CPED STAFF REPORT

Prepared for the Heritage Planning Commission
Agenda Item #7
July 14, 2015
BZH-28712

HERITAGE PRESERVATION APPLICATION SUMMARY

Property Location: 602 and 602 ½ North 1st Street

Project Name: 602 Apartments

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

Applicant: Curt Gunsbury

Project Contact: Charlene Roise with Hess, Roise and Company

Ward: 3

Neighborhood: North Loop

Request: To construct a new 8-story residential building.

Required Applications:

Certificate of Appropriateness	To construct a new 8-story residential building located at 602 and 602 ½ North 1st Street.

HISTORIC PROPERTY INFORMATION

Current Name	602 North 1st Street
Historic Name	Security Warehouse
Historic Address	602 North 1st Street
Original Construction Date	1936
Original Architect	Unknown
Original Builder	August Cederstrand
Original Engineer	Unknown
Historic Use	Warehouse
Current Use	Office
Proposed Use	Residential

Date Application Deemed Complete	June 1, 2015	**Date Extension Letter Sent**	Not applicable
End of 60-Day Decision Period	July 30, 2015	**End of 120-Day Decision Period**	Not applicable

Current Name	602 ½ North 1st Street
Historic Name	Not applicable, vacant land
Historic Address	602 ½ North 1st Street
Original Construction Date	Vacant land
Original Architect	Vacant land
Original Builder	Vacant land
Original Engineer	Vacant land
Historic Use	Vacant land
Current Use	Vacant land
Proposed Use	Future residential building

CLASSIFICATION

Local Historic District	Warehouse Historic District
Period of Significance	1865 – 1930
Criteria of Significance	*Criteria 1:* The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history. *Criteria 4:* The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction. *Criteria 6:* The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.
Date of Local Designation	1978
Date of National Register Listing	1989
Applicable Design Guidelines	*Minneapolis Warehouse District Design Guidelines* (2010)

Local Historic District	St. Anthony Falls Historic District
Period of Significance	1848 - 1941
Criteria of Significance	*Criteria 1:* The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history. *Criteria 4:* The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction.
Date of Local Designation	1971
Date of National Register Listing	1971
Applicable Design Guidelines	*St. Anthony Falls Historic District Design Guidelines* (2012)

SUMMARY

BACKGROUND. The site is located in both the Warehouse Historic District and the St. Anthony Falls Historic District. In the Warehouse Historic District the site is located in the Twentieth Century Warehouse character area and in the St. Anthony Falls Historic District the site is located in the Warehouse District character area. These two character areas overlap one another. Given this, the adopted *Minneapolis Warehouse Historic District Design Guidelines* apply.

The original period of significance for the St. Anthony Falls Historic District was 1858-1930 but was adjusted in 1992 to 1848-1941. The period of significance for the Warehouse Historic District is 1865-1930. The Security Warehouse building, located at 602 North 1st Street, was constructed in 1936. The building is non-contributing to the Warehouse Historic District as it was constructed outside of the period of significance. The building is also non-contributing to the St. Anthony Falls Historic District. Although the building was constructed during the period of significance for the St. Antony Falls Historic District, the State Historic Preservation Office (SHPO) determined that the building is non-contributing to this district as the district's period of significance was revised to include properties located around the falls and not to properties located along this portion of North 1st Street.

The Security Warehouse building was occupied by R. A. Reiners, a wholesaler of food products, between 1940 and 1965 and then by Dasco, Inc., an office, between 1970 and 1978. The property is currently occupied by an art studio.

The Security Warehouse building is a one-story concrete block building with a brick façade facing the street. There is an overhead garage door located on the front of the building in addition to five window openings and a service door. Visual evidence indicates that the windows and the doors have been replaced over time; however, the pattern of them remains the same. The one-story building measures 60 feet wide by approximately 100 feet long.

The property located at 602 ½ North 1st Street is a vacant parcel of land. There is no evidence that there have been any structures located on this property. The property is currently covered in pavement and is being used for surface parking.

APPLICANT'S PROPOSAL. The applicant is proposing to demolish the existing building located at 602 North 1st Street in order to construct a new 71-unit residential building on the properties located at 602 and 602 ½ North 1st Street. Combined, the lot area of the site is 9,197 square feet. The new building will have a footprint of 8,907 square feet and will be approximately 63,000 square feet in size. The building will be eight stories (approximately 92 feet) in height. The eighth floor of the building will contain mechanical penthouse, a stair and elevator lobby and a rooftop deck. The building will have two levels of parking; one level will be at grade and the other level will be underground. Both of the parking areas will be accessed via the public alley on the block however, each level will have its own drive approach. The building will be constructed out of brick, metal, glass and rockface concrete block.

RELATED APPROVALS. In the last year, the Heritage Preservation Commission and the Planning Commission approved an 8-story, 34-unit residential building on this site. This project also included the property located at 606 North 1st Street in addition to the subject properties located at 602 and 602 ½ North 1st Street. As part of the previous project, a certificate of appropriateness application was approved to demolish the Security Warehouse building located at 602 North 1st Street. That approval is still valid.

Planning Case #	Application	Description	Action
BZH-28448	Certificate of Appropriateness	To demolish the building located at 602 North 1st Street	Approved, December 2, 2014
BZH-28449	Certificate of Appropriateness	To demolish the building located at 606 North 1st Street	Approved, December 2, 2014
BZH-28450	Certificate of Appropriateness	To construct a new 8-story, 34-unit residential building on the properties located at 602, 602 ½ and 606 North 1st Street.	Approved, December 2, 2014

PUBLIC COMMENTS. Official correspondence from the North Loop Neighborhood Association is attached for reference. Any additional correspondence received prior to the public meeting will be forwarded on to the Heritage Preservation Commission for consideration.

ANALYSIS

CERTIFICATE OF APPROPRIATENESS

The Department of Community Planning and Economic Development has analyzed the application to allow a new 8-story residential building based on the following findings:

1. *The alteration is compatible with and continues to support the criteria of significance and period of significance for which the landmark or historic district was designated.*

   The proposed residential development is compatible with and supports the criteria of significance and period of significance for both the Warehouse Historic District and the St. Anthony Falls Historic District. The proposed placement of the building will reinforce the strong building presence along North 1st Street and the building design will be compatible with the surrounding buildings and the *Minneapolis Warehouse Historic District Design Guidelines*.

2. *The alteration is compatible with and supports the interior and/or exterior designation in which the property was designated.*

   The proposed residential development is compatible with and supports the exterior designation of both the Warehouse Historic District and the St. Anthony Falls Historic District. The proposed placement, massing and scale of the building will be compatible with other buildings in the surrounding area. In addition, the building design will be compatible with the *Minneapolis Warehouse Historic District Design Guidelines*.

3. *The alteration is compatible with and will ensure continued integrity of the landmark or historic district for which the district was designated.*

   Both the City of Minneapolis Heritage Preservation Regulations and the National Register of Historic Places identify integrity as the authenticity of historic properties and recognize seven aspects that define a property's integrity: location, design, setting, materials, workmanship, feeling, and association.

The proposed residential development is compatible with and will ensure continued integrity of both the Warehouse Historic District and the St. Anthony Falls Historic District for which the districts were designated based on the evidence below.

Location: The proposed project will not impair the historic district's integrity of location, as the applicant is not proposing to change the location of any contributing resources.

Design: The proposed design is compatible with the *Minneapolis Warehouse Historic District Design Guidelines*. The proposed placement of the building will reinforce the strong building presence along North 1st Street and the massing and scale of the building will be compatible with other buildings in the surrounding area.

Setting: The proposed residential development would replace a one-story building with an eight-story building, which will have a positive impact on the setting of the area. The placement of the building will reinforce the strong building presence along North 1st Street and the massing and scale of the building will be compatible with other buildings in the surrounding area.

Materials: The proposed building will be constructed out of brick, metal, glass and rockface concrete block. These materials are compatible with the *Minneapolis Warehouse Historic District Design Guidelines*.

Workmanship: The proposed building would not alter any contributing buildings in the district and would not impair the integrity of workmanship.

Feeling: Any new construction in a historic district will have an impact on the integrity of feeling. New construction will inevitably stand out as modern and different from the historic surroundings, though it is also important that new construction not create a false sense of history. In the case of the proposed residential development, the placement of the building will reinforce the strong building presence along North 1st Street and the massing and scale of the building will be compatible with other buildings in the surrounding area.

Association: The proposed project would not impair the district's integrity of association.

4. *The alteration will not materially impair the significance and integrity of the landmark, historic district or nominated property under interim protection as evidenced by the consistency of alterations with the applicable design guidelines adopted by the commission.*

The *Minneapolis Warehouse Historic District Design Guidelines* were adopted in 2010. The design guidelines were created to protect the integrity of the historic district. The design guidelines allow for sensitive and compatible changes that will allow the district to maintain its growth as an urban neighborhood that supports a variety of commercial, industrial and residential uses.

Three distinctive character areas of the historic district, differentiated based on the development patterns and scale of the buildings, were identified in the design guidelines: nineteenth century warehouse, twentieth century warehouse, and rail yards. The subject property is located in the twentieth century warehouse character area. The twentieth century warehouse buildings were large rectilinear boxes built specifically for warehousing and manufacturing. These buildings were workhorses designed for an industrial purpose, but the wealth generated by the businesses and industries that built these buildings often afforded the architects who designed these boxy buildings to embellish their buildings with ornate details.

The intent of the Design Guidelines for New Buildings on Infill Sites section is to encourage compatible design that reinforces key character defining features of the district. Compatibility is the ability of different components, whether similar or dissimilar, to function together and stand together. New buildings should not replicate existing buildings. The design guidelines establish a

framework for making design decisions that will reinforce the key character defining elements of the district while allowing for creativity and flexibility in new designs.

The following design guidelines for new buildings on infill sites are applicable to the applicant's proposal:

Street Wall - Building Placement on Site:

Requirement:

3.1. The building shall be built to the property line adjacent to the public right-of-way (zero setback). A maximum setback of five feet is allowed for recessed entryways.

3.2. Fences and grade separations between the building and public right-of-way are inappropriate and shall not be allowed.

Other Considerations:

3.6. Side courtyards, seating areas and spaces that support pedestrian activities will be considered as long as they do not interrupt the historic rhythm of the block face. A setback of up to 20 feet will be considered.

Staff Comment:

The building will be built up to the front property line along North 1st Street except where the main entryway is set back two feet to allow for the doors to open without crossing the property line.

There is approximately a one-and-one-quarter foot grade change from the property line to the back of curb along North 1st Street. This is an existing condition that exists along North 1st Street beginning at this property and to the north along the street. To accommodate for the grade change the applicant is proposing to construct a raised planter mid-way between the curb line and the front of the building. The front of the planter will align with the railing at the outer edge of the raised platform that exists for the remainder of the block north of this site. The overall depth of the planter will be approximately five feet.

Access Points - Pedestrian Interface:

Requirement:

3.7. Buildings shall be oriented such that principal facades and entrances face public streets.

Staff Comment:

The principal façade and the main entryway to the building face North 1st Street.

Access Points - Vehicular Interface & Parking:

Requirement:

3.11. Vehicular access to a site shall be obtained using existing alleys.

3.13. Parking shall be located below grade or to the rear of the buildings.

3.15. Opportunities for shared parking and vehicular access shall be explored to the greatest extent possible.

Staff Comment:

The building will have two levels of parking; one level will be at grade and the other level will be underground. Both of the parking areas will be accessed via the public alley on the block however, each level will have its own drive approach.

Massing:

Requirement:

3.20. Buildings shall have a singular rectangular shape and volume.

3.21. Building facades or portions of facades that are stepped back along street facing facades are not allowed.

Other Considerations:

3.22. Building facades or portions of facades that are stepped back will be considered if the proposed massing for the overall buildings is demonstrated to be compatible with the design of surrounding historic buildings within the district. The proposed massing shall be superior in design to the required singular rectangular volume.

Staff Comment:

The proposed building reads as a singular rectangular shape. The proposed building measures approximately 59 feet wide by approximately 156 feet long.

Scale:

Requirement:

3.25. Height of buildings shall be between two (2) and ten (10) stories.

3.26. The first floor height shall be between 14 and 21 feet and upper story height between10 and 14 feet.

Advisory:

3.27. Consider the footprints of the adjacent buildings along the block face to develop a design for a new building that is compatible with the scale of surrounding buildings.

Staff Comment:

The building will be eight stories (approximately 92 feet) in height. The height of the first floor will be approximately 11 feet and the overall height of the first two floors will be 21.5 feet. The building has been designed so the first two floors read as a single volume of space. The floor to ceiling heights of the proposed building is similar to the floor to ceiling heights of the adjacent Gaar Scott Lofts building.

Rhythm:

Requirement:

3.28. Building facades shall display a defined base, top and middle portions, differentiated by variations in architectural treatment, materials or details. An appropriate façade composition of base, middle and top is:

Base: The portion from grade level to the top of the first floor or to the top of the second floor if the second floor is designed as a mezzanine

Top: The portion above the window of the upper most floor to the top of the parapet

Middle: The portion between the base and the top

3.29. Deeply modulated vertical or horizontal articulation shall not be allowed.

3.30. Fenestration shall be grouped into vertical bays.

3.31. Buildings shall have flat roofs.

3.33. Rooftop equipment, decks, or penthouse structures that project above the roof line including, antennas, or other service devices or equipment such as solar panels or wind turbines, shall be set back from the primary building facade(s) by one structural bay on all sides of the building. The equipment, decks, or penthouses shall not be visible from the right of way adjacent to the primary facade(s).

Advisory:

3.34. Simple facade articulation with a symmetrical arrangement of fenestration in recognizable groups is appropriate.

3.35. Flat roofs, with capped parapets and corbelled cornices are appropriate.

Staff Comment:

The building has a distinguished base (first and second floor), middle (third through sixth floors) and top (seventh floor). The eighth floor of the building contains the mechanical penthouse, a stair and elevator lobby and a rooftop deck. The mechanical penthouse and stair and elevator lobby are set back from the front façade of the building. The railing surrounding the rooftop deck is located at the edge of the building and helps define the top.

The building is broken up into vertical bays. The vertical columns that break up the fenestration on the front façade are comprised of brick on the base and metal on the middle and top portions of the building. The vertical columns that break up the fenestration on the other façades of the building are comprised of rockface concrete block on the base and metal on the middle and top portions of the building. The top of the seventh floor is capped with metal and there is a metal and glass railing system that extends around the perimeter of the rooftop deck on the eighth floor. The building has a flat roof.

Fenestration - Building Envelope:

Requirement:

3.37. The total first floor street facing facade glazed fenestration shall range between 50% and 75% of first floor facade area.

3.38. The total facade fenestration shall range between 35% and 60% of total facade area.

3.39. Louvers or other openings in the facades for mechanical equipment such as fireplace, heating ventilation air condition (HVAC) and laundry vents are not appropriate and shall not be permitted on primary (street facing) facades.

Advisory:

3.40. A simple rectangular fenestration pattern is appropriate.

Staff Comment:

The first floor of the building facing North 1st Street has 65 percent glazing and the overall front façade of the building facing North 1st Street has 43 percent glazing. There are louvers for mechanical equipment on the front façade of the building. The louvers have been integrated into the design of the window. These windows are the same size and shape as the windows without the louvers. The louvers are architectural in nature. CPED is recommending that the louvers be allowed on the front façade of the building.

The southeast side of the building has 31 percent glazing, the northeast side of the building has 26 percent glazing and the northwest side of the building, that is exposed, has 13 percent glazing. The southeast, northeast and northwest sides of the building have less glazing than what is required by the guidelines. The amount of glazing is reduced on these three sides because the first two levels of the rear portion of the building are occupied by a parking garage that does not have any glazing. Although the amount of glazing is less than what is required by the guidelines the elevations do not appear to be lacking windows because of how they have been arranged. CPED is recommending approval of less than 35 percent glazing on the southeast, northeast and northwest sides of the building.

Fenestration – Windows:

Requirement:

3.41. Windows shall be compatible with the surrounding historic buildings in their alignment, type and proportion.

3.42. Window frames and mullions shall match the scale of the window opening and glazed area and be compatible with the color and materials of the facade.

3.43. Clear glass or non-reflective low emission glass or coatings shall be used.

3.44. Continuous horizontal or vertical bands of windows shall not be allowed.

Advisory:

3.45. Real single or double hung windows at regular intervals, and in a size and number that compliments the building are appropriate.

3.46. The appropriate height to width proportion of individual windows is 4:1 to 3:1.

3.47. Twin windows or two windows separated by a minimum 4 inch wide mullion within a window opening are appropriate.

3.48. Commercial style divided light and contemporary interpretations of this style are appropriate.

3.49. Arched windows are appropriate.

3.50. Windows with details such as lintels and sills are appropriate and encouraged.

3.51. Windows are encouraged to be setback from the facade of the building.

Staff Comment:

The proposed windows are a contemporary interpretation of commercial style divided light windows. While the predominate window type in the area are double hung windows, the proposed windows are compatible in alignment and proportion to other buildings within the area. The window frames will be made out of a dark bronze metal that will match the building colors. The window frames will also match the scale of the window opening and glazed area. All of the glass will be clear glass. The windows are set back approximately three inches from the façade of the building.

Fenestration – Entryways:

Requirement:

3.52. Entryways shall be in scale with the building

3.53. Entryways shall have a design that is rectilinear or arched in shape.

3.54. Doors and entryways shall be vertically proportioned.

Staff Comment:

The main entryway is 15 feet wide and eight feet high. The entryway is rectangular in shape. The doors and side windows that make up the entryway are proposed to be fritted. The fritting would be applied to the glass in a manner that would look like curving railroad tracks (Historical Imagery Concept). The doors would be clear fritted glass and the sidelights would be clear fritted glass with a red wall behind it which would help showcase the pattern.

Fenestration – Balconies:

Requirement:

3.57. Balconies shall maintain the entryway and window fenestration patterns of the building.

Advisory:

3.60. Simple, functional, rectilinear balconies are appropriate.

Other Considerations:

3.62. Fully recessed balconies will be considered for primary and secondary facades of new construction if evidence is provided that the building wall maintains the feeling of a solid building wall.

Staff Comment:

There are no balconies on the front façade of the building. However, there are rectangular shaped balconies on the southeast and northeast sides of the building. The balconies are located on floors four through seven. All of the balconies project five feet from the building. The placement of the balconies maintains the window pattern of the building. The balcony railings are made of metal and glass.

Fenestration - Canopies & Awnings:

Requirement:

3.63. Canopies and awnings shall complement the fenestration patterns of the building.

3.64. Awnings shall be attached above the fenestration but below the cornice, sign panel, or below the transom of the storefront.

3.65. The awning area, in elevation, shall not exceed 20% of the first floor facade elevation area.

3.66. Curved and back-lit awnings or canopies shall not be allowed.

Advisory:

3.67. Metal canopies, compatible with the industrial heritage of the area are considered appropriate.

Staff Comment:

A glass and metal canopy is proposed to be located over the main entryway along North 1st Street. The canopy will be supported by a structural steel frame. The canopy will be located between the first and second floor. The canopy is approximately 21 feet long and will project approximately eight feet from the building wall. The area of the canopy will be approximately 26 percent of the area of the first floor façade. The size of the canopy is complimentary to the size of the first floor façade. CPED is recommending that the size of the canopy be allowed.

The canopy is proposed to be fritted. The fritting would be applied to the glass in a manner that would look like curving railroad tracks (Historical Imagery Concept). The canopy would be clear fritted glass with a red treatment applied to it which would help showcase the pattern. The canopy would also be internally lit. Although the district guidelines do not prohibit the illumination of the canopy, the sign guidelines do not allow for any type of illumination. Given this juxtaposition, CPED is recommending that the canopy lighting be internal or downcast and not allowed to illuminate from the top of the canopy.

Materials:

Requirement:

3.69. Building facades that face a public street shall have one principal material, excluding door and window openings, and may have up to one additional material for trims and details. Permitted materials include, but are not limited to brick, stone, terracotta, painted metal, hardy board panels, poured concrete and precast concrete.

3.70. Vinyl, wood, and hardy board lap siding, stucco, EIFS, exposed metals and materials with shiny finishes shall not be allowed for facade materials.

Advisory:

3.71. Having one principal facade material and color on primary (street facing) facades and another material or color for secondary (non-street facing) facades is appropriate.

3.72. One color is appropriate per building facade and one secondary color is appropriate for accents, trims and details.

3.73. Painted (non-shinny metallic colors) metal, wood and glass are appropriate for windows, doors and entryways.

3.74. Base facade colors that match standard brick colors namely terracotta red, grey, brown and tan are appropriate.

3.75. Appropriate colors for building accents, trims and details are shades of native sandstone or limestone, tan, beige or grey.

3.76. Appropriate trim colors for door frames, window frames handrails and external metal features, are black, and dark tones of blue, red, brown, or green.

Other Considerations:

3.77. Glass curtain wall will be considered as a principal material.

3.78. Exposed metals will be considered as a principal material.

Staff Comment:

The building will be constructed out of brick, metal, glass and rockface concrete block. The vertical columns that break up the fenestration on the front façade are comprised of brick on the base and metal on the middle and top portions of the building. The vertical columns that break up the fenestration on the other façades of the building are comprised of rockface concrete block on the base and metal on the middle and top portions of the building. The sides and back of the building are similar to the front of the building. CPED is recommending that two principal materials (brick and metal) be allowed on the front façade of the building. The brick at the base and the metal on the top help define the base, middle and top of the building.

On the base of the building the material between the columns on the southeast, east, northeast and northwest sides of the building will also be rockface concrete block. To accentuate the columns, the areas between them have been recessed. Also on the southeast and east sides of the building, a living wall system will be applied between the columns to help break up the elevations.

The color of the brick will be "White Plaines", the color of the metal will be both "Slate Gray" and "Dark Bronze" and the color of the rockface concrete block will be "Ivory". The color of the window frames and the balcony railings will match the color of the metal.

Architectural Details:

Advisory:

3.79. Architectural details and features are encouraged to create interest to the facade of new buildings.

Staff Comment:

The fritted doors and side windows that make up the entryway and the fritted canopy over the entryway are intended to create architectural interest on the front façade of the building.

The following design guidelines for on-premise signs and awnings are applicable to the applicant's proposal:

In General:

Location of building signs: Wherever possible, signs should be placed in traditional sign locations including the storefront sign band area. Signs should not obscure or damage architectural features including windows, doors, pilasters, columns and historic signs. Building signs should be located only on the primary façade of the building adjacent to the street and should be no higher than fourteen (14) feet, except as otherwise provided in the specific guidelines for wall signs.

Wall Signs:

i. Location. Wall signs should be located between the first and second floor and should not be higher than fourteen (14) feet, except where the historic sign band is higher. Wall signs should not conceal architectural features or obstruct openings.

ii. Size. Wall signs should be no more than two (2) feet high and thirty-two (32) square feet in area and should not extend outward from the building more than eight (8) inches.

iii. Materials. Wall signs may be constructed of wood, metal, painted fiberglass or painted plastic.

iv. Installation. Wall signs should be attached to the building through the mortar joints. If illuminated, a wall sign should be placed adjacent to or over a permanent mounting plate for electrification. Electrical conduit and lighting fixtures should be attached to the top of the wall sign, and should not be attached to the building. Wall signs should not be painted directly on the surface of the building, except as part of the maintenance or restoration of an existing historic sign.

Projecting Signs:

i. Location. Projecting signs should be located near a building entrance and should not be higher than fourteen (14) feet. Projecting signs should not conceal architectural features or obstruct openings, and should not be suspended from the soffit.

ii. Size. Projecting signs should be no more than twelve (12) square feet in area and should not project more than four (4) feet from the building. The thickness of a projecting sign should not exceed eight (8) inches.

iii. Materials. Projecting signs may be constructed of wood, metal, painted fiberglass or painted plastic.

iv. Installation. Projecting signs should always use a single permanent mounting plate.

Staff Comment:

One wall sign and one projecting sign are proposed for the building. The wall sign will be located near the entryway and will read "602/FIRST". The projecting sign will be located on the end column on the southwest elevation of the building and will also read "602/FIRST". Both of the signs meet the design guidelines.

5. *The alteration will not materially impair the significance and integrity of the landmark, historic district or nominated property under interim protection as evidenced by the consistency of alterations with the recommendations contained in The Secretary of the Interior's Standards for the Treatment of Historic Properties.*

The proposed development will be consistent with the following Secretary of the Interior's Standards for Rehabilitation:

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

6. *The certificate of appropriateness conforms to all applicable regulations of this preservation ordinance and is consistent with the applicable policies of the comprehensive plan and applicable preservation policies in small area plans adopted by the city council.*

The proposed development will conform to all applicable regulations of this preservation ordinance and would be consistent with the following policies of the comprehensive plan:

Heritage Preservation Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.

