CPED STAFF REPORT

Prepared for the City Planning Commission
CPC Agenda Item #3
September 19, 2016
BZZ-7847

LAND USE APPLICATION SUMMARY

Property Location: 1501 Como Ave SE

Project Name: 1501 Como Ave Residential Development

Prepared By: Janelle Widmeier, Senior City Planner, (612) 673-3156

Applicant: CPM Companies

Project Contact: Scott Nelson, DJR Architecture Inc.

Request: To allow a new multiple-family dwelling with 30 units.

Required Applications:

Conditional Use Permit	To increase the maximum allowed height of a building from 2.5 stories to 3 stories.
Variance	To reduce the minimum front yard requirement adjacent to 15th Avenue Southeast from 15 feet to 0 feet to allow the building.
Variance	To reduce the minimum interior side yard requirement adjacent to the north lot line from 9 feet to 6 feet to allow the building.
Variance	To reduce the minimum rear yard requirement adjacent to the east lot line from 5 feet to 0 feet to allow a transformer.
Variance	To reduce the minimum parking requirement from 15 spaces to 12 spaces.
Site Plan Review	For a new 3-story residential building.

SITE DATA

Existing Zoning	C1 Neighborhood Commercial District UA University Area Overlay District
Lot Area	10,565 square feet / 0.24 acres
Ward(s)	2
Neighborhood(s)	Como
Designated Future Land Use	Mixed Use
Land Use Features	Community Corridor Commercial Node
Small Area Plan(s)	The Como Blueprint (2016)

Date Application Deemed Complete	August 27, 2016	**Date Extension Letter Sent**	Not applicable
End of 60-Day Decision Period	October 25, 2016	**End of 120-Day Decision Period**	Not applicable

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The subject property is currently occupied by an auto repair use. The existing structure would be demolished to allow for redevelopment. The site has frontage on two streets: Como Avenue and 15th Avenue Southeast. The site is not adjacent to a public alley.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The site is located in a mixed use area. Low to medium-density residential uses are located to the north and west. Commercial uses are located the east. Van Cleve Park is located across Como Avenue.

PROJECT DESCRIPTION. A new three-story multiple-family dwelling with 30 units is proposed at the property of 1501 Como Avenue Southeast. On the ground floor, the lobby and residential units would front Como Avenue. Access to the 12 enclosed parking spaces at grade level would be from 15th Avenue.

The applicant is requesting the following land use applications:

- *Conditional use permit to increase the maximum height of a building*: In the C1 district, the maximum allowed height of a building is 2.5 stories, 35 feet. The proposed building height is 3 stories, 35 feet (measured to the tallest part of the parapet). A conditional use permit is required to increase the maximum height. Upon approval of the conditional use permits, the actions must be recorded with Hennepin County as required by state law.

- *Variance of the front yard requirement adjacent to 15th Avenue to allow the building*: Where a street frontage includes property zoned as a residence district or residential property and property zoned as a commercial district, a front yard equal to the lesser of the front yard required by such residence district or the established front yard of such residential structure shall be provided in the commercial district for the first 25 feet from such residence district boundary or residential property. The adjacent residential structure is setback 20 feet from the front lot line, but the adjacent district requirement is 15 feet. The proposed building would be set back 0 feet. A variance is required to allow the proposed setback.

- *Variance of the interior side yard requirement to allow the building*: Where a side lot line abuts a side lot line of a residential district or structure used for permitted or conditional residential purposes, a yard of not less than five plus two feet for every story above the first must be provided along such side lot line. Therefore a 9 foot wide interior side yard is required along the north lot line. The proposed setback is 6 feet and requires a variance.

- *Variance of the rear yard to allow a transformer*: The east lot line is adjacent to a mixed use building with a residential use. A rear yard is required where a rear lot line abuts a side lot line of a structure used for permitted or conditional residential purposes. Unless a permitted obstruction, a setback of at least 5 feet from the rear lot line is required for obstructions other than the building. A transformer is not permitted obstructions. A variance is required to allow the proposed transformer location.

- *Variance of parking requirements*: The minimum parking requirement is 15 spaces (0.5 spaces per bedroom). Twelve spaces are proposed. A variance is required.

- *Site plan review*. Site plan review is required for any new building containing 5 or more dwelling units.

Since the project was last reviewed at the June 30, 2016, Planning Commission Committee of the Whole meeting, the following were added:

- exterior bike parking,
- windows in the bike room,
- street trees along Como Avenue, and
- outdoor amenity space for the residents adjacent to 15th Avenue.

The building was also shifted three feet to the north. The shift in building placement was to ensure there would be sufficient room to provide street trees, a minimum 6 foot clear zone for the public sidewalk, and a minimum 3 feet wide landscaped buffer for the ground floor residential units along Como Avenue.

PUBLIC COMMENTS. Correspondence from the neighborhood group and others has been received and is attached to this report. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to increase the maximum allowed height of a building from 2.5 stories to 3 stories based on the following findings:

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

   The construction of a 3 story, 35 foot building would not prove detrimental to public health, safety, comfort or general welfare provided the development complies with all applicable building codes and life safety ordinances as well as Public Works Department standards.

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

   The proposed height in feet is allowed by the zoning district. Allowing the proposed increase in height for a third story would have little effect on surrounding properties. The multiple family dwelling located to the north is set back 29 feet from the proposed building. The mixed use building to the east would be located 23 feet from the proposed building. Driveways are adjacent to both the north and east lot lines. The subject property is separated from all other properties by public streets. Adopted City policies encourage higher density development in this location. A taller building would allow more density to be established.

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

   The site would be served by existing infrastructure. Vehicle access would be from 15th Avenue. The Public Works Department has reviewed the project for appropriate drainage and stormwater

management as well as to ensure the safety of the position and design of improvements in or over the public right of way.

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

   Adequate measures would be provided to minimize traffic congestion in the public streets. Twelve on-site parking spaces would be provided. Bicycle parking in excess of the minimum requirement would also be provided. The site is located in close proximity to the University of Minnesota and has convenient access to alternative modes of transportation.

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

   The proposed height would be consistent with the comprehensive plan to allow density appropriate to this location. The following principles and policies apply to this proposal:

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

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

   Land Use Policy 1.9: Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.

   1.9.6 Promote more intensive residential development along Community Corridors near intersections with Neighborhood Commercial Nodes and other locations where it is compatible with existing character.

   Land Use Policy 1.11: Preserve and enhance a system of Neighborhood Commercial Nodes that includes a mix of housing, neighborhood-serving retail, and community uses.

   1.11.4 Encourage a height of at least two stories for new buildings in Neighborhood Commercial Nodes, in keeping with neighborhood character.

   1.11.5 Encourage the development of medium- to high-density housing where appropriate within the boundaries of Neighborhood Commercial Nodes, preferably in mixed use buildings with commercial uses on the ground floor.

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

   10.5.1 Smaller-scale, multi-family residential development is more appropriate along Community Corridors and Neighborhood Commercial Nodes.

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

   With the approval of the conditional use permit, variances and site plan review, this development would be in conformance with the applicable regulations of the zoning code..

Additional Standards to Increase Maximum Height

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

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

   The increase in height would have little effect on the access to light and air of surrounding properties. The multiple family dwelling located to the north is set back 29 feet from the proposed building. The mixed use building to the east would be located 23 feet from the proposed building. The subject property is separated from all other properties by public streets. Adopted City policies encourage higher density development in this location. A taller building would allow more density to be established.

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

   Shadowing impacts would be minimal. The proposed height is 3 stories, 35 feet. The height in feet is allowed. The proposed building would be 29 feet from the multiple-family dwelling to the north and 23 feet from the second floor dwelling in the mixed use building to the east. Driveways are adjacent to both the north and east lot lines. The site is located to the north of Van Cleve Park across Como Avenue. Staff is not aware of any solar energy systems in close proximity to the subject site.

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

   The scale and character of the buildings in the surrounding area varies from one- to 3 story buildings. There is a mix of uses as well. The mixed use building to the east is two-stories and is of comparable scale to the proposed building. The scale of the proposed building would be compatible with the surrounding uses.

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

   There are no landmark buildings, significant open spaces or water bodies near the development site that would be affected by the height of the proposed building.

VARIANCE: FRONT YARD

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum front yard requirement adjacent to the 15th Avenue Southeast from 15 feet to 0 feet to allow the building based on the following findings:

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

   Adjacent to 15th Avenue, a 15 foot wide front yard must be provided on the subject property for the first 25 feet from the adjacent residential property located to the north. Within the required front yard, the first floor is proposed to be setback 6 feet while the second and third floors would be set back 0 feet. Practical difficulties exist in complying with the ordinance due to unique circumstances that were not created by the applicant. The site is located in a commercial node on a community corridor where higher density development is appropriate. Because of the small size of the site, complying with the front yard requirement would eliminate space needed to accommodate other code requirements, such as parking and active functions on the ground floor. Shifting the

building further east to meet the front yard requirement is not an option because overhead utility lines are located on the east side of the property.

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

   In general, yard controls are established to provide for the orderly development and use of land and to minimize conflicts among land uses by regulating the dimension and use of yards in order to provide adequate light, air, open space and separation of uses. The proposed building would be located 29 feet from the multiple-family dwelling located to the north, which is separated from the subject site by a driveway. Granting the variance would not affect the adjacent property's access to light and air. The garage door would be set back 6 feet from the front lot line to prevent conflict with pedestrians. The request is reasonable and in keeping with the spirit and intent of the ordinance and the comprehensive plan.

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

   Granting the variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity and would not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The scale of the proposed building is compatible with other buildings in the immediate area. The proposed building would be located 29 feet from the multiple-family dwelling located to the north, which is separated from the subject site by a driveway. Granting the variance would not affect the adjacent property's access to light and air. The garage door would be set back 6 feet from the front lot line to prevent conflicts with pedestrians.

VARIANCE: SIDE YARD

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum interior side yard requirement adjacent to the north lot line from 9 feet to 6 feet to allow the building based on the following findings:

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

   Adjacent to the north lot line, a 9 foot minimum interior side yard is required because the adjacent property is residential. A 6 foot setback is proposed to allow room for more public amenities on the south side of the building. Practical difficulties exist in complying with the ordinance due to circumstances unique to the property that were not created by the applicant. The site has frontage on Como Avenue and 15th Avenue. Como Avenue is considered the primary frontage because it is a community corridor. By orienting the building to Como Avenue, the depth of property is only 80 feet. The size of the site is also small, which affects the space needed to accommodate code requirements, such as parking and active functions on the ground floor. Currently there are no street trees adjacent to Como Avenue. The building would be set back 3 feet from Como Avenue to ensure there would be sufficient room to provide street trees, a minimum 6 foot clear zone for the public sidewalk, and a minimum 3 feet wide landscaped buffer for the ground floor residential units along Como Avenue.

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

   In general, yard controls are established to provide for the orderly development and use of land and to minimize conflicts among land uses by regulating the dimension and use of yards in order to provide adequate light, air, open space and separation of uses. The proposed building would be located 29 feet from the multiple-family dwelling located to the north, which is separated from the subject site by a driveway. Granting the variance would not affect the adjacent property's access to light and air. Allowing the side yard reduction would allow room for more public amenities on the south side of the building adjacent to Como Avenue. The request is reasonable and in keeping with the spirit and intent of the ordinance and the comprehensive plan.

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

   Granting the variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity and would not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The proposed building would be located 29 feet from the multiple-family dwelling located to the north, which is separated from the subject site by a driveway. Granting the variance would not affect the adjacent property's access to light and air. Allowing the side yard reduction would allow room for more public amenities on the south side of the building adjacent to Como Avenue.

VARIANCE: REAR YARD

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum rear yard requirement adjacent to the east lot line from 5 feet to 0 feet to allow a transformer based on the following findings:

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

   A mixed use building with residences on the second floor is located on the adjacent property to the east. A rear yard is required where a rear lot line abuts a side lot line of a structure used for permitted or conditional residential purposes. Unless a permitted obstruction, a setback of at least 5 feet from the interior side lot line is required for obstructions other than the building. A transformer is not a permitted obstruction. Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The site has frontage on two streets and is not adjacent to a public alley. Locating the transformer between the building and a street where it would be highly visible is not desirable. A transformer location needs to be accessible for maintenance. Minimum clearances must also be maintained from windows.

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

   In general, yard controls are established to provide for the orderly development and use of land and to minimize conflicts among land uses by regulating the dimension and use of yards in order to provide adequate light, air, open space and separation of uses. The proposed transformer would be next to a service drive on the adjacent property. It would not be close to the second floor residences. Grasses are proposed to screen the transformer. However, the unit would be highly

visible given its proximity to Como Avenue. To lessen its visibility, staff is recommending that the Planning Commission require the transformer to be decoratively wrapped and that additional screen plantings be provided. Preferably the transformer would be located behind the bicycle parking. Therefore staff is recommending that the applicant explore the possibility of locating it further from the street. With the adoption of the staff recommendation, the request would be reasonable and in keeping with the spirit and intent of the ordinance and the comprehensive plan.

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

   With the adoption of the staff recommendation, granting the variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity and would not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The proposed transformer would be next to a service drive on the adjacent property. It would not be close to the second floor residences. Grasses are proposed to screen the transformer. However, the unit would be highly visible given its proximity to Como Avenue. To lessen its visibility, staff is recommending that the Planning Commission require the transformer to be decoratively wrapped and that additional screen plantings be provided. Preferably the transformer would be located behind the bicycle parking. Therefore staff is recommending that the applicant explore the possibility of locating it further from the street.

VARIANCE: PARKING

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum parking requirement from 15 spaces to 12 spaces based on the following findings:

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

   In the UA overlay district, 0.5 spaces per bedroom is required. A total of 30 bedrooms are proposed. Therefore, 15 spaces are required. Twelve parking spaces are proposed. The proposed parking ratio is 0.4 spaces per bedroom/dwelling unit. Practical difficulties exist in complying with the ordinance due to unique circumstances that were not created by the applicant. The site is located in a commercial node on a community corridor where higher density development is appropriate. However, the size of the 10,565 square foot site limits available space for parking. The site is not large enough to accommodate more parking and active uses along both street frontages.

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

   The purpose of parking regulations is to provide for the parking needs of uses and structures and to enhance the compatibility between parking areas and their surroundings. The regulations promote flexibility and recognize that excessive off-street parking conflicts with the city's policies related to transportation, land use, urban design, and sustainability. The proposed parking ratio is 0.4 spaces per bedroom/dwelling unit. The site is located in close proximity to the University of Minnesota and has convenient access to alternative modes of transportation. The site is also across the street from a transit stop that serves a bus route with frequent service. Bicycle lanes are located on Como Avenue and 15th Avenue. To further off-set parking demand, the applicant is proposing to install 9 additional bicycle parking spaces in excess of the minimum requirement. The proposed

amount of parking should be sufficient and encouraging the use of alternative modes of transportation is in keeping with the spirit and intent of the ordinance and the comprehensive plan.

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

   The reduction in the parking requirement would not alter the essential character of the locality or be injurious to the use and enjoyment of other property in the vicinity nor be detrimental to the public health, safety of welfare. Because of the proximity to transit, an adequate supply of bicycle parking, and the proximity to the University of Minnesota and other amenities and convenience uses, granting of the variance would have little impact on congestion of area streets.

SITE PLAN REVIEW

The Department of Community Planning and Economic Development has analyzed the application based on the required findings and applicable standards in the site plan review chapter:

1. Conformance to all applicable standards of Chapter 530, Site Plan Review.

BUILDING PLACEMENT AND DESIGN

Building Placement – *Meets requirements*

- The building would reinforce the street wall along Como Avenue and 15th Avenue. An abundant amount of windows would be provided on each side of the building to maximize natural surveillance and visibility. Principal entrances would face both Como Avenue and 15th Avenue and would be connected directly to the public sidewalks by walkways.
- The first floor of the building would within 8 feet of the lot lines adjacent to both streets.
- Landscaping and outdoor amenity space would be located between the building and the adjacent streets.
- All on-site accessory parking would be located within the principal building served.

Principal entrances – *Meets requirements*

- Principal entrances would face both Como Avenue and 15th Avenue.
- The principal entrances would be sheltered and adjacent to windows.

Visual interest – *Meets requirements*

- Building walls would provide architectural details and contain windows to create visual interest and increase security of adjacent outdoor spaces.
- Architectural elements, including recesses, projections, and windows, would be emphasized to divide the building into smaller identifiable sections. Vertical material changes between the Hardi planks and the Nichiha panels on the walls facing streets would occur at inside corners of recesses in the walls.
- The building would not have any blank, uninterrupted walls that do not include architectural elements exceeding 25 feet in length.

Exterior materials – *Meets requirements*

- Cementitious siding (both 5/16 inch and 5/8 inch) and burnished block are the primary building materials proposed. Each elevation would comply with the City's durability standards for exterior

materials (see Table 1). Please note that exterior material changes at a later date may require review by the Planning Commission and an amendment to the site plan review.

- The building design is consistent with the City's policy of allowing no more than three exterior materials per elevation, excluding windows, doors, and foundation materials.
- Plain face concrete block is not proposed as an exterior material.
- The materials and appearance of each side of the building are similar and compatible to each other.

Table 1. Percentage of Exterior Materials per Elevation

Material	Allowed Max	North	South	East	West
Glass	**100%**	23%	35%	20%	29%
Cementitious siding (5/8")	**75%**	23%	31%	26%	27%
Cementitious siding (5/16")	**30%**	28%	29%	30%	26%
Burnished CMU	**50%**	22%	5%	20%	10%

Windows – *Requires alternative compliance*

- The project would comply with the minimum window requirements for a residential use.
- All windows used to the minimum requirements would be vertical in proportion and would be more or less evenly distributed along the building walls, except on the ground floor of the 15th Avenue elevation. All of the windows would be located in the lobby. The remainder of the 15th Avenue ground floor wall would be occupied by parking and storage where additional windows would provide minimal, if any, additional opportunities for natural surveillance.

Table 2. Percentage of Windows Required for Elevations Facing a Public Street, Sidewalk, Pathway, or On-Site Parking

		Code Requirement		Proposed
Residential Uses				
Como Ave (south)	1st Floor	20% minimum	186 sq. ft.	>20%
	2nd-3rd Floors	10% minimum	116 sq. ft.	>10%
15th Ave (west)	1st Floor	20% minimum	110 sq. ft.	>20%
	2nd-3rd Floors	10% minimum	55 sq. ft.	>10%

Ground floor active functions – *Requires alternative compliance*

- More than 70 percent of the first floor building frontage facing Como Avenue would contain active functions. The ground floor facing 15th Avenue would contain 41 percent active functions. Alternative compliance is requested.

Roof line – *Meets requirements*

- A flat roof is proposed, which is similar to surrounding buildings.

Parking garages – *Not applicable*

ACCESS AND CIRCULATION

Pedestrian access – *Meets requirements*

- A clear and well-lit walkway exceeding 4 feet in width would connect the main building entrance to the adjacent public sidewalk.

Transit access – *Meets requirements*

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

Vehicular access – *Meets requirements*

- Vehicular access and circulation is designed to minimize conflicts with pedestrians and surrounding residential uses. Because the site is not adjacent to a public alley, vehicle access is proposed from 15th Avenue. The proposed curb cut width is 16 feet. The garage door would be recessed to allow more visibility for pedestrians.
- There is no public alley adjacent to the site.
- To the extent practical, the site plan would minimize the use of impervious surfaces. Existing conditions are almost entirely impervious (98 percent). Over 1,500 square feet of the site would be landscaped, which is approximately 61 percent of the net lot area. No surface parking is proposed.

LANDSCAPING AND SCREENING

General Landscaping and Screening – *Meets requirements*

- The overall composition and location of landscaped areas complement the scale of development and its surroundings.
- At least 20 percent of the site not occupied by the building is landscaped. The applicant is proposing approximately 1,522 square feet of landscaping on site, or approximately 61 percent of the site not occupied by buildings (see Table 3).
- The applicant is proposing at least one canopy tree per 500 square feet of the required landscaped area, including all required landscaped yards. The tree requirement for the site is one and the applicant is proposing a total of 6 on-site trees plus 5 boulevard trees where currently none exist.
- The applicant is proposing at least one shrub per 100 square feet of the required landscaped area, including all required landscaped yards. The shrub requirement for the site is 2 and the applicant is proposing 11 shrubs.
- The remainder of the required landscaped area and all other areas not occupied by buildings, walkways, driveways or patios would be covered with turf grass, native grasses, and perennial flowering plants.
- The landscape plan indicates that the landscape materials would comply with the installation and maintenance requirements.

Table 3. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	10,565 sq. ft.
Building Footprint	--	8,058 sq. ft.
Remaining Lot Area	--	2,507 sq. ft.
Landscaping Required	139 sq. ft.	1,522 sq. ft.
Canopy Trees (1:500 sq. ft.)	1 trees	6 trees
Shrubs (1:100 sq. ft.)	2 shrubs	11 shrubs

Parking and loading landscaping and screening – *Not applicable*

- There is no surface parking proposed for the site.

ADDITIONAL STANDARDS

Concrete curbs and wheel stops – *Meets requirements*

- No surface parking is proposed on the site. The driveway would be covered by the upper floors of the building.

Site context – *Meets requirements*

- The proposed building would not impede views of important elements of the city, and would be located and arranged to minimize shadowing on public spaces and adjacent properties and to minimize the generation of wind currents at the ground level. Plantings around the perimeter of the building would also help to prevent generation of wind currents.

Crime prevention through environmental design – *Meets requirements with Conditions of Approval*

- The development includes environmental design elements to prevent crime. An abundant amount of windows to promote natural observation and allow views into and out of the building at eye level would be provided on all sides of the building. A complete lighting plan has not been submitted as part of the application. A photometric plan will need to be provided as part of the final plans. Landscaping, walkways and architectural elements of the building would be used to distinguish between public and private spaces and to guide pedestrian movement through the site.

Historic preservation – *Meets requirements*

- The existing structure on the site will be demolished in order to construct the new building. The building is not a locally designated historic structure or a potential historic resources.

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

The proposed use is *permitted* in the C1 zoning district.

Off-street Parking and Loading – ***Requires variance(s)***

- The minimum vehicle parking requirement for a multiple-family dwelling located in the UA overlay district is one-half (½) parking space per bedroom. Residential uses are required to provide at least one (1) bicycle or motorized scooter parking space per one (1) bedroom. There are 30 bedrooms proposed. See Table 4 and 5. A variance is requested for the minimum vehicle parking requirement.
- No loading space is required for multiple-family dwellings with less than 100 units (see Table 6).

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

Use	Minimum Vehicle Parking	Applicable Reductions	Total Minimum Requirement	Maximum Allowed	Proposed
Multiple-family dwelling	15	--	15	N/A for enclosed parking	12 enclosed

Table 5. Bicycle Parking Requirements (Chapter 541)

Use	Minimum	Short-Term	Long-Term	Proposed
Multiple-family dwelling	30	--	Not less than 90%	6 short-term and 33 long-term

Table 6. Loading Requirements (Chapter 541)

Use	Loading Requirement	Minimum Requirement	Proposed
Multiple-family dwelling	Determined by number of dwelling units	None	0

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

- In the C1 district, the maximum allowed FAR is 1.7. In the C1 district, the maximum FAR of multiple-family dwellings may be increased by 20 percent if all required parking is provided within the building, entirely below grade, or in a parking garage of at least two levels.
- A conditional use permit is required to increase the maximum height of the building.

Table 7. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	10,565 sq. ft.
Gross Floor Area (GFA)	--	19,940 sq. ft.
Maximum Floor Area Ratio (GFA/Lot Area)	2.04	1.9
Maximum Building Height	2.5 stories or 35 feet, whichever is less	3 stories, 35 ft.

Lot Requirements – ***Meets requirements***

Table 8. Lot Requirements Summary

	Code Requirement	Proposed
Dwelling Units (DU)	--	30 DUs
Density (DU/acre)	--	123.7 DU/acre
Lot Area (Minimum)	5,000 sq. ft.	10,565 sq. ft.
Impervious Surface Area (Maximum)	N/A	N/A
Lot Coverage (Maximum)	N/A	N/A
Lot Width (Maximum)	40 ft.	80 ft.

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

- Where a street frontage includes property zoned as a residence district or residential property and property zoned as a commercial district, a front yard equal to the lesser of the front yard required by such residence district or the established front yard of such residential structure shall be

provided in the commercial district for the first 25 feet from such residence district boundary or residential property. The adjacent residential structure is setback 20 feet from the front lot line, but the adjacent district requirement is 15 feet. The proposed building would be set back 0 feet. A variance is required to allow the proposed setback.

- Where a side or rear lot line abuts a side lot line of a residential district or structure used for permitted or conditional residential purposes, a yard of not less than five plus two feet for every story above the first must be provided along such side lot line. A 9 foot wide interior side yard is required along the north lot line for the building. The proposed setback is 6 feet and requires a variance. A 9 foot wide rear yard is required along the west lot line. The building would be set back 11 feet.
- Other obstructions are generally required to be setback at least 5 feet from the rear lot line, unless they are permitted obstructions as outlined in Chapter 535 or Chapter 541. Bicycle parking is a permitted obstruction in a rear yard. A transformer is not a permitted obstruction in a rear yard. A variance is required to allow the proposed transformer location.

Table 9. Minimum Yard Requirements for the Building

Setback	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front (15th Ave)	15 ft.	--	15 ft.	0 ft.
Interior Side (north)	9 ft. for the building	--	9 ft.	6 ft.
Rear (west)	9 ft. for the building	--	9 ft.	11 ft.

Signs – ***Not applicable***

- The applicant is not proposing any exterior signage at this time. Signs are subject to Chapter 543 of the Zoning Code. All new signs are required to meet the requirements in Chapter 543.

Refuse Screening – ***Meets requirements***

- Refuse storage containers are required to be enclosed on all four sides by screening compatible with the principal structure not less than two feet higher than the refuse container or shall be otherwise effectively screened from the street, adjacent residential uses located in a residence or office residence district and adjacent permitted or conditional residential uses. Refuse storage containers will be stored in the building.

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

- All mechanical equipment is required to be arranged so as to minimize visual impact by using screening and must comply with Chapter 535 and district requirements. Staff is recommending that additional screening be provided for the proposed transformer in the southeast corner of the property.

Lighting – ***Lighting plan required***

- Lighting must comply with Chapter 535 and Chapter 541 of the zoning code. A lighting plan was not provided as part of the application. One will need to be provided with the final plans.

Fences – *Not applicable*

- No fences are proposed.

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

UA University Area Overlay District Standards – ***Requires variance(s)***

- See the parking section above.

Solar – ***Meets requirements***

- Solar energy systems must comply with Chapter 535. The plans indicate that solar panels may be installed on the roof.

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

The Minneapolis Plan for Sustainable Growth identifies the site as mixed use on the future land use map. The proposed development would be consistent with the comprehensive plan. In addition to the principals and policies identified in the conditional use permit section of this staff report, the following apply:

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

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

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

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

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

Land Use Policy 1.9: Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.

1.9.2 Support new small-scale retail sales and services, commercial services, and mixed uses where Community Corridors intersect with Neighborhood Commercial Nodes.

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

10.6.1 Design buildings to fulfill light, privacy, and view requirements for the subject building as well as for adjacent properties by building within required setbacks.

10.6.3 Provide appropriate physical transition and separation using green space, setbacks or orientation, stepped down height, or ornamental fencing to improve the compatibility between higher density and lower density residential uses.

