (3) and four (4) units shall not be governed by this provision.

- All refuse and recycling storage containers are located within the building.

**Lighting – Meets requirements**

- Existing and proposed lighting must comply with Chapter 535 and Chapter 541 of the zoning code, including:  
535.590. Lighting.
  - a) In general. No use or structure shall be operated or occupied as to create light or glare in such an amount or to such a degree or intensity as to constitute a hazardous condition, or as to unreasonably interfere with the use and enjoyment of property by any person of normal sensitivities, or otherwise as to create a public nuisance.
  - b) Specific standards. All uses shall comply with the following standards except as otherwise provided in this section:
    - 1) Lighting fixtures shall be effectively arranged so as not to directly or indirectly cause illumination or glare in excess of one-half (1/2) footcandle measured at the closest property line of any permitted or conditional residential use, and five (5) footcandles measured at the street curb line or nonresidential property line nearest the light source.
    - 2) Lighting fixtures shall not exceed two thousand (2,000) lumens (equivalent to a one hundred fifty (150) watt incandescent bulb) unless of a cutoff type that shields the light source from an observer at the closest property line of any permitted or conditional residential use.
    - 3) Lighting shall not create a sensation of brightness that is substantially greater than ambient lighting conditions as to cause annoyance, discomfort or decreased visual performance or visibility to a person of normal sensitivities when viewed from any permitted or conditional residential use.
    - 4) Lighting shall not create a hazard for vehicular or pedestrian traffic.
    - 5) Lighting of building facades or roofs shall be located, aimed and shielded so that light is directed only onto the facade or roof.
- The applicant is provided a photometric plan that demonstrates compliance with the requirements above.

**Fences – Meets requirements**

- Fences must comply with the requirements in Chapter 535. The applicant is proposing a 6-foot cedar privacy fence along the monitoring well equipment to screen it from view.

**Specific Development Standards – Not applicable**

**PO Overlay District Standards – Requires variance(s)**

- The applicant has requested a variance to exceed the maximum front yard setback requirement in the PO district due to an existing easement. The remainder of the proposal is in compliance with the Pedestrian Oriented Overlay District standards.

**Plaza Standards – Meets requirements**

- The proposed plaza is approximately 2,130 square feet in area. As such, it is subject to the plaza standards in section 535.180 of the zoning code.
- The plaza is designed to enhance interaction with occupants of adjacent buildings and uses.

- There are multiple access points into the plaza, including one from the public sidewalk along E Hennepin Avenue.
- The plaza is designed to control and guide movement through the site, promote natural observation and provide opportunities for people to observe adjacent spaces and public sidewalks.
- The plaza is surfaced with decorative pavers.
- Based on its size, the plaza requires a minimum of 43 linear feet of seating, of which 8.5 linear feet need to consist of fixed seating and 8.5 linear feet needs to consist of seating with backs. A minimum of two different types of seating are required. The applicant is providing a bench to fulfill the fixed seating requirement and numerous tables and chairs with backs throughout the plaza. In total, 47 linear feet of seating is providing, not counting seating on the commercial patio.
- The plaza requires two trees and two are provided. Additional landscaping is also provided around the perimeter of the space.
- The plaza requires one trash receptacle and one recycling receptacle, both of which are provided.
- From the amenities table, the applicant is providing moveable chairs, which fulfills the requirement of one amenity.

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### Applicable Policies of the Comprehensive Plan

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*The Minneapolis Plan for Sustainable Growth* identifies the site as mixed use on the future land use map. The site is within the boundaries of an Activity Center and E Hennepin Avenue is a commercial corridor in this location. Please see the conditional use permit section of this report for details on how the proposal is consistent with the comprehensive plan.

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### Applicable Development Plans or Objectives Adopted by the City Council

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The site is located within the boundaries of the *Nicollet Island-East Bank Neighborhood Small Area Plan*, adopted by the City Council in 2014. The plan generally calls for high-density, mixed use development with commercial activity on the ground floor and no maximum height limit. The project's consistency with the small area plan is evaluated in detail in the conditional use permit and floor area ratio variance sections of this report.

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### Alternative Compliance

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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 first floor building wall is required to be located not more than 8 feet from the lot line adjacent to E Hennepin Avenue and 4<sup>th</sup> Street NE. The applicant is proposing to have the southwest portion of the building setback approximately 50.44 feet from the front lot line along E Hennepin Avenue. A variance to PO standards has also been requested. Staff recommends granting alternative compliance due to a 50' by 50' easement in this corner of the property for an existing environmental monitoring well. This easement prevents anything from being constructed on this portion of the site.

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## RECOMMENDATIONS

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The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Mortenson for the properties located at 333 Hennepin Avenue E:

**A. Conditional Use Permit to increase the height of the building in the C2 district.**

Recommended motion: **Approve** the application for a conditional use permit to increase the height of the building in the C2 district from 4 stories or 56 feet to 26 stories, 291 feet, 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.

**B. Variance to the standards of the PO, Pedestrian Oriented Overlay district.**

Recommended motion: **Approve** the application for a variance to increase the maximum building setback from eight feet to 50.5 feet along E Hennepin Avenue, subject to the following conditions:

1. The proposed plaza between the building and the public sidewalk along E Hennepin Avenue shall maintain compliance with the development standards in Section 535.810 of the zoning code.

**C. Variance to increase the maximum floor area ratio.**

Recommended motion: **Approve** the application for a variance to increase the maximum floor area ratio from 2.38 to 10.36.

**D. Variance to decrease the rear yard setback.**

Recommended motion: **Approve** the application for a variance to reduce the north rear yard setback from 15 feet to 10 feet.

**E. Site Plan Review.**

Recommended motion: **Approve** the application for a new 26 story, mixed use building with 282 dwelling units, subject to the following conditions:

1. All site improvements shall be completed by July 17, 2019, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
2. CPED staff shall review and approve the final site, elevation, landscaping, and lighting plans before building permits may be issued.
3. The plant materials, and installation and maintenance of the plant materials, shall comply with sections 530.200 and 530.210 of the zoning code.
4. The details of the public art proposed on the 4<sup>th</sup> Street NE elevation shall be provided prior to the issuance of any building permits.
5. No shelving, signage, merchandise, newspaper racks or other mechanisms shall be placed in front of the required ground level transparent windows.

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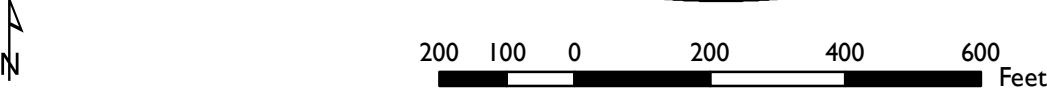
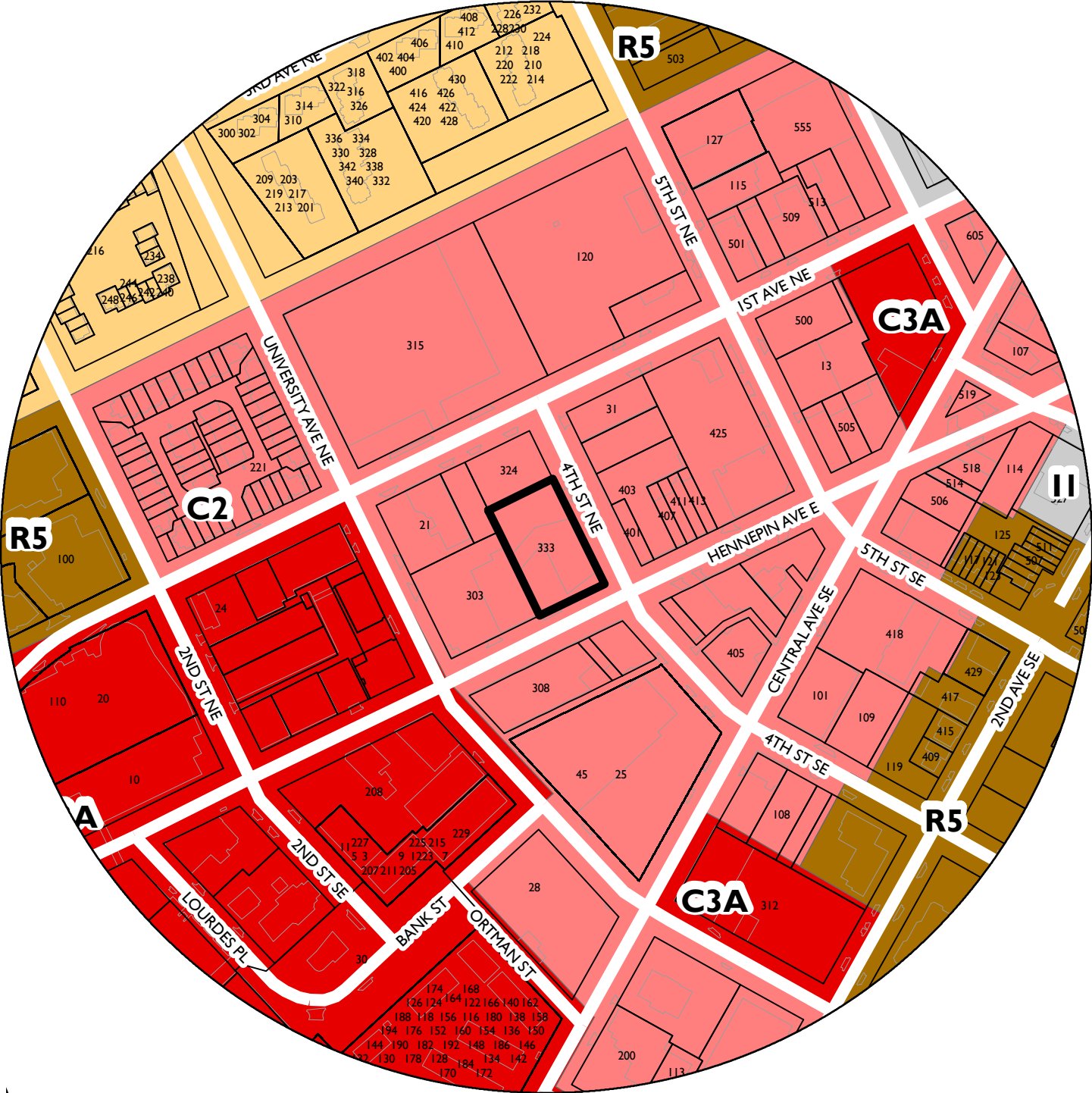
**ATTACHMENTS**

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1. Zoning map
2. Written description and findings submitted by applicant
3. Survey
4. Site plan
5. Plans
6. Building elevations
7. Renderings
8. Shadow study
9. Lighting plan
10. Photos
11. PDR report
12. Travel Demand Management Plan
13. Public comments

NAME OF APPLICANT

WARD



PROPERTY ADDRESS  
**333 E Hennepin Ave**

FILE NUMBER  
**PLAN4492**

# 333 Hennepin — Project Description

## METRICS

**282** Residential Units

**282** Residential Parking Stalls (10 for retail)

**4565** SF Retail

**26** Stories

## PURPOSE + VISION

Mortenson Development, Inc., in cooperation with US Bank, is excited to introduce the 333 Hennepin Project. Intended to replace the fatigued existing bank structure (identified by the neighborhood as an eyesore) and underutilized site with an iconic marker for the neighborhood and city. The 333 Hennepin Project is a vibrant mixed-use development designed with three main components; resident tower, 3-story commercial and residential podium, and parking structure. Once realized, this development will continue the energetic retail corridor and add residents to the neighborhood in an architectural feature that celebrates the place it inhabits.

Programmatically, the development will contain: approximately 282 units of market rate apartments with associated amenities including rooftop pool and bike storage lounge; 4,565 square feet of retail/commercial space along Hennepin and 4th Avenue; and parking for approximately 282 cars.

## DESIGN DRIVERS

333 Hennepin offers a premier location at the northwest corner of Hennepin Avenue and 4th Street in northeast Minneapolis. The now one-way streets offer long, framed views of the site and create a powerful opportunity to define this major intersection with an iconic community development. The site contains approximately two thirds of the existing 333 Hennepin site which is currently home to a heavy and brutal concrete structure that US Bank previously occupied. Active businesses now occupy the other three corners of the intersection creating an opportunity to ‘finish’ the intersection with an animated, revitalized use. The architecture along Hennepin is very eclectic and varied in height, massing, materials, and expression which have queued the design team to look for contextual tie-ins at the base level.

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The Nicollet Island East Bank Neighborhood Association created a taskforce to shape development planning. Several taskforce meetings, informal discussions with neighborhood representation and neighborhood board meetings have occurred at the time of this application.

Five key tenets guide this development toward consistency in the Land Use plan forged by the neighborhood and have emerged from our neighborhood discussions:

- Mixed-use
- Height and density
- Attention to pedestrian streetscape
- Iconic Art
- Open space / Plaza

## **BUILDING AESTHETIC**

Base and tower aesthetics have drawn inspiration from northeast Minneapolis culture. Strong ties to agrarian and industrial related product, commerce, and expression direct the material palette which is currently anticipated to include textured charcoal grays and white, balanced with warm color that commands a contemporary, weathered presence.

## **DESIGN RESPONSE**

A three-story base along Hennepin contains retail at grade with apartments above. The base height is approximately 38 feet in response to Tier 1 requirements as indicated in the neighborhood guidelines to maintain an appropriate street to building face ratio. The approach is in direct response to the small area plans / neighborhood feedback and provides a more activated face along the primary facades of the development.

Along 4th Street, the three-story podium contains residential amenity at level one with two floors of units above to continue the activated street façade and conceals the parking structure behind, for the first third of the building length. A portion of the middle third of the building's base, is identified as an opportunity to provide iconic art which will be conducted through a process led by the development team and involve the local arts community. At the remaining segment of building along 4<sup>th</sup> Street and wrapping the corner toward US Bank/ 1<sup>st</sup> Avenue, a second commercial space is proposed with two levels of brick cladding at the parking structure above.

The base massing is anticipated to have a regular grid pattern that frames paneled in-fill to create a rich street texture and continue hints of the eclectic existing street front that contains classical, neo-classical, modern and post-modern forms of architecture. It is intended that this

development springboard from the past toward a clean, contemporary tone. Brick, metal panel and glazing are the anticipated materials for these lower levels.

Street appointments of pedestrian scaled amenities, including a plaza space at the southwest corner of the site and pedestrian amenities along 4<sup>th</sup> Street are anticipated with planters, benches, bike parking, lighting, etc. to develop a scale appropriate to the foot traffic in and past the site.

A 20-foot setback along the Hennepin face occurs above the step back where the tower continues for 23 stories above. The tower massing is elegantly proportioned with contrasting light and dark precast exterior, separated by meandering horizontal and vertical ribbons of color and glass creating focal points for long and medium range views to the site.

## **PARKING AND SERVICE**

A connected parking structure is located in-board of the corner podium. It consists of 6 levels of parking in split plates beginning at grade. Level one is anticipated to contain 10 shared retail parking stalls with adjacent US Bank which reduced their parking in response to neighborhood concerns of surface parking intended for that site. The parking structure is accessed off of 4th Street. Resident and Retail parking, deliveries, service and a by-pass lane for the adjacent bank site are integrated into two lanes of traffic.

## 333 Hennepin – Required Findings

### Conditional Use Permit(s)

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 use is a mixed-use development, which is not anticipated to have any detrimental effects described above. The project is requesting a conditional use permit to allow for increased height (and a variance for increased floor area). The NIEBNA (Nicollet Island East Bank Neighborhood Association) Small Area Plan supports both increased height and density for this site, if provisions for exceptional streetscape and site design are included. The proposed project incorporates: an enhanced plaza space at the SW corner of the site; enhanced streetscape ‘parklettes’ along 4<sup>th</sup> Street, and activation of the street through ground floor retail spaces along Hennepin and 4<sup>th</sup> Street.

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

The proposed project was developed in cooperation with neighbors, including those most impacted by the development. The relationship with the US Bank site was carefully accounted for in the project development, beginning at the time US Bank’s new building was being designed. Likewise, Surdyk’s, which fronts in the opposite direction of the proposed building, is not anticipated to be adversely affected by the development.

Demolition of the former US Bank building and redevelopment of the currently underutilized site, will contribute to urban renewal in a manner consistent with the neighborhood’s objectives – including increased height, density, and activation of the street / pedestrian environment. The enhancements to the site afforded by the proposed development are expected to encourage, rather than impede, (re)development or improvement of adjacent properties.

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

The above provisions will be included in the project. Utilities necessary for the project will be included, and an easement for an existing monitoring well will also be preserved. Vehicle access to the site will be provided by a singular curb cut on 4<sup>th</sup> Street and via a cross-site access agreement between US Bank and Mortenson, which also supports a shared parking arrangement with US Bank.

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

A loading zone is provided at the northwest / US Bank side of the parking structure, to alleviate street congestion at tenant move-ins and move-outs. Additionally, the vehicle entrance at 4<sup>th</sup> Street has sufficient height clearance (approximately 14'-0") to allow for truck access to Level 1 of the parking garage, creating an opportunity for a secondary loading area. Vehicle traffic entering and exiting the residential parking garage will be consolidated at a single point, limiting risk to pedestrians and minimizing interruption to traffic flow on 4<sup>th</sup> Street.

5. *The conditional use is consistent with the applicable regulations of the district in which it is located.*

The proposed mixed use residential building with street-level retail space(s), is consistent with the applicable regulations of the C2 – Neighborhood Corridor Commercial District, with the exception of building bulk requirements. The project is requesting a conditional use permit to allow for increased height and a variance for increased floor area. The NIEBNA Small Area Plan supports both increased height and density for this site, if provisions for exceptional streetscape and site design are included. The proposed project incorporates: an enhanced plaza space at the SW corner of the site; enhanced streetscape 'parklettes' along 4<sup>th</sup> Street, and activation of the street through ground floor retail spaces along Hennepin and 4<sup>th</sup> Street.

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

Aside from the exceptions noted in response #5 above, the project / conditional use conforms with the applicable regulations of the C2 – Neighborhood Corridor Commercial District in all other respects.

#### Increasing Maximum Height

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

Access to light and air of the surrounding properties is adequately preserved. The corner lot position of the property allows for sizable separation of the tower from buildings across the street on Hennepin Avenue and 4<sup>th</sup> Street. Furthermore, along Hennepin, the tower is setback over 20'-0" from the property line, creating a 3-story podium that is consistent with the scale of adjacent existing buildings and which preserves a wide view corridor down Hennepin. From the 1<sup>st</sup> Avenue side of the lot, the tower is setback from the newly constructed 1-story US Bank building, to approximately the middle third of the block. At the southeast side of the property, the building steps down to a 6-story parking structure, reducing shadows on the Surdyk's site (limited to early morning).



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

Adjacent residential properties are limited in the immediate vicinity of the building to the developments (northwest) across 1<sup>st</sup> Avenue. Due to massing and the placement of the tower (concentrated at the southeast portion of the block), the development will not create notable shadow on residential properties. Likewise, no significant public spaces or existing solar energy systems occur within the area onto which the building will cast shadows.

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

The proposed development will replace the fatigued former US Bank building with a vibrant mixed use building that will promote activation of all four corners of the 4<sup>th</sup> Street and Hennepin intersection. The building's 3-story podium is appropriate in scale and character to the adjacent existing buildings, which are eclectic and varied in height, massing, and material. The clean, contemporary materiality of the building, including brick, precast, with wood and metal accents, is a nod to the existing character of the neighborhood without falsely imitating the authentic historic character of surrounding buildings. The scale of the tower is similar to adjacent proposed developments, including Nordhaus, Lennar Phase 2, and Alatus.

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

Through the massing and position of the building's tower, including the aforementioned setbacks from 1st Avenue and Hennepin, the building preserves existing views towards downtown and the river.

#### VARIANCE to Increase maximum floor area ratio in the C2 district.

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

Practical difficulties exist in complying with the maximum FAR in the C2 district on account of the desire for increased density called for in the NIEBNA small area plan and expressed by the neighborhood. The small area plan indicates, "NIEBNA expects the East Bank to be a **high density**, residential, commercial and retail area." It also calls for the East Bank portion of the neighborhood be rezoned C3A, to make zoning consistent with the Activity Center designation, affording an increase in FAR.

The proposed building's footprint and podium-tower configuration are driven by the rectangular geometry of the site (slender in one direction and elongated in the other direction) and a 50x50 easement for an existing monitoring well at the southwest portion of the site, which limits the building footprint along Hennepin.

Although the proposed building exceeds the floor area ratio for the C2 district, it is consistent with the small area plan's favor toward, "tall slender buildings with smaller

footprints are preferred to shorter maximum footprint structures.” The podium and tower arrangement also comply with with Tier 1 height and Tier 2 setback requirements outlined in the small area plan.

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

The proposed development aligns with the spirit and intent of the ordinance and the comprehensive plan. The building’s mixed use residential and retail functions will strengthen the quality and urban character of the site and surrounding neighborhood, continuing the energetic retail corridor and adding high-density housing. Increases in height and density, such as those being proposed, are supported by the NIEBNA small area plan, when paired with site design improvements such as the plaza space at the southwest portion of the site and streetscape improvements along 4<sup>th</sup> Street.

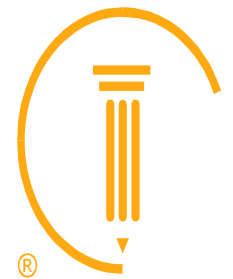
3. *The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property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

The proposed increased density variance is not anticipated to have any detrimental effects described above. The proposed building’s 3-story podium is appropriate in scale and character to the adjacent existing buildings, which are eclectic and varied in height, massing, and material. The increased density is distributed in the tower’s narrow footprint, which rises 26-stories – a height which is comparable to adjacent proposed developments.

**VARIANCE to the standards of the Pedestrian Oriented Overlay district to allow portions of the building to be setback more than 8 feet from the front lot line(s)**

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

Practical difficulties exist in complying with ordinance due to an existing 50-foot by 50-foot easement for an existing environmental monitoring well at the southeast portion of the site, preventing the building from being located within 8-feet along that portion of the Hennepin lot line. At the remainder of the Hennepin lot line, where the easement does not exist, and along the 4<sup>th</sup> street lot line, the building setback complies with the requirements of the Pedestrian Oriented Overlay district.



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

The proposed development aligns with the spirit and intent of the ordinance and the comprehensive plan. Where the increased setback is necessary per the existing easement, an active outdoor space is proposed, which will contribute to activation of the street and provide a positive pedestrian experience.

- 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 setback variance is not anticipated to have any detrimental effects described above. Despite the increased setback where the easement occurs, the building configuration and massing are consistent with the surrounding buildings. The proposed outdoor space will provide a well-lit and active pedestrian use that preserves the intent of the PO overlay.

**VARIANCE to the north interior side yard setback requirement, to reduce it from 15 feet to 10 feet for residential windows.**

- 1. Practical difficulties existing 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 proposed building configuration, which is located 10 feet from the interior lot line shared with US Bank, results from constraints placed on available space for parking. NIEBNA's small area plan specifically requires active use(s) along the street. Inclusion of a commercial space along 4<sup>th</sup> Street, reduced space available for parking at Level 1. Additionally, to address neighborhood concerns of surface parking at the US Bank site, the project is obligated to provide 10 shared retail parking stalls for the bank branch. To compensate for the limitations on the parking resulting from the required retail space and US Bank parking, the project has proposed that the north wall of the building be located 10 feet from the property line. This affords an increase in the parking plate (on Levels 1 to 6), while avoiding an increase in the parking ramp's height and visibility.

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

The proposed development aligns with the spirit and intent of the ordinance and the comprehensive plan, by accommodating the required active ground floor uses and facilitating a reduction in surface parking at the US Bank site. Through the proposed setback reduction, the height and visibility of the parking ramp are decreased and the overall density of the site's commercial and residential space are increased.

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 setback variance is not anticipated to have any detrimental effects described above. The proposed building configuration would not be injurious to the adjacent site(s), especially as it relates to proximity of residential windows, as the newly constructed US Bank consists of a 1-story building separated from the proposed building by the bank's drive thru and stormwater retention area.







Project Image

## Contacts

### OWNER

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### CIVIL & LANDSCAPE ARCHITECT

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E-Mail: mweslock@elanlab.com

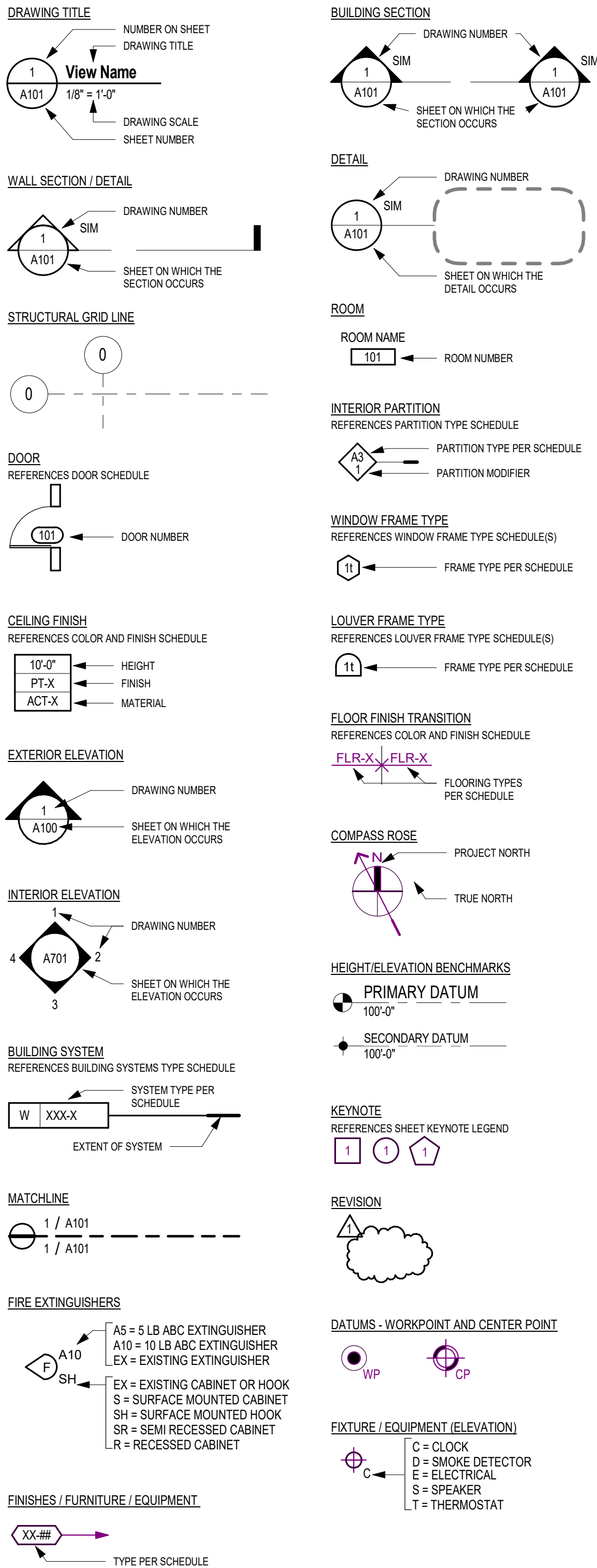
### STRUCTURAL ENGINEER

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E-Mail: swami.engineer@palanisami.com

## Graphic Symbols



## Abbreviations

AB AIR BARRIER AC ACCESSORY ACP ACOUSTICAL CEILING PANEL ACR ACRYLIC ACT ACOUSTICAL CEILING TILE ADA AMERICANS WITH DISABILITIES ACT ADH ADHERE AFF ABOVE FINISHED FLOOR ALB ALUMINUM BASE ALT ALTERNATIVE / ALTERNATE ALUM ALUMINUM AR ARTWORK ARCH ARCHITECT AWT ACOUSTICAL WALL TREATMENT	BLKG BLOCKING BO BOTTOM OF BRG BEARING BRK BRICK BT TABLE BASE  CB CHALK BOARD CCF COLUMN COVER FINISH CF CUSTOM FABRICATION CF/OI CONTRACTOR FURNISHED / OWNER INSTALLED CG CORNER GUARD CGA CUNNINGHAM GROUP ARCHITECTURE, INC. CH CHAIR CJ CONTROL JOINT CK CORK CL CENTER LINE CLR CLEAR(ANCE) CMU CONCRETE MASONRY UNIT CONC CONCRETE CONT CONTINUOUS / CONTINUE CP COMPOSITE PANEL CPT CARPET(ED) CPTB CARPET BASE CPTT CARPET TILE CT CERAMIC / PORCELAIN TILE CTB CERAMIC TILE BASE  DEC DECORATIVE CONCRETE DF DRINKING FOUNTAIN DG DECORATIVE GLASS DIA DIAMETER DIV DIVISION DN DOWN DRP DRAPERY/CURTAINS DWGS DRAWINGS	GFRC GLASS FIBER REINFORCED GYPSUM GL GLASS, GLAZING GMU GLAZED MASONRY UNIT GT GLASS TILE GWT GLAZED WALL TILE GYP GYPSUM  HB HOSE BIBB HDBD HARDBOARD HDWD HARD WOOD HDWR HARDWARE HM HOLLOW METAL HSS HOLLOW STEEL SECTION  ID INSIDE DIAMETER INSUL INSULATION INT INTERIOR  L LIGHT FIXTURE LIN LINOLEUM LMC LINEAR METAL CEILING LWC LINEAR WOOD CEILING  MAS MASONRY MAT INSET CARPET/WALK-OFF MAT MATL MATERIAL MAX MAXIMUM MB MARKER BOARD MDF MEDIUM DENSITY FIBERBOARD MECH MECHANICAL MG METAL GRATE MIN MINIMUM MIR MIRROR(ED) MO MASONRY OPENING MTD MOUNTED MTL METAL  NA NOT APPLICABLE NIC NOT IN CONTRACT  OC ON CENTER(S) OD OUTSIDE DIAMETER OF/CI OWNER FURNISHED / CONTRACTOR INSTALLED OF/OI OWNER FURNISHED / OWNER INSTALLED OFRD OVERFLOW ROOF DRAIN OFS OVERFLOW SCUPPER OH OVERHEAD OPNG OPENING OZ OUNCE	S SEATING SC SEALED CONCRETE SF SQUARE FOOT/FEET SIM SIMILAR SP SPECIALTY FINISH SPF SPRAY POLYURETHANE FOAM SPT SPECIAL PAINT SS STAINLESS STEEL SSF SOLID SURFACE ST STAIN STC STAINED CONCRETE STN STONE STNB STONE BASE STNV STONE VENEER SUSP SUSPENDED SV SHEET VINYL SYST SYSTEM  T TREAD / TABLE T&G TONGUE AND GROOVE TA TABLE TB TACKBOARD TEP TRANSITION EDGE PROFILE TERB TERRAZZO BASE TERR TERRAZZO TEX TEXTURE TF TENSION FABRIC TFC TEXTURED FINISH CEILING TOB TOP OF BEAM TOC TOP OF CONCRETE TOD TOP OF DECK TOF TOP OF FOOTING TOP TOP OF PARAPET TOS TOP OF STEEL TOW TOP OF WALL TPART TOILET PARTITION TT TERRAZZO TILE TYP TYPICAL  UNFIN UNFINISHED UNO UNLESS NOTED OTHERWISE UPH UPHOLSTERY  VB VINYL BASE VCT VINYL COMPOSITION TILE VIF VERIFY IN FIELD VIN VINYL VNR VENEER VP VENEER PLASTER VR VAPOR RETARDER VSE VENEER SHELF ELEVATION VT VINYL TILE VWC VINYL WALL COVERING  WB WEATHER BARRIER WC WALL COVERING WD WOOD WDB WOOD BASE WDV WOOD VENEER WDW WINDOW WF WOOD FLOORING WP WORK POINT WPT WALL PROTECTION WT WINDOW TREATMENT WWC WOOD WALLCOVERING  XPS EXTRUDED POLYSTYRENE  # NUMBER / POUND & AND @ AT
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## General Notes

- DO NOT SCALE DRAWINGS

## Property Description

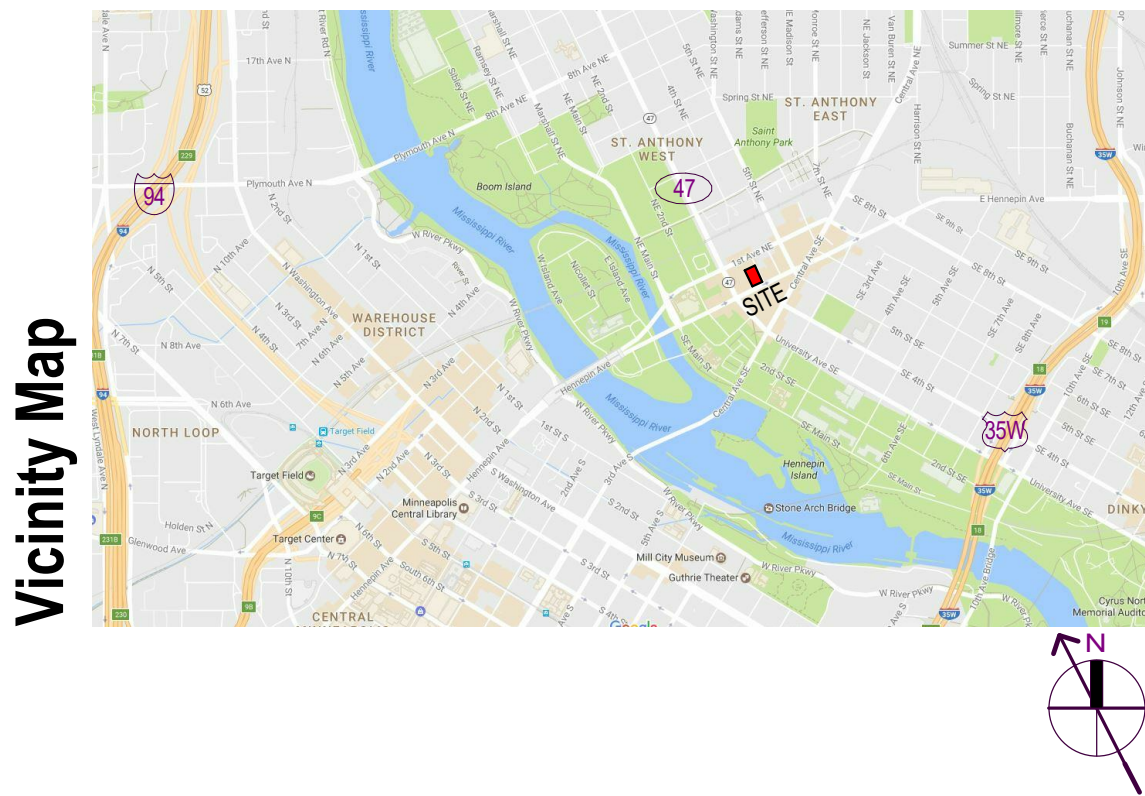
REFER TO CIVIL DRAWINGS OR SURVEY FOR MORE INFORMATION

## Project Description

GOVERNING CODE:	2015 Minnesota State Building Code
BUILDING TYPE:	TYPE I/A
PRIMARY OCCUPANCY TYPE:	GROUP R-2
NEW CONSTRUCTION (SF):	468,214 SF (includes parking garage)
CONSTRUCTION MATERIALS:	Cast-in-place concrete structure (post-tensioned slab) with precast panel, glass and brick exterior.
PROGRAM DESCRIPTION:	26-story apartment building with Level 1 & Level 7 amenities, including fitness room, clubroom, co-working space, and (Level 7) outdoor roof deck amenity with pool. Commercial space(s) at Level 1

## Materials

	ALUMINUM		INSULATION - BATT
	BRICK		INSULATION - RIGID
	CERAMIC TILE / RESILIENT TILE		PARTICLE BOARD
	CONCRETE - CAST-IN-PLACE		PLASTER / GROUT
	CONCRETE - PRECAST		PLYWOOD
	CONCRETE BLOCK		ROUGH LUMBER / WOOD FRAMING
	EARTH		WOOD BLOCKING
	EXISTING CONDITIONS		SAND / GRANULAR FILL
	WOOD - FINISHED		STONE
	GLASS		STEEL / STEEL STUD FRAMING
	GRAVEL/STONE FILL		TERRAZZO
	GYPSUM WALL BOARD		



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## Sheet Index

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General	
G001	General Information
Survey	Site Survey

Civil	
C010	Demolition Plan
C101	Site Plan
C201	Grading, Drainage & Erosion Control Plan
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C203	SWPPP
C301	Utility Plan
C501	Details
C502	Details
C503	Details
C504	Details

Landscape	
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Architectural	
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A104	Floor Plan - Levels 4 to 7
A108	Floor Plan - Levels 8 to 11
A112	Floor Plan - Levels 12 to 22
A121	Floor Plan - Levels 21 to 22
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A301	Building Elevations
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Electrical	
E100	1st Floor Photometrics
E110	4th Floor Photometrics
E200	Details and Schedules

### Consultant

### Revision

No	Date	Description
.		

## PDR & LANDUSE APPLICATIONS

Document	Public Approvals
Date:	May 15, 2017
PIC / AIC:	JAS
Drawn	
Checked	
Comm.	15-0226

### Project Title

333 Hennepin

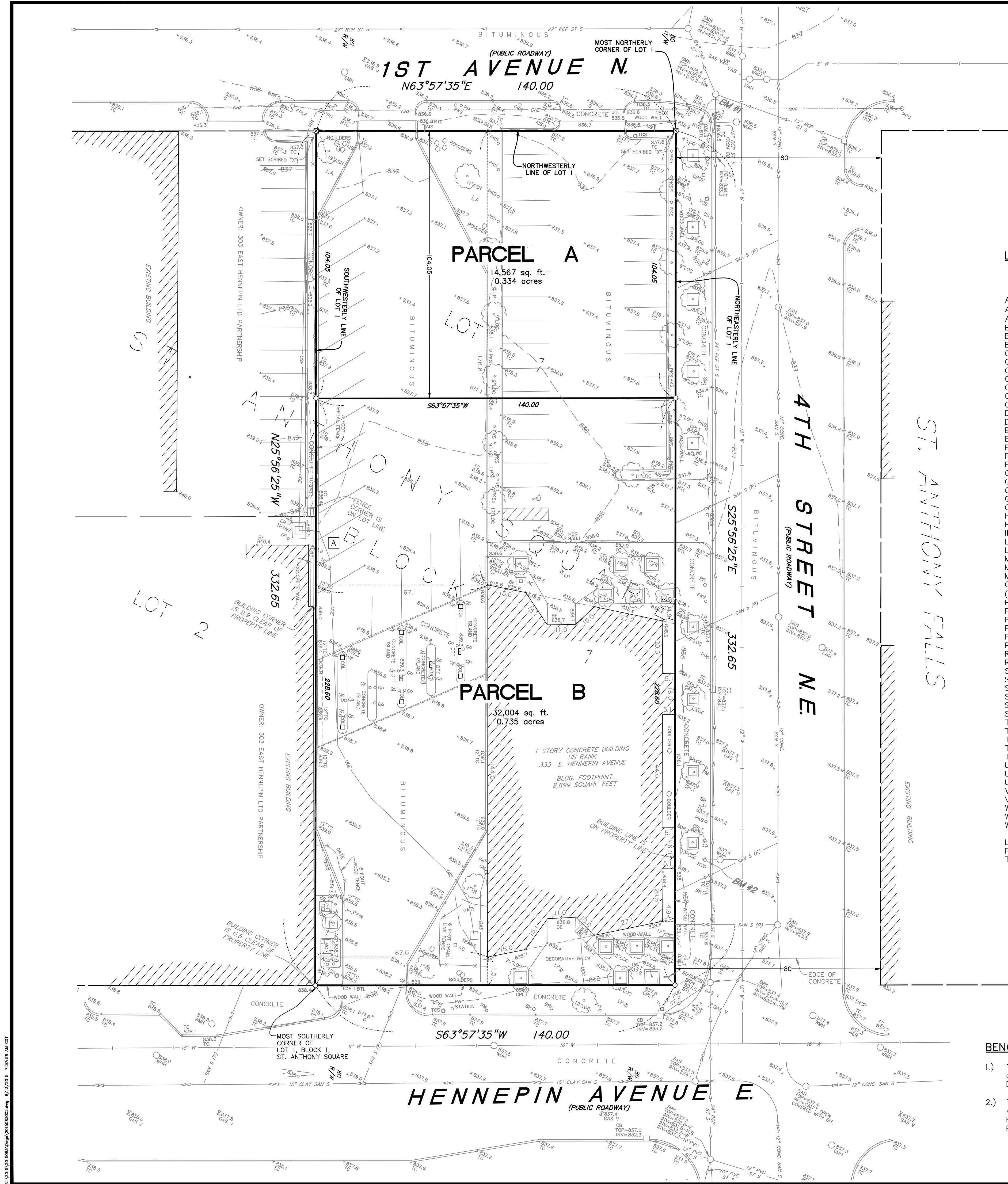
### Sheet

General Information

### Sheet

G001





OVERALL DESCRIPTION OF PROPERTY SURVEYED

Lot 1, Block 1, St. Anthony Square, Hennepin County, Minnesota.

Registered Property  
Certificate of Title No. 505659

DESCRIPTION OF PARCEL A

That part Lot 1, Block 1, ST. ANTHONY SQUARE, Hennepin County, Minnesota, lying northwesterly of a line described as commencing at the most northerly corner of said Lot 1; thence on a assumed bearing of South 25 degrees 56 minutes 25 seconds East, along the northeasterly line of said Lot 1, a distance of 140.05 feet to the point of beginning of the line to be described; thence South 63 degrees 57 minutes 35 seconds West, parallel with the northwesterly line of said Lot 1, a distance of 140.00 feet to the southwesterly line of said Lot 1 and said line there terminating.

Torrens property

DESCRIPTION OF PARCEL B

That part Lot 1, Block 1, ST. ANTHONY SQUARE, Hennepin County, Minnesota, lying southeasterly of a line described as commencing at the most northerly corner of said Lot 1; thence on a assumed bearing of South 25 degrees 56 minutes 25 seconds East, along the northeasterly line of said Lot 1, a distance of 140.05 feet to the point of beginning of the line to be described; thence South 63 degrees 57 minutes 35 seconds West, parallel with the northwesterly line of said Lot 1, a distance of 140.00 feet to the southwesterly line of said Lot 1 and said line there terminating.

Torrens property

AREAS

Parcel A = 14,567 square feet or 0.334 acres

Parcel B = 32,004 square feet or 0.735 acres

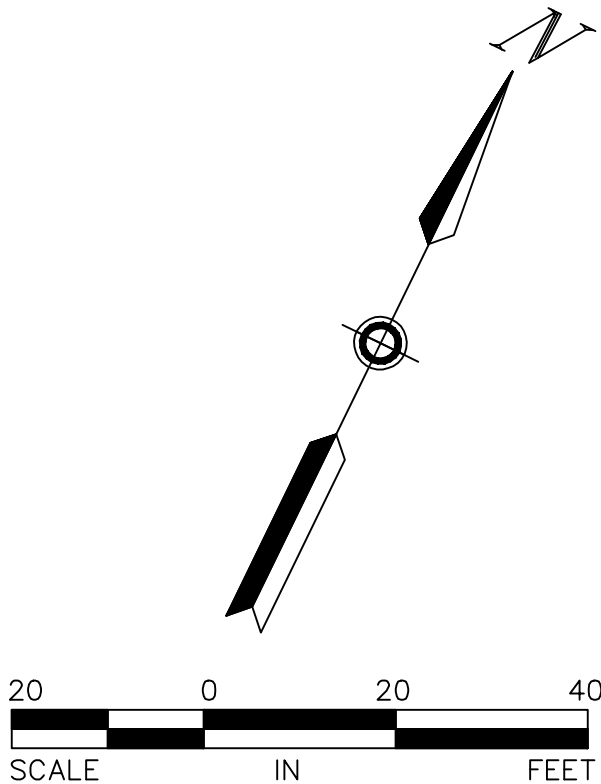
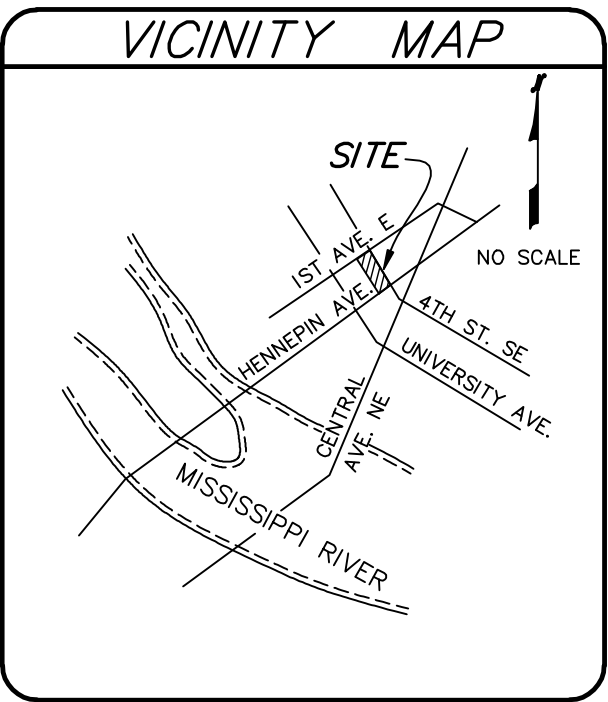
Total = 46,571 square feet or 1.069 acres

GENERAL NOTES

- Adjoining ownership information shown hereon was obtained from the Hennepin County Property Tax Information web site. Ownership information is subject to revision upon receipt of a title search by a title insurance company.
- Survey coordinate basis: Hennepin County Coordinantes

UTILITY NOTES

- Utility information from plans and markings was combined with observed evidence of utilities to develop a view of the underground utilities shown hereon. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, excavation may be necessary.
- Other underground utilities of which we are unaware may exist. Verify all utilities critical to construction or design.
- Some underground utility locations are shown as marked onsite by those utility companies whose locators responded to our Gopher State One Call, ticket number 151473661.
- Contact GOPHER STATE ONE CALL at 651-454-0002 (800-252-1166) for precise onsite location of utilities prior to any excavation.