8.1.1 Protect historic resources from modifications that are not sensitive to their historic significance.

8.1.2 Require new construction in historic districts to be compatible with the historic

7. *Destruction of any property. Before approving a certificate of appropriateness that involves the destruction, in whole or in part, of any landmark, property in an historic district or nominated property under interim protection, the commission shall make findings that the destruction is necessary to correct an unsafe or dangerous condition on the property, or that there are no reasonable alternatives to the destruction. In determining whether reasonable alternatives exist, the commission shall consider, but not be limited to, the significance of the property, the integrity of the property and the economic value or usefulness of the existing structure, including its current use, costs of renovation and feasible alternative uses. The commission may delay a final decision for a reasonable period of time to allow parties interested in preserving the property a reasonable opportunity to act to protect it.*

   The building located at 602 North 1st Street is proposed to be demolished. The building is not contributing to either the Warehouse Historic District or the St. Anthony Falls Historic District given when it was constructed. The applicant does not contend that the demolition of the subject property is necessary to correct an unsafe or dangerous condition. Reasonable alternatives to demolition exist. The building could be maintained as it currently is or it could be converted to housing. However, the applicant has indicated that while the building could be maintained as it currently is or converted to housing, it would not be economically feasible given the size of the existing building, today's cost of construction and the rising value of property in this area of Minneapolis.

   In the last year, the Heritage Preservation Commission and the Planning Commission approved an 8-story, 34-unit residential building on this site. As part of the previous project, a certificate of appropriateness application was approved to demolish the Security Warehouse building located at 602 North 1st Street. That approval is still valid.

Before approving a Certificate of Appropriateness, and based upon the evidence presented in each application submitted, the Commission shall make findings that alterations are proposed in a manner that demonstrates that the Applicant has made adequate consideration of the following documents and regulations:

8. *The description and statement of significance in the original nomination upon which designation of the landmark or historic district was based.*

   The applicant has demonstrated adequate consideration for the description and statement of significance in the original nomination upon which both the Warehouse Historic District and the St. Anthony Falls Historic District was based. The proposed residential development will be compatible with the *Minneapolis Warehouse Historic District Design Guidelines*.

9. *Where applicable, adequate consideration of Title 20 of the Minneapolis Code of Ordinances, Zoning Code, Chapter 530, Site Plan Review.*

   This development will require land use approvals, including site plan review.

10. *The typology of treatments delineated in the Secretary of the Interior's Standards for the Treatment of Historic Properties and the associated guidelines for preserving, rehabilitating, reconstructing, and restoring historic buildings.*

    The proposed development will comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* for new construction.

Before approving a Certificate of Appropriateness that involves alterations to a property within an historic district, the Commission shall make findings based upon, but not limited to, the following:

11. *The alteration is compatible with and will ensure continued significance and integrity of all contributing properties in the historic district based on the period of significance for which the district was designated.*

    The proposed residential development is compatible with and will ensure continued significance and integrity of all contributing properties in the historic district based on the period of significance for both the Warehouse Historic District and the St. Anthony Falls Historic District. The proposed placement of the building will reinforce the strong building presence along North 1st Street and the building design will be compatible with the surrounding buildings and the *Minneapolis Warehouse Historic District Design Guidelines*.

12. *Granting the certificate of appropriateness will be in keeping with the spirit and intent of the ordinance and will not negatively alter the essential character of the historic district.*

    The spirit and intent of the City of Minneapolis' Heritage Preservation Regulations is to preserve historically significant buildings, structures, sites, objects, districts, and cultural landscapes of the community while permitting appropriate changes to be made to these properties. Granting the certificate of appropriateness will be in keeping with the spirit and intent of the ordinance and will not negatively alter the essential character of the historic districts.

13. *The certificate of appropriateness will not be injurious to the significance and integrity of other resources in the historic district and will not impede the normal and orderly preservation of surrounding resources as allowed by regulations in the preservation ordinance.*

    Granting the certificate of appropriateness will not be injurious to the significance and integrity of other resources in the historic districts. The proposed residential development will be compatible with the *Minneapolis Warehouse Historic District Design Guidelines*.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt staff findings for the application by Curt Gunsbury for the properties located at 602 and 602 ½ North 1st Street:

A. Certificate of Appropriateness.

Recommended motion: **Approve** the certificate of appropriateness to allow a new 8-story residential building, subject to the following conditions:

1. By ordinance, approvals are valid for a period of two years from the date of the decision unless required permits are obtained and the action approved is substantially begun and proceeds in a continuous basis toward completion. Upon written request and for good cause, the planning director may grant up to a one year extension if the request is made in writing no later than July 14, 2015.
2. By ordinance, all approvals granted in this certificate of appropriateness shall remain in effect as long as all of the conditions and guarantees of such approvals are observed. Failure to comply with such conditions and guarantees shall constitute a violation of this Certificate of Appropriateness and may result in termination of the approval.
3. Louvers, as shown on the elevations, are allowed on the front façade of the building.

4. The southeast side of the building shall be allowed to have 31 percent glazing, the northeast side of the building is allowed to have 26 percent glazing and the northwest side of the building, that is exposed, is allowed to have 13 percent glazing.
5. The canopy is allowed to be 21 feet long and project approximately eight feet from the building wall.
6. The front canopy lighting shall be internal or downcast and shall not be allowed to illuminate from the top of the canopy.
7. Two principal materials (brick and metal) shall be allowed on the front façade of the building.

ATTACHMENTS

1. Written description and findings submitted by applicant
2. Zoning map
3. Plans
4. Correspondence

602 Apartments

602–602-1/2 North First Street

Minneapolis, Minnesota

Certificate of Appropriateness Application
Minneapolis Heritage Preservation Commission

Submitted June 1, 2015
For Public Hearing July 14, 2015

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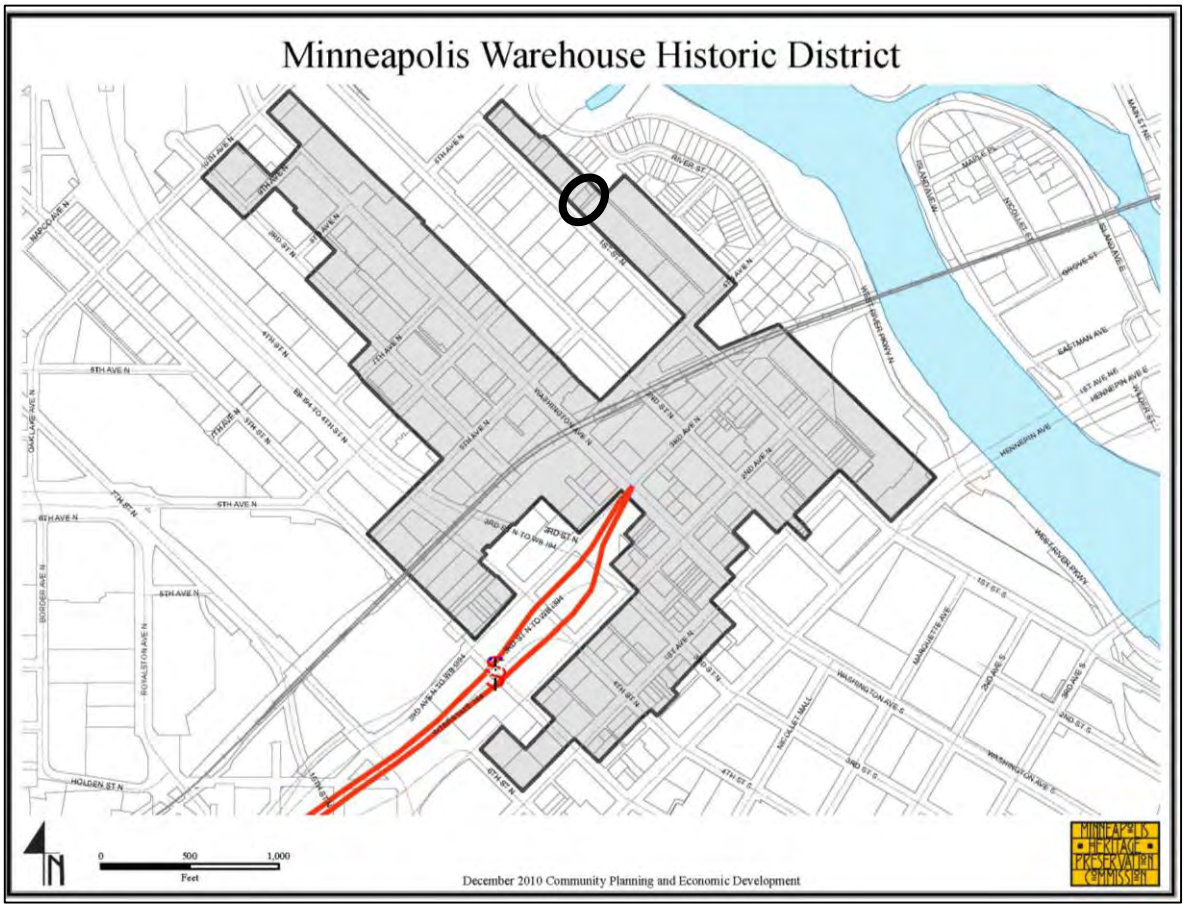
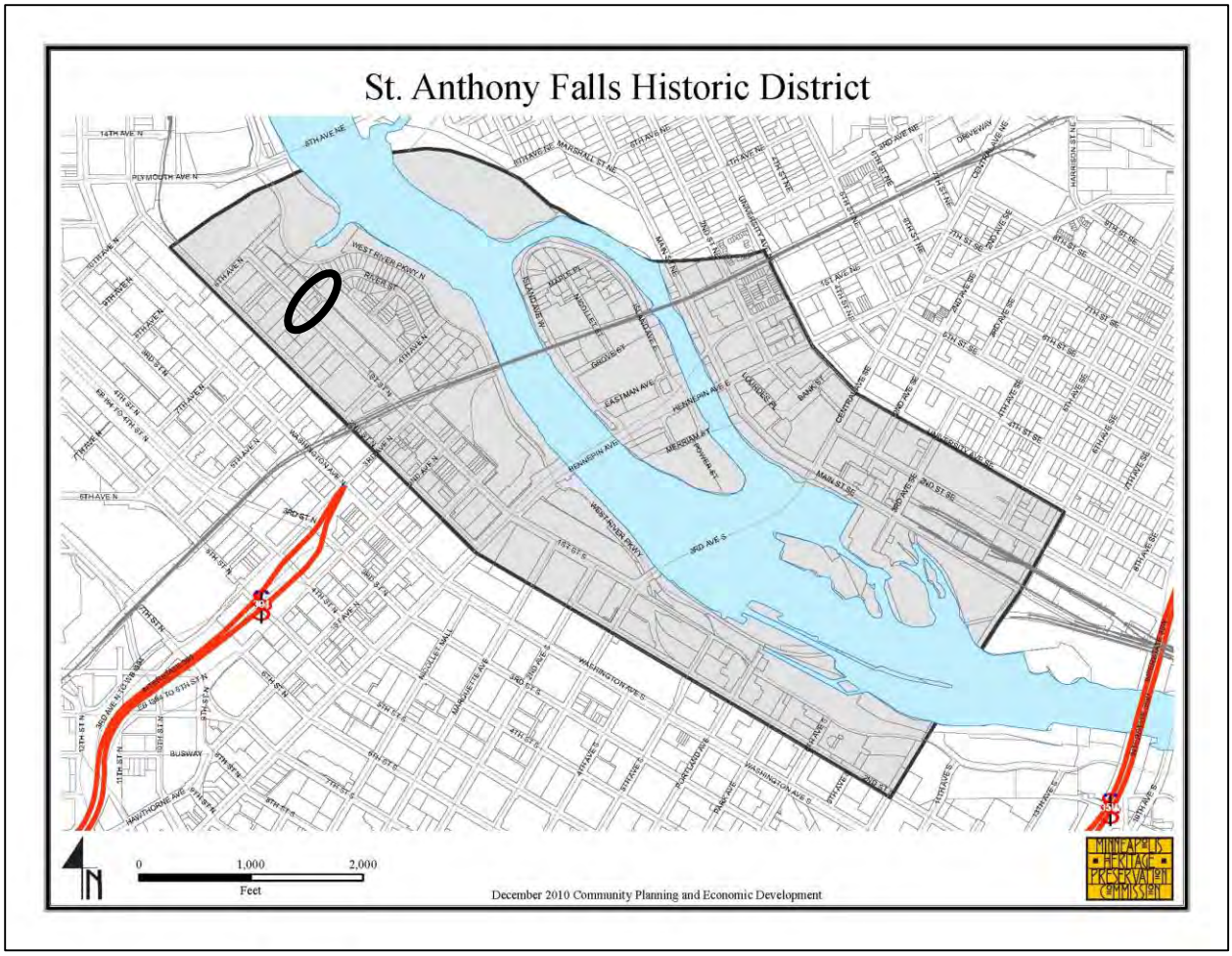
Project Overview

602 Apartments at 602-602½ North First Street

Developer:	Solhem LLC (Curt Gunsbury and Robert T. Miller)
Architect:	Tushie Montgomery Architects
Historian:	Hess, Roise and Company
Historic District:	Minneapolis Warehouse Historic District and Saint Anthony Falls Historic District (both local and National Register designations)
Site status:	Building at 602 is noncontributing to the Warehouse district but dates from the period of significance of the Saint Anthony Falls district. A Certificate of Appropriateness for the demolition of this buildings was approved by the HPC on December 2, 2014.



Minneapolis Warehouse Historic District.
Location of 602-602½ North First Street is circled.
(Map from Minneapolis Heritage Preservation Commission website:
http://www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/convert_275513.pdf)

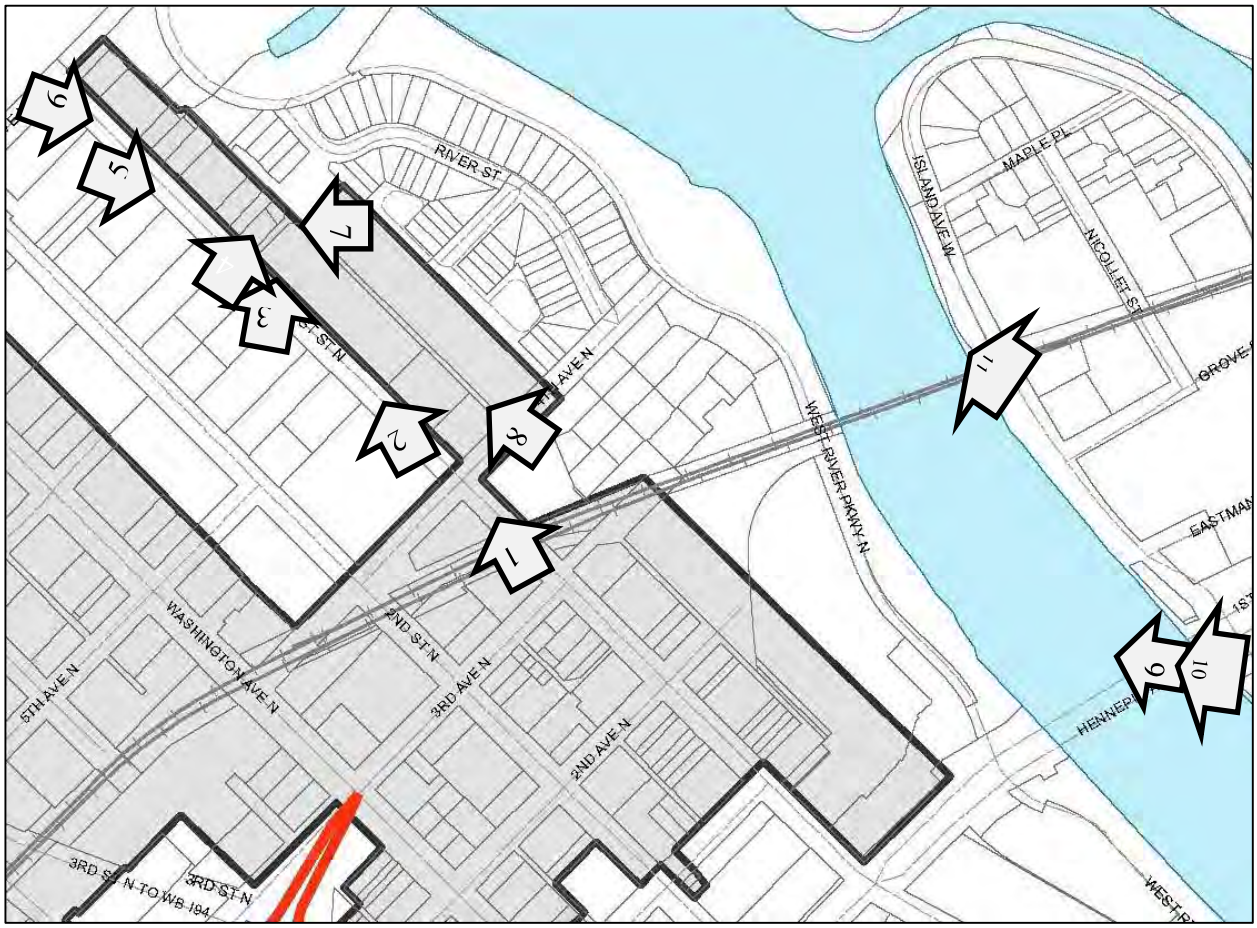


Saint Anthony Falls Historic District.
Location of 602-602½ North First Street is circled.
(Map from Minneapolis Heritage Preservation Commission website:
http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/convert_284813.pdf)

Photographs

The following photographs show the existing buildings on the property and examine the visibility of the new structure from various perspectives. With the exception of the views on First Street and from the Hennepin Avenue Bridge, the visibility of the new structure is blocked by trees, buildings, and other structures.

Key to current views on the following pages

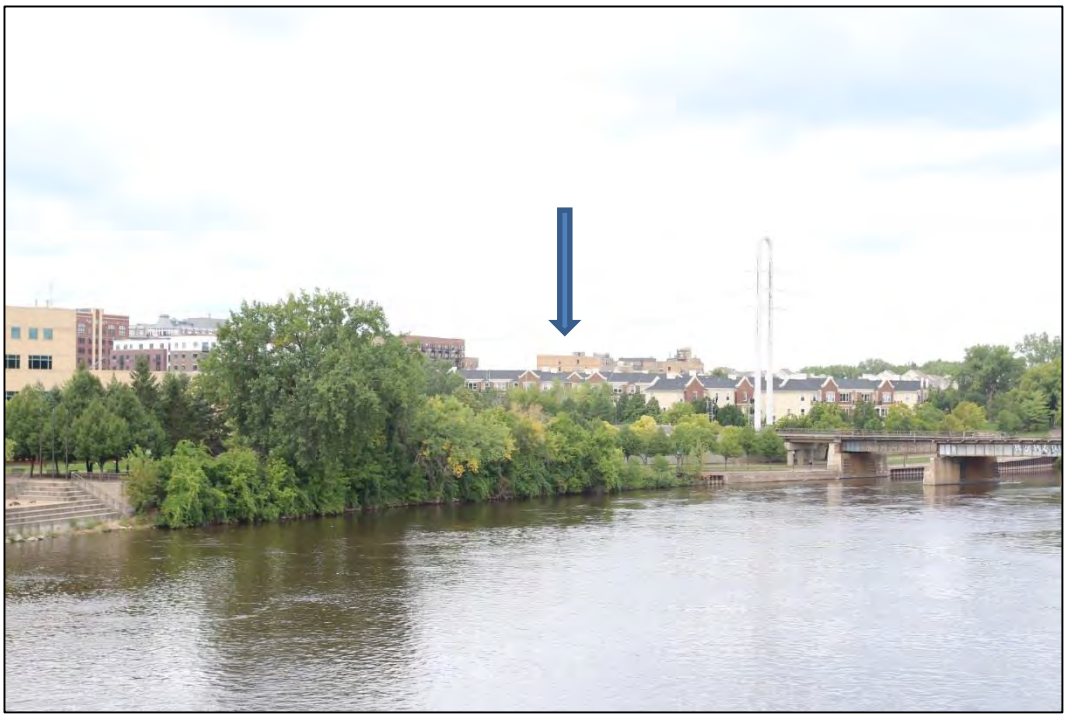


1 *(top): Looking northwest on First Street from the bridge over the rail corridor.*
2 *(bottom): Looking northwest on First Street, standing across the street from the Creamette building.*

3 *(top): Looking northwest on First Street just east of 602-602½ North First Street.*
4 *(bottom): Looking north on First Street at the south facade of 602 North First Street and the alley east of the property.*

5 *(top): Looking southeast on First Street about half a block west of 602 North First Street.*
6 *(bottom): Looking southeast on First Street, standing across the street from the Itasca Building.*

7 *(top): Looking west at rear facades. The Gaar-Scott and Itasca Buildings are visible to the right.*
8 *(bottom): Looking northwest down alley behind Lindsay Brothers Warehouse; photo taken from Fourth Avenue.*



9 *(top): Looking west from Hennepin Avenue Bridge with a wide-angle lens.*
10 *(bottom): Looking west from Hennepin Avenue Bridge with a telephoto lens.*

In both views, the arrow points to the Gaar-Scott Building.
The location of the proposed project is just to the left of Gaar-Scott.

11: *Looking west from Nicollet Island.*

Project Description

At a joint meeting with the Planning Commission's Committee of the Whole on May 14, 2015, the Heritage Preservation Commission reviewed preliminary designs for this project. The developers and architects have refined the design in response to comments at this meeting.

The project will consist of an eight-story, approximately 62,934 square-foot building with 71 apartment units. The new building will replace one mid-twentieth-century building that does not contribute to the Minneapolis Warehouse Historic District but dates from the period of significance of the Saint Anthony Falls Historic District. The HPC approved a Certificate of Appropriateness for the demolition of that building in December 2014The developers expect to break ground in fall 2015 and complete construction in summer 2016.

The Site

The site is bounded by North First Street to the southwest, alleys to the southeast and northeast, and a non-historic building, 606 North First Street, to the northwest. The historic Gaar-Scott Building is northwest of 606 North First. The project will occupy two lots, both zoned C3A, at 602 and 602½ North First Street. The site is located in the North Loop Neighborhood, Ward 3, the Minneapolis Warehouse Historic District, and the Saint Anthony Falls Historic District. The existing neighborhood is rapidly transitioning from industrial to residential and commercial uses; there are presently many residential properties surrounding this site including several new construction projects and one historic rehabilitation project. The proposed project will replace a one-story, 5,160 square-foot structure at 602 North First, which was probably constructed around 1936-1940 and has most recently been used as an art studio. The existing building's walls are concrete block; the front facade is faced with brick. The second parcel at 602½ North First (behind the 602 building) holds a paved parking area. The combined site is approximately 9,197 square feet (0.211 acres). The existing building and pavement will be removed for construction of the proposed building.

Proposed Site Work

The site is approximately 9,197 square feet and the first-floor footprint of the proposed building is approximately 8,907 square feet. The building's public entrance will be on First Street North.

The building will have one parking entrance at the rear (northeast) alley and one at the side (southeast) alley. The facades along these alleys will have green walls. Landscaping will be consistent with other buildings along North First Street, including boulevard trees, boulevard plantings in concrete-curbed planting areas, granite sitting boulders, and a wide, pedestrian-friendly sidewalk.

The Proposed Building

The proposed eight-story building will have 71 market-rate apartment units on floors 2 through 7 and a rooftop deck on floor 8. The total proposed building square footage is 62,934 square feet. The building's structure will be pre-cast concrete on the first two stories and wood frame on the upper stories. The building will have two separate enclosed parking areas: the one at grade will be entered from the alley on the southeast side of the building, while the one directly below it will be entered from the alley at the rear (northeast side) of the building.

Architectural Details and Relationship of Building to Historic District

The height and street front of the new building will complement the historic Gaar-Scott Building just to the northwest at 614 First Street North. The active-use first and second floors, which will feature a steel and glass window system, will appear as a one-story base that lines up with the Gaar-Scott Building, creating a continuous street front. The lobby awning at the street front will follow similar lines to the other awnings along the street. The articulation of the facades follows the historic typology of warehouses throughout the district, where the structural frame is a prominent visual element on the exterior. The structure and in-filled skin will be clad in brick, metal, and glass—traditional materials found throughout the neighborhood. A rooftop patio and elevator lobby on the eighth story will step back significantly and not be visible from street level.

Since the HPC-COW review on May 14, 2015, the design has been modified to address concerns raised by HPC and PC members. Louvers for HVAC systems are now obscured by architectural metal panels that cover the full width of the window frame, blending in with the rhythm of the bays. Window mullions are now centered to mimic historic fenestration patterns. Green-wall grids are laid out in a "railroad track" configuration to create an architectural ornament that works well in all seasons; during the growing season, they will feature English ivy. The glass railing on the rooftop has been reduced in height and sits atop a metal cornice that visually delineates the top of the building. Gray gravel landscaping rock mulch, in keeping with the area's historic industrial character, serves a dual purpose of facilitating drainage and providing a dog relief area. Additional bike racks have been added at the exterior for guests.

Certificate of Appropriateness Findings per Section 599.350

(a) General

(1) The alteration is compatible with and continues to support the criteria of significance and period of significance for which the landmark or historic district was designated.