10.6.4 Orient buildings and building entrances to the street with pedestrian amenities like wider sidewalks and green spaces.

10.6.5 Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level.

10.6.6 Integrate transit facilities and bicycle parking amenities into the site design.

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

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

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

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

Urban Design Policy 10.19: Landscaping is encouraged in order to complement the scale of the site and its surroundings, enhance the built environment, create and define public and private spaces, buffer and screen, incorporate crime prevention principles, and provide shade, aesthetic appeal, and environmental benefits.

Because the comprehensive plan and small area plan support ground floor commercial uses at this location in a commercial node, the applicant is encouraged to establish a small-scale commercial tenant space.

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

The small area plan supports mixed-use and medium density residential development in Transitional Industrial areas and along the neighborhood's Community Corridors. The plan also strongly supports ground floor commercial uses in the node. Incorporation of CPTED principals is encouraged. Where sites front Como Avenue, the plan calls for the following:

- Buildings facing Como Ave SE, rather than the north-south side streets.
- Buildings interacting appropriately with the pedestrian environment.
- Paying particular attention to the design of the back of buildings, as they will be the transition to the existing lower density residential properties.

5. Alternative compliance.

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

- **Ground floor active functions.** Eighty-five percent of the first floor building frontage facing Como Avenue would contain active functions. However, the ground floor facing 15th Avenue would contain only 41 percent active functions. The garage entrance and refuse storage area are located on this side of the building. Providing additional active uses would eliminate parking. The applicant is proposing a patio adjacent to the lobby to promote additional activity on the west side of the building. For these reasons, staff is recommending that the Planning Commission grant alternative compliance.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by CPM Companies for the properties located at 1501 Como Avenue Southeast:

A. Conditional Use Permit to increase maximum height.

Recommended motion: **Approve** the application for a conditional use permit to increase the maximum allowed height of a building from 2.5 stories to 3 stories, subject to the following conditions:

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

B. Variance of the minimum front yard requirement.

Recommended motion: **Approve** the application for a variance to reduce the minimum front yard requirement adjacent to the 15th Avenue Southeast from 15 feet to 0 feet to allow the building, subject to the following condition:

1. In the required front yard, the first floor building wall shall be set back at least 6 feet from the front lot line.

C. Variance of the minimum side yard requirement.

Recommended motion: **Approve** the application for a variance to reduce the minimum interior side yard requirement adjacent to the north lot line from 9 feet to 6 feet to allow the building.

D. Variance of the minimum rear yard requirement.

Recommended motion: **Approve** the application for a variance to reduce the minimum rear yard requirement adjacent to the east lot line from 5 feet to 0 feet to allow a transformer, subject to the following conditions:

1. The transformer shall be decoratively wrapped. The design of the wrap shall be reviewed and approved by CPED.
2. Additional landscaping shall be provided to increase screening from Como Avenue.
3. The applicant shall explore the possibility of locating the transformer further from Como Avenue.

E. Variance of the parking requirement.

Recommended motion: **Approve** the application for a variance to reduce the minimum parking requirement from 15 spaces to 12 spaces, subject to the following condition:

1. At least 39 bicycle parking spaces shall be provided.

F. Site Plan Review for a new 3-story residential building.

Recommended motion: **Approve** the application for a site plan review application to allow a 3-story residential building with 30 units, subject to the following conditions:

1. Department of Community Planning and Economic Development staff review and approval of the final building elevations, floor, site, lighting and landscape plans.

2. Site improvements required by Chapter 530 or by the City Planning Commission shall be completed by September 19, 2018, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
3. The applicant is encouraged to incorporate a small-scale commercial tenant space on the ground floor as supported by the comprehensive plan and the small area plan.

ATTACHMENTS

1. PDR report
2. Zoning map
3. Written description and findings submitted by applicant
4. Renderings
5. Aerials
6. Photos
7. Site survey
8. Site plan
9. Floor plans
10. Building elevations
11. Civil drawings
12. Landscape plan
13. Public comments

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

Preliminary Development Review Report

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

Status *

Tracking Number:	PDR 1001472
Applicant:	CPM 2919 KNOX AVE. S. #200 MINNEAPOLIS, MN 55408
Site Address:	1501 COMO AVE SE
Date Submitted:	18-JUL-2016
Date Reviewed:	27-JUL-2016

Purpose

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

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

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

Project Scope

30 unit three-story apartment building.

Review Findings (by Discipline)

❑ Historical Preservation Committee

- There is no HPC flag on this property. HPC review is required for any wrecking permits pertaining to the removal of existing structures.

***Approved**: You may continue to the next phase of developing your project.
***Resubmission Required**: You cannot move forward or obtain permits until your plans have been resubmitted and approved.

❑ Business Licensing

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

❑ Addressing

- Per City of Minneapolis Street Naming and Address Standard V1.22, the City of Minneapolis holds authority for assignment of all addresses, verification, change, and/or additions. Each assigned address number uses the street that provides the best/direct access for life safety equipment and best/direct access to the occupants.
- The address for the proposed Como Ave. apartment building will be 1501 Como Avenue SE. This address meets the City of Minneapolis Street Naming and Address Standard requirements.
- When assigning suite sequences the following guidelines are as follows:
  - The first one to two digits of the suite sequence number will designate the floor number of the site.
  - The last two digits of the suite sequence number will designate the unique ID for the unit (condo, suite, unit, or apartment).
  - Suite sequence digit numbers will be assigned to dwelling, commercial and retail units, not common areas. For example, laundry rooms, saunas, workout rooms, etc., would not be assigned numbers.
  - Please provide each condo, suite, unit or apartment number.

❑ Parks – Forestry

- Contact Craig Pinkalla (612-499-9233 cpinkalla@minneapolisparks.org) regarding any questions related to planting, removal or the process for protection of trees during construction in the city right of way.
- 2' x 2' openings for trees on Como Ave. do not meet the minimum servicable opening requirement (5' x 5' is required minimum).
- Include standard plate for structural soil profile (see city standard plates).
- Honey Locust and Maple are over diversity goal for the neighborhood. Use different selections. Recommend Coffeetree (male Cultivars only), Hackberry, or Elm as possible selections.
- Open planting areas on 15th Ave. SE meet size requirement. Require 24" soil depth per city
- Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance. The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance:
  - http://library.municode.com/index.aspx?clientId=11490
- As adopted, the fee in lieu of dedication for new residential units is $1,521 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is $202.80 per development employee (as defined in ordinance). Any dedication fee (if required) must be paid at the time of building permit issuance.
- There is also an administration fee that is 5% of the calculated park dedication fee.
- As proposed, for your PROJECT, the calculated dedication fee is as follows:
  - Park Dedication Fee Calculation =
  - Residential (30 units x $1,521 per unit) = $45,630.00
  - 5% of $Fee ($1,000 Max.Administration Fee) = $ 1,000.00
  - Total Park Dedication Administrative Fee: = $46,630.00
- This is a preliminary calculation based on your current proposal; a final calculation will be made at the time of building permit submittal.
- For further information, please contact Matthew D. James at (612) 673-2547.

❑ Zoning - Planning

- The following required land use applications have been identified: 1) Conditional use permit to increase the maximum building height from 2.5 stories, 35 feet to 3 stories, 35 feet; 2) Variance to reduce the minimum front yard requirement adjacent to 15th Avenue from 20 feet to 0 feet to allow the building and a patio; 3) Variance to reduce the minimum parking requirement from 15 spaces to 12 spaces; 4) Site plan review. Additional applications may be identified upon submittal of a land use application.
- The Planning Commission may require changes to the plans.

❑ Right of Way

- The site plan does not indicate locations of proposed electric utility transformers; it is recommended that the Applicant begin discussions with Xcel Energy as soon as possible in order to identify electric utility and transformer locations on the site plan. It should not be assumed that the City will approve any proposed transformer location in the Public right-of-way. All transformer locations will need to be discussed with the assigned CPED planner.
- An encroachment permit shall be required for all streetscape elements in the Public right-of-way such as: plants & shrubs, planters, tree grates and other landscaping elements, sidewalk furniture (including bike racks and bollards), and sidewalk elements other than standard concrete walkways such as pavers, stairs, raised landings, retaining walls, access ramps, and railings (NOTE: railings may not extend into the sidewalk pedestrian area). Please contact Bob Boblett at (612) 673-2428 for further information.
- Note to the Applicant: Any elements of an earth retention system and related operations (such as construction crane boom swings) that fall within the Public right-of-way will require an encroachment permit application. If there are to be any earth retention systems which will extend outside the property line of the development then a plan must be submitted showing details of the system. All such elements shall be removed from the Public right-of-way following construction with the exception of tie-backs which may remain but must be uncoupled and de-tensioned. Please contact Bob Boblett at (612) 673-2428 for further information.
- In addition, any elements of an earth retention system and related excavations that fall within the Public right-of-way will require a "Right-of-Way Excavation Permit". This permit is typically issued to the General Contractor just prior to the start of construction. However, it is the Applicant's responsibility to insure that all required permits have been acquired by its consultants, contractors, sub-contractor's prior to the start of work.
- Should you plan to install any additional bike parking outside of the structure (for visitors, etc.), please contact Paul Cao at (612) 673-2943 for position and alignment of bike racks if proposed in the Public right-of-way. If the racks are privately owned, they will require an encroachment permit.

❑ Street Design

- All driveway aprons shall be designed and constructed to City standards. All driveway aprons shall be shown graphically correct on all related plan sheets. Please refer to the following: http://www.minneapolismn.gov/publicworks/plates/public-works_road.
- Top of Curb profiles shall be provided for any section of curb replacement in excess of 50 feet.

❑ Sidewalk

- The Project streetscape shall be designed in accordance with the Access Minneapolis design guidelines; see http://www.ci.minneapolis.mn.us/publicworks/transplan/index.htm for further information. Specifically, the pedestrian zone is of concern, a minimum 6'-0" clear zone (un-obstructed) sidewalk shall be maintained for the length of any block in a straight line (the clear pedestrian zone cannot "jog" around planters and tree grates). Locations for site furniture, tree grates, planters and other proposed design elements that fall within the Public right-of-way shall be modified to provide for the required pedestrian clear zone space. For further clarification, site plans shall be fully dimensioned in relation to the property lines, Public right-of-way, sidewalks, street furniture, landscaping, utilities, and other obstructions.
- The public sidewalk in the public right of way on Como Ave SE side of the site must be at least six feet wide. As currently shown on this plan, certain portions of the public sidewalk along the Como Ave SE side of the site are less than 6 foot wide.
- All existing and proposed trees in the Public right-of-way are subject to the review and approval of the Minneapolis Park Board. The trees proposed along Como Ave SE appear to be located too closely to the curb. Please contact Craig Pinkalla at (612) 499-9233 to discuss tree species selection, planting method, spacing and locations. Tree planting details shall be included in the plans. For all trees proposed in "hardscape environments" within the Public right-of-way, the Applicant shall provide engineered/structured soil in the form of a tree trench or tree pit for all proposed street trees. Sidewalk layouts and landscaping in the Public right-of-way shall follow established design standards; refer to the following: City of Minneapolis Urban Forest Policy (http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/convert_282934.pdf)

- ADA compliant pedestrian ramps are required at each impacted crosswalk surrounding the site (recently upgraded ADA compliant pedestrian ramps shall be protected during construction). The current site plan indicates a fan style pedestrian ramp; if at all possible construct two (2) ADA compliant pedestrian ramps at this location. All pedestrian ramps will need to meet current ADA regulations and be "Accessible Pedestrian Signal" (APS) ready. Please contact Ryan Anderson at (612) 673-3986 for more information on current APS designs.

❑ Traffic and Parking

- Two trash areas appear to be included as part of the development. The SWCP is shown interior to the building along 15th Ave SE - but an exterior trash enclosure also appears to be located along the west property line proximate to 15th Ave SE. Current ordinance states that all maneuvers associated with loading, parking or sanitation pick up for a private development shall occur on private property. Please provide a narrative explaining the trash removal operations and show turning maneuvers for all truck type vehicles that will be using the loading parking entrance areas.
- All street lighting (existing and proposed) shall be shown clearly on the site plan. Prior to site plan approval, the Applicant shall contact Joseph Laurin at (612) 673-5987 to determine street lighting requirements including size, type, and spacing of the lights. Lighting levels must be brought up to Pedestrian Street Lighting Corridor standards with the disturbance of sidewalk and curb.
- Note to the Applicant: The construction of this development will likely require the use of Public right-of-way (roadway and sidewalks) for construction purposes. A request for an estimate of street use and obstruction permit fees can be made to the City's Traffic Department; please contact Scott Kramer at (612) 673-2383 for further information.
- Note to the Applicant: Please update the site plan to include the following notes:
- Street lighting installed as part of the Project shall be inspected by the City. Contractors shall arrange for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information. Any lighting installations not meeting City specifications will be required to be reinstalled at Owner expense.
- An obstruction permit is required anytime construction work is performed in the Public right-of-way. Please contact Scott Kramer at (612) 673-2383 regarding details of sidewalk and lane closures. Log on to http://minneapolis.mn.roway.net/ for a permit.
- Contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/temporary relocation of any City of Minneapolis lighting or traffic signal system that may be in the way of construction.
- All costs for relocation and/or repair of City Traffic facilities shall be borne by the Contractor and/or Property Owner.
- Contact Doug Maday at (612) 673-5755 prior to construction for the removal of any City of Minneapolis right of way signs that may be in the way of construction.

❑ Water

- All existing and proposed underground Public Utilities (water, sanitary sewer, and storm drain) shall be shown on the site plan with corresponding pipe sizes and types. For Public watermain infrastructure records call (612) 673-2865. Any existing connections not in use shall be noted on the plans for removal, and shall be removed per the requirements of the Utility Connections Department, call (612) 673-2451 for more information.
- Meters shall be set at the point where the service line enters the building and shall be set in a location where it is easily assessable. Domestic service lines larger than three inches require a Bypass Assembly (see attachment). Please contact Rock Rogers at (612) 673-2286, to review domestic and fire service design, connections, and sizes.

❑ Sewer Design

- Utility Connections: It does not appear that the storm sewer proposed to be connected into has been verified as to if it exists, size or elevations. City records indicate there may have been a catch basin near where the

structure proposed to be tied into is; however there does not appear to be an active CB in this location. The structure in the street proposed to be tied into should be evaluated, for size, condition, etc. and to determine if it is a storm structure.

- Utility: As the curb cut on 15th Ave SE, near Como, is proposed to be removed the City catch basin casting should be converted back to a standard City CB, with curb box. Please note this on the plans and include the appropriate City standard detail plates.
- Please identify, on the plans, the pipe size and material of the existing City sewers adjacent to the property.
- For comments or questions on Public Works Surface Water & Sewers Division related requirements please contact Jeremy Strehlo, (Professional Engineer) at (612) 673-3973, or jeremy.strehlo@minneapolismn.gov.

❑ Fire Safety

- Provide required fire suppression system throughout building.
- Fire department connection must be on the address side of building and within 100 feet of a fire hydrant.
- Provide required fire alarm system throughout building.
- Maintain fire apparatus access at all times.

❑ Environmental Health

- In 1955 the City Council permitted the operation of Gas Service Station. MFD records indicate all tanks were removed. Frequently this refers only to the active gasoline tanks. In 1999 a 550 gallon waste oil tank was removed. City records indicate a 500 gallon underground fuel oil tank was installed in 1956. MPCA records indicate Como Imports has registered a 250 gallon aboveground tank for waste oil. These tanks and possibly undocumented tanks may exits and must be addressed with demolition of the current structure. See below for permit requirements.
- These and tanks and the historical use of the site as a gasoline station may have impacted the soil on site. It is recommended the developer enter the petroleum brownfield program at the MCPA and request a letter of no association for any site contamination that may be present.
- If the project will be disturbing identified impacted soils on the site preapproval for removal, disposal and/or reuse of must occur from the MCPA and the City of Minneapolis prior to beginning excavation activities. If impacted soil is encountered during site activities call the MN State Duty officer at (651) 649-5451.
- If dewatering is required during site construction see below for city permit requirements. Subgrade structures should be designed to prevent infiltration of groundwater without the need for a permanent dewatering system being installed. If a continuously operating permanent dewatering system is needed it must be approved as part of the sanitary sewer and storm drain site plan approval prior to construction beginning.
- No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or during any hours on Saturdays, Sundays and state and federal holidays, except under permit. Contact Environmental Services at (612) 673-3867 for permit information.
- Permits and approval are required from Environmental Services for the following activities: Temporary storage of impacted soils on site prior to disposal or reuse; Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water, underground or aboveground tank installation or removal, well construction or sealing. Contact Tom Frame at (612) 673-5807 for permit applications and approvals.

❑ Construction Code Services

- Provide "No Parking" marking on access aisle as required per 2015 Minnesota Accessibility Code Section 503.2. Also, ADA parking space with access aisle must be marked with dimension per 2015 Minnesota Accessibility Code.
- Encroachment permit will be required for architectural features indicated on all exterior walls with the exception of North elevation wall (contact Bob Boblett at (612) 673-2428). Projection must be at least 15 feet above grade per 2015 Minnesota Building Code Section 3202.3.3. Also, identify encroachment of projection on east elevation wall to ensure non-combustible projection or roof eaves are installed per 2015 Minnesota

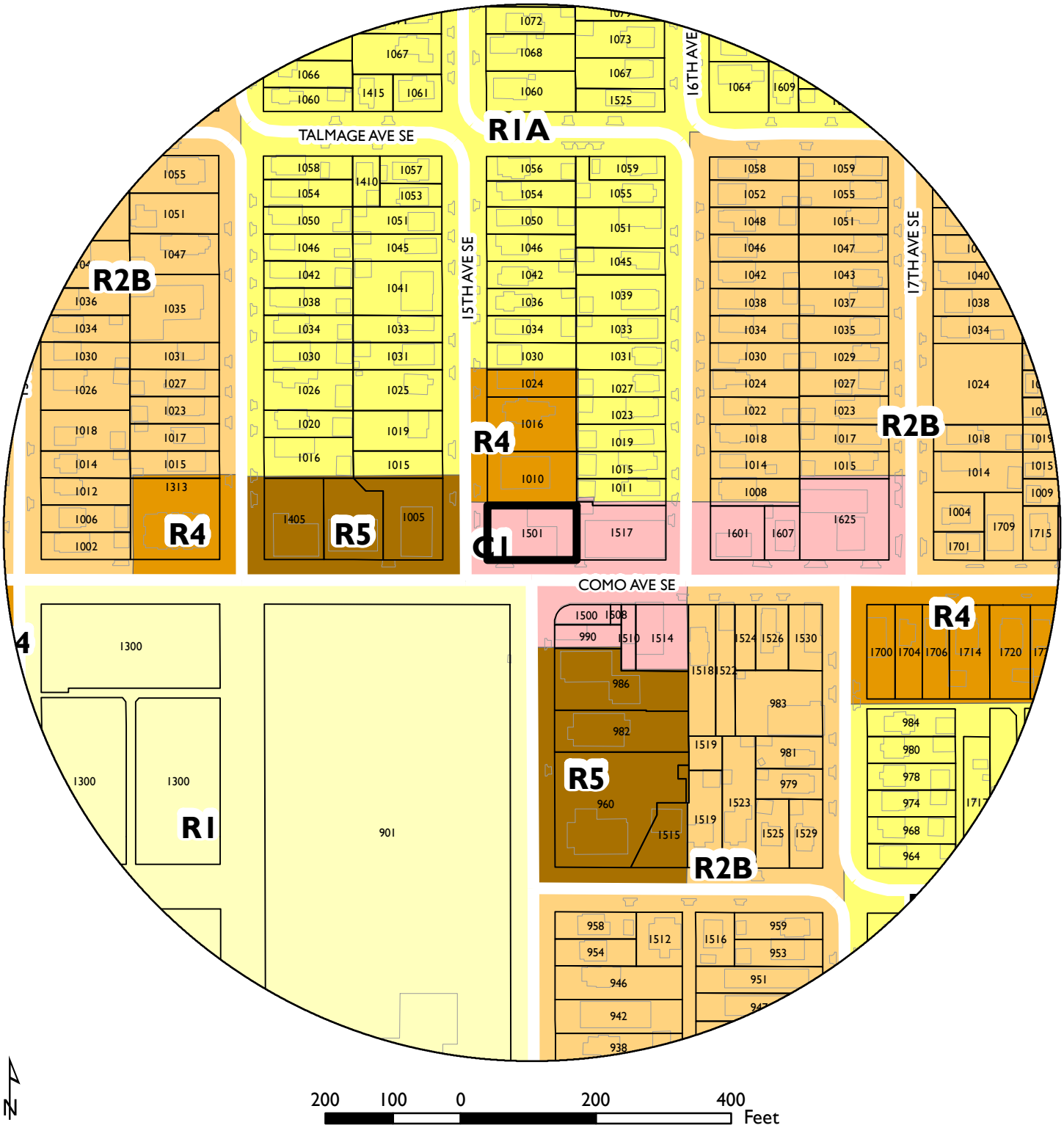
Building Code Section 3105. Thus, submit wall section view drawing of all projections on South, west and east elevation walls from main floor through 3rd floor with construction details.

- Interior accessible routing is required from ADA parking space to Unit Type A and Type B per 2015 Minnesota Accessibility Code Section 1104.5. Thus, revised main floor plan addressing interior accessible route from garage to Unit Type A and Type B.
- Per 2015 Minnesota Accessibility Code Section 1107.7.1 and 1107.7.1.2, Type A and Type B units are not required on 2nd and 3rd floors due to no elevator within building. Thus, clearly identify Type A and Type B units on main floor, at least one Type A unit is required.
- Tempered glazing will be required on window next to exit door on east elevation wall as well as lobby exit door and circulation area exit door on south elevation wall.
- Circulation area noted on main floor requires min. 5' x 5' landing per 2015 Minnesota Accessibility Code Section 304.3.1. Also, handrail on stairway within main floor circulation area must not extend to door push clearance.
- A Service Availability Charge (SAC) determination will need to be submitted to the Metropolitan Council for the proposed project. Please refer to this link for more information http://www.ci.minneapolis.mn.us/mdr/docs/sac_availability_charge.pdf or
- SACprogram@metc.state.mn.us.

END OF REPORT

CPM Companies **2**

NAME OF APPLICANT WARD



PROPERTY ADDRESS

1501 Como Avenue Southeast

FILE NUMBER

BZZ-7847

DJR
ARCHITECTURE, INC.

333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
T: 612.676.2700 F: 612.676.2796 www.djr-inc.com

1501 Como Avenue SE
Statement of Proposed Use and Project Description
August 4, 2016

Project Description

The proposed project is a redevelopment of the Como Imports Auto Repair shop at 1501 Como Ave. SE. The corner of Como Avenue SE and 15th Avenue.

The proposed building will be a 3-story 30-unit apartment building. The building faces Como and is a scale of project recommended in the small area plan. The building design with the main entry and a common lounge area for residents is located at the corner. Outdoor seating will be provided on 15th Street during the summer. Walk out units, the main entry and multiple doors & windows enhance the building and provides interaction with the public realm which is also called for in the small area plan and a CRTED standard. Enclosed parking for 12 cars is located at the rear of the building.

Second and Third floors will have 13 units on each floor and units in the proposed project are primarily smaller one bedroom units (with 4 studios). These unit types will be marketed to graduate students and staff of the University of Minnesota, which is a goal of both the small area plan and the Southeast Como Neighborhood Organization housing strategy.

We are applying for the following:

- Site Plan Review
- Conditional Use Permit for Increased Height – from 2.5 to 3 stories (project is within 35’ limit)
- Variance for Setback at front yard adjacent to a Resident District. From 15’ to 7’-11” at the first floor and zero at the second and third floors.
- Variance for Setback at the rear yard (north side) from 9’ to 6’.
- Variance for parking spaces from 15 required to 12.

Conditional Use Permit for Increased Height
Required Findings

A conditional use permit is requested to increase the height for the project from the 2-1/2 story/35' limit of the C1 District to 3 stories, 35'-0" to the top of the parapet.

1) The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety comfort or general welfare.
Construction of a 3-story / 35' tall building on the project site will not be detrimental to or endanger the public health, safety, comfort or general welfare, and granting the CUP will allow a development that will benefit the neighborhood and reinforce goals of the comprehensive plan. The 3-story nature of the building is in keeping with the 3-story buildings behind the project to the north and west. The project will redevelop an auto repair shop with potentially contaminated soils into a modestly scaled and active addition to community. The new construction will comply with all building and site development codes.

2) The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property of uses permitted in the district.
The proposed story height will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. The building is 35 feet high to the top of the parapet, which is the height allowed for development in the C1 District. The building is separated from surrounding development on the south and west sides by public streets. The building is setback 9 feet from the north lot line and 11 feet from the east lot line in compliance with setback requirements for these sides. The building to the north is also 3 stories and approximately the same height, is also setback 30 feet to the north. The building to the east, though only a two story building is approximately the same height.

3) Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.
Adequate utilities, access, drainage and other facilities will be provided. The development team will work closely with Public Works, Plan Review and Planning staff to comply with City and other applicable requirements. Vehicular access will be from 15th Avenue SE for access to residential parking.

4) Adequate measures have been or will be taken to minimize traffic congestion in the public streets.
The redevelopment removes a curb cut on Como Avenue SE at the eastern side of the site reducing congestion at the intersection of 15th and Como. In addition, the parking garage entry is located as far from the corner at Como Avenue as possible to reduce congestion. All loading and trash pick-up will occur at 15th Avenue.

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

The Minneapolis Plan for Sustainable Growth designates the University Area as potential "Growth Center".

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

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

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

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

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

Land Use Policy 1.9: Through attention to the mix and intensity of land uses and transit service, the City will support development along Community
Corridors that enhances residential livability and pedestrian access.

> 1.9.6 Promote more intensive residential development along Community Corridors near intersections with Neighborhood Commercial Nodes and other locations where it is compatible with existing character.

Land Use Policy 1.11: Preserve and enhance a system of Neighborhood Commercial Nodes that includes a mix of housing, neighborhood-serving retail, and community uses.

> 1.11.3 Discourage new or expanded uses that diminish the transit and pedestrian character of Neighborhood Commercial Nodes, such as some automobile services and drive-through facilities.
> 1.11.4 Encourage a height of at least two stories for new buildings in Neighborhood Commercial Nodes, in keeping with neighborhood character.
> 1.11.5 Encourage the development of medium- to high-density housing where appropriate within the boundaries of Neighborhood Commercial Nodes, preferably in mixed use buildings with commercial uses on the ground floor.

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

> 10.5.1 Smaller-scale, multi-family residential development is more appropriate along Community Corridors and Neighborhood Commercial Nodes.

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

Upon approval of the submitted applications, the project will conform to the applicable regulations of the C1 zoning district.

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

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

Public right-of-way separates the proposed development from surrounding properties on two sides and the building is 9 feet from the north lot line and 11 feet from the east lot line, meeting the setback requirements. Allowing the requested increase in story height will not impede access to light and air for the surrounding properties.

(2) Shadowing of residential properties, significant public spaces, or existing solar energy systems.
The building is within the allowable height of the C1 District. We will not shadow the closest residential building to the north in the R4.

(3) The scale and character of surrounding uses.
The scale and character of the proposed building is compatible with surrounding development. The height is comparable to buildings on the west and north of the site and only slightly higher than the tall twostory building to the east.