BENCH MARKS (BM)

- Top of top nut of fire hydrant in the southwest quadrant of 1st Ave. and 4th street NE  
Elevation = 839.57 feet
- Top of top nut of fire hydrant on the west side of 4th street, 60'-feet northerly of the intersection of Hennepin Avenue and 4th Street NE.  
Elevation = 840.18 feet

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

Dated this 13th day of August, 2015

SUNDE LAND SURVEYING, LLC.

By: Leonard F. Carlson, P.L.S. Minn. Lic. No. 44890

Revision	By	Date
	JMD	
Drawing Title:		
MINOR SUBDIVISION FOR: MORTENSON CONSTRUCTION 333 HENNEPIN AVE. E. MPLS, MN		
Main Office: 9001 East Bloomington Freeway (35W) • Suite 118 Bloomington, Minnesota 55402-3435 952-881-2455 (Fax: 952-888-9526)		
West Office: Mandan, North Dakota 58040-663-5562		
Project: 2015-083 Bk/Pg: 818/49		Date: 08/13/2015
Township: 029 Range: 024 Section: 23		Sheet: 1 of 1
File: 2015083002.dwg		



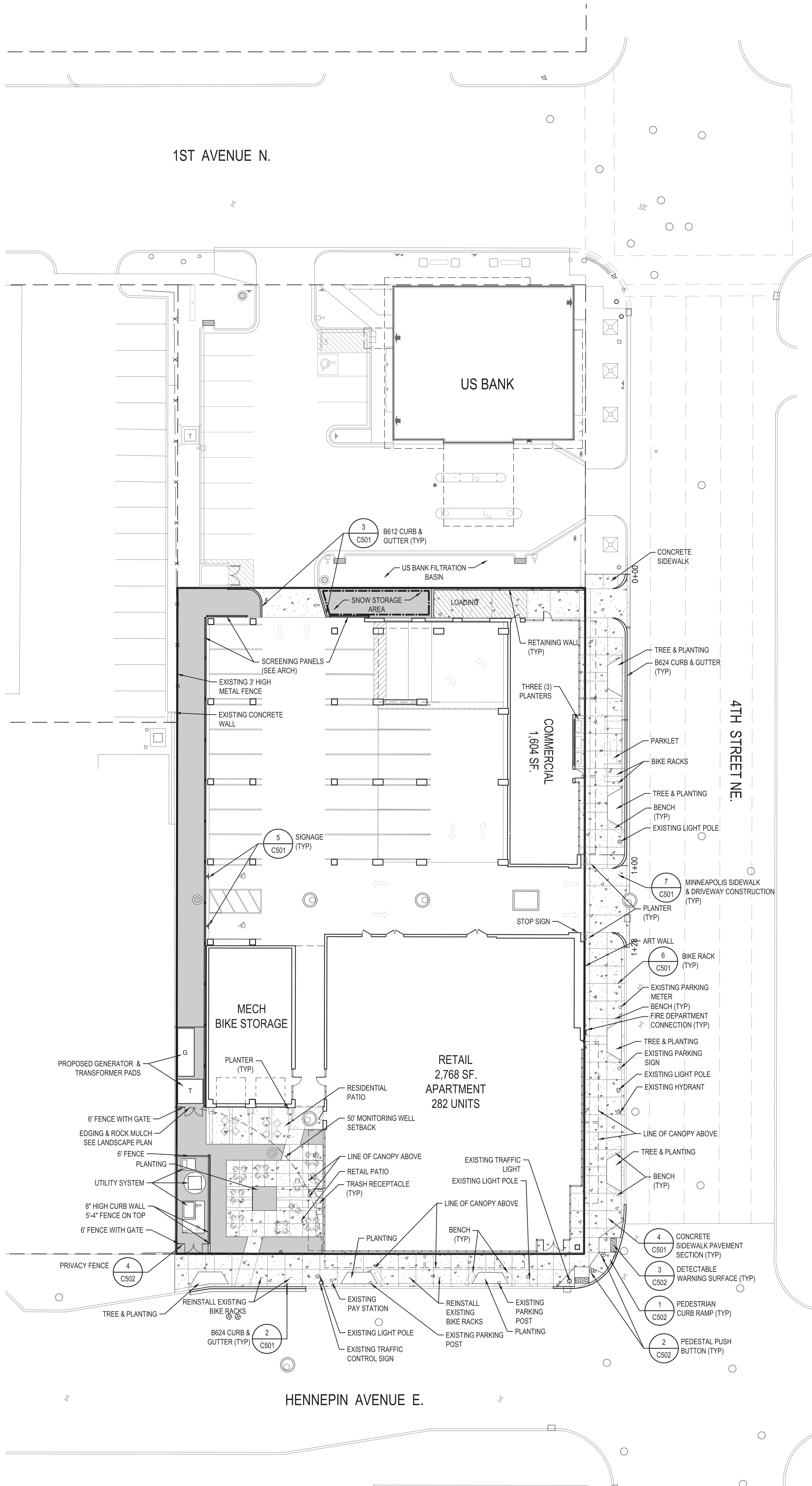
The site plan illustrates the proposed development at 333 E. Hennepin Avenue. The central feature is a 1-story concrete building with a footprint of 8,699 square feet. To the left of the building is a large parking lot area, currently labeled 'EXISTING BUILDING' and 'Surdys'. The plan includes various site details such as concrete islands, bituminous areas, and a 50-foot easement. Surrounding the site are existing structures, including a 'WOOD WALL' and 'WOOD FENCE'. The plan also shows utility lines, including a 12-inch water main and a 36-inch gas main. The site is bounded by Hennepin Avenue to the north and east, and by a property line to the south. The plan includes numerous spot elevations and labels for various features, such as 'CONCRETE', 'BITUMINOUS', and 'WOOD WALL'.

Not to scale

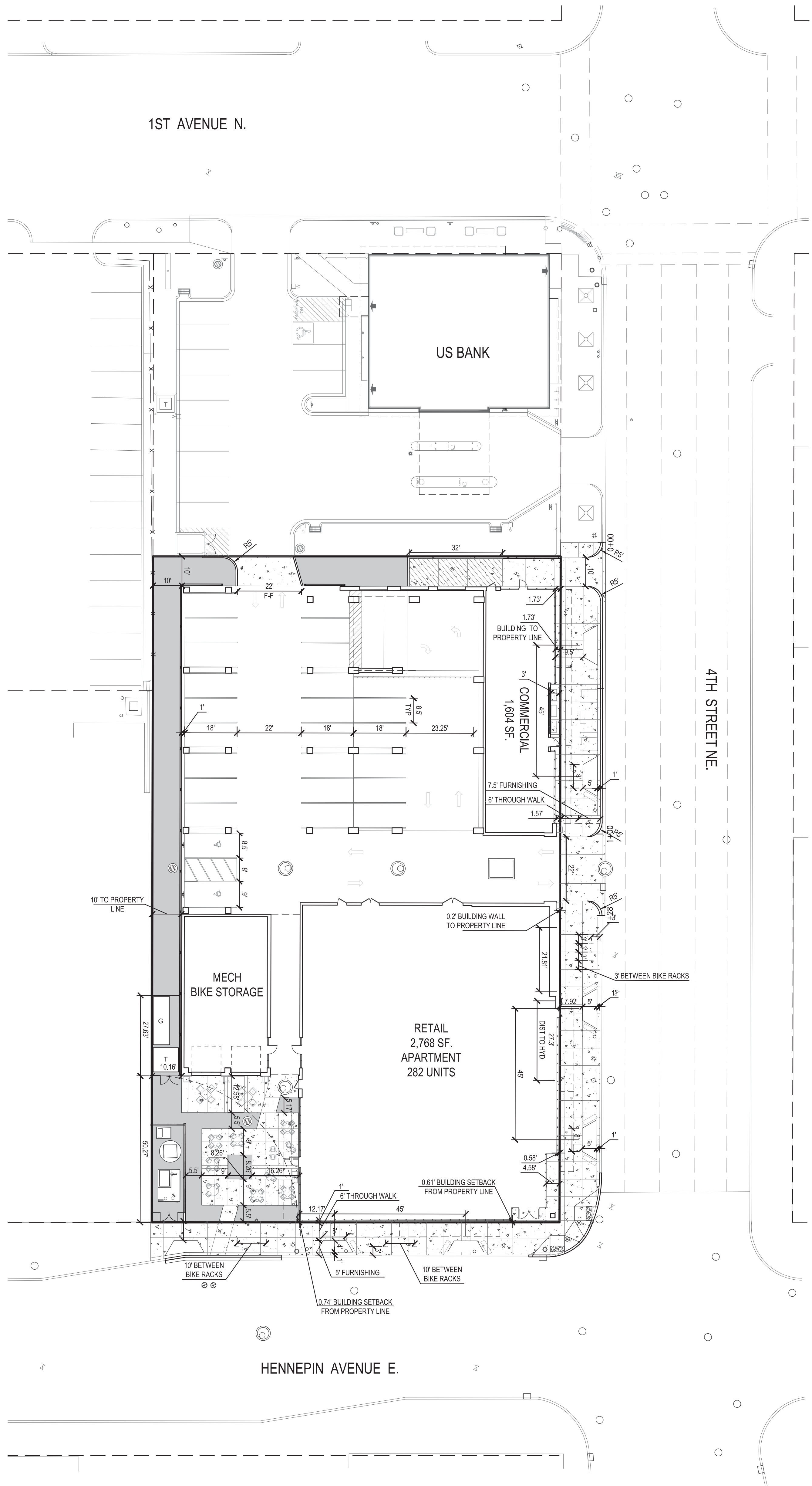








1 SITE PLAN  
1" = 20'



2 DIMENSION PLAN  
1" = 20'

- SITE PLAN NOTES**
1. VERIFY ALL FIELD CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES OR UNKNOWN UTILITIES ARE FOUND THAT IMPACT DESIGN OR IMPAIR CONSTRUCTION, THE ENGINEER AND OWNER SHOULD BE IMMEDIATELY NOTIFIED.
  2. DIMENSIONS SHOWN ON THIS PLAN ARE TO FACE OF CURB AND EXTERIOR FACE OF BUILDING UNLESS NOTED OTHERWISE.
  3. MEET AND MATCH EXISTING CONDITIONS. PROVIDE TRANSITION AS NECESSARY.
  4. ON-SITE CURB TO BE 6" CONCRETE CURB & GUTTER. MATCH EXISTING CURB ON CITY STREETS.
  5. 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.

- CITY OF MINNEAPOLIS NOTES**
1. 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.
  2. AN OBSTRUCTION PERMIT IS REQUIRED ANYTIME CONSTRUCTION WORK IS PERFORMED IN THE PUBLIC RIGHT-OF-WAY. PLEASE CONTACT SCOTT KRAMER AT (612) 673-2883 REGARDING DETAILS OF SIDEWALK AND LANE CLOSURES. LOG ON TO HTTP://MINNEAPOLIS.MN.ROWAY.NET/ FOR A PERMIT.
  3. ANY METERED PARKING SPACES NEEDED TO FACILITATE PROJECT WORK MUST BE HOODED AT PROJECT EXPENSE FOR THE LENGTH OF DISRUPTION REQUIRED. IF SIDEWALK IS REMOVED AND PARKING LANE IS CLOSED, THE METER AND SPACE DELINEATORS MUST BE REMOVED AND REINSTALLED UPON PROJECT COMPLETION AT PROJECT EXPENSE. THIS CAN BE REQUESTED AT THE SAME TIME THAT THE "OBSTRUCTION PERMIT" IS OBTAINED VIA WWW.MINNEAPOLIS.MN.ROWAY.NET. CONTACT SCOTT KRAMER AT SCOTT.KRAMER@MINNEAPOLIS.MN.GOV IF YOU HAVE ANY QUESTIONS REGARDING OBSTRUCTION PERMITS OR METER REMOVAL.
  4. CONTACT ALLAN KLUGMAN AT (612) 673-2743 PRIOR TO CONSTRUCTION FOR THE TEMPORARY REMOVAL/TEMPORARY RELOCATION OF ANY CITY OF MINNEAPOLIS LIGHTING OR TRAFFIC SIGNAL SYSTEM THAT MAY BE IN THE WAY OF CONSTRUCTION.
  5. PAVEMENT MARKINGS THAT EXIST PRIOR TO THE START OF THE PROJECT MUST BE RE-PLACED IN KIND. IF IT IS LATEX OR EPOXY PAINT THEN IT MUST GO BACK IN WITH THAT TYPE OF PAINT UNLESS OTHERWISE DIRECTED BY CITY OF MINNEAPOLIS TRAFFIC DIVISION. ALL COSTS ASSOCIATED WITH PAVEMENT MARKING REPLACEMENT SHALL BE BORNE BY THE CONTRACTOR AND/OR PROPERTY OWNER.
  6. ALL COSTS FOR RELOCATION AND/OR REPAIR OF CITY TRAFFIC FACILITIES INCLUDING TRAFFIC SIGNAL SYSTEMS, STREET LIGHTING, TRAFFIC SIGNS, PARKING METERS, AND PAVEMENT MARKINGS SHALL BE BORNE BY THE CONTRACTOR AND/OR PROPERTY OWNER.
  7. CONTACT DOUG MADAY AT (612) 673-5755 PRIOR TO CONSTRUCTION FOR THE REMOVAL OF ANY CITY OF MINNEAPOLIS RIGHT OF WAY SIGNS OR PAVEMENT MARKINGS THAT MAY BE IN THE WAY OF CONSTRUCTION.
  8. CONTACT PAUL CAO AT 612-673-52943 FOR POSITION AND ALIGNMENT OF BIKE RACKS PROPOSED IN THE PUBLIC RIGHT-OF-WAY.
  9. PEDESTRIAN RAMPS AT 4TH STREET AND HENNEPIN SHALL BE ACCESSIBLE PEDESTRIAN SIGNAL (APS) READY. CONTACT RYAN ANDERSON AT 612-673-3986 FOR CURRENT APS DESIGN.

**PROJECT SUMMARY**

AREA SUMMARY	PROPOSED	EXISTING
SITE 32.004 SF, (0.74 AC.)		
IMPERVIOUS	28,868 SF, (90%)	29,787 SF, (93%)
BUILDING COVERAGE	25,870 SF, +/- (81%)	8,699 SF, +/- (27%)
PARKING, WALK, & TRASH	2,998 SF, (9%)	21,088 SF (66%)
PERVIOUS AREA	3,136 SF, (10%)	2,237 SF, (7%)
AREAS NOT OCCUPIED BY BUILDING	6,134 SF	23,305 SF
PROPOSED LANDSCAPE YARD (REQUIRED 20% OF AREAS NOT OCCUPIED BY BUILDINGS)	3,136 SF, (51%)	2,237 SF, (10%)

PARKING SUMMARY	
PROPOSED PARKING	282 STALLS
9'X18' GARAGE ACCESSIBLE STALL	11 STALLS
8.5'X18' GARAGE ACCESSIBLE STALL	1 STALLS
8.5'X18' GARAGE STALL	270 STALLS
PROPOSED BICYCLE	142 LONG TERM BIKE SPACES + 24 R/W SPACES

**CUNNINGHAM GROUP**

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Suite 325  
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55414  
Tel: 612 379 3400  
Fax: 612 379 4400  
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STAMP AREA

Consultant

**Elan**  
DESIGN LAB

901 N 3rd STREET, SUITE 120  
MINNEAPOLIS, MN 55401  
p 612.260.7980  
f 612.260.7990 | www.elanlab.com

Revisions

No	Date	Description
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**PDR & LANDUSE APPLICATIONS**

Document Phase:	PDR
Date:	June 5, 2017
PIC / AIC:	JAS
Drawn By:	PS
Checked By:	MJW
Comm. No.:	15-0226

**Project Title**  
333 Hennepin

**CERTIFICATION**

I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly Licensed Professional Engineer in the State of Minnesota.

**NOT FOR CONSTRUCTION**

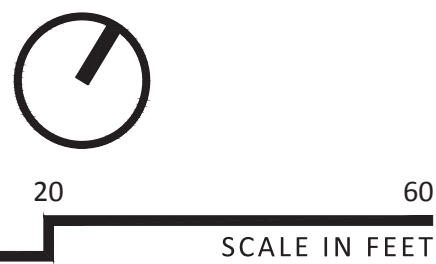
Marcelle J. Weslock PE, LEED, AP DATE  
REGISTRATION NO. 42323 06/05/17

**Sheet Title**  
Site Plan

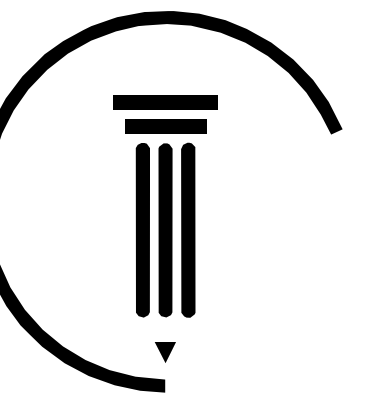
Sheet Number

**C101**

**811**  
Know what's below.  
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CUNNINGHAM  
G R O U P

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STAMP AREA

Consultant

Revision  
No. Date Description

PDR & LANDUSE  
APPLICATIONS

Document Public Approvals  
Date: May 15, 2017  
PIC / AIC: JAS  
Drawn: JP  
Checked: EA  
Comm: 15-0226

Project Title  
333 Hennepin

Sheet  
Architectural Site Plan

Sheet

.A100

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1ST AVENUE N.

UNIVERSITY AVENUE N.E.

4TH STREET N.E.

HENNEPIN AVENUE E.

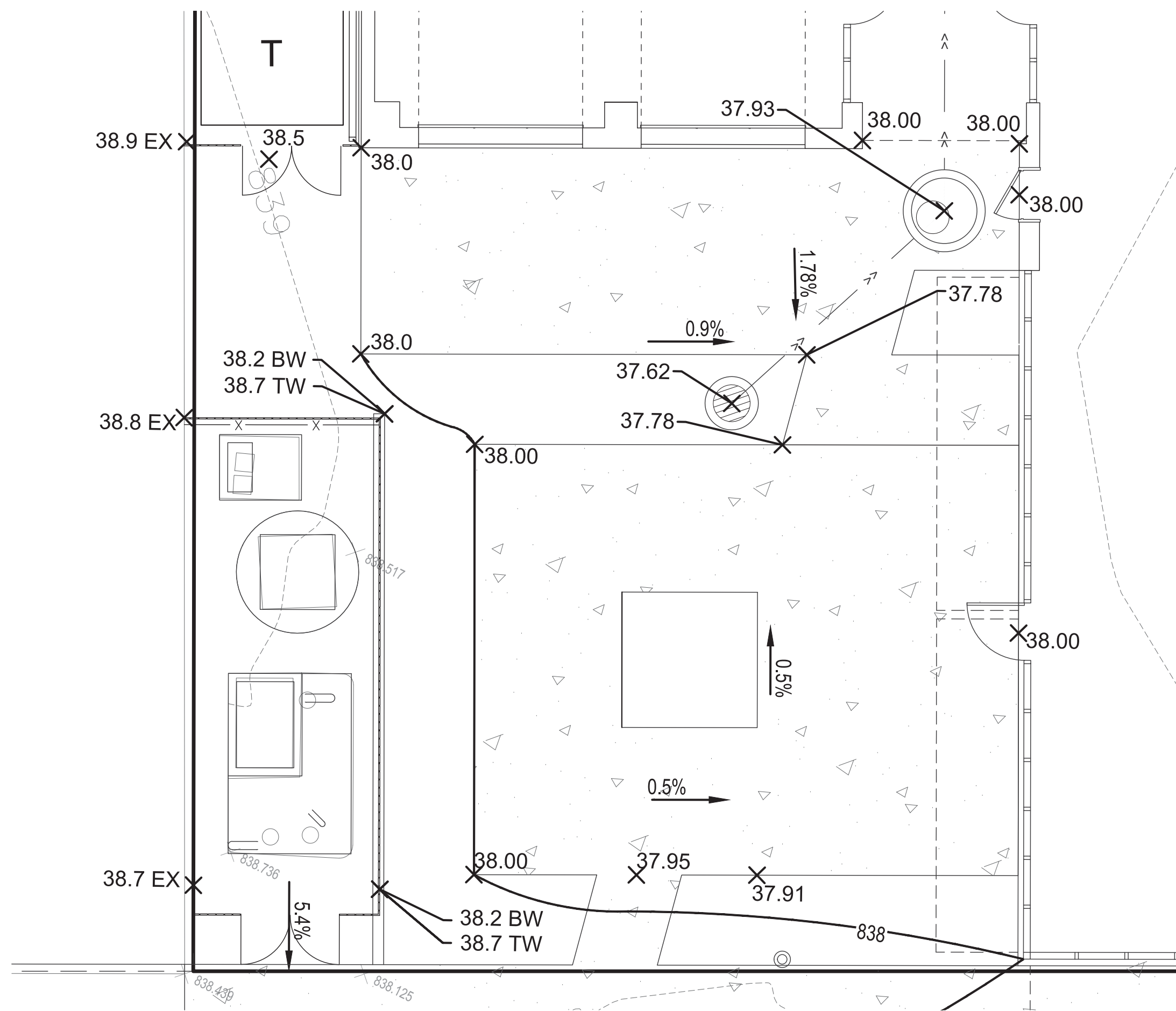
1  
A100  
Architectural Site Plan  
1" = 20'-0"



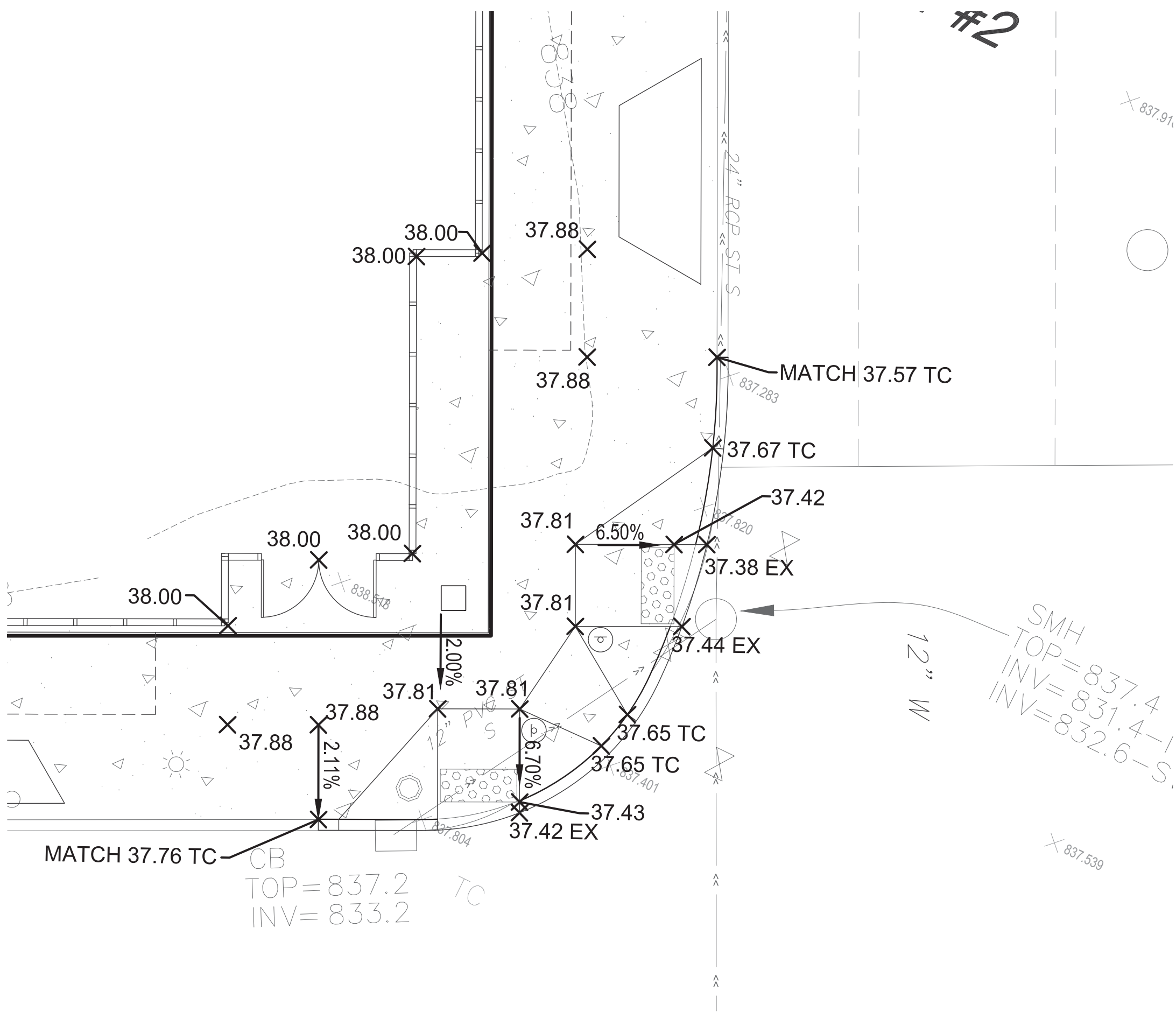




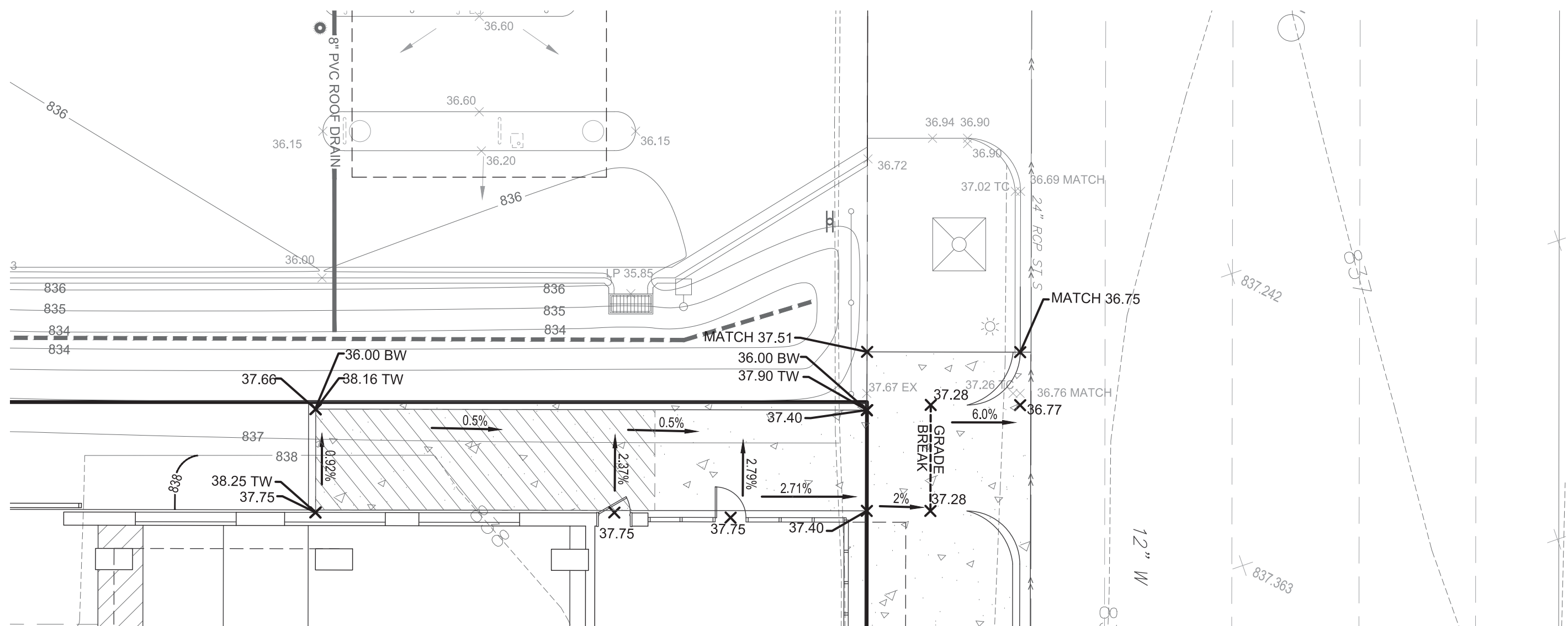




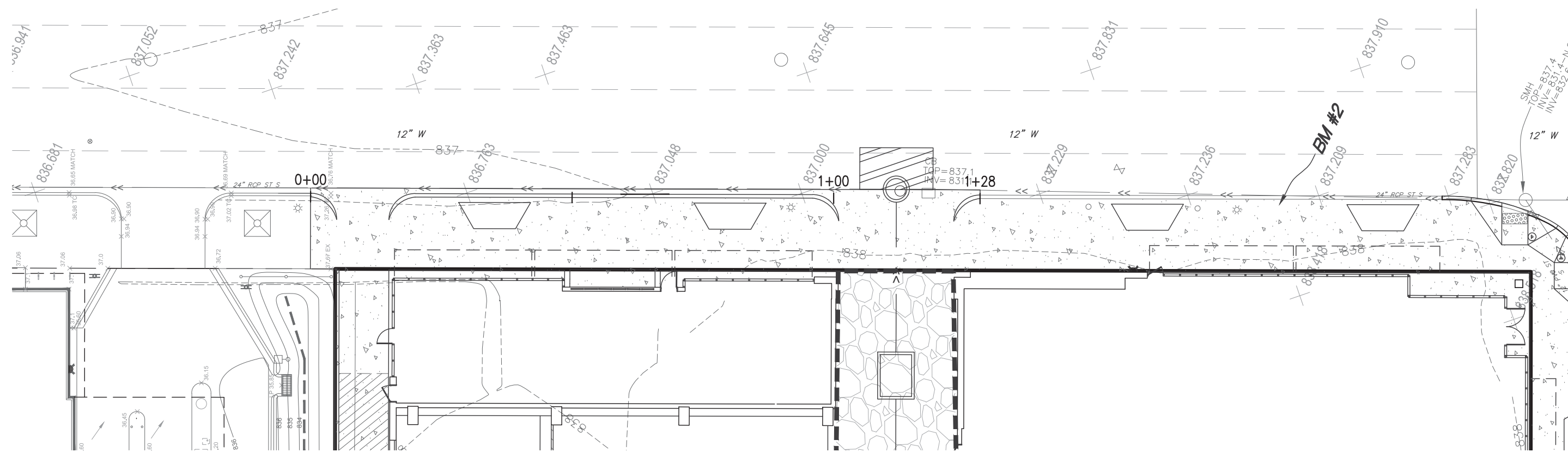
1 ENLARGED GRADING PLAN - PLAZA  
1"=10'



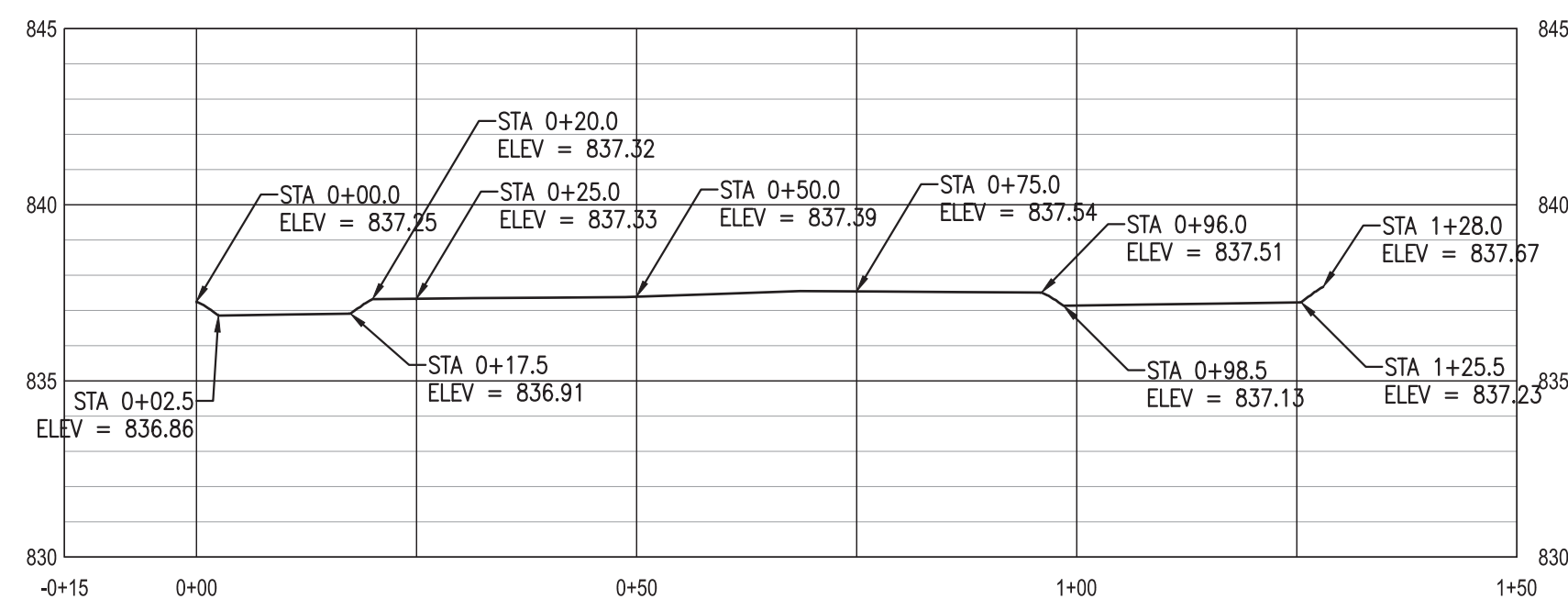
2 ENLARGED GRADING PLAN - ENTRANCE  
1"=10'



3 ENLARGED GRADING PLAN - LOADING DOCK  
1"=10'



4 4TH STREET CURB REPLACEMENT  
H: 1"=20' V: 1"=5'



4TH STREET CURB REPLACEMENT



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f 612.260.7990 | www.elanlab.com

Revisions

No.	Date	Description
-----	------	-------------

PDR & LANDUSE  
APPLICATIONS

Document Phase:	PDR
Date:	June 5, 2017
PIC / AIC:	JAS
Drawn By:	PS
Checked By:	MIW
Comm. No.:	15-0226

Project Title

333 Hennepin

CERTIFICATION

I hereby certify that this plan was prepared by me, or  
under my direct supervision, and I am a duly  
Licensed Professional Engineer in the State of  
Minnesota.

NOT FOR  
CONSTRUCTION

Marcelle J. Wieslock PE, LEED, AP DATE  
REGISTRATION NO. 42323 06/05/17

Sheet Title

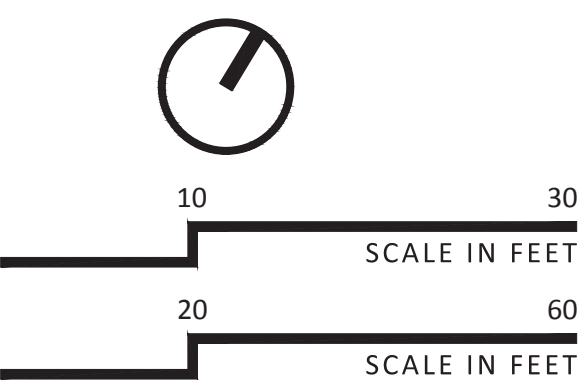
Enlarged Grading Plan

Sheet Number

C202



Know what's below.  
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Project Name / Location

Project Name	333 Hennepin
Project Address	333 East Hennepin Ave
Property ID	TBD
Latitude / Longitude	
Project Type	Commercial

Contacts

Owner	Contractor	Preparer
Mortenson	Mortenson	Elan Design Lab, Inc.
Dan O'keefe	Dan O'keefe	Marcelle Weslock, PE
700 Meadow Lane N	700 Meadow Lane N	901 N 3rd St. #120
Minneapolis, MN 55422	Minneapolis, MN 55422	Minneapolis, MN 55401
763-287-5915	763-287-5915	612-260-7981
dan.okeefe@mortenson.com	dan.okeefe@mortenson.com	mweslock@elanlab.com

General SWPPP Responsibilities

The Contractor (Operator) shall provide a knowledgeable and experienced person(s) to oversee the implementation of the SWPPP and the installation. Inspection and maintenance of the erosion and sediment control BMP's before and during construction. Training must be in conformance with the NPDES Construction Permit requirements. Training documentation must kept on-site with the SWPPP and the trained person must be available on-site within 72 hours.

Both the Owner and Contractor (Operator) shall be responsible for the proper termination and/or transfer of the permit.

The owner will be responsible for the long term operation and maintenance of the permanent storm water management system(s).

Unless specifically stated the engineer shall have no responsibility for any SWPPP activities during or after construction.

Project Description

The project consists of the construction of a new 25,870 ft<sup>2</sup> building footprint and associated parking lot on a 32,004 sf property, which is part of a connected action totaling 1.07 acres. The project creates 0.00 acres of new impervious surface. A total of 0.876 acres will be disturbed for the 333 Hennepin site. The proposed project includes the construction of the new building, an outdoor plaza, and an underground stormwater treatment facility.

Soils

The geotechnical report prepared for the project by Braun Intertec is hereby incorporated into the SWPPP. The site was previously developed and has an existing building and asphalt pavement at the site. The existing soils include a mixture of fill soils over limestone bedrock, with the exception of two boring locations that had fill extending to glacially deposited sand. The fill encountered consisted of silty sand with variable amounts of gravel. Poorly graded sand and sandy lean clay fill soils were also found.

Receiving Waters

Waterbody ID No.	Name of Water Body	Type	Special Water	Impaired Water
07010206-509	Mississippi River	River	no	yes

Project Plans

The following plan sheets are hereby incorporated into this SWPPP

Sheet Number	Description	Date
C2.1	Grading, Drainage, and Erosion Control Plan	06/02/2017
C2.2	Enlarged Grading Plan	06/02/2017
C2.3	SWPPP	06/02/2017
C3.1	Utility Plan	06/02/2017
C5.2	Details	06/02/2017

Related Reviews and Permits

Agency	Type of Permit or Review	Status
City of Minneapolis	Site plan, Storm Water Management, Building Permit	Pending
MPCA	NPDES Site Construction	Pending

Stormwater Management System Overview

The Storm Water Management System treats water on-site in an underground filter system located underneath the parking garage. Water is conveyed to the filter system from three areas, the building roof, outdoor spaces on-site, and the off-site drainage from Surdyk's roof. Outdoor spaces on-site and off-site drainage from Surdyk's roof are brought to the underground filter system via two area drains. The building roof drainage system connects into the storm sewer located in the parking garage. This storm sewer then conveys the roof drainage to the underground filter system.

Erosion Prevention Measures - General

The Contractor (Operator) is responsible for all erosion prevention measures for the project including but are not limited to the following:

- The Contractor (Operator) shall plan and implement appropriate construction practice and construction phasing to minimize erosion and retain vegetation whenever possible
- All areas not to be disturbed shall be delineated with flags, stakes, signs, or other means necessary to protect these areas before construction begins on the site.
- All drainage ditches and/or swales shall have temporary or permanent stabilization within 24 hours of connecting to a surface water or 24 hours after construction activity in the ditch/swale has temporarily or permanently ceased.
- All pipe outlets shall have temporary or permanent energy dissipation within 24 hours of connecting to a surface water.
- All exposed soils shall be stabilized as soon as possible to limit soil erosion. In no case shall un-worked areas, including stock piles, have exposed soils for more than 14 days with providing temporary or permanent stabilization. (7 days for projects with a receiving water that is impaired or special)

Sediment Control Measures and Timing - General

The Operator (Contractor) is responsible for all sediment control measures for the project. Sediment control measures include but are not limited to the following:

- Sediment control measures shall be established on all down gradient perimeters before any up-gradient land disturbing activities begin. These measures shall remain in place until final stabilization has been established.
- On slopes with 3:1 or steeper grades there shall be no unbroken slope length greater than 75 feet.
- All storm drain inlets and culvert inlets shall be protected by an appropriate BMP during construction until all sources with potential for discharging to the inlet has been stabilized. Inlet and culvert protection shall conform to the MnDOT Specifications 2573 and 3891.
- Stock piles shall be provided with an effective sediment perimeter control and shall not be placed in any type of surface water or drainageway.
- Vehicle tracking shall be minimized with effective BMP's. Where the BMP's fail to prevent sediment from tracking onto streets the Contractor shall conduct street sweeping to remove all tracked sediment.
- The Operator is responsible for identifying the need for temporary sediment basins based on actual field conditions to protect downstream resources. Temporary sediment basins shall be constructed before up gradient vegetation is disturbed and maintained until the risk of damage to downstream resources is mitigated by other means.

Dewatering and Basin Draining Activities - General

The Operator is responsible for adhering to all dewatering and surface drainage regulations, including but not limited to the following:

- Water from dewatering activities shall discharge to a temporary and/or permanent sediment basin.
- If water cannot be discharged to a sedimentation basin, it shall be treated with other appropriate BMP's, to effectively remove sediment.
- All discharge points shall be protected from erosion and scour.
- Discharge water shall be dispersed over an effective energy dissipation measure.
- All water from dewatering shall be discharged in a manner that does not cause nuisance conditions, erosion, or inundation of wetlands. Water shall not be discharged to adjacent residential properties. It must be discharged to the public street.

Final Stabilization - General

The Operator is responsible for ensuring final stabilization of the site, including but is not limited to the following:

- All soil disturbing activities have been completed.
- All exposed soils have been uniformly stabilized with at least 80% vegetation coverage.
- All drainage ditches, ponds and all storm water conveyance systems have been cleared of sediment and stabilized to preclude erosion.
- All temporary BMP's have been removed and properly disposed.
- Final stabilization shall be performed in accordance with MnDOT Specification 2515.

Temporary Sediment Basin

During construction the contractor shall excavate and maintain temporary sediment basins as needed to prevent sediment from leaving the site. Runoff shall be directed to the existing treatment pond and not towards city streets.

The temporary ponds shall remain until vegetation is fully established in upstream areas and in the southern filtration basins. The temporary basins shall be cleaned whenever more than 1/3 of the storage volume is lost due to sedimentation.

Construction Sequencing

Contractor shall comply with the following sequence. The Contractor may make adjustments to the sequence if needed to address actual field conditions.

- Install site security fence
- Install bioroll on the inside of site security fence
- Install rock construction entrance.
- Install inlet protection per plans.
- Provide erosion control seeding and mulch if active construction is not taking place.
- Construct building and utilities
- Replace sidewalk
- Install landscaping and permanent mulch.
- Sod or seed and mulch any remaining disturbed areas.
- Monitor vegetation and reinstall as needed until fully established.
- File NPDES Notice of Termination ("NOT") with MPCA within 30 days of final stabilization.

Inspection and maintenance

All inspections, maintenance, repairs, replacements and removal are to be considered incidental to the BMP bid items.

The Contractor (Operator) is responsible for completing required inspections maintenance and observation of weather conditions and rainfall amounts to ensure compliance with the permit requirements. The Contractor (Operator) shall observe the construction site once every seven (7) days during active construction and within 24 hours after a rainfall event greater than 0.5 inches in 24 hours.