The proposed project is located in both the Minneapolis Warehouse Historic District and the Saint Anthony Falls Historic District. The Minneapolis Warehouse Historic District was listed in the National Register in 1989. The local district has been expanded to match the boundaries of the National Register district. The district is significant under Criterion A in the area of commerce, trade and Criterion C in the area of architecture. Its period of significance is 1865–1930. The Saint Anthony Falls Historic District was listed in the National Register of Historic Places and given local designation in 1971 for its significance in the areas of architecture, commerce, industry, and transportation (National Register Criteria A and C). The district is now considered to be eligible under Criterion D (archaeology) as well. Although a period of significance was not delineated when the nomination was prepared, the HPC has adopted the period of 1848–1941.

The proposed building generally follows the HPC's design guidelines for the Warehouse Historic District. As a result, it will be compatible with and continue to support the criteria of significance and period of significance for which the district was designated.

(2) The alteration is compatible with and supports the interior and/or exterior designation in which the property was designated.

The design of the new building will conform to the district's design guidelines for new construction will support the integrity of the National Register and local historic districts.

(3) The alteration is compatible with and will ensure continued integrity of the landmark or historic district for which the district was designated.

The new building will conform to the Warehouse Historic District's design guidelines, ensuring the continued integrity of the district. Granting the certificate of appropriateness for the proposed work will help to reactivate the historic district, while not altering its essential character. In doing so, the project will ultimately protect the integrity of the entire district.

(4) The alteration will not materially impair the significance and integrity of the landmark, historic district or nominated property under interim protection as evidenced by the consistency of alterations with the applicable design guidelines adopted by the commission.

The Heritage Preservation Commission adopted design guidelines for the Warehouse Historic District in March 2010. The proposed project is in the Twentieth Century Warehouse character

area. When developing the project's design, the architects considered the general district design guidelines, specifically those addressing the Twentieth Century character area, as well as the Infill Site Design and the Design New Buildings on Infill Sites. Specifically:

Street Wall: The new building maintains the front alignment established by the historic Gaar-Scott Building to the northwest.

Access Points-Pedestrian: The primary entrance is on the principal (First Street) facade.

Access Points-Vehicular: Entrances to the garages are at the side and rear of the building and are accessed from existing alleys.

Access Points-Loading Areas: The loading area is at the rear of the property, accessed from existing alleys.

Accessory Structures: N/A

Massing: The building has a singular rectangular shape and volume.

Scale: The building is eight stories. The top story holds a roof deck and an approximately 17-foot-tall penthouse that is set back one bay from the perimeter on three sides; the fourth (northwest) side faces the side wall of the Gaar-Scott Building. The penthouse, which holds elevator and stair shafts and mechanical equipment, is higher than the 14-foot height specified in the guidelines, but is minimally visible from the street. A second stair penthouse is along the southeast side near the back of the building and rises only 12 feet. The building is separated from the Gaar-Scott Building by an existing building at 606 North First Street. The height of the main mass of the building matches that of the Gaar-Scott Building. The height of the first floor is 10 feet, less than the 14 to 21 feet indicated in the guidelines, but the architectural treatment causes the first and second floors "read" as a single level of 21 feet, conforming to the upper range in the guidelines.

Rhythm: The building design features a distinguished base (first and second floors), middle third through seventh floors), and top (metal coping/aluminum-glass railing for eighth-floor deck), with a flat roof. The articulation of the large, window-filled, vertically stacked bays is similar to that of historic concrete-frame buildings in the Warehouse district.

Fenestration: The fenestration pattern highlights the building structure, like the infill panels in the concrete structural grids of twentieth-century warehouses. Windows are grouped into vertical bays.

Fenestration-Building Envelope: The First Street (southwest) facade has 4,594 square feet of wall area and 2,020.5 square feet of openings, a total glazed area of 44%. This is slightly below the minimum of 50% specified in the guidelines. The southeast facade has 34% glazing, approximately the minimum ratio (35%) stated in the guidelines. The northeast (rear) facade has 22% glazing, and the northwest facade (facing the mostly

blank brick wall of the Gaar-Scott Building) has 24% glazing. While these quantities are at the low end or below what is called for in the design guidelines, this is largely because of the two-story base on the secondary facades, which are visually enhanced by green screens, by the stair tower on the northwest facade, and by the need for venting. Because of the lack of good alternatives for venting, there are exhausts for mechanical equipment on the front facade. These are obscured, however, by architectural grilles that conform to the fenestration pattern and add a decorative feature.

Fenestration-Windows: The aluminum window frames will match the dark bronze color used in the railing systems of the balconies.

Fenestration-Entryways: The front and side entryways are in scale with the building. At the front entry, back-lit glass with a decorative pattern will flank and edge the entry. A square sign with the address will be to the right of the doorway.

Fenestration-Balconies: Balconies are on the southeast (side) and northeast (rear) facades. On the side facade, they begin one bay back from the front facade. They feature glass railings in a dark bronze aluminum frame and dark bronze tie-backs, minimizing their visibility.

Fenestration-Canopies: A canopy over the front entry is fritted, back-lit glass supported by an interior galvanized structural steel frame with a built-up roof. While this varies from the guidelines, its design relates to the overall design of the building and the treatment of the adjacent back-lit glass bays.

Materials: The base (first and second floors and lower level) will be sheathed in masonry: "White Plains" brick (from Sioux City Brick) on the front facade and continuing for three bays of the southeast side, with ivory rock-faced concrete block (from Amcon Block) on the rest of the base. The upper stories of the front facade, front three bays on the southeast side, and front bay on the northwest side will feature smooth, "Firestone Slate Gray" metal cladding (Metal Panel #1) with a stacked, regular ashlar pattern. The other facades and the penthouses will be sheathed with a "Firestone Dark Bronze" corregated metal siding with a vertical orientation (Metal Panel #2). A band of the same material will form the cornice.

Architectural Details: The proposed back-lit panels by the entry and back-lit canopy over the entry are intended to create interest on the facade of the building, adding an innovative twenty-first-century layer to the varied architectural character of the Warehouse district.

In conforming to the spirit of the design guidelines, the project will maintain the historic district's significance and integrity.

(5) The alteration will not materially impair the significance and integrity of the landmark, historic district or nominated property under interim protection as evidenced by the consistency

of alterations with the recommendations contained in The Secretary of the Interior's Standards for the Treatment of Historic Properties.

The Rehabilitation Standard that is particularly relevant is Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment. The design of the project relates to the historic district while clearly being a product of the twenty-first century. The proposed project does not contemplate destruction or alteration of any contributing historic structures.

In meeting the Standard for new construction, the project will avoid damaging the significance and integrity of other resources that have been identified in the Warehouse and Saint Anthony Falls districts. The project will not establish any precedents that might adversely affect the preservation of those districts.

(6) The certificate of appropriateness conforms to all applicable regulations of this preservation ordinance and is consistent with the applicable policies of the comprehensive plan and applicable preservation policies in small area plans adopted by the city council.

The North Loop Small Area Plan, an update to the Downtown East/North Loop Master Plan, was approved by the Minneapolis City Council on April 16, 2010. The land use of the property at 602-602½ North First is in classified as "Residential Enclave": "Limited opportunities for new large-scale development exist in this district. The majority of new development should maintain the residential character of the area with limited opportunities for retail if small and accessory to the residential uses. New projects should maintain and enhance the district's historic character" (page 69). The proposed development is consistent with these directives.

(b) Destruction of any property.

The construction of the project will require the demolition of one building (602 North First) that does not contribute to the Warehouse district. The building contributes to the Saint Anthony Falls district but not to the Warehouse district. The loss of the 602 building, however, will not material impair the Saint Anthony Falls district; it will remain eligible for designation. It seems highly unlikely that the property contains any significant archaeological sites given the disruption of the land since the late nineteenth century.

(c) Adequate consideration of related documents and regulations.

(1) The description and statement of significance in the original nomination upon which designation of the landmark or historic district was based.

The materials submitted with this application demonstrate an understanding of the significance of the properties and the Warehouse and Saint Anthony Falls districts. In meeting the design guidelines for the Warehouse Historic District, which are based on the Secretary of the Interior's

Standards for the Treatment of Historic Properties, the project respects the architectural character and significance of the National Register and local historic districts.

(2) Where applicable, Title 20 of the Minneapolis Code of Ordinances, Zoning Code, Chapter 530, Site Plan Review.

The Applicant plans to meet the requirements of Chapter 530 within the City of Minneapolis Zoning Code.

(3) The typology of treatments delineated in the Secretary of the Interior's Standards for the Treatment of Historic Properties and the associated guidelines for preserving, rehabilitating, reconstructing, and restoring historic buildings.

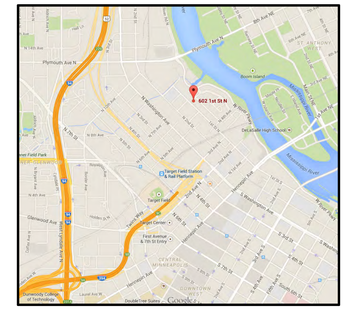
The proposed project will follow the Rehabilitation Standard for new construction, as discussed in Section (a)(5) above. While the project will be residential, its design is inspired by the industrial buildings in the area—many of which have been rehabilitated for residential use. As a result, the project is compatible with the Warehouse Historic District, will not adversely affect the district's significance and integrity, and will add to the character of the district and celebrate the existing adjacent contributing buildings.

602 Apartments

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

PROJECT INFO.

SITE INFORMATION:



ADDRESS:

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

SITE REGULATIONS:

ZONING PLATE 13
PRIMARY ZONING C3A

OVERLAY ZONING DISTRICTS
-Downtown Height
-Industrial Living
-Downtown Parking
-Mississippi River Cntical Area

HISTORIC DISTRICTS
-Minneapolis Warehouse Distnct
-St. Anthony Falls Historic Distnct

F.A.R.
FAR ALLOWED: 4 x 1.2= 4.8
FAR PROPOSED: 5.33
HEIGHT ALLOWED: 6 STORIES, 84'
HEIGHT PROPOSED: 8 STORIES, 92'

BUILDING INFORMATION:

SITE AREA:	9,197 SF
BUILDING AREA:	64,333 SF
Lower Garage	8684 SF
1st Floor	2000 SF
1st Floor - Parking	6818 SF
2nd Floor	3419 SF
3rd Floor	8533 SF
4th Floor	8542 SF
5th Floor	8532 SF
6th Floor	8532 SF
7th Floor	8532 SF
8th Floor	741 SF
	64332 SF

UNIT COUNT:	71
TYPE	COUNT
ONE BED	40
ONE BED + DEN	1
STUDIO	25
TWO BED	5
Grand total: 71	71

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

GARAGE PARKING:	44
LOWER GARAGE	24
UPPER GARAGE	20

PROJECT TEAM

DEVELOPER:

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SHEET INDEX

CS	COVER SHEET
-	SURVEY

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C2.0	C2.0 - GRADING AND DRAINAGE PLAN
C3.0	C3.0 - UTILITY PLAN
C4.0	C4.0 - DETAILS
SW1.0	SW1.0 - EROSION CONTROL/SWPP PLAN
SW1.1	SW1.1 - EROSION CONTROL/SWPP PLAN
SW1.2	SW1.2 - SWPPP NOTES
SW1.3	SW1.3 - SWPPP DETAILS

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A2	A2 - FLOOR PLANS
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A4	A4 - ELEVATIONS
A5	A5 - BUILDING SECTION
A6	A6 - PRELIMINARY DETAILS
A7	A7 - EXTERIOR PERSPECTIVES
A8	A8 - EXTERIOR CONTEXT
A9	A9 - EXISTING CONDITIONS
A10	A10 - ENTRY EXHIBIT

SUBMITTALS:

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

solhem
TE Miller
Development, LLC

CS- Cover Sheet

June 30, 2015

TUSHIE MONTGOMERY ARCHITECTS

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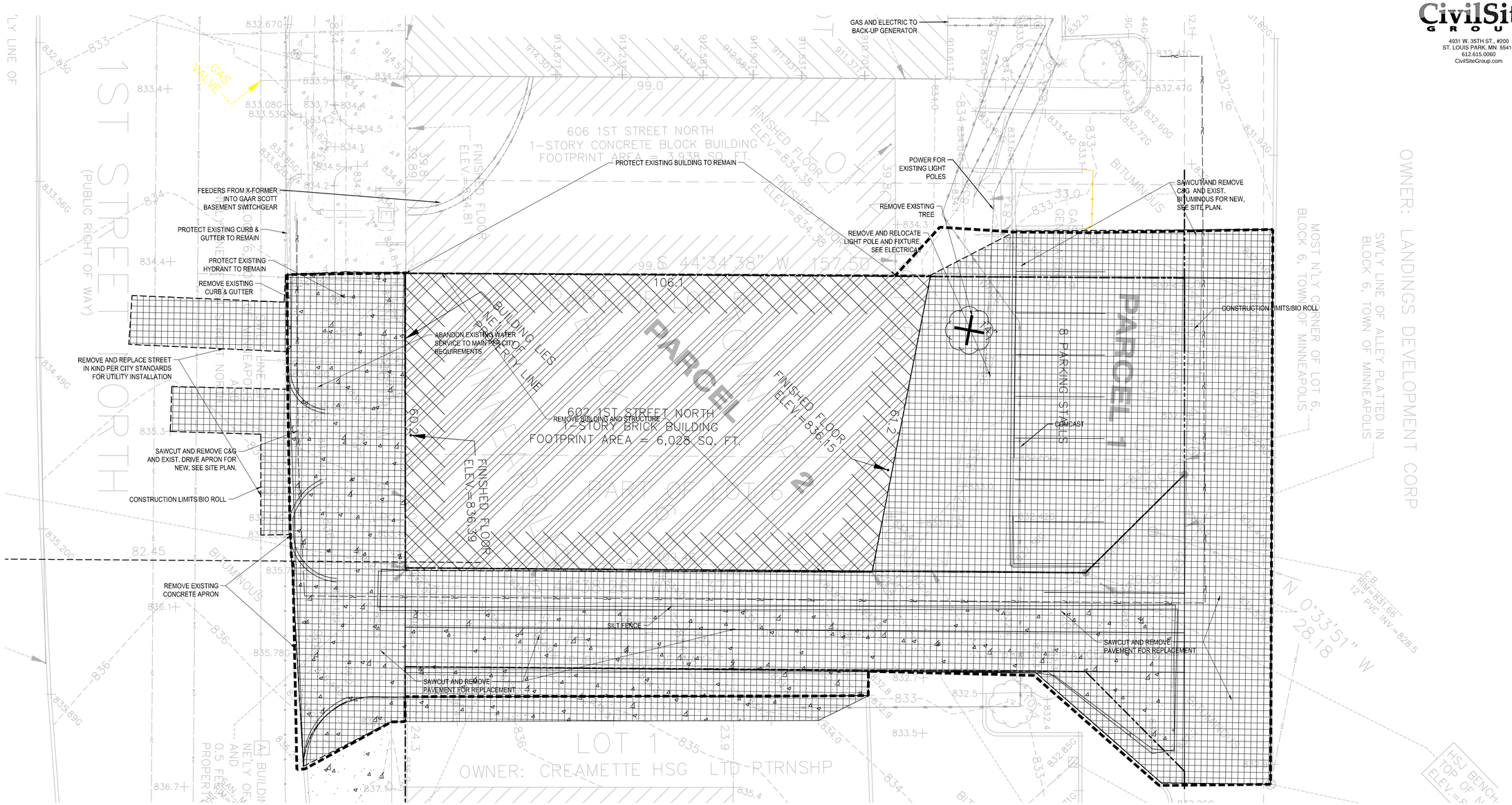

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602 Apartments

602 1st Street North,
Minneapolis, MN

PREPARED FOR:

TE Miller Development, LLC

solhem

ALL ARCHITECTURAL AND ENGINEERING DRAWINGS ARE IN CONFIDENCE AND DISSEMINATION MAY NOT BE MADE WITHOUT PRIOR WRITTEN CONSENT OF THE ARCHITECT. ALL COMMON LAW RIGHTS OF COPYRIGHT AND OTHERWISE, ARE HEREBY SPECIFICALLY RESERVED.

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: Matthew R. Pavek

SIGNATURE:

DATE: 6-30-15 LICENSE #:44263

Revisions & Addendums

6/5/2015 - PDR SUBMITTAL

6/30/2015 - LAND USE SUBMITTAL

REMOVAL NOTES:

1. SEE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLAN FOR CONSTRUCTION STORM WATER MANAGEMENT PLAN.
2. REMOVAL OF MATERIALS NOTED ON THE DRAWINGS SHALL BE IN ACCORDANCE WITH MNDOT, STATE AND LOCAL REGULATIONS.
3. REMOVAL OF PRIVATE UTILITIES SHALL BE COORDINATED WITH UTILITY OWNER PRIOR TO CONSTRUCTION ACTIVITIES.
4. EXISTING PAVEMENTS SHALL BE SAWCUT IN LOCATIONS AS SHOWN ON THE DRAWINGS OR THE NEAREST JOINT FOR PROPOSED PAVEMENT CONNECTIONS.
5. REMOVED MATERIALS SHALL BE DISPOSED OF TO A LEGAL OFF-SITE LOCATION AND IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.
6. ABANDON, REMOVAL, CONNECTION, AND PROTECTION NOTES SHOWN ON THE DRAWINGS ARE APPROXIMATE. COORDINATE WITH PROPOSED PLANS.
7. EXISTING ON-SITE FEATURES NOT NOTED FOR REMOVAL SHALL BE PROTECTED THROUGHOUT THE DURATION OF THE CONTRACT.
8. PROPERTY LINES SHALL BE CONSIDERED GENERAL CONSTRUCTION LIMITS UNLESS OTHERWISE NOTED ON THE DRAWINGS. WORK WITHIN THE GENERAL CONSTRUCTION LIMITS SHALL INCLUDE STAGING, DEMOLITION AND CLEAN-UP OPERATIONS AS WELL AS CONSTRUCTION SHOWN ON THE DRAWINGS.
9. MINOR WORK OUTSIDE OF THE GENERAL CONSTRUCTION LIMITS SHALL BE ALLOWED AS SHOWN ON THE PLAN AND PER CITY REQUIREMENTS.
10. DAMAGE BEYOND THE PROPERTY LIMITS CAUSED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED IN A MANNER APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT OR IN ACCORDANCE WITH THE CITY.
11. PROPOSED WORK (BUILDING AND CIVIL) SHALL NOT DISTURB EXISTING UTILITIES UNLESS OTHERWISE SHOWN ON THE DRAWINGS AND APPROVED BY THE CITY PRIOR TO CONSTRUCTION.
12. SITE SECURITY MAY BE NECESSARY AND PROVIDED IN A MANNER TO PROHIBIT VANDALISM, AND THEFT, DURING AND AFTER NORMAL WORK HOURS, THROUGHOUT THE DURATION OF THE CONTRACT. SECURITY MATERIALS SHALL BE IN ACCORDANCE WITH THE CITY.
13. VEHICULAR ACCESS TO THE SITE SHALL BE MAINTAINED FOR DELIVERY AND INSPECTION ACCESS DURING NORMAL OPERATING HOURS. AT NO POINT THROUGHOUT THE DURATION OF THE CONTRACT SHALL CIRCULATION OF ADJACENT STREETS BE BLOCKED WITHOUT APPROVAL BY THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
14. ALL TRAFFIC CONTROLS SHALL BE PROVIDED AND ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
15. SHORING FOR BUILDING EXCAVATION MAY BE USED AT THE DISCRETION OF THE CONTRACTOR AND AS APPROVED BY THE OWNERS REPRESENTATIVE AND THE CITY PRIOR TO CONSTRUCTION ACTIVITIES.
16. STAGING, DEMOLITION, AND CLEAN-UP AREAS SHALL BE WITHIN THE PROPERTY LIMITS AS SHOWN ON THE DRAWINGS AND MAINTAINED IN A MANNER AS REQUIRED BY THE CITY.

CITY OF MINNEAPOLIS REMOVAL NOTES:

1. CONTACT CRAIG PINKALLA, (612) 499-9233, CPINKALLA@MINNEAPOLISPARKS.ORG, REGARDING ANY QUESTIONS RELATED TO PLANTING, REMOVAL OR THE PROCESS FOR PROTECTION OF TREES DURING CONSTRUCTION IN THE CITY RIGHT OF WAY.
2. ENVIRONMENTAL HEALTH
   - 2.1. COORDINATE WITH ENVIRONMENTAL SERVICES, CITY OF MINNEAPOLIS, (612) 673-3867 FOR PERMITS RELATING TO AFTER HOURS WORK, TEMPORARY STORAGE OF IMPACTED SOILS ON SITE PRIOR TO DISPOSAL OR REUSE, REMEDIATION OF CONTAMINATED SOIL AND GROUNDWATER, REUSE OF IMPACTED SOILS ON SITE, DEWATERING AND DISCHARGE OF ACCUMULATED STORM WATER OR GROUND WATER TO CITY SEWERS, FLAMMABLE WASTE TRAPS, UNDERGROUND OR ABOVEGROUND TANK INSTALLATION OR REMOVAL, WELL CONSTRUCTION OR SEALING, OR ON-SITE ROCK CRUSHING.
   - 2.2. NO CONSTRUCTION, DEMOLITION OR COMMERCIAL POWER MAINTENANCE EQUIPMENT SHALL BE OPERATED WITHIN THE CITY BETWEEN THE HOURS OF 6:00 PM AND 7:00 AM ON WEEKDAYS OR DURING ANY HOURS ON SATURDAYS, SUNDAYS AND STATE AND FEDERAL HOLIDAYS, EXCEPT UNDER PERMIT.
   - 2.3. IF CONTAMINATED SOIL IS ENCOUNTERED, IT MUST BE REPORTED TO THE MINNESOTA DUTY OFFICER AT (651) 649-5451. PREAPPROVAL FOR REMOVAL OR REUSE MUST OCCUR FROM THE MPCA AND THE CITY OF MINNEAPOLIS.
   - 2.4. CITY RECORDS INDICATE THAT TWO UNDERGROUND FUEL TANKS MAY EXIST ON THE PROPERTY. IF THE FUEL TANKS ARE ENCOUNTERED DURING CONSTRUCTION, COORDINATE WITH TOM FRAME (TOM.FRAME@MINNEAPOLISMN.GOV) AND COORDINATE WITH ENVIRONMENTAL SERVICES, (612) 673-3867.
3. FIRE DEPARTMENT
   - 3.1. MAINTAIN FIRE DEPARTMENT APPARATUS ACCESS AT ALL TIMES.
4. ALLEY RECONSTRUCTION
   - 4.1. ANY ALLEY DAMAGED AS A RESULT OF CONSTRUCTION SHALL BE REPLACED PER THE CITY OF MINNEAPOLIS ALLEY CONSTRUCTION DETAIL PLATES AND SPECIFICATIONS.

OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT

ALL CLEARING, GRADING, CONSTRUCTION OR DEVELOPMEN WILL BE DONE PURSUANT TO THE PLAN. SINGED BY PARTIES BELOW:

OWNER:_____

DEVELOPER:_____

CONTRACTOR:_____

LEGEND:

- 932 — EX. 1' CONTOUR ELEVATION INTERVAL
- COMBINATION SILT FENCE, CHAIN LINK CONSTRUCTION FENCE
- STABILIZED CONSTRUCTION ENTRANCE
- REMOVE BITUMINOUS PAVEMENTS, CONCRETE PAVEMENTS AND CURB, EXISTING VEGETATION AS SHOWN. INCLUDE REMOVAL OF BASE MATERIAL AND ALL ORGANIC SOILS.
- REMOVE BUILDING AND STRUCTURE
- PROTECT EXIST. TREE (PLANT MATERIAL) TO REMAIN, PER PROTECTION DETAIL
- REMOVE EXIST. TREE (PLANT MATERIAL) INCLUDING ALL STUMPS AND ROOTS
- REMOVE TREE

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

N

1" = 10'-0"
5'-0" 0 10'-0"

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REMOVALS PLAN

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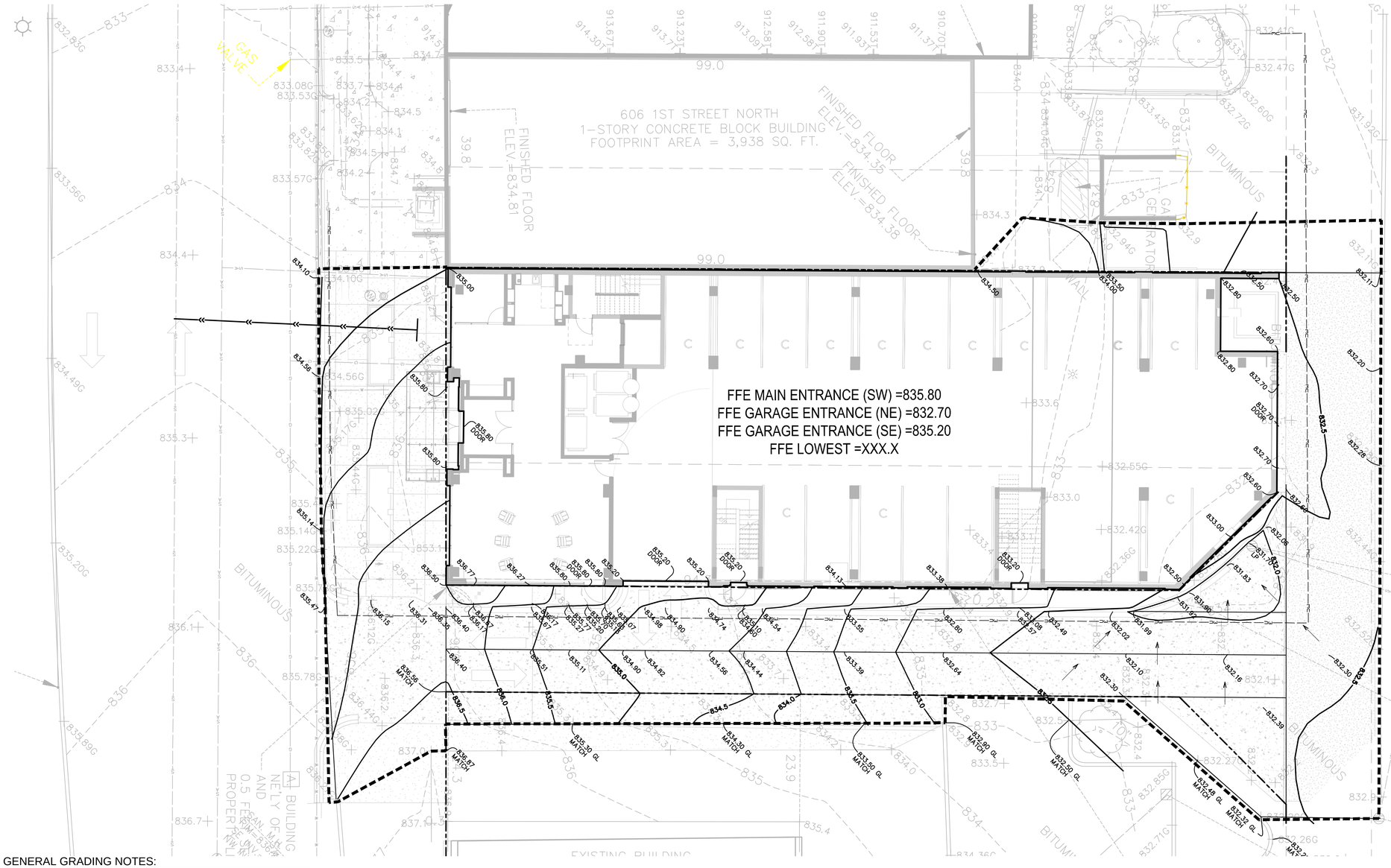

GENERAL GRADING NOTES:

1. SEE SITE PLAN FOR HORIZONTAL LAYOUT & GENERAL GRADING NOTES.
2. THE CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION (INCLUDING BUT NOT LIMITED TO SITE PREPARATION, SOIL CORRECTION, EXCAVATION, EMBANKMENT, ETC.) IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER. ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.
3. GRADING AND EXCAVATION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS & PERMIT REQUIREMENTS OF THE CITY.
4. PROPOSED SPOT GRADES ARE FLOW-LINE FINISHED GRADE ELEVATIONS, UNLESS OTHERWISE NOTED.
5. GRADES OF WALKS SHALL BE INSTALLED WITH 5% MAX. LONGITUDINAL SLOPE AND 1% MIN. AND 2% MAX. CROSS SLOPE, UNLESS OTHERWISE NOTED.
6. PROPOSED SLOPES SHALL NOT EXCEED 3:1 UNLESS INDICATED OTHERWISE ON THE DRAWINGS. MAXIMUM SLOPES IN MAINTAINED AREAS IS 4:1
7. PROPOSED RETAINING WALLS, FREESTANDING WALLS, OR COMBINATION OF WALL TYPES GREATER THAN 4' IN HEIGHT SHALL BE DESIGNED AND ENGINEERED BY A REGISTERED RETAINING WALL ENGINEER. DESIGN DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF GRADE STAKES THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH PROPER GRADES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR A FINAL FIELD CHECK OF FINISHED GRADES ACCEPTABLE TO THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO TOPSOIL AND SODDING ACTIVITIES.
9. IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, THE CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.
10. EXCAVATE TOPSOIL FROM AREAS TO BE FURTHER EXCAVATED OR REGRADED AND STOCKPILE IN AREAS DESIGNATED ON THE SITE. THE CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR RESPREADING ON THE SITE AS SPECIFIED. EXCESS TOPSOIL SHALL BE PLACED IN EMBANKMENT AREAS, OUTSIDE OF BUILDING PADS, ROADWAYS AND PARKING AREAS. THE CONTRACTOR SHALL SUBCUT CUT AREAS, WHERE TURF IS TO BE ESTABLISHED, TO A DEPTH OF 6 INCHES. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 6 INCHES.
11. FINISHED GRADING SHALL BE COMPLETED. THE CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRANSITION AREAS. PROVIDE A SMOOTH FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN, OR BETWEEN SUCH POINTS AND EXISTING GRADES. AREAS THAT HAVE BEEN FINISH GRADED SHALL BE PROTECTED FROM SUBSEQUENT CONSTRUCTION OPERATIONS, TRAFFIC AND EROSION. REPAIR ALL AREAS THAT HAVE BECOME RUTTED BY TRAFFIC OR ERODED BY WATER OR HAS SETTLED BELOW THE CORRECT GRADE. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION OR TO THE REQUIREMENTS OF THE NEW WORK.
12. PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE STREET AND/OR PARKING AREA SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS OF THE STREET OR PARKING AREA ARE UNSTABLE. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER.
13. TOLERANCES
    - 13.1. THE BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
    - 13.2. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
    - 13.3. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
    - 13.4. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
14. MAINTENANCE
    - 14.1. THE CONTRACTOR SHALL PROTECT NEWLY GRADED AREAS FROM TRAFFIC AND EROSION, AND KEEP AREA FREE OF TRASH AND DEBRIS.
    - 14.2. CONTRACTOR SHALL REPAIR AND REESTABLISH GRADES IN SETTLED, ERODED AND RUTTED AREAS TO SPECIFIED TOLERANCES, DURING THE CONSTRUCTION, IF REQUIRED, AND DURING THE WARRANTY PERIOD, ERODED AREAS WHERE TURF IS TO BE ESTABLISHED SHALL BE RESEEDED AND MULCHED.
    - 14.3. WHERE COMPLETED COMPACTED AREAS ARE DISTURBED BY SUBSEQUENT CONSTRUCTION OPERATIONS OR ADVERSE WEATHER, CONTRACTOR SHALL SCARIFY, SURFACE, RESHAPE, AND COMPACT TO REQUIRED DENSITY PRIOR TO FURTHER CONSTRUCTION.

EROSION CONTROL NOTES:

SEE SWPPP PAGES SW1.0 - SW1.3

CITY OF MINNEAPOLIS NOTES:

1. ALL STREETSCAPE ELEMENTS IN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN ENCROACHMENT PERMIT. STREETSCAPE ELEMENTS INCLUDE, BUT ARE NOT LIMITED TO: PLANTS & SHRUBS, PLANTERS, TREE GRATES, SIDEWALK FURNITURE, SIDEWALK ELEMENTS OTHER THAN STANDARD CONCRETE WALKWAYS, RETAINING WALLS, ACCESS RAMPS, AND RAILINGS. PLEASE CONTACT BOB BOBLETT AT (612) 673-2428 FOR FURTHER INFORMATION.
2. 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.
3. 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.
4. CONCRETE WASHOUT PROCEDURES SHALL BE COMPLETED OFF-SITE.

LEGEND:

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

GROUNDWATER INFORMATION:

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

GROUNDWATER STATEMENT:

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

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

1" = 10'-0"
5'-0" 0 10'-0"

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4931 W. 35TH ST., #200
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CivilSiteGroup.com

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MINNEAPOLIS, MINNESOTA 55423-4084
612.861.9636 FAX: 612.861.9632
WWW.TMIARCHITECTS.COM

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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

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

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

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GRADING & DRAINAGE PLAN

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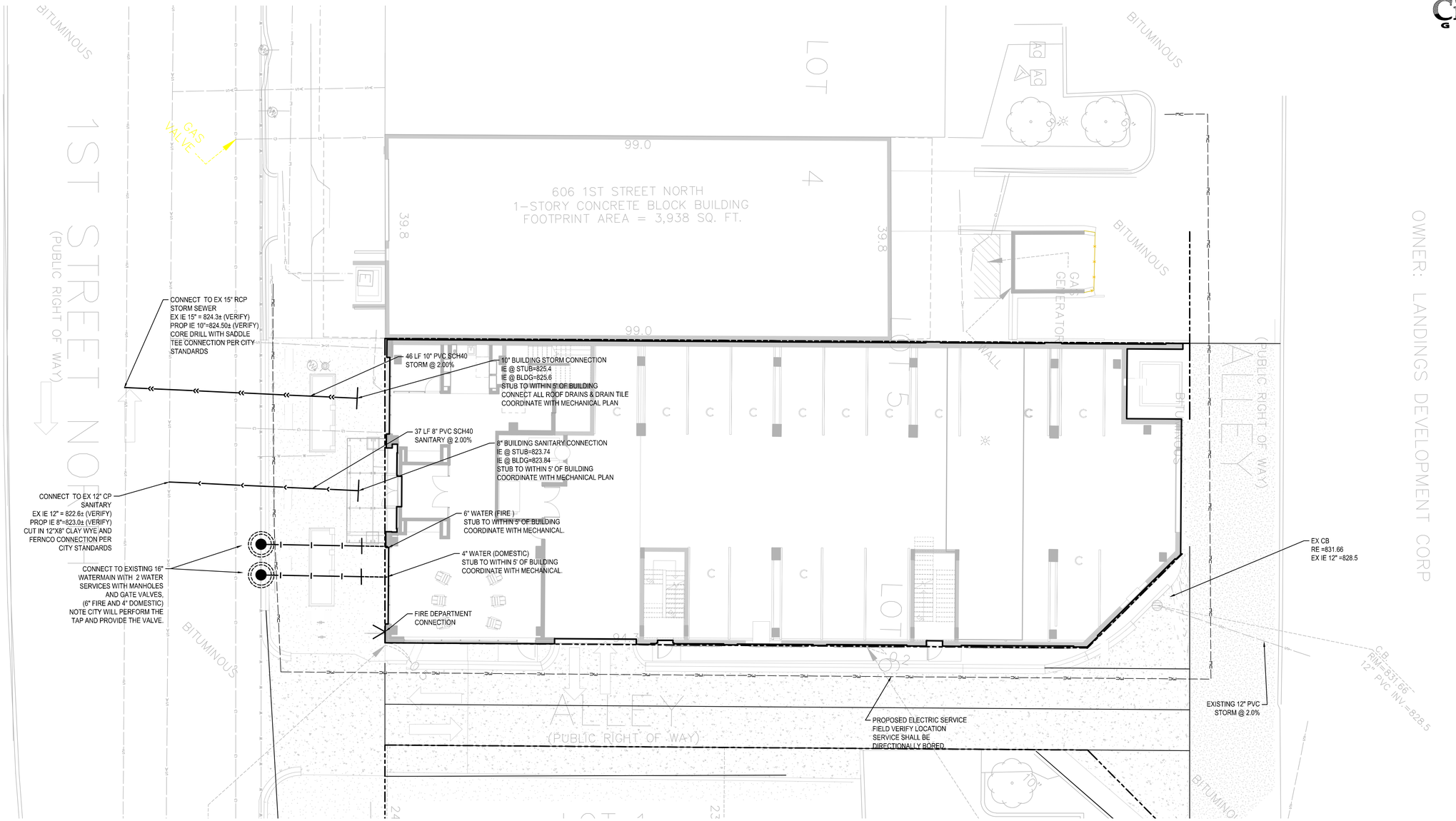

GENERAL UTILITY NOTES:

1. SEE SITE PLAN FOR HORIZONTAL DIMENSIONS AND LAYOUT.
2. CONTRACTOR SHALL FIELD VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES OR VARIATIONS FROM THE PLANS.
3. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GOPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
4. UTILITY INSTALLATION SHALL CONFORM TO THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION" AND "SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), AND SHALL CONFORM WITH THE REQUIREMENTS OF THE CITY AND THE PROJECT SPECIFICATIONS.
5. CASTINGS SHALL BE SALVAGED FROM STRUCTURE REMOVALS AND RE-USED OR PLACED AT THE DIRECTION OF THE OWNER.
6. ALL WATER PIPE SHALL BE CLASS 52 DUCTILE IRON PIPE (DIP) UNLESS OTHERWISE NOTED.
7. ALL SANITARY SEWER SHALL BE SDR 26 POLYVINYL CHLORIDE (PVC) UNLESS OTHERWISE NOTED.
8. ALL STORM SEWER PIPE SHALL BE HDPE UNLESS OTHERWISE NOTED.
9. PIPE LENGTHS SHOWN ARE FROM CENTER TO CENTER OF STRUCTURE OR TO END OF FLARED END SECTION.
10. UTILTIES ON THE PLAN ARE SHOWN TO WITHIN 5' OF THE BUILDING FOOTPRINT. THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE FINAL CONNECTION TO BUILDING LINES. COORDINATE WITH ARCHITECTURAL AND MECHANICAL PLANS.
11. CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.15 FEET PER DETAILS. RIM ELEVATIONS SHOWN ON THIS PLAN DO NOT REFLECT SUMPED ELEVATIONS.
12. ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB UNLESS OTHERWISE NOTED.
13. HYDRANT TYPE, VALVE, AND CONNECTION SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS. HYDRANT EXTENSIONS ARE INCIDENTAL.
14. A MINIMUM OF 8 FEET OF COVER IS REQUIRED OVER ALL WATERMAIN, UNLESS OTHERWISE NOTED. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM OF 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. EXTRA DEPTH WATERMAIN IS INCIDENTAL.
15. A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES, UNLESS OTHERWISE NOTED.
16. ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE IN ACCORDANCE WITH CITY STANDARDS AND COORDINATED WITH THE CITY PRIOR TO CONSTRUCTION.
17. CONNECTIONS TO EXISTING STRUCUTRES SHALL BE CORE-DRILLED.
18. COORDINATE LOCATIONS AND SIZES OF SERVICE CONNECTIONS WITH THE MECHANICAL DRAWINGS.
19. COORDINATE INSTALLATION AND SCHEDULING OF THE INSTALLATION OF UTILITIES WITH ADJACENT CONTRACTORS AND CITY STAFF.
20. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL PAVEMENT CONNECTIONS SHALL BE SAWCUT. ALL TRAFFIC CONTROLS SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CITY. THIS SHALL INCLUDE BUT NOT BE LIMITED TO SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
21. ALL STRUCTURES, PUBLIC AND PRIVATE, SHALL BE ADJUSTED TO PROPOSED GRADES WHERE REQUIRED. THE REQUIREMENTS OF ALL OWNERS MUST BE COMPLIED WITH. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
22. CONTRACTOR SHALL CORDINATE ALL WORK WITH PRIVATE UTILITY COMPANIES.
23. CONTRACTOR SHALL COORDINATE CONNECTION OF IRRIGATION SERVICE TO UTILITIES. COORDINATE THE INSTALLATION OF IRRIGATION SLEEVES NECESSARY AS TO NOT IMPACT INSTALLATION OF UTILITIES.
24. CONTRACTOR SHALL MAINTAIN AS-BUILT PLANS THROUGHOUT CONSTRUCTION AND SUBMIT THESE PLANS TO ENGINEER UPON COMPLETION OF WORK.
25. ALL JOINTS AND CONNECTIONS IN STORM SEWER SYSTEM SHALL BE GASTIGHT OR WATERTIGHT. APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATERTIGHT CONNECTIONS TO MANHOLES, CATCHBASINS, OR OTHER STRUCTURES.

REQUIRED CITY OF MINNEAPOLIS CORRESPONDANCE AND DOCUMENTATION NOTES:

1. CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL CONTACT MINNEAPOLIS SURFACE WATERS AND SEWERS 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION RELATED TO OR IN THE LOCATION OF THE PROPOSED STORM WATER MANAGEMENT BMP. CONTACT PAUL CHELLSEN, 612-673-2406 OR PAUL.CHELLSEN@MINNEAPOLISMN.GOV

2. UPON THE PROJECT'S COMPLETION THE GENERAL CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL PROVIDE TO THE DEPARTMENT OF PUBLIC WORKS A "FINAL STORM WATER MANAGEMENT REPORT" INCLUDING DRAWINGS. THIS REPORT WILL SERVE AS A MEANS OF VERIFICATION THAT THE INTENT OF THE APPROVED STORM WATER MANAGEMENT DESIGN HAS BEEN MET. THIS FINAL REPORT SHALL SUBSTANTIATE THAT ALL ASPECTS OF THE ORIGINAL DESIGN HAVE BEEN ADEQUATELY PROVIDED FOR BY THE CONSTRUCTION OF THE PROJECT.

STORMWATER RATE SUMMARY

Stormwater Rate Summary - From Site

Drainage Area	Existing Rate (cfs)		
	2-YR	10-YR	100-YR
EX1 - TO 1ST	0.30	0.45	0.63
EX2 - TO ALLEY (SE)	0.47	0.72	1.00
EX2 - TO ALLEY (NW)	0.07	0.10	0.14
TOTAL	0.84	1.27	1.77

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

LEGEND:

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

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(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

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ST. LOUIS PARK, MN 55416
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Revisions & Addendums
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UTILITY PLAN

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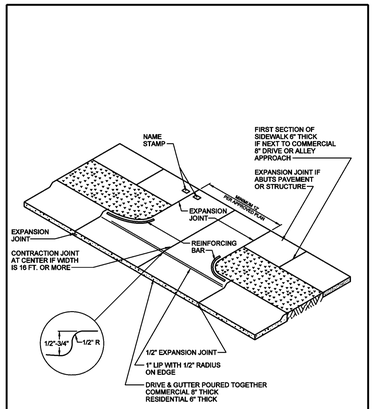
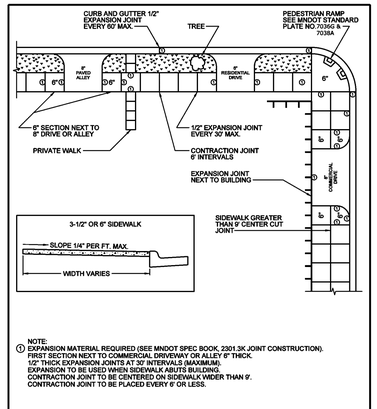


MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

DRAWN: JFC	DATE: 9/15/07	TYPICAL DRIVEWAY	STANDARD PLATE NO. ROAD-2002
APPROVED: GAS	DATE: 5/19/08		

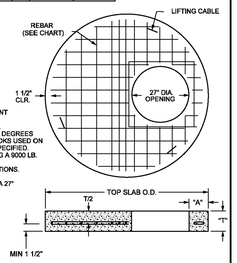


NOTE:
① EXPANSION MATERIAL REQUIRED (SEE MNDOT SPEC BOOK, 2301.3K JOINT CONSTRUCTION).
FIRST SECTION NEXT TO COMMERCIAL DRIVEWAY OR ALLEY 8" THICK.
1/2" THICK EXPANSION JOINTS AT 30' INTERVALS (MAXIMUM).
EXPANSION TO BE USED WHEN SIDEWALK ABUTS BUILDING.
CONTRACTION JOINT TO BE CENTERED ON SIDEWALK WIDER THAN 9'.
CONTRACTION JOINT TO BE PLACED EVERY 9' OR LESS.

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

DRAWN: JFC	DATE: 9/15/07	TYPICAL SIDEWALK AND DRIVEWAY CONSTRUCTION	STANDARD PLATE NO. ROAD-2003
APPROVED: GAS	DATE: 5/19/08		

TYPE II (ROADWAY LOADING)						
MH I.D. (in.)	TOP SLAB O.D. (in.)	WEIGHT OF SLAB (lbs.)	"T" (in.)	"A" (in.)	BOTTOM BARS (in.)	TOP BARS (in.)
48	58	1140	6	6	#5 AT 6	MPLS. STD. MH ALTERNATE
54	65	2000	8	6	#5 AT 6	
60	72	2825	8	7	#5 AT 4	#3 AT 6
66	79	3105	8	7	#5 AT 4	#3 AT 6
72	86	3740	8	8	#5 AT 4	#3 AT 6
78	93	4403	8	8	#5 AT 4	#3 AT 4
84	100	5140	8	9	#5 AT 4	#3 AT 4
90	106	5840	8	9	#5 AT 4	#3 AT 4
96	113	6680	8	9	#5 AT 4	#3 AT 4
102	119	7450	8	9	#5 AT 4	#3 AT 4



NOTES:
EXTRA BOTTOM BARS PLACED ADJACENT TO ACCESS HOLE.
MINIMUM 1 1/2" COVER ON STEEL BARS.
THREE LIFTING CABLES PLACED AT 120 DEGREES ON 60" COVERS AND LARGER. TWO HOOKS USED ON COVERS SMALLER THAN 60" UNLESS SPECIFIED.
TYPE II COVERS CAPABLE OF CARRYING A 9000 LB. WHEEL LOAD.
ALL REBARS ARE IN ENGLISH DESIGNATIONS.
PROVIDE FULL MORTAR BED.
MINNEAPOLIS STANDARD TOP SLAB IS A 27" CENTER HOLE TOP SLAB.

MNDOT SPEC. REF. 2506
NOT TO SCALE

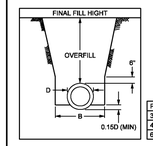
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

DRAWN: CRD	DATE: 3/03	27" OFFSET MANHOLE TOP SLAB ALTERNATE	STANDARD PLATE NO. SEWR-1015
APPROVED: HRS	DATE: 12/06		

CIRCULAR CONCRETE PIPE
HEIGHT OF BACKFILL IN FEET FOR CLASS C BEDDING
MEASURED AT TOP OF PIPE IN FEET, 120 PCF SOIL DENSITY

PIPE CLASS	CLASS II		CLASS III		CLASS IV		CLASS V	
PIPE DIA. (in.)	N	W	N	W	N	W	N	W
12	6	6	9	9	13	13	21	19
15	6	6	9	9	13	13	22	19
18	7	7	9	9	14	13	34	20
21	7	7	9	9	14	14	34	20
24	7	7	9	9	14	14	34	20
27	7	7	9	9	16	14	34	20
30	7	7	10	9	16	14	34	20
33	7	7	10	9	16	14	34	20
36	7	7	10	9	17	14	34	21
42	7	7	10	9	17	14	34	21
48	8	8	11	10	18	14	34	21
54	8	8	11	10	18	14	34	21
60	8	8	11	10	18	14	34	21
66	8	8	11	10	18	14	34	21
72	8	8	12	11	19	14	34	21
78	9	8	12	11	20	15	34	21
84	9	9	12	11	20	15	34	21
90	9	9	12	11	20	15	34	22
96	9	9	13	11	20	15	34	22
102	9	9	13	11	20	16	34	22
108	9	9	13	12	20	16	34	22

N = NARROW TRENCH: MINIMUM WIDTH
W = WIDE TRENCH: TRANSITION WIDTH
PIPE DIA. (in.) = INSIDE DIAMETER IN CHART



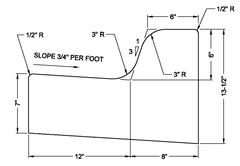
PIPE DIA. (in.)	B
36 OR LESS	D + 24"
42 TO 54	1.5 x D
60 OR OVER	D + 36

CLASS C (ORDINARY BEDDING)
CLASS C BEDDING CONSISTS OF CAREFULLY SHAPING THE FOUNDATION SOIL TO FIT THE LOWER EXTERIOR OF THE PIPE TO A DEPTH OF AT LEAST 15% OF THE OUTSIDE DIAMETER FOR CIRCULAR PIPES, AND AT LEAST EQUAL TO 1/2 OF THE HEIGHT OF ARCH PIPE. ADDITIONAL CONSIDERATION FOR BELL END PIPE IS USED. THE BEDDING MUST BE EXCAVATED TO ACCEPT THE BELL END SO THAT THE PIPE IS SUPPORTED ALONG ITS FULL LENGTH AND NOT JUST AT THE BELL.