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

Variance for Front Yard Setback
Required Findings

The project is a C1 zoned parcel adjacent to a R4 use apartment to the north. The zoning code section 548.140 (b) (1) requires a front yard setback for a commercial district adjacent to a residential district to be equal to established residential setback or 15-0" whichever is less for a distance of 25 feet. We are requesting a variance from this setback requirement to 7'-11" at first floor and zero at 2nd and 3rd floors for the 16' of the required 25' (the current rear yard setback provides 9 of the required 25').

1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.
Practical difficulties exist for the building including a shallow site that precludes locating many support spaces (vehicular and bike parking) in an underground garage. The design of the building to include a modest amount of parking in the rear and on the interior of the building limits that available site area for common space residential or other active uses. In addition, the increased amount of bike parking that is provided within the building, further limits the available area. Therefore, the project is looking to use all of the available space on the ground floor and upper floors of the small site for active uses meeting the goals of small area plan and city land use policies.

2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.
The reduction in the setback is a reasonable accommodation for a small parcel it is appropriate on this corner lot in a Neighborhood Commercial Node. The development is a modestly scaled building designed to fit into the character of the other 3-story buildings on the street.

3) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.
The granting of the variance will not alter the essential character of the area or be injurious to the use or enjoyment of other properties. The size and scale of the building is in keeping with the predominant scale of buildings on the north, east and west of the parcel. Access to light, air and view will be preserved to adjacent apartment building to the north which would be 36' away (with rear yard setback variance). The project will be beneficial to the health, safety and welfare and to neighboring properties by redeveloping an automobile centered use and cleaning up a potentially contaminated site and providing new, market-rate housing in the Southeast Como Neighborhood along the community corridor.

Variance for Rear Yard Setback
Required Findings

The project is a C1 zoned parcel. The zoning code requires a 9' setback for a 3-story building. We are requesting a variance to 6'-0" to allow a 3' setback at the front yard where no setback is required. The additional space at the front yard will be utilized for landscaping to enhance the streetscape and provide a buffer between the first floor units and the street.

1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.
The depth of the site is limited in order to provide a building and site design that will meet the goals of the small area plan. The modest amount of parking that is being provided requires a minimum depth to meet code and locate active use areas located on the street frontage (also require a minimum dimension that is being proposed). We are proposing a reduction of the required 9' setback to a 6' rear yard setback and creation of a 3' front yard setback (where none is required) that will be a benefit to both the project and the community.

2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.
The reduction in the setback is a reasonable accommodation for a small parcel and it is appropriate on this lot on Como Avenue. The development is a modestly scaled building designed to fit into the character of the other 3-story buildings on the street and with the 3' set back on the front yard will enhance the streetscape.

3) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.
The granting of the variance will not alter the essential character of the area or be injurious to the use or enjoyment of other properties. The size and scale of the building is in keeping with the predominant scale of buildings on the north, east and west of the parcel. Access to light, air and view will be preserved to adjacent apartment building to the north which would be 36' away (with rear yard setback variance). The project will be beneficial to the health, safety and welfare and to neighboring properties by redeveloping an automobile centered use and cleaning up a potentially contaminated site and providing new, market-rate housing in the Southeast Como Neighborhood along the community corridor.

DJR
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333 Washington Avenue North, Suite 210, Union Plaza, Minneapolis, MN 55401
T: 612.676.2700 F: 612.676.2796 www.djr-inc.com

Variance for Side Yard Setback
Required Findings

The project is a C1 zoned parcel adjacent to a R4 use apartment to the north. The zoning code section 548.140 (b) (1) requires 9' side yard setback for a 3 story building. We are providing an 11' setback for the building however the transformer is located on the side yard to east and the property is adjacent to a residential mixed use building thus a variance for an obstruction in a required setback is required. We are requesting a variance for a 1'-0" setback from property line

1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.
Practical difficulties exist for the building including a shallow site that precludes locating support spaces (vehicular and bike parking) in an underground garage. The design of the building within the required setbacks utilizes all available site area for parking, common space, and residential uses. In addition, the increased amount of bike parking that is provided within the building, further limits the available area. Therefore, the project is looking to use all of the available space on the ground floor to meet the goals of small area plan and city land use policies. To provide the space for the transformer inside the required setback would seriously reduce the amenity space and unit count of the project.

2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.
The reduction in the setback is a reasonable accommodation for the transformer and is appropriate on this site on Como Avenue. The development is a modestly scaled building designed to fit into the character of the other 2 and 3-story buildings on the street.

3) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.
The granting of the variance will not alter the essential character of the area or be injurious to the use or enjoyment of other properties. The size and scale of the building is in keeping with the predominant scale of buildings on the north, east and west of the parcel. The transformer will be screened by landscaping and set back from the sidewalk on Como Avenue. The project will be beneficial to the health, safety and welfare and to neighboring properties by redeveloping an automobile centered use and cleaning up a potentially contaminated site and providing new, market-rate housing in the Southeast Como Neighborhood along the community corridor.

Variance for Parking
Required Findings

The parking requirements for the University Overlay district are 1 space for each two bedrooms. (Thus 15 parking spaces are required for the proposed 30 unit building. We are proposing 12 parking spaces.)

1) Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The unique circumstances were not created by persons presently having an interest in the property and are not based on economic considerations alone.
Practical difficulties exist to provide 15 parking spaces due to the size and configuration of the lot. As required by the overlay district, the parking is loaded at the rear of the lot and within the building. To find room for the additional 3 spaces would require replacing active uses areas from the street side with parking which would be contrary to the goals of the small area plan and City of Minneapolis land use policies.

2) The property owner or authorized applicant proposes to use the property in a reasonable manner that will be in keeping with the spirit and intent of the ordinance and the comprehensive plan.
The proposed reduction of 3 spaces is reasonable and consistent with the city's land use goals to reduce reliance on cars and encourage the use of bicycles and mass transit. The site is on bike and bus routes. A bike storage and repair center is located on the south side of the building in space that might otherwise be used for auto parking.

3) The proposed variance will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. If granted, the proposed variance will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties.
The granting of the parking variance will not alter the character of the area around the building or be injurious to the use or enjoyment of other properties. It is anticipated that many of the residents of the building will walk, utilize mass transit or bike to and from the University of Minnesota and do not want to use cars. The project with a reduced parking count will provide a needed housing type with a higher density in compliance with the City's land use policies.

VIEW FROM SOUTHWEST CORNER

PROJECT DESCRIPTION:

The proposed project is a redevelopment of the Como Imports Auto Repair shop at 1501 Como Ave. SE. The corner of Como Avenue SE and 15th Avenue.

The proposed building will be a 3-story 30-unit apartment building, a scale of project recommended in the small area plan for this section of Como Avenue. The first floor will have active uses along both the Como Avenue and the 15th Street sides in consideration of CEPTED standards. The entry and a common lounge area for residents is located at the corner. Outdoor seating will be provided during the summer. Four (4) units with entries from the street and a bicycle storage and repair room are located on the street side. Enclosed parking for 12 cars is located at the rear of the building.

Second and Third floors will have 13 units on each floor and units in the proposed project are primarily smaller one bedroom units (with 4 studios). These unit types will be marketed to graduate students and staff of the University of Minnesota, which is a goal of both the small area plan and the Southeast Como Neighborhood Organization housing strategy.

We are applying for the following:

- Site Plan Review
- Conditional Use Permit for Increased Height – from 2.5 to 3 stories (project is within 35' limit)
- Variance for Setback at front yard adjacent to a Resident District. From 15' to 7'-11" at the first floor and zero at the second and third floors.
- Variance for parking spaces from 15 required to 12 .

SITE AREA	10,565 sf
F.A.R	1.7 Allowed
10,565 x 1.7 = 17,960 x 1.2 density bonus (enclosed parking) =	21,552 allowed
Proposed Total Area - Garage = 24,749 - 4,809 =	19,940 proposed
BUILDING GROSS AREA	
MAIN LEVEL PLAN (including garage)	8,057 sf
2ND FLOOR:	8,346 sf
3RD FLOOR:	8,346 sf
BUILDING GROSS AREA GRAND TOTAL:	24,749 sf

UNIT DATA	1st	2nd	3rd	
STUDIO	0	2	2	4
1 BDRM	4	9	9	22
1 BR DEN	0	2	2	4
TOTAL:	4	13	13	30 units

BEDROOM COUNT: 30 bdrms

PARKING:	
PARKING PROVIDED:	12 stalls
BIKES RACKS INTERIOR:	33 Bikes
BIKES RACKS EXTERIOR:	6 Bikes

1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 19, 2016

Land Use Application

16-026.0

DJR ARCHITECTURE INC.

VIEW FROM NORTHWEST CORNER

VIEW FROM WEST

1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 19, 2016

Rendering

16-026.0

DJR ARCHITECTURE INC.

VIEW AT INTERSECTION OF COMO AND 15TH AVE.

VIEW FROM SOUTHEAST CORNER

1501 COMO AVE. SE APARTMENTS

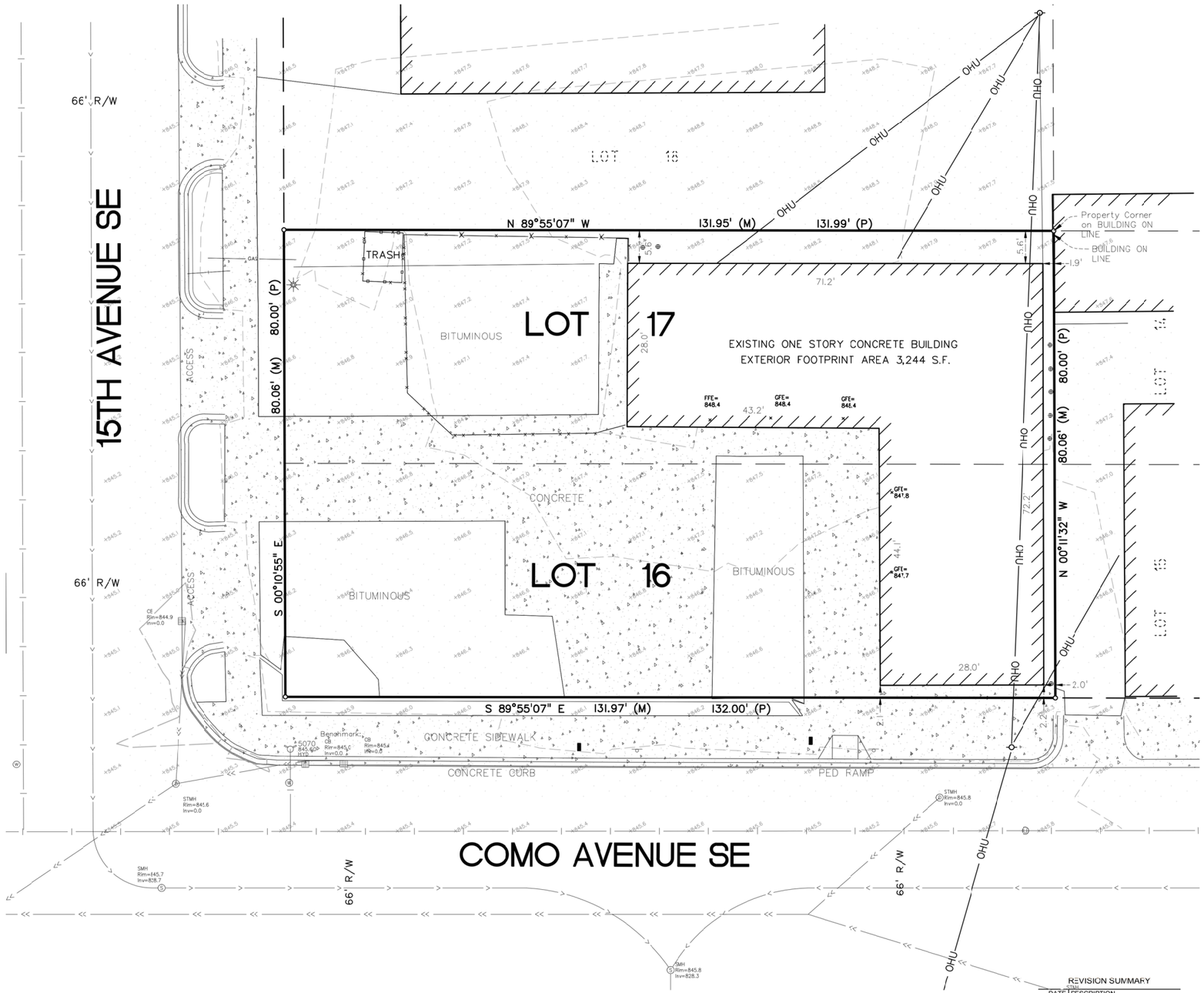
Minneapolis, MN

August 19, 2016

Rendering

16-026.0

DJR ARCHITECTURE INC.



DESCRIPTION OF PROPERTY SURVEYED

Lots 16 and 17, Block 6, Elwell's Addition to Minneapolis

ALTA/ACSM LAND TITLE SURVEY NOTES
(numbered per Table A)

1. Bearings are based on the Hennepin County Coordinate System.
2. Site Address: 1501 Como Avenue Southeast, Minneapolis, Minnesota.
3. This property is contained in Zone X (area determined to be outside the 0.2% annual chance floodplain) per Flood Insurance Rate Map No. 27053C376E, effective date of September 2, 2004.
4. The Gross land area is 10,565 square feet.
5. Elevations as shown hereon are based on the rim of the catch basin located in the northeast quadrant of Como and 15th having a rim elevation of 845.0 feet, as shown hereon
6. The current Zoning for the subject property is C1 (Neighborhood Commercial District) per the City of Minneapolis's zoning map updated October 5. 2011. The setback, height, and floor space area restrictions for said zoning designation were obtained from City of Minneapolis Municipal Code, Chapter 548, Articale II, found on their web site on the date of January 11. 2016 and are as follows:
   Setbacks: Front, none; side, none; rear, 5 feet adjacent to residential.
   Maximum height: 2.5 stories or 35 feet, which ever is less.
   Maximum floor area: 4,000 s.f.

   Please note that the general restrictions for the subject property may have been amended through a city process. We could be unaware of such amendments if they are not in a recorded document provided to us. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site.

11(a). We have shown the location of utilities on the surveyed property by observed evidence only

SURVEY REPORT

1. This map and report was prepared with the benefit of a Commitment for Title Insurance issued by Commercial Partners Title Insurance Company as agent for Stewart Title Guaranty Company, File No. 50099, First Supplemental, dated November 18, 2015. We note the following with regards to Schedule B of the herein referenced Title Commitment
   a. Item no.'s 1-8 are not survey related.
2. Conflicts such as (but not limited to): encroachments, protrusions, access, occupation, and easements and/or servitudes:
   a. Overhead utilities along the easterly portion of the site are crossing the subject property without an easement as shown hereon.

ALTA CERTIFICATION

To: CPM Development LLC; Riverview Bank, its successor and/or assigns as their respective interest may appear; DGM Holdings, LLC, a Minnesota liability company and Commercial Partners Title, LLC, as agent for Stewart Title Guaranty Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1,2, 3, 4, 6, 8, 9, 11(a) of Table A thereof. The field work was completed on January 5th, 2016

Dated this 12th day of January, 2016

Rory L. Synstelien — Minnesota License No. 44565
rory@htpo.com

MINNESOTA CERTIFICATION

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

Dated this 12th day of January, 2016

Rory L. Synstelien — Minnesota License No. 44565
rory@htpo.com

Linetype & Symbol Legend

(M) MEASURED DISTANCE
(P) PLAT DISTANCE
R/W RIGHT
FO — FIBER OPTIC
GAS — GASMAIN
WATERMAIN
SANITARY SEWER
STORM SEWER
OHU — OVERHEAD UTILITIES
TEL — TELEPHONE LINE
ELE — ELECTRIC LINE
CTV — CABLE LINE
GUARDRAIL
WOODEN FENCELINE
CHAINLINK FENCELINE
BARBED WIRE FENCE
BLOCK RET WALL
WATER MANHOLE
WATER VALVE
SET IRON MONUMENT
LIGHT
UTILITY MANHOLE
SIGN
SANITARY MANHOLE
STORM MANHOLE
TELEPHONE BOX
TELEPHONE MANHOLE
ELECTRIC TRANSFORMER
TRAFFIC SIGNAL
TRAFFIC LIGHT
CABLE TV BOX
ELECTRICAL METER
GAS METER
WATER METER
FOUND IRON MONUMENT
POWER POLE
AIR CONDITIONER
BOLLARD
SOIL BORING
CATCH BASIN
CB BEEHIVE
CLEAN OUT
ELECTRIC BOX
ELECTRIC MANHOLE
FLAG POLE
FLARED END SECTION
GAS VALVE
HANDICAP SYMBOL
HANDHOLE
HYDRANT
CAST IRON MONUMENT

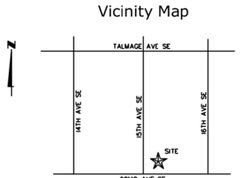
Scale in feet
0 10 20 30
1 INCH = 10 FEET

REVISION SUMMARY

DATE	DESCRIPTION

SITE SURVEY

Vicinity Map



No Scale

C0.1

ALTA/ACSM Land Title Survey

1501 Como Ave Minneapolis, MN

Engineering • Surveying
Landscape Architecture
HANSEN THORP PELLINEN OLSON, Inc.
7510 Market Place Drive • Eden Prairie, MN 55344
952-829-0700 • 952-829-7806 fax

Revision
7-11-16 added Topo
7-15-16 Utilities

Project No. 15-112
Drawn by LP
Checked by RLS
Book/Page
Date:
Client: Civil Site Group

FILE: P:\2015\15-112\Dwg\15-112 Como Ave-Topo.dwg LAYOUT: 22x34-Surv
SCALE: 0 DATE/TIME: Jul 15, 2016 - 2:39pm
USER: Rory XREF(s):

1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 19, 2016

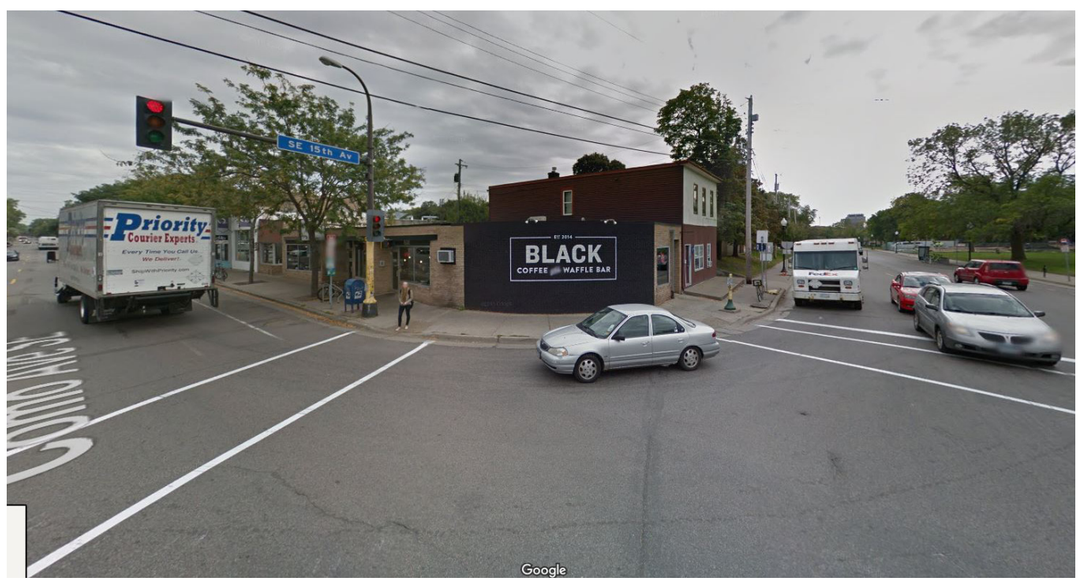
Site Context

16-026.0

DJR ARCHITECTURE INC.

EXISTING SITE

VIEW LOOKING SW FROM SITE



VIEW LOOKING SE FROM SITE

1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 19, 2016

Street View Context

16-026.0

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VIEW FROM EAST LOOKING AT SITE

BUILDING WEST OF SITE

BUILDING SOUTH OF SITE

1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 19, 2016

Street View Context

16-026.0

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1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 19, 2016

Overall Site Plan

16-026.0

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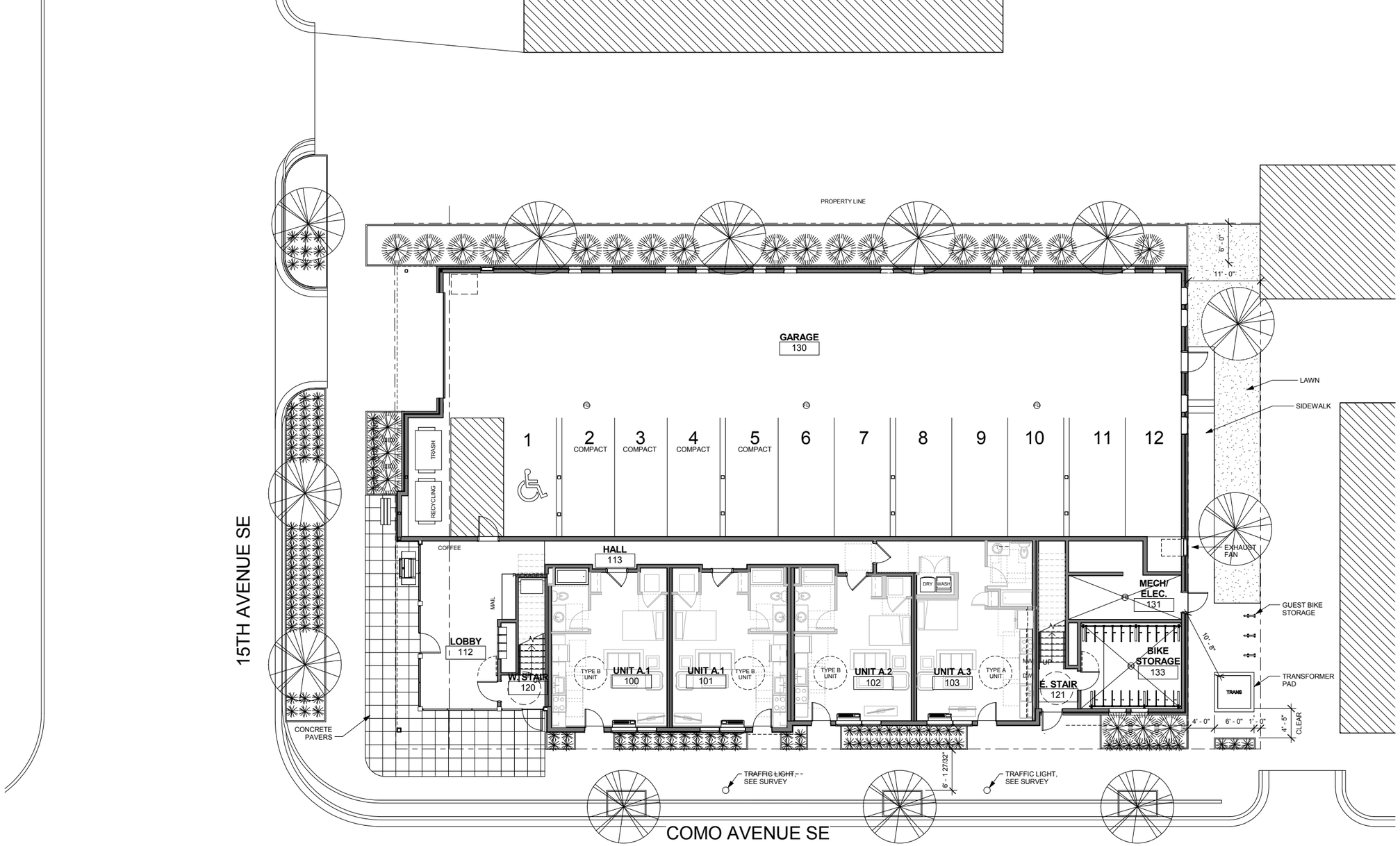

SCALE: 1/16" = 1'-0"

1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 30, 2016

Site Plan - Transformer Location

16-026.0

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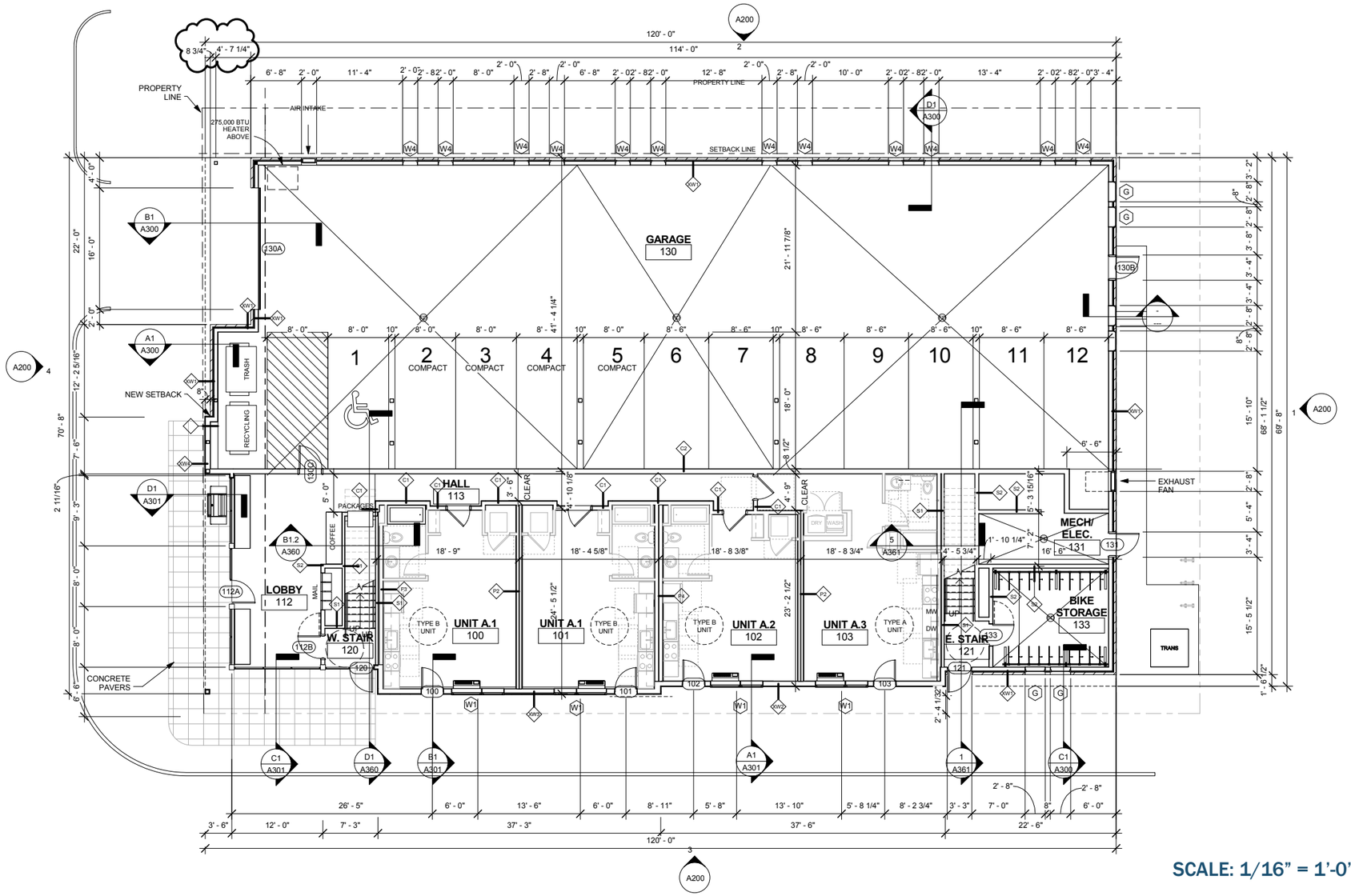