The Contractor (Operator) shall keep a summary maintenance/construction observation report to be recorded after each site visit/observation. The Contractor (Operator) shall submit a copy of the written inspections monthly to the Owner. Records shall include the following:

- Date and time of inspections
- Name of person conducting inspection
- Findings and recommendations for corrective actions if necessary
- Corrective actions taken
- Date and amount of rainfalls greater than 0.5 inches in 24 hours
- Mention of any changes made to the SWPPP
- A site map indicating active construction areas and land disturbing activities.

The Contractor (Operator) must keep the SWPPP, all inspection reports and amendments onsite. The Contractor (Operator) shall designate a specific location to keep the records whenever construction activity is in progress.

All erosion prevention and sedimentation control BMP's must be inspected to ensure integrity and effectiveness. All nonfunctional BMP's must be repaired, replaced or supplemented with functional BMP's. The Contractor (Operator) must investigate and comply with the following inspection and maintenance requirements:

- All sediment barriers including silt fence, bio-logs, and similar devices must be repaired replaced or supplemented when they become nonfunctional or the sediment reaches 1/3 of the barrier height. These repairs shall be made within 24 hours of discovery.
- Temporary and permanent sediment basins must be drained and the sediment removed when the depth of sediment collected in the basin reaches 1/2 the storage volume. Drainage and removal must be completed within 72 hours of discovery.
- Surface waters, including drainage ditches and conveyance systems, must be inspected for evidence of erosion and sediment deposition. The Operator shall remove all deltas and sediment deposited in surface waters, including drainage ways, catch basins, and other drainage systems. The Operator shall re-stabilize the areas where sediment removal results in exposed soil. Removal and stabilization must take place within 7 days of discovery, unless precluded by legal, regulatory or physical constraints. The Contractor (Operator) is responsible for contacting all local, regional, state and federal authorities and receiving any applicable permits, prior to conducting any work.
- Construction site vehicle exit locations shall be inspected daily for evidence of off-site sediment tracking onto paved surfaces. Tracked sediment must be removed from all paved surfaces within 24 hours of discovery.

- The Contractor (Operator) is responsible for the operation and maintenance of temporary and permanent water quality BMP's. As well as erosion and sediment control BMP's for the duration of the construction work at the site.
- If sediment escapes the construction site, all off-site accumulations of sediment must be removed in a manner and at a frequency sufficient to minimize off-site impacts.

Pollution Prevention Management Measures

The Contractor (Operator) shall be responsible for all pollution prevention management measures. The Contractor (Operator) is responsible for informing all visitors and/or personnel on-site of the pollution prevention management measures.

All pollution prevention management measures are to be considered incidental to the overall project bid, unless otherwise noted. Pollution prevention management measures include but are not limited to the following:

- The Contractor (Operator) is responsible for the proper disposal, in compliance with MPCA disposal requirements, of all solid or liquid waste and hazardous materials on-site.
- Concrete trucks shall not be allowed to wash out or discharge surplus concrete or drum wash water on-site, unless done in an engineered leak-proof containment system. The engineered system provided by the Contractor (Operator) must include site drawings for the project file and written assurance that the system will work as designed and leave no discharge of concrete or concrete residue potential to waters of the state during a minimum of a 100-year storm event. A sign must be installed adjacent to each washout system to inform concrete equipment Operators to utilize the proper facilities. The concrete washout containment system and all related items shall be considered incidental to the project bid.
- All nonhazardous waste materials shall be collected and stored in a securely lidded metal dumpster or other approved containment method at the end of each day. Any alternative to a metal dumpster must be submitted in writing for approval by the project engineer. The dumpster shall be emptied as necessary to function as intended for debris collection. No construction garbage or waste material shall be buried on-site.
- A licensed sanitary waste management Contractor shall collect all sanitary waste from the portable units at a rate necessary to maintain designed function.
- All fertilizers shall be stored in a covered shelter. Partially used bags shall be transferred to a sealable bin to reduce the chance of spillage.
- External washing of trucks and other construction vehicles and engine degreasing are prohibited at the construction site. All vehicles on-site shall be monitored for leaks and receive regular prevention maintenance to reduce the chance of leakage. Petroleum products shall be stored in tightly sealed containers. Which are clearly labeled. Spill kits shall be included with all fueling sources and maintenance activities. Secondary containment measures shall be installed and maintained by the Operator.
- Any asphalt substances used on-site shall be applied in accordance with manufacturer's recommendations.
- All paint containers and curing compounds shall be tightly sealed and stored when not required for use. Excess paint and/or curing compounds shall not be discharged into the storm sewer system and shall be properly disposed of according to manufacturer's instruction.



#### UTILITY NOTES

- VERIFY ALL CONNECTIONS TO EXISTING UTILITY SERVICES PRIOR TO CONSTRUCTION. ANY DISCREPANCIES BETWEEN LOCATED UTILITIES AND THE EXISTING CONDITIONS PLAN SHOULD BE NOTED AND FORWARDED TO THE ENGINEER.
- CONTRACTOR TO PROVIDE ADEQUATE MEANS AND METHODS TO ASSURE ADJACENT PROPERTY IS NOT DAMAGED DURING UTILITY INSTALLATION.
- PIPE LENGTHS SHOWN ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
- UTILITY SERVICE LOCATIONS WITHIN BUILDING ARE SHOWN CORRECT AS OF THE DATE OF THIS PLAN. THE CONTRACTOR SHALL VERIFY LOCATIONS BY COMPARING THIS PLAN WITH THE MECHANICAL PLANS PRIOR TO ANY UTILITY CONSTRUCTION.
- PIPE MATERIALS: (TO BE VERIFIED)

WATER	DIP
SAN SEWER	PVC SDR 26
STORM SEWER	PVC SDR 26
- ALL UTILITY CONSTRUCTION TO CONFORM WITH STATE, CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), AND CITY OF MINNEAPOLIS STANDARD SPECIFICATIONS.
- ADJUST ALL STRUCTURES, PUBLIC AND PRIVATE, TO PROPOSED GRADES WHERE DISTURBED. COMPLY WITH ALL REQUIREMENTS OF UTILITY OWNERS. STRUCTURES BEING RESET TO PAVED AREAS TO MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
- THE PRIMARY ELECTRIC, TRANSFORMER, AND METER IS PROVIDED AND INSTALLED BY XCEL ENERGY. THE SECONDARY ELECTRIC SHALL BE INSTALLED FROM MECHANICAL ROOM TO THE TRANSFORMER AND IS THE RESPONSIBILITY OF THE CONTRACTOR.
- COORDINATE TELEPHONE WITH QWEST TO PROVIDE SERVICE. CONTRACTOR TO PROVIDE A 3" PVC CONDUIT WITH PULL-STRING FROM EXISTING SERVICE TO THE BUILDING.
- COORDINATE INSTALLATION OF NEW GAS SERVICE WITH CENTER POINT ENERGY AT (612) 321-4939. NEW SERVICE TO BE INSTALLED AFTER THE SLAB/FOUNDATION IS COMPLETED BUT PRIOR TO INSTALLATION OF GRAVEL BASE FOR SIDEWALK. THE GAS METER WILL BE SUPPLIED BY CENTER POINT ENERGY. THE CONTRACTOR IS RESPONSIBLE FOR THE GAS SERVICE FROM THE METER TO THE MECHANICAL ROOM.
- PROVIDE LANDSCAPE SLEEVE PER IRRIGATION PLAN PREPARED BY LANDSCAPE CONTRACTOR. EXTEND SLEEVES 3' BEYOND THE EDGE CURB OR PAVEMENT.
- 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 AND PHOTOGRAPHIC RECORD OF THE INSTALLATION. 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.
- THE CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL CONTACT MINNEAPOLIS SURFACE WATERS AND SEWERS AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION RELATED TO, OR IN THE LOCATION OF, THE PROPOSED STORMWATER MANAGEMENT BMP (CONTACT: PAUL CHELLESEN, 612-673-2406, PAUL.CHELLESEN@MINNEAPOLISMN.GOV).
- THE CONTRACTOR IS REQUIRED TO CONTACT MINNEAPOLIS PUBLIC WORKS -- SURFACE WATER & SEWERS, WILL SHUTTLE, 612-673-3606 OR WILLIAM.SHUTTLE@MINNEAPOLISMN.GOV, A MINIMUM OF 48 HOURS IN ADVANCE OF ANY WORK ON THE CITY SEWER MAIN TO COORDINATE INSPECTIONS

STAMP AREA

Consultant

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F 612.260.7990  
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Revisions

No.	Date	Description
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PDR & LANDUSE  
APPLICATIONS

Document Phase:	PDR
Date:	June 5, 2017
PIC / AIC:	JAS
Drawn By:	PS
Checked By:	MJW
Comm. No.:	15-0226

Project Title

333 Hennepin

CERTIFICATION

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CONSTRUCTION

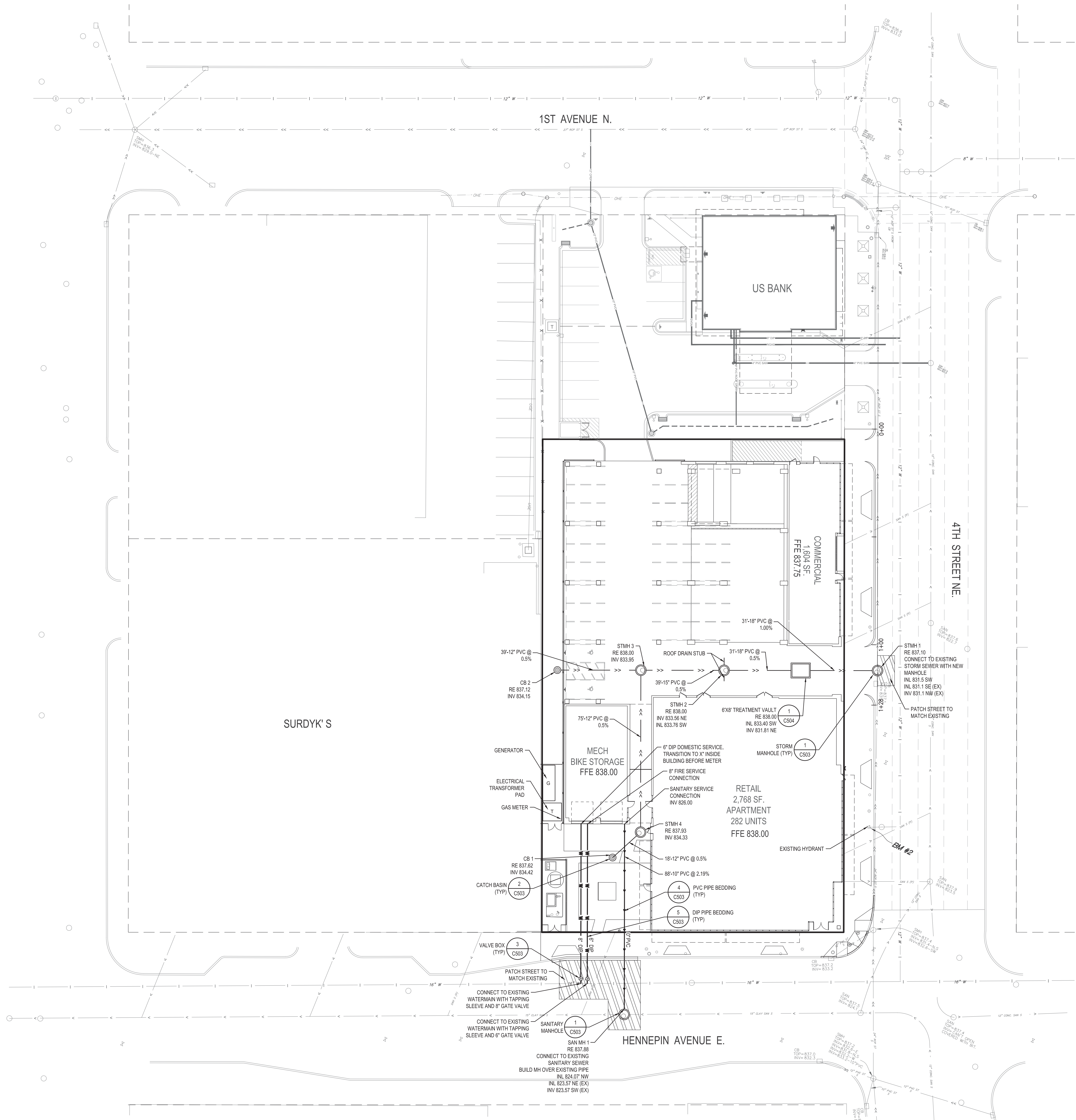
Marcelle J. Weeslock PE, LEED, AP  
REGISTRATION NO. 42323 06/05/17

Sheet Title

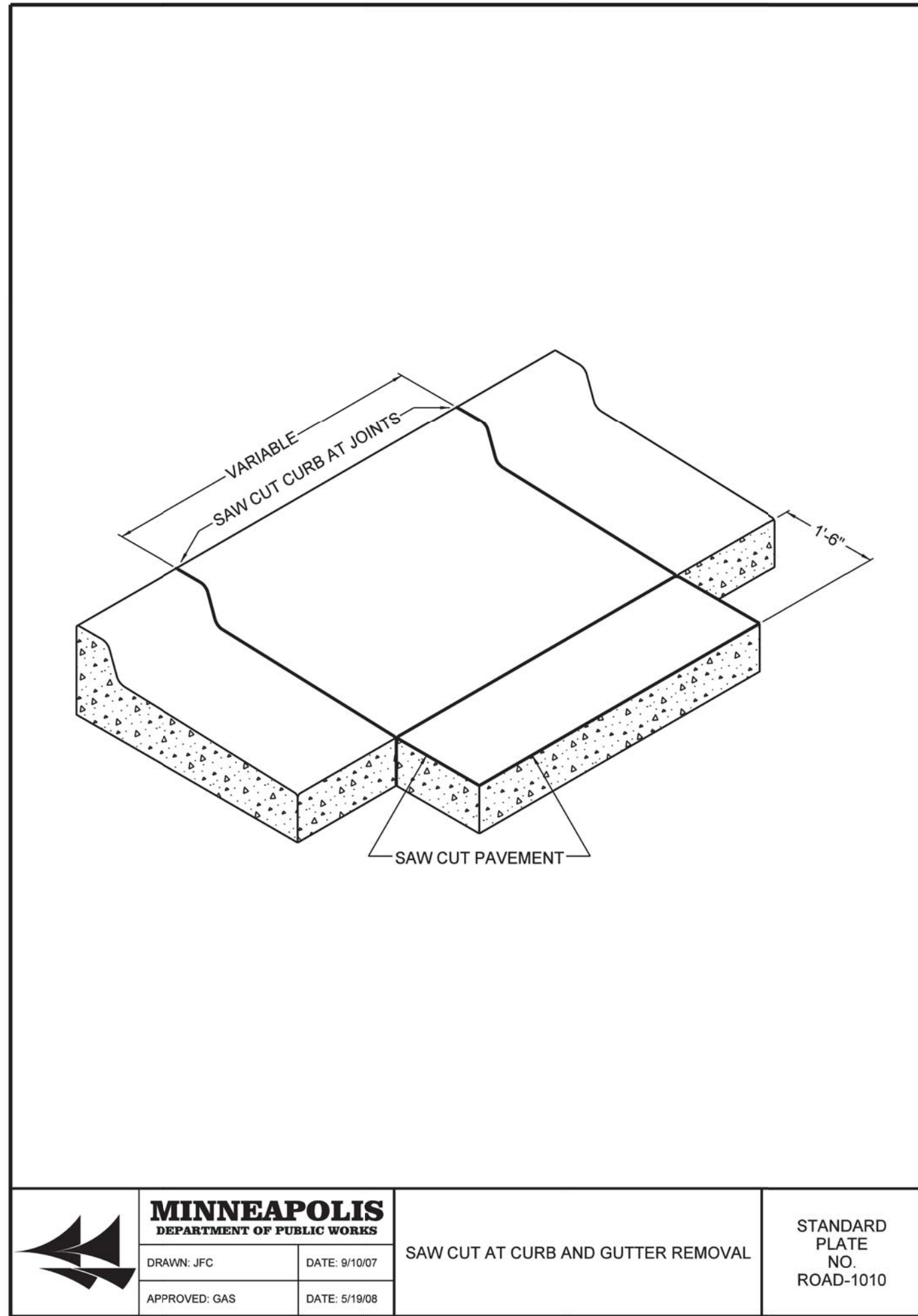
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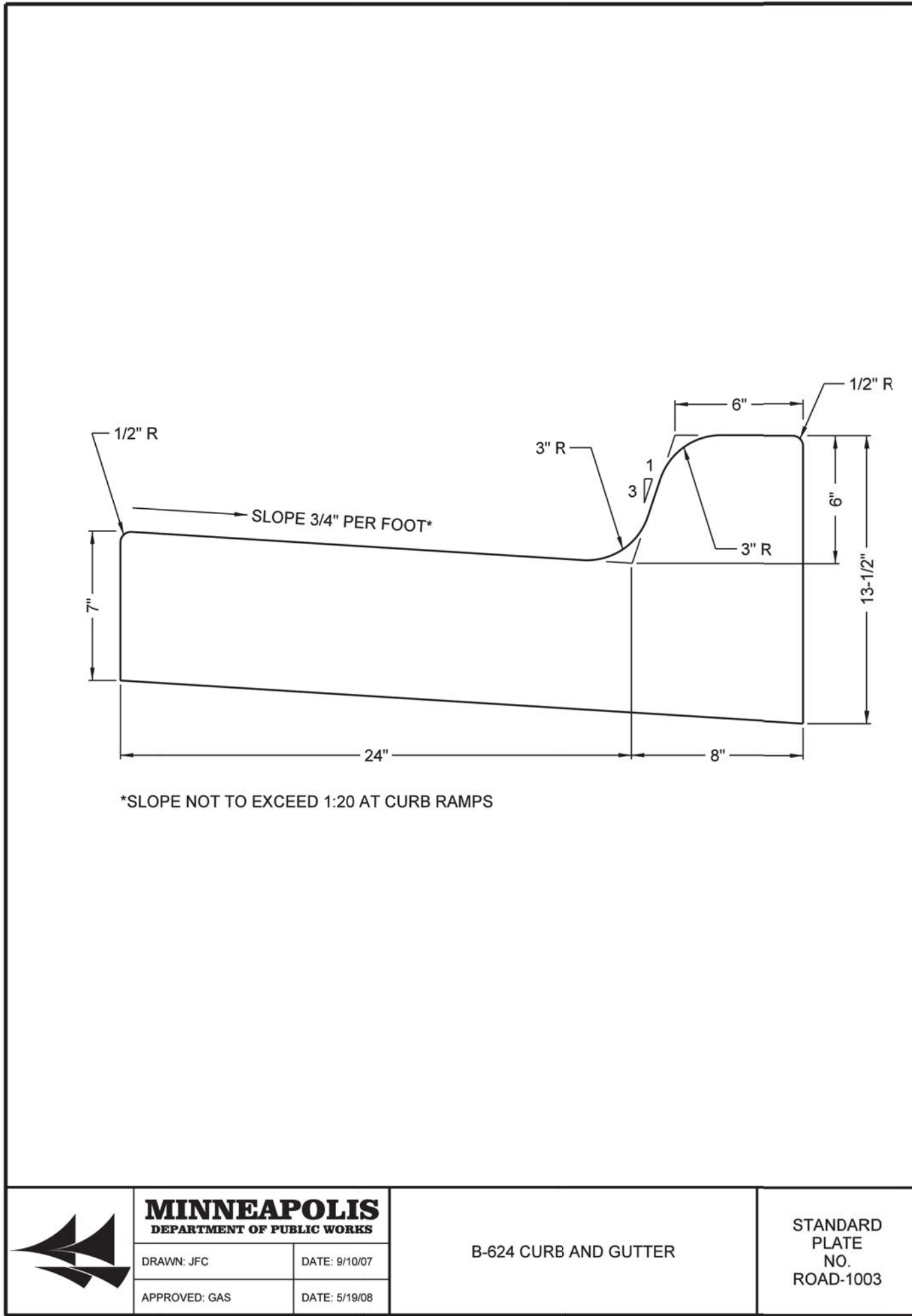
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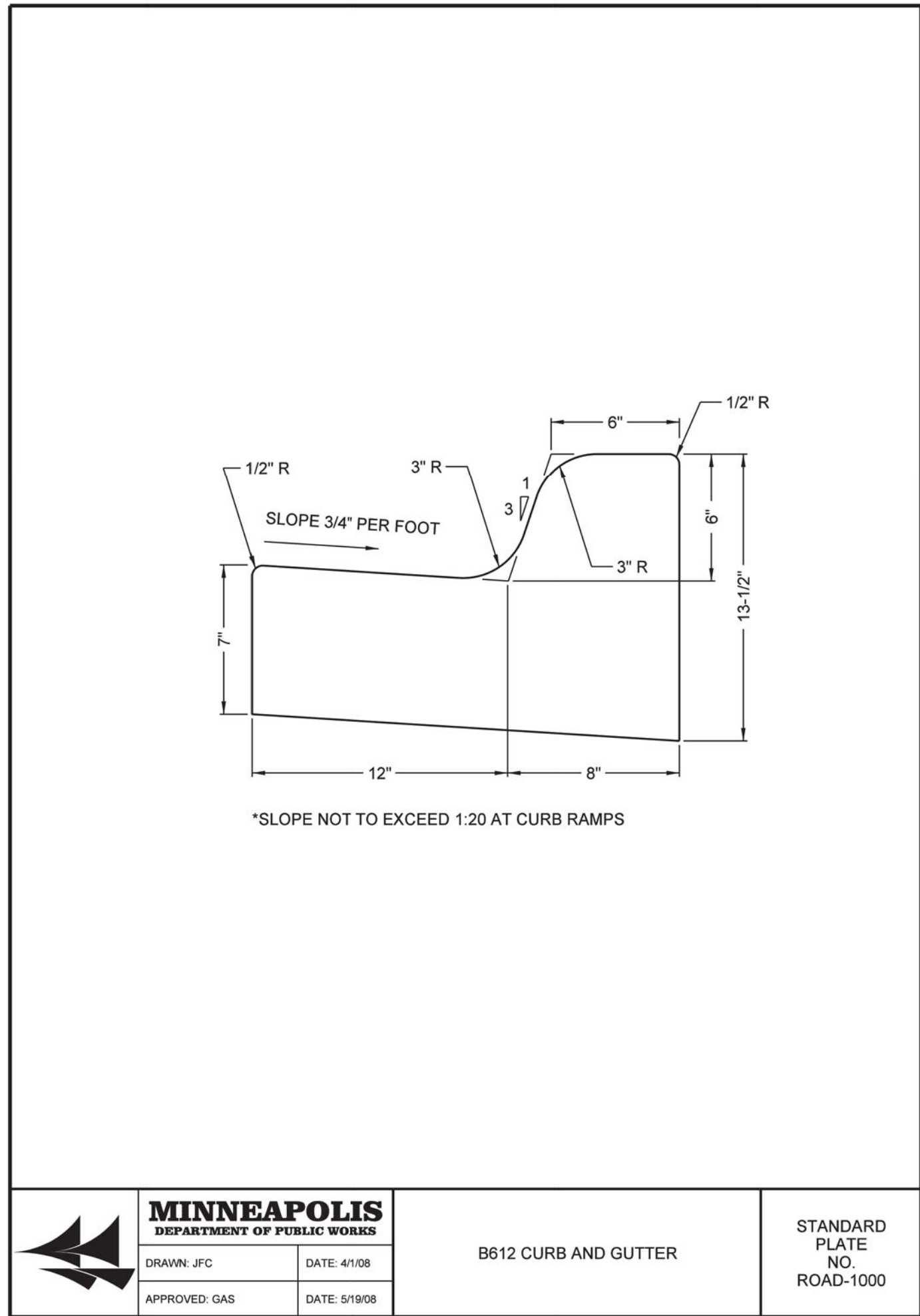




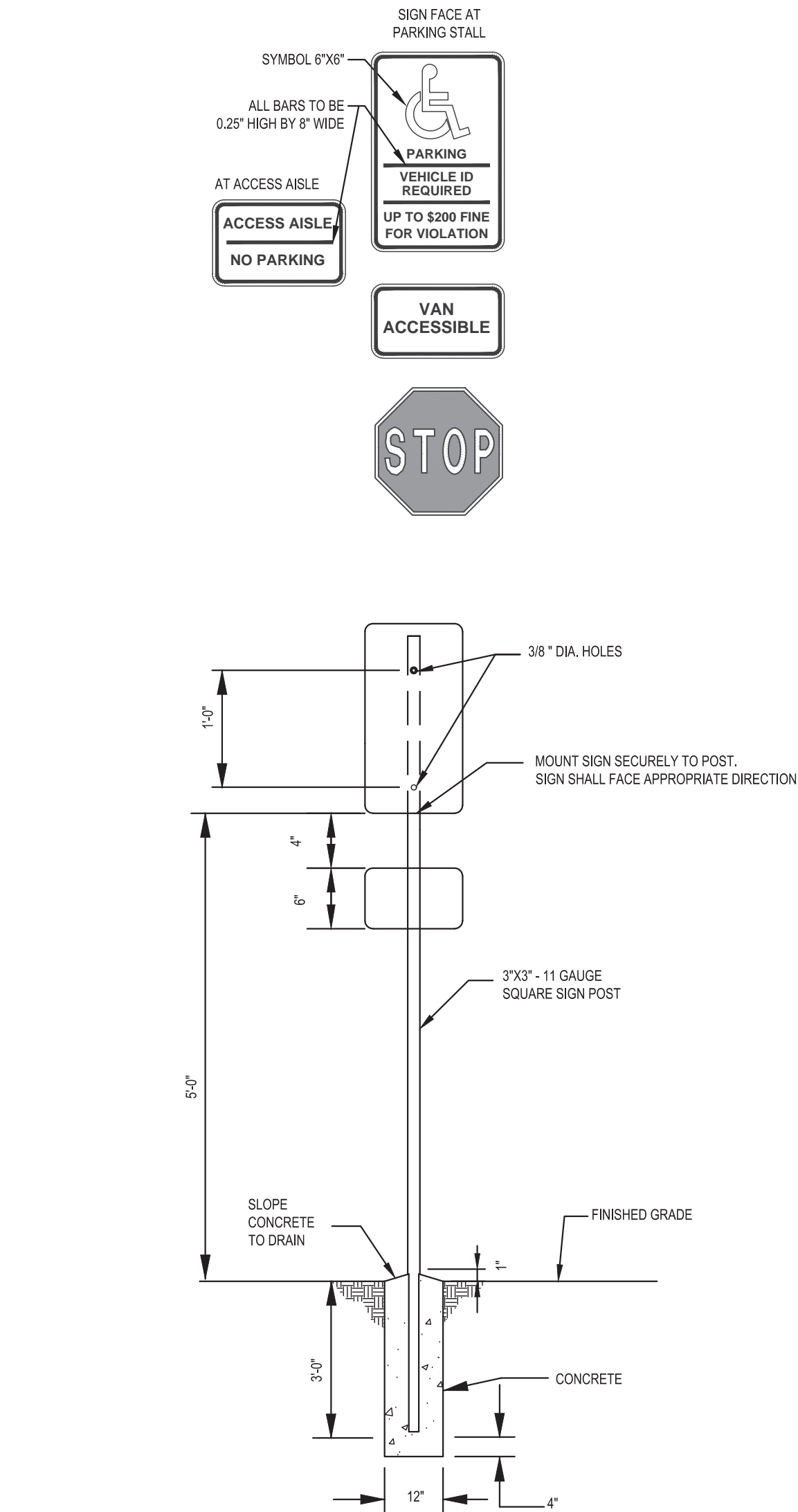
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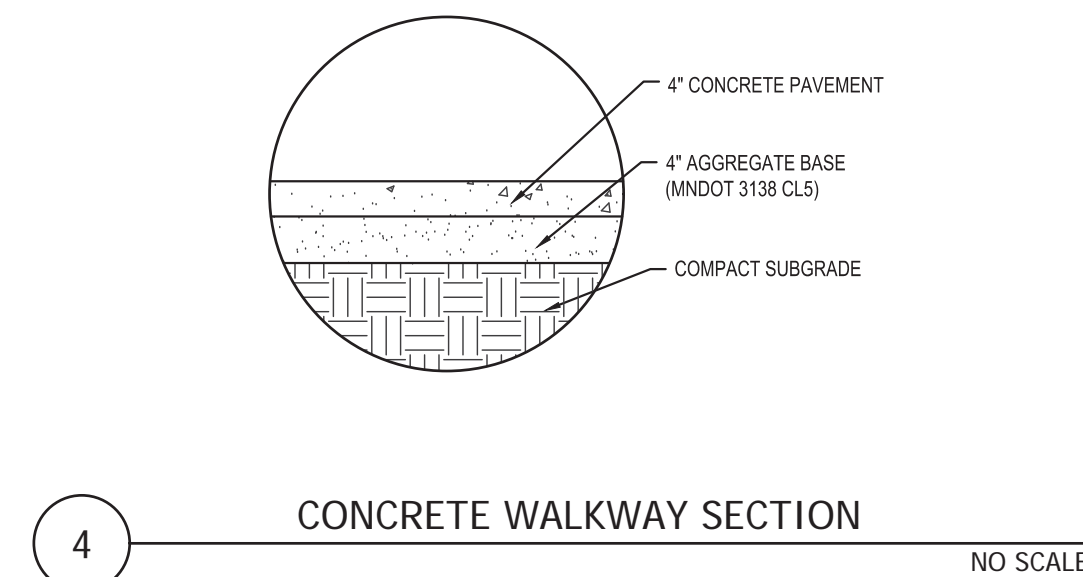
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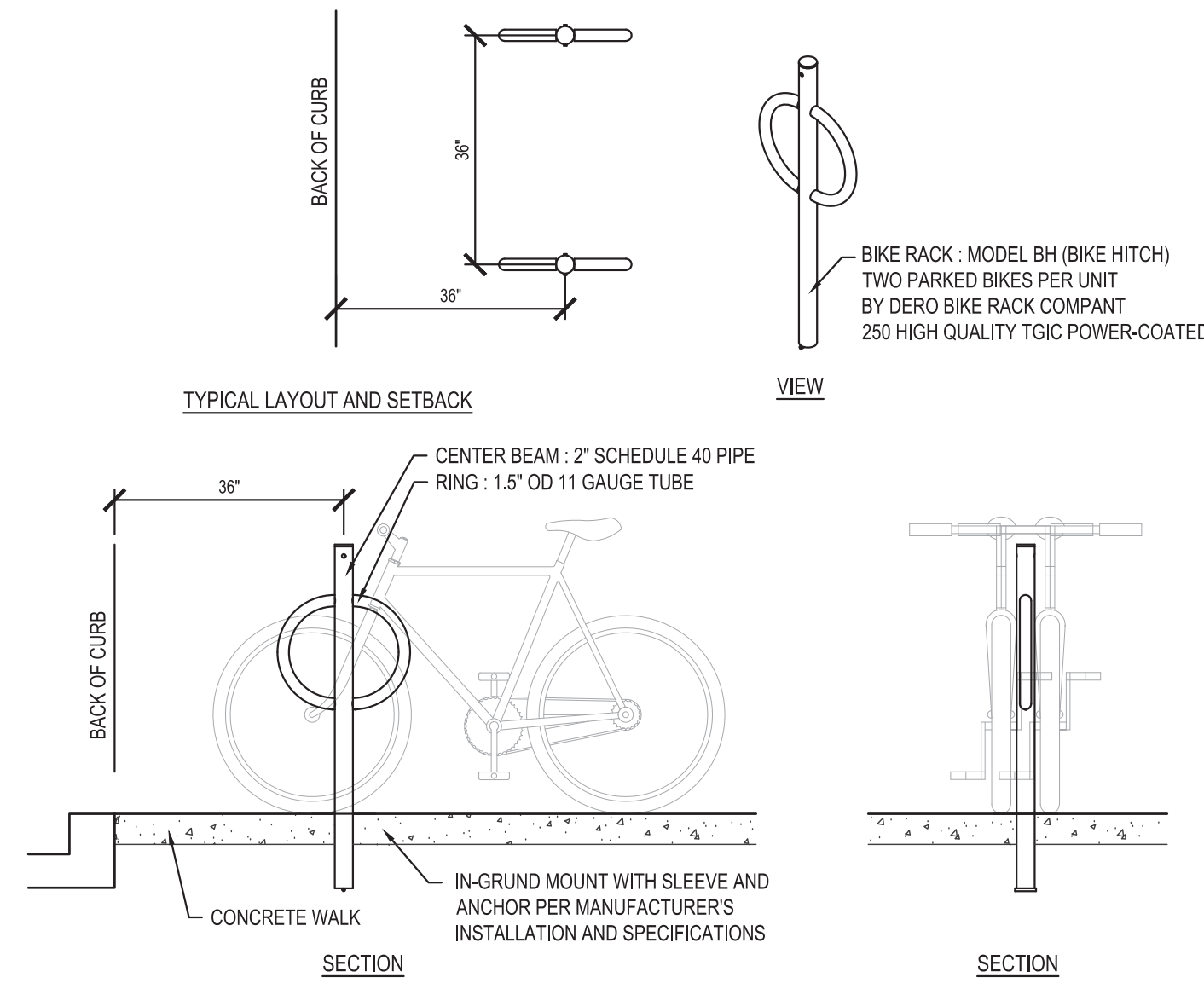
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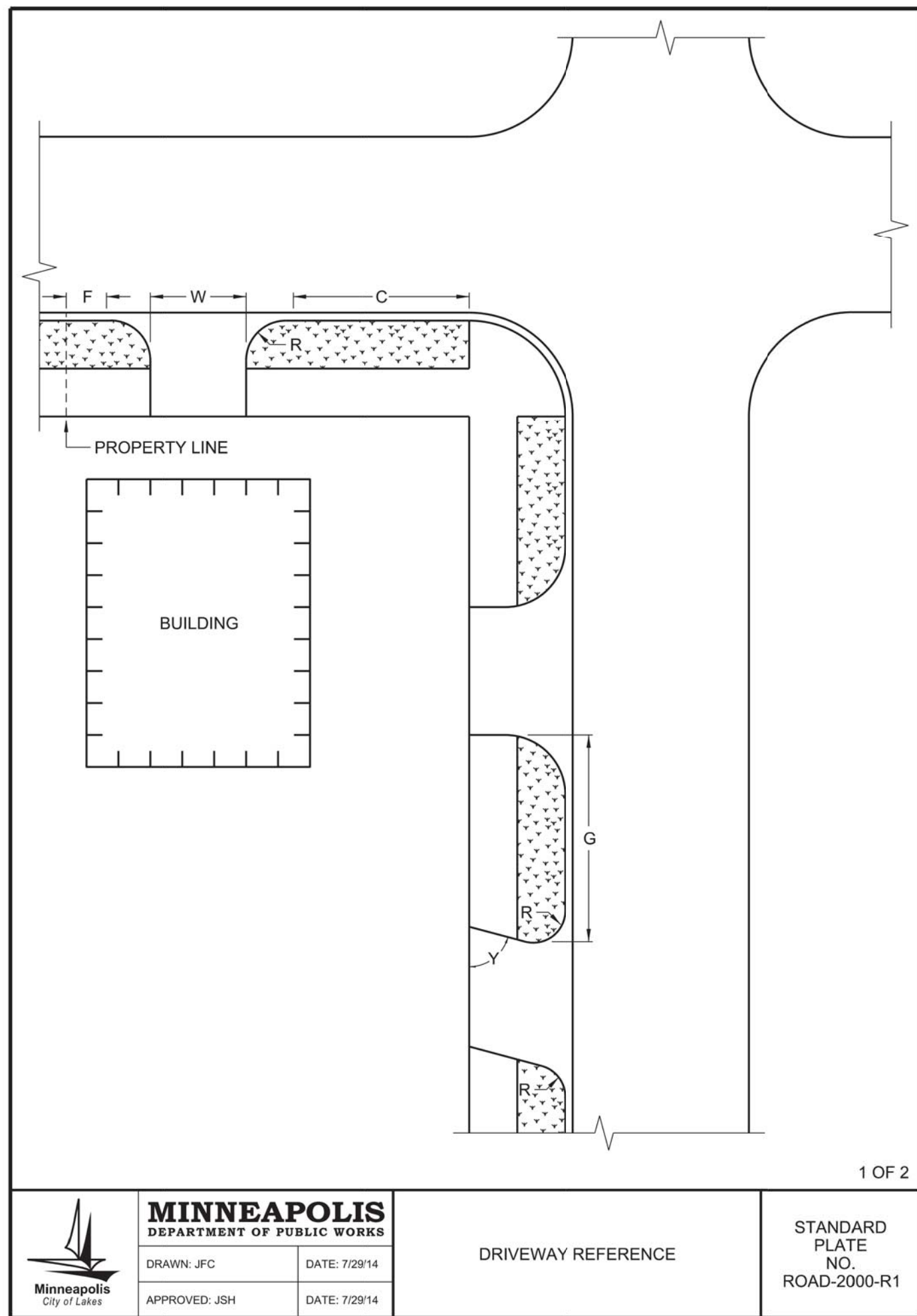
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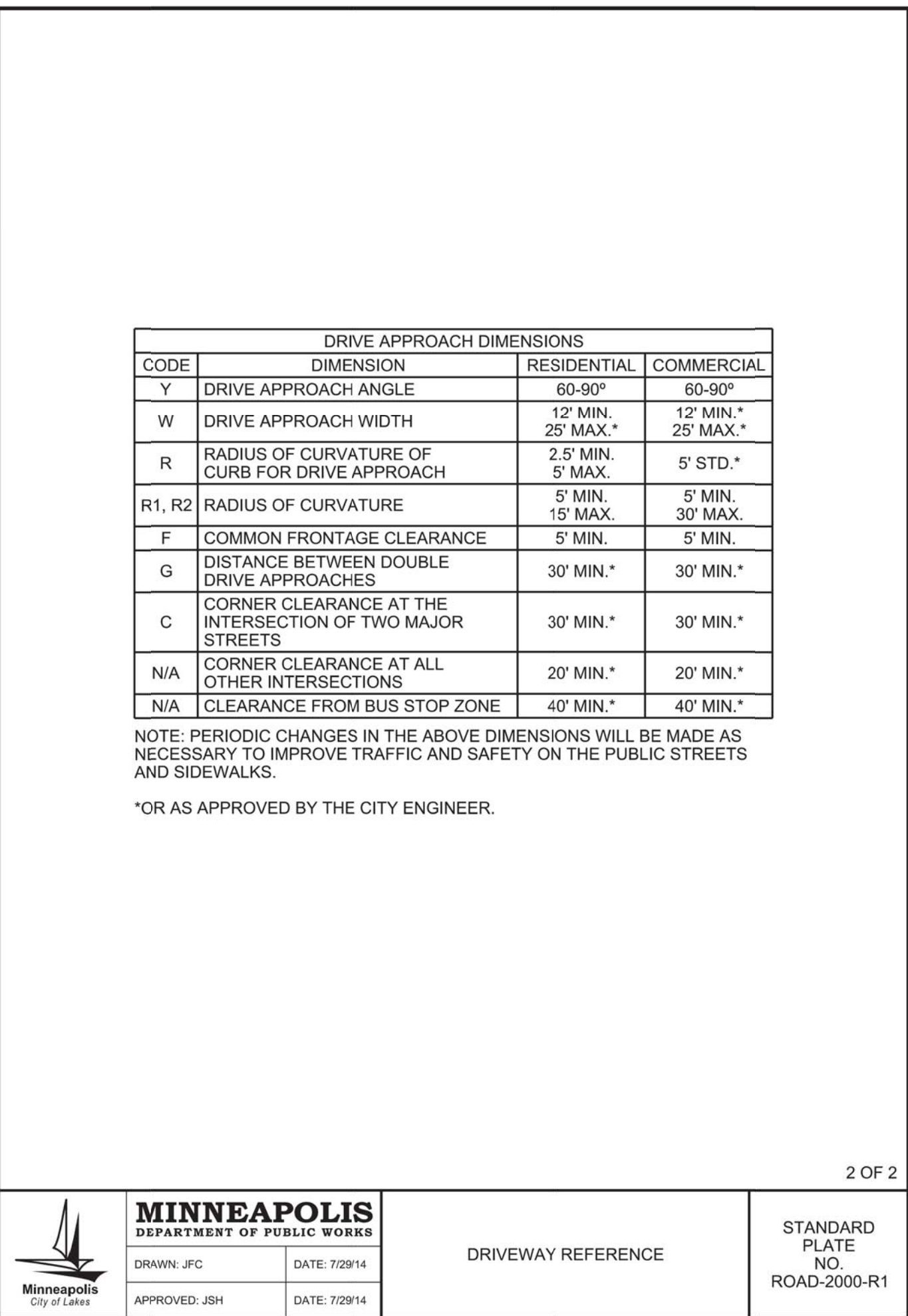
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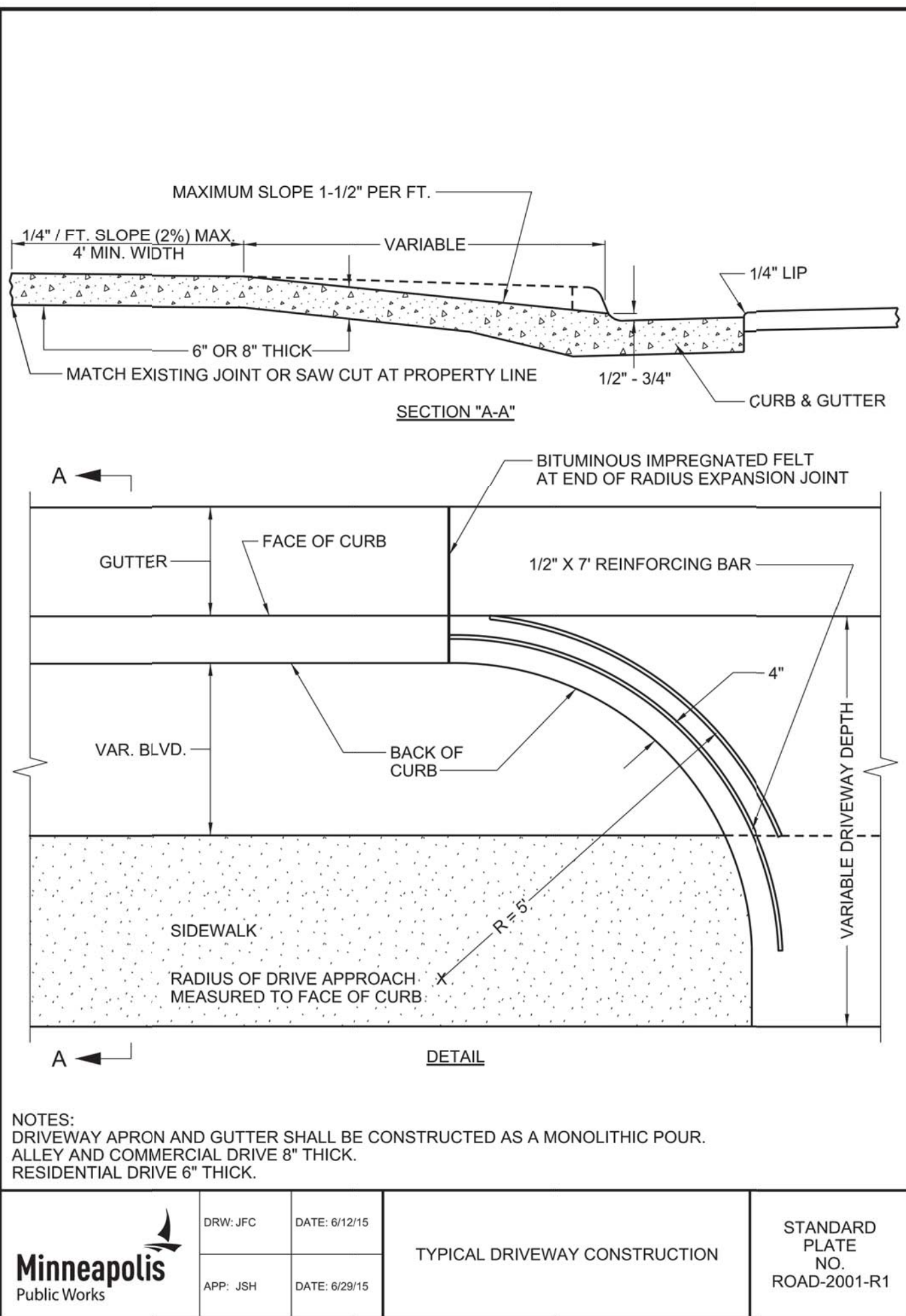
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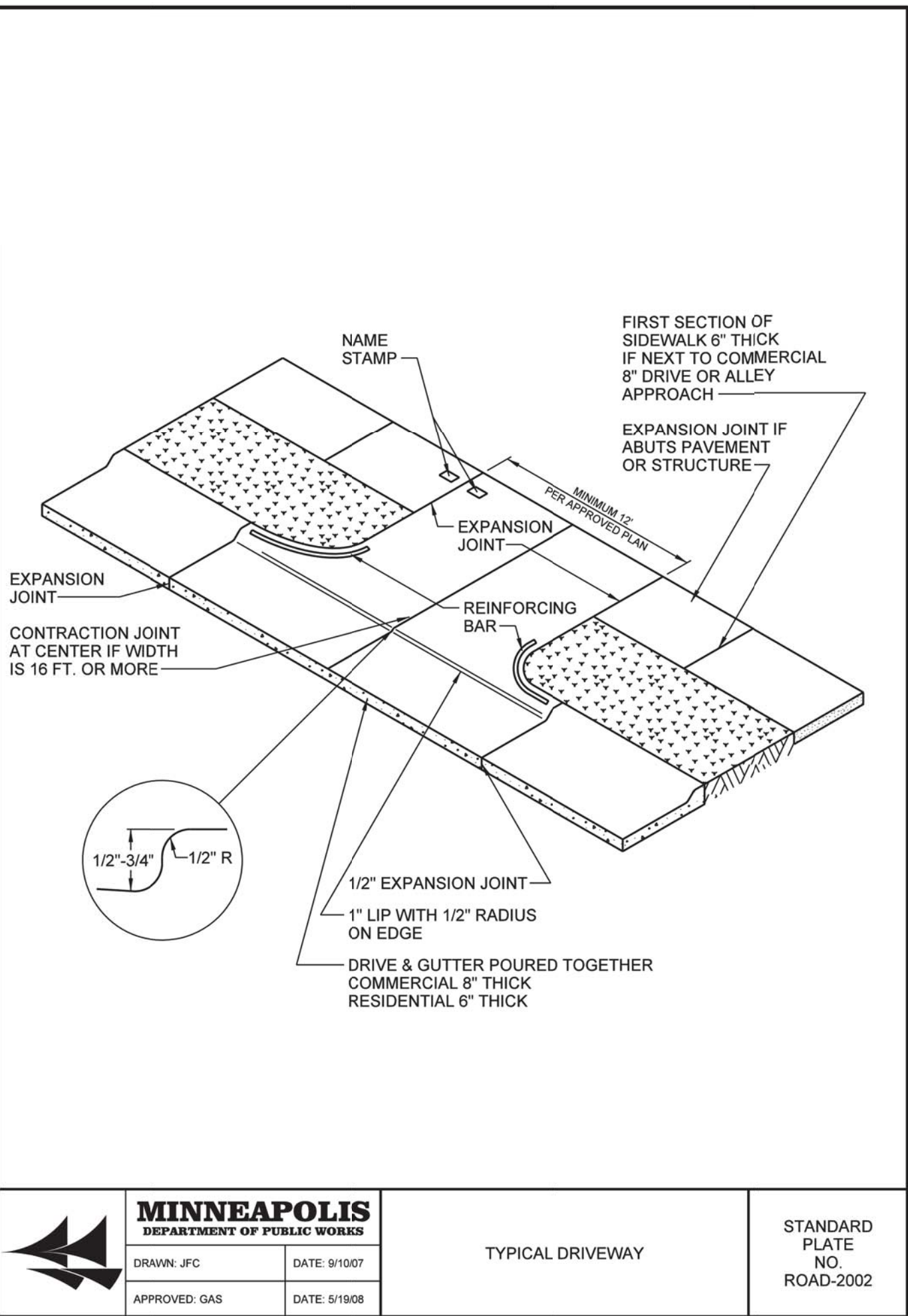
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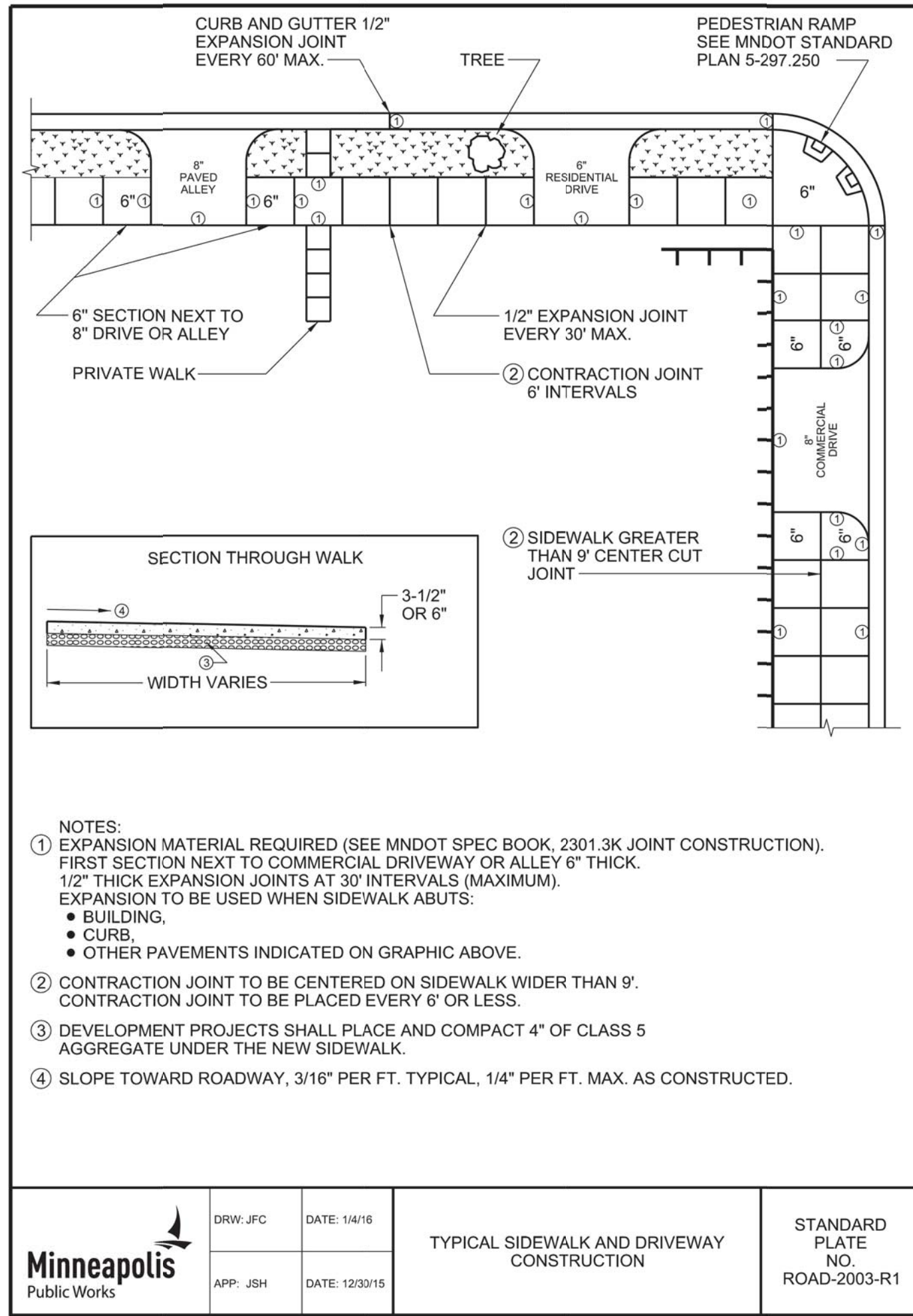
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9 TYPICAL DRIVEWAY CONSTRUCTION  
NO SCALE