MINNEAPOLIS DESIGN REFERENCE
MNDOT DRINAGE MANUAL
SECTION 2.5, AUGUST 30, 2000
FIG. 2.3 CLASSES OF BEDDING FOR TRENCH CONDITIONS
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

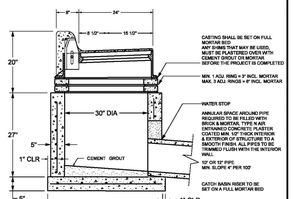
DRAWN: DCD	DATE: 12/02	CLASS "C" BEDDING FOR TRENCH CONDITION	STANDARD PLATE NO. SEWR-6002
APPROVED: HRS	DATE: 1/07		



*SLOPE NOT TO EXCEED 1:20 AT CURB RAMPS

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

DRAWN: JFC	DATE: 4/1/08	B612 CURB AND GUTTER	STANDARD PLATE NO. ROAD-1000
APPROVED: GAS	DATE: 5/19/08		



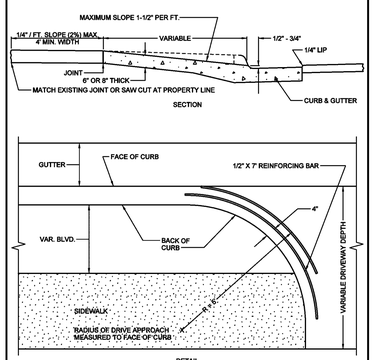
TYPICAL CATCH BASIN CONSTRUCTION, MINNEAPOLIS STANDARD

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

MNDOT SPEC. REF. 2506
DESIGN N MNDOT 40038
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

DRAWN: DCD	DATE: 12/12	STANDARD CATCH BASIN CONSTRUCTION	STANDARD PLATE NO. SEWR-1017
APPROVED: KMM	DATE: 12/12		

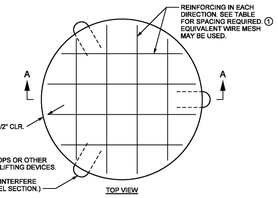


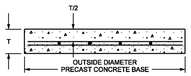
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

DRAWN: JFC	DATE: 9/15/07	TYPICAL DRIVEWAY CONSTRUCTION	STANDARD PLATE NO. ROAD-2001
APPROVED: GAS	DATE: 5/19/08		

STRUCTURE	PRECAST CONCRETE BASE				
SIZE (in.)	OUTSIDE DIA. (in.)	"T" (in.)	MIN. REINFORCEMENT (in.) ① BAR NUMBER	SPACING (in.)	WT. (lbs.)
30	44	6	#4	12	1680
48	66	6	#4	12	1690
60	78	8	#4	12	3320
72	92	8	#4	12	4620
84	106	8	#4	8	6130
96	120	8	#4	8	7850
108	132	10	#4	8	10690
120	146	12	#4	8	17440

ALL REBARS ARE IN ENGLISH DESIGNATIONS



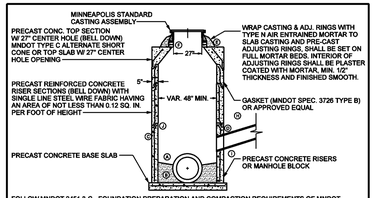


SECTION "A-A"

MNDOT SPEC. REF. 2506
MNDOT 4011E
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

DRAWN: CRD	DATE: 12/06	MANHOLE BASE SLAB	STANDARD PLATE NO. SEWR-1003
APPROVED: HRS	DATE: 12/06		



FOLLOW MNDOT 2451.3-C - FOUNDATION PREPARATION AND COMPACTION REQUIREMENTS OF MNDOT 2105.3 F1 - SPECIFIED DENSITY METHOD (100% COMPACTION REQUIREMENTS OF STANDARD PROCTOR)
MNDOT DESIGN F, MODIFIED
CONTINUOUS INSIDE DIAMETER
USE MINNEAPOLIS SHORT CONE SECTION (MNDOT TYPE C ALTERNATE) OR TOP SLAB ONLY

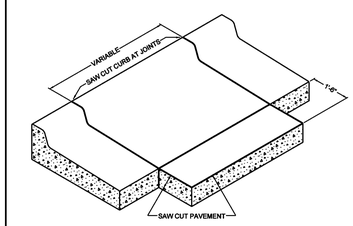
Ⓐ BOTTOM TO BE SHAPED 2/3 OF PIPE DIAMETER WITH POURED CONCRETE TO PROVIDE EFFICIENT FLOW.
Ⓑ WHEN THE INVERT OF THE INLET PIPE IS BELOW THE SPRING LINE OF THE MAIN, THEN PROVIDE CONCRETE "POWER FLOWS" FOR POSITIVE DOWN STREAM FLOW THROUGH MANHOLE.
Ⓒ PRE-CAST CONCRETE MANHOLE SECTIONS.
Ⓓ FILL AROUND INLET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

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

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

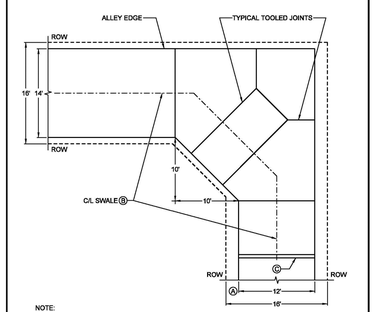
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

DRAWN: DCD	DATE: 12/06	TYPICAL MANHOLE CONSTRUCTION	STANDARD PLATE NO. SEWR-1000-R1
APPROVED: HRS	DATE: 12/06		



MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

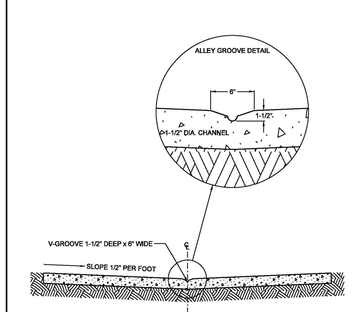
DRAWN: JFC	DATE: 9/15/07	SAW CUT AT CURB AND GUTTER REMOVAL	STANDARD PLATE NO. ROAD-1010
APPROVED: GAS	DATE: 5/19/08		



NOTE:
Ⓐ BY ORDINANCE (598.230) ALLEY WIDTH IS 14' UNLESS MATCHING INTO EXISTING CONDITIONS (12' TO 14').
Ⓑ SEE TYPICAL ALLEY SECTION FOR DIMENSIONS.
Ⓒ SAW CUT EXISTING CONCRETE 1/2" EXPANSION JOINT.

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

DRAWN: JFC	DATE: 9/15/07	TYPICAL CONCRETE PANEL LAYOUT FOR RESIDENTIAL ALLEY CORNERS	STANDARD PLATE NO. ROAD-3001
APPROVED: GAS	DATE: 5/19/08		



MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS

DRAWN: JFC	DATE: 9/15/07	TYPICAL ALLEY SECTION	STANDARD PLATE NO. ROAD-3000
APPROVED: GAS	DATE: 5/19/08		

Site
H ST., #200
RK, MN 55416
5.0060
roup.com

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MINNEAPOLIS, MINNESOTA 55423-4084
612.861.9636 FAX: 612.861.9632
WWW.TMIARCHITECTS.COM

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Minneapolis, MN

PREPARED FOR:
TE Miller Development, LLC
solhem

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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

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

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

214055A

DETAILS

C4.0

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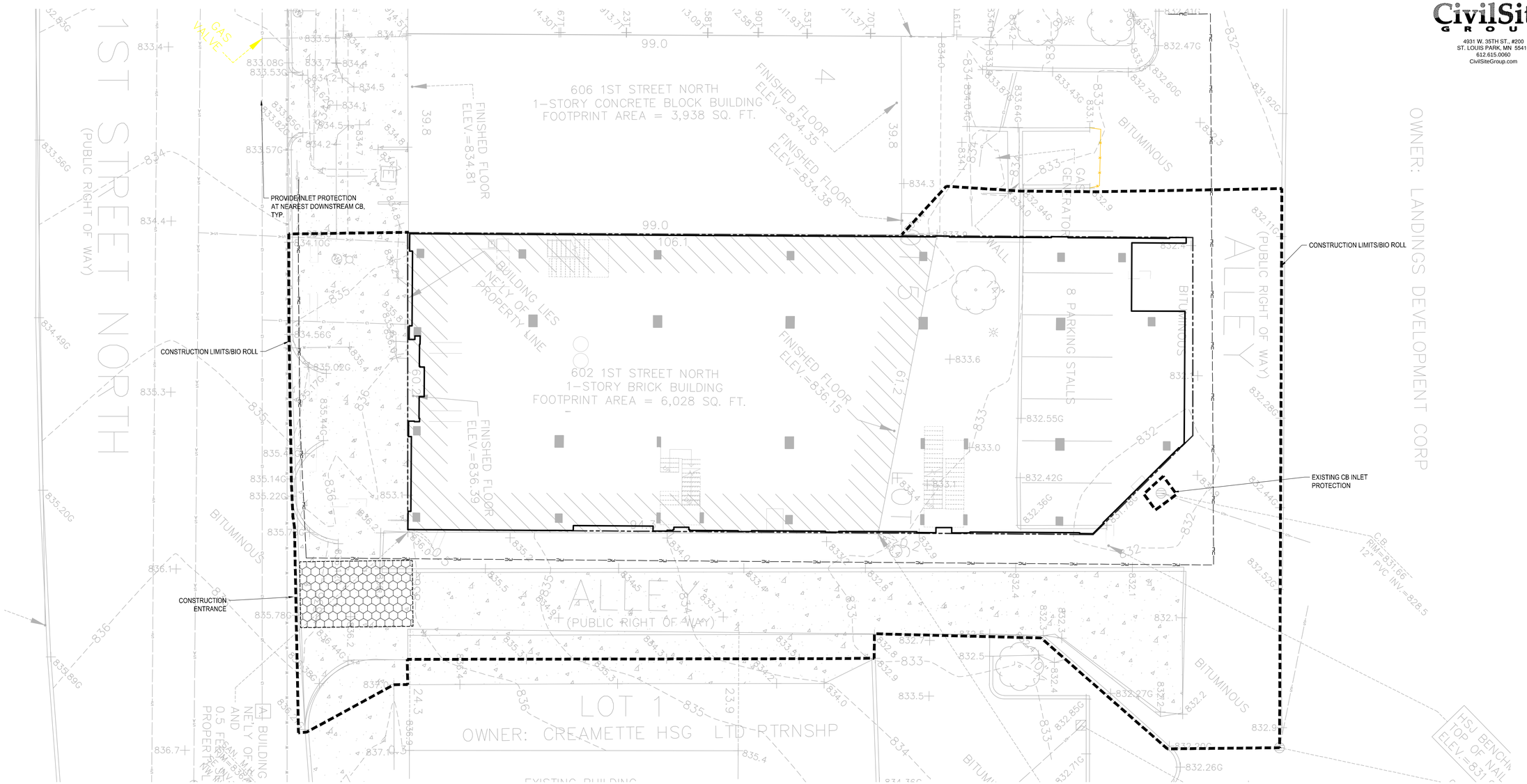

NON STORM WATER DISCHARGES:

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

OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT

ALL CLEARING, GRADING, CONSTRUCTION OR DEVELOPMEN WILL BE DONE PURSUANT TO THE PLAN. SINGED BY PARTIES BELOW:

OWNER:_____

DEVELOPER:_____

CONTRACTOR:_____

LEGEND:

932	EX. 1' CONTOUR ELEVATION INTERVAL
419	1' CONTOUR ELEVATION INTERVAL
422.0	SPOT GRADE ELEVATION (FLOW LINE UNLESS OTHERWISE NOTED)
422.0G	SPOT GRADE ELEVATION GUTTER
422.0BC	SPOT GRADE ELEVATION BACK OF CURB (TOP OF CURB)
422.0BS	SPOT GRADE ELEVATION BOTTOM OF STAIRS
	COMBINATION BIO-ROLL, CHAIN LINK CONSTRUCTION FENCE
	EROSION CONTROL BLANKET
	STABILIZED CONSTRUCTION ENTRANCE
T.O.	TIP OUT (T.O.) CURB AND GUTTER WHERE APPLICABLE-TAPER GUTTERS TO DRAIN AS SHOWN
	INLET PROTECTION - INSTALL AT ALL NEW INLETS AT TIME OF INSTALLATION, MAINTAIN THROUGHOUT DURATION OF PROJECT

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

N

1" = 10'-0"
5'-0" 0 10'-0"

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

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

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EROSION CONTROL PLAN AND STORM WATER POLLUTION PREVENTION PLAN (SWPPP) EXISTING

SW1.0

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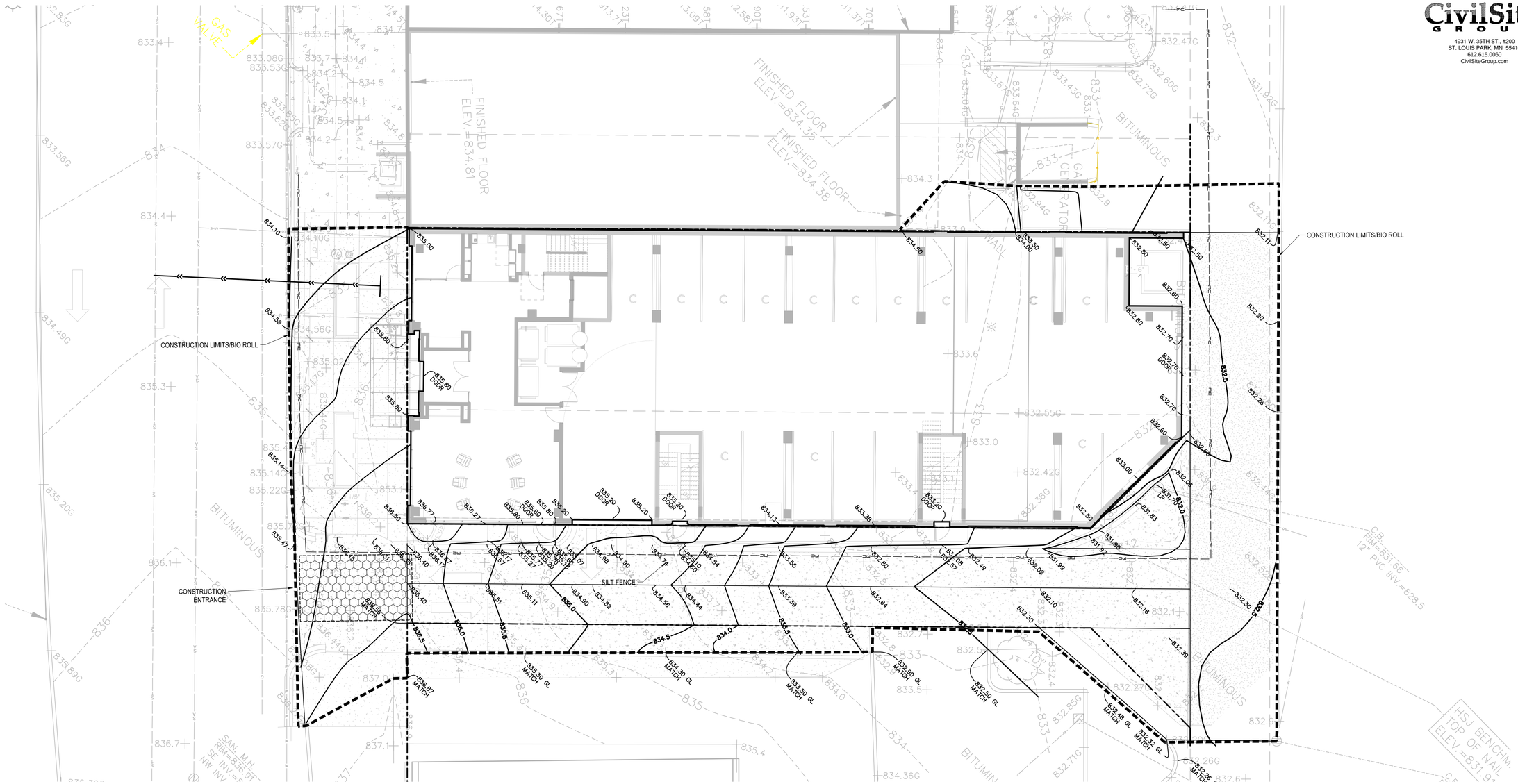

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SIGNATURE:

DATE: 6-30-15 LICENSE #:44263

Revisions & Addendums

6/5/2015 - PDR SUBMITTAL

6/30/2015 - LAND USE SUBMITTAL

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EROSION CONTROL PLAN AND STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PROPOSED

SW1.1

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GENERAL SWPPP REQUIREMENTS AND NOTES:

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

PART III STORMWATER DISCHARGE DESIGN REQUIREMENTS

SWPPP (PART III.A)

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

THE INTENDED SEQUENCING OF MAJOR CONSTRUCTION ACTIVITIES IS AS FOLLOWS:

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

RECORDS RETENTION (PART III.E):

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

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

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

PART IV. CONSTRUCTION ACTIVITY REQUIREMENTS

EROSION PREVENTION (PART IV.B):

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

ALL EXPOSED SOIL AREAS MUST BE STABILIZED AS SOON AS POSSIBLE TO LIMIT SOIL EROSION BUT NO LATER THAN THE END OF THE NEXT WORK DAY WHEN EARTH-DISTURBING ACTIVITIES WILL CEASE FOR AT LEAST 14 DAYS. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT SILT, CLAY OR ORGANIC COMPONENTS (E.G., CLEAN AGGREGATE STOCKPILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES) AND THE CONSTRUCTED BASE COMPONENTS OF ROADS, PARKING LOTS AND SIMILAR SURFACES ARE EXEMPT FROM THIS REQUIREMENT BUT MUST COMPLY WITH PART IV.C.5.

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

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

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

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

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

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

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

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

TEMPORARY EROSION CONTROL SEEDING, MULCHING & BLANKET.

SEED

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

MULCH

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

SLOPES

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

SEDIMENT CONTROL (PART IV.C):

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

a. TEMPORARY OR PERMANENT DRAINAGE DITCHES AND SEDIMENT BASINS THAT ARE DESIGNED AS PART OF A SEDIMENT CONTAINMENT SYSTEM (E.G., DITCHES WITH ROCK CHECK DAMS) REQUIRE SEDIMENT CONTROL PRACTICES ONLY AS APPROPRIATE FOR SITE CONDITIONS.

b. IF THE DOWN GRADIENT TREATMENT SYSTEM IS OVERLOADED, ADDITIONAL UPGRADIENT SEDIMENT CONTROL PRACTICES OR REDUNDANT BMPS MUST BE INSTALLED TO ELIMINATE THE OVERLOADING, AND THE SWPPP MUST BE AMENDED TO IDENTIFY THESE ADDITIONAL PRACTICES AS REQUIRED IN PART III.A.4, A. THROUGH C.

c. IN ORDER TO MAINTAIN SHEET FLOW AND MINIMIZE RILLS AND/OR GULLIES, THERE SHALL BE NO UNBROKEN SLOPE LENGTH OF GREATER THAN 75 FEET FOR SLOPES WITH A GRADE OF 3:1 OR STEEPER.

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

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

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

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

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

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

THE PERMITTEE MUST INSTALL TEMPORARY SEDIMENTATION BASINS AS REQUIRED IN PART III.B. OF THIS PERMIT.

DEWATERING AND BASIN DRAINING (PART IV.D):

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

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

INSPECTIONS AND MAINTENANCE (PART IV.E):

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

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

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

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

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

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

POLLUTION PREVENTION MANAGEMENT (PART IV.F):

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

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

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

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

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

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

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

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

FINAL STABILIZATION (PART IV.G):

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

CivilSite GROUP
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ST. LOUIS PARK, MN 55416
612.615.0060
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TRAINING (PART III.A.2)

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

OWNER INFORMATION

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

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

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

SWPPP CONTACT PERSON

CONTRACTOR:
XXX
XXX
XXX
XXX

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

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

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

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

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

SUPPLEMENTARY SITE SPECIFIC EROSION CONTROL NOTES:

THESE NOTES SUPERCEDE ANY GENERAL SWPPP NOTES.

PROJECT NARRATIVE:

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

SPECIAL TMDL BMP REQUIREMENTS SITE SPECIFIC (IF REQUIRED):

NOT REQUIRED - NO SPECIAL OR IMPAIRED WATERS NEAR SITE

PERMANENT STABILIZATION NOTES SITE SPECIFIC:

PERMANENT SEED MIX

- FOR THIS PROJECT ALL AREAS THAT ARE NOT TO BE SODDED OR LANDSCAPED SHALL RECEIVE A NATIVE PERMANENT SEED MIX.
  - AREAS IN BUFFERS AND ADJACENT TO OR IN WET AREAS MNDOT SEED MIX 33-261 (STORMWATER SOUTH AND WEST) AT 35 LBS PER ACRE.
  - DRY AREAS MNDOT SEED MIX 35-221 (DRY PRAIRIE GENERAL) AT 40 LBS PER ACRE.
- MAINTENANCE SHALL BE IN ACCORDANCE TO THE MNDOT SEEDING MANUAL.

CITY OF MINNEAPOLIS EROSION CONTROL NOTES:

1. RESERVED FOR CITY SPECIFIC EROSION CONTROL NOTES.

City of Minneapolis Standard Erosion Control Notes

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

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

PREPARED BY: THE CITY OF MINNEAPOLIS PUBLIC WORKS SURFACE WATER AND SEWERS www.ci.minneapolis.mn.us/stormwater
JANUARY 7, 2011

TUSHIE MONTGOMERY ARCHITECTS
7645 LYNDALE AVENUE SOUTH, #100
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612.861.9636 FAX: 612.861.9632
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602 Apartments

602 1st Street North,
Minneapolis, MN

PREPARED FOR:
TE Miller Development, LLC
solhem

ALL ARCHITECTURAL AND ENGINEERING DRAWINGS ARE IN CONFIDENCE AND DISSEMINATION MAY NOT BE MADE WITHOUT PRIOR WRITTEN CONSENT OF THE ARCHITECT. ALL COMMON LAW RIGHTS OF COPYRIGHT AND OTHERWISE, ARE HEREBY SPECIFICALLY RESERVED.