SCALE: 1/16” = 1’-0”

1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 30, 2016

L1 Plan - Material Transition

16-026.0

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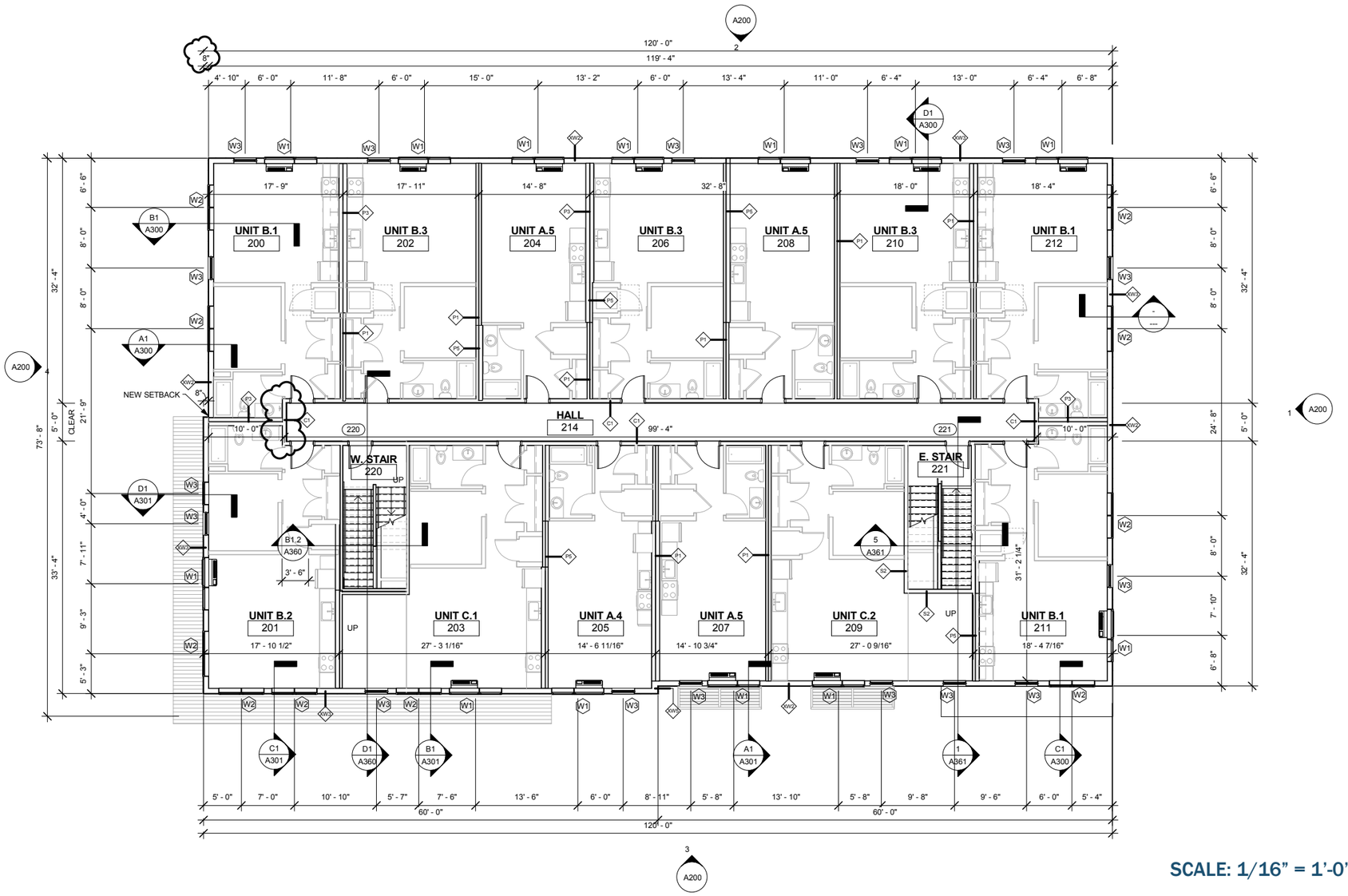

1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 30, 2016

L2 Plan - Material Transition

16-026.0

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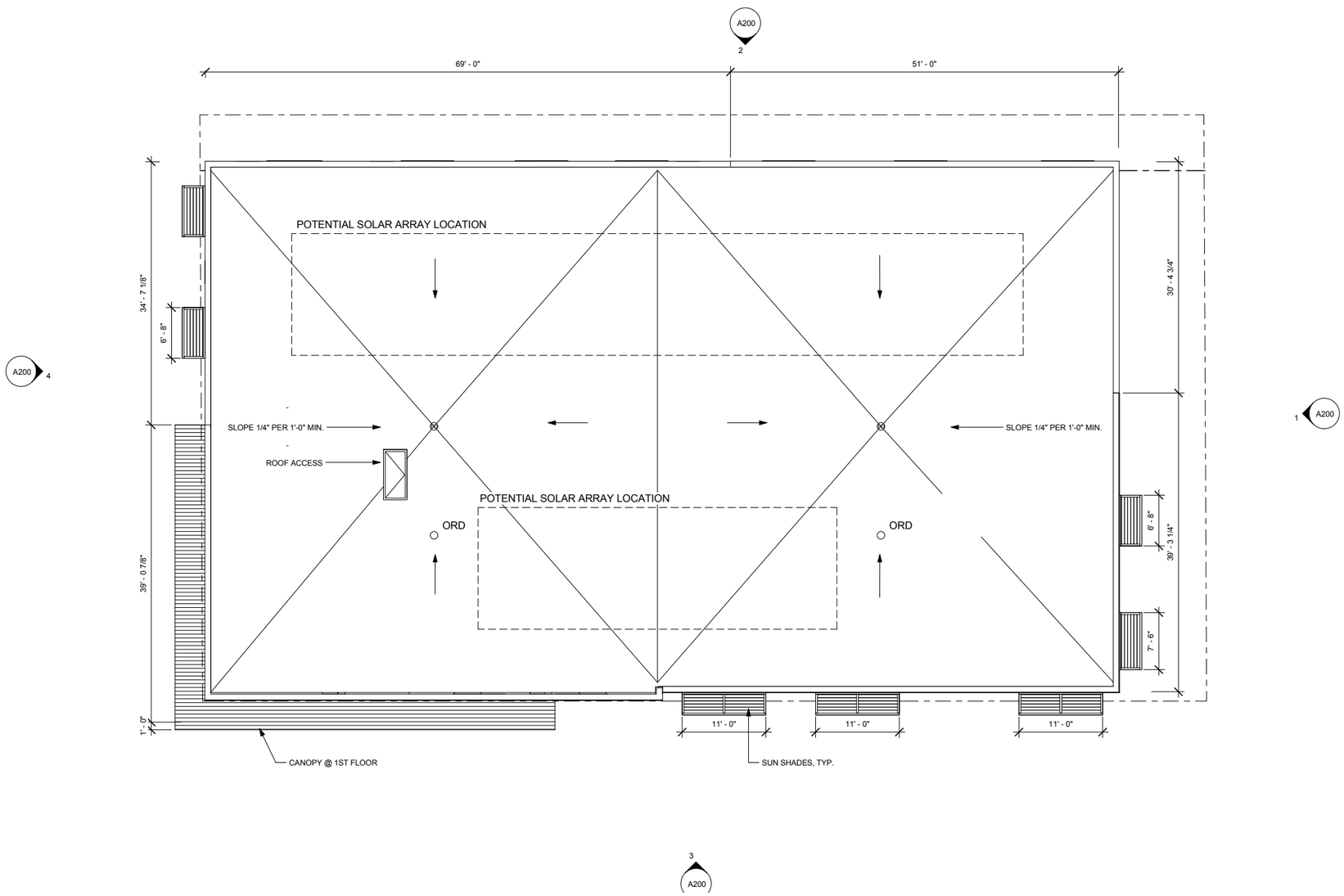


1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 19, 2016

Roof Plan

16-026.0

DJR ARCHITECTURE INC.

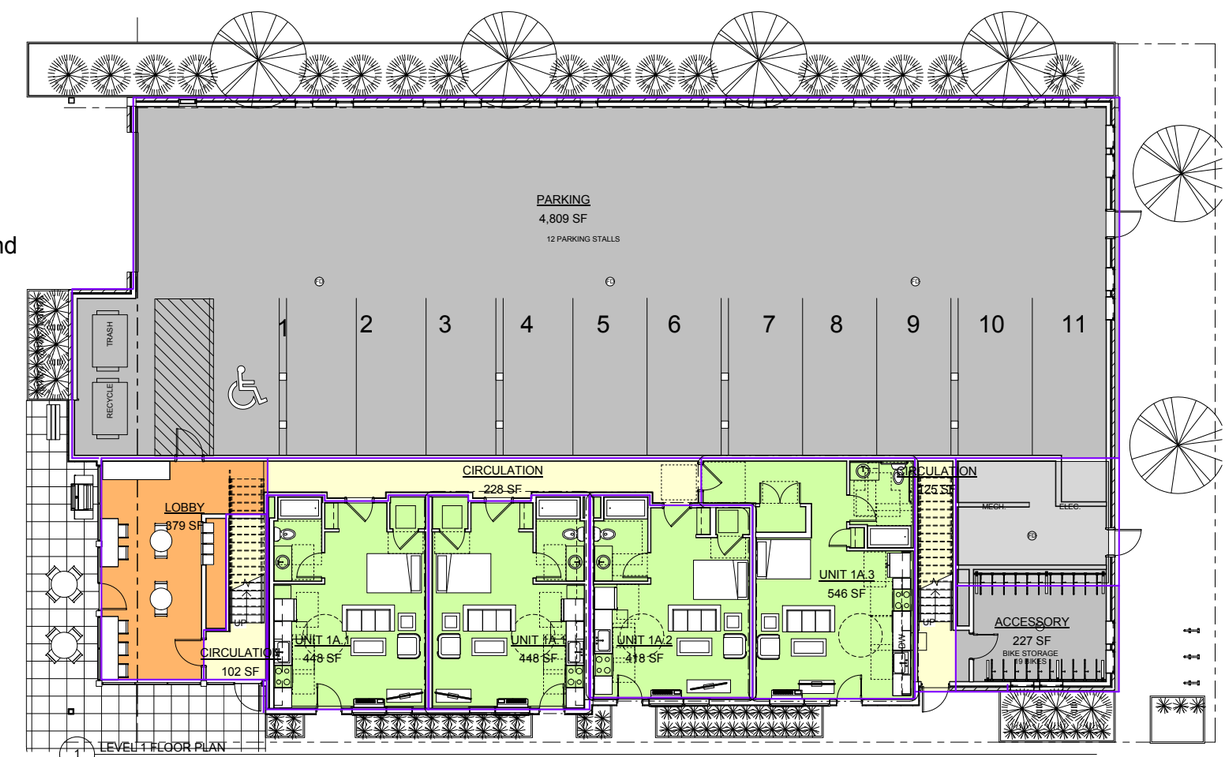
Rentable Area Legend

- CIRCULATION
- UNIT 1A.4
- UNIT 1A.5
- UNIT 1B.1
- UNIT 1B.2
- UNIT 1B.3
- UNIT 1C.1
- UNIT 1C.2

2 LEVELS 2 & 3 FLOOR PLAN
1/8" = 1'-0"

Rentable Area Legend

- ACCESSORY
- CIRCULATION
- LOBBY
- PARKING
- UNIT 1A.1
- UNIT 1A.2
- UNIT 1A.3



1 LEVEL 1 FLOOR PLAN
1/8" = 1'-0"

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Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

CIVIL
Civil Site Group
4931 W. 35th St. #200
St. Louis Park, MN 55416
Contact: David Kosalko, Civil Engineer
Phone: 763-234-7523
Email: dkosalko@civilsitegroup.com

STRUCTURAL
Erickson Roeck & Associates
2550 University Ave. West #201-S
St. Paul, MN 55114
Contact: Tom Roeck, PE
Phone: 651-144-6145
E-mail: troeck@erdeng.com

CONTRACTOR
Reuter Walton
2919 Knox Ave. South #200
Minneapolis, MN 55408
Contact: Matt Proffitt
Phone: 612-876-4384
E-mail: matt@reuterwalton.com

CLIENT
CPM Development
2919 Knox Ave. South #200
Minneapolis, MN 55408
Contact: David Chandler
Phone: 612-845-4973
Email: dchandler@reuterwalton.com

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

Approved:
PRINT NAME

SIGNATURE
Designer
REGISTRATION NUMBER DATE 8.19.16

Project #: 16-026
Date: 8.19.16
Drawn by: TH
Checked by: SN

Issue: PDR Set
Date: 7-18-2016

COMO APARTMENTS
1501 Como Avenue Minneapolis, MN

RENTABLE AREA PLANS

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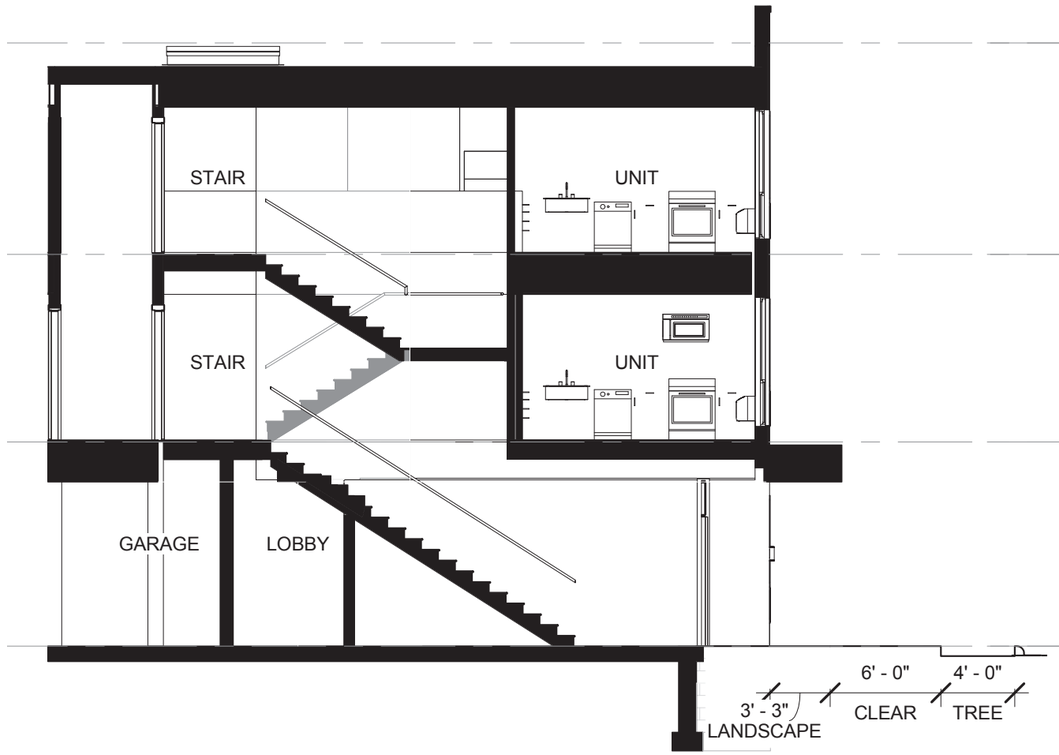
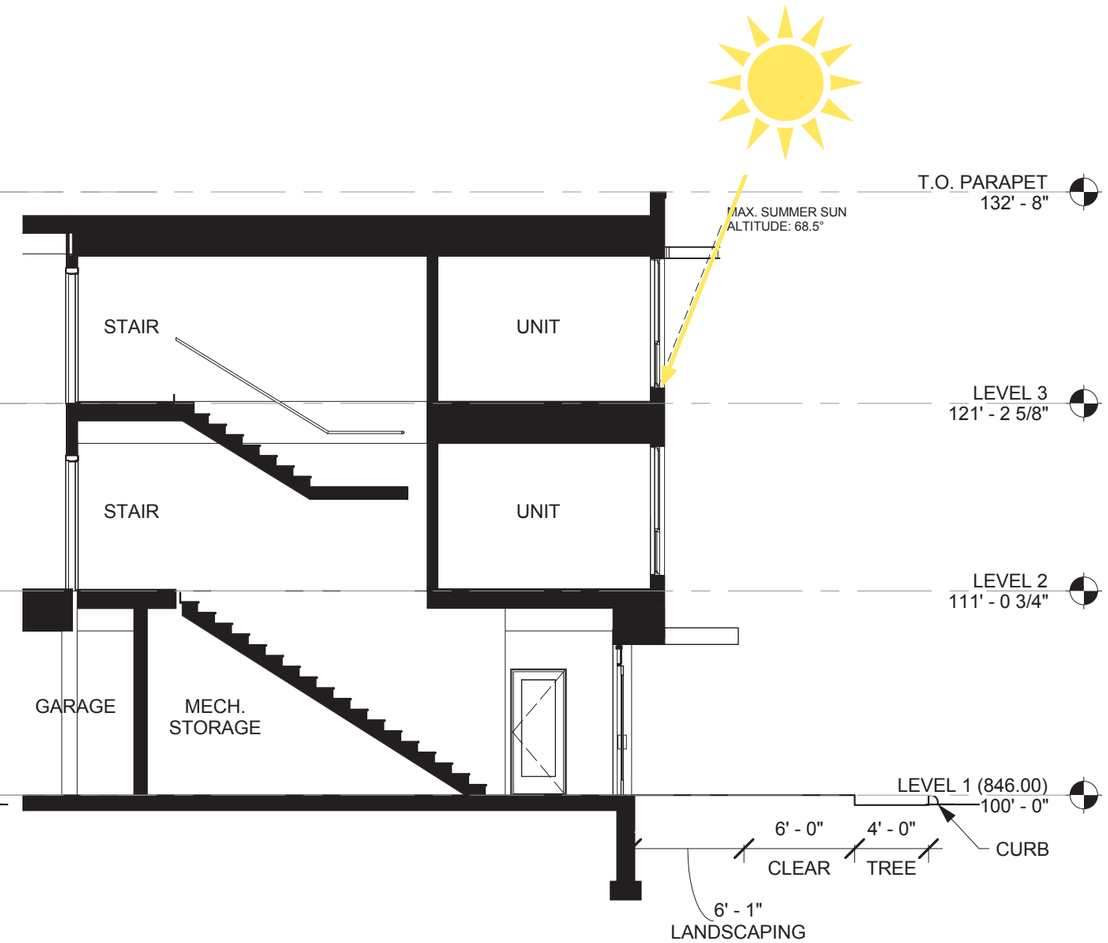
A100



SECTION THROUGH WEST STAIR



SECTION THROUGH EAST STAIR

1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 19, 2016

SECTION DIAGRAM

16-026.0

DJR
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SOUTH ELEVATION

EAST ELEVATION

WEST ELEVATION

NORTH ELEVATION

1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 19, 2016

Elevations

16-026.0 SCALE: 1/16" = 1'-0"

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

1501 COMO AVE. SE APARTMENTS

Minneapolis, MN

August 30, 2016

West Elevation - Material Transition

16-026.0

DJR
ARCHITECTURE INC.

1501 COMO AVE SE RESIDENTIAL BUILDING

MINNEAPOLIS, MINNESOTA

CIVIL ENGINEERING & LANDSCAPE ARCHITECTURE PLAN SET

ISSUED FOR: LAND USE APPLICATION

SITE LOCATION MAP

DEVELOPER / PROPERTY OWNER:

CPM DEVELOPMENT
2919 KNOX AVE. SOUTH, SUITE 200,
MINNEAPOLIS, MN 55408

ENGINEER / LANDSCAPE ARCHITECT:

CIVIL SITE GROUP
4931 W 35TH STREET
SUITE 200
ST LOUIS PARK, MN 55416
612-615-0060

SURVEYOR:

HTPO, INC.
7510 MARKEY PLACE DRIVE
EDEN PRAIRIE, MN 55344
(952) 829-0700

GEOTECHNICAL ENGINEER:

MASTER LEGEND:

932	EX. 1' CONTOUR ELEVATION INTERVAL
x 932.0	EXISTING SPOT GRADE ELEVATION
939	PROPOSED 1' CONTOUR ELEVATION INTERVAL
932.0	SPOT GRADE ELEVATION (GUTTER/FLOW LINE UNLESS OTHERWISE NOTED)
932.0BC / 932.0TC	SPOT GRADE ELEVATION BACK OF CURB (TOP OF CURB)
932.0TW	SPOT GRADE ELEVATION TOP OF WALL
932.0BW	SPOT GRADE ELEVATION BOTTOM OF WALL
	DRAINAGE ARROW
EOF	EMERGENCY OVERFLOW
	SILT FENCE / GRADING LIMIT
	INLET PROTECTION
	STABILIZED CONSTRUCTION ENTRANCE
	SOIL BORING LOCATION
T.O	CURB AND GUTTER (T.O = TIP OUT)
	PROPOSED MANHOLE STORM
	PROPOSED CATCH BASIN OR CATCH BASIN MANHOLE STORM
	PROPOSED GATE VALVE
	PROPOSED FIRE HYDRANT
S	PROPOSED MANHOLE SANITARY
	PROPOSED SIGN
	PROPOSED LIGHT
	PROPOSED SANITARY SEWER
	PROPOSED STORM SEWER
	PROPOSED WATER MAIN
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER
	EXISTING WATER MAIN
G	EXISTING GAS MAIN
E	EXISTING UNDERGROUND ELECTRIC
C	EXISTING UNDERGROUND CABLE

EXISTING MANHOLE	EXISTING ELECTRIC BOX
EXISTING CATCH BASIN	EXISTING LIGHT
EXISTING HYDRANT	EXISTING GAS METER
EXISTING STOPBOX	EXISTING GAS VALVE
EXISTING GATE VALVE	

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

SHEET INDEX

SHEET NUMBER	SHEET TITLE
C0.0	TITLE SHEET
C0.1	SITE SURVEY
C1.0	REMOVALS PLAN
C2.0	SITE PLAN
C3.0	GRADING PLAN
C4.0	UTILITY PLAN
C5.0	DETAILS
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L1.0	LANDSCAPE PLAN
SW1.0	STORM WATER POLLUTION PREVENTION PLAN - EXISTING CONDITIONS
SW1.1	STORM WATER POLLUTION PREVENTION PLAN - PROPOSED CONDITIONS
SW1.2	STORM WATER POLLUTION PREVENTION PLAN - DETAILS
SW1.3	STORM WATER POLLUTION PREVENTION PLAN - NARRATIVE

CivilSite GROUP
4931 W. 35TH ST, SUITE 200
ST. LOUIS PARK, MN 55416
CivilSiteGroup.com
Matt Pavek 763-213-3944
Pat Sarver 952-250-2003

DJR ARCHITECTURE, INC
333 Washington Ave N., Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

PROJECT
1501 COMO AVE. RESIDENTIAL DEVELOPMENT
1501 COMO AVE SOUTHEAST, MINNEAPOLIS, MN
CPM DEVELOPMENT
2919 KNOX AVE. SOUTH, SUITE 200, MINNEAPOLIS, MN 55408

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

Matthew R. Pavek
DATE 8/19/16 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
7/15/16	PDR SUBMITTAL
8/4/16	LAND USE APPLICATION
8/19/16	REVISED LAND USE APPLICATION

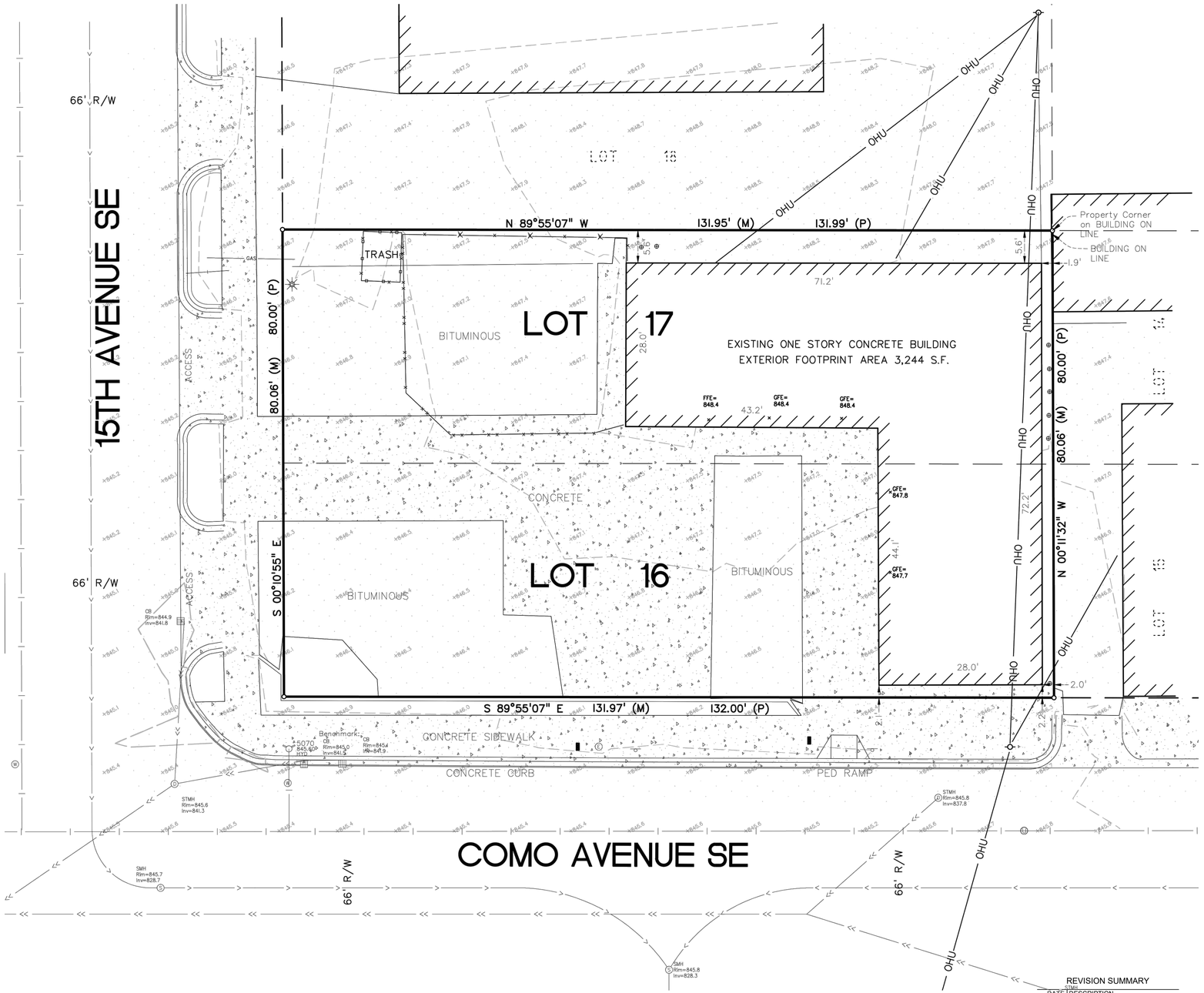
REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NO. 15128

TITLE SHEET

C0.0



DESCRIPTION OF PROPERTY SURVEYED

Lots 16 and 17, Block 6, Elwell's Addition to Minneapolis

ALTA/ACSM LAND TITLE SURVEY NOTES
(numbered per Table A)

1. Bearings are based on the Hennepin County Coordinate System.
2. Site Address: 1501 Como Avenue Southeast, Minneapolis, Minnesota.
3. This property is contained in Zone X (area determined to be outside the 0.2% annual chance floodplain) per Flood Insurance Rate Map No. 27053C376E, effective date of September 2, 2004.
4. The Gross land area is 10,565 square feet.
5. Elevations as shown hereon are based on the rim of the catch basin located in the northeast quadrant of Como and 15th having a rim elevation of 845.0 feet, as shown hereon.
6. The current Zoning for the subject property is C1 (Neighborhood Commercial District) per the City of Minneapolis's zoning map updated October 5. 2011. The setback, height, and floor space area restrictions for said zoning designation were obtained from City of Minneapolis Municipal Code, Chapter 548, Articale II, found on their web site on the date of January 11, 2016 and are as follows:
   Setbacks: Front, none; side, none; rear, 5 feet adjacent to residential.
   Maximum height: 2.5 stories or 35 feet, which ever is less.
   Maximum floor area: 4,000 s.f.