10 TYPICAL DRIVEWAY  
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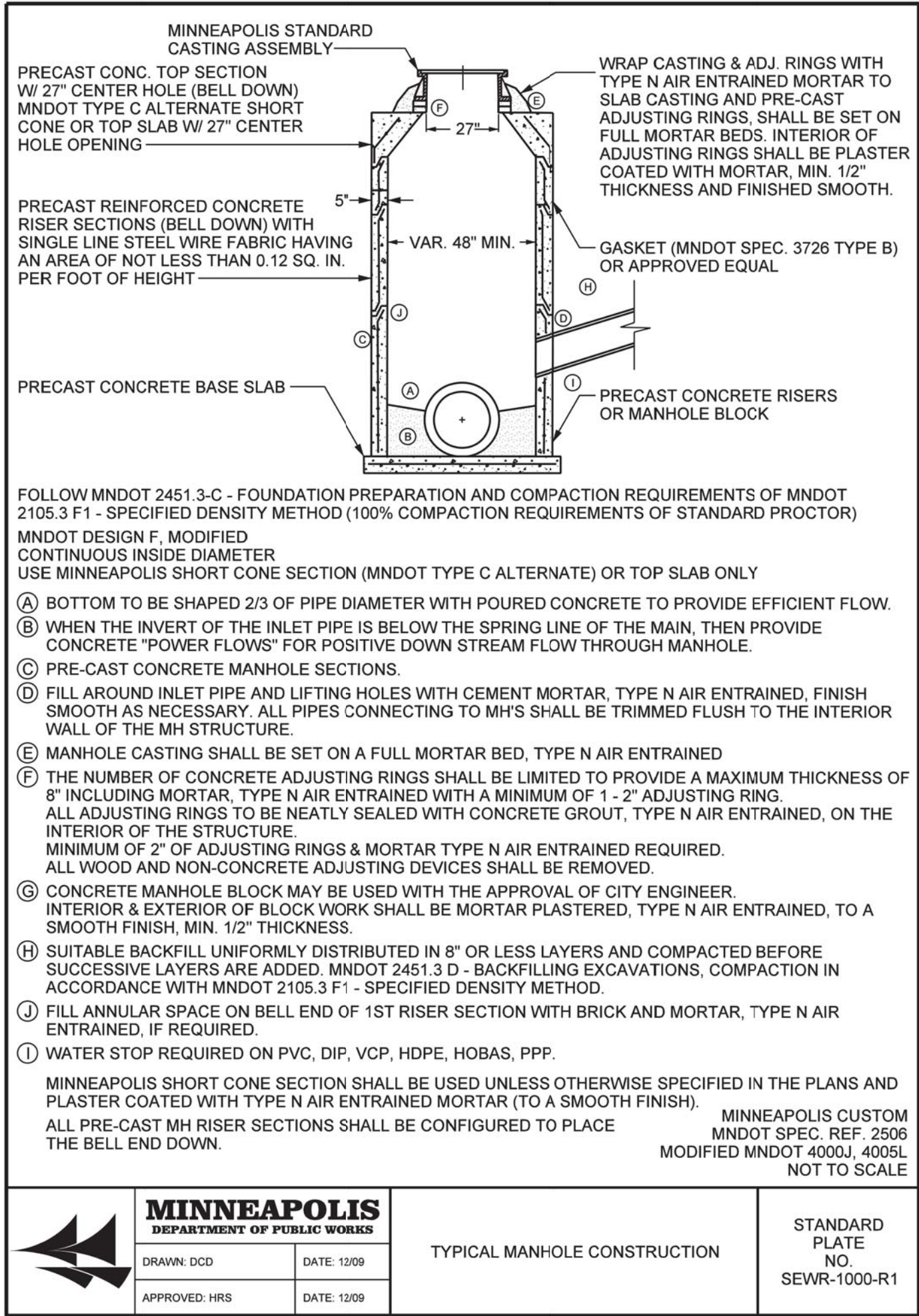


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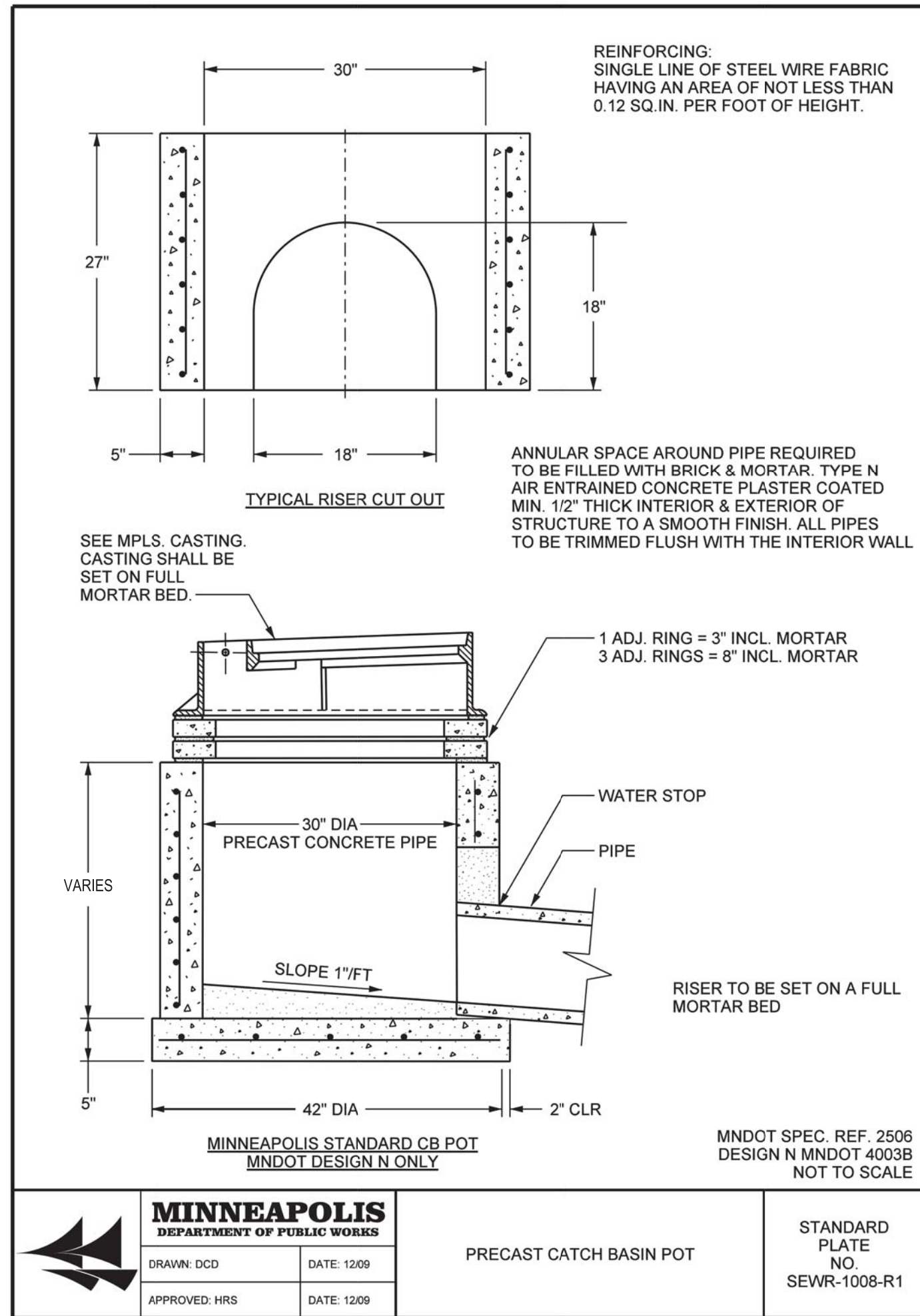




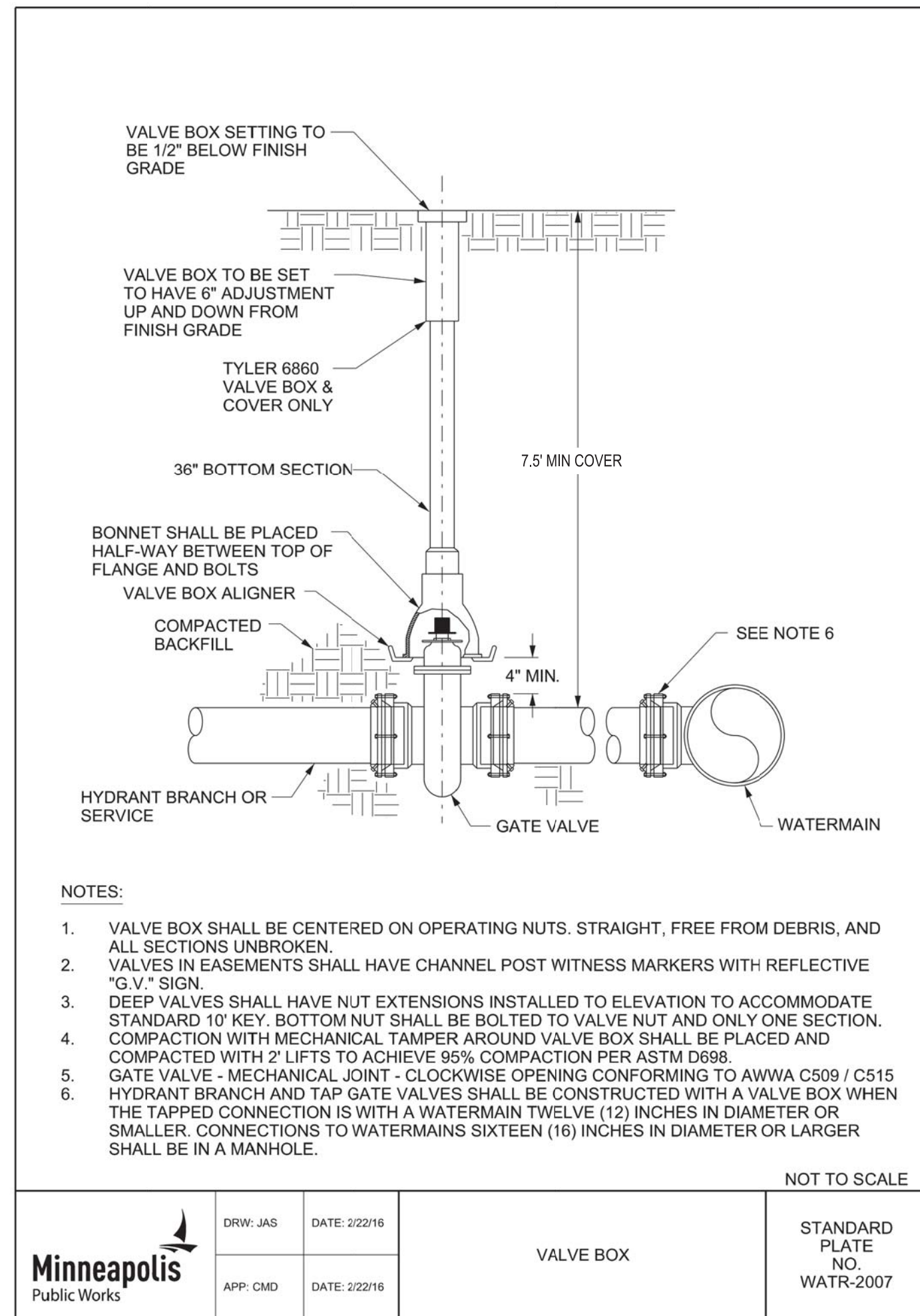




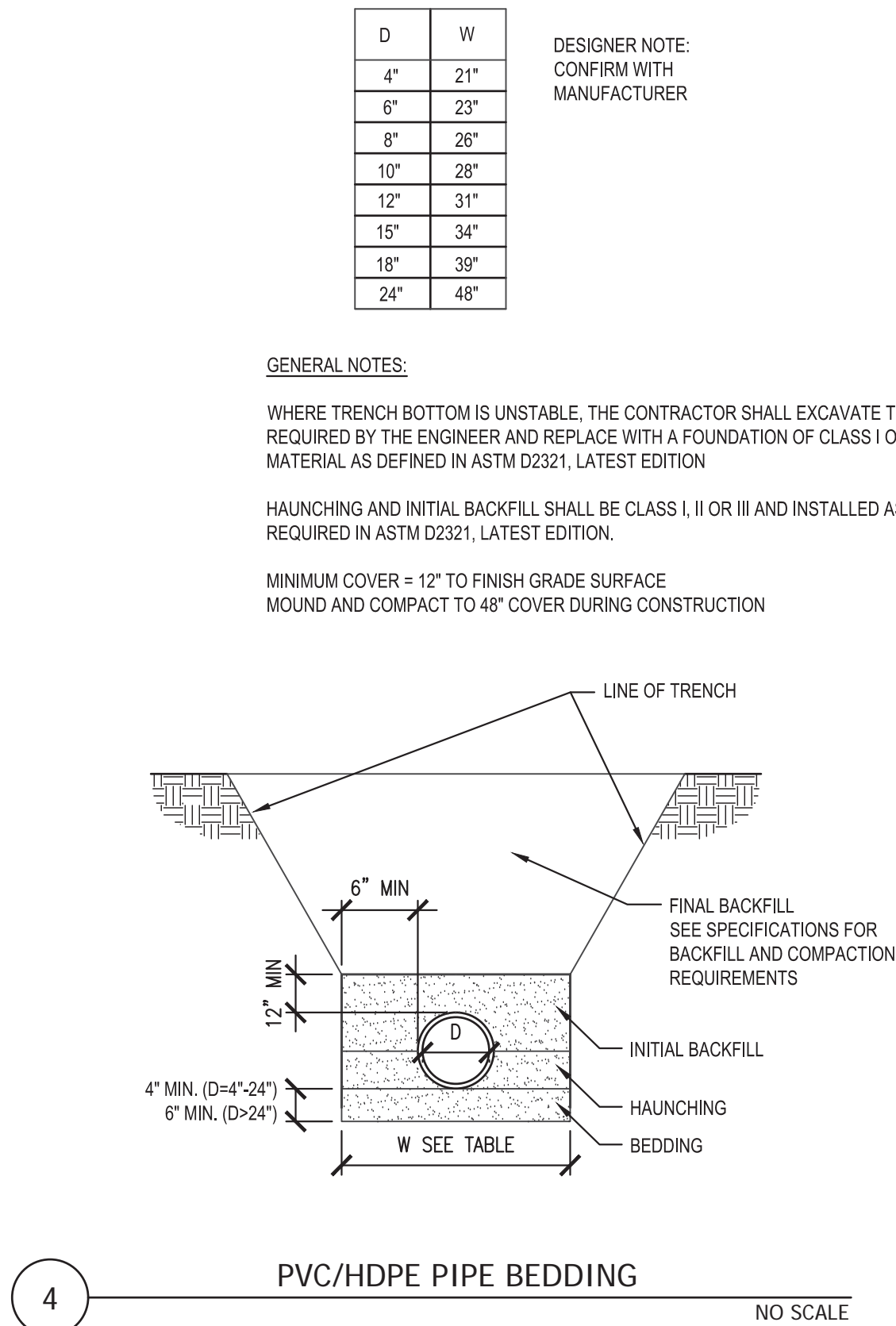
1 SANITARY AND STORM MANHOLE NO SCALE



2 CATCH BASIN NO SCALE



3 VALVE BOX NO SCALE



4 PVC/HDPE PIPE BEDDING NO SCALE

**CONSTRUCTION SEQUENCE:**

1. PLACE BEDDING MATERIAL. DO NOT COMPACT UNDER PIPE INVERT. (D<sub>o</sub>/3)
2. COMPACT OUTER BEDDING
3. INSTALL PIPE TO LINE AND GRADE
4. PLACE AND COMPACT THE HAUNCH AREA TO SPRINGLINE
5. COMPLETE BACKFILL TO SPECIFICATIONS.

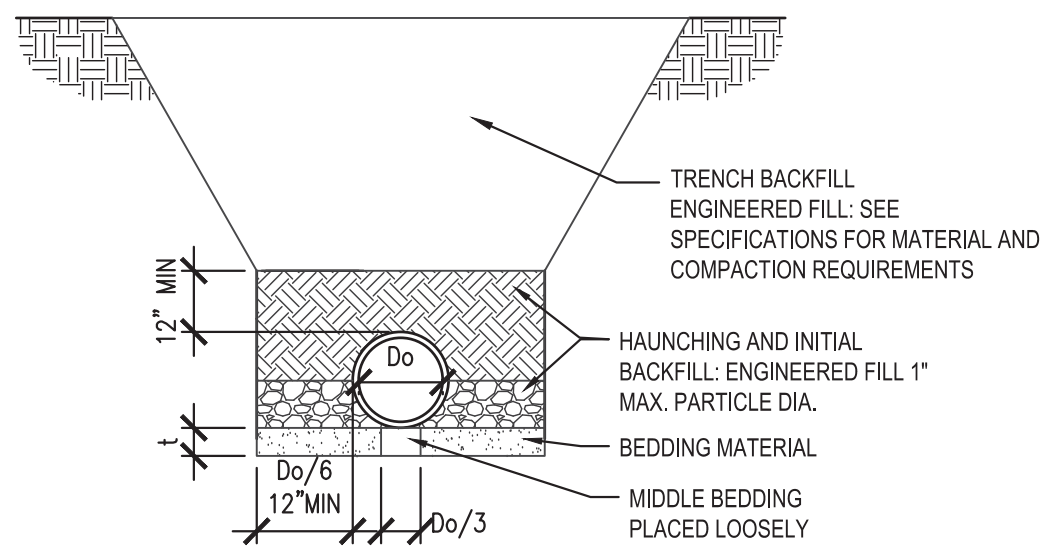
**GENERAL NOTES:**

BEDDING THICKNESS H=D<sub>o</sub>/24, BUT NOT LESS THAN 3" IN ROCK H=D<sub>o</sub>/12, BUT NOT LESS THAN 6"

ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY THREE FEET OF COVER. APPROACH RAMPS SHALL NOT EXCEED ONE FOOT IN SIX FEET.

IF UNSTABLE TRENCH BOTTOM SUBGRADE CONDITIONS ARE ENCOUNTERED, ADDITIONAL CRUSHED ROCK FOR BEDDING AND EXTENT SHALL BE AS DIRECTED BY THE GEOTECHNICAL ENGINEER. (THE COST, MEASUREMENT, AND PAYMENT FOR ADDITIONAL CRUSHED ROCK FOR UNSTABLE TRENCH BOTTOM SUBGRADE PIPE BEDDING CONDITIONS SHALL BE PAID FOR PER SECTION 1 OF THE CONTRACT SPECIFICATIONS.)

TRENCH SHALL BE BRACED, SHEETED OR SLOPED AS NECESSARY FOR THE SAFETY OF WORKMEN AND PROTECTION OF OTHER UTILITIES IN ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS.



5 CONCRETE/DUCTILE IRON PIPE BEDDING NO SCALE



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**Revisions**

No.	Date	Description
-		

**PDR & LANDUSE APPLICATIONS**

Document Phase: PDR

Date: June 5, 2017

PIC / AIC: JAS

Drawn By: PS

Checked By: MJW

Comm. No.: 15-0226

Project Title

333 Hennepin

**CERTIFICATION**

I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly Licensed Professional Engineer in the State of Minnesota.

**NOT FOR CONSTRUCTION**

Marcelle J. Weeslock PE, LEED, AP  
REGISTRATION NO. 42323 DATE 06/05/17

Sheet Title

Details

Sheet Number

**C503**



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Revisions

No. Date Description

PDR & LANDUSE  
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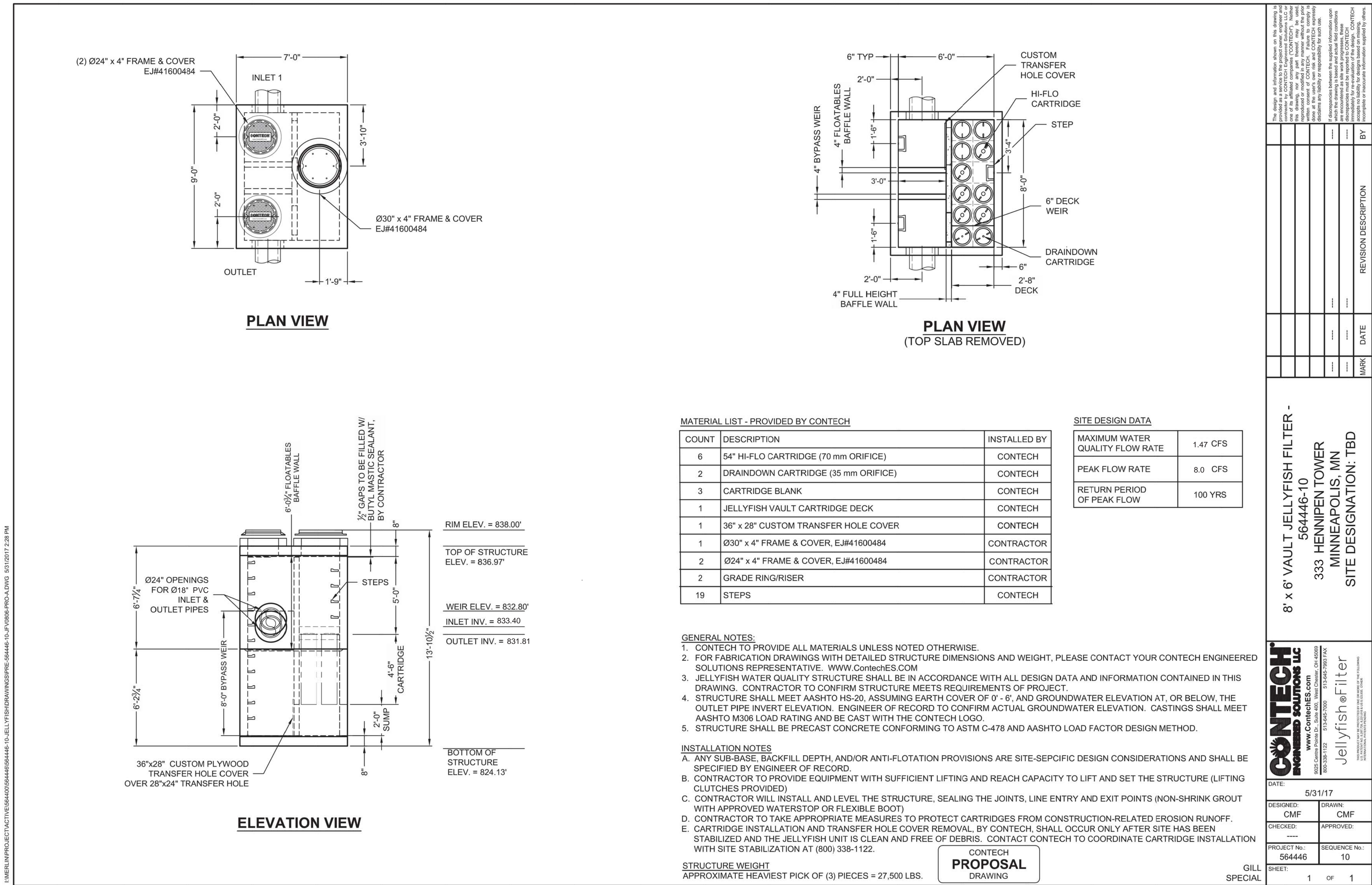
Marcelle J. Weaslock PE, LEED, AP DATE  
REGISTRATION NO. 42323 06/05/17

Sheet Title

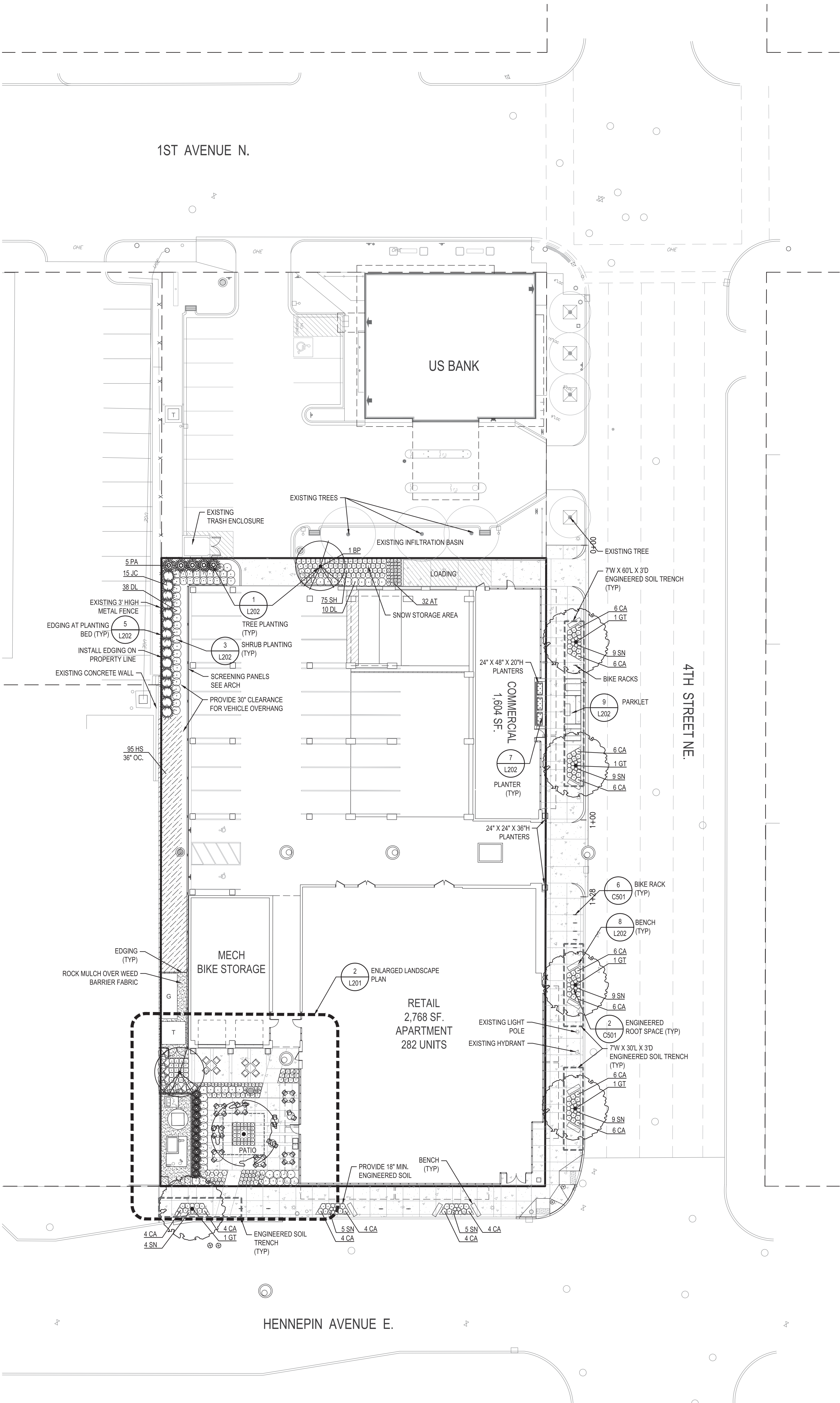
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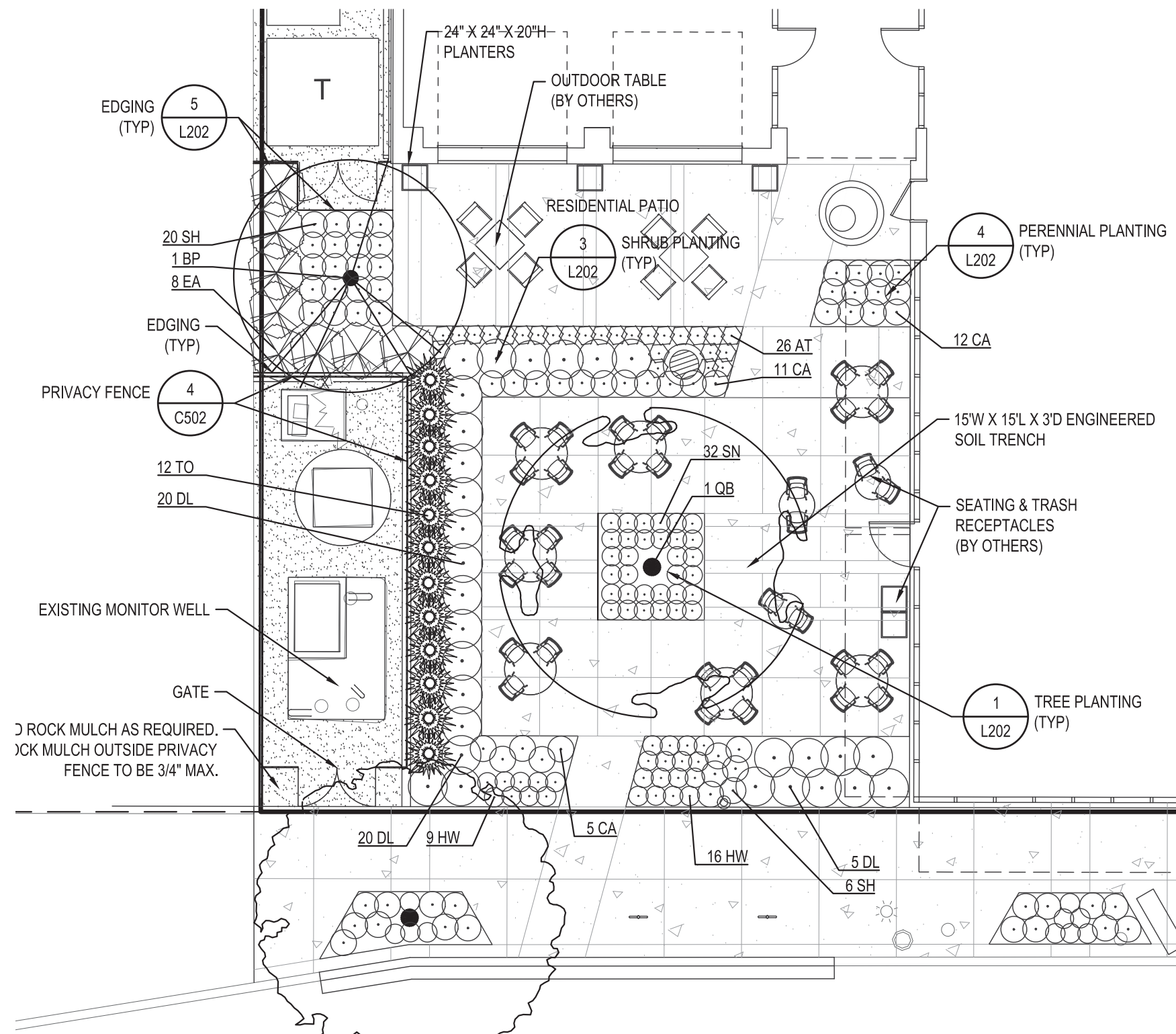
C504







1 LANDSCAPE PLAN  
1" = 20'



2 ENLARGED LANDSCAPE PLAN  
1" = 10'

#### LANDSCAPE SUMMARY

##### TREE PRESERVATION

- REMOVE**
- 1 - 4TH STREET BOULEVARD TREE FOR SITE ACCESS
  - 4 - 4TH STREET BOULEVARD TREES
  - 1 - HENNEPIN AVENUE BOULEVARD TREE
  - 17 - ON-SITE TREES
- REPLACE**
- 4 - 2.5' BOULEVARD TREES ON 4TH STREET
  - 1 - 2.5' BOULEVARD TREE ON HENNEPIN AVENUE

##### LANDSCAPE YARD

- REQUIRED**
- 20% OF SITE NOT OCCUPIED BY BUILDING
  - 1 CANOPY TREE/ 500 SF.
  - 1 SHRUB / 100 SF.
- TOTAL SITE NOT OCCUPIED BY BUILDING** 6,134 SF.  
**REQUIRED 20% MIN. LANDSCAPE YARD** 1,227 SF.
- REQUIRED 3 CANOPY TREES**  
**REQUIRED 12 SHRUBS**

##### PROPOSED

- LANDSCAPE YARD OF SITE** 3,136 SF.  
3 (2.5'-3.0') CANOPY TREES  
17 (8'-8' HT.) CONIFEROUS TREES  
101 SHRUBS

#### LANDSCAPE NOTES

- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR FINISHED GRADING AND POSITIVE SURFACE DRAINAGE IN ALL LANDSCAPE AREAS. LANDSCAPE CONTRACTOR MUST ENSURE THAT THE FINAL GRADES ARE MET AS SHOWN ON GRADING PLAN. IF ANY DISCREPANCIES ARE FOUND, IMMEDIATELY NOTIFY LANDSCAPE ARCHITECT FOR RESOLUTION.
- ALL PLANT MATERIALS ARE TO CONFORM WITH STATE & LOCAL CONSTRUCTION STANDARDS AND THE CURRENT ADDITION OF THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS. ALL PLANT MATERIALS ARE TO BE HEALTHY, HARDY STOCK, AND FREE FROM ANY DISEASES, DAMAGE, AND DISFIGURATION.
- QUANTITIES OF PLANTS LISTED ON THE PLAN ARE TO GOVERN ANY DISCREPANCY BETWEEN THE QUANTITIES SHOWN ON THE PLANT SCHEDULE AND PLAN. PLACE PLANTS IN PROPER SPACING FOLLOWING LAYOUT FIGURES.
- TOPSOIL TO BE MNDOT 3877.26 LOAM TOPSOIL BORROW. FOR LANDSCAPED AREAS AND PLANTING BEDS. PROVIDE ROOTING TOPSOIL BORROW MNDOT 3877.26 FOR PLANT RESTORATION, WATER QUALITY, AND INFILTRATION PLANTING.
- PLANTING SOIL TO BE CONSISTED OF 50% SELECT TOPSOIL BORROW (MNDOT 3877) AND 50% GRADE 2 COMPOST (MNDOT 3880). PLANTING SOIL TO HAVE A PH BETWEEN 6.5-7.5. BE FREE OF CHEMICAL CONTAMINANTS, DEBRIS, LARGE ROCKS GREATER THAN 1/2" DIAMETER, AND FRAGMENTS OF WOOD. SUBSOIL SHALL BE SCARIFIED TO A DEPTH OF 4" BEFORE PLANTING SOIL IS SPREAD.
- SPREAD PLANTING SOIL AT MINIMUM EIGHTEEN (18) INCH DEEP IN ALL PLANTING BEDS PRIOR TO PLANTING. THOROUGHLY WATER TWICE TO FACILITATE CONSOLIDATION PRIOR TO PLANTING. DO NOT OVERLY COMPACT SOIL.
- MULCH TO BE SHREDDED HARDWOOD BARK MULCH (MNDOT 3882 TYPE B), CONSISTED OF RAW WOOD MATERIAL FROM TIMBER AND BE A PRODUCT OF A MECHANICAL CHIPPER, HAMMER MILL, OR TUB GRINDER. THE MATERIAL SHALL BE SUBSTANTIALLY FREE OF MOLD, DIRT, SAWDUST, AND FOREIGN MATERIAL AND SHALL NOT BE IN AN ADVANCED STATE OF DECOMPOSITION. THE MATERIAL SHALL NOT CONTAIN CHIPPED UP MANUFACTURED BOARDS OR CHEMICALLY TREATED WOOD, INCLUDING, BUT NOT LIMITED TO, WATER BOARD, PARTICLE BOARD, AND CHROMATED COPPER ARSENATE (CCA) OR PENTA TREATED WOOD. THE MATERIAL SHALL BE TWICE-GROUND/ SHREDDED, SUCH THAT NO INDIVIDUAL PIECE SHALL EXCEED 2 INCHES IN ANY DIMENSION.
- APPLY FOUR (4) INCH DEPTH OF SHREDDED HARDWOOD BARK MULCH IN FOUR (4) FOOT DIAMETER RING AROUND ALL TREES.
- EDGE ALL SHRUB BEDS WITH 3/16" X 5.5" MILL FINISHED ALUMINUM EDGING WITH STAKES. ALL EDGING TO BE COMMERCIAL GRADE.
- APPLY FOUR (4) INCH DEPTH OF SHREDDED HARDWOOD BARK MULCH IN ALL SHRUB BED AREAS AND APPLY THREE (3) INCH DEPTH OF SHREDDED HARDWOOD BARK MULCH IN PERENNIAL AREAS. PRIOR TO MULCHING, APPLY PRE-EMERGENT HERBICIDE TO ALL PLANTING BEDS.
- APPLY FOUR (4) INCH DEPTH OF 3/4" DRESSER TRAP MULCH OVER WEED BARRIER FABRIC IN AREA INDICATED ON PLAN.
- ALL TREES SHALL HAVE LOWER BRANCH AT 6 FEET MINIMUM ABOVE SIDEWALK.
- THE ENTIRE LANDSCAPE AREAS SHALL BE IRRIGATED WITH AN UNDERGROUND IRRIGATION SYSTEM. NO WATER IS ALLOWED ON ANY PAVEMENT, PARKING, WALKWAY, AND BUILDING. THE IRRIGATION CONTRACTOR IS TO DESIGN AND SUBMIT SHOP DRAWINGS OF IRRIGATION DESIGN AND CALCULATIONS TO LANDSCAPE ARCHITECT FOR REVIEW 5 DAYS PRIOR TO PURCHASING AND INSTALLATION. IRRIGATION DESIGN IS TO MEET ALL CITY AND STATE PLUMBING CODES AND REQUIREMENTS.
- FOLLOW LANDSCAPE DETAILS FOR ALL INSTALLATION, UNLESS OTHERWISE NOTED.
- LANDSCAPE CONTRACTOR SHALL MAINTAIN PLANTS IN HEALTHY CONDITION THROUGHOUT WARRANTY PERIOD. THE WARRANTY PERIOD IS TWO FULL YEARS FROM DATE OF PROVISIONAL ACCEPTANCE UNTIL FINAL ACCEPTANCE. WARRANTY PERIOD FOR PLANT MATERIAL INSTALLED AFTER JUNE 1ST SHALL COMMENCE THE FOLLOWING YEAR.