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

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

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

214055A

STORM WATER POLLUTION PREVENTION PLAN (SWPPP) NOTES

SW1.2

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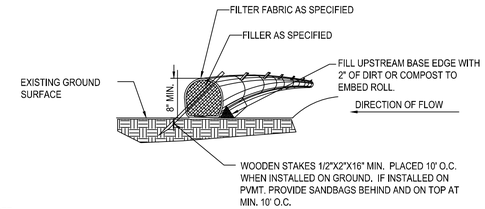
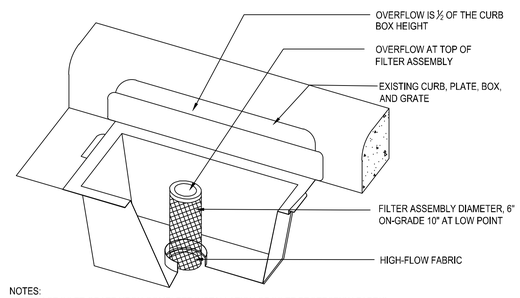
9/15/2014 9:09:47 AM



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

1 SEDIMENT BIO-ROLL / COMPOST FILTER LOG

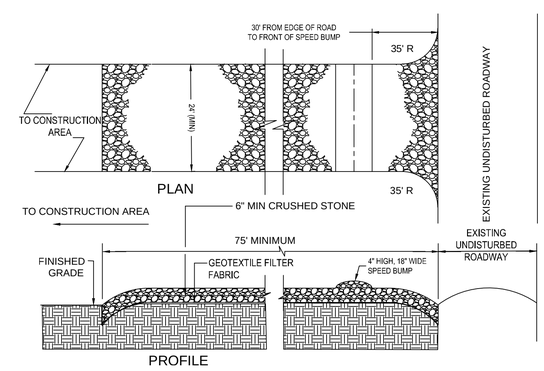
N T S



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

2 CURB INLET FILTER

N T S



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

3 STABILIZED CONSTRUCTION ACCESS

N T S

CivilSite GROUP
4931 W. 35TH ST., #200
ST. LOUIS PARK, MN 55416
612.615.0060
CivilSiteGroup.com

TUSHIE MONTGOMERY ARCHITECTS
7645 LYNDALE AVENUE SOUTH, #100
MINNEAPOLIS, MINNESOTA 55423-4084
612.861.9636 FAX: 612.861.9632
WWW.TMIARCHITECTS.COM

602 Apartments

602 1st Street North,
Minneapolis, MN

PREPARED FOR:
TE Miller Development, LLC
solhem

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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

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

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

214055A

STORM WATER POLLUTION PREVENTION PLAN (SWPPP) DETAILS

SW1.3

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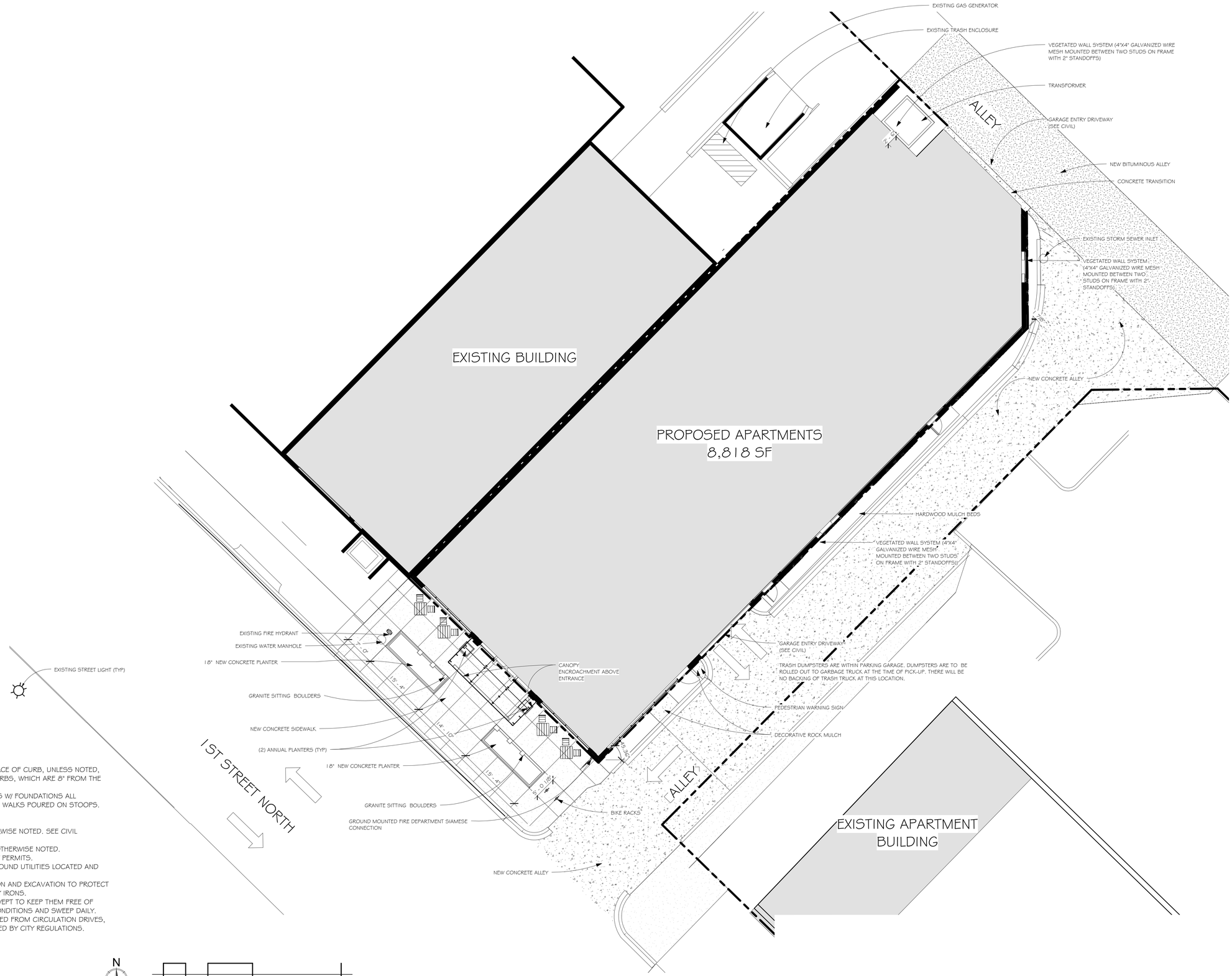
9/15/2014 9:09:47 AM



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

SITE DEVELOPMENT SUMMARY

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

SITE NOTES:

1. SEE CIVIL DRAWINGS, FOR GRADING PLAN.
2. ALL PARKING LAYOUT DIMENSIONS ARE TO FACE OF CURB, UNLESS NOTED, EXCEPT DIMENSIONS ON SURMOUNTABLE CURBS, WHICH ARE 8" FROM THE BACK OF CURB.
3. ALL ENTRIES INTO BUILDING TO HAVE STOOPS W/ FOUNDATIONS ALL ABUTTING WALKS SHOULD BE DOWELED INTO WALKS POURED ON STOOPS.
4. SEE SHEET L2, FOR THE PLANTING PLAN.
5. SEE SHEET L3, FOR SITE DETAILS.
6. ALL CURBS ARE TO BE B6-12 UNLESS OTHERWISE NOTED. SEE CIVIL DRAWINGS FOR DETAIL.
7. ALL SMALL RADIUS CURVES ARE 3' UNLESS OTHERWISE NOTED.
8. THE CONTRACTOR MUST OBTAIN NECESSARY PERMITS.
9. THE CONTRACTOR MUST HAVE ALL UNDERGROUND UTILITIES LOCATED AND PROTECTED DURING CONSTRUCTION.
10. CARE MUST BE TAKEN DURING CONSTRUCTION AND EXCAVATION TO PROTECT ANY SURVEY MONUMENTS AND/OR PROPERTY IRONS.
11. ADJACENT STREETS AND ALLEYS MUST BE SWEPT TO KEEP THEM FREE OF SEDIMENT. CONTRACTOR MUST MONITOR CONDITIONS AND SWEEP DAILY.
12. CONSTRUCTION PARKING SHALL BE PROHIBITED FROM CIRCULATION DRIVES, FIRE LANES AND OTHER AREAS AS DETERMINED BY CITY REGULATIONS.

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612.861.9636 FAX: 612.861.9632
WWW.TMIARCHITECTS.COM

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PREPARED FOR:

solhem
TE Miller Development, LLC

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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: Gary Tushie

SIGNATURE:

DATE: 06/30/15 LICENSE #: 15146

Revisions & Addendums

June 5, 2015 - Planning Commission

June 30, 2015 - Land Use Submittal

-PRELIMINARY-
NOT FOR CONSTRUCTION

602 Apartments

L1 - SITE PLAN

L1

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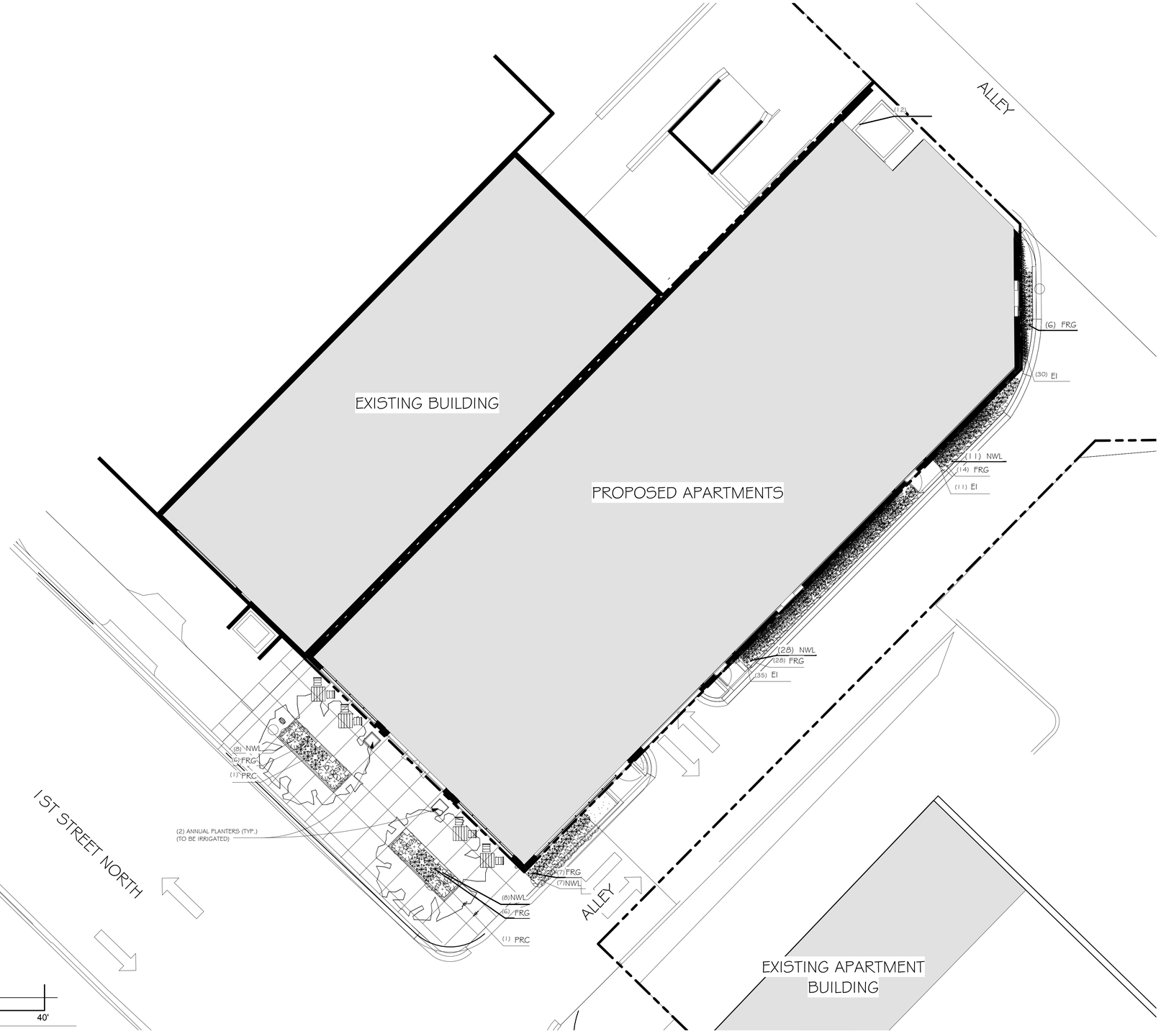
6/30/2015 2:19:11 PM



Planting Schedule					
ID	Count	Common Name	Botanical Name	Size	Comments
1. Deciduous Tree					
PRC	2	Prairefire Crabapple(PFC)	Malus x 'Prairefire'	2.0" Caliper Ball and Burlap	
3. Shrub					
EI	77	English Ivy	Hedra helix	#5 Container	
4. Perennial					
FRG	67	Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	#5 Container	
NWL	65	Nepeta Walkers Low	Nepeta x faasenii 'Walker's Low'	#1 Container	

Grand total: 211

PLANTING NOTES:

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

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

N

0' 5' 10' 20' 40'

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L2 - LANDSCAPE PLAN

June 5, 2015

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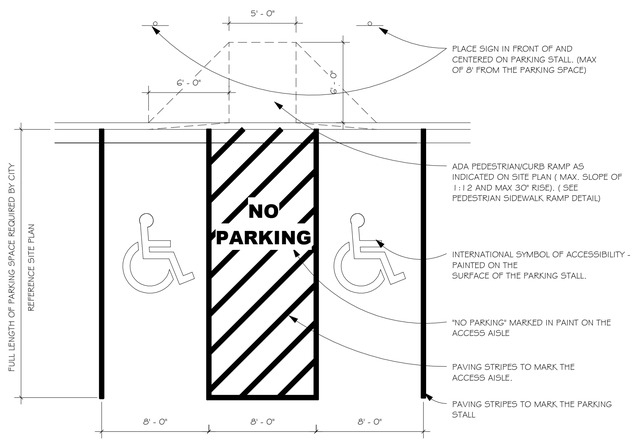
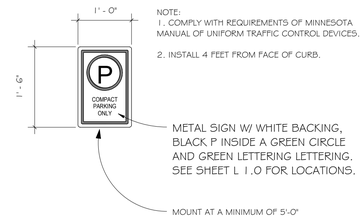


REFER TO: MSB 1341.0502

1 ADA PARKING STALL LAYOUT

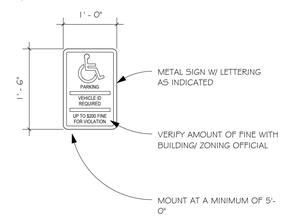
SCALE 3/16" = 1'-0"



NOTE:
1. COMPLY WITH REQUIREMENTS OF MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
2. INSTALL 4 FEET FROM FACE OF CURB.

2 COMPACT PARKING SIGN

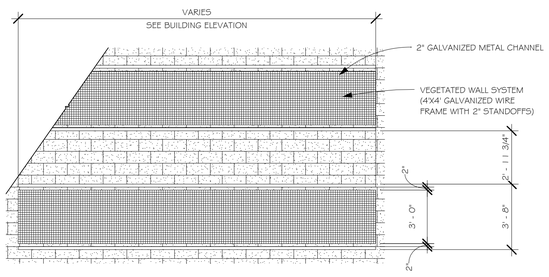
SCALE 3/4" = 1'-0"



NOTE:
COMPLY WITH REQUIREMENTS OF MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

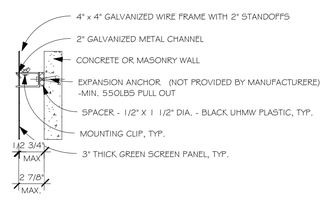
3 HANDICAP SIGN

SCALE 3/4" = 1'-0"



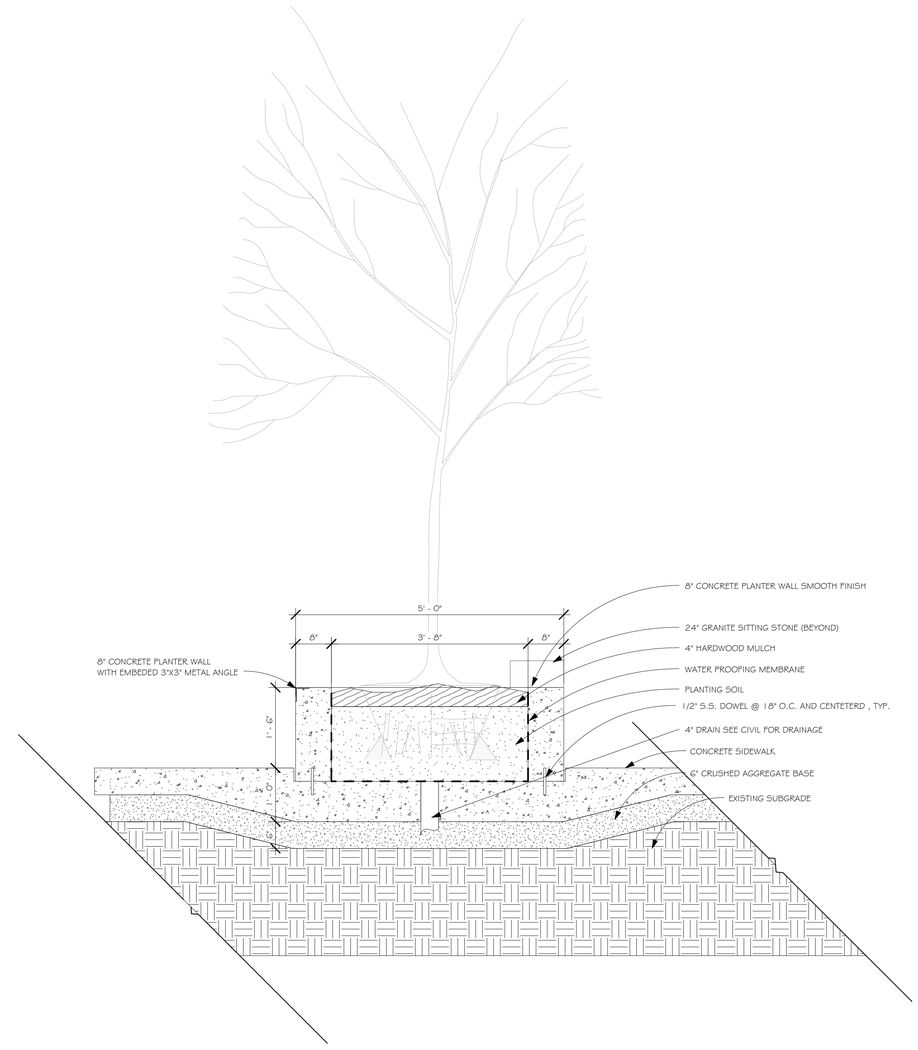
4 GREEN SCREEN PANEL DETAIL

SCALE 1/4" = 1'-0"



5 GREEN SCREEN MOUNT

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



6 CONCRETE PLANTER

SCALE 3/4" = 1'-0"

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L3 - SITE DETAILS

June 5, 2015

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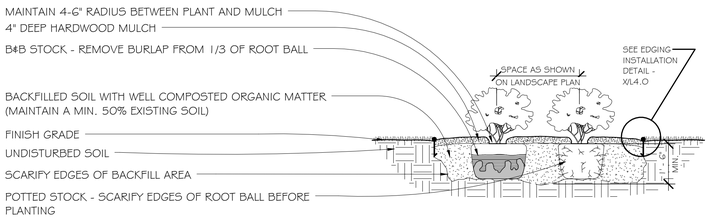
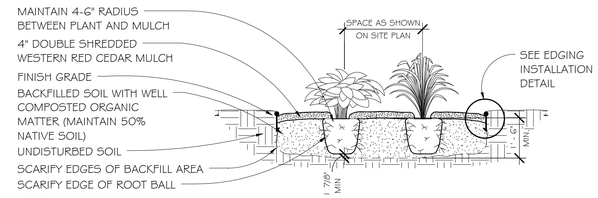


NOTES:
1. AVOID PLANTING IN WET OR SATURATED SOIL TO PREVENT SOIL COMPACTION DURING PLANTING.
2. MULCH LAYER TO EVENLY COVER THE ENTIRE BED AREA, EXCEPT KEEP MULCH 4" FROM BASE OF SHRUB BRANCHES.
3. SPACING BETWEEN PLANTS AS DIRECTED ON LANDSCAPE PLAN.
4. MAKE SURE PLANTING BED SOIL IS LOOSENED AND NOT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

1 SHRUB PLANTING

SCALE 3/8" = 1'-0"



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

2 PERENNIAL PLANTING

SCALE 3/8" = 1'-0"

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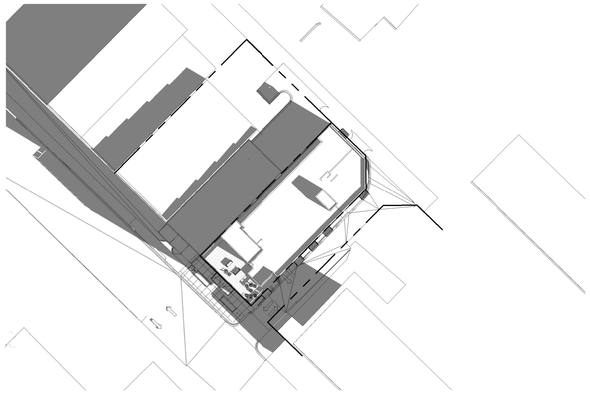
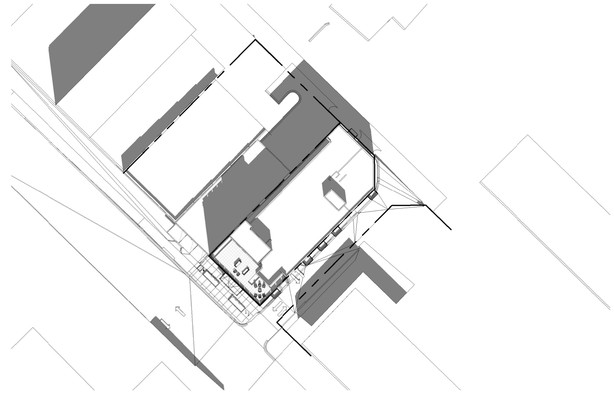
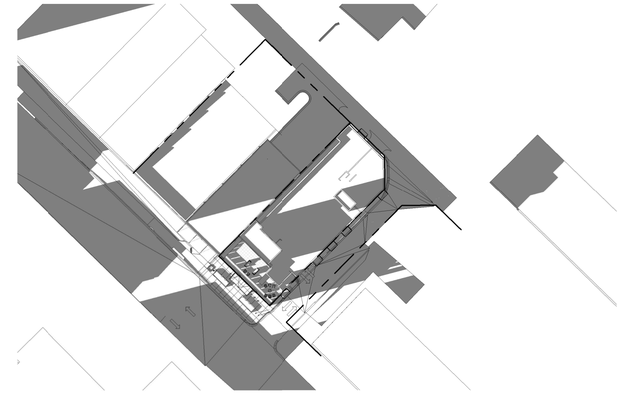


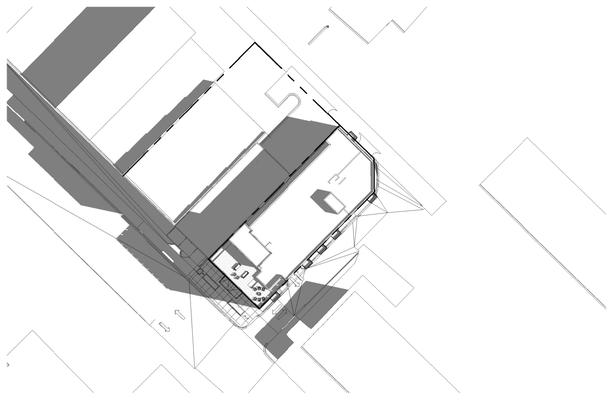
1 SHADOW STUDY - 9 AM SPRING EQUINOX
SCALE 1" = 60'-0"



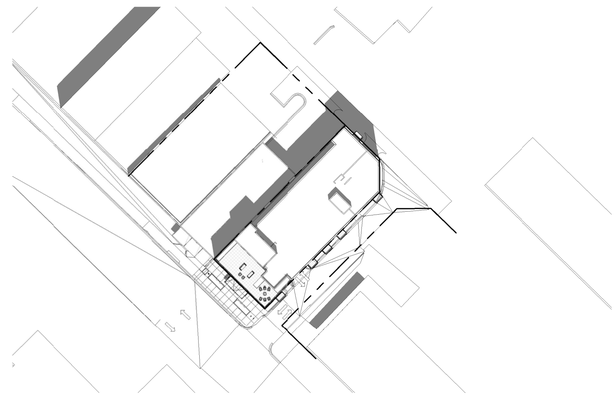
2 SHADOW STUDY - 12 PM SPRING EQUINOX
SCALE 1" = 60'-0"



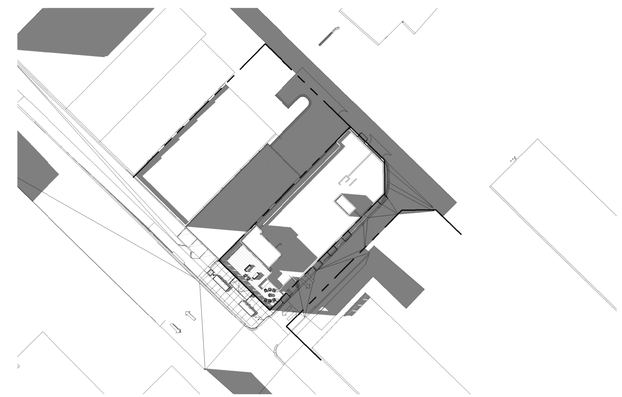
3 SHADOW STUDY - 5 PM SPRING EQUINOX
SCALE 1" = 60'-0"