   Please note that the general restrictions for the subject property may have been amended through a city process. We could be unaware of such amendments if they are not in a recorded document provided to us. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site.

11(a). We have shown the location of utilities on the surveyed property by observed evidence only

SURVEY REPORT

1. This map and report was prepared with the benefit of a Commitment for Title Insurance issued by Commercial Partners Title Insurance Company as agent for Stewart Title Guaranty Company, File No. 50099, First Supplemental, dated November 18, 2015. We note the following with regards to Schedule B of the herein referenced Title Commitmen
   a. Item no.'s 1-8 are not survey related.
2. Conflicts such as (but not limited to): encroachments, protrusions, access, occupation, and easements and/or servitudes:
   a. Overhead utilities along the easterly portion of the site are crossing the subject property without an easement as shown hereon.

ALTA CERTIFICATION

To: CPM Development LLC; Riverview Bank, its successor and/or assigns as their respective interest may appear; DGM Holdings, LLC, a Minnesota liability company and Commercial Partners Title, LLC, as agent for Stewart Title Guaranty Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1,2, 3, 4, 6, 8, 9, 11(a) of Table A thereof. The field work was completed on January 5th, 2016

Dated this 12th day of January, 2016

Rory L. Syngelstun — Minnesota License No. 44565
rory@htpo.com

MINNESOTA CERTIFICATION

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

Dated this 12th day of January, 2016

Rory L. Syngelstun — Minnesota License No. 44565
rory@htpo.com

Linetype & Symbol Legend

(M) MEASURED DISTANCE
(P) PLAT DISTANCE
R/W RIGHT
FIBER OPTIC
GASMAIN
WATERMAIN
SANITARY SEWER
STORM SEWER
OVERHEAD UTILITIES
TELEPHONE LINE
ELECTRIC LINE
CABLE LINE
GUARDRAIL
WOODEN FENCELINE
CHAINLINK FENCELINE
BARBED WIRE FENCE
BLOCK RET WALL
WATER MANHOLE
WATER VALVE
SET IRON MONUMENT
LIGHT
UTILITY MANHOLE
SIGN
SANITARY MANHOLE
STORM MANHOLE
TELEPHONE BOX
TELEPHONE MANHOLE
ELECTRIC TRANSFORMER
TRAFFIC SIGNAL
TRAFFIC LIGHT
CABLE TV BOX
ELECTRICAL METER
GAS METER
WATER METER
FOUND IRON MONUMENT
POWER POLE
AIR CONDITIONER
BOLLARD
SOIL BORING
CATCH BASIN
CB BEEHIVE
CLEAN OUT
ELECTRIC BOX
ELECTRIC MANHOLE
FLAG POLE
FLARED END SECTION
GAS VALVE
HANDICAP SYMBOL
HANDHOLE
HYDRANT
CAST IRON MONUMENT

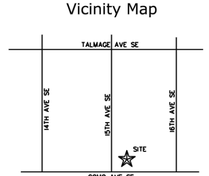
Scale in feet
0 10 20 30
1 INCH = 10 FEET

REVISION SUMMARY

DATE	DESCRIPTION

SITE SURVEY

Vicinity Map



No Scale

ALTA/ACSM Land Title Survey

1501 Como Ave Minneapolis, MN

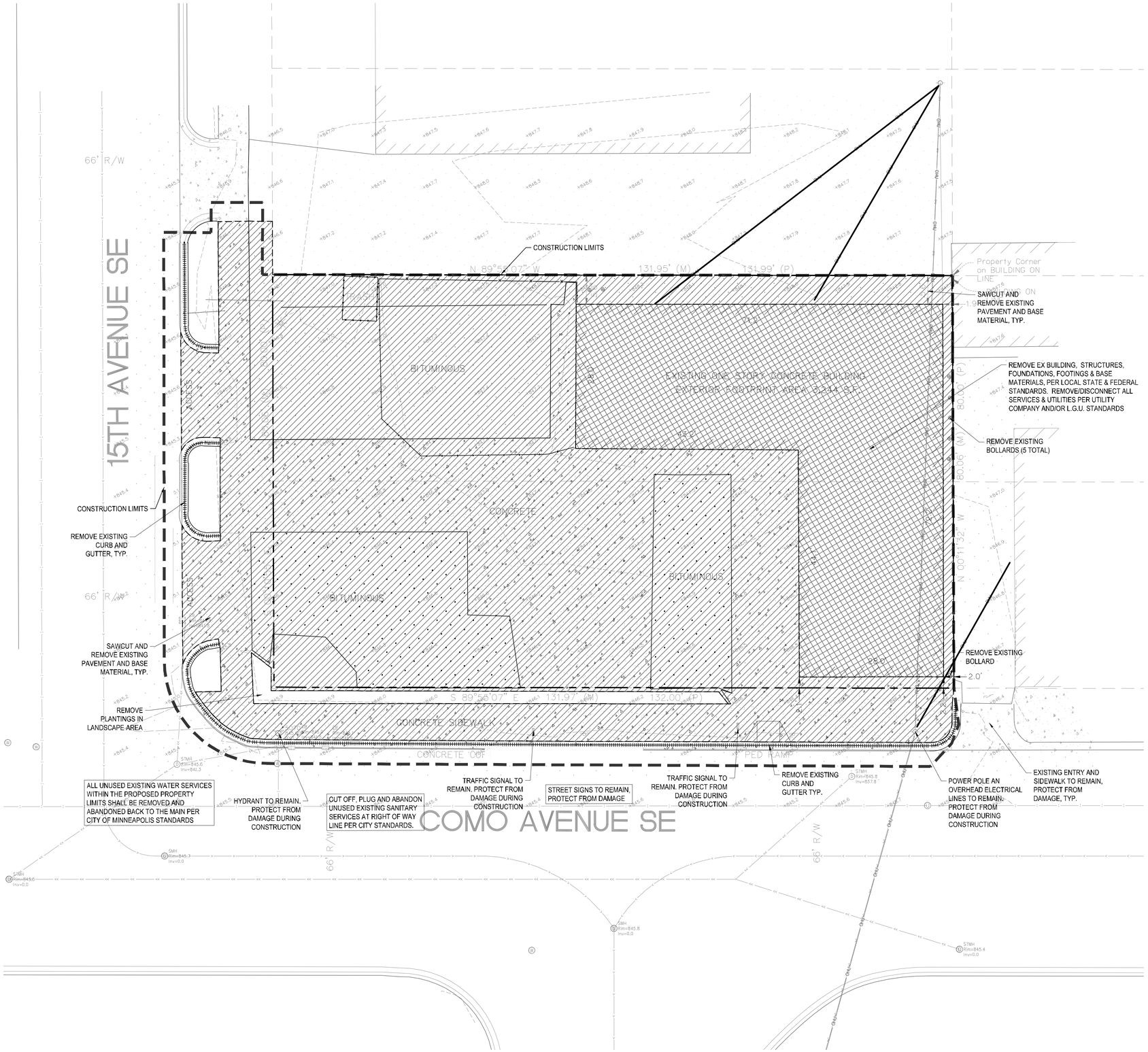
Engineering • Surveying
Landscape Architecture
HANSEN THORP PELLINEN OLSON, Inc.
7510 Market Place Drive • Eden Prairie, MN 55344
952-829-0700 • 952-829-7806 fax

Revision
7-11-16 added Topo
7-15-16 Utilities
7-18-16 Inverts
7-20-16 Inverts

Project No. 15-112
Drawn by LP
Checked by RLS
Book/Page
Date:
Client: Civil Site Group

C0.1

FILE: P:\2015\15-112\Dwg\15-112 Como Ave-Topo.dwg LAYOUT: 22x34-Surv
SCALE: 0 DATE/TIME: Jul 20, 2016 - 3:34pm
USER: Rory XREF(s):



OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT

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

OWNER: _____

DEVELOPER: _____

CONTRACTOR: _____

OWNER INFORMATION

OWNER: CPM DEVELOPMENT
2919 KNOX AVE. SOUTH, SUITE 200,
MINNEAPOLIS, MN 55408

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. RESERVED FOR CITY SPECIFIC REMOVAL NOTES.

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0-SW1.3

REMOVALS LEGEND:

- - - - - 932 - - - - - - - EX. 1' CONTOUR ELEVATION INTERVAL

REMOVAL OF PAVEMENT AND ALL BASE MATERIAL, INCLUDING BIT., CONC., AND GRAVEL PVMTS.

REMOVAL OF STRUCTURE INCLUDING ALL FOOTINGS AND FOUNDATIONS.

TREE PROTECTION

TREE REMOVAL - INCLUDING ROOTS AND STUMPS

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"

CivilSite GROUP
4931 W. 35TH ST. SUITE 200
ST. LOUIS PARK, MN 55416
CivilSiteGroup.com
Matt Pavek 763-213-3944
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8/19/16	REVISED LAND USE APPLICATION

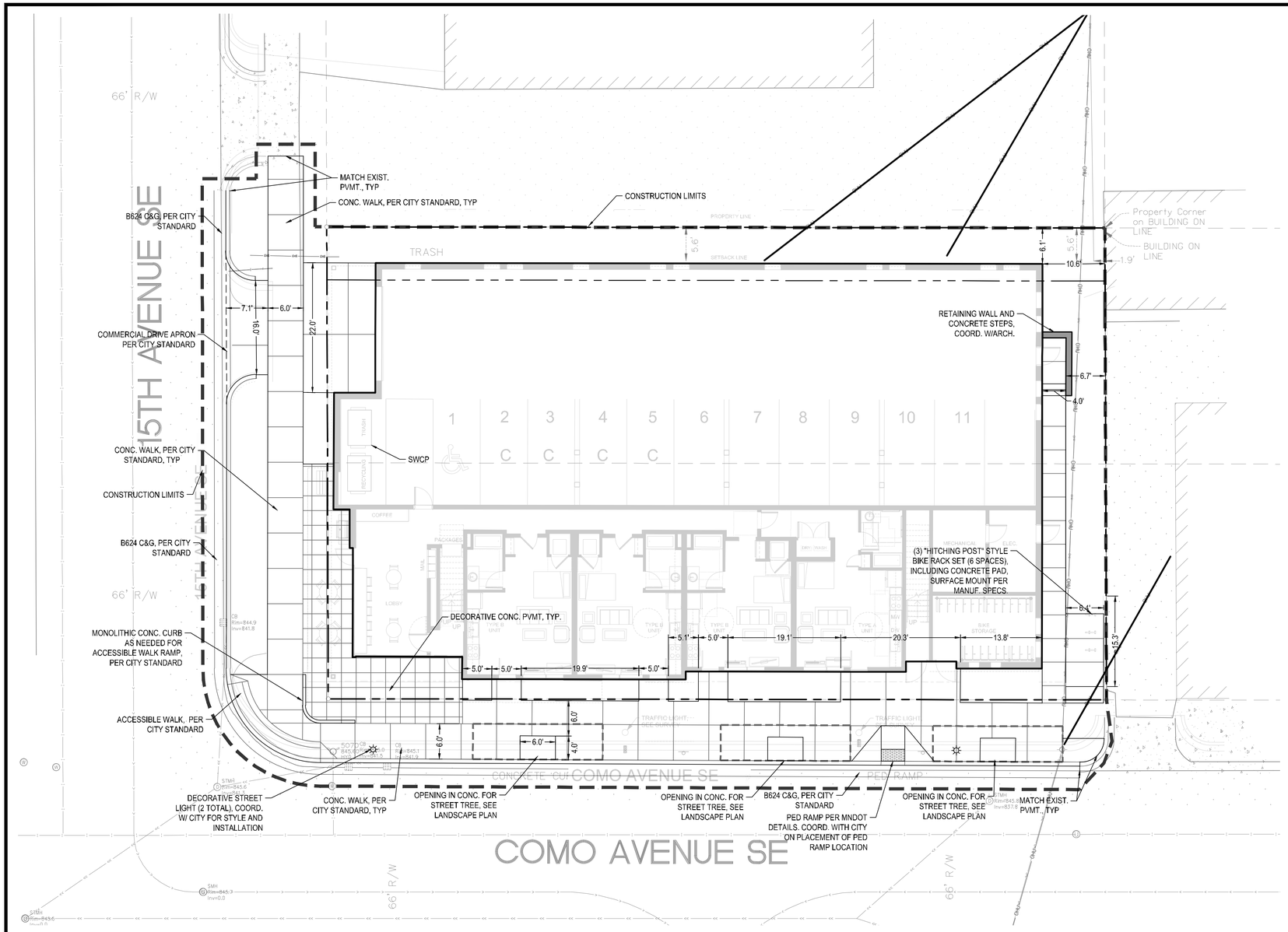
REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NO. 15128

REMOVALS PLAN

C1.0



OWNER INFORMATION

OWNER: CPM DEVELOPMENT
2919 KNOX AVE. SOUTH, SUITE 200,
MINNEAPOLIS, MN 55408

OPERATIONAL NOTES:

1. ALL SNOW WILL EITHER BE PLOWED TO THE LANDSCAPED AREAS OR WILL BE REMOVED FROM SITE AT EACH PLOWING
2. TRASH REMOVAL AND REGULAR DELIVERIES SHALL OCCUR AT THE GARAGE ENTRANCE DRIVE.

CITY COORDINATION NOTES:

1. TRAFFIC & PARKING

1.1. COORDINATE WITH BILL PRINCE, CITY OF MINNEAPOLIS, (612) 673-3901 FOR ALL WORK REGARDING STREET LIGHTING AND ELECTRICAL SYSTEMS. STREET LIGHTING INSTALLED AS PART OF THE PROJECT SHALL BE INSPECTED BY THE CITY, CONTACT DAVE PREHALL (612) 673-5759. ANY LIGHTING INSTALLATIONS NOT MEETING CITY SPECIFICATIONS WILL BE REQUIRED TO BE REINSTALLED AT CONTRACTOR'S EXPENSE.

1.2. COORDINATE WITH BOB BOBLETT CITY OF MINNEAPOLIS, (612) 673-2428 FOR ALL ISSUES REGARDING WORK IN AND ADJACENT TO CITY RIGHTS-OF-WAY. AN ENCROACHMENT PERMIT SHALL BE REQUIRED FOR ALL STREETSCAPE ELEMENTS IN THE PUBLIC ROW. ANY ELEMENTS OF AN EARTH RETENTION SYSTEM AND RELATED OPERATIONS WILL REQUIRE AN ENCROACHMENT PERMIT. ANY EXCAVATIONS THAT FALL WITHIN THE PUBLIC ROW WILL REQUIRE A ROW EXCAVATION PERMIT.

1.3. COORDINATE WITH SCOTT KRAMER, CITY OF MINNEAPOLIS, (612) 673-2383 REGARDING ANY WORK THAT IS PERFORMED IN THE RIGHT-OF-WAY. AN OBSTRUCTION PERMIT WILL BE REQUIRED FOR ALL WORK IN THE RIGHT-OF-WAY. CONTACT SCOTT KRAMER REGARDING DETAILS OF SIDEWALK AND LANE CLOSURES.

1.4. COORDINATE WITH CRAIG PINKALLA, CITY OF MINNEAPOLIS, (612) 499-9233 FOR ALL WORK REGARDING REMOVAL OR PROTECTION OF TREES DURING CONSTRUCTION IN THE CITY RIGHT-OF-WAY.

1.5. COORDINATE WITH PAUL CAO, CITY OF MINNEAPOLIS, (612) 673-2943 FOR ALL WORK REGARDING BIKE RACKS IN THE CITY RIGHT-OF-WAY.

1.6. COORDINATE WITH ALLAN KLUGMAN, CITY OF MINNEAPOLIS, (612) 673-5750 PRIOR TO CONSTRUCTION FOR THE TEMPORARY REMOVAL/RELOCATION OF ANY CITY OF MINNEAPOLIS SIGNAL SYSTEM. ALL COSTS FOR RELOCATION AND/OR REPAIR OF CITY TRAFFIC SHALL BE BORNE BY THE CONTRACTOR.

1.7. COORDINATE WITH DOUG MADAY, CITY OF MINNEPOLIS, (612) 673-5755 PRIOR TO CONSTRUCTION FOR THE REMOVAL OR RELOCATION OF ANY CITY OF MINNEAPOLIS RIGHT-OF-WAY SIGNS.

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.

3. FORESTRY DEPARTMENT

3.1. TO PROTECT ROOT ZONES, NO CONSTRUCTION EQUIPMENT OR MATERIALS SHALL BE PLACED, PARKED, OR STORED ON ANY UNPAVED AREA WITHIN THE DRIP LINE OF ANY CITY OWNED TREE. NO CHEMICALS OR PETROLEUM PRODUCTS SHALL BE DEPOSITED ON ANY UNPAVED AREA IN THE CITY RIGHT-OF-WAY.

3.2. ANY TREE ROOTS ENCOUNTERED ARE TO BE CLEANLY CUT USING HAND TOOLS.

3.3. NO OPEN EXCAVATION OR BORE PITS ALLOWED WITHIN 8 FEET OF CITY STREET TREES.

3.4. CARE SHALL BE TAKEN NOT TO DAMAGE TREE TRUNKS OR BRANCHES. CONTRACTOR MUST CONTACT FORESTRY DEPARTMENT INSPECTIONS (CRAIG PINKALLA) AT (612) 499-9233 AT LEAST 3 DAYS PRIOR TO STARTING WORK TO DISCUSS PROBLEMS OF OVERHANGING BRANCHES THAT MAY BE DAMAGED.

CITY OF MINNEAPOLIS SITE SPECIFIC NOTES:

1. RESERVED FOR CITY SPECIFIC NOTES.

SITE AREA CALCULATIONS:

SITE AREA CALCULATIONS

	EXISTING		PROPOSED	
BUILDING COVERAGE	3,244 SF	30.7%	8,058 SF	76.3%
ALL PAVEMENTS	7,182 SF	68.0%	985 SF	9.3%
ALL NON-PAVEMENTS	139 SF	1.3%	1,522 SF	14.4%
TOTAL SITE AREA	10,565 SF	100.0%	10,565 SF	100.0%
IMPERVIOUS SURFACE				
EXISTING CONDITION	10,426 SF	98.7%		
PROPOSED CONDITION	9,043 SF	85.6%		
DIFFERENCE (EX. VS PROP.)	-1,383 SF	-13.1%		
IMPERVIOUS TOTAL	9,043 SF	85.6%		

SITE LAYOUT NOTES:

1. CONTRACTOR SHALL VERIFY LOCATIONS AND LAYOUT OF ALL SITE ELEMENTS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, LOCATIONS OF EXISTING AND PROPOSED PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES, BUILDINGS AND PAVEMENTS. CONTRACTOR IS RESPONSIBLE FOR FINAL LOCATIONS OF ALL ELEMENTS FOR THE SITE. ANY REVISIONS REQUIRED AFTER COMMENCEMENT OF CONSTRUCTION, DUE TO LOCATIONAL ADJUSTMENTS SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. ADJUSTMENTS TO THE LAYOUT SHALL BE APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF MATERIALS. STAKE LAYOUT FOR APPROVAL.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, INCLUDING A RIGHT-OF-WAY AND STREET OPENING PERMIT.
3. THE CONTRACTOR SHALL VERIFY RECOMMENDATIONS NOTED IN THE GEO TECHNICAL REPORT PRIOR TO INSTALLATION OF SITE IMPROVEMENT MATERIALS.
4. CONTRACTOR SHALL FIELD VERIFY COORDINATES AND LOCATION DIMENSIONS OF THE BUILDING AND STAKE FOR REVIEW AND APPROVAL BY THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION OF FOOTING MATERIALS.
5. LOCATIONS OF STRUCTURES, ROADWAY PAVEMENTS, CURBS AND GUTTERS, BOLLARDS, AND WALKS ARE APPROXIMATE AND SHALL BE STAKED IN THE FIELD, PRIOR TO INSTALLATION, FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT.
6. CURB DIMENSIONS SHOWN ARE TO FACE OF CURB. BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATION. LOCATION OF BUILDING IS TO BUILDING FOUNDATION AND SHALL BE AS SHOWN ON THE DRAWINGS.
7. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OR SAMPLES AS SPECIFIED FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO FABRICATION FOR ALL PREFABRICATED SITE IMPROVEMENT MATERIALS SUCH AS, BUT NOT LIMITED TO THE FOLLOWING, FURNISHINGS, PAVEMENTS, WALLS, RAILINGS, BENCHES, FLAGPOLES, LANDING PADS FOR CURB RAMPS, AND LIGHT AND POLES. THE OWNER RESERVES THE RIGHT TO REJECT INSTALLED MATERIALS NOT PREVIOUSLY APPROVED.
8. PEDESTRIAN CURB RAMPS SHALL BE CONSTRUCTED WITH TRUNCATED DOME LANDING AREAS IN ACCORDANCE WITH A.D.A. REQUIREMENTS-SEE DETAIL.
9. CROSSWALK STRIPING SHALL BE 24" WIDE WHITE PAINTED LINE, SPACED 48" ON CENTER PERPENDICULAR TO THE FLOW OF TRAFFIC. WIDTH OF CROSSWALK SHALL BE 5' WIDE. ALL OTHER PAVEMENT MARKINGS SHALL BE WHITE IN COLOR UNLESS OTHERWISE NOTED OR REQUIRED BY ADA OR LOCAL GOVERNING BODIES.
10. CURB AND GUTTER TYPE SHALL BE B612 UNLESS OTHERWISE NOTED ON THE DRAWINGS-TAPER BETWEEN CURB TYPES-SEE DETAIL.
11. ALL CURB RADII ARE MINIMUM 3' UNLESS OTHERWISE NOTED.
12. CONTRACTOR SHALL REFER TO FINAL PLAT FOR LOT BOUNDARIES, NUMBERS, AREAS AND DIMENSIONS PRIOR TO SITE IMPROVEMENTS.
13. FIELD VERIFY ALL EXISTING SITE CONDITIONS, DIMENSIONS.
14. PARKING IS TO BE SET PARALLEL OR PERPENDICULAR TO EXISTING BUILDING UNLESS NOTED OTHERWISE.
15. ALL PARKING LOT PAINT STRIPPING TO BE WHITE, 4" WIDE TYP.
16. BITUMINOUS PAVING TO BE "LIGHT DUTY" UNLESS OTHERWISE NOTED. SEE DETAIL SHEETS FOR PAVEMENT SECTIONS.
17. ALL TREES THAT ARE TO REMAIN ARE TO BE PROTECTED FROM DAMAGE WITH A CONSTRUCTION FENCE AT THE DRIP LINE. SEE LANDSCAPE DOCUMENTS.

SITE PLAN LEGEND:

CONCRETE PAVEMENT AS SPECIFIED (PAD OR WALK)

PROPERTY LINE

CURB AND GUTTER-SEE NOTES
(T.O.) TIP OUT GUTTER WHERE APPLICABLE-SEE PLAN

TRAFFIC DIRECTIONAL ARROWS

SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED.
HC = ACCESSIBLE SIGN
NP = NO PARKING FIRE LANE
ST = STOP
CP = COMPACT CAR PARKING ONLY

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

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

CivilSite GROUP
4931 W. 35TH ST. SUITE 200
ST. LOUIS PARK, MN 55416
CivilSiteGroup.com
Matt Pavek 763-213-3944
Pat Sarver 952-250-2003

DJR ARCHITECTURE, INC
333 Washington Ave N., Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

PROJECT
1501 COMO AVE.
RESIDENTIAL DEVELOPMENT
1501 COMO AVE SOUTHEAST, MINNEAPOLIS, MN
CPM DEVELOPMENT
2919 KNOX AVE. SOUTH, SUITE 200, MINNEAPOLIS, MN 55408

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

Matthew R. Pavek
DATE 8/19/16 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
7/15/16	PDR SUBMITTAL
8/4/16	LAND USE APPLICATION
8/19/16	REVISED LAND USE APPLICATION

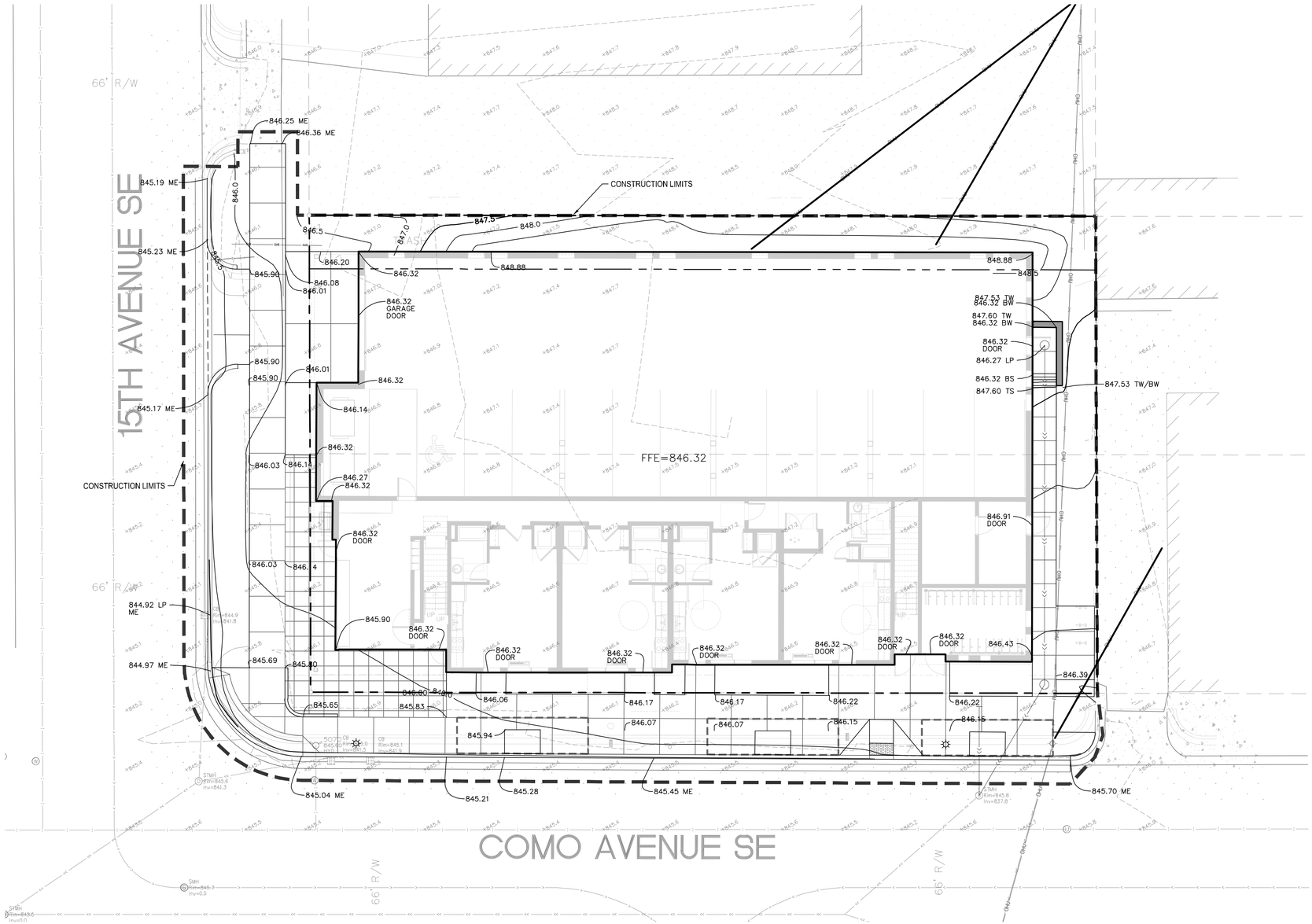
REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NO. 15128

SITE PLAN

C2.0



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.