#### PLANT SCHEDULE

KEY	QUANT.	COMMON NAME	SCIENTIFIC NAME	SIZE	ROOT COND.	MATURE SIZE
DECIDUOUS TREES						
GT	5	SKYLINE HONEYLOCUST	GLEDITSIA TRIACANTHOS 'VAR NERMIS 'SKYCOLE'	2.5" CAL.	B&B	40'H X 30"W
QB	1	SWAMP WHITE OAK	TLIA AMERICANA 'MCKENTRY'	3.0" CAL.	B&B	50'H X 40"W
BP	2	WHITESPIRE BIRCH	BETULA PLATYPHYLLA 'WHITESPIRE'	14" CLUMP	B&B	35'H X 20"W
EVERGREEN TREES						
PA	5	CUPRESSINA NORWAY SPRUCE	PICEA ABIES 'CUPRESINA'	8' HT.	B&B	25'H X 6"W
TO	12	RUSHMORE ARBORVITAE	THUJA OCCIDENTALIS 'RUSHMORE'	6' HT.	B&B	15'H X 4"W
SHRUBS						
DL	77	DWARF BUSH HONEYLOCUST	DIERVILLA LONICERA	24" HT.	POT	3'H X 4"W
EA	8	DWARF BURNING BUSH	EUONYMUS ALATUS 'COMPACTUS'	36" HT.	POT	5'H X 5"W
JC	15	MANEY JUNIPER	JUNIPERUS CHINENSIS 'MANEY'	36" HT.	POT	4'H X 5"W
PERENNIALS						
AT	58	BUTTERFLY WEED	ASCLEPIAS TUBEROSA	1 GAL.	POT	2'H X 1.5'W
CA	95	KARL FOERSTER FEATHER REED GRASS	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	1 GAL.	POT	4'H X 2'W
HS	95	SUM & SUBSTANCE HOSTA	HOSTA 'SUM & SUBSTANCE'	1 GAL.	POT	2.5'H X 4'W
HW	25	WHEN MY SWEETHEART RETURNS DAYLILY	HEMEROCALLIS 'WHEN MY SWEETHEART RETURNS'	1 GAL.	POT	1.5'H X 1.5'W
SH	101	PRAIRIE DROPSIED	SPOROBOLUS HETEROLEPIS	1 GAL.	POT	2'H X 2'W
SN	82	BLUE HILL SALVIA	SALVIA NEMROSA 'SALVIAHUGEL'	1 GAL.	POT	1.5'H X 1.5'W

SUBSTITUTIONS: IF ANY SUBSTITUTIONS ARE REQUIRED, SUBMIT WRITTEN DOCUMENTS AND PROPOSED SUBSTITUTIONS TO LANDSCAPE ARCHITECT FOR APPROVAL 5 DAYS PRIOR TO PURCHASE AND/OR INSTALLATION.

#### LEGEND



EXISTING TREE

STAMP AREA

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Revisions

No.	Date	Description
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#### PDR & LANDUSE APPLICATIONS

Document Phase: PDR

Date: June 5, 2017

PIC / AIC: JAS

Drawn By: PS

Checked By: MJW

Comm. No.: 15-0226

Project Title

333 Hennepin

CERTIFICATION

I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly Licensed Landscape Architect in the State of Minnesota.

NOT FOR CONSTRUCTION

Plainsboro Sarathong

REGISTRATION NO. 45059

DATE 06/05/17

Sheet Title

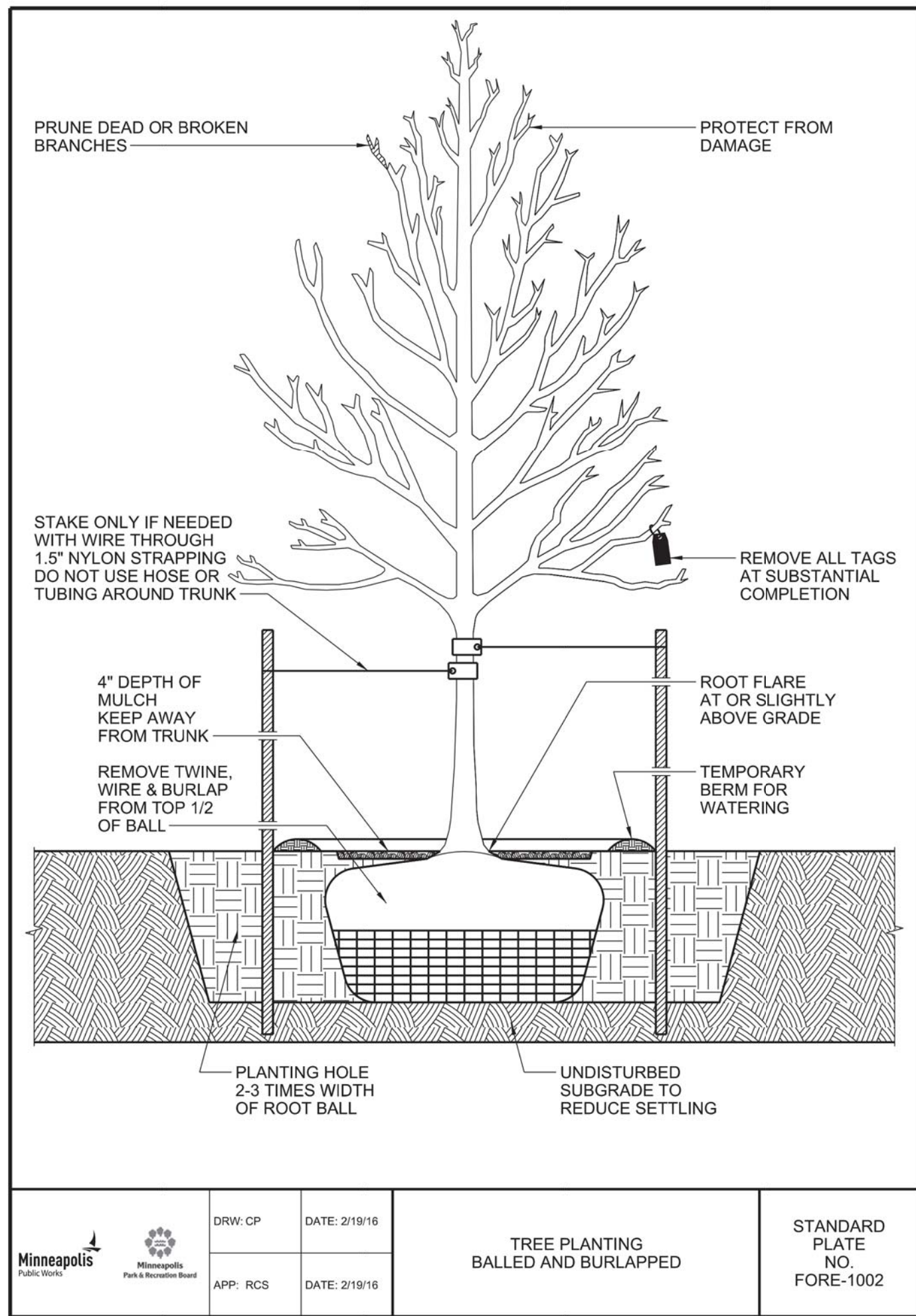
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Sheet Number

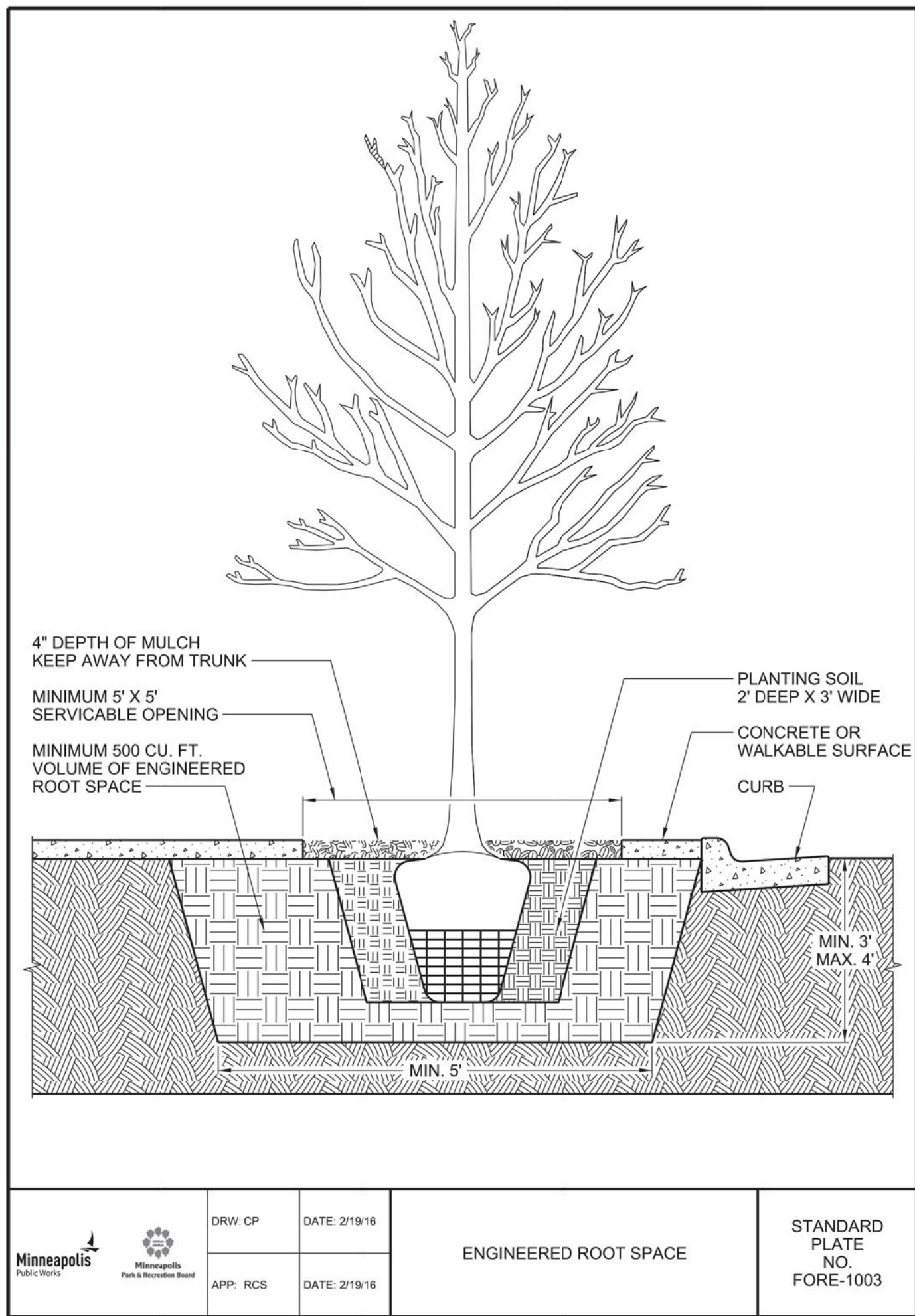
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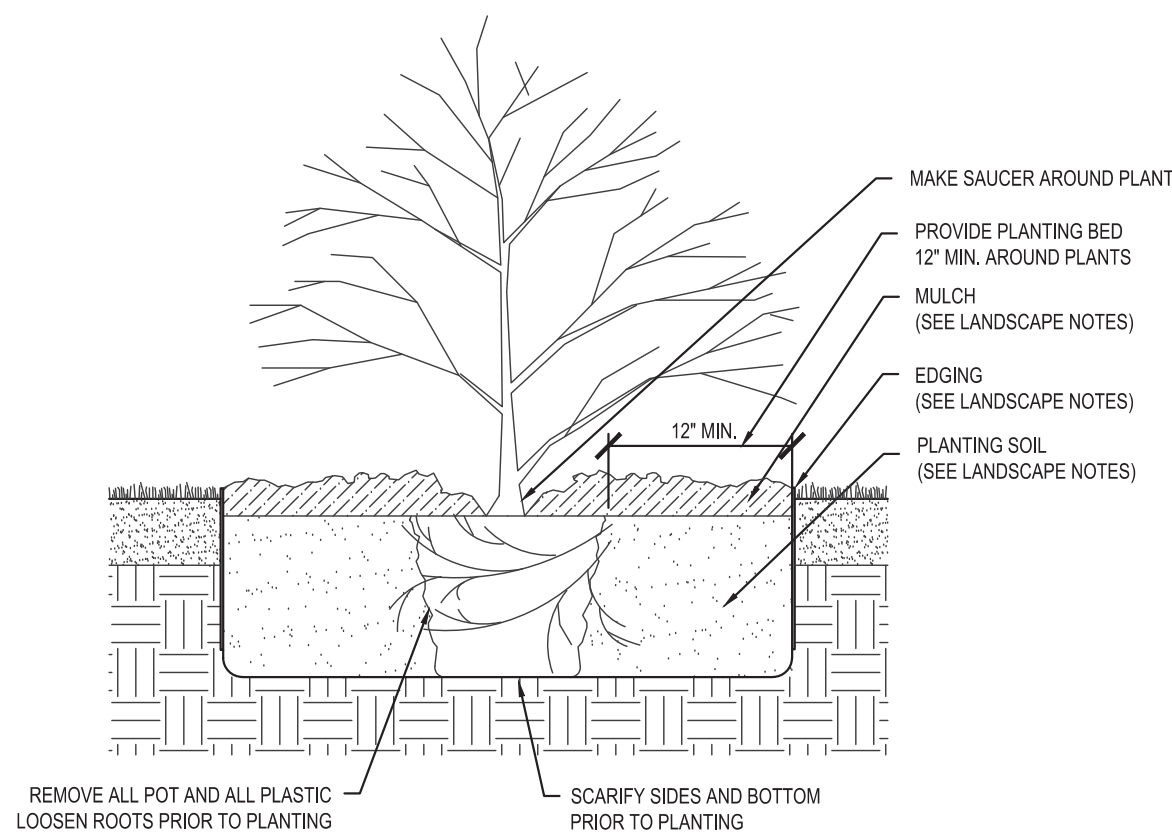




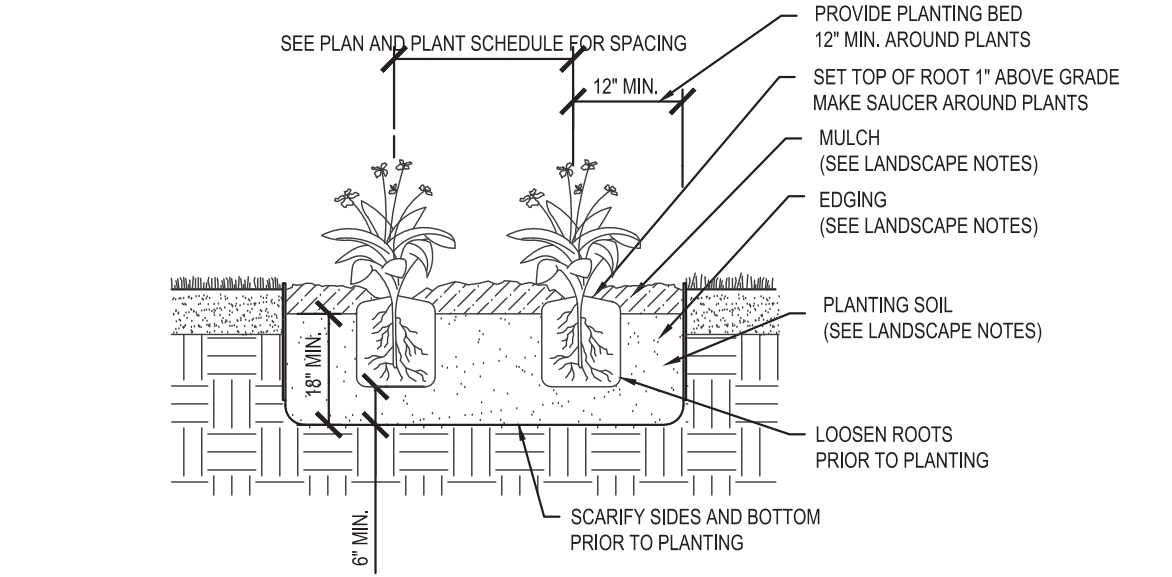
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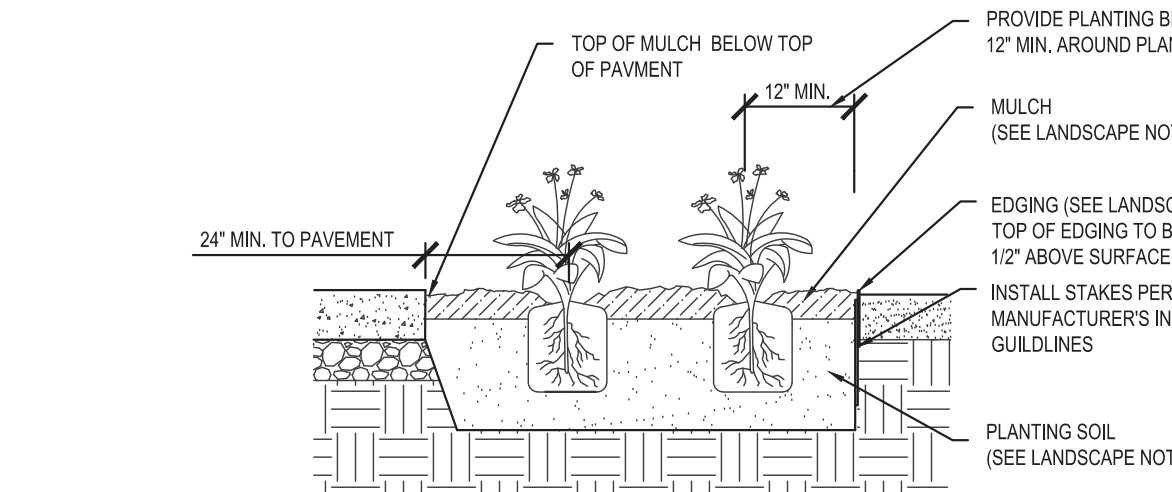
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3 SHRUB PLANTING NO SCALE



4 PERENNIAL PLANTING NO SCALE



5 EDGING AT PLANTING BED NO SCALE

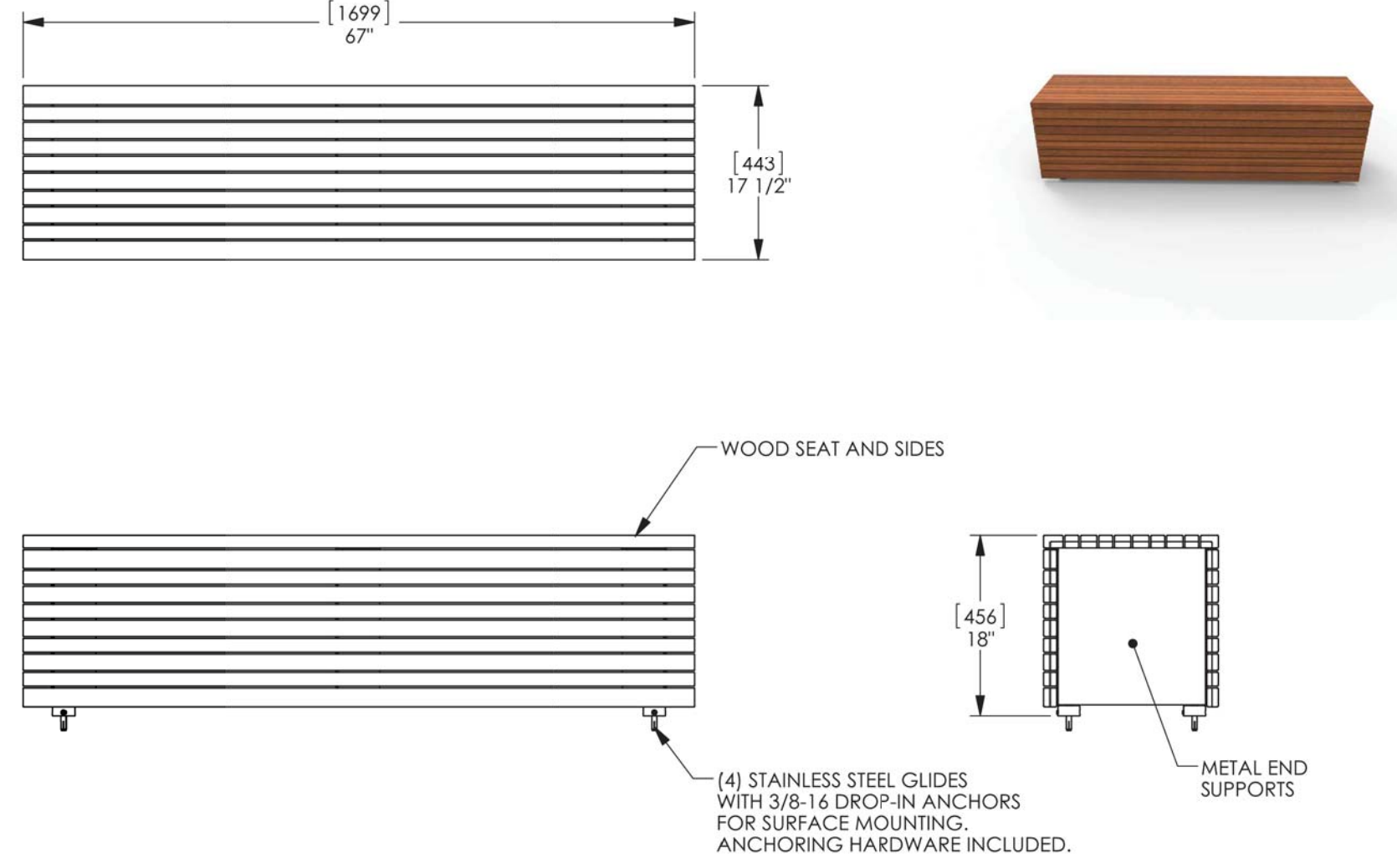


7 RECycled ALUMINUM CUBE PLANTER WITH POWDER COATED AND ZINC FINISHES. IRRIGATION SLEEVES AND DRAIN HOLES PER STANDARD. COLORED - TBD. SIZE: 24\"/>

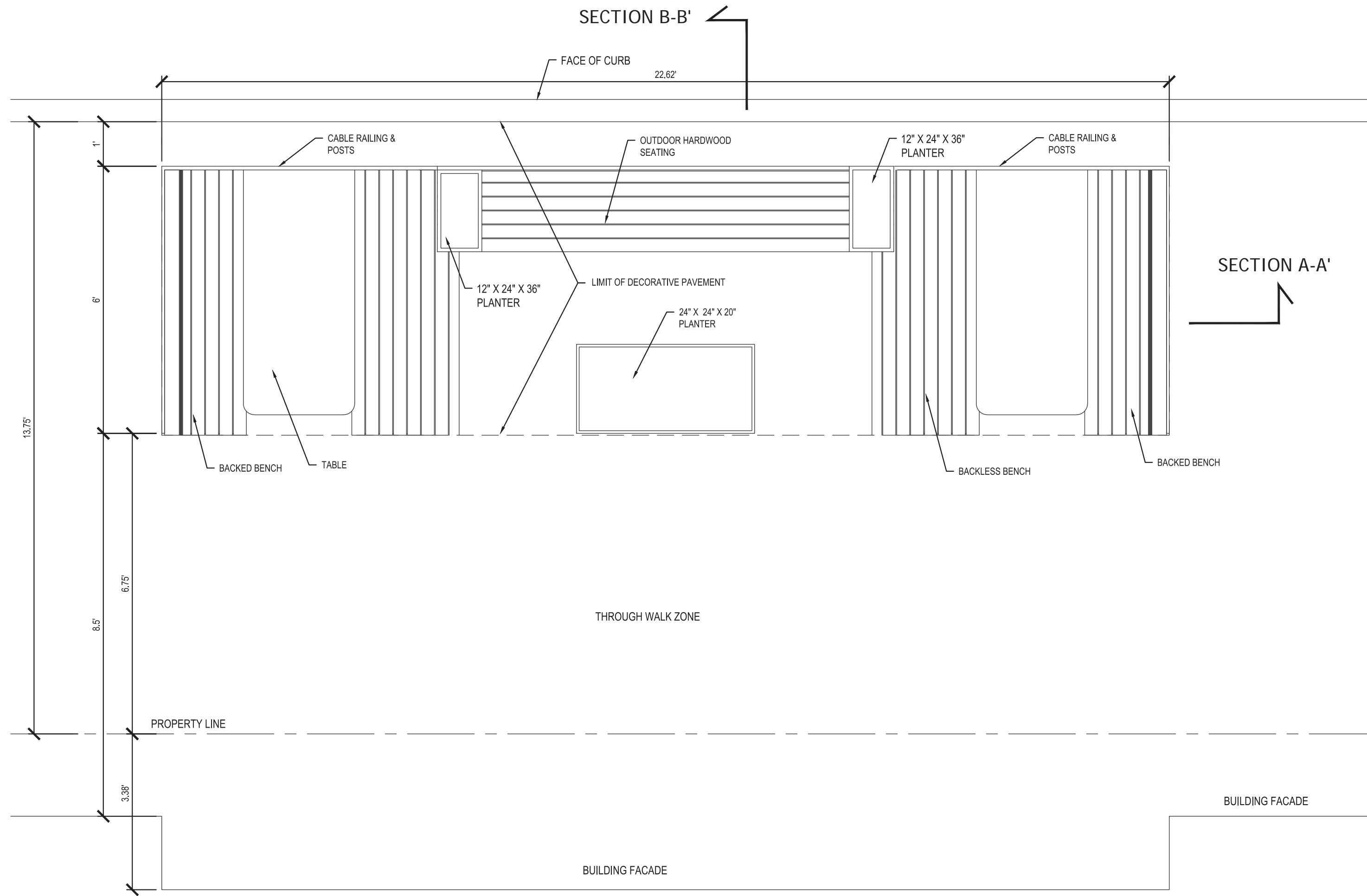


7 PLANTER NO SCALE

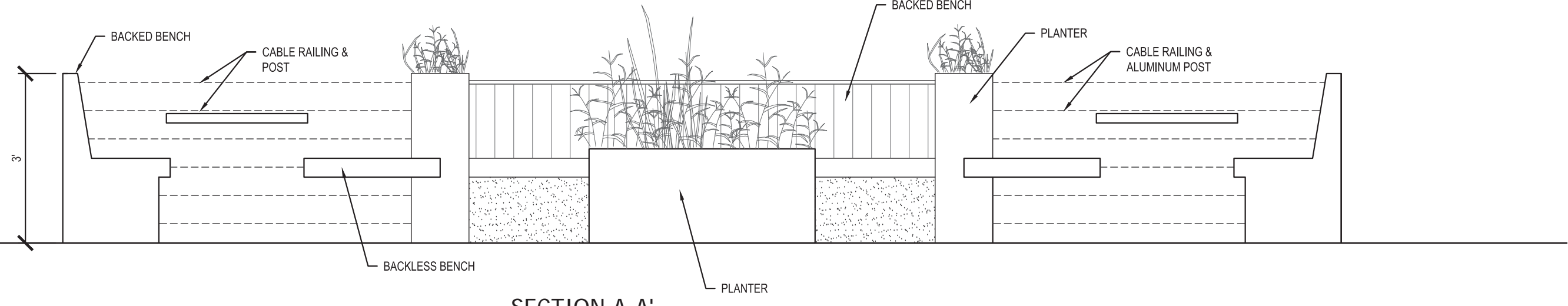
Parallel 42 Bench, straight backless unit, 67in length, surface mount  
Product Drawing  
Date: 6/19/2015  
Ph: 800.521.2546  
www.landscapeforms.com



8 BENCHES NO SCALE

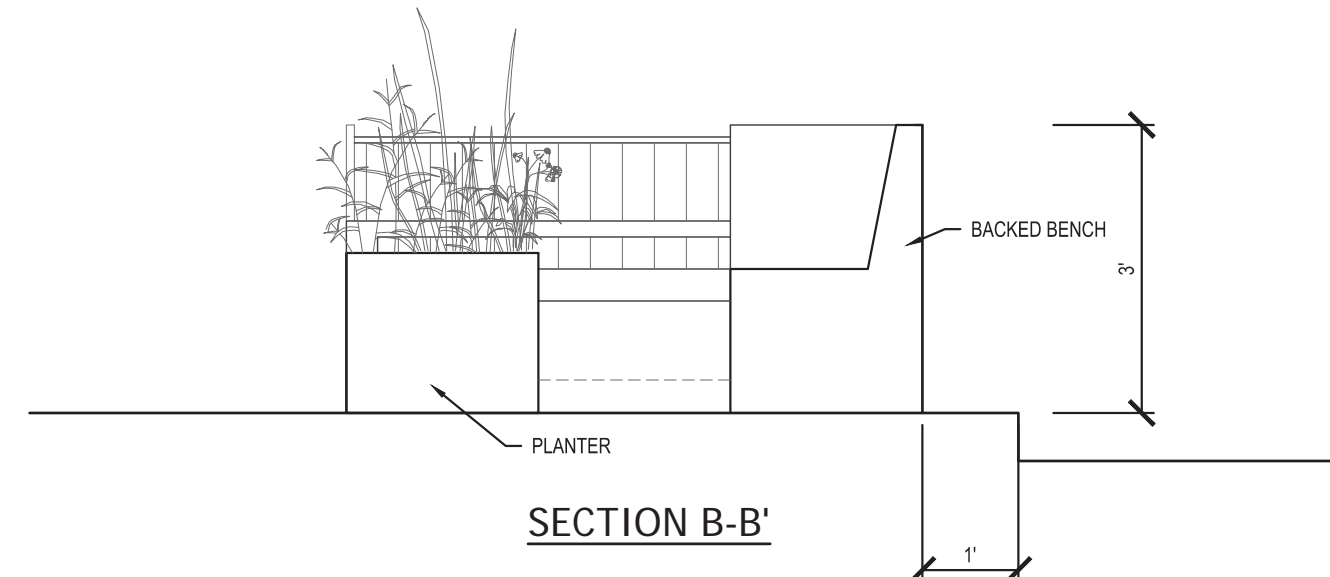


PLAN



SECTION A-A'

9 PARKLET 1" = 0.5'



SECTION B-B'



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Plainssee Sarathong  
REGISTRATION NO. 45059  
DATE 06/05/17

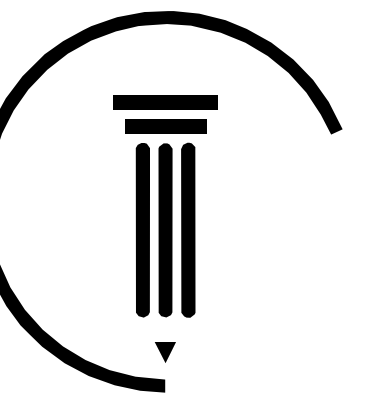
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Landscape Details

Sheet Number

L202

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Checked: EA  
Comm: 15-0226

Project Title  
333 Hennepin

Sheet  
Architectural Site Plan

Sheet

.A100

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1ST AVENUE N.

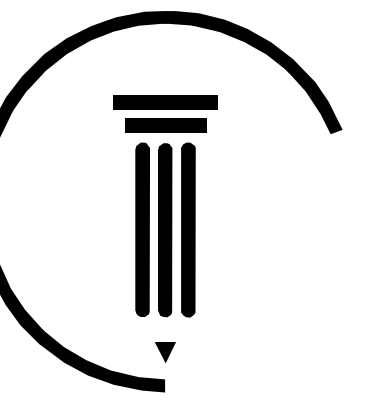
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4TH STREET N.E.

HENNEPIN AVENUE E.

1  
A100  
Architectural Site Plan  
1" = 20'-0"





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No. Date Description

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APPLICATIONS

Document	Public Approvals
Date:	May 15, 2017
PIC / AIC:	JAS
Drawn	Author
Checked	Checker
Comm.	15-0226

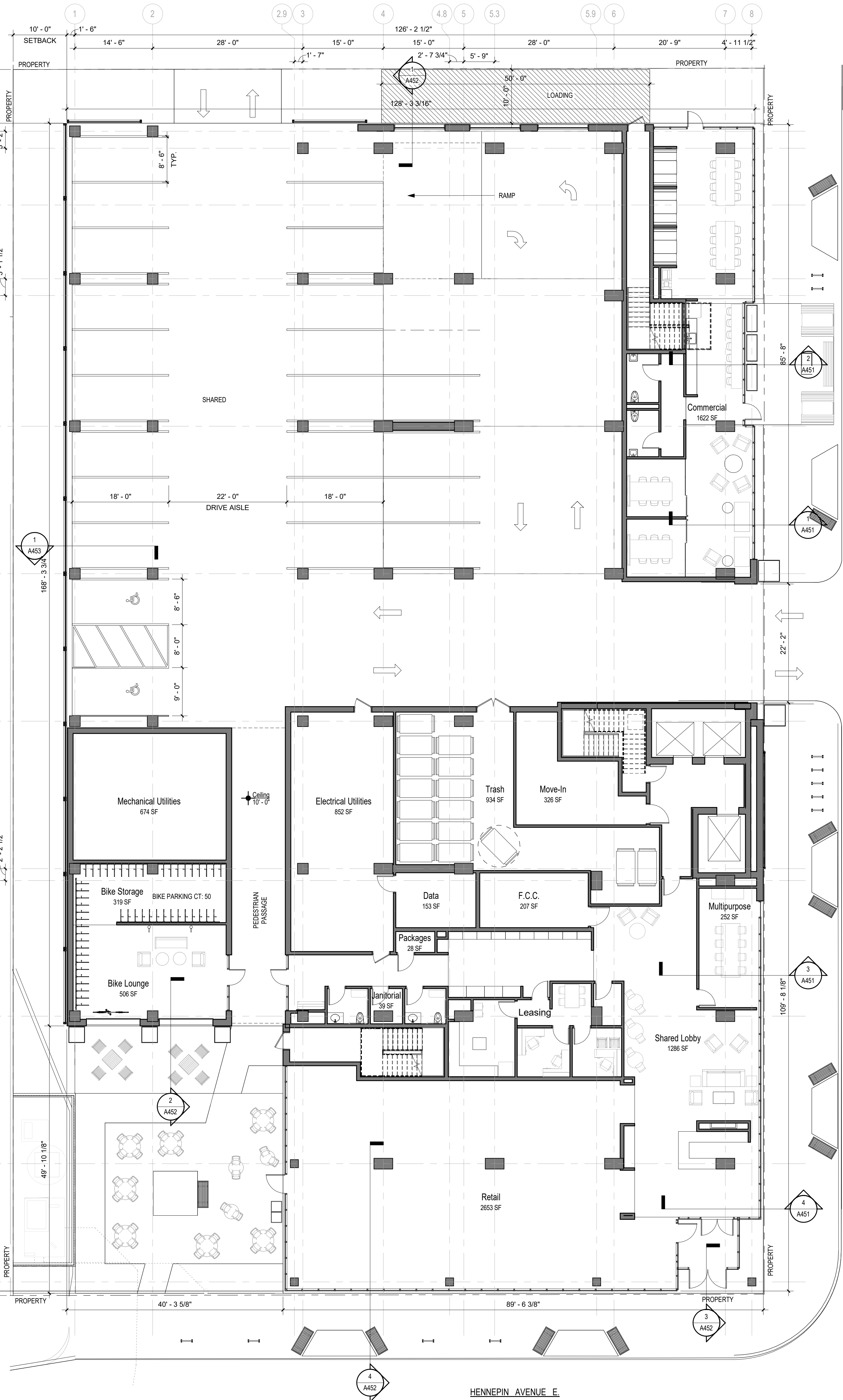
Project Title  
333 Hennepin

Sheet  
Floor Plan - Levels 1 to 3

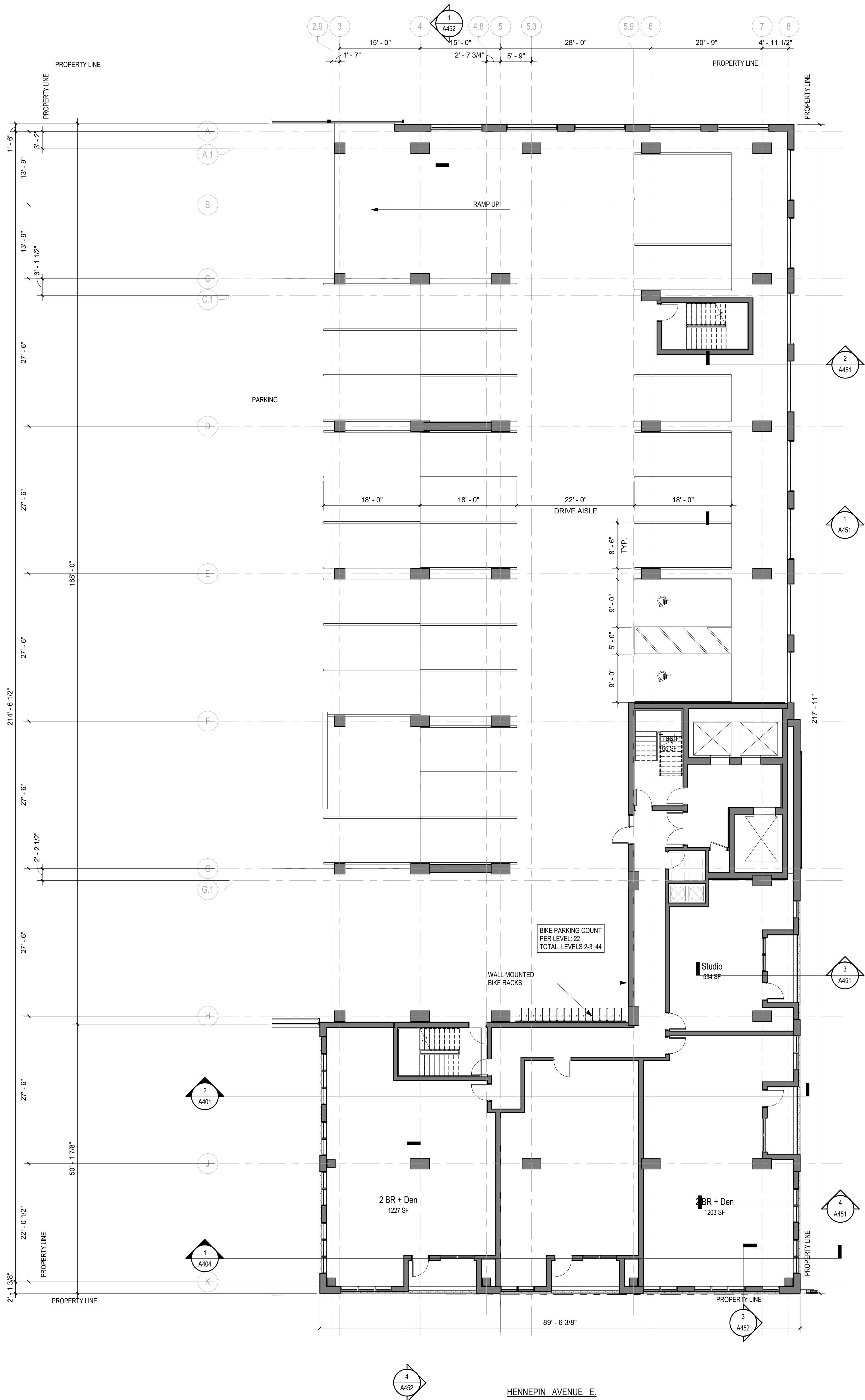
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.A101

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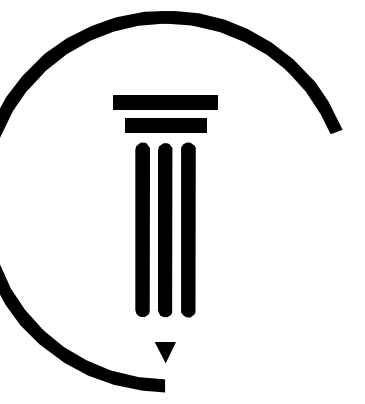


1 Level 1 Floor Plan  
A101 1" = 10'-0"



2 Level 2 Floor Plan (Level 3 Sim.)  
A101 1" = 10'-0"





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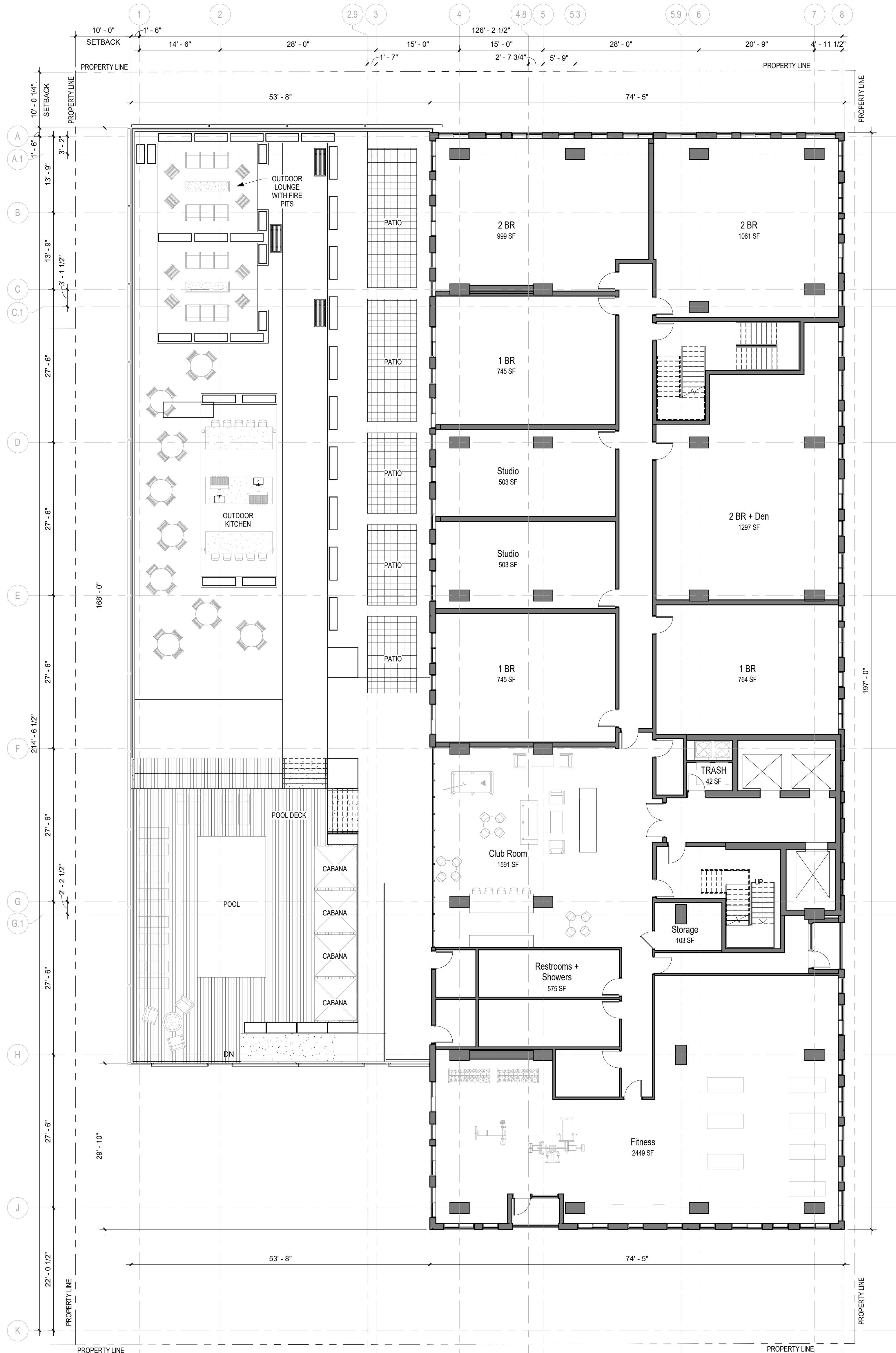
Project Title  
333 Hennepin