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

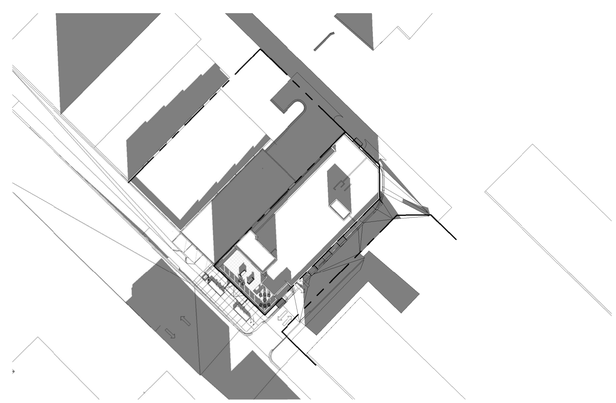


5 SHADOW STUDY - 12 PM SUMMER SOLSTICE
SCALE 1" = 60'-0"

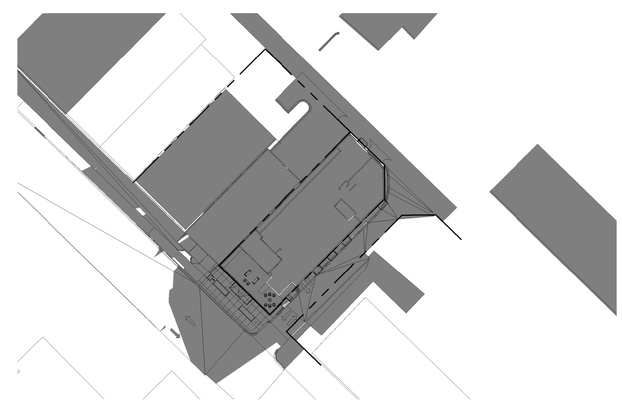


6 SHADOW STUDY - 5 PM SUMMER SOLSTICE
SCALE 1" = 60'-0"

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



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



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

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L5 - SHADOW STUDY

June 5, 2015

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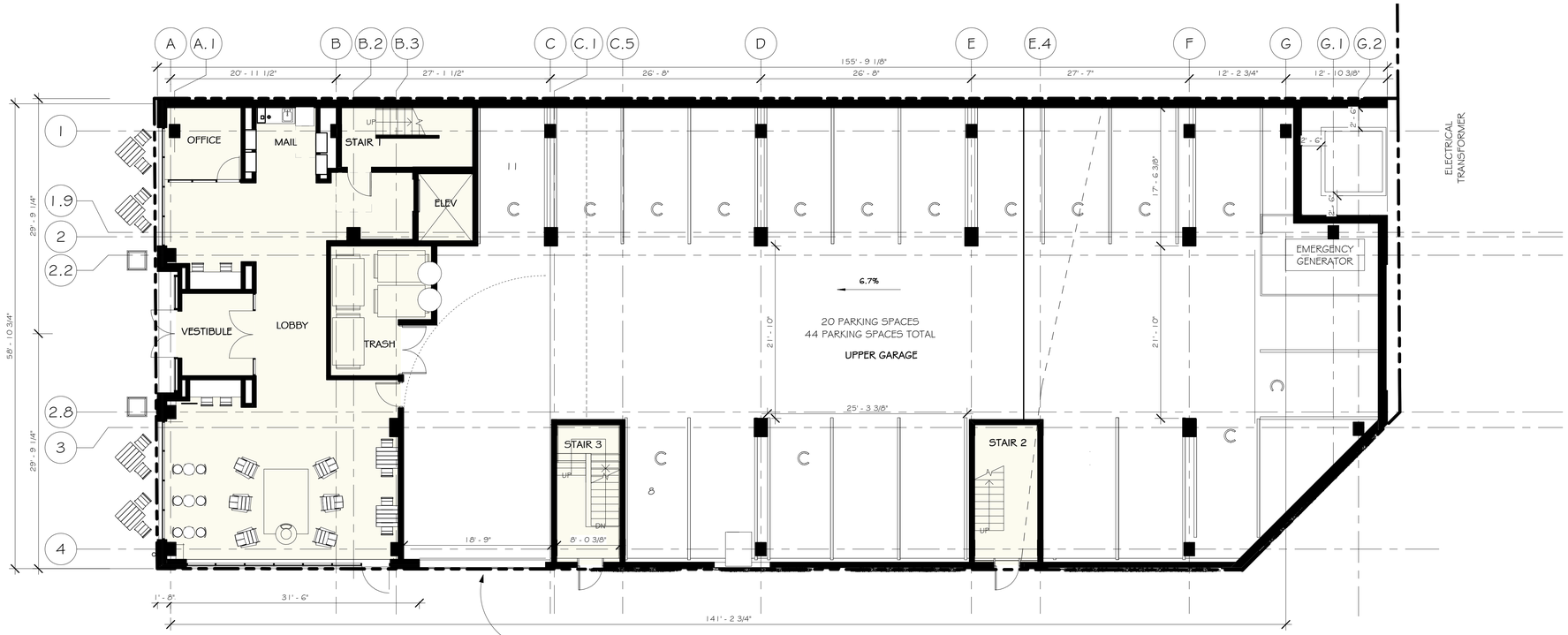
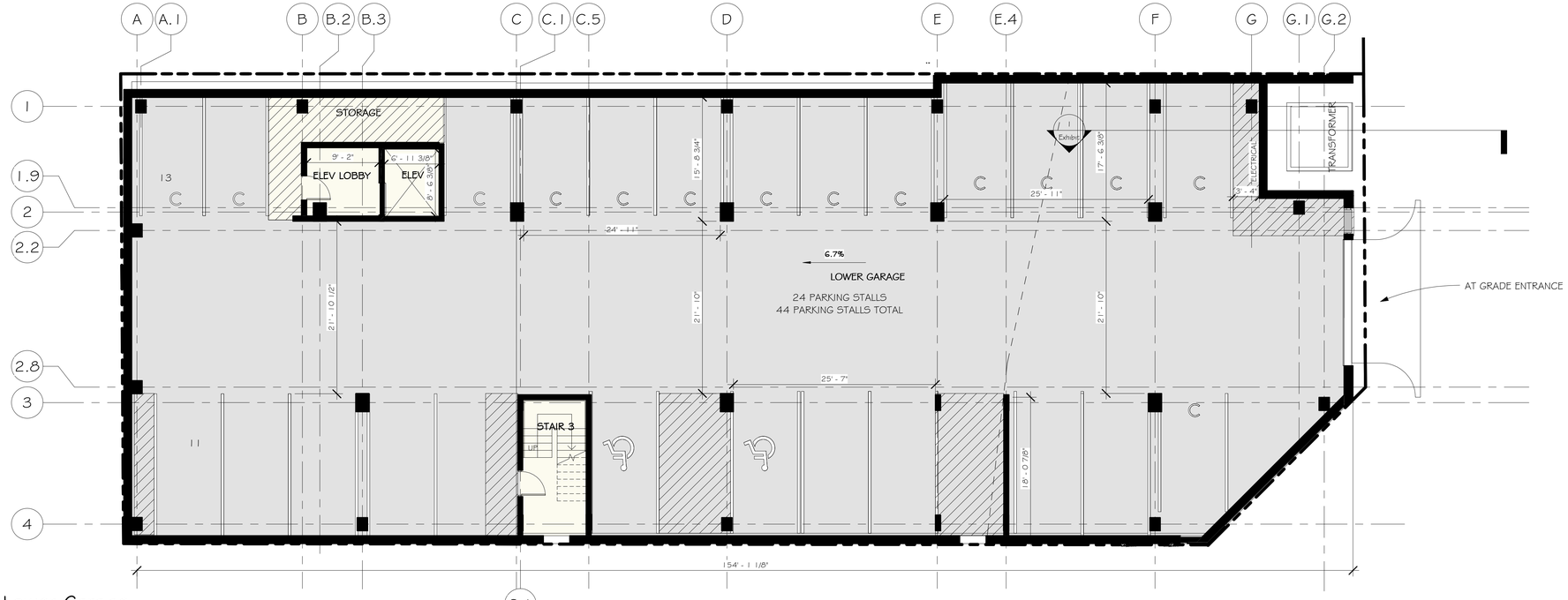


1 1st Floor (835.8')
SCALE 1/8" = 1'-0"



2 Lower Garage
SCALE 1/8" = 1'-0"

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A1 - FLOOR PLANS

June 30, 2015

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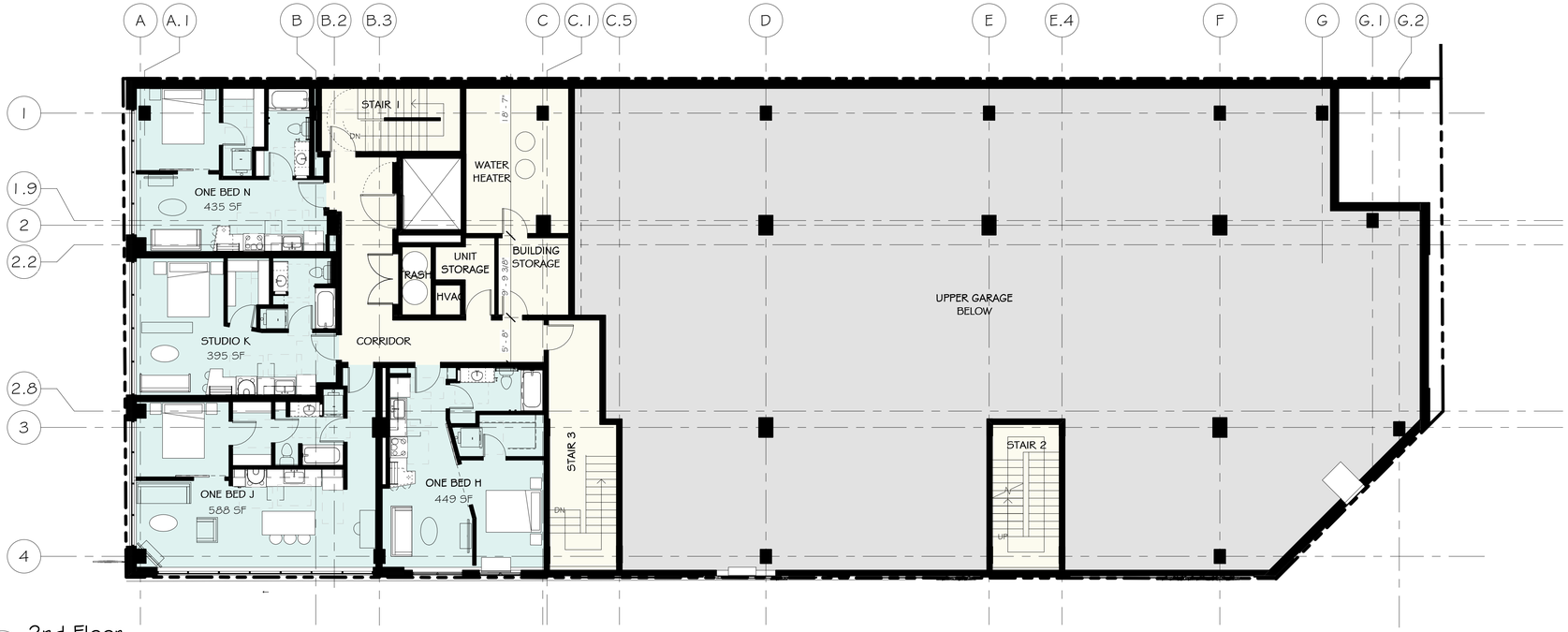
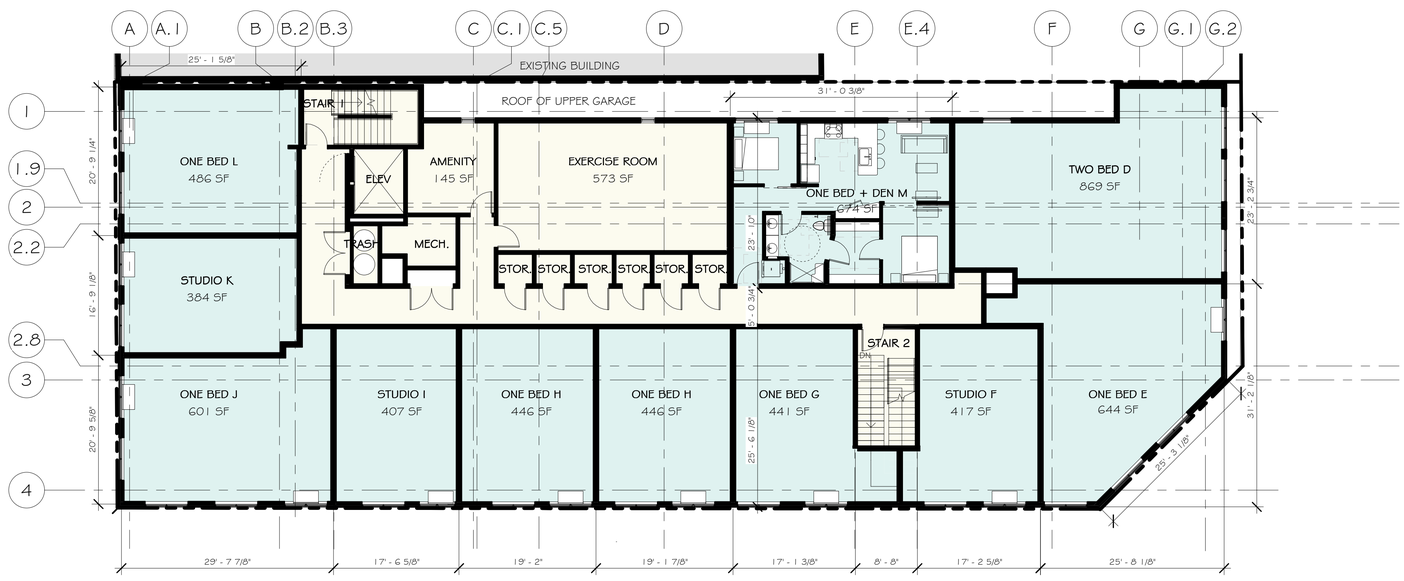


1 2nd Floor
SCALE 1/8" = 1'-0"



2 3rd Floor
SCALE 1" = 10'-0"

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A2 - FLOOR PLANS

June 30, 2015

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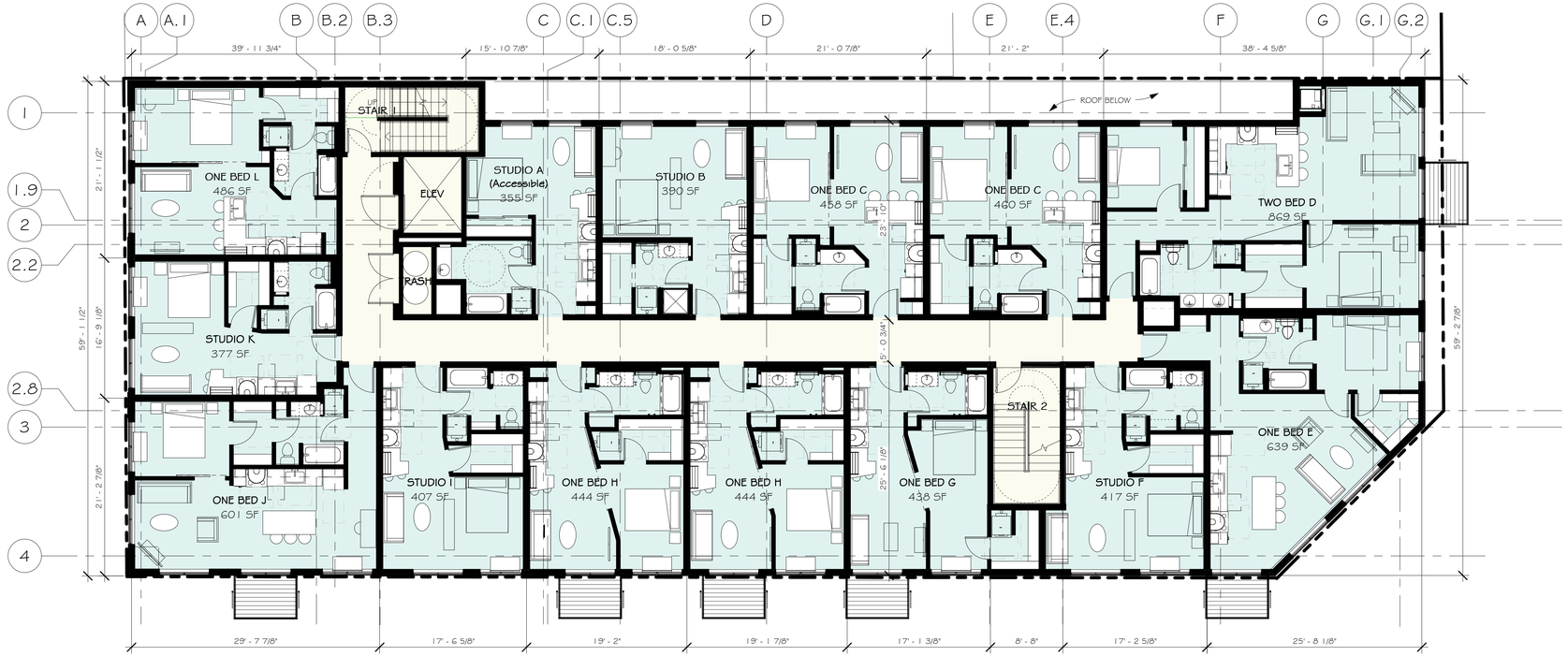
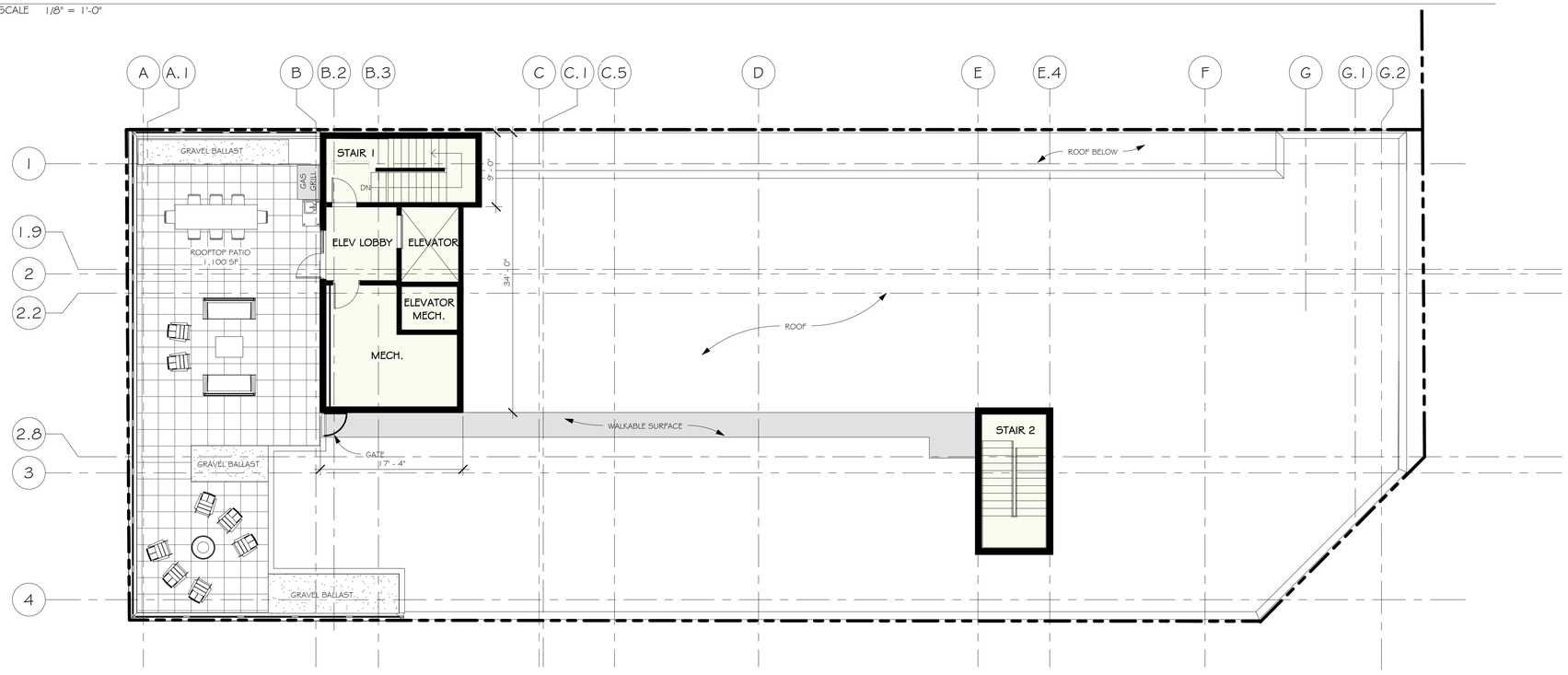


1 4th - 7th Floor Plan
SCALE 1/8" = 1'-0"



2 8th Floor Plan
SCALE 1/8" = 1'-0"

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A3 - FLOOR PLANS

June 30, 2015

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

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

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

ZONING ORDINANCE GLAZING

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

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

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

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

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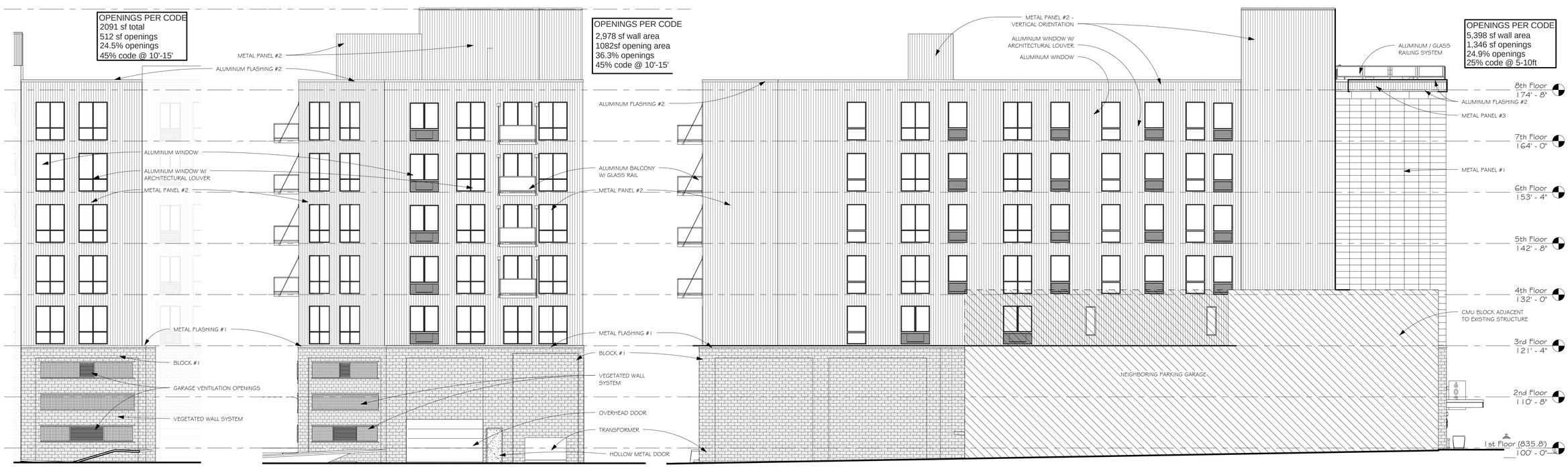

3 EAST ELEVATION
SCALE 1" = 10'-0"

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

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

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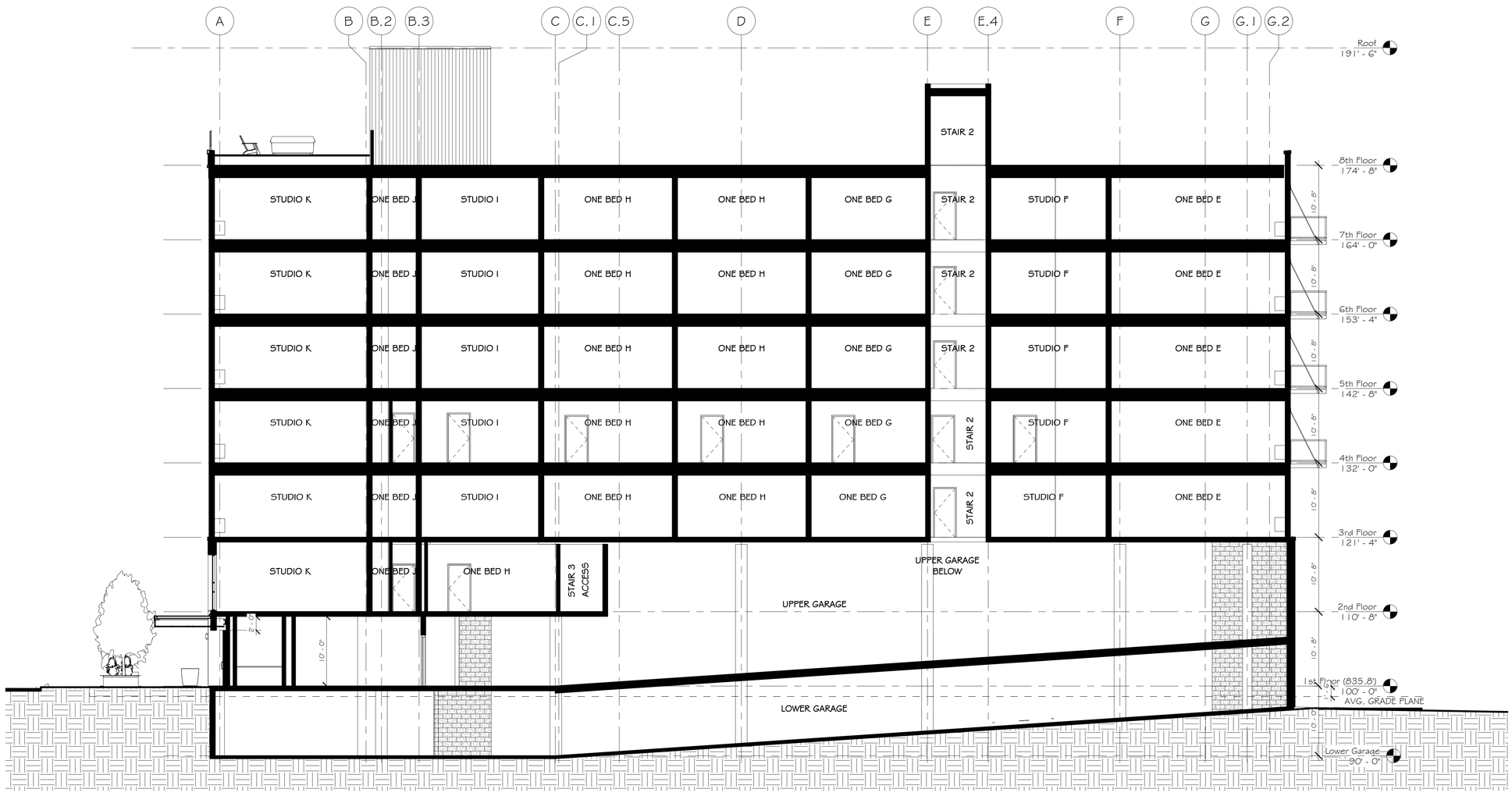
A4 - ELEVATIONS