CITY OF MINNEAPOLIS GRADING NOTES:

1. RESERVED FOR CITY SPECIFIC GRADING NOTES.

EROSION CONTROL NOTES:

SEE SWPPP ON SHEETS SW1.0-SW1.3

GROUNDWATER INFORMATION:

PER GEOTECHNICAL REPORT BY XXX, LLC., DATED XX-XX-XXXX, GROUNDWATER ELEVATIONS ARE ESTIMATED AT ELEVATIONS RANGING FROM 8XX.XX TO 8XX.XX ACROSS THE SITE.

THE SOIL BORING NUMBER & GROUNDWATER ELEVATIONS ARE AS FOLLOWS:
SB-X 8XX.XX
SB-X 8XX.XX
SB-X 8XX.XX

NON STORM WATER DISCHARGES:

THERE ARE NO KNOWN NON-STORM WATER DISCHARGES ON THE EXISTING SITE AND NONE ARE PROPOSED AS PART OF THIS DEVELOPMENT.

GROUNDWATER STATEMENT:

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

OWNER, DEVELOPER, CONTRACTOR SIGNED STATEMENT

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

OWNER: _____

DEVELOPER: _____

CONTRACTOR: _____

GRADING PLAN LEGEND:

891	EX. 1' CONTOUR ELEVATION INTERVAL
819	1.0' CONTOUR ELEVATION INTERVAL
891.0	SPOT GRADE ELEVATION (FLOW LINE UNLESS OTHERWISE NOTED)
891.0 G	SPOT GRADE ELEVATION GUTTER
891.0 BC	SPOT GRADE ELEVATION BACK OF CURB (TOP OF CURB)
891.0 BS/TS	SPOT GRADE ELEVATION BOTTOM OF STAIRS/TOP OF STAIRS
T.O.	TIP OUT (T.O.) CURB AND GUTTER WHERE APPLICABLE - TAPER GUTTERS TO DRAIN AS SHOWN
	EXISTING AND PROPOSED DRAINAGE ARROWS

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"

CivilSite GROUP
4931 W. 35TH ST. SUITE 200
ST. LOUIS PARK, MN 55416
CivilSiteGroup.com
Matt Pavek 763-213-3944
Pat Sarver 952-250-2003

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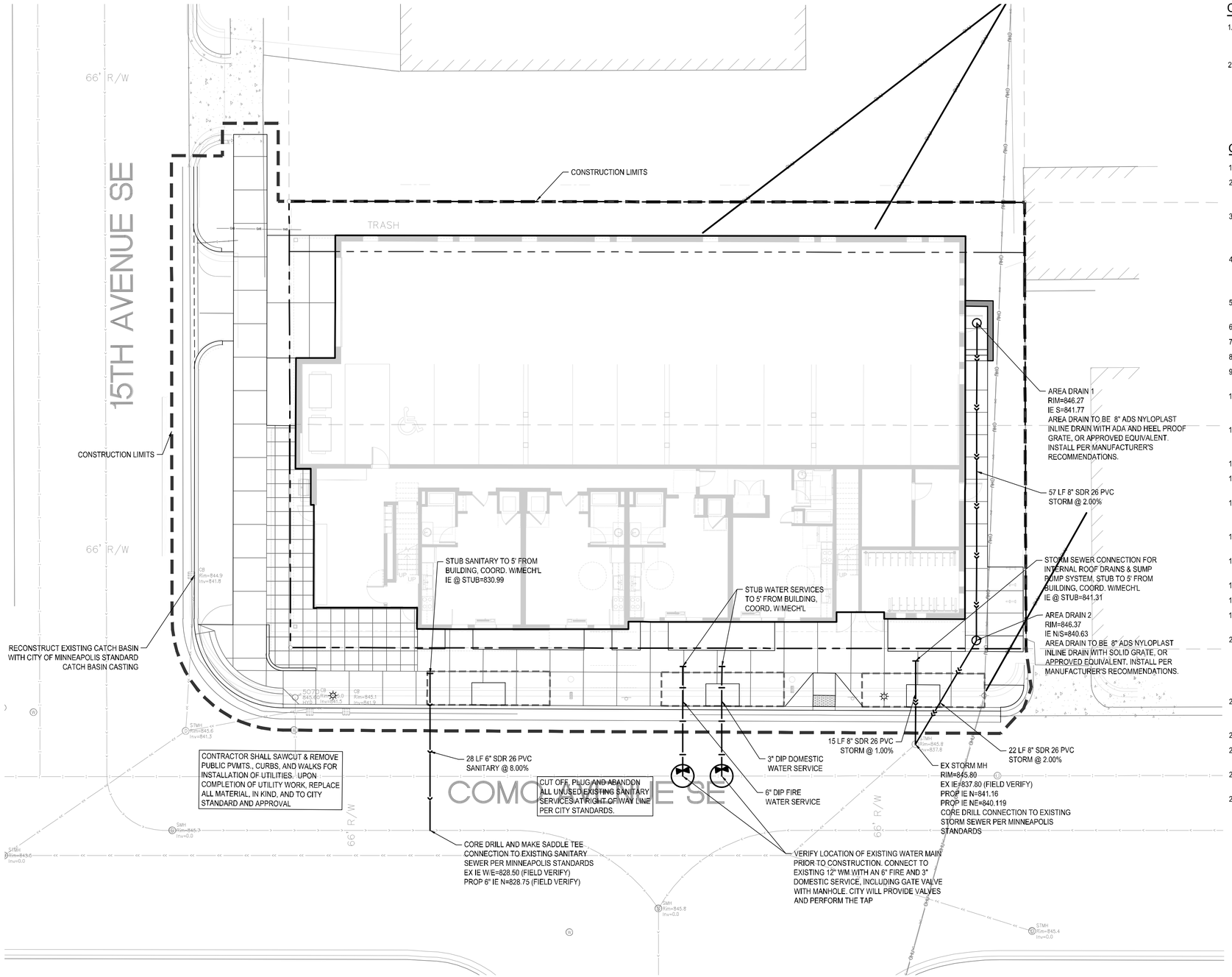
PROJECT NO. 15128

GRADING PLAN

C3.0



CITY OF MINNEAPOLIS UTILITY NOTES:

1. THE CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL CONTACT MINNEAPOLIS SURFACE WATERS AND SEWERS 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION RELATED TO OR IN THE LOCATION OF THE PROPOSED STORMWATER MANAGEMENT BMP (CONTACT PAUL CHELLSEN 612-673-2406).
2. UPON THE PROJECT'S COMPLETION, THE GENERAL CONTRACTOR , PROPERTY OWNER, OR RESPONSIBLE PARTY SHALL PROVIDE TO THE DEPARTMENT OF PUBLIC WORKS A FINAL STORMWATER MANAGEMENT REPORT INCLUDING RECORD DRAWINGS. THIS REPORT WILL SERVE AS A MEANS OF VERIFICATION THAT THE INTENT OF THE APPROVED STORMWATER MANAGEMENT DESIGN HAS BEEN MET. THIS FINAL REPORT SHALL SUBSTANTIATE THAT ALL ASPECTS OF THE ORIGINAL DESIGN HAVE BEEN ADEQUATELY PROVIDED FOR BY THE CONSTRUCTION OF THE PROJECT.

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 UTILTIES 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.

UTILITY LEGEND:

- MANHOLE OR CATCH BASIN
- MANHOLE OR CATCH BASIN
- CATCH BASIN
- WATER MAIN
- SANITARY SEWER
- STORM SEWER

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

1" = 10'-0"
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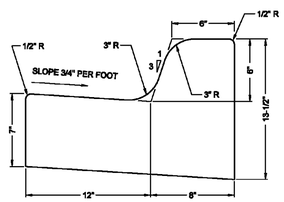
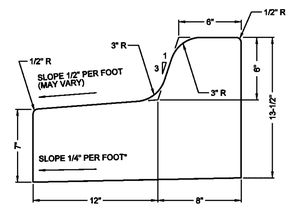
UTILITY PLAN

C4.0

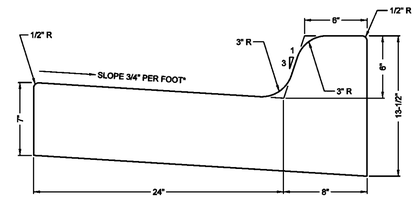


*SLOPE NOT TO EXCEED 1:20 AT CURB RAMPS

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

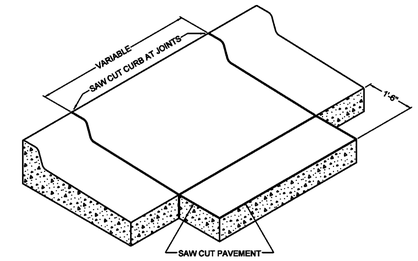


MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		B612 CURB AND GUTTER TIPOUT	STANDARD PLATE NO. ROAD-1001
DRAWN: JFC	DATE: 4/1/08		
APPROVED: GAS	DATE: 5/19/08		

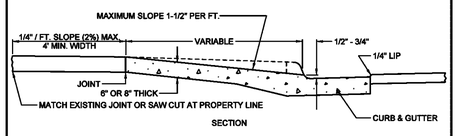


*SLOPE NOT TO EXCEED 1:20 AT CURB RAMPS

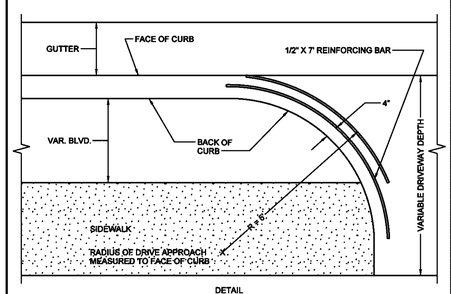
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		B-624 CURB AND GUTTER	STANDARD PLATE NO. ROAD-1003
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		



MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		SAW CUT AT CURB AND GUTTER REMOVAL	STANDARD PLATE NO. ROAD-1010
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		

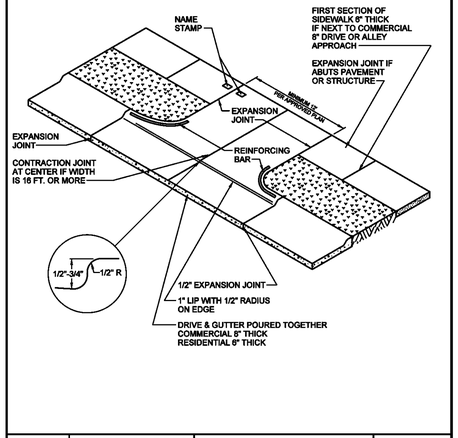


SECTION

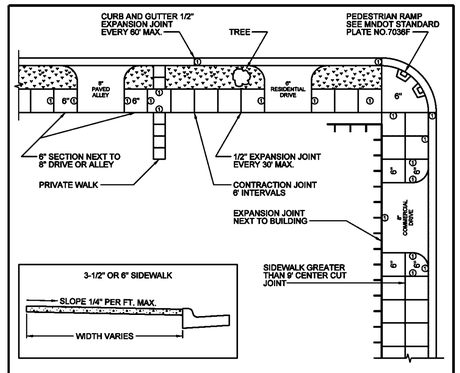


DETAIL

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		TYPICAL DRIVEWAY CONSTRUCTION	STANDARD PLATE NO. ROAD-2001
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		

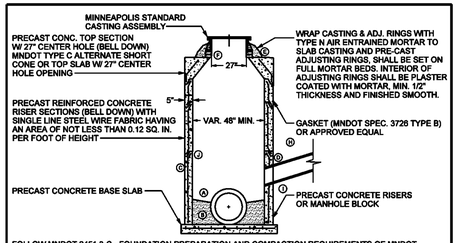


MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		TYPICAL DRIVEWAY	STANDARD PLATE NO. ROAD-2002
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		



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 6' OR LESS.

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		TYPICAL SIDEWALK AND DRIVEWAY CONSTRUCTION	STANDARD PLATE NO. ROAD-2003
DRAWN: JFC	DATE: 9/10/07		
APPROVED: GAS	DATE: 5/19/08		



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

(A) BOTTOM TO BE SHAPED 2/3 OF PIPE DIAMETER WITH POURED CONCRETE TO PROVIDE EFFICIENT FLOW.
(B) 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.
(C) PRE-CAST CONCRETE MANHOLE SECTIONS.
(D) 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.
(E) MANHOLE CASTING SHALL BE SET ON A FULL MORTAR BED, TYPE N AIR ENTRAINED
(F) 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.
(G) 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.
(H) SUITABLE BACKFILL UNIFORMLY DISTRIBUTED IN 6" 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.
(J) FILL ANNULAR SPACE ON BELL END OF 1ST RISER SECTION WITH BRICK AND MORTAR, TYPE N AIR ENTRAINED, IF REQUIRED.
(1) 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 4002J, 4005L
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS		TYPICAL MANHOLE CONSTRUCTION	STANDARD PLATE NO. SEWR-1000-R1
DRAWN: DCD	DATE: 12/09		
APPROVED: HRS	DATE: 12/09		

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Pat Sarver 952-250-2003

DJR ARCHITECTURE, INC
333 Washington Ave N., Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

PROJECT

1501 COMO AVE. RESIDENTIAL DEVELOPMENT

1501 COMO AVE SOUTHEAST, MINNEAPOLIS, MN

CPM DEVELOPMENT

2919 KNOX AVE. SOUTH, SUITE 200, MINNEAPOLIS, MN 55408

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

Matthew R. Pavek

DATE 8/19/16 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
7/15/16	PDR SUBMITTAL
8/4/16	LAND USE APPLICATION
8/19/16	REVISED LAND USE APPLICATION

REVISION SUMMARY

DATE	DESCRIPTION

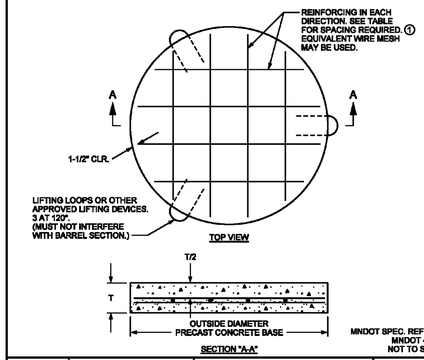
PROJECT NO. 15128

CIVIL DETAILS

C5.0

STRUCTURE	PRECAST CONCRETE BASE				
SIZE (in.)	OUTSIDE DIA. (in.)	"T" (in.)	MIN. REINFORCEMENT ① (in.) BAR NUMBER	MIN. REINFORCEMENT ① (in.) SPACING (in.)	WT. (lbs.)
30	44	6	#4	12	1680
48	66	6	#4	12	1680
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	10990
120	146	12	#4	8	17440

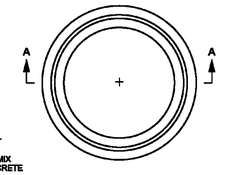
ALL REBARS ARE IN ENGLISH DESIGNATIONS



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

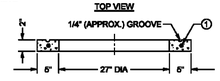
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 3/03 | APPROVED: HRB | DATE: 12/08 | MANHOLE BASE SLAB | STANDARD PLATE NO. SEWR-1003

CONCRETE ADJUSTING RING



NOTES:
ON CONSTRUCTION OF DRAINAGE STRUCTURES, THE NUMBER OF ADJUSTING RINGS USED PER MANHOLE OR CATCH BASIN SHALL BE LIMITED TO PROVIDE A MAXIMUM THICKNESS OF 8" INCLUDING MORTAR THICKNESS (A 6" RING IS NOT ALLOWED ON NEW CONSTRUCTION). PLASTER COAT INTERIOR OF ADJ. RINGS MIN. 1/2" MORTAR MIX TYPE N AIR ENTRAINED. FINISHED SMOOTH. CONCRETE RINGS MUST BE ENCASED IN MORTAR.

① REINFORCING:
A SINGLE HOOP OF 8 GAGE STEEL WIRE.

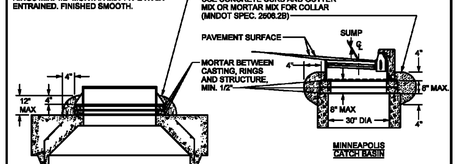


SECTION A-A

INSTALLATION DETAIL

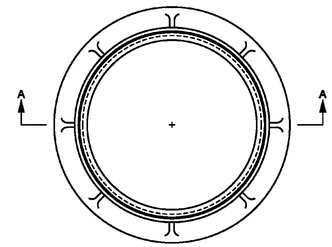
PLASTER COAT INTERIOR OF ADJUSTING RINGS MIN. 1/2" MORTAR MIX TYPE N AIR ENTRAINED. FINISHED SMOOTH.

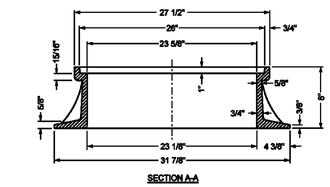
CONCRETE COLLAR TO ENCASE CASTING AND ADJUSTING RINGS. USE CONCRETE CURB AND GUTTER MIX OR MORTAR MIX FOR COLLAR (MNDOT SPEC. 2506.2B)



MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 2506, 4020A
CONCRETE ADJUSTING RINGS ONLY
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 12/09 | APPROVED: HRB | DATE: 12/08 | CONCRETE ADJUSTING RINGS | STANDARD PLATE NO. SEWR-1011-R1

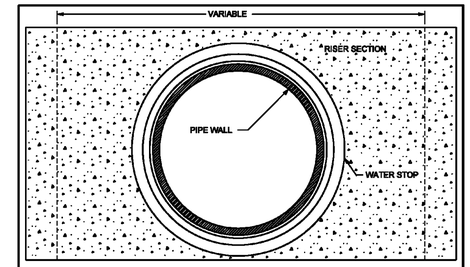


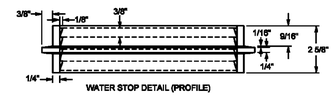


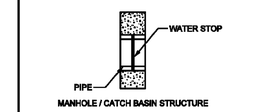
NOTES:
WEIGHT = 194 LBS.
MATERIAL: GRAY IRON ASTM A-48

MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 2506
MODIFIED MNDOT 4101D
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 3/07 | APPROVED: HRB | DATE: 3/07 | STANDARD MANHOLE CASTING | STANDARD PLATE NO. SEWR-2004







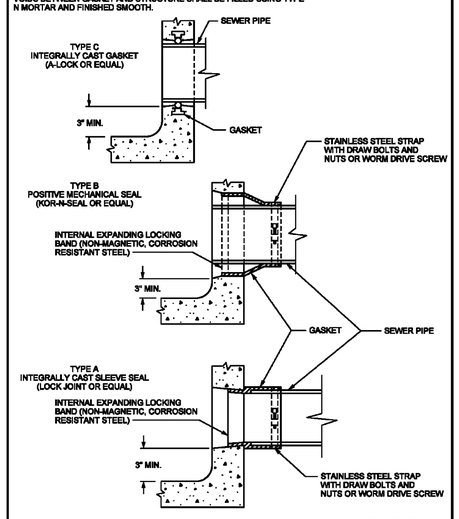
APPLICATIONS REQUIRE CONCRETE MORTAR AND/OR BRICK/BLOCK TO SEAL THE OPENING AND BE FINISHED TO A SMOOTH FINISH INTERIOR AND EXTERIOR

NOTES:
DIMENSIONS VARY BY MANUFACTURER, PIPE SIZE AND MATERIAL TYPE. SEAL FOR RIGID JOINTS BETWEEN PIPE AND CONCRETE STRUCTURES ILLUSTRATED HERE: FERNCO INC. DAVISON, MI MODEL 12 CMA; PRESS-SEAL GASKET CORP. KWIK SEAL OR AN APPROVED EQUIVELANT. NEOPRENE MATERIALS SHALL MEET OR EXCEED ASTM C 923 AND C 443. WATER STOP REQUIRED FOR: PVC, HDPE, CIP, VCP, DIP, PPP, HOBAS.

MINNEAPOLIS CUSTOM
MNDOT SPEC. REF. 2503, 2506
MODIFIED MNDOT 4007C
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 3/03 | APPROVED: HRB | DATE: 12/08 | WATER STOP DETAIL | STANDARD PLATE NO. SEWR-3000

COREDOPENINGS SHALL BE BEVELLED TO ALLOW FOR MIS-ALIGNMENT. FLEXIBLE SLEEVE SHALL BE NEOPRENE MATERIAL MEETING ASTM C-443. VOIDS BETWEEN GASKET AND STRUCTURE SHALL BE FILLED USING TYPE N MORTAR AND FINISHED SMOOTH.



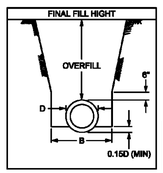
MNDOT SPEC. REF. 2503, 2506
MNDOT 4007C
NOT TO SCALE

MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 3/03 | APPROVED: HRB | DATE: 12/08 | WATERTIGHT PIPE CONNECTION | STANDARD PLATE NO. SEWR-3001

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

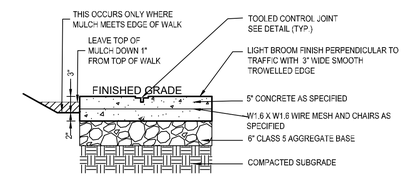


CLASS C (ORDINARY BEDDING)
CLASS C BEDDING CONSISTS OF CAREFULLY SHAPING THE FOUNDATION SOIL TO FIT THE LOWER EXTERIOR OF THE PIPE TO A DEPTH OF AT LEAST 15% OF THE OUTSIDE DIAMETER FOR CIRCULAR PIPES, AND AT LEAST EQUAL TO 1/2 OF THE HEIGHT OF ARCH PIPE. ADDITIONAL CONSIDERATION FOR BELL END PIPE IS 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.

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

MINNEAPOLIS DESIGN REFERENCE
MNDOT DRINAGE MANUAL
SECTION 2.6; AUGUST 30, 2000
FIG. 2.3 CLASSES OF BEDDING FOR TRENCH CONDITIONS
NOT TO SCALE

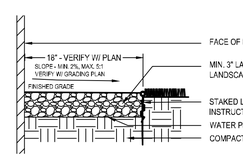
MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS | DRAWN: DCD | DATE: 12/02 | APPROVED: HRB | DATE: 1/07 | CLASS "C" BEDDING FOR TRENCH CONDITION | STANDARD PLATE NO. SEWR-8002



NOTES:
1. INSTALLATION AND REINFORCEMENT SHALL BE CERTIFIED AND IN ACCORDANCE TO AN ON-SITE A.C.I. TECHNICIAN AS SPECIFIED.
2. SEE GEO-TECHNICAL RECOMMENDATIONS FOR GROSS WEIGHT REQUIREMENTS.
3. SEE LAYOUT DRAWINGS FOR LIMITS OF WALKS.
4. SEE CONCRETE JOINT DETAIL FOR REQUIREMENTS.
5. 1/2" WIDE EXPANSION JOINT AND SEALANT AT ALL CURBS.
6. WIRE MESH AND CHAIRS REQUIRED FOR ALL WALKS OR IN LOCATIONS FOR VEHICULAR TRAFFIC.

4 LIGHT DUTY CONCRETE WALK/PAD

N T S



5 AGGREGATE MAINTANENCE STRIP

N T S

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4931 W. 35TH ST. SUITE 200
ST. LOUIS PARK, MN 55416
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Matt Pavek 763-213-3944
Pat Sarver 952-250-2003

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PROJECT
1501 COMO AVE. RESIDENTIAL DEVELOPMENT
1501 COMO AVE SOUTHEAST, MINNEAPOLIS, MN
CPM DEVELOPMENT
2919 KNOX AVE. SOUTH, SUITE 200, MINNEAPOLIS, MN 55408

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

Matthew R. Pavek
DATE 8/19/16 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
7/15/16	PDR SUBMITTAL
8/4/16	LAND USE APPLICATION
8/19/16	REVISED LAND USE APPLICATION

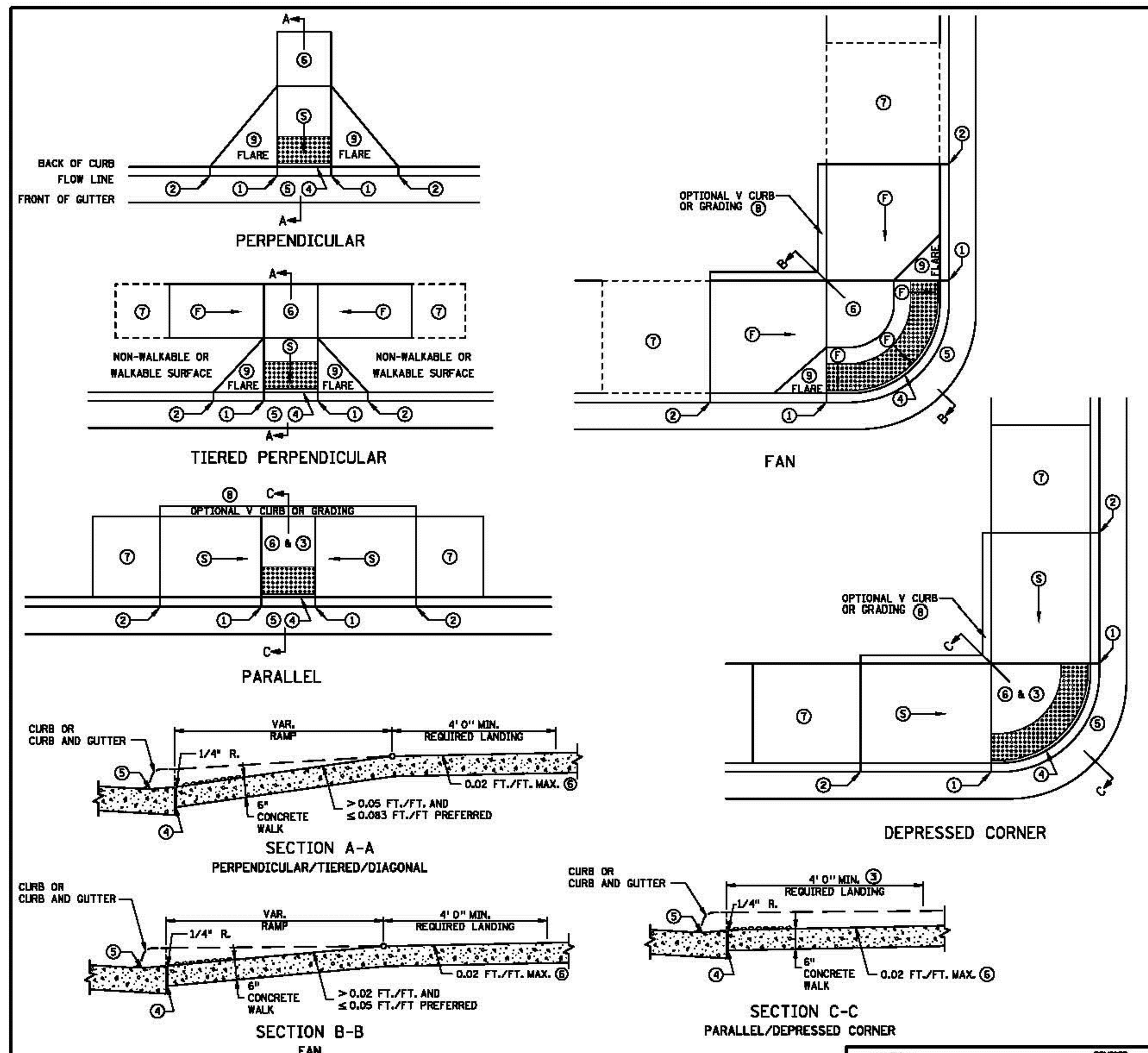
REVISION SUMMARY

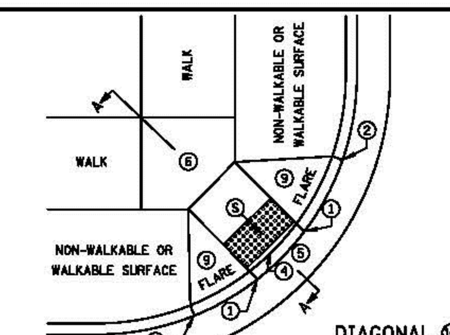
DATE	DESCRIPTION

PROJECT NO. 15128

CIVIL DETAILS

C5.1





NOTES:

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS.

ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL.

TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONCTRUCTED, LANDINGS MAY BE CAST SEPARATELY. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 5 WHEN LANDINGS ARE CAST SEPARATELY.

ALL SLOPES ARE ABSOLUTE, RATHER THAN RELATIVE TO SIDEWALK/ROADWAY GRADES.

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MINIMUM OF 24" IN THE PATH OF TRAVEL. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH CROSSES A ROAD.

SEE STANDARD PLATE 7038 AND SHEET 4 OF 5 FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ DETECTABLE WARNINGS MAY BE PART OF 4' X 4' LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
④ 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M 213. JOINT FILLER SHALL BE PLACED FLUSH WITH THE BACK OF CURB AND ADJACENT SIDEWALK. JOINT SHALL BE FREE OF DEBRIS. RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB.
⑤ SEE PEDESTRIAN ACCESS ROUTE CURB AND GUTTER DETAIL FOR INFORMATION ON CONSTRUCTING CURB AND GUTTER AT CURB OPENINGS. SEE SHEET NO. 3 OF 5.
⑥ 4' BY 4' MIN. LANDING WITH MAX. 2.0% SLOPE IN ALL DIRECTIONS.
⑦ IF LONGITUDINAL SLOPE IS GREATER THAN 5.0%, 4' X 4' MIN. LANDING WITH MAX 2.0% SLOPE IN ALL DIRECTIONS REQUIRED.
⑧ V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. SEE SHEET 5 OF 5.
⑨ SEE SHEET 4 OF 5, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
⑩ DIAGONAL RAMPS SHOULD ONLY BE USED AFTER ALL OTHER CURB RAMP TYPES HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.

LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

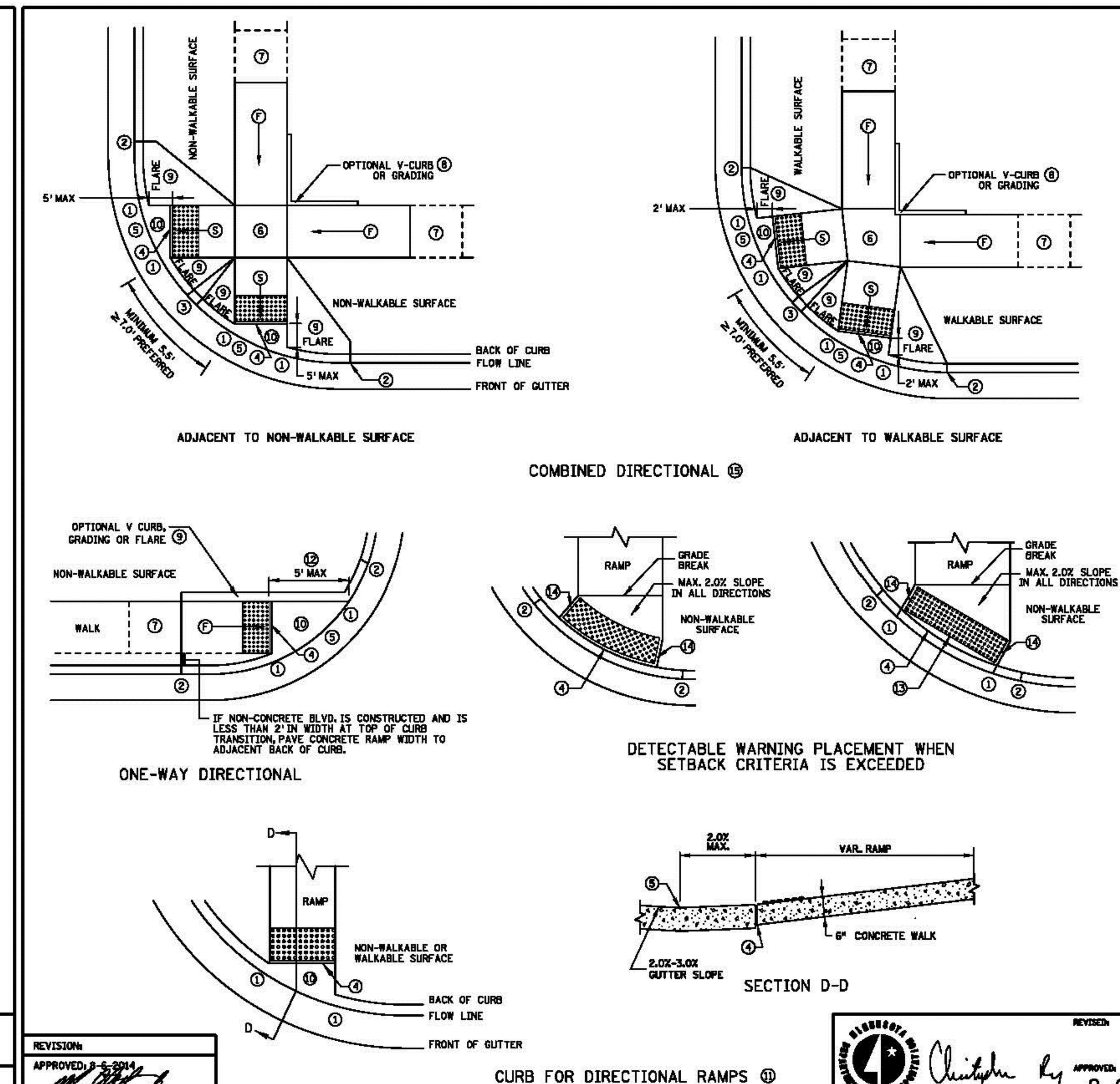
Ⓢ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%

Ⓕ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%

REVISION:
APPROVED: 8-6-2014
OPERATIONS ENGINEER

STATE DESIGN ENGINEER — REVISED: — APPROVED: 8-6-2014

PEDESTRIAN CURB RAMP DETAILS
STANDARD PLAN 5-297.250 — 1 OF 5



NOTES:

LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE.

INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE.

SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.

CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS.

ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL.

TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONCTRUCTED, LANDINGS MAY BE CAST SEPARATELY. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 5 WHEN LANDINGS ARE CAST SEPARATELY.

ALL SLOPES ARE ABSOLUTE, RATHER THAN RELATIVE TO SIDEWALK/ROADWAY GRADES.

TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.

4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MINIMUM OF 24" IN THE PATH OF TRAVEL. SHARED USE PATHS SHALL HAVE DETECTABLE WARNING ACROSS THE ENTIRE WIDTH OF PATH WHEN THE PATH CROSSES A ROAD.

SEE STANDARD PLATE 7038 AND SHEET 4 OF 5 FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ 3" MINIMUM CURB HEIGHT, 4" PREFERRED.
④ 1/2" PREFORMED JOINT FILLER MATERIAL AASHTO M 213. JOINT FILLER SHALL BE PLACED FLUSH WITH THE BACK OF CURB AND ADJACENT SIDEWALK. JOINT SHALL BE FREE OF DEBRIS. RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MIN. TO 6" MAX. FROM THE BACK OF CURB.
⑤ SEE PEDESTRIAN ACCESS ROUTE CURB AND GUTTER DETAIL FOR INFORMATION ON CONSTRUCTING CURB AND GUTTER AT CURB OPENINGS. SEE SHEET NO. 3 OF 5.
⑥ 4' BY 4' MIN. LANDING WITH MAX. 2.0% SLOPE IN ALL DIRECTIONS.
⑦ IF LONGITUDINAL SLOPE IS GREATER THAN 5.0%, 4' X 4' MIN. LANDING WITH MAX 2.0% SLOPE IN ALL DIRECTIONS REQUIRED.
⑧ V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.
⑨ SEE SHEET 4 OF 5, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
⑩ MAX. 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.
⑪ TO BE USED FOR ALL DIRECTIONAL RAMPS.
⑫ PLACE DOMES AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.
⑬ RECTANGULAR DETECTABLE WARNINGS MAY BE SETBACK 9" FROM THE BACK OF CURB WITH CORNERS SET 3" FROM BACK OF CURB. IF 9" SETBACK IS EXCEEDED USE RADIAL DETECTABLE WARNINGS.
⑭ WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB. MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑮ FRONT EDGE OF DETECTABLE WARNING SHALL BE SET BACK 2' MAXIMUM WHEN ADJACENT TO WALKABLE SURFACE, AND 5' MAXIMUM WHEN ADJACENT TO NON-WALKABLE SURFACE WITH ONE CORNER SET 3" FROM BACK OF CURB. WHETHER A SURFACE IS WALKABLE OR NOT SHALL BE DETERMINED BY THE ENGINEER

LEGEND

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

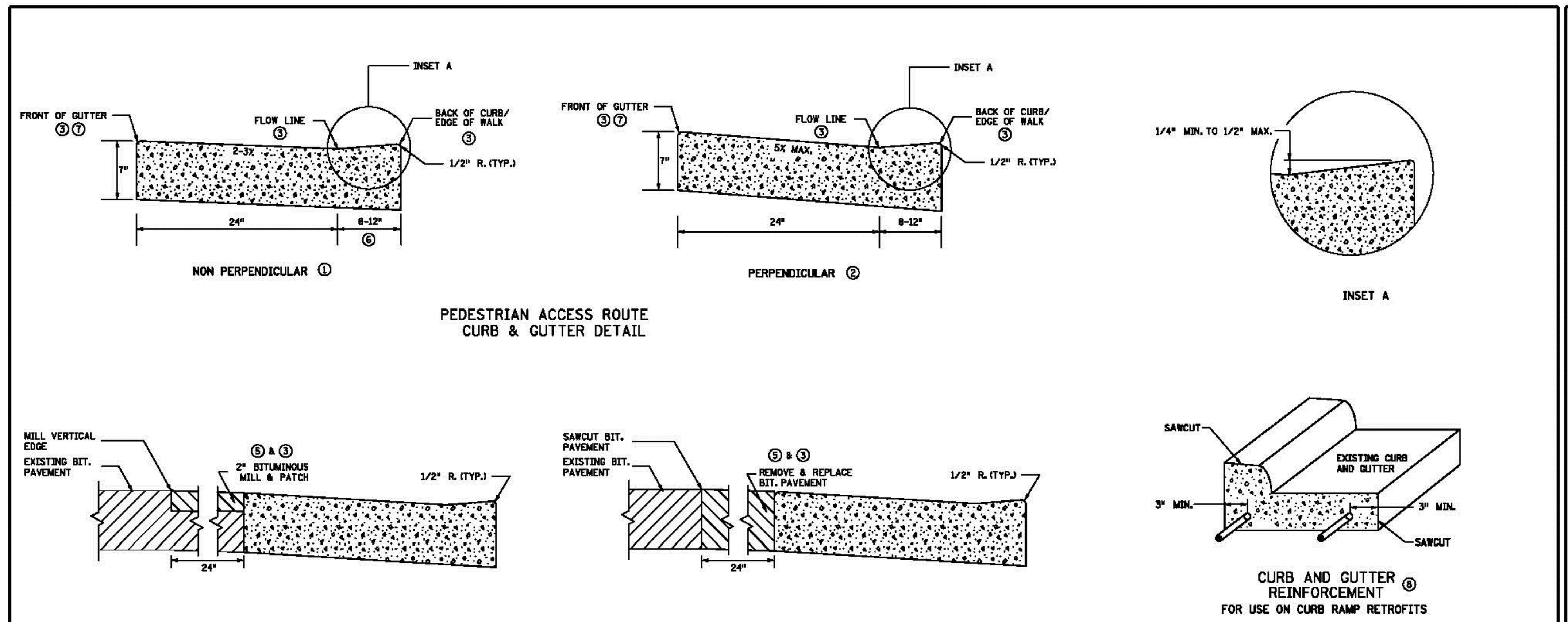
Ⓢ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%

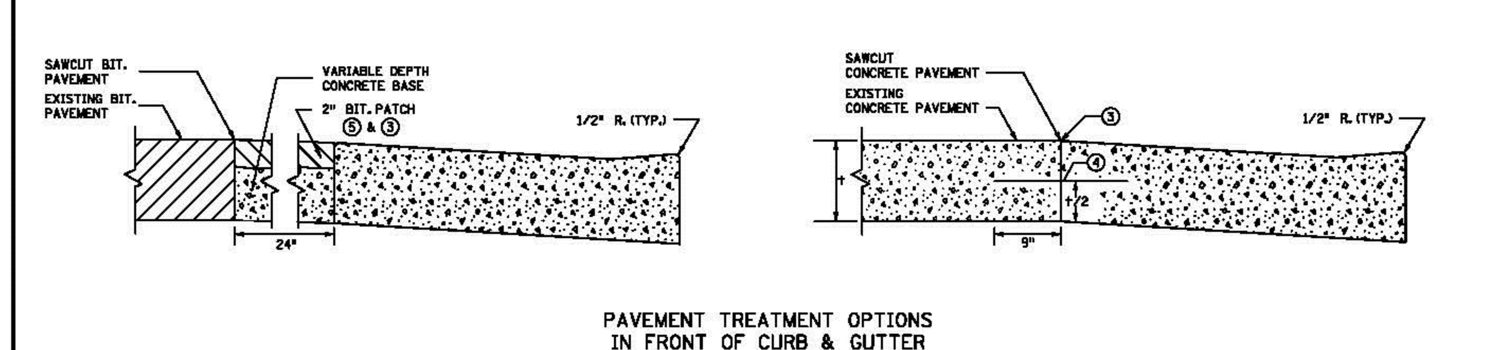
Ⓕ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%

REVISION:
APPROVED: 8-6-2014
OPERATIONS ENGINEER

STATE DESIGN ENGINEER — REVISED: — APPROVED: 8-6-2014

PEDESTRIAN CURB RAMP DETAILS
STANDARD PLAN 5-297.250 — 2 OF 5





NOTES:

POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.

NO PONDING SHALL BE PRESENT IN THE PAR.

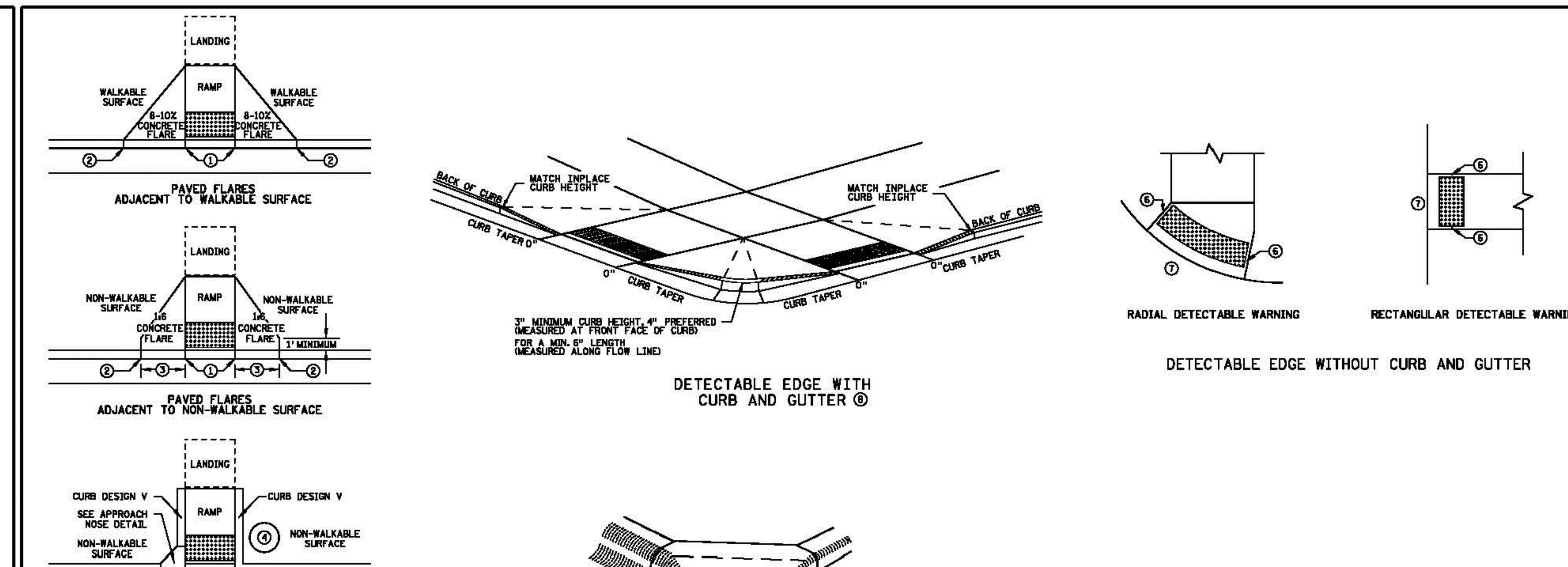
ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.

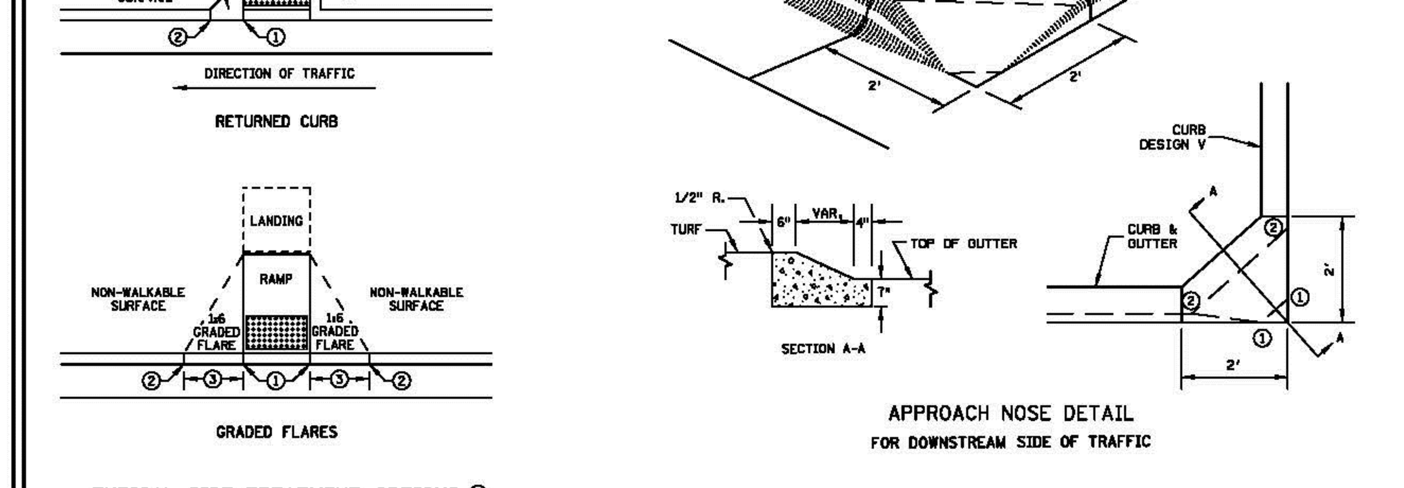
① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS, DEPRESSED CORNERS, & ONE WAY AND COMBINED DIRECTIONALS.
② FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, TIERED PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.
③ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
④ DRILL AND GROUT NO. 4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT.
⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS.
⑦ TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION. PAR GUTTER SHALL NOT BE OVERLAID.
⑧ WHERE PLAN SPECIFIES, DRILL AND GROUT 2 - NO. 4 X 12" LONG REINFORCEMENT BARS (EPOXY COATED).

REVISION:
APPROVED: 8-6-2014
OPERATIONS ENGINEER

STATE DESIGN ENGINEER — REVISED: — APPROVED: 8-6-2014

PEDESTRIAN CURB RAMP DETAILS
STANDARD PLAN 5-297.250 — 3 OF 5





NOTES:

SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.

WHETHER A SURFACE IS WALKABLE OR NOT SHALL BE DETERMINED BY THE ENGINEER.

CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8' LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.

① 0" CURB HEIGHT.
② FULL CURB HEIGHT.
③ 2' - 3' FLARE.
④ IMMOVABLE OBJECT OR OBSTRUCTION.
⑤ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED ON ALL RAMPS AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.
⑥ WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY. MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
⑦ IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNINGS SHALL BE PLACED 1' FROM THE EDGE OF ROADWAY TO PROVIDE VISUAL CONTRAST.
⑧ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNINGS WHEREVER THERE IS ZERO-INCH HIGH CURB. CURB TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS WITHIN 3" OF THE EDGE OF THE DETECTABLE WARNINGS AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.

REVISION:
APPROVED: 8-6-2014
OPERATIONS ENGINEER

STATE DESIGN ENGINEER — REVISED: — APPROVED: 8-6-2014

PEDESTRIAN CURB RAMP DETAILS
STANDARD PLAN 5-297.250 — 4 OF 5

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612.676.2700 www.djr-inc.com

PROJECT

1501 COMO AVE. RESIDENTIAL DEVELOPMENT

1501 COMO AVE SOUTHEAST, MINNEAPOLIS, MN

CPM DEVELOPMENT

2919 KNOX AVE. SOUTH, SUITE 200, MINNEAPOLIS, MN 55408

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Matthew R. Pavek

DATE 8/19/16 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
7/15/16	PDR SUBMITTAL
8/4/16	LAND USE APPLICATION
8/19/16	REVISED LAND USE APPLICATION

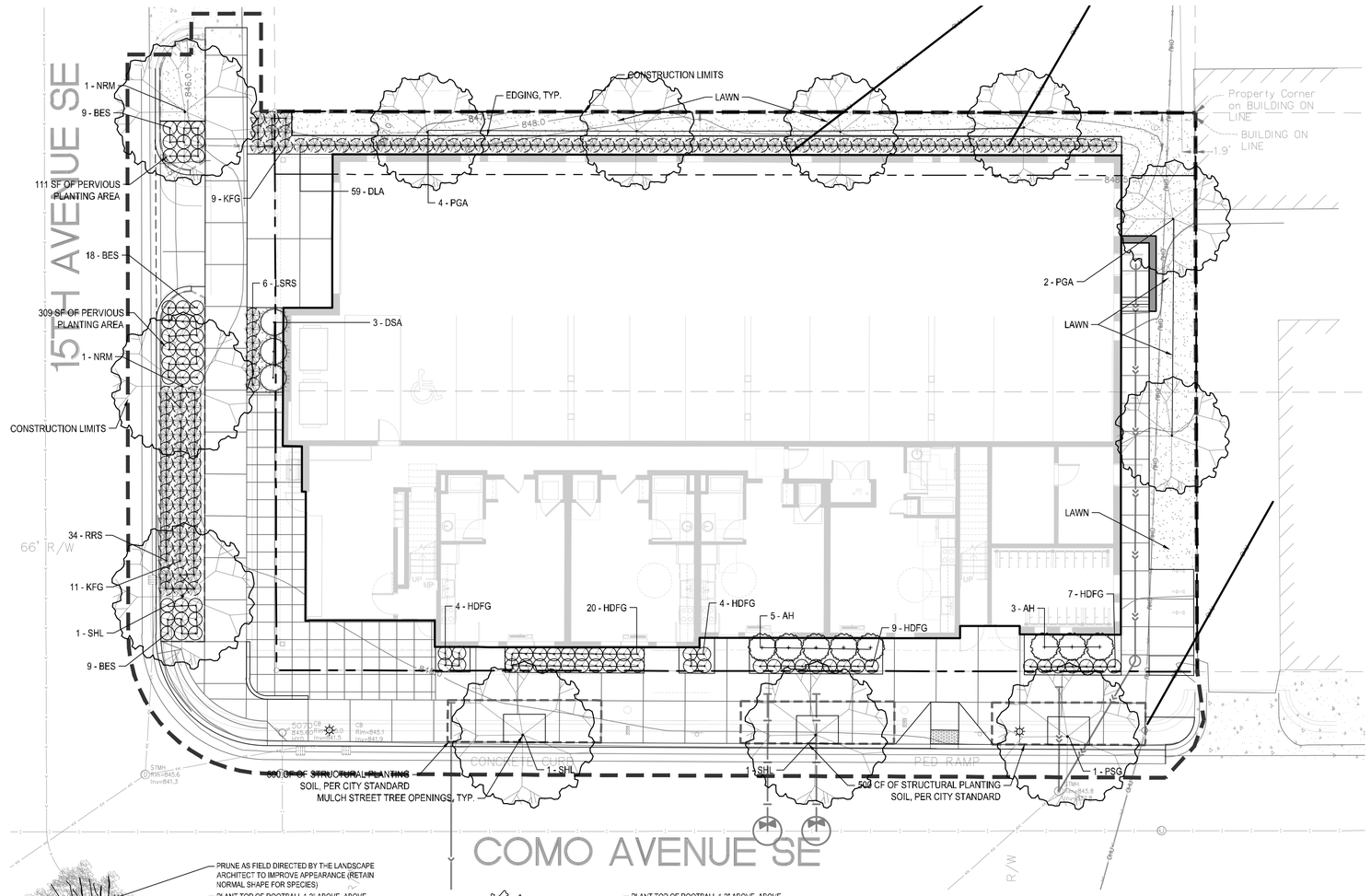
REVISION SUMMARY

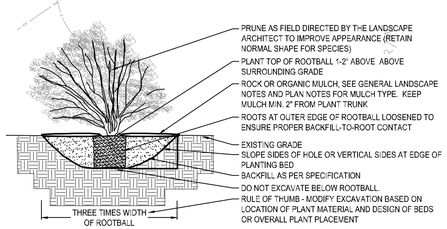
DATE	DESCRIPTION

PROJECT NO. 15128

CIVIL DETAILS

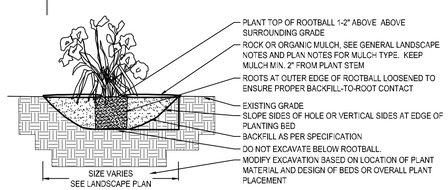
C5.2





DECIDUOUS & CONIFEROUS SHRUB PLANTING

N T S



PERENNIAL BED PLANTING

N T S

PLANT SCHEDULE

SYM	QUANT. ON-SITE	QUANT. OFF-SITE	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	COMMENTS	POLLINATOR FRIENDLY
			DECIDUOUS & EVERGREEN TREES					
PSG	-	1	PRINCETON SENTRY GINKGO	Ginkgo biloba 'Princeton Sentry'	2.5" CAL	B&B		
SHL	-	3	SKYLINE HONEYLOCUST	Gleditsia triacanthos 'Skycole'	2.5" CAL	B&B		
NRM	-	2	NORTHWOOD RED MAPLE	Acer rubrum 'Northwood'	2.5" CAL	B&B		
PGA	6	-	PRAIRIE GOLD ASPEN	Populus tremuloides 'NE Arb'	2.5" CAL	B&B		
			DECIDUOUS & EVERGREEN SHRUBS					
AH	8	-	ANNABELLE HYDRANGEA	Hydrangea arborescens 'Annabelle'	18" SPRD.	CONT.		
DSA	3	-	DEGROOT'S SPIRE ARBORVITAE	Thuja occidentalis 'Degroot's Spire'	24" HT.	CONT.		
			PERENNIALS, GRASSES & GROUND COVERS					
KFG	3	17	KARL FOERSTER GRASS	Calamagrostis x acutiflora "Karl Foerster"	#2	CONT.		
RRS	-	34	RED ROOSTER SEDGE	Carex buchananii 'Red Rooster'	#2	CONT.		
HDFG	-	44	HAMELN DWARF FOUNTAIN GRASS	Pennisetum alopecuroides 'Hameln'				
LSRS	--	6	LITTLE SPIRE RUSSIAN SAGE	Perovskia 'Little Spire'	#2	CONT.		X
BES	-	36	GOLDSTURM RUDBECKIA	Rudbeckia fulgida 'Goldsturm'	#2	CONT.		X
DLA	59	-	DELFT LACE ASTILBE	Astilbe 'Delft Lace'	#2	CONT.		X