Sheet  
Floor Plan - Levels 4 to 7

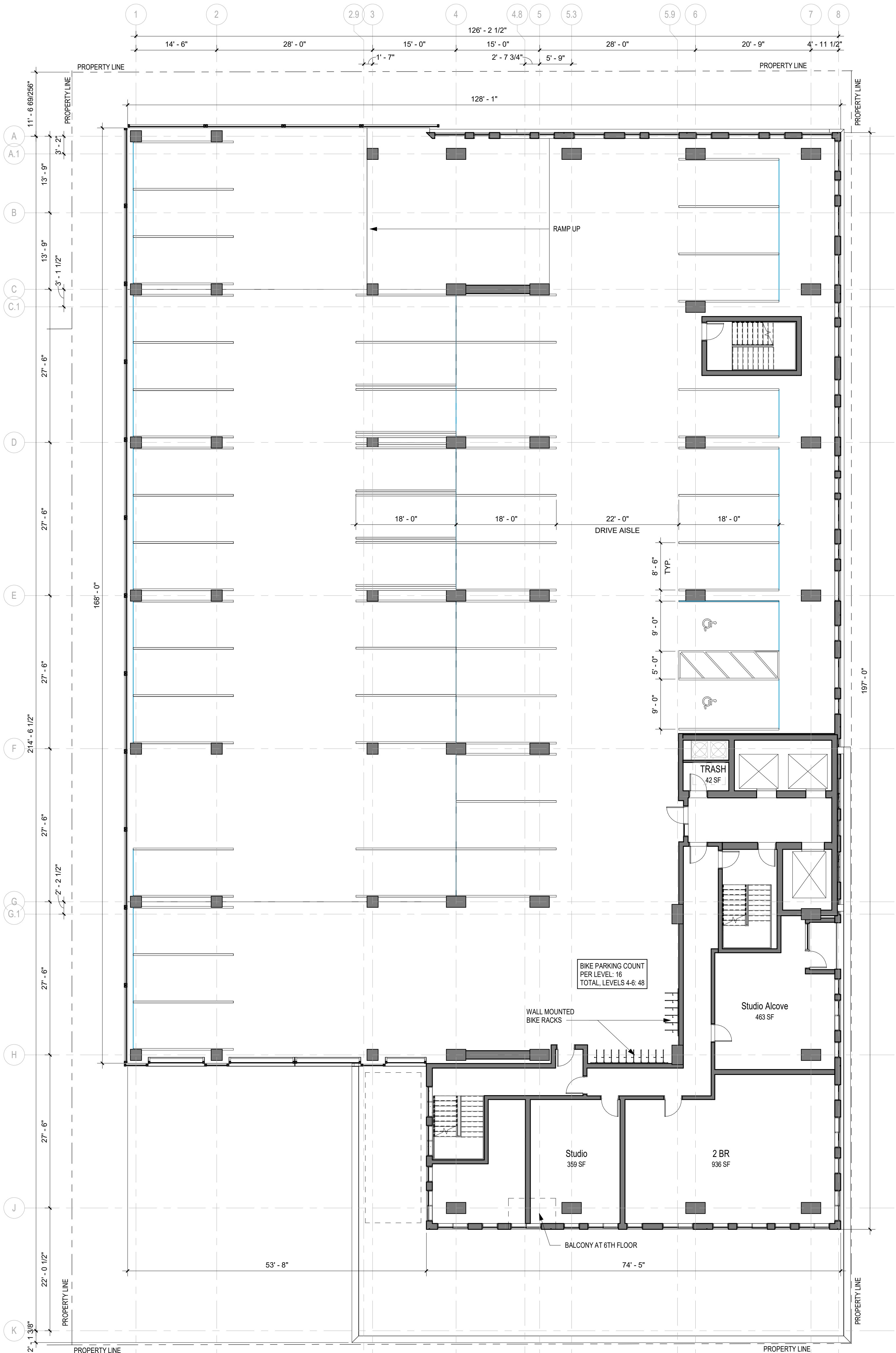
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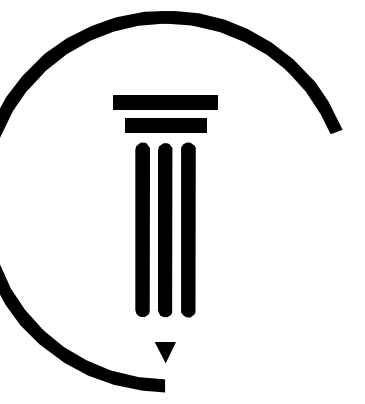
2 Level 7 Floor Plan  
A104 1" = 10'-0"



1 Level 4-6 Floor Plan  
A104 1" = 10'-0"







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Project Title

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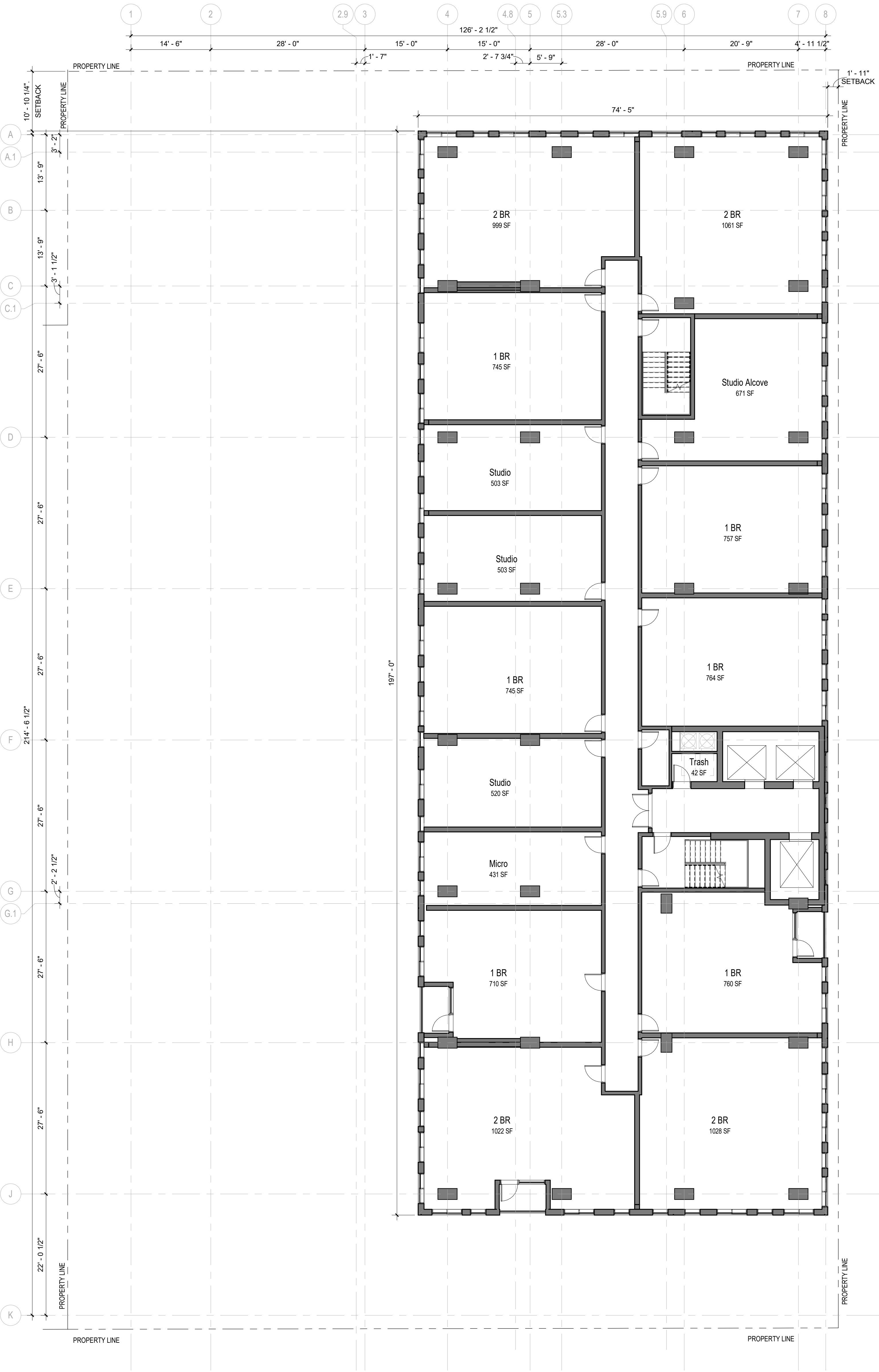
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Floor Plan - Levels 8 to  
11

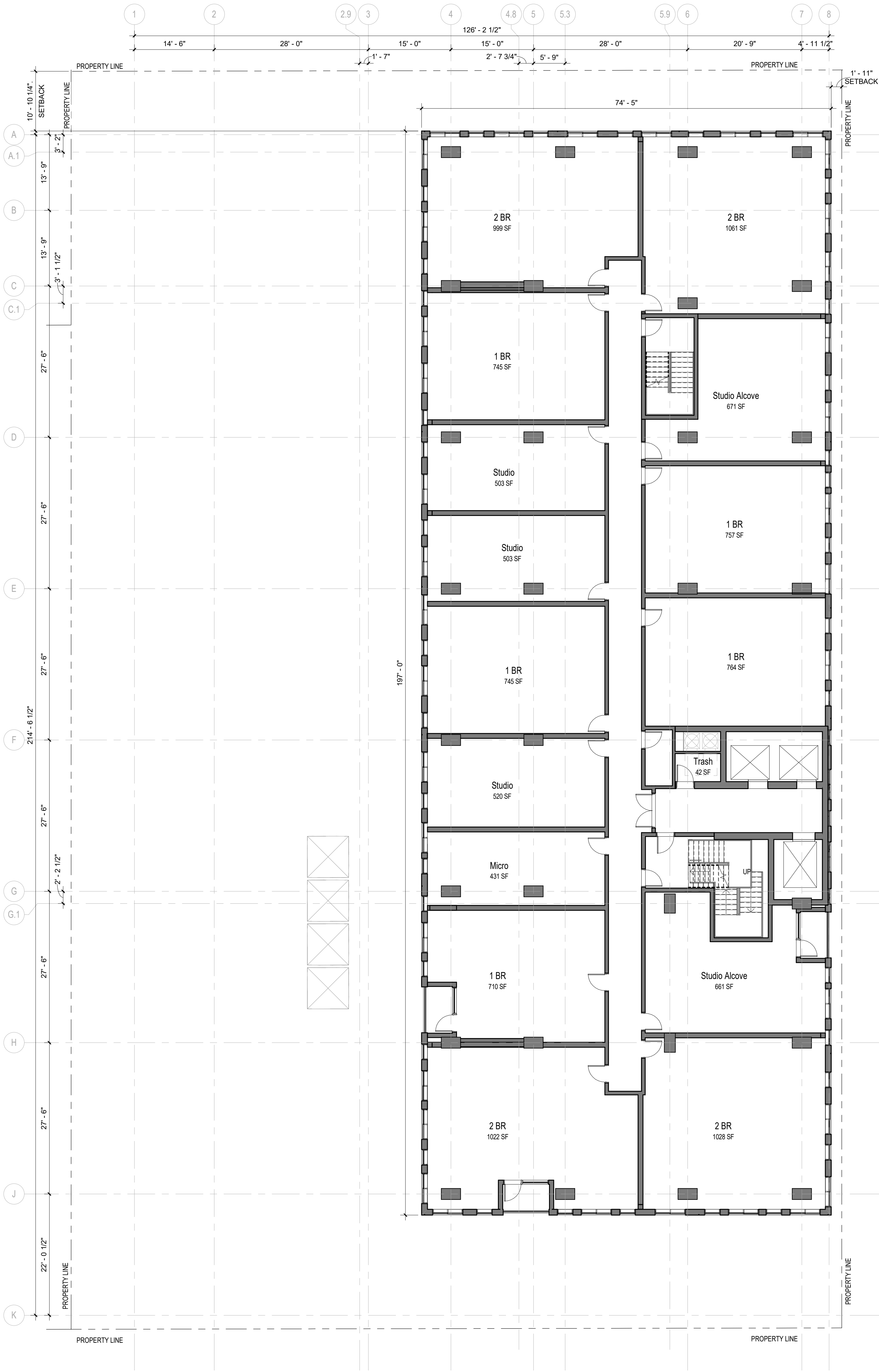
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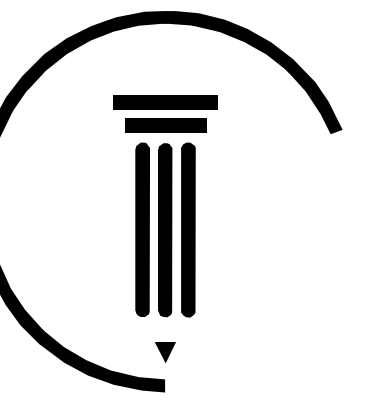


2 Level 9 - 11 Floor Plan  
A108 1" = 10'-0"



1 Level 8 Floor Plan  
A108 1" = 10'-0"





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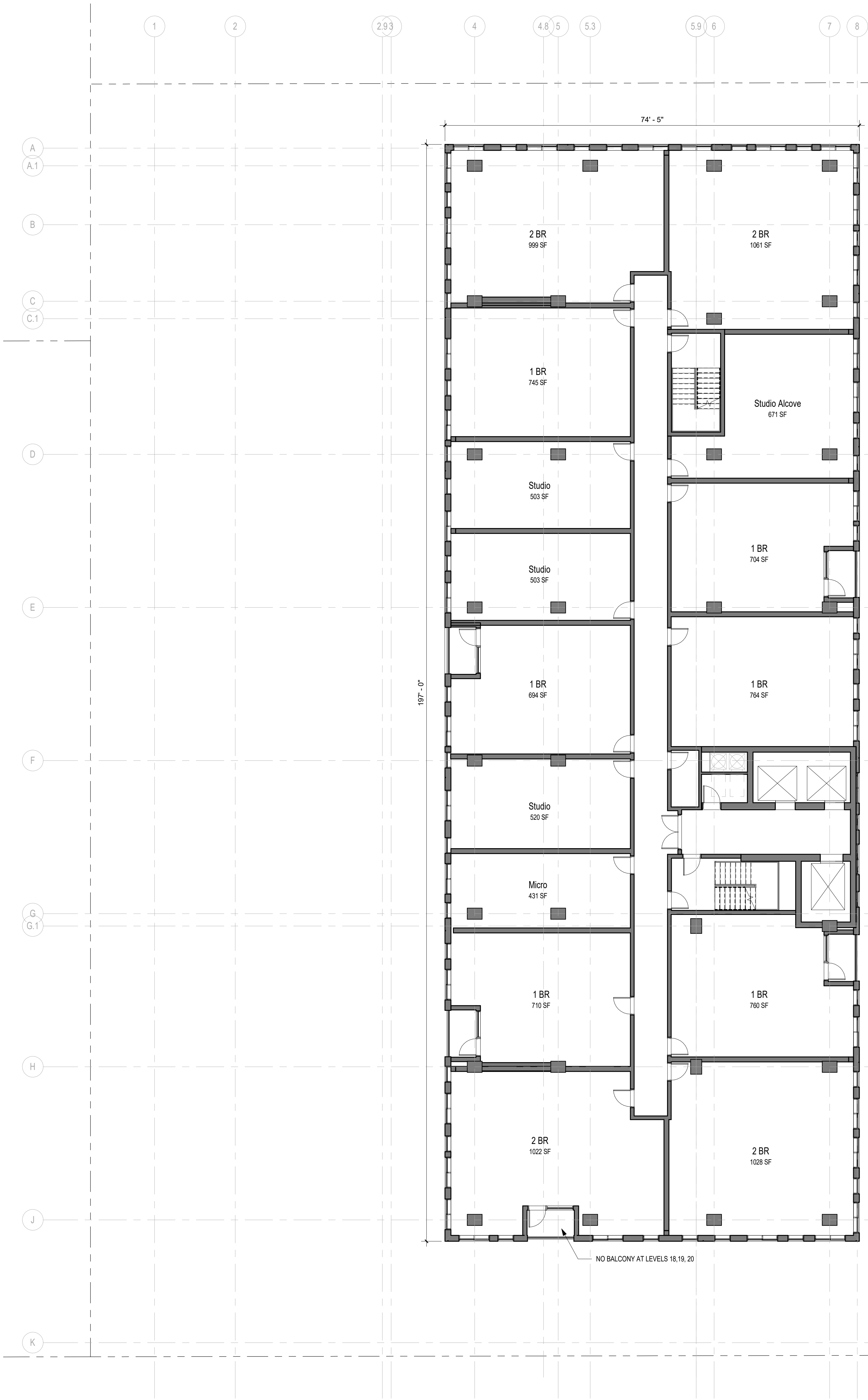
Project Title  
333 Hennepin

Sheet  
Floor Plan - Levels 12 to  
22

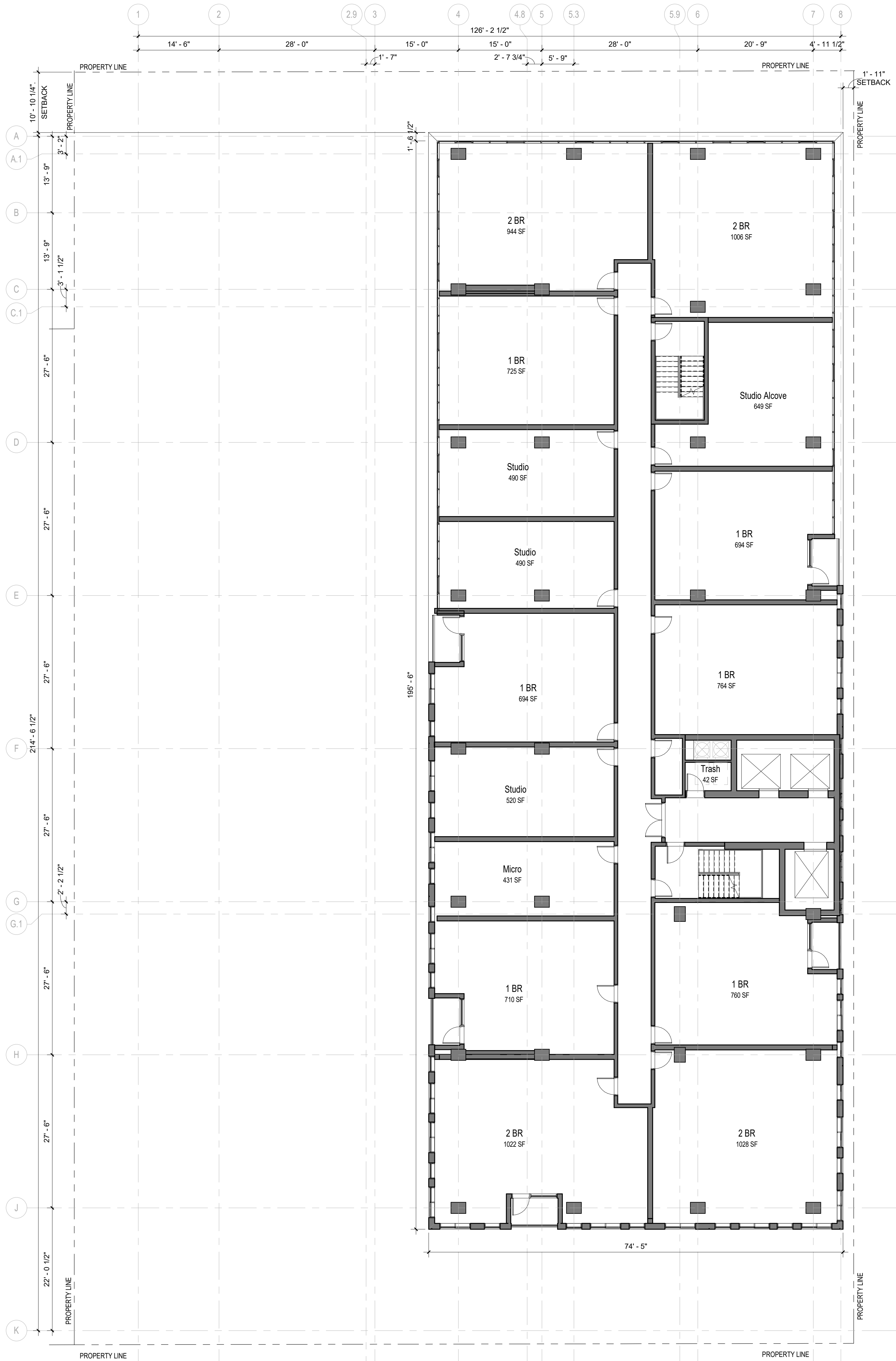
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A112

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2 Level 13 - 20 Floor Plan  
A112 1" = 10'-0"

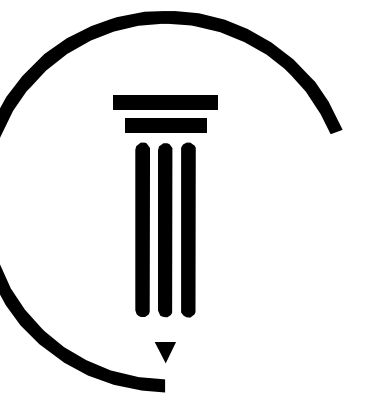


1 Level 12  
A112 1" = 10'-0"

4TH STREET N.E.

HENNEPIN AVENUE E.





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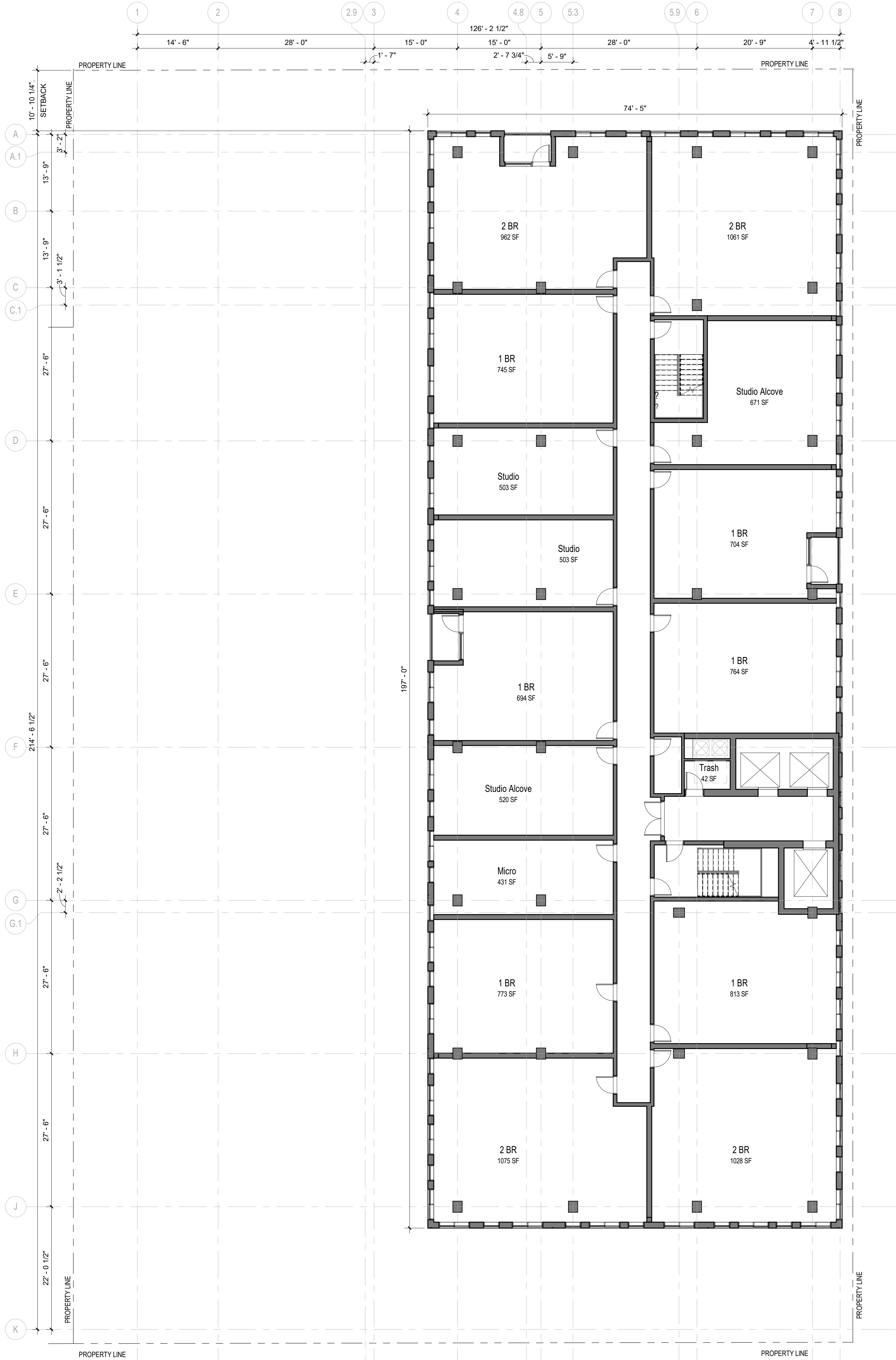
Project Title  
333 Hennepin

Sheet  
Floor Plan - Levels 21 to 22

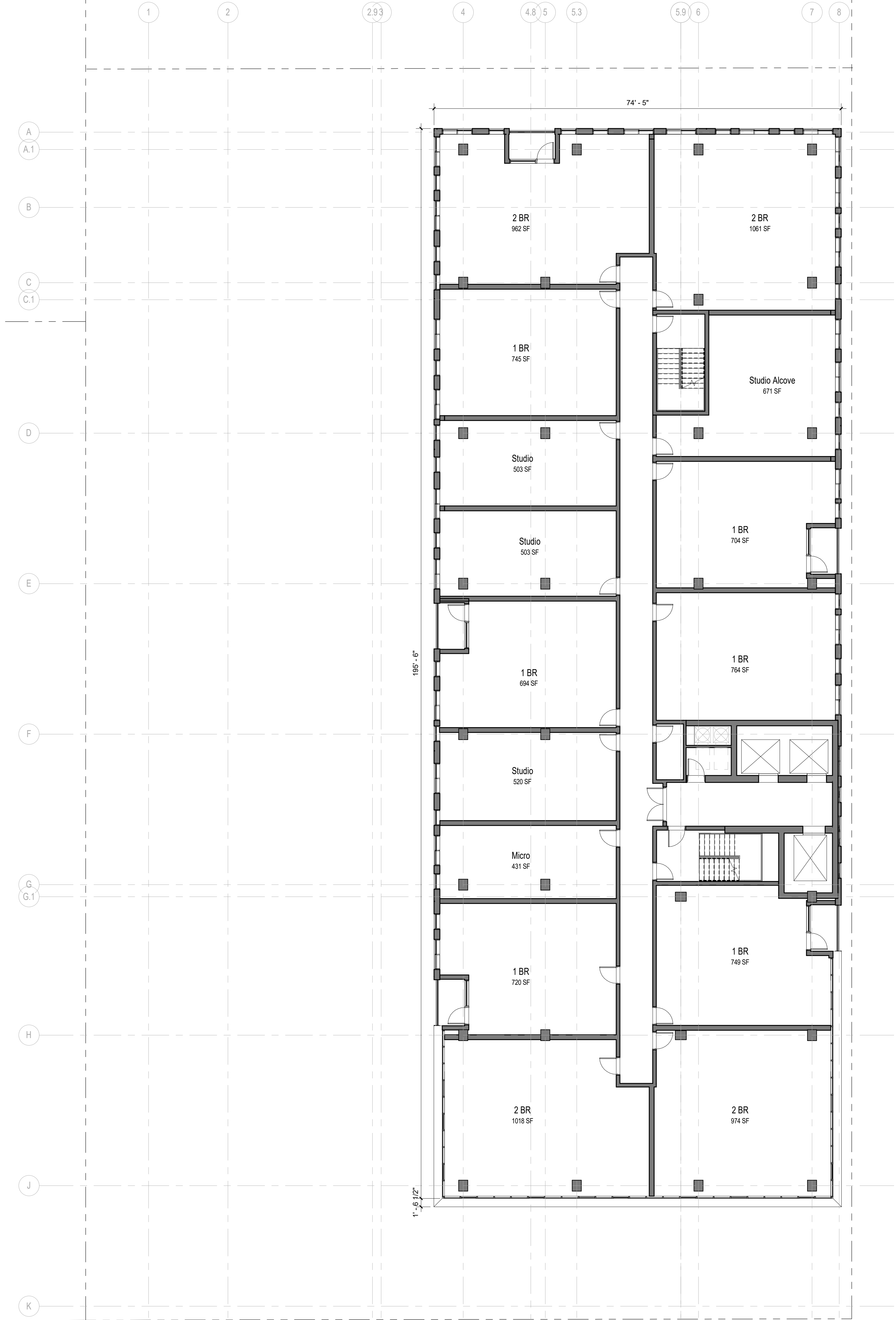
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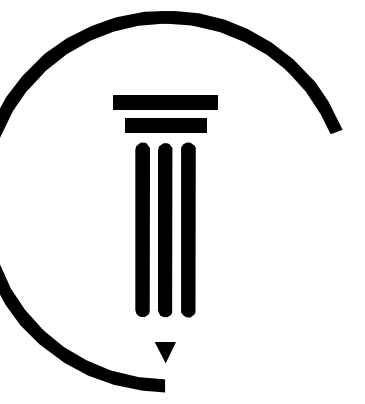


1 Level 22 Floor Plan  
A121 1" = 10'-0"



2 Level 21 Floor Plan  
A121 1" = 10'-0"





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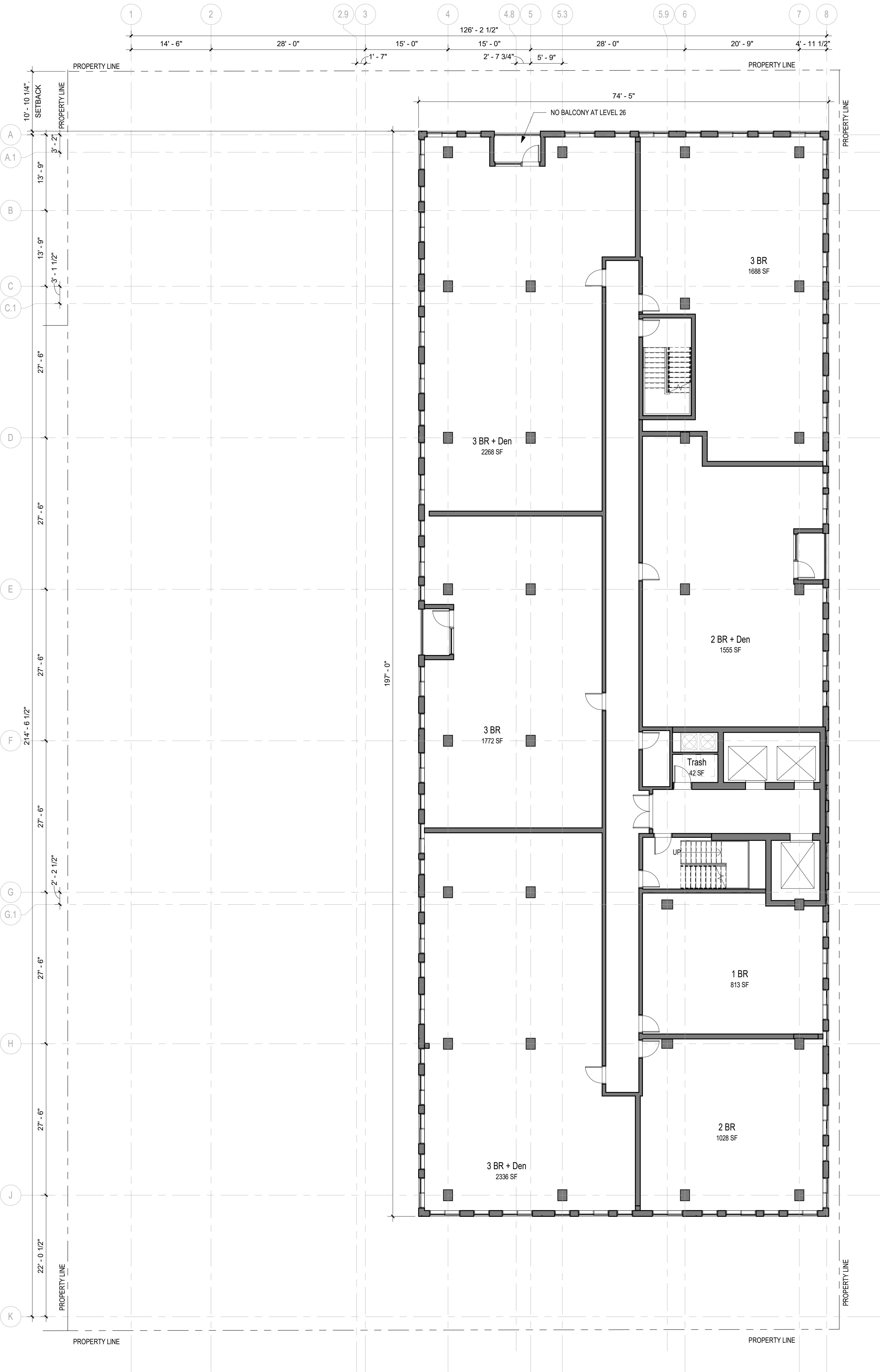
Project Title  
333 Hennepin

Sheet  
Floor Plan - Levels 23 to 26

Sheet

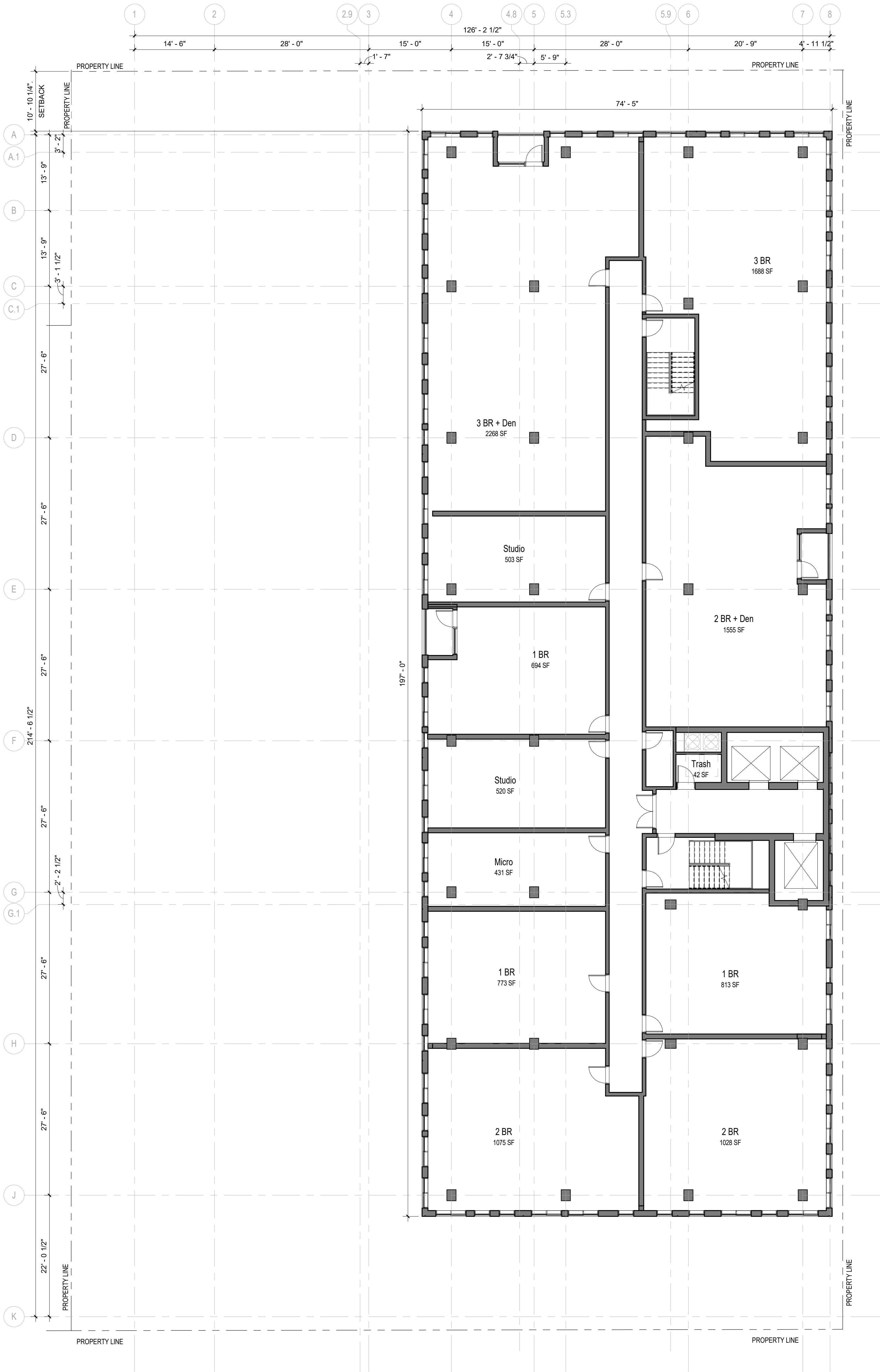
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2 Level 24 - 26 Floor Plan  
A123 1" = 10'-0"

4TH STREET NE

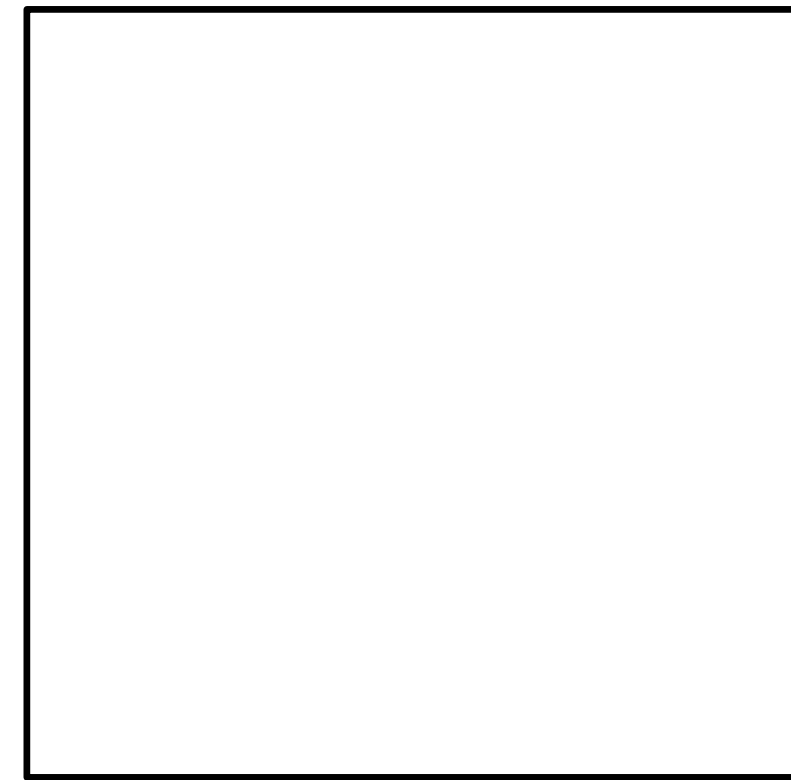


1 Level 23 Floor Plan  
A123 1" = 10'-0"

HENNEPIN AVENUE E

4TH STREET NE





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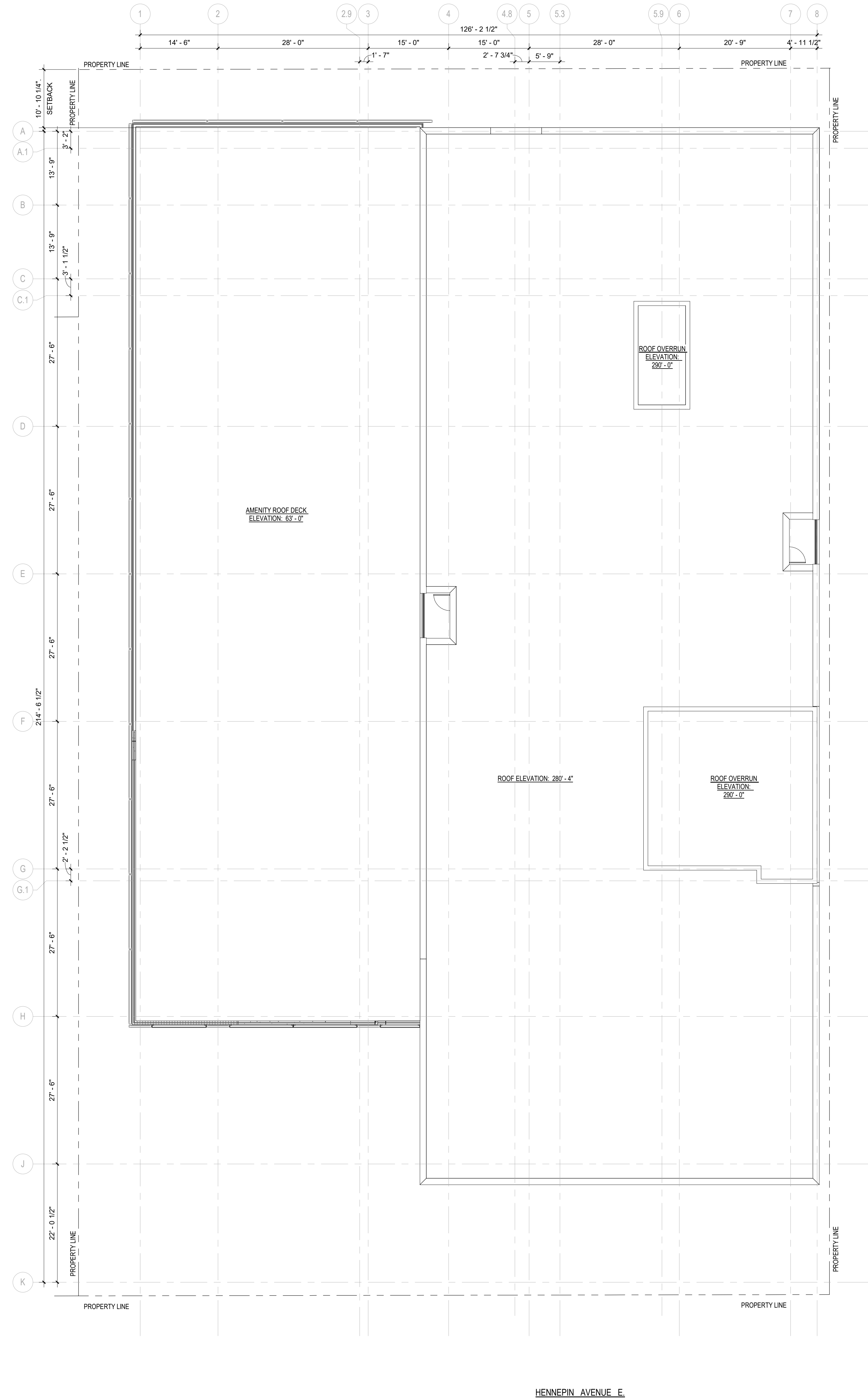
Project Title  
333 Hennepin