July 2, 2015

TUSHIE MONTGOMERY ARCHITECTS



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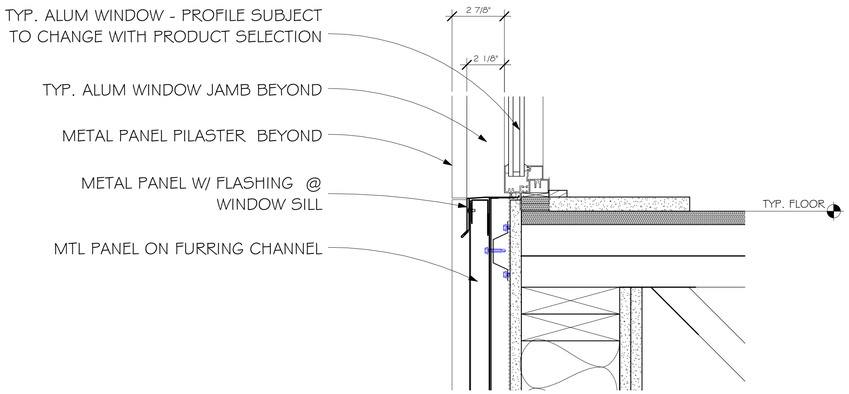
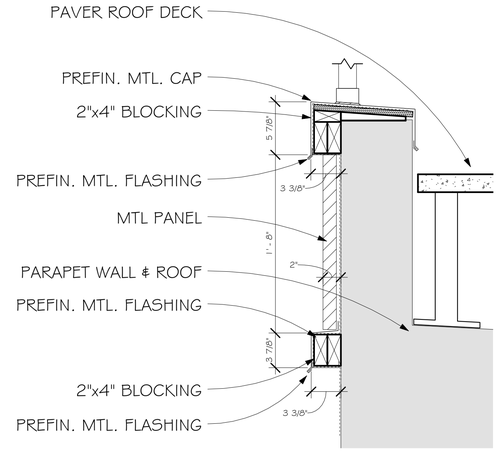
A5 - BUILDING SECTION

June 30, 2015

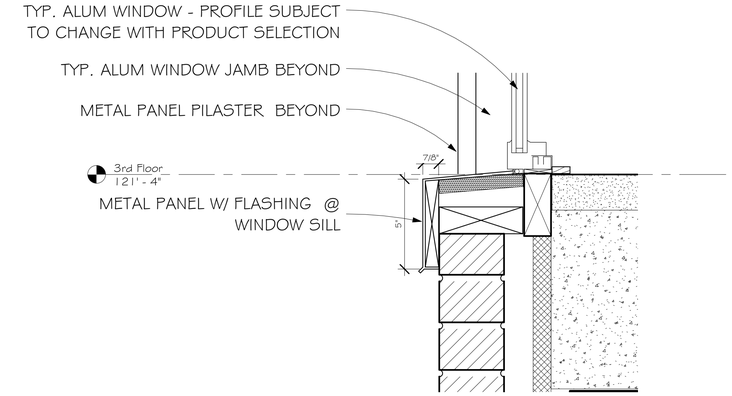
TUSHIE MONTGOMERY ARCHITECTS



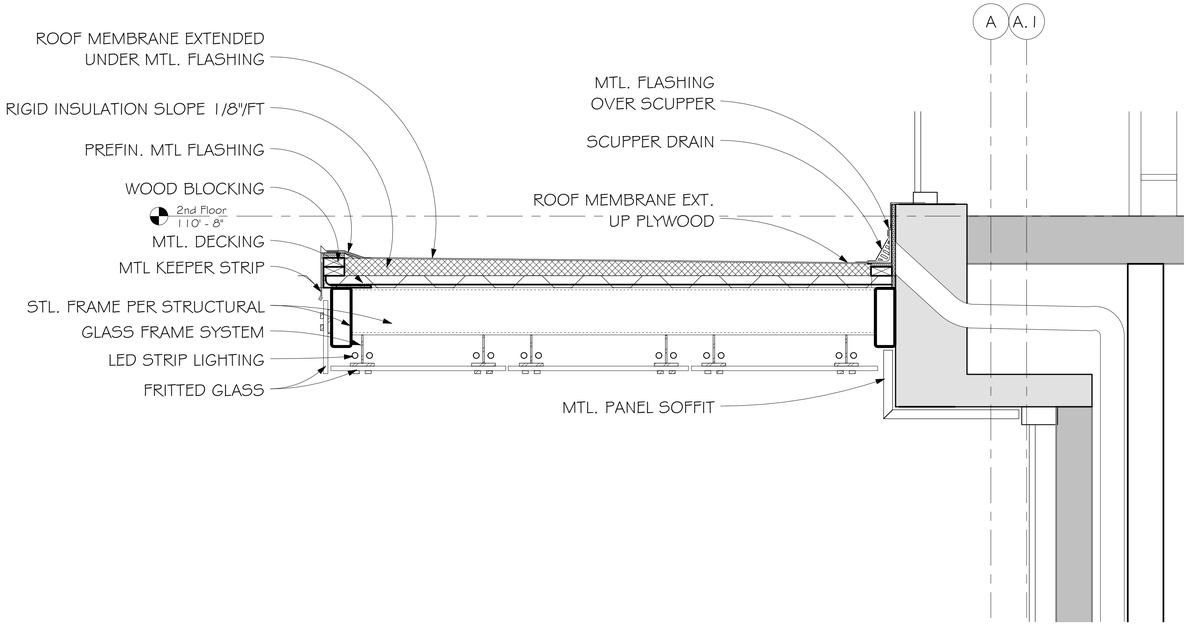
1 TYP. ALUM WINDOW SILL PROFILE
SCALE 3" = 1'-0"



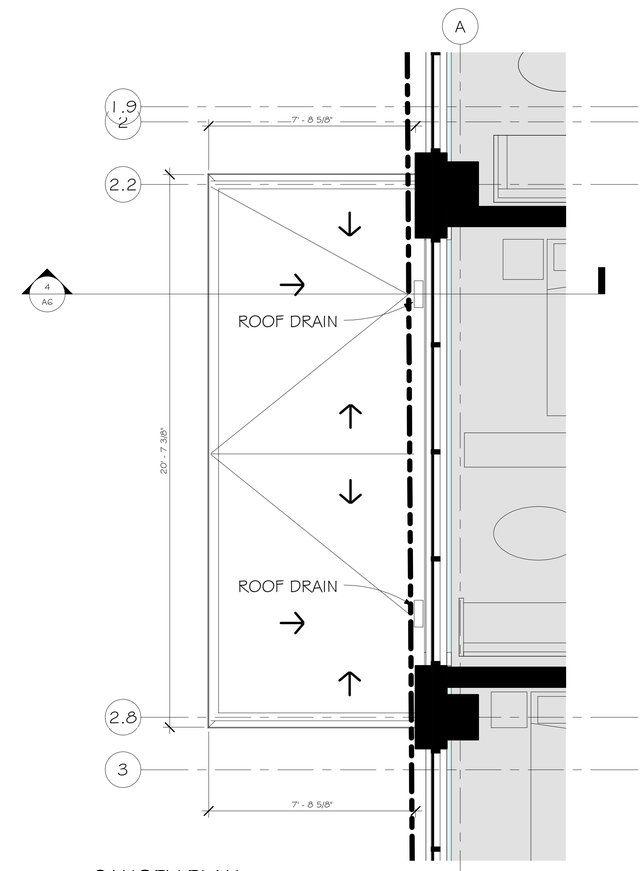
2 PARAPET DETAIL
SCALE 1 1/2" = 1'-0"



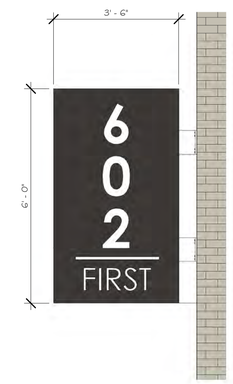
3 PLYNTH PROFILE DETAIL
SCALE 3" = 1'-0"



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



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



21 SF AREA

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

4 SF AREA

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

solhem
TE Miller Development, LLC

602 Apartments

602 N. 1st Street, Minneapolis, Minnesota 55401

A6 - PRELIMINARY DETAILS

June 30, 2015

TUSHIE MONTGOMERY ARCHITECTS

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1 WEST PERSPECTIVE
SCALE

2 SOUTHWEST FACADE
SCALE

3 SOUTH PERSPECTIVE
SCALE

4 SOUTHEAST FACADE
SCALE

5 NORTH PERSPECTIVE / NORTHWEST FACADE
SCALE

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A7 - EXTERIOR PERSPECTIVES

June 30, 2015

TUSHIE MONTGOMERY ARCHITECTS

VIEW LOOKING SOUTHEAST

VIEW LOOKING NORTHWEST

VIEW LOOKING NORTHEAST

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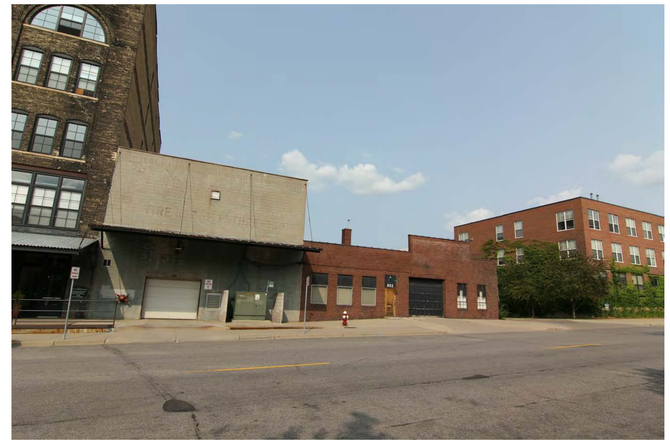
A8 - EXTERIOR CONTEXT

June 30, 2015

TUSHIE MONTGOMERY ARCHITECTS

LOOKING EAST TOWARD SITE



LOOKING NORTHEAST TOWARD SITE

LOOKING WEST TOWARD SITE

LOOKING WEST TOWARD SITE

LOOKING SOUTHWEST TOWARD SITE

LOOKING SOUTHEAST TOWARD SITE

1 EXISTING CONTEXT PHOTOS

SCALE 1/4" = 1'-0"

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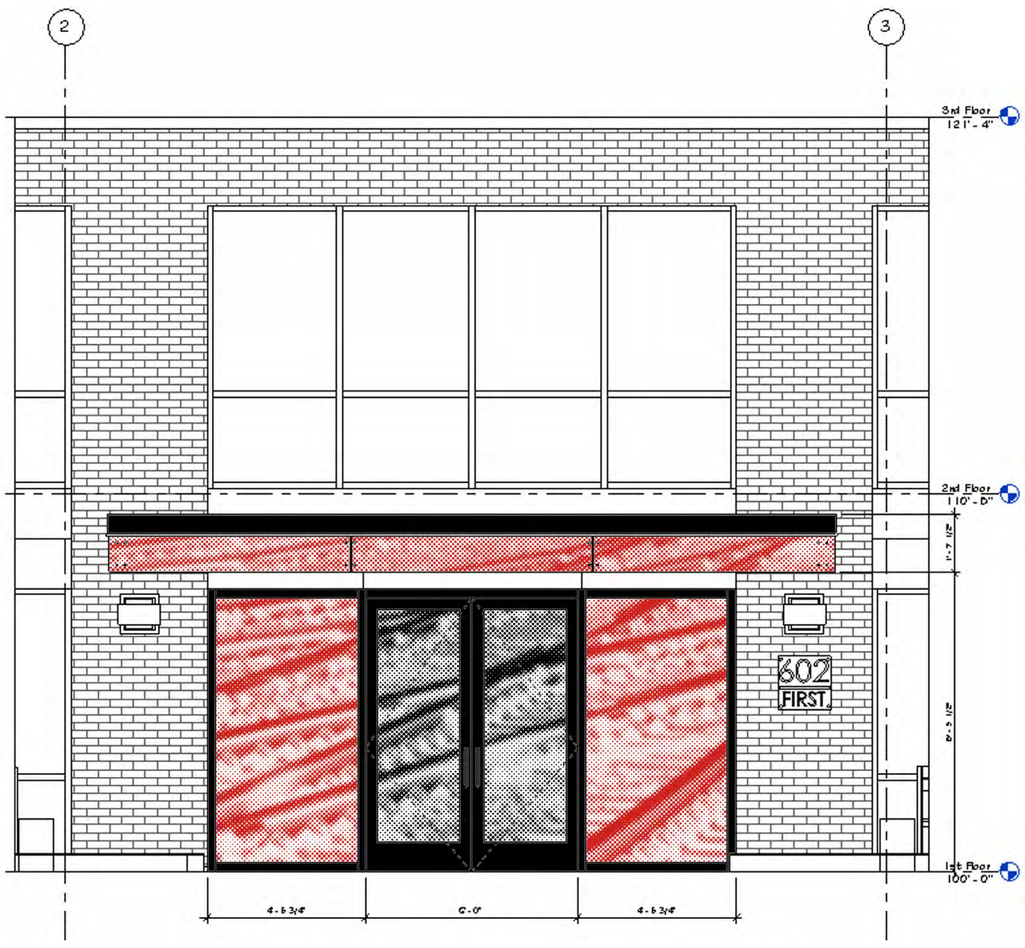
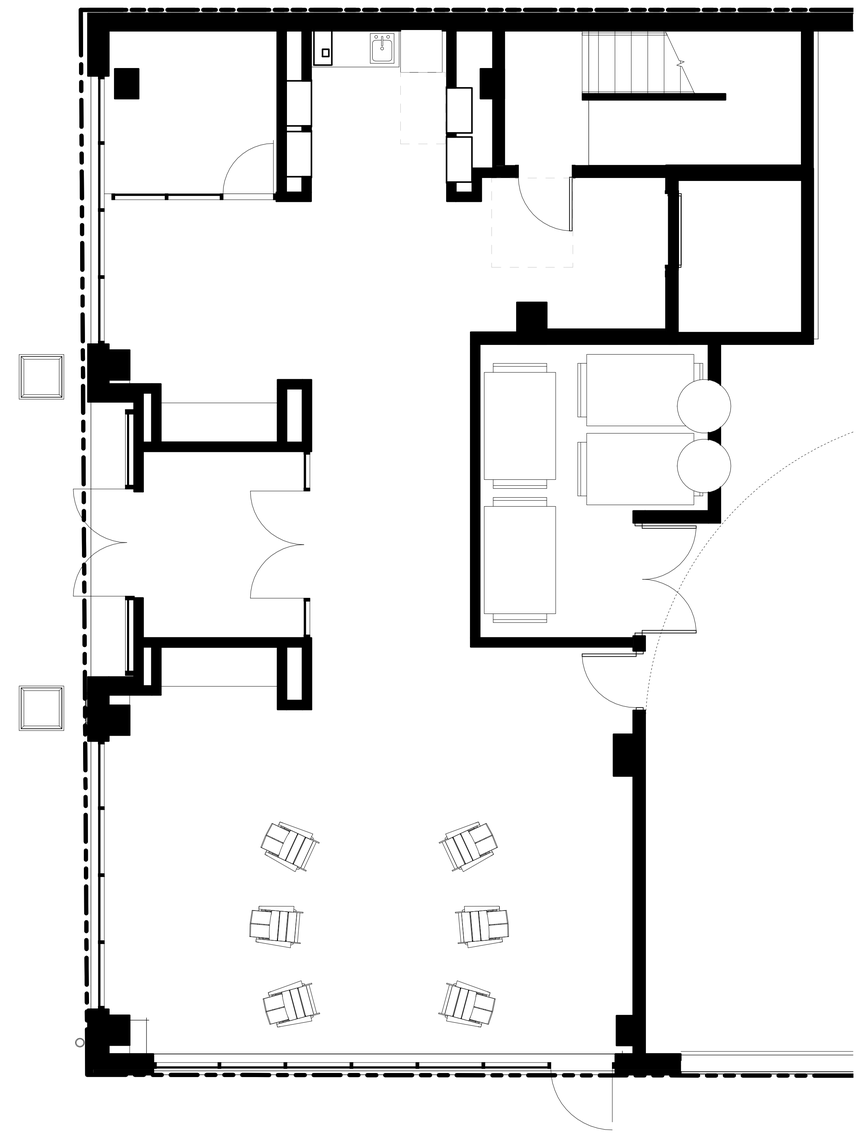
A9 - EXISTING CONDITIONS

June 30, 2015

TUSHIE MONTGOMERY ARCHITECTS

HISTORICAL IMAGERY





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

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A10 - ENTRY EXHIBIT

June 30, 2015

TUSHIE MONTGOMERY ARCHITECTS

Dvorak, Hilary A.

From: Curt Gunsbury <curt@solhemuptown.com>
Sent: Thursday, May 28, 2015 5:26 PM
To: Frey, Jacob; Dvorak, Hilary A.; Robert Miller; Charlene Roise
Subject: 71 Unit Apartment Building, 602 N 1st St, HPC Application

Dear Council Member Frey,

We are applying for HPC approval of our re-positioned project at 602 N 1st St in the North Loop. We have already presented the project to the North Loop Neighborhood Association and they have voted their approval to support the project as proposed.

The hearing for the project will be on Tuesday, July 14 at 4:30 p.m. A Certificate of Appropriateness is required because the property is in the Minneapolis Historic Warehouse District and the St. Anthony Falls Historic Districts. The property address is 602-602 1/2 First Street North.

Following is a project description:

Project Description

602-602 1/2 First Street North

Minneapolis, Minnesota 55401

We are proposing a 71 unit apartment building consisting of eight stories and approximately 62,934 square feet. The new building will replace a building constructed in the 1930's which is currently used for parking and an art studio. The 1930's building is not considered historically significant. We are expecting to break ground in the fall of 2015 and complete construction in the summer of 2016.

The existing site:

The proposed project is located at 602, and 602 1/2 First Street North, in the Minneapolis Warehouse district. This site is in the North Loop neighborhood district, Council Ward 3, and part of both the North Loop and St. Anthony Historic Districts. The site is zoned C3A and made up of two lots. The existing neighborhood is transitioning from industrial to residential and commercial uses; there are presently many residential properties surrounding this site including several new construction projects and one historic rehabilitation project. The proposed project will replace an existing concrete block building at 602 First Street North. The existing 602 building was constructed in 1936 and is 5,160 square feet. It is one story tall and has most recently been used as an art studio. The second lot at 602 1/2 is currently a vacant paved

area. The combined site is approximately 9,197 square feet (.211 acres). Areas of the site not covered by building are paved over with concrete and asphalt. The existing building and pavement will be removed for construction of the proposed building.

The proposed building:

The proposed building is an 8-story, approximately 71 unit, market rate apartment building, with one story of enclosed parking at grade, and another story of underground parking. The parking will consist of two separate parking areas with two separate entrances at the rear and side of the building. The total proposed building square footage is 62,934 square feet. The eight-story building will be constructed of pre-cast concrete on the first two stories and wood frame on the upper stories.

Proposed architectural details of the new building:

The building will align in height and street front proximity with the historic Gaar-Scott building on First Street North. The active-use first and second floors will appear as a one story base that lines up with the neighboring Gaar-Scott building, creating a matching street front. This area of the building will use a steel and glass window system. The lobby awning at the street front will follow similar lines to the other awnings along the street. The building structure follows the historic typology of warehouses throughout the district where the structural frame takes prominence on the exterior. The structure and in-filled skin will be clad in brick, metal, and glass -- traditional materials found throughout the neighborhood. The 8th story will host a roof top patio and elevator lobby which will step back significantly and will not be visible from street level.

The building now shows details that address concerns brought up by HPC and PC members during the HPC-COW review on May 15, 2015. Louvers for HVAC systems have been enlarged using architectural metal panels to cover the full width of the window frames they occupy. Window mullions are now centered to mimic historic fenestration patterns. Green wall grids are laid out in "railroad track style" to create an architectural ornament that works well in all seasons. The glass railing on the cornice has been reduced in height and sits atop a defined metal cornice. Landscaping rock mulch uses gray gravel and serves a dual purpose of providing drainage and a dog relief area. Additional bike racks have been added at the exterior for guests.

Proposed site work:

The site is approximately 9,197 square feet and the first floor footprint of the proposed building is approximately 8,907 square feet. The building will have a public entrance off First Street North, and a fire entrance off the side alley. The building will have one parking entrance each off the rear alley and side alley, replacing the four existing curb cuts at First Street North and the back alley. There will be green walls along the two alleys on the southeast and northeast sides of the building. Landscaping will be consistent with other buildings along First Street North and include boulevard trees, boulevard plantings, and a wide pedestrian-friendly sidewalk.

Proposed variances and CUP's:

The project will require variances for side and back yard setbacks and for the number of parking spaces and the FAR. The parking ratio is .662 stalls per unit. The project will require a variance for floor area ratio. The current FAR is drawn as 5.14. The project will require a CUP for a height of 92'.

Please let me know if you have any questions or concerns.

Thank you,

Curt Gunsbury

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

curt@solhemuptown.com
612.598.9416 direct/cell
612.216.2825 general office
solhemuptown.com | soltva.com | solhavn.com
liveat7west.com | cozeflats.com

Dvorak, Hilary A.

From: Curt Gunsbury <curt@solhemuptown.com>
Sent: Thursday, May 28, 2015 5:26 PM
To: DJ Heinle; Dvorak, Hilary A.; Charlene Roise; Robert Miller
Subject: 71 Unit Apartment Building, 602 N 1st St, HPC Application

Dear DJ and North Loop Neighborhood Association,

We are applying for HPC approval of our re-positioned project at 602 N 1st St in the North Loop.

The hearing for the project will be on Tuesday, July 14 at 4:30 p.m. A Certificate of Appropriateness is required because the property is in the Minneapolis Historic Warehouse District and the St. Anthony Falls Historic Districts. The property address is 602-602 1/2 First Street North.

Following is a project description:

Project Description

602-602 1/2 First Street North

Minneapolis, Minnesota 55401

We are proposing a 71 unit apartment building consisting of eight stories and approximately 62,934 square feet. The new building will replace a building constructed in the 1930's which is currently used for parking and an art studio. The 1930's building is not considered historically significant. We are expecting to break ground in the fall of 2015 and complete construction in the summer of 2016.

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covered by building are paved over with concrete and asphalt. The existing building and pavement will be removed for construction of the proposed building.

The proposed building:

The proposed building is an 8-story, approximately 71 unit, market rate apartment building, with one story of enclosed parking at grade, and another story of underground parking. The parking will consist of two separate parking areas with two separate entrances at the rear and side of the building. The total proposed building square footage is 62,934 square feet. The eight-story building will be constructed of pre-cast concrete on the first two stories and wood frame on the upper stories.

Proposed architectural details of the new building:

The building will align in height and street front proximity with the historic Gaar-Scott building on First Street North. The active-use first and second floors will appear as a one story base that lines up with the neighboring Gaar-Scott building, creating a matching street front. This area of the building will use a steel and glass window system. The lobby awning at the street front will follow similar lines to the other awnings along the street. The building structure follows the historic typology of warehouses throughout the district where the structural frame takes prominence on the exterior. The structure and in-filled skin will be clad in brick, metal, and glass -- traditional materials found throughout the neighborhood. The 8th story will host a roof top patio and elevator lobby which will step back significantly and will not be visible from street level.

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Proposed site work:

The site is approximately 9,197 square feet and the first floor footprint of the proposed building is approximately 8,907 square feet. The building will have a public entrance off First Street North, and a fire entrance off the side alley. The building will have one parking entrance each off the rear alley and side alley, replacing the four existing curb cuts at First Street North and the back alley. There will be green walls along the two alleys on the southeast and northeast sides of the building. Landscaping will be consistent with other buildings along First Street North and include boulevard trees, boulevard plantings, and a wide pedestrian-friendly sidewalk.

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Please let me know if you have any questions or concerns.

Thank you,

Curt Gunsbury

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

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612.216.2825 general office
solhemuptown.com | soltva.com | solhavn.com
liveat7west.com | cozeflats.com

NORTH LOOP NEIGHBORHOOD

Curt Gunsbury
Solhem Companies

August 27, 2014
RE: Letter of Support – 602 Condo Project at 602 1st St N

Dear Curt,

Thank you for presenting the Solhem Project. The proposed project would be an apartment building of 71 units with a 1.5 parking stall ratio. The development would be an 8-story building, all residential, built of glass, brick, and metal, with one level of parking.

The North Loop Neighborhood Association supports the project team with their plans as presented including a variance on height and area. The proposed internally-lit red-fritted glass vestibule and notable glass parapet railing are welcome design concepts, and differentiates the building from other adjacent and historic buildings.

Sincerely,
North Loop Neighborhood Association

DJ Heinle

Digitally signed by DJ Heinle
DN: cn=DJ Heinle, o=TKDA, ou=Architecture, email=dj.heinle@tkda.com, c=US
Date: 2015.05.28 21:53:48 -05'00'

DJ Heinle, AIA
Co-Chair P+Z Committee