Sheet  
Roof Plan

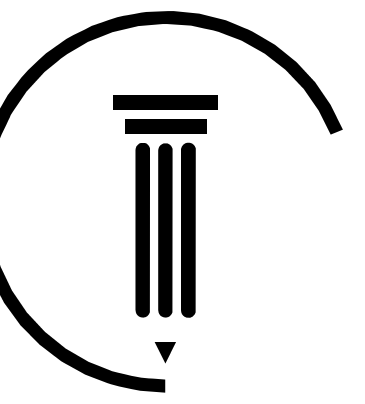
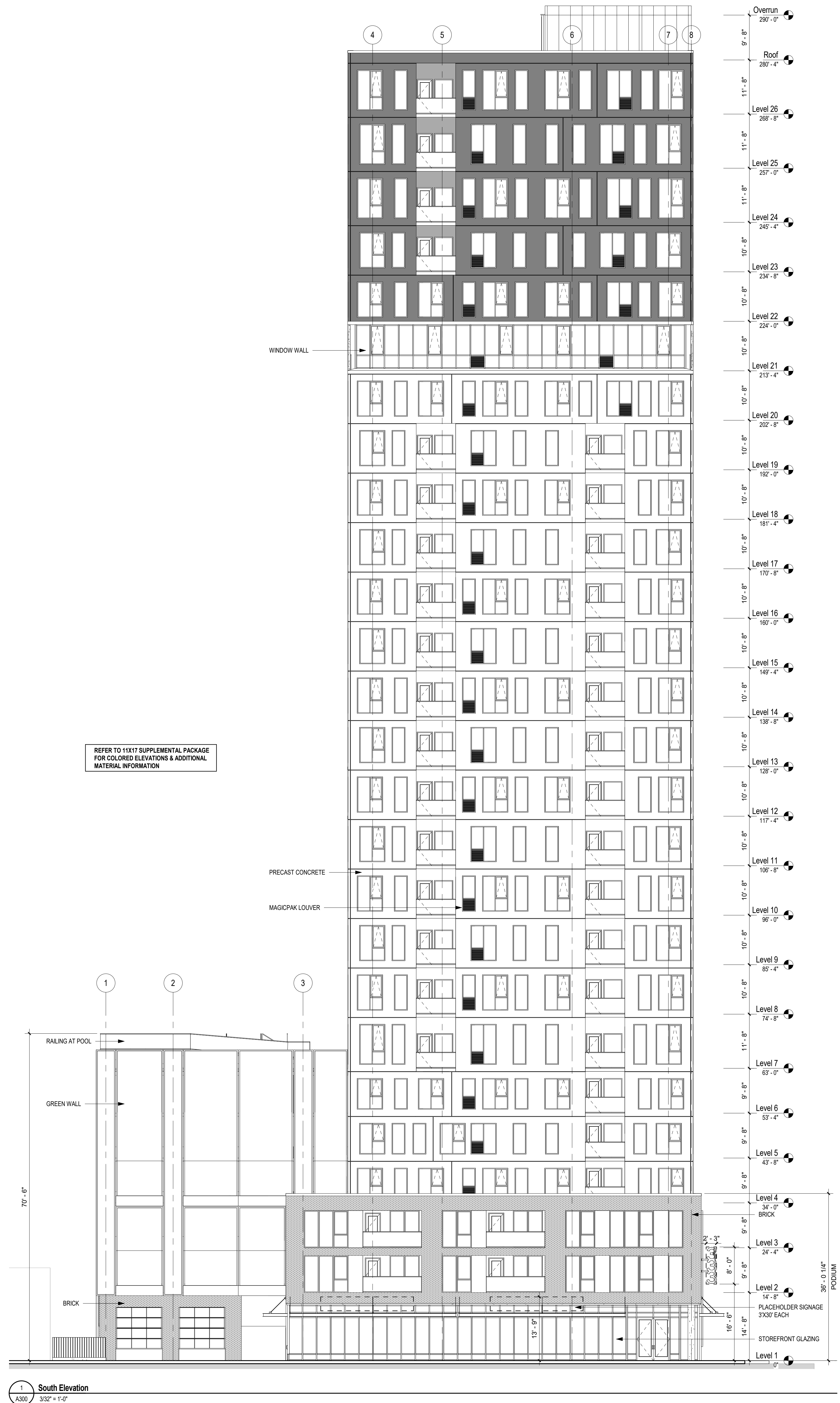
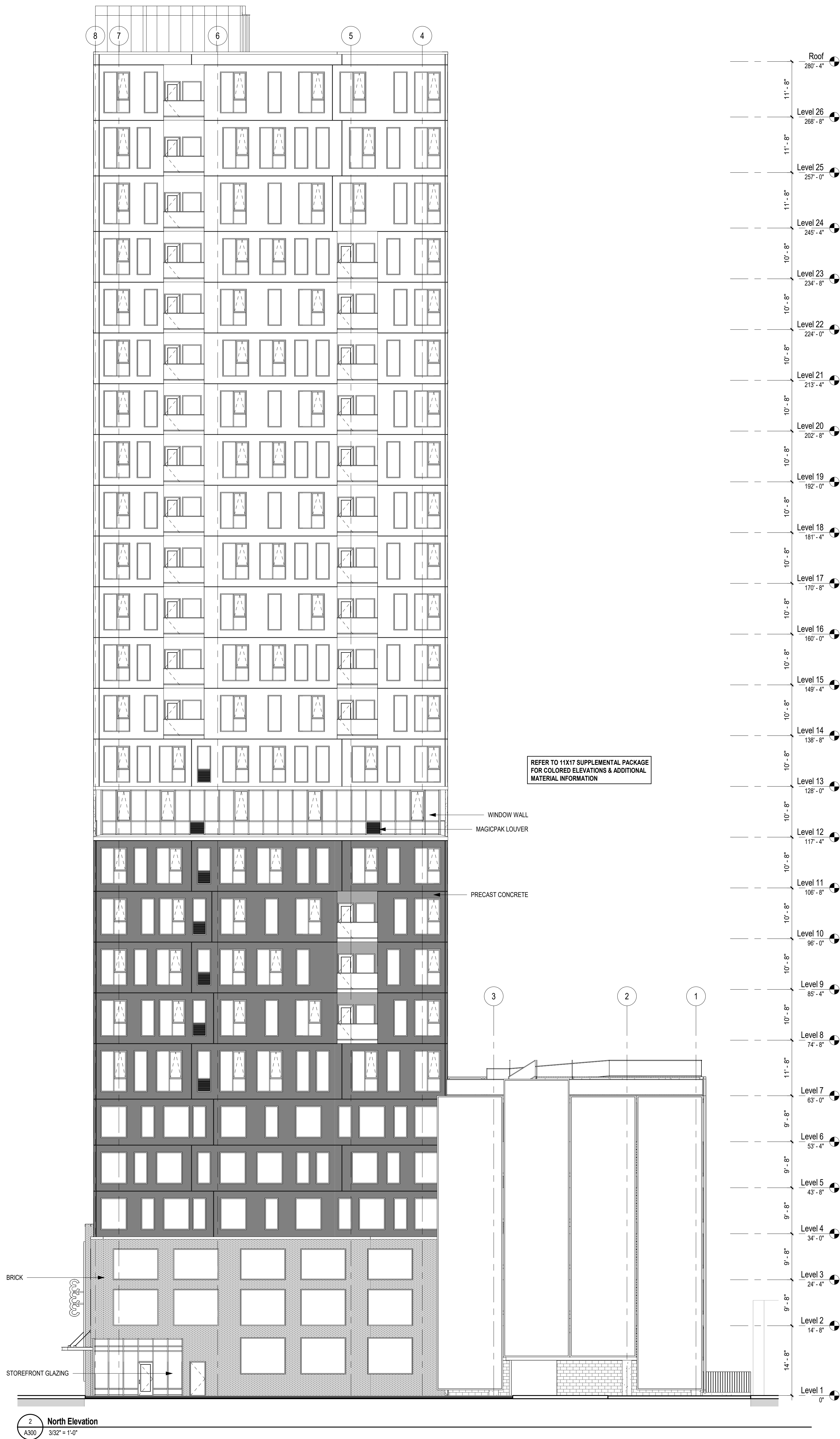
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A127

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APPLICATIONS

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Date:	July 11, 2017
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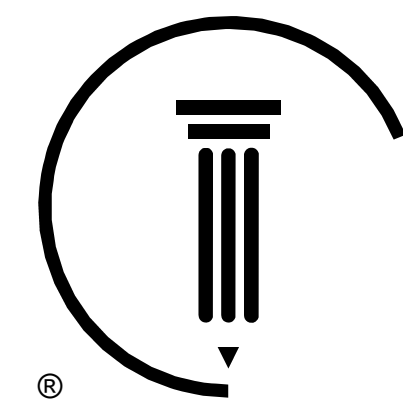
Project Title  
333 Hennepin

Sheet  
Building Elevations

Sheet

A300

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APPLICATIONS

Document	Public Approvals
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Drawn	Author
Checked	Checker
Comm.	15-0226

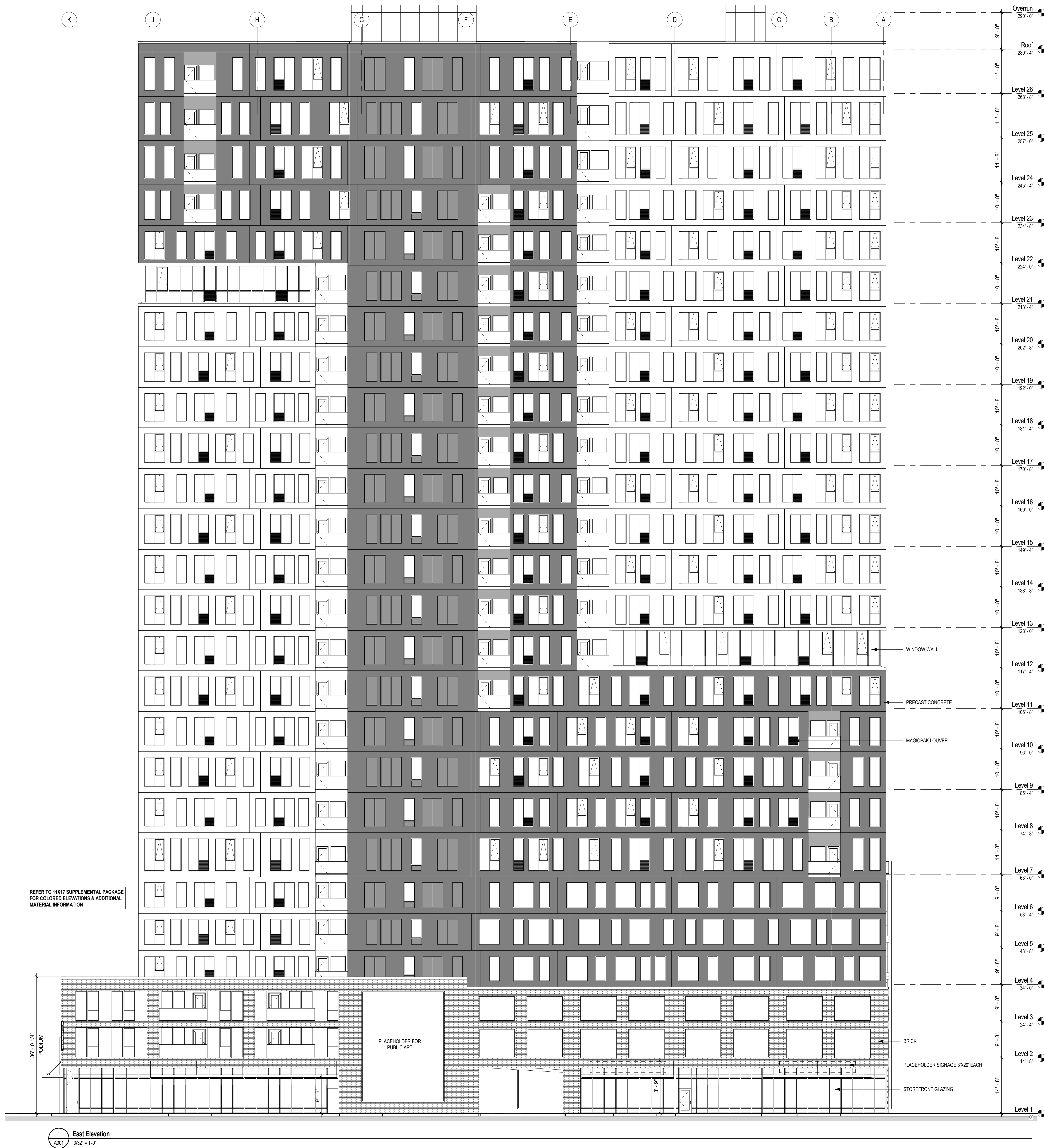
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333 Hennepin

Sheet  
Building Elevations

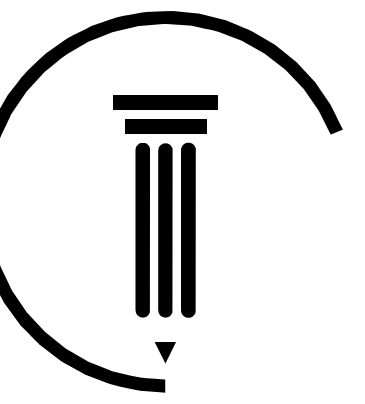
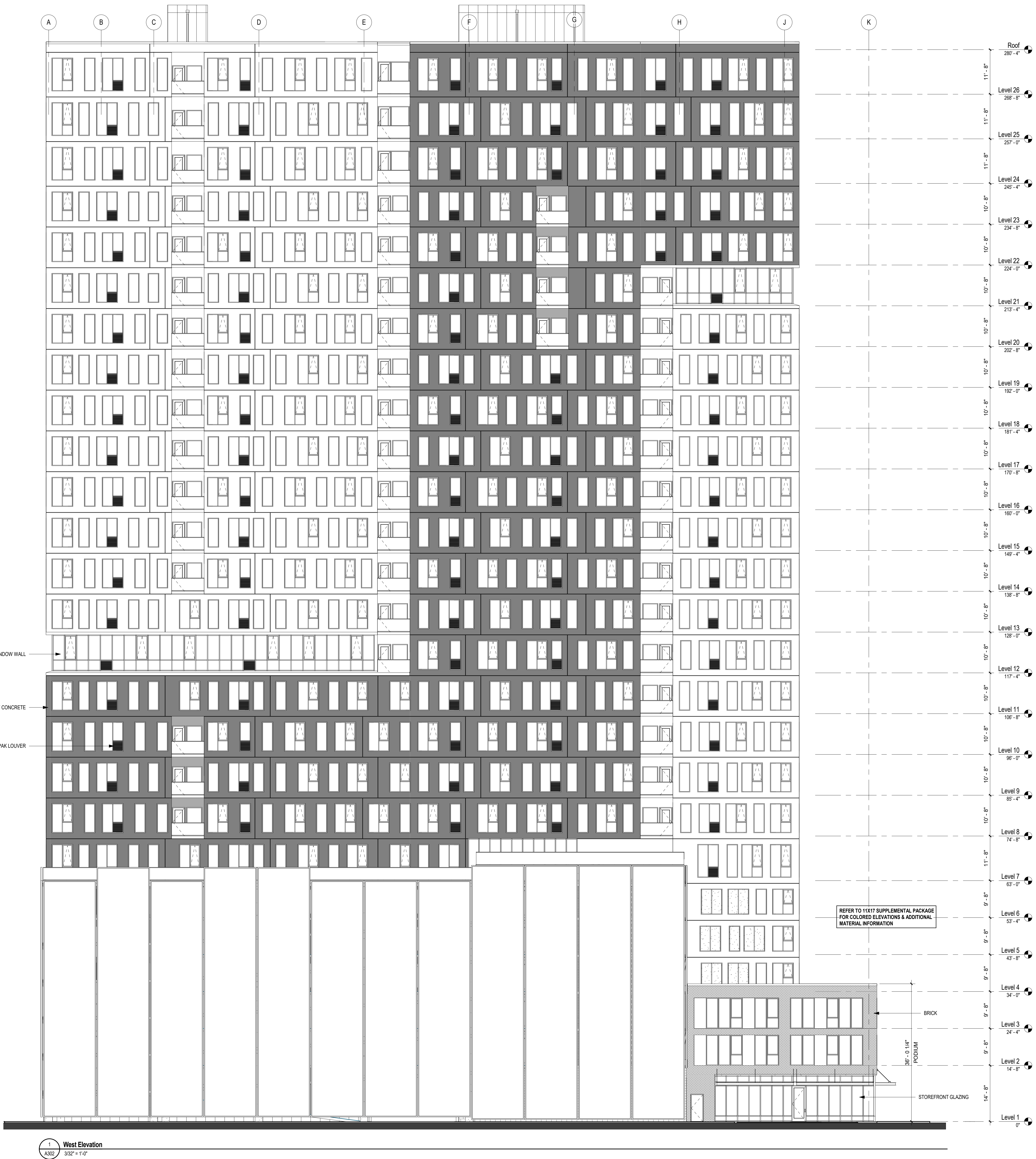
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A301

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APPLICATIONS

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Project Title  
333 Hennepin

Sheet  
Building Elevations

Sheet

A302

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ELEVATION - EAST (4TH STREET NE)



**PRECAST CONCRETE TEXTURE DESIGN INTENT**  
-WHITE CONCRETE WITH LIGHT SANDBLAST TEXTURE  
-CHARCOAL CONCRETE WITH FORMLINER TEXTURE  
-SMOOTH TEXTURE 'WINDOW' RELIEFS AT ELEVATOR CORE

PRECAST CONCRETE 02 (TYP)

ACCENT 01 (TYP)

PRECAST CONCRETE 01 (TYP)

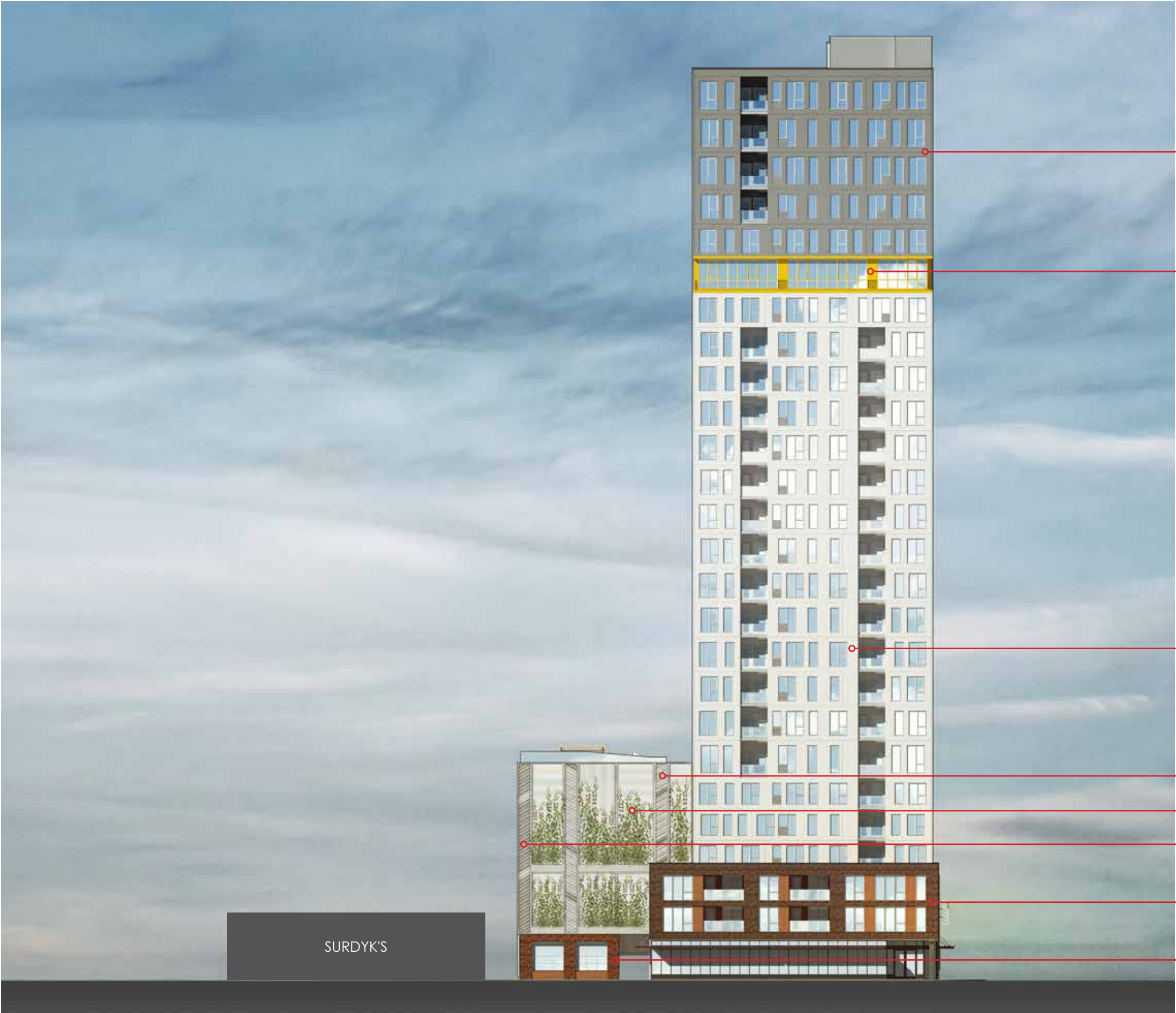
BRICK 01 (TYP)

BRICK 02 (TYP)

AREA FOR PUBLIC ART

1/32" = 1'-0"

ELEVATION - SOUTH (HENNEPIN AVE)



PRECAST CONCRETE 01 (TYP)

ACCENT 01(TYP)

PRECAST CONCRETE 02 (TYP)

METAL SCREEN 01(TYP)

GREEN SCREEN (TYP)

METAL SCREEN 02 (TYP)

BRICK 01(TYP)

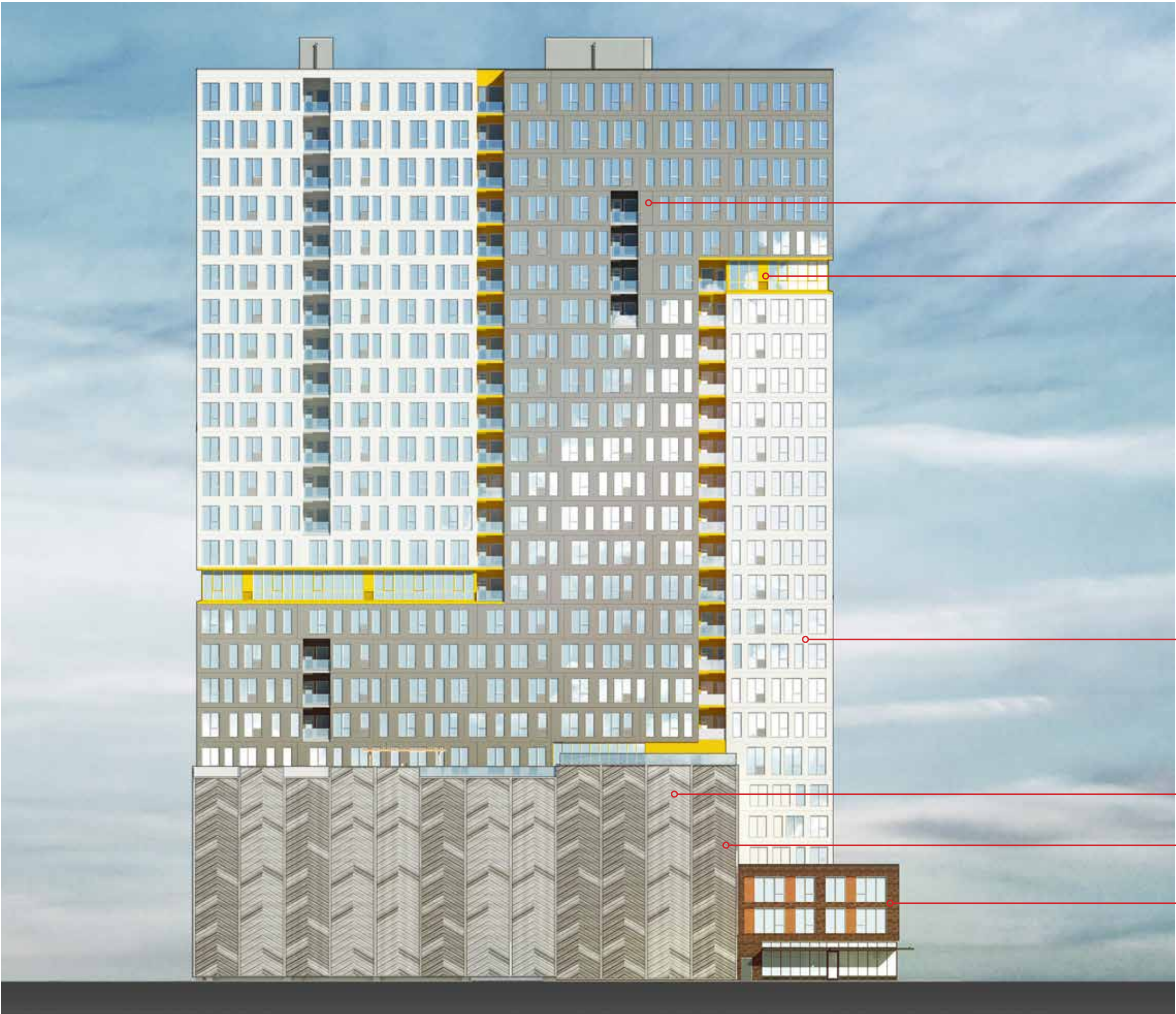
BRICK 02(TYP)

SURDYK'S

1/32" = 1'-0"



ELEVATION - WEST (UNIVERSITY)



PRECAST CONCRETE 01 (TYP)

ACCENT 01(TYP)

PRECAST CONCRETE 02 (TYP)

METAL SCREEN 01(TYP)

METAL SCREEN 02 (TYP)

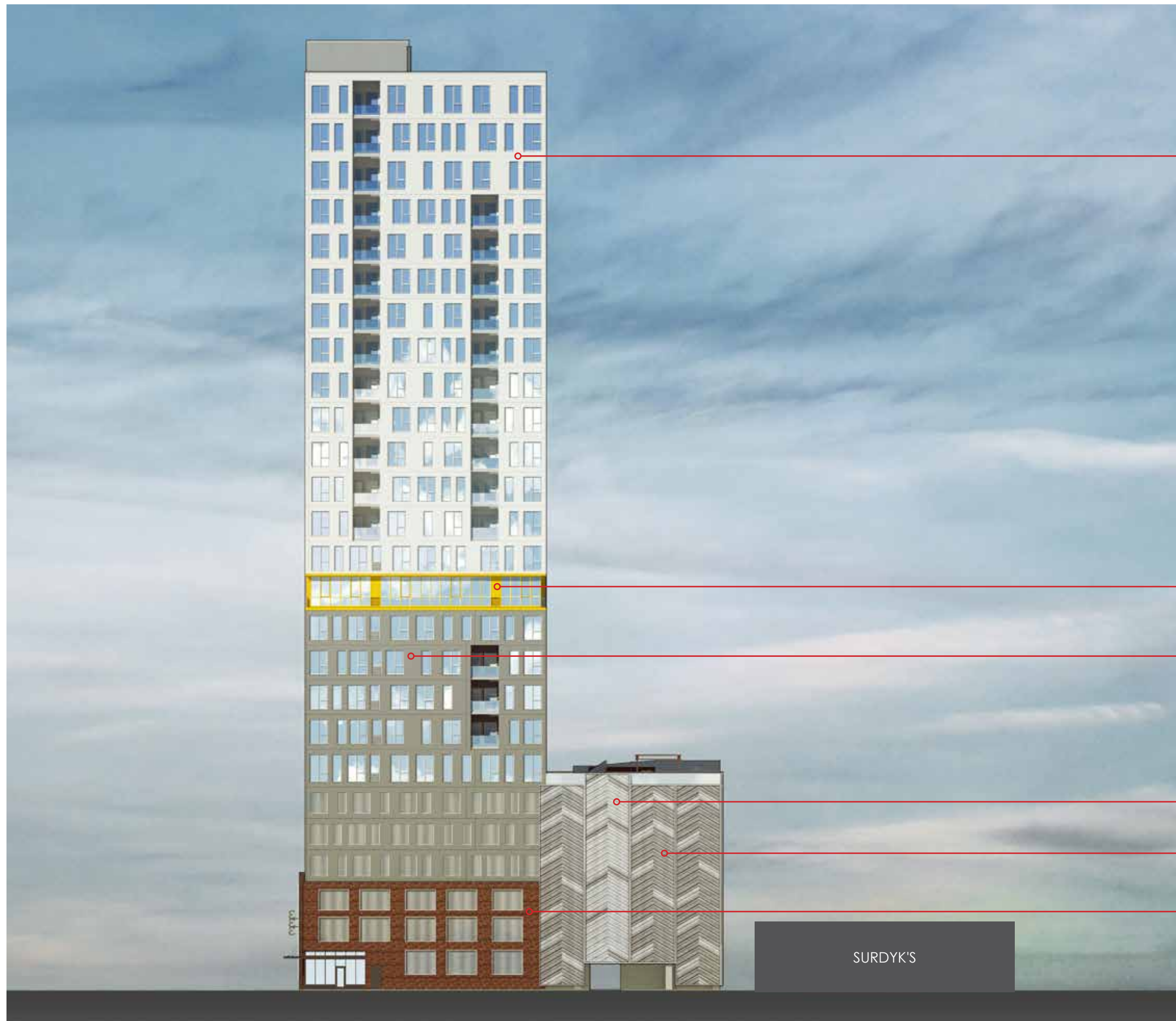
BRICK 01(TYP)

**NOTE:** FINAL COMPOSITION OF PARKING SCREEN PANELS WILL BE DETERMINED AT A LATER DATE. THE 4MARQ EXAMPLE IS INDICATIVE OF THE MATERIAL BEING USED AND THE QUALITY OF THE INSTALLATION.

1/32" = 1'-0"



## ELEVATION - NORTH (1ST AVENUE NE)



PRECAST CONCRETE 02 (TYP)

ACCENT 01 (TYP)

PRECAST CONCRETE 01 (TYP)

METAL SCREEN 01 (TYP)

METAL SCREEN 02 (TYP)

BRICK 02 (TYP)

**NOTE:** FINAL COMPOSITION OF PARKING SCREEN PANELS WILL BE DETERMINED AT A LATER DATE. THE 4MARQ EXAMPLE IS INDICATIVE OF THE MATERIAL BEING USED AND THE QUALITY OF THE INSTALLATION.

1/32" = 1'-0"























MATERIAL PALETTE

PRECAST CONCRETE 01

CHARCOAL

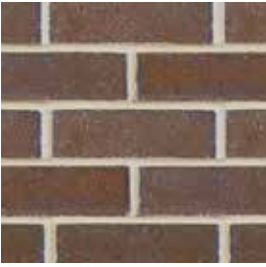


- PRIMARY FACADE CLADDING

- FORMLINER TEXTURE

BRICK 01

DARK BROWN



- PODIUM CLADDING

- SIOUX CITY BRICK

- MOUNTAIN SHADOW VELOUR

ACCENT FINISH 01

MANGO



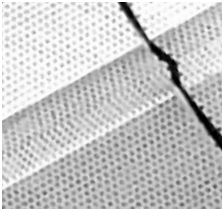
VARIOUS METAL FINISH MATERIALS

FINISHED TO MATCH

SHERWIN WILLIAMS SW6894

METAL SCREEN 01

LIGHT GRAY



- PARKING SCREEN

- LIGHT/BRUSHED ALUMINUM TONE

- KYNAR 500 FINISH - SILVER

PRECAST CONCRETE 02

WHITE



- PRIMARY FACADE CLADDING

- LIGHT SANDBLAST TEXTURE

BRICK 02

LIGHT BROWN



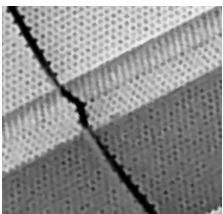
- PODIUM CLADDING

- SIOUX CITY BRICK

- COPPERTONE VELOUR

METAL SCREEN 02

MEDIUM GRAY



- PARKING SCREEN

- MEDIUM/ZINC TONE

- KYNAR 500 FINISH - WEATHERED ZINC

WINDOW FRAMES

SILVER/  
ALUMINUM  
FINISH




- PODIUM AND TOWER UNITS

- LIGHT/BRUSHED ALUMINUM TONE

STOREFRONT

BLACK



- PODIUM STOREFRONT

- BLACK NICKEL/BLACK ANODIZED TONE



March 21/  
September 21  
(Equinoxes)

9:00 am

Noon

3:00 pm

6:00 pm

June 21  
(Summer Solstice)

December 21  
(Winter Solstice)





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26872  
REC. NO. May 11, 2017  
DATE



emanuelson-podas  
consulting engineers

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Revisions		
No.	Date	Description

PDR & LANDUSE  
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Document Phase:	Public Approvals
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Drawn By:	LJU
Checked By:	JBA
Comm. No.:	15-0226

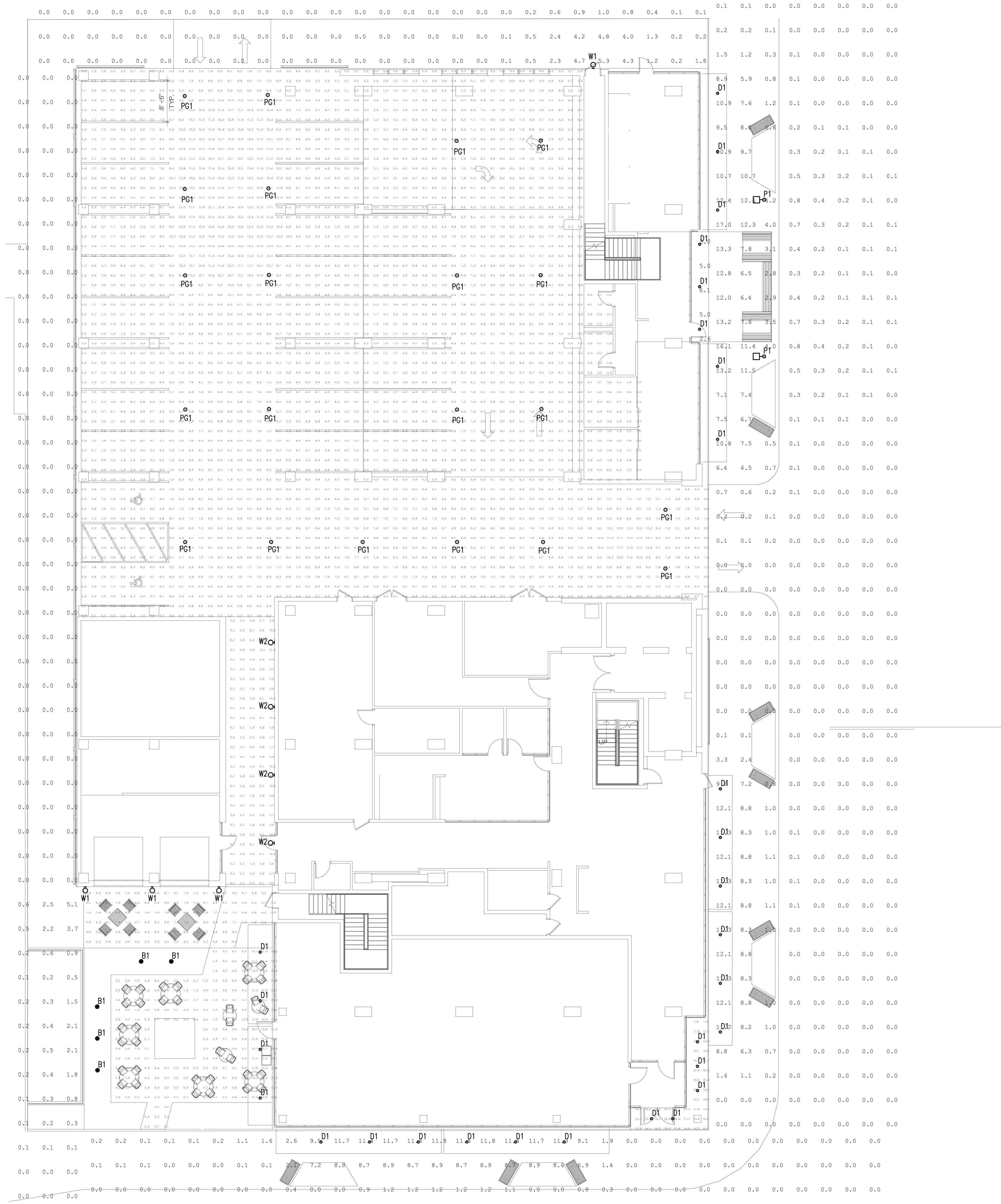
Project Title  
333 Hennepin

Sheet Title  
1ST FLOOR  
PHOTOMETRICS

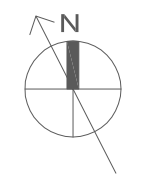
Sheet Number

E100

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1 FIRST FLOOR PHOTOMETRICS  
SCALE: 1" = 10'







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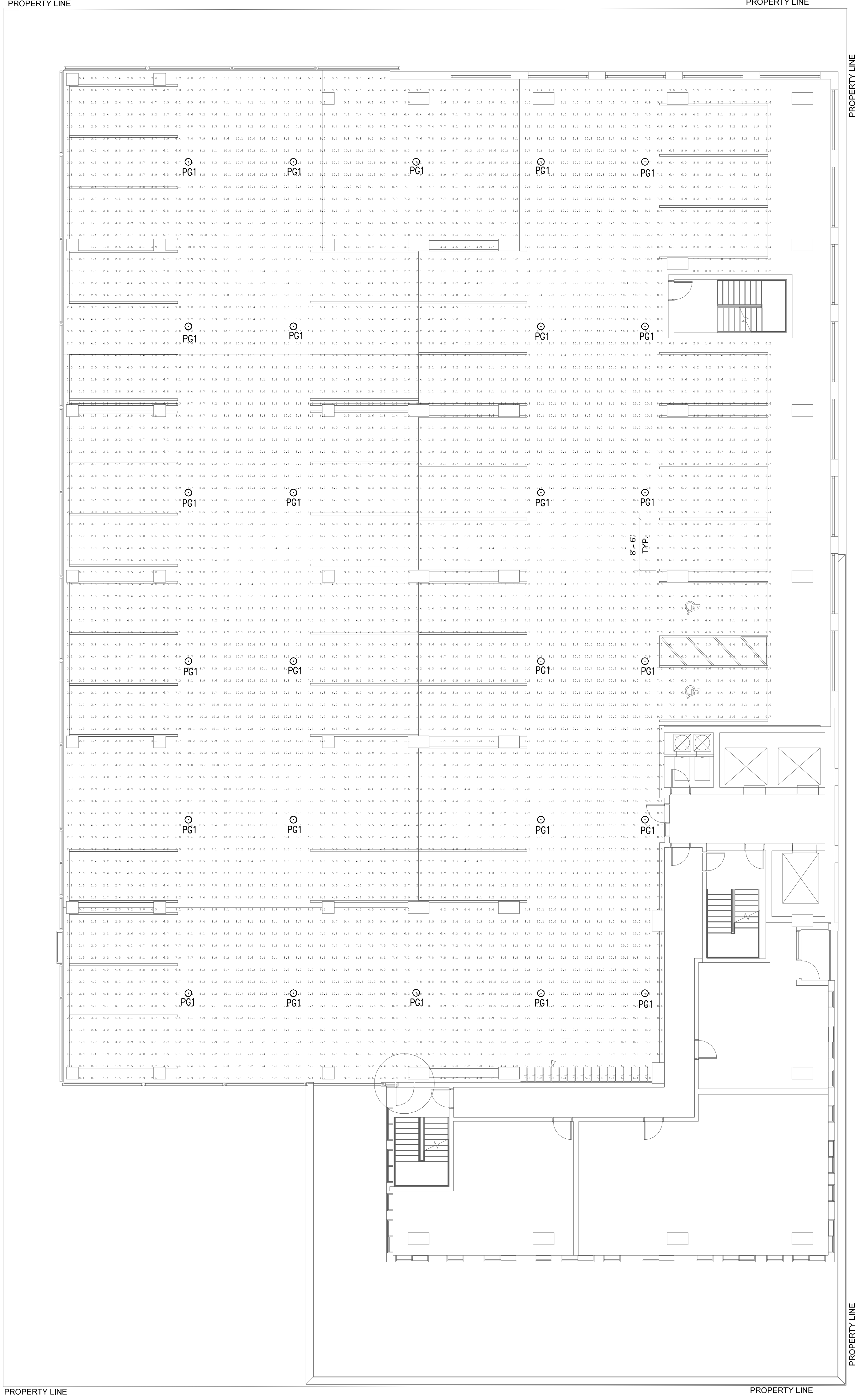
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333 Hennepin

Sheet Title  
4TH FLOOR  
PHOTOMETRICS

Sheet Number

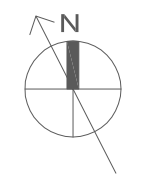
E110

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1 4TH FLOOR PHOTOMETRICS  
SCALE: 1" = 10'

HENNEPIN AVENUE E.











NW on 4th



NW on 4th



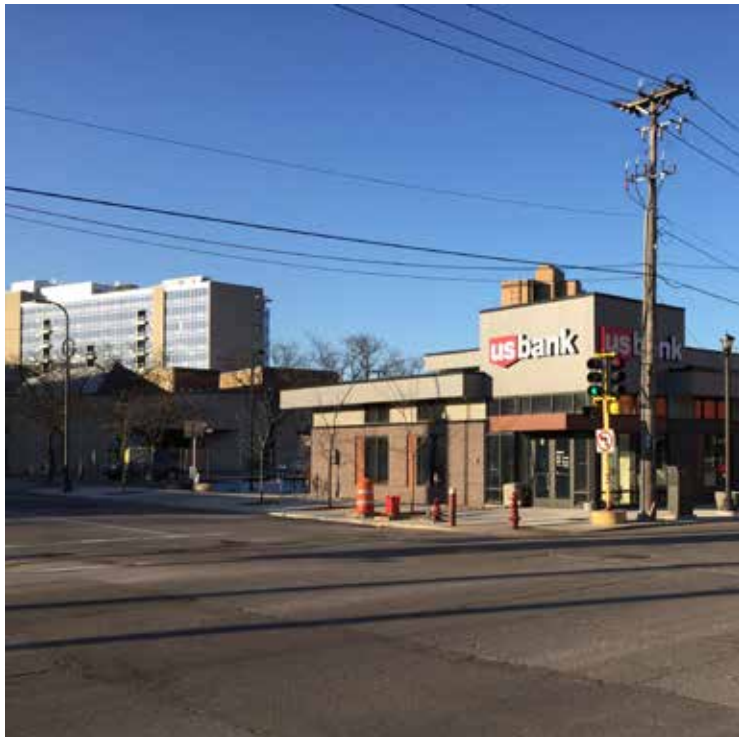
NW from SE Corner of 4th and Hennepin



W on Hennepin from 5th and Hennepin



W on 1st Avenue NE from 5th and 1st



SW from NE Corner of 4th and 1st



SE from NW Corner of 1st and University



NE from SW Corner of Hennepin and University



4th Street NE



Hennepin Avenue





## PDR Comprehensive Report

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

<b>Status</b>	<b>Tracking Number:</b>	PLAN4478
<b>Resubmission Required</b>	<b>Applicant</b>	CUNNINGHAM GROUP 201 MAIN ST SE STE 325 MINNEAPOLIS, MN 55414
	<b>Site Address</b>	333 HENNEPIN AVE
	<b>Date Submitted</b>	Jun 6 2017 1:57PM

### Purpose

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

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

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

### Project Scope

Mixed-use project with residential and commercial

Please submit your plans via the city e-planning online portal. You should have received an email at eanderson@cunningham.com with a link. Please provide a complete set of updated plans (to include site, civil, landscaping, elevation, floor plans, and all associated documents identified below) for review by City staff to ensure that all comments have been incorporated. The project cannot move forward to Formal Site Plan approvals and permitting until the PDR process is completed.

In addition to the revised site plan, please provide a written response to all comments (a Comment Response Sheet), which at a minimum, should include identification of the commenting City Department followed by the corresponding response and site plan page references.

As a general rule:

1. All comments shall be addressed.
2. Provide explanations as to how a particular comment was addressed; or
3. Why a comment was addressed differently than requested; or
4. Why a particular comment or request could not be accomplished.

Because of the nature of the process, resubmittals may result in additional or modified comments; note however, that efforts will be made to limit additional comments to only those areas that are subject to revision.

### Review Findings (by Discipline)



## Address Review

- Per City of Minneapolis Street Naming and Address Standard V1.22, the City of Minneapolis holds authority for assignment of all addresses, verification, change, and/or additions. Each assigned address number uses the street that provides the best/direct access for life safety equipment and best/direct access to the occupants.
- The address for the proposed 333 Hennepin Project building will be 333 E. Hennepin. This address meets the City of Minneapolis Street Naming and Address Standard requirements. The two commercial spaces will have separate addresses.
- When assigning suite sequences the following guidelines are as follows:
  - The first one to two digits of the suite sequence number will designate the floor number of the site.
  - The last two digits of the suite sequence number will designate the unique ID for the unit (condo, suite, unit, or apartment).
  - Suite sequence digit numbers will be assigned to dwelling, commercial and retail units, not common areas. For example, laundry rooms, saunas, workout rooms, etc., would not be assigned numbers.
  - Please provide each condo, suite, unit or apartment number.

## Business Licensing Review

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

## Park Boundary and Forestry

- Tree removals approved based on proposed planting plan. Engineered Root Space typology requirements have been met. Specify what is being used to fill Engineered Root Space. Would prefer to see 3 trees on Hennepin Ave (1st and 2nd openings southwest of 4th St SE).  
Honey locust is overrepresented at neighborhood level. Alternate selection required.  
Recommend Espresso Coffee Tree on Hennepin and Hackberry on 4th St SE as possible selections. Nicollet Island - East Bank over-represented genera: Honey Locust, 74%; Oak, 12%.
- Contact Craig Pinkalla (612-499-9233 [cpinkalla@minneapolisparcs.org](mailto:cpinkalla@minneapolisparcs.org)) regarding any questions related to planting, removal or the process for protection of trees during construction in the city right of way. Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance. The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance:  
<http://library.municode.com/index.aspx?clientId=11490>

As adopted, the fee in lieu of dedication for new residential units is \$1545.30 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is \$206.00 per development employee (as defined in ordinance). Any dedication fee (if required) must be paid at the time of building permit issuance. There is also an administration fee that is 5% of the calculated park dedication fee.

As proposed, for your project, the calculated dedication fee is as follows:

Park Dedication Fee Calculation =

- Residential (282 units x \$1545.30 per unit) = \$435,774.60
- 5% of above (Administration Fee Max. \$1,000) = \$ 1,000.00
- Total Park Dedication Administrative Fee: = \$436,774.60

This is a preliminary calculation based on your current proposal; a final calculation will be made at the time of building permit submittal.

For further information, please contact Matthew James at (612) 673-2547.

## Zoning Review

- The use requires the following land use applications:
    - A conditional use permit to increase height in the C2 district
    - A variance to exceed the maximum FAR in the C2 district
    - A variance to exceed the maximum front yard setback requirement in the PO district
    - A variance to reduce the north interior side yard setback
- Site Plan Review



## **PW Right of Way**

- Vehicle access to the parking ramp is proposed to cross through an adjacent property. The Applicant shall provide documentation supporting the access to the site (from 1st Ave. N.) through the adjacent property (US Bank).
- There are numerous landscaping and street furniture encroachments proposed including a “parklet”; the Applicant shall insure that all physical encroachments are not located in or obstruct the Pedestrian clear zone (refer to Sidewalk comments for further information). The proposed “parklet” does not meet the City’s definition which is typically temporary in nature and are located in the roadway; the Applicant shall describe the nature of the proposed “parklet”. If this is actually a “sidewalk café” it should be removed from the plans as these are approved by separate process. In addition, given that 4th St. S.E. is a “one-way” street heading to the north, driver –side door swings would seem to conflict with street furniture. Care should be taken to avoid conflicts with on-street parking and parking meters; car door swings must be accommodated (refer to Traffic comments for further information).
- An encroachment permit shall be required for all streetscape elements in the Public right-of-way such as: plants & shrubs, planters, tree grates and other landscaping elements, sidewalk furniture (including bike racks and bollards), and sidewalk elements other than standard concrete walkways such as pavers, stairs, raised landings, retaining walls, access ramps, and railings (NOTE: railings may not extend into the sidewalk pedestrian area). Please contact Bob Boblett at (612) 673-2428 for further information.
- Note to the Applicant: Any elements of an earth retention system and related operations (such as construction crane boom swings) that fall within the Public right-of-way will require an encroachment permit application. If there are to be any earth retention systems which will extend outside the property line of the development then a plan must be submitted showing details of the system. All such elements shall be removed from the Public right-of-way following construction with the exception of tie-backs which may remain but must be uncoupled and de-tensioned. Please contact Bob Boblett at (612) 673-2428 for further information.
- In addition, any elements of an earth retention system and related excavations that fall within the Public right-of-way will require a “Right-of-Way Excavation Permit”. This permit is typically issued to the General Contractor just prior to the start of construction. However, it is the Applicant’s responsibility to insure that all required permits have been acquired by its consultants, contractors, sub-contractor’s prior to the start of work.
- The plan indicates numerous bike racks that potentially obstruct the pedestrian clear zone in the Public sidewalk. Contact Paul Cao at (612) 673-2943 for position and alignment of bike racks proposed in the Public right-of-way. If the racks are privately owned, they will require an encroachment permit.

## **Sewer Review**

### **Utility Connections:**

- Provide supporting documentation on the sizing of the proposed 10” sanitary sewer service. The service should be sized appropriately to provide sufficient capacity for anticipated flows, while not being oversized.
- The proposed sanitary sewer connection to the City main should occur where the existing service to the site is shown, just downstream of the proposed connection location. If the existing wye is not suitable for use (due to size or condition, etc) the existing wye should be cut out and a new clay wye should replace it. Cutting in a new wye will require installation of rubber couplings with stainless steel shear rings, and stainless steel clamps. Couplings shall conform to ASTM C 425, and ASTM C 1173. Please note this on the plans.
- The proposed storm sewer connection should be sized appropriately for a 10-year storm event. Sizing beyond this would not provide much benefit to the site as the City storm main would not be sized to accommodate a 100-year storm event. In addition, it is highly recommended that a surface overflow be provided on the west side of the site to accommodate any drainage that is directed between the building and the adjacent site.
- It is preferred that the proposed storm sewer service connection be made at the existing CBMH just upstream of where the proposed connection is currently shown. If a connection to this CBMH isn’t feasible for the site, the connection to the City main should be core-drilled and a saddle tee fitting installed, per City of Minneapolis Standard Supplemental Specifications. A new manhole is not permitted for the connection.
- Per City Ordinance: Drains from an uncovered top deck of a new parking ramp shall not be connected to the sanitary sewer system. Ramp drains on all other floors shall be discharged to the sanitary sewer system via a separator.

### **Utility:**

- The existing catch basin at the corner of Hennepin and 4th appears to be in conflict with the proposed ped ramp location, since the curb box on the CB would be within the flair of side of the ped ramp. The CB or ped ramp

should be relocated so a standard City CB with curb box can be used. If the CB is relocated, appropriate City standard plates and supplemental specifications should be referenced for the construction.

- The existing catch basin on 4th St NE appears to be located where a proposed curb cut to the site is to be located. The casting and grate on the CB should be changed to conform to City standard plate SEWR-5014.

#### **Erosion Control:**

- It is highly recommended that additional erosion and sediment control measures be implemented near the filtration basin on the adjacent property. It is also recommended that proper notification and protections be provided during construction to ensure construction vehicles stay off of the filtration basin.

#### **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](mailto:jeremy.strehlo@minneapolismn.gov).

#### **Sidewalk Review**

- The pedestrian clear zone is not clearly defined/dimensioned on the site plan; sidewalk dimensions are not reflected consistently on various plans within the set. The unobstructed pedestrian zone should be given dimensional priority over all other uses (encroachments) in the sidewalk area.
- The Project streetscape shall be designed in accordance with the Access Minneapolis design guidelines; see <http://www.ci.minneapolis.mn.us/publicworks/transplan/index.htm> for further information. Specifically, the pedestrian zone is of concern, a minimum 6'-0" clear zone (un-obstructed) sidewalk shall be maintained for the length of any block in a straight line (the clear pedestrian zone cannot "jog" around planters and tree grates). Locations for site furniture, tree grates, planters and other proposed design elements that fall within the Public right-of-way shall be modified to provide for the required pedestrian clear zone space. For further clarification, site plans shall be fully dimensioned in relation to the property lines, Public right-of-way, sidewalks, street furniture, landscaping, utilities, and other obstructions.
- All proposed trees in the Public right-of-way are subject to the review and approval of the Minneapolis Park Board. Please contact Craig Pinkalla at (612) 499-9233 to discuss tree species selection, planting method, spacing and locations. Tree planting details shall be included in the plans. For all trees proposed in "hardscape environments" within the Public right-of-way, the Applicant shall provide engineered/structured soil in the form of a tree trench or tree pit for all proposed street trees. Landscaping in the Public right-of-way shall follow established design standards in accordance with the City of Minneapolis Standard Supplemental Specifications for Construction current edition and its attachments (refer to the following: <http://www.minneapolismn.gov/publicworks/plates/index.htm>).
- All proposed work in the Public right-of-way shall comply with the current edition of the City of Minneapolis Standard Supplemental Specifications for Construction and Minnesota Department of Transportation Standard Specifications for Construction, current edition and its attachments (refer to the following: <http://www.minneapolismn.gov/publicworks/plates/index.htm>).
- ADA compliant pedestrian ramps are required at each impacted crosswalk surrounding the site (recently upgraded ADA compliant pedestrian ramps shall be protected during construction). Construct two (2) ADA compliant pedestrian ramps at each of these locations. All pedestrian ramps will need to meet current ADA regulations and be "Accessible Pedestrian Signal" (APS) ready. Please contact Ryan Anderson at (612) 673-3986 for more information on current APS designs. Please refer to the following: [http://www.minneapolismn.gov/publicworks/plates/public-works\\_road](http://www.minneapolismn.gov/publicworks/plates/public-works_road).
- Add the following detail from the TRAF-POLES Series: TRAF-1260-R4. Include the appropriate details and standard plans 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>,
- Additional web links and standards specific to APS/ADA requirements may be beneficial to the developer such as the following:
  - <http://www.dot.state.mn.us/ada/design.html> - This link brings someone to the ADA homepage.
  - MnDOT's push button Detail with APS installation guidance – This describes the placement of the APS pole in relation to the ramp design
  - MnDOT's curb ramp details – This describes general ramp guidance not specific to signals with APS



## Street Design Review

- The Applicant shall provide for removal and replacement of all sidewalk and curb and gutter within the project limits rather than partial replacement of curb and gutter sections. Top of Curb profiles shall be provided for any section of curb replacement in excess of 50 feet.

## Traffic and Parking Review

- The nature of the proposed development is such that traffic impacts will be an issue; please contact Allan Klugman at (612) 673-2743 regarding the Travel Demand Management Plan (TDMP) submitted with the current site plan. Given that 4th St. N.E. is a “one-way” street heading north, the entrance/exit to 4th St. N.E. should be reviewed closely as part of the TDMP; the current layout requires that existing left turns cross incoming traffic.
- 4th St. S.E. is a “one-way” street heading to the north; consequently driver-side door swings will conflict with the street furniture in the proposed “parklet” which will not be allowed. Care should be taken to avoid conflicts with parking meters, on-street parking, and deliveries.
- Current ordinance states that all maneuvers associated with vehicle circulation, loading, parking or sanitation pick up for a private development shall occur on private property. Please provide a narrative explaining the trash removal and delivery operations and show turning maneuvers for all truck type vehicles that will be using the loading/parking entrance areas. The parking ramp entrance points may be an issue; what is height of ramp entrance, will garbage/delivery trucks fit?
- 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.
- All street lighting (existing and proposed) shall be shown clearly on the site plan. Prior to site plan approval, the Applicant shall contact Joseph Laurin at (612) 673-5987 to determine street lighting requirements. Note: If decorative street lighting exists on the proposed site it must be preserved or replaced at existing levels. Per the City of Minneapolis Street Lighting Policy, street lighting will be 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.
- Traffic Signals: The construction of this development may require the need to temporary the cities lighting, and or signal system. All project work areas must be surveyed prior to construction for the presence of traffic signals, cabinets and signal interconnect conduit. If the project will disrupt the sidewalks and excavate to a point where signals could be damaged or disrupted, the project must budget for full replacement of interconnect and signal foundations and conduit. If conduit is pre-1973, it is assumed to be asbestos containing transite conduit and a qualified asbestos hauler must remove the conduit and foundations and handholes and they must be replaced to current standards at project expense. Any pedestrian corner ramps affected by the project must be upgraded to current ADA standards with APS pushbuttons installed at signalized corners at project expense. The Applicant shall contact Tilahun Hailu at (612) 673-5809 (or [Tilahun.Hailu@minneapolismn.gov](mailto:Tilahun.Hailu@minneapolismn.gov)) for analysis of current conditions and cost estimate is Tilahun Hailu at [Tilahun.Hailu@minneapolismn.gov](mailto:Tilahun.Hailu@minneapolismn.gov).
- 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.
  - Any metered parking spaces needed to facilitate project work must be hooded at project expense for the length of disruption required. If sidewalk is removed and parking lane is closed, the meter and space delineators must be removed and reinstalled upon project completion at project expense. This can be requested at the same time that the “Obstruction Permit” is obtained via [www.minneapolis.mn.roway.net](http://www.minneapolis.mn.roway.net). Contact Scott Kramer at [scott.kramer@minneapolismn.gov](mailto:scott.kramer@minneapolismn.gov) if you have any questions regarding obstruction permits or meter removal.
  - Contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/temporary relocation of any City of Minneapolis lighting or traffic signal system that may be in the way of construction.
  - Pavement markings that exist prior to the start of the Project must be re-placed in kind. If it is latex or epoxy paint then it must go back in with that type of paint unless otherwise directed by City of Minneapolis Traffic

Division. All costs associated with pavement marking replacement shall be borne by the Contractor and/or Property Owner.

- All costs for relocation and/or repair of City Traffic facilities including traffic signal systems, street lighting, traffic signs, parking meters, and pavement markings shall be borne by the Contractor and/or Property Owner.
- Contact Shane Morton at (612) 673-5517 prior to construction for the removal of any City of Minneapolis right of way signs or pavement markings that may be in the way of construction.
- The construction of this development may require the need to temporary the cities lighting, and or signal system, as well as use the roadway for construction space. Contact Scott Kramer with the city's Traffic Department at (612) 673-2383 to get an estimate of what these services may cost the development.

#### **Water Review**

- All existing and proposed underground Public Utilities (water, sanitary sewer, and storm drain) shall be shown on the site plan with corresponding pipe sizes and types. For Public watermain infrastructure records call (612) 673-2865. Any existing water service connections to the site shall be noted on the plans for removal, and shall be removed per the requirements of the Utility Connections Department before any new service lines can be installed, call (612) 673-2451 for more information.
- Domestic water and fire service connections should run in a line perpendicular from the watermain straight into the proposed building to the meter location; meters shall be set at the point where the service line enters the building and shall be set in a location where it is easily assessable. Domestic service lines larger than three inches require a Bypass Assembly (see attachment); the Bypass Assembly detail shall be included in the site plans. Please contact Rock Rogers at (612) 673-2286, to review domestic and fire service design, connections, and sizes.

#### **Construction Review**

- No CCS comments at this time.

#### **Fire Safety Review**

- Provide automatic 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 a fire detection system throughout building including all high-rise requirements.
- Provide and maintain fire apparatus access at all times.



# Travel Demand Management Plan

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## 333 Hennepin Avenue Apartments E Hennepin Avenue & 4<sup>th</sup> Street NE Minneapolis, MN

### AUTHORIZED PROPERTY REPRESENTATIVE:

By: \_\_\_\_\_ Dated: \_\_\_\_\_  
R. Brent Webb  
Mortenson Development, Inc.  
700 Meadow Lane North  
Minneapolis, MN 55422

### MINNEAPOLIS COMMUNITY PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT:

By: \_\_\_\_\_ Dated: \_\_\_\_\_  
Steve Poor, CPED Development Services Director

### MINNEAPOLIS PUBLIC WORKS DEPARTMENT:

By: \_\_\_\_\_ Dated: \_\_\_\_\_  
Steve Mosing, P.E., P.T.O.E., Traffic Operations Engineer

### PREPARED BY:



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

By: \_\_\_\_\_  
Bryant J. Ficek, P.E., P.T.O.E.  
License No. 42802

Dated: \_\_\_\_\_

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# 1. Introduction and Summary

## ***a. Purpose of Report and Study Objectives***

Mortenson Development, Inc. is proposing to build a twenty-six story, apartment building with approximately 282 apartment units and 4,565 square feet of ground floor retail space. The site will also have a parking ramp with 272 residential parking stalls and 10 retail parking stalls. The proposed site is located at the old US Bank building, on the west corner of the E Hennepin Avenue & 4<sup>th</sup> Street NE intersection in Minneapolis, Minnesota.

The purpose of this report is to determine if the proposed development will significantly impact the adjacent transportation system. The report will satisfy the City of Minneapolis' requirements for the development site to have a Travel Demand Management Plan in place. Based on discussions with the City of Minneapolis Transportation Division staff, the study objectives are:

- i. Document the existing and proposed conditions with respect to the transit, parking, bicycle and pedestrian facilities.
- ii. Document the parking impacts associated with the development.
- iii. Identify any traffic operations issues.
- iv. Develop and implement strategy measures to encourage non-single occupancy vehicle modes of transportation with the goal of attaining a 30% automobile, 40% transit, 30% pedestrian/bicycle mode split.

## ***b. Executive Summary***

This report reviewed the traffic impacts and transportation related design elements of the proposed development at the 333 Hennepin Avenue site. The primary findings of this study are:

- i. Adequate vehicle parking will be provided on site per Minneapolis' Code of Ordinances.
- ii. Sufficient bicycle parking is planned to meet City of Minneapolis requirements.
- iii. A large loading area is planned on the northwest side of the building that satisfies the loading zone the City of Minneapolis requirements.
- iv. Traffic from the proposed development is
- v. Roadway or traffic control improvements are
- vi. It is recommended the travel demand management measures documented in Section 5 of this report be implemented to encourage non-single occupancy vehicle modes of transportation for the site residents, visitors, and employees.

## 2. Proposed Development

### a. Site Location

The proposed development site is located at the old US Bank building, located on the west corner of the E Hennepin Avenue & 4<sup>th</sup> Street NE intersection in Minneapolis, Minnesota. Figure 2.1 shows the development site.

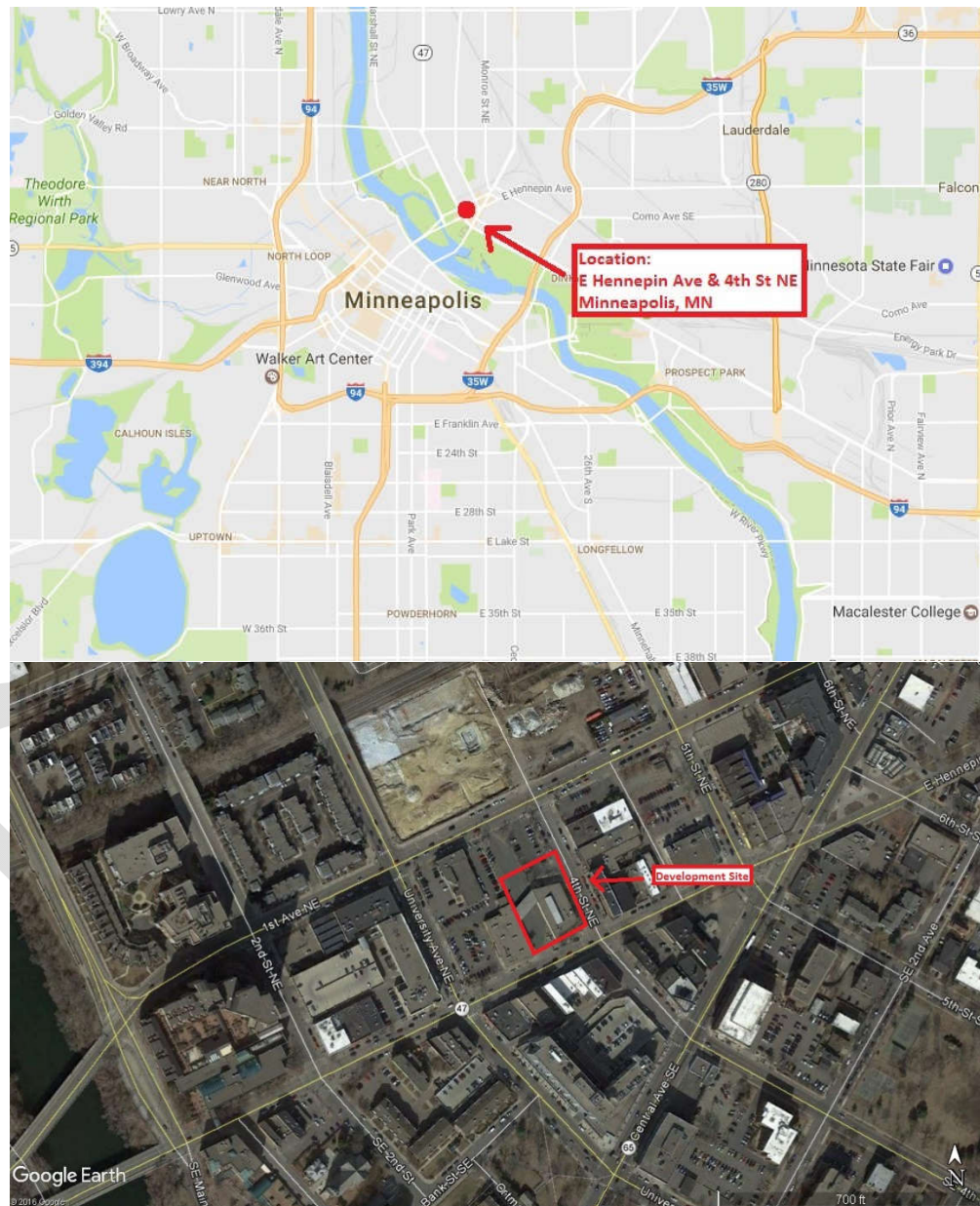


Figure 2.1 – Location Maps



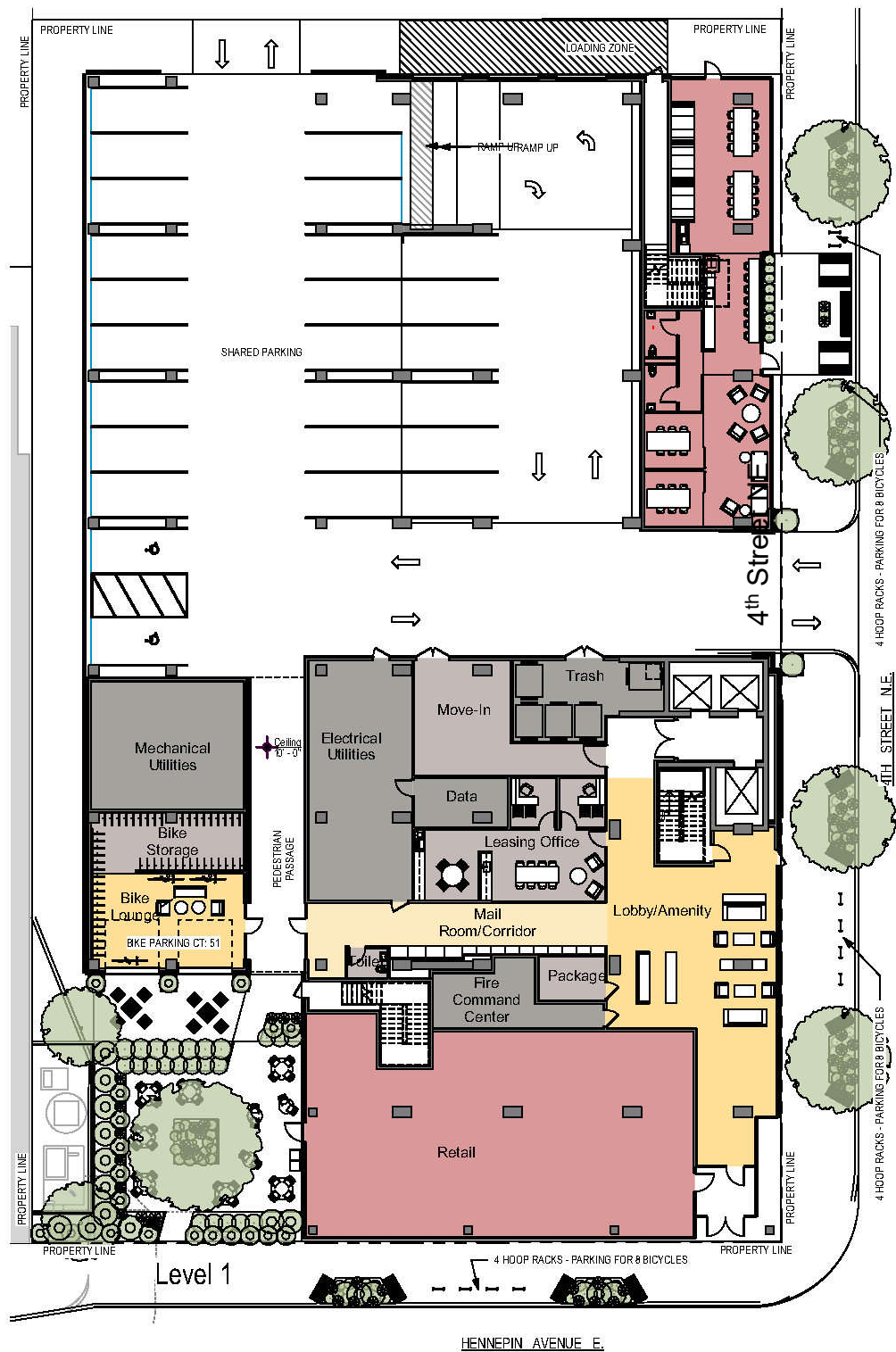
### ***b. Land Use and Development Plan***

The proposed development will consist of a twenty-six story apartment building with approximately 282 apartment units and 4,565 square feet of ground floor retail space. The site will also have a parking ramp with 272 residential parking stalls and 10 retail parking stalls.

Vehicle access to the development is proposed via one driveway off of 2<sup>nd</sup> Street S as well as an off-site service drive for service vehicles between the proposed development and the existing building to the east. A concept plan for the development is shown in Figure 2.2 and the Appendix.

The existing US Bank building will be demolished as part of the development. The development is assumed to be built and fully occupied in 2019 for the purposes of this study.

The parcel is currently zoned C2 (Neighborhood Corridor Commercial District) and is in the Pedestrian Oriented Overlay District.



**Figure 2.2 – Concept Plan**



### 3. City of Minneapolis Goals

As stated in the *Minneapolis Plan for Sustainable Growth, Chapter 2 Transportation*, transportation is “vital to the City’s social, economic, and environmental health” and plays a key role in meeting the City’s sustainability goals. The following policy goals are identified in this plan to “encourage investment in an interconnected multi-modal transportation system that supports sustainable growth”:

- Policy 2.1 – Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.
- Policy 2.2 – Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
- Policy 2.3 – Encourage walking throughout the City by ensuring that routes are safe, comfortable, pleasant, and accessible.
- Policy 2.4 – Make transit a more attractive option for both new and existing riders.
- Policy 2.5 – Ensure that bicycling throughout the City is safe, comfortable, and pleasant.
- Policy 2.6 – Manage the role and impact of automobiles in a multi-modal transportation system.
- Policy 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.
- Policy 2.8 – Balance the demand for parking with objectives for improving the environment for transit, walking, and bicycling, while supporting the City’s business community.
- Policy 2.9 – Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.
- Policy 2.10 – Support the development of a multi-modal downtown transportation system that encourages an increasingly dense and vibrant regional center.
- Policy 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.

Based upon discussion with City staff, the target transportation goals for the mode split of this development are:

- 30 percent automobile
- 40 percent transit
- 30 percent pedestrian/bicycle

## 4. Analysis of Existing Conditions

### *a. Pedestrians & Bicycles*

There are no bike lanes on E Hennepin Avenue nor on 4<sup>th</sup> Street NE. However, bike lanes are easily accessible as Central Avenue SE, SE 4<sup>th</sup> Street, and University Avenue SE all have bike lanes and are within a couple blocks of the site. These bikeways link up with other nearby bicycle-friendly roads and trails, which provide bicycle routes for commuters to/from many areas of the city. In addition, there are two Nice Ride bicycle terminals within a couple blocks of the site. One is at the corner of E Hennepin Avenue & 5th Street NE and the other is located at University Avenue SE & Bank Street SE. It should be noted that both E Hennepin Avenue and 1<sup>st</sup> Avenue NE by the site are listed as corridors that are recommended for near-term protected bikeway implementation.

Sidewalks exist adjacent to all roads surrounding the proposed site and are present throughout the downtown area. These sidewalks provide pedestrian access to the large sidewalk network in this region of Minneapolis.

### *b. Transit*

E Hennepin Avenue and 1<sup>st</sup> Avenue NE have stops for routes 4, 6, and 61 near the proposed site. These routes give riders access to much of the Twin Cities.

- Route 4 provides service from New Brighton to Bloomington going through downtown Minneapolis. Route 4 buses run approximately every 15 to 30 minutes throughout the day.
- Route 6 provides service from the University of Minnesota to Southdale mall in Edina going through downtown Minneapolis. Route 6 buses run approximately every 15 minutes throughout the day near the site.
- Route 61 provide service from downtown Minneapolis to downtown St. Paul along Hennepin Avenue/Larpenteur Avenue. Route 61 buses run approximately every 30 minutes throughout the day.

Being near Central Avenue SE and University Avenue SE also provide close access to many other routes. In short, use of transit for access throughout the metro area is readily available near the proposed site.



### ***c. Physical Characteristics of Roadway Network***

E Hennepin Avenue is designated as County State-Aid Highway (CSAH) 52. E Hennepin Avenue is a three-lane, one-way road in the northeast bound direction with a posted 30-mph speed limit near the site. There is parking on both sides of E Hennepin Avenue.

1<sup>st</sup> Avenue NE is designated as County State-Aid Highway (CSAH) 52. 1<sup>st</sup> Avenue NE is a three-lane, one-way road in the southwest bound direction with a posted 30-mph speed limit near the site. There is parking on both sides of 1<sup>st</sup> Avenue NE.

4<sup>th</sup> Street SE, Park Avenue is designated as Minneapolis Municipal State-Aid Street (MSAS) 404. 4<sup>th</sup> Street SE is a three-lane, one-way road in the northwest bound direction with a 30-mph speed limit. There is parking on both sides of 4<sup>th</sup> Street SE.

## 5. Traffic and Parking Analyses

### a. Site Traffic Forecasting & Analysis

A trip generation analysis was performed for the site based on the methods and rates published in the *ITE Trip Generation Manual, 9<sup>th</sup> Edition*. The resultant trip generation for the proposed development is shown in Table 5.1.

**Table 5.1 – Raw Traffic Generated by Development**

Land Use Code-Source	Description & Size	Daily		AM Pk Hr		PM Pk Hr	
		In	Out	In	Out	In	Out
222-ITE	High-Rise Apartment (282 Units)	592	592	26	58	57	41
826-ITE	Specialty Retail (1,729 SF)	38	38	6	6	1	1
931-ITE	High Turnover/Sit-Down Restaurant (2,835 SF)	180	180	15	15	19	9
		789	789	46	78	75	50

A detailed *Traffic Impact Study*, which includes a more detailed trip generation, was completed for the development and can be seen in the Appendix. This document shows that, with implementation of TDMP strategies and other discounts, the new traffic as a result of the proposed development is expected to be 430 trips daily, 34 during the a.m. peak hour, and 36 during the p.m. peak hour.

This traffic impact study analyzed operations at the four intersections surrounding the site as well as the lot access intersections. Table 5.2 provides a summary of the Level of Service results from the operational analyses.



**Table 5.2 – Peak Hour Level of Service Results<sup>1</sup>**

Intersection	AM Peak Hour			PM Peak Hour		
	Existing	2019 No-Build	2019 Build	Existing	2019 No-Build	2019 Build
E Hennepin Avenue & 4 <sup>th</sup> Street NE						
1 <sup>st</sup> Avenue NE & 4 <sup>th</sup> Street NE						
1 <sup>st</sup> Avenue NE & Access						
4 <sup>th</sup> Street NE & US Bank Right Out						
4 <sup>th</sup> Street NE & Site Access						

<sup>1</sup> The first letter is the Level of Service for the intersection. The second letter (in parentheses) is the Level of Service for the worst operating movement or for side street stop controlled intersections, it denotes the 95<sup>th</sup> percentile queue length in vehicles.

As shown, vehicle operations are

### **b. Vehicle Parking Forecasting & Analysis**

For a residential development in Pedestrian Oriented Overlay District, the Minneapolis code requires a minimum of 1.0 parking spaces per dwelling unit. Based on this ratio, the 282 residential dwelling units of the proposed building should provide a minimum of 282 parking spaces. However, with the transit incentive, the minimum parking requirement can be reduced by 50 percent. Thus, reducing the minimum to 141 vehicle spaces. In addition, general retail sales have a minimum parking requirement of one space per 500 sq. ft. in excess of 4,000 sq. ft. The maximum parking allowed is one space per 200 sq. ft. Based on these ratios, the minimum parking requirement is two spaces and the maximum is 23 spaces.

The development is proposed to have 272 residential parking stalls and 10 retail parking stalls. The proposed supply satisfies the City of Minneapolis minimum parking requirements for the proposed building.

The Institute of Transportation Engineers has put together a document that compiled parking demand data from different land uses. This document, *ITE Parking Generation, 4<sup>th</sup> Edition*, lists that for a high-rise apartment in the central city or urban central business district during a weekday, the average peak period parking demand is 1.37 vehicles per dwelling unit. For the proposed 282 apartment units, the average peak period parking demand for the residential portion of the site is 386 parking spaces.

This potential demand is higher than the proposed supply. However, considering the abundance of on-street parking and nearby off-street

public parking facilities, the proposed parking spaces are expected to be adequate and not expected to be an issue.

### ***c. Bicycle Parking Forecasting & Analysis***

According to the Minneapolis Code of Ordinances *Table 541-3 Bicycle Parking Requirements*, a minimum of one bicycle space per two residential dwelling units is required. For 282 apartment units, 141 bicycle spaces would be required. Per the current site plan, approximately 155 bicycle spaces are provided for the residential portion of the site, which satisfies the requirement. These spaces will be provided on all levels of the parking ramp, as well as, in secured/supervised bicycle lounge on the first floor. The process for obtaining a bicycle space shall be decided by the property management.

Three bicycle parking spaces are required for the High Turnover/Sit Down Restaurant, and three bicycle parking spaces are required for the specialty retail with at least two of them meeting the criteria for short-term bicycle parking (within 50 feet of a principle entrance, permit the locking of the frame and one wheel to the rack and support the bicycle in a stable position). Four bicycle parking spaces are shown on the attached site plan for each retail area, satisfying the requirements.

### ***d. Loading Zones***

Per the requirements of Minneapolis Code of Ordinances Section 541.480, two small loading spaces or one large loading space is required for apartment complexes with more than 250 units and no space is required for a restaurant, coffee shop, retail, and police office that totals to less than 20,000 square feet. A small loading space is defined to be at least 10 feet wide by at least 25 feet long and a large loading space is defined as 12 feet wide by 50 feet long. The current site plan provides for one large loading zone on the northwest side of the building, as shown in Figure 2.2, that meets or exceeds the requirements.



## 6. Travel Demand Management (TDM) Plan

The developer recognizes the desire for safe and convenient travel alternatives to single-occupant vehicle commuting. The objective to minimize travel demand, particularly during the typical weekday morning and afternoon peak periods, is also understood and supported.

Mortenson Development, Inc., the building owner, property manager or their successors of the site will therefore develop and implement measures to encourage non-single occupancy vehicle modes of transportation with the goal of having at least 70 percent of its transportation trips being made by transit, bicycling, or walking. At a minimum, the following strategies will be implemented to minimize the site's impact on the area transportation system.

### ***a. Designate a Transportation Coordinator***

The owner will designate an employee or contractor to act as the Transportation Coordinator. That employee will maintain and monitor TDM activities, and serve as liaison to Move Minneapolis, Metro Commuter Services, and Metro Transit. The Transportation Coordinator will serve as the conduit for providing up-to-date information on alternative commute programs and incentives to all building occupants. At a minimum, the Transportation Coordinator will:

- Disseminate commuting information and materials for employees and residents. This information, which will be supplied by Metro Transit, will include transit schedules, rideshare applications, bicycle information, Guaranteed Ride Home Program brochures, etc. Other information could include the Minnesota Department of Transportation's real-time traveler information program: 5-1-1 or [www.511mn.org](http://www.511mn.org) and the various bus incentive programs (e.g. Metro Transit Go-To Cards, U-Pass and Commuter Challenge program) as well as vanpool incentives (e.g. Metro Vanpool program). To maintain an awareness of alternative modes of transportation, information may be distributed through e-mail, flyers, posters in frequented locations, etc.
- Develop a commuter information program to familiarize employees and residents with the variety of transportation resources available.
- Provide a move-in packet for new residents containing information on alternative transportation modes available at the time. Resources are available from Move Minneapolis (<http://www.mplstmo.org/>).
- Participate in regional training or information sessions about TDM programs.
- Monitor parking lot operations, which could include but is not limited to flow patterns, vehicle behavior, and user complaints.

The Transportation Coordinator will be responsible for resolving any issues with signing, parking operations, and other suitable mitigation solutions.

- Monitor the implementation of the proposed TDMP commitments and progress made toward achieving the TDMP mode split goals.

#### ***b. Promote Car and Vanpooling***

Car and vanpooling will be actively promoted as an alternative means of commuting among the employees, residents, and visitors. The primary means of promotion will be information dissemination and enhanced promotion via preferential parking spaces and other incentives to promote ride sharing.

#### ***c. Promote Bicycling and Walking***

With its location near downtown meaning many amenities are within a relatively short distance, bicycling and walking should account for many of the trips to and from the proposed site. These modes will be actively promoted as alternative means of commuting among the employees, residents, and visitors of the proposed development. The primary methods of promotion will be information dissemination and the provision of bicycle storage facilities.

The building will provide convenient and safe bicycle storage for 130 bicycles for the residential space. Bicycle parking spaces for at least three bikes near the high turnover/ sit down restaurant and at least three bikes near the specialty retail will be provided. The current plan will exceed those requirements in the Minneapolis Code of Ordinances *Table 541-3 Minimum Bicycle Parking Requirements*.

In addition, a bicycle lounge is planned for the site to provide a relaxing area before or after a trip adjacent to the bicycle storage. This should further encourage travel by bicycle. Various information regarding nearby bicycle amenities could be included in this area.

Well-lit sidewalks will be provided around the site and will meet Minneapolis' requirements for on-site lighting to provide a pedestrian friendly environment. If any existing sidewalks are impacted by construction, the sidewalk shall be rebuilt with ADA-compliant tactile dome curb ramps to assist visually impaired pedestrians.

Information on bicycle amenities will be included in the move-in packet for residents as well as in the commuter information areas mentioned earlier. Information regarding nearby Nice Ride facilities will also be included in the packet.



#### ***d. Minimize the Impact of Trucks***

To the extent possible, Mortenson Development, Inc. or their successors will encourage truck and service vehicles (not including small package deliveries) to access the site outside of the weekday peak hours (from 7-9 a.m. and 4-6 p.m.). Loading/unloading of deliveries as well as garbage trucks can be accommodated on-site via the adjacent off-site service drive.

Residents and retail tenants will also be encouraged to use the loading area, discouraging use of the public street for those purposes.

#### ***e. Other General Strategies***

Other implementation strategies will be completed either by Mortenson Development, Inc. or their successor in coordination with, and agreement by, the eventual tenants/operators. Such strategies will include:

- Monitoring of Travel Behavior – with potential assistance from Move Minneapolis;
  - a. develop a methodology for surveying the travel behavior of a sample of its residents and employees (once 70 percent occupancy is realized).
  - b. conduct a similar sampling survey every two years after the original baseline survey and continuing for a time periods jointly determined with the City of Minneapolis.
  - c. after each five-year sampling, review the TDM Plan to assess the effectiveness of the Plan in encouraging alternative modes. Then, provide a status report to the City of Minneapolis Community Planning and Economic Development Department and Public Works Department for review and comment with recommendations for possible revisions.
  - d. Based upon the review, update the TDM Plan to emphasize effective measures and reflect changes in the study area.
- Provide at least one screen with real time transit information in the lobby or common area. Applicant may work with Metro Transit to get the information feed.

Mortenson Development, Inc. further understands the City may make changes to the surrounding on-street metered parking as necessary.

## **7. Conclusions & Recommendations**

**Traffic from the proposed apartments and retail is**

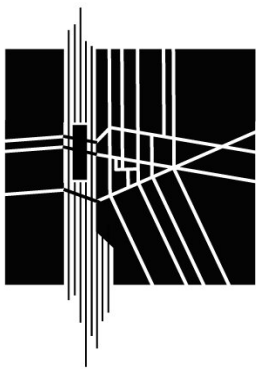
It is recommended the travel demand management measures documented in Section 5 of this report be implemented to encourage non-single occupancy vehicle modes of transportation for the site's residents, employees and visitors.

## **8. Appendix**

**a. Site Plan**

**b. Traffic Impact Study**





***Nicollet Island – East Bank Neighborhood Association***

132 Bank St SE  
Minneapolis, MN 55414  
[www.neibna.com](http://www.neibna.com)

**Date:** July 5, 2017

**To:** Whom it may concern

**RE:** NIEBNA support for proposed design by Mortenson for a new building at the former US Bank site on East Hennepin

At its June 2017 meeting, the NIEBNA Board supported the design proposed by Mortenson for a mixed use podium-and-tower building on the former US Bank site at 333 East Hennepin Avenue. A copy of the letter in support is attached.

The NIEBNA Small Area Plan adopted in 2014 calls for high density development in the neighborhood and identifies the “podium and tower” design, with design guidelines that the podium be no taller than the street is wide (approx 80’) and no limit on tower height, as an appropriate design for the area. Further, the Plan calls for a pedestrian oriented design on the ground and lower floors of the building. Much of the discussion that NIEBNA had with Mortenson centered on how well their proposed design met the guidelines of the Plan.

The design supported by the NIEBNA Board was the result of discussions over 24 months and included three formal presentations at Board meetings. As a result of these discussions, Mortenson made significant architectural changes to meet the guidelines of the Plan, including the following:

- 1) While the overall dimensions of the podium-and-tower building fit within the Plan guidelines, Mortenson increased the setback of the tower to have more pleasing proportions than their original design.
- 2) The major Plan goal is promotion of an enlivened, interesting and safe pedestrian experience. Toward this end, the Plan emphasizes that the ground level façade design have a pedestrian orientation including such ideas as wider sidewalks, transparent walls, visual and physical integration of “inside” and “outside”, active retail spaces, sidewalk furniture and greenery, plazas/open spaces, provision for public art, and eyes-on-the street design and building operation.

Mortenson’s initial designs were somewhat deficient in meeting this goal. Mortenson made changes, most notably:

- a) A plaza along Hennepin which will provide another outdoor activity space for the “Avenue” similar to the plaza between University and 2<sup>nd</sup> St SE.

- b) The active treatment of 4<sup>th</sup> St NE – initial designs were for a largely opaque and inert wall on this side of the building.
  - c) Inclusion of balconies and fenestration designs in the podium that allow increased viewing of the street compared to initial designs.
- 3) Another major Plan aim is minimizing points of car-pedestrian interaction and conflict. The final design has only one curb cut on 4<sup>th</sup> St NE and none on East Hennepin – initial designs called for 2 or 3 curb cuts.

While no building design is perfect and without points where it could be improved, the final design presented to, and supported by, the NIEBNA Board, meets the basic requirements and guidelines of the NIEBNA Small Area Plan and the Minneapolis Comprehensive Plan for Sustainable Growth.

Please contact me with any questions.

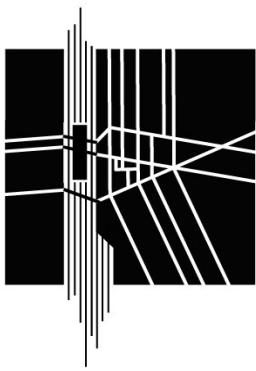
***For the Nicollet Island – East Bank Neighborhood Association***

/s/ P. Victor Grambsch

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P. Victor Grambsch  
President





***Nicollet Island – East Bank Neighborhood Association***

132 Bank St SE  
Minneapolis, MN 55414  
[www.neibna.com](http://www.neibna.com)

**Date:** June 9, 2017

**To:** Whom it may concern

**RE:** NIEBNA support for proposed design by Mortenson for a new building at the former US Bank site on East Hennepin

At the April 2017 meeting of the NIEBNA Board Brent Webb (Development Manager at Mortenson) discussed the proposed design for a new building at this site. Board Members and attendees were able to comment on the design, to raise their concerns, and to have questions answered. Several major issues were identified and the Board asked Mortenson to revise the design and come to a future meeting for further discussion.

At the June 2017 Board meeting, Brent presented and discussed a revised design that addressed the major issues raised at the April 2017 Board meeting. In general, this design was well received and, after lively discussion, the Board passed the following resolution by a 12-1 vote:

**Resolved:** the NIEBNA Board supports the Mortenson's overall "podium and tower" design for the proposed new building at the former US Bank site. Further, the Board supports granting all zoning variances and conditional use permits required for the project to go forward.

NIEBNA support is for the specific design presented to the Board at the June 2017 meeting. Should material change be made in the building design as it moves through the review and approval process, the Board may reconsider its position in this matter.

Please contact me with any questions.

***For the Nicollet Island – East Bank Neighborhood Association***

/s/ P. Victor Grambsch

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P. Victor Grambsch  
President