LANDSCAPE CALCULATIONS:

PROPOSED LANDSCAPE AREA CALCULATION:
SITE AREA - BUILDING COVERAGE = OPEN SPACE

10,564.7 SF - 8,058.0 SF = 2,506.7 SF

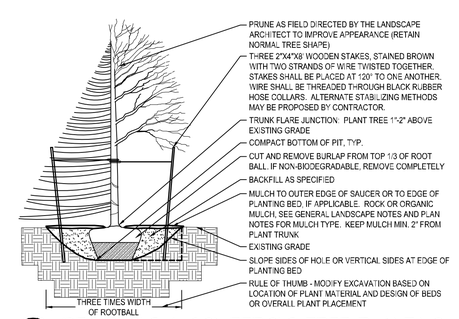
20% OF OPEN SPACE = LANDSCAPE AREA

5.5% X 2,506.7 SF = 138.8 SF EXISTING
20.0% X 2,506.7 SF = 501.3 SF REQUIRED
60.7% X 2,506.7 SF = 1,522.0 SF PROVIDED

85.6% PROPOSED IMPERVIOUS RATIO

REQUIRED LANDSCAPE:
1 TREE/ 500 SF OF "LANDSCAPE AREA"
501.3 SF / 500 = 1 TREES REQUIRED
SEE PLANT SCHEDULE

1 SHRUB/100 SF OR "LANDSCAPE AREA"
501.3 SF / 100 = 5 SHRUBS REQUIRED
SEE PLANT SCHEDULE



DECIDUOUS & CONIFEROUS TREE PLANTING

N T S

IRRIGATION NOTES:

1. ENTIRE SITE SHALL BE FULLY IRRIGATED. THE CONTRACTOR SHALL SUBMIT IRRIGATION SHOP DRAWINGS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
2. SEE MECHANICAL AND ELECTRICAL PLANS AND SPECIFICATIONS FOR IRRIGATION WATER, METER, AND POWER CONNECTIONS.
3. CONTRACTOR TO VERIFY LOCATION OF ALL UNDERGROUND/ABOVE GROUND FACILITIES PRIOR TO ANY EXCAVATION/INSTALLATION. ANY DAMAGE TO UNDERGROUND/ABOVE GROUND FACILITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND COSTS ASSOCIATED WITH CORRECTING DAMAGES SHALL BE BORNE ENTIRELY BY THE CONTRACTOR.
4. SERVICE EQUIPMENT AND INSTALLATION SHALL BE PER LOCAL UTILITY COMPANY STANDARDS AND SHALL BE PER NATIONAL AND LOCAL CODES. EXACT LOCATION OF SERVICE EQUIPMENT SHALL BE COORDINATED WITH THE LANDSCAPE ARCHITECT OR EQUIVALENT AT THE JOB SITE.
5. CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY COMPANY FOR THE PROPOSED ELECTRICAL SERVICE AND METERING FACILITIES.
6. IRRIGATION WATER LINE CONNECTION SIZE IS 1-½" AT BUILDING. VERIFY WITH MECHANICAL PLANS.COVAGE.
7. ALL MAIN LINES SHALL BE 18" BELOW FINISHED GRADE.
8. ALL LATERAL LINES SHALL BE 12" BELLOW FINISHED GRADE.
9. ALL EXPOSED PVC RISERS, IF ANY, SHALL BE GRAY IN COLOR.
10. CONTRACTOR SHALL LAY ALL SLEEVES AND CONDUIT AT 2'-0" BELOW THE FINISHED GRADE OF THE TOP OF PAVEMENT. EXTEND SLEEVES TO 2'-0" BEYOND PAVEMENT.
11. CONTRACTOR SHALL MARK THE LOCATION OF ALL SLEEVES AND CONDUIT WITH THE SLEEVING MATERIAL "ELLED" TO 2'-0" ABOVE FINISHED GRADE AND CAPPED.
12. FABRICATE ALL PIPE TO MANUFACTURE'S SPECIFICATIONS WITH CLEAN AND SQUARE CUT JOINTS. USE QUALITY GRADE PRIMER AND SOLVENT CEMENT FORMULATED FOR INTENDED TYPE OF CONNECTION.
13. BACKFILL ALL TRENCHES WITH SOIL FREE OF SHARP OBJECTS AND DEBRIS.
14. ALL VALVE BOXES AND COVERS SHALL BE BLACK IN COLOR.
15. GROUP VALVE BOXES TOGETHER FOR EASE WHEN SERVICE IS REQUIRED. LOCATE IN PLANT BED AREAS WHENEVER POSSIBLE.
16. IRRIGATION CONTROLLER LOCATION SHALL BE VERIFIED ON-SITE WITH OWNER'S REPRESENTIVE.
17. CONTROL WIRES: 14 GAUGE DIRECT BURIAL, SOLID COPPER IRRIGATION WIRE. RUN UNDER MAIN LINE. USE MOISTURE-PROOF SPLICES AND SPLICE ONLY AT VALVES OR PULL BOXES. RUN SEPARATE HOT AND COMMON WIRE TO EACH VALVE AND ONE (1) SPARE WIRE AND GROUND TO FURTHEST VALVE FROM CONTROLLER. LABEL OR COLOR CODE ALL WIRES.
18. AVOID OVERSPRAY ON BUILDINGS, PAVEMENT, WALLS AND ROADWAYS BY INDIVIDUALLY ADJUSTING RADIUS OR ARC ON SPRINKLER HEADS AND FLOW CONTROL ON AUTOMATIC VALVE.
19. ADJUST PRESSURE REGULATING VALVES FOR OPTIMUM PRESSURE ON SITE.
20. USE SCREENS ON ALL HEADS.
21. PRESENTIVE, A SET OF AS-BUILT DRAWINGS SHALL BE MAINTAINED ON-SITE AT ALL TIMES IN AN UPDATED CONDITION.
22. ALL PIPE 3" AND OVER SHALL HAVE THRUST BLOCKING AT EACH TURN.
23. ALL AUTOMATIC REMOTE CONTROL VALVES WILL HAVE 3" MINIMUM DEPTH OF 3/4" WASHED GRAVEL UNDERNEATH VALVE AND VALVE BOX. GRAVEL SHALL EXTENT 3" BEYOND PERIMETER OF VALVE BOX.
24. THERE SHALL BE 3" MINIMUM SPACE BETWEEN BOTTOM OF VALVE BOX COVER AND TOP OF VALVE STRUCTURE.

LANDSCAPE NOTES:

1. ALL SHRUB BEDS SHALL BE MULCHED WITH 4" DEPTH OF DOUBLE SHREDDED HARDWOOD MULCH OVER WEED BARRIER. OWNER'S REP SHALL APPROVE MULCH SAMPLE PRIOR TO INSTALLATION. EDGING SHALL BE METAL EDGING OR APPROVED EQUAL.
2. PLANT MATERIALS SHALL CONFORM WITH THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND SHALL BE OF HARDY STOCK, FREE FROM DISEASE, DAMAGE AND DISFIGURATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PLUMBNESS OF PLANT MATERIAL FOR DURING OF ACCEPTANCE PERIOD.
3. UPON DISCOVERY OF A DISCREPANCY BETWEEN THE QUANTITY OF PLANTS SHOWN ON THE SCHEDULE AND THE QUANTITY SHOWN ON THE PLAN, THE PLAN SHALL GOVERN.
4. CONDITION OF VEGETATION SHALL BE MONITORED BY THE LANDSCAPE ARCHITECT THROUGHOUT THE DURATION OF THE CONTRACT. LANDSCAPE MATERIALS PART OF THE CONTRACT SHALL BE WARRANTED FOR ONE (1) FULL GROWING SEASONS FROM SUBSTANTIAL COMPLETION DATE.
5. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 4" LAYER LOAM AND SOD AS SPECIFIED UNLESS OTHERWISE NOTED ON THE DRAWINGS.
6. COORDINATE LOCATION OF VEGETATION WITH UNDERGROUND AND OVERHEAD UTILITIES, LIGHTING FIXTURES, DOORS AND WINDOWS. CONTRACTOR SHALL STAKE IN THE FIELD FINAL LOCATION OF TREES AND SHRUBS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
7. ALL PLANT MATERIALS SHALL BE WATERED AND MAINTAINED UNTIL ACCEPTANCE.
8. REPAIR AT NO COST TO OWNER ALL DAMAGE RESULTING FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
9. SWEEP AND MAINTAIN ALL PAVED SURFACES FREE OF DEBRIS GENERATED FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.

LEGEND

- SHREDDED HARDWOOD MULCH OVER FILTER FABRIC, SAMPLES REQUIRED
- SOD
- 1" DIA. DECORATIVE ROCK MULCH OVER FILTER FABRIC, SAMPLES REQUIRED
- PROPOSED CANOPY & EVERGREEN TREE SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED DECIDUOUS AND EVERGREEN SHRUB SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED PERENNIAL PLANT SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- DECORATIVE BOULDERS, 18"-30" DIA.

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

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

CivilSite GROUP
4931 W. 35TH ST. SUITE 200
ST. LOUIS PARK, MN 55416
CivilSiteGroup.com
Matt Pavek 763-213-3944
Pat Sarver 952-250-2003

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333 Washington Ave N., Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

PROJECT
1501 COMO AVE. RESIDENTIAL DEVELOPMENT
1501 COMO AVE SOUTHEAST, MINNEAPOLIS, MN

CPM DEVELOPMENT
2919 KNOX AVE. SOUTH, SUITE 200, MINNEAPOLIS, MN 55408

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Patrick J. Sarver
DATE 8/19/16 LICENSE NO. 24904

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
7/15/16	PDR SUBMITTAL
8/4/16	LAND USE APPLICATION
8/19/16	REVISED LAND USE APPLICATION

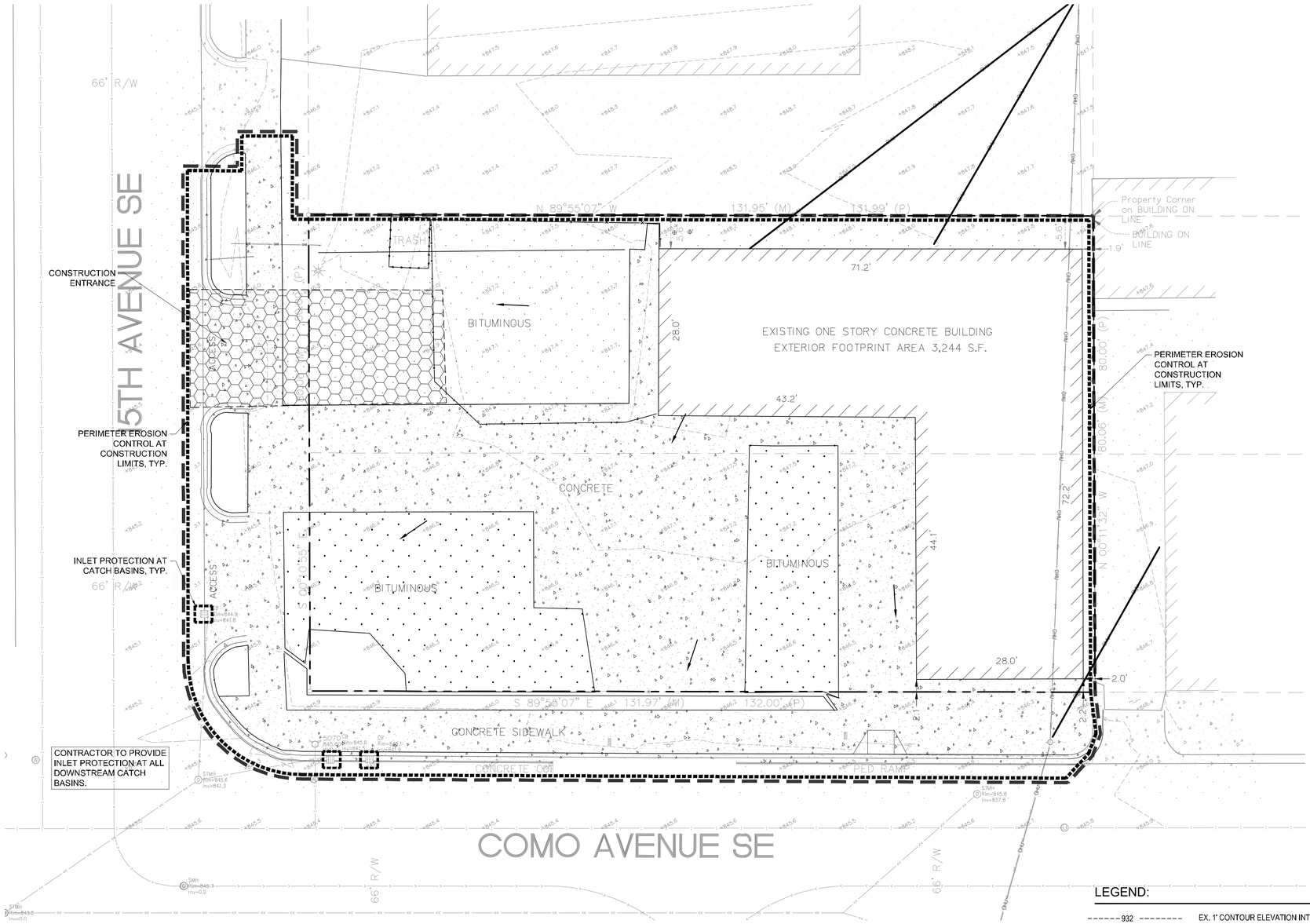
REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NO. 15128

LANDSCAPE PLAN

L1.0



SWPPP NOTES:

1. THIS PROJECT IS GREATER THAN ONE ACRE AND WILL REQUIRE AN MPCA NPDES PERMIT. AN EROSION CONTROL PERMIT IS ALSO REQUIRED FROM THE CITY OF MINNEAPOLIS.

2. SEE SHEETS SW1.0 - SW1.3 FOR ALL EROSION CONTROL NOTES, DESCRIPTIONS, AND PRACTICES.

3. SEE GRADING PLAN FOR ADDITIONAL GRADING AND EROSION CONTROL NOTES.

4. CONTRACTOR IS RESPONSIBLE FOR SWPPP IMPLEMENTATION, INSPECTIONS, AND COMPLIANCE WITH NPDES PERMIT.

CITY OF MINNEAPOLIS EROSION CONTROL NOTES:

1. RESERVED FOR CITY SPECIFIC EROSION CONTROL NOTES.

LEGEND:

- 932 — EX. 1' CONTOUR ELEVATION INTERVAL
- 932 — 1' CONTOUR ELEVATION INTERVAL
- x 932.5 — EXISTING SPOT GRADE ELEVATION
- 932.0 — PROPOSED SPOT GRADE ELEVATION
- DRAINAGE ARROW
- SILT FENCE / BIOROLL - GRADING LIMIT
- STABILIZED CONSTRUCTION ENTRANCE
- PROPOSED MANHOLE OR CATCH BASIN
- PROPOSED GATE VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- EXISTING WATER MAIN
- EXISTING GAS MAIN
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND CABLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING STOPBOX
- EXISTING GATE VALVE
- EXISTING ELECTRIC BOX
- EXISTING LIGHT
- EXISTING GAS METER
- EXISTING GAS VALVE

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Matthew R. Pavek
DATE 8/19/16 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
7/15/16	PDR SUBMITTAL
8/4/16	LAND USE APPLICATION
8/19/16	REVISED LAND USE APPLICATION

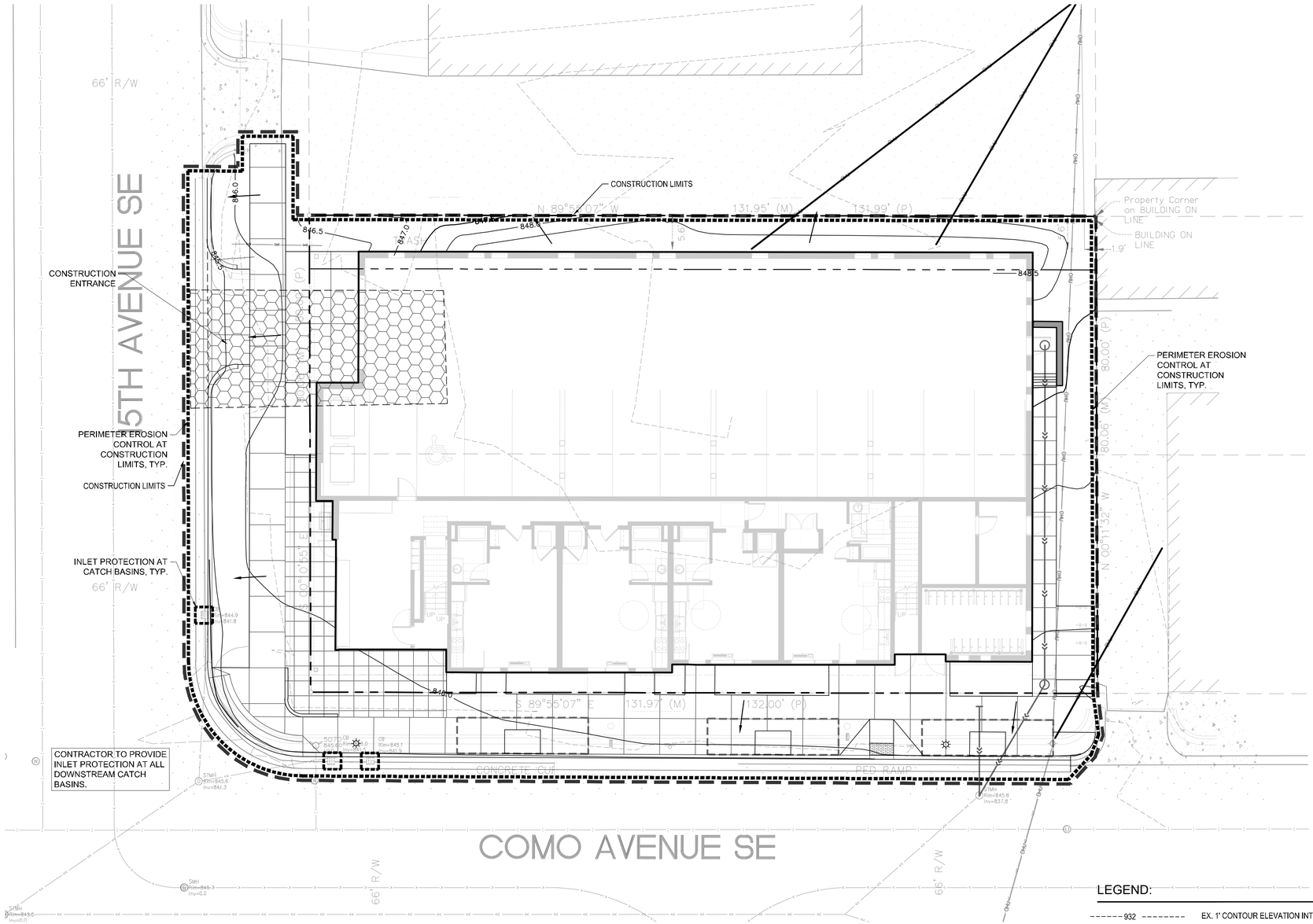
REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NO. 15128

SWPPP - EXISTING CONDITIONS

SW1.0



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2. SEE SHEETS SW1.0 - SW1.5 FOR ALL EROSION CONTROL NOTES, DESCRIPTIONS, AND PRACTICES.

3. SEE GRADING PLAN FOR ADDITIONAL GRADING AND EROSION CONTROL NOTES.

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DATE 8/19/16 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
7/15/16	PDR SUBMITTAL
8/4/16	LAND USE APPLICATION
8/19/16	REVISED LAND USE APPLICATION

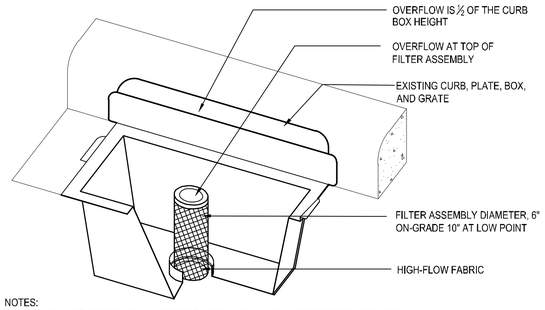
REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NO. 15128

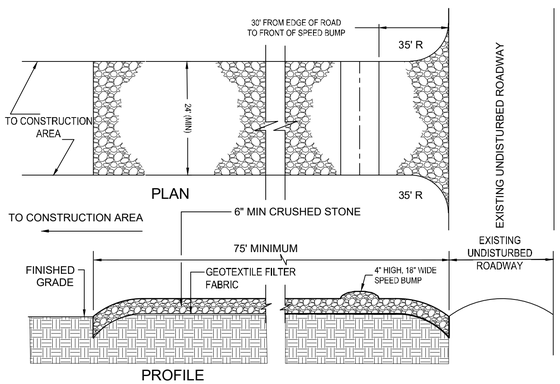
SWPPP - PROPOSED CONDITIONS

SW1.1



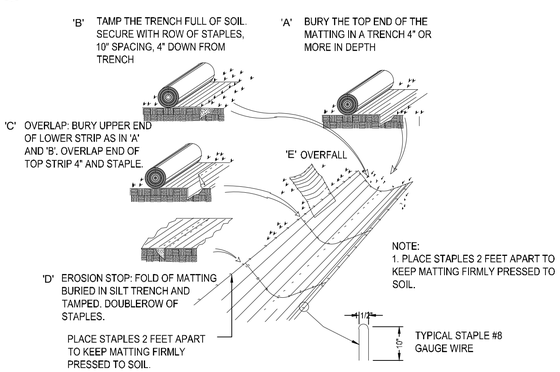
NOTES:
1. REPLACE INLET GRATE UPON COMPLETE INSTALLATION OF INLET PROTECTION FABRIC.
2. CONTRACTOR SHALL REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS FROM THE SURFACE OF THE SYSTEM AFTER EACH STORM EVENT AND AT THE COMPLETION OF THE CONTRACT.
3. REFERENCE APPLE VALLEY STANDARD PLATE ERO-4C.

1 CURB INLET FILTER
N T S

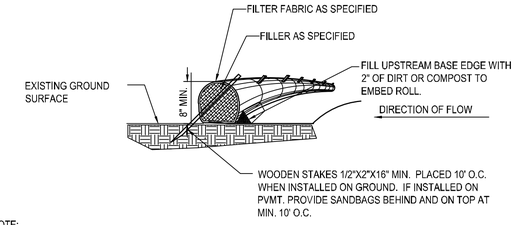


NOTES:
1. PROVIDE APPROPRIATE TRANSITION BETWEEN STABILIZED CONSTRUCTION ENTRANCE AND UNDISTURBED ROADWAY.
2. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO UNDISTURBED ROADWAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE OR ADDING 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.
6. CRUSHED STONE SHALL BE 1-1/2" DIA. CLOSE GRADED, AND IN ACCORDANCE TO MNDOT SECTION 2118.

2 STABILIZED CONSTRUCTION ACCESS
N T S

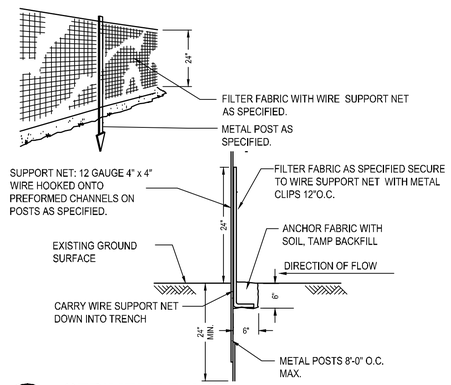


3 EROSION BLANKET
N T S



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.

4 SEDIMENT BIO-ROLL / COMPOST FILTER LOG
N T S



5 SEDIMENT FENCE
N T S

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

CivilSite GROUP
4931 W. 35TH ST. SUITE 200
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DJR ARCHITECTURE, INC
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PROJECT
1501 COMO AVE. RESIDENTIAL DEVELOPMENT
1501 COMO AVE SOUTHEAST, MINNEAPOLIS, MN
CPM DEVELOPMENT
2919 KNOX AVE. SOUTH, SUITE 200, MINNEAPOLIS, MN 55408

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

Matthew R. Pavek
DATE 8/19/16 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
7/15/16	PDR SUBMITTAL
8/4/16	LAND USE APPLICATION
8/19/16	REVISED LAND USE APPLICATION

REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NO. 15128

SWPPP - DETAILS

SW1.2

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. INSTALL STABILIZED ROCK CONSTRUCTION ENTRANCE
2. INSTALLATION OF SILT FENCE AROUND SITE
3. INSTALL ORANGE CONSTRUCTION FENCING AROUND INFILTRATION AREAS.
4. CLEAR AND GRUB FOR TEMPORARY SEDIMENT BASIN / POND INSTALL
5. CONSTRUCT TEMPORARY SEDIMENT BASIN / POND (PART III.B)
6. CLEAR AND GRUB REMAINDER OF SITE
7. STRIP AND STOCKPILE TOPSOIL
8. ROUGH GRADING OF SITE
9. STABILIZE DENUDED AREAS AND STOCKPILES
10. INSTALL SANITARY SEWER, WATER MAIN STORM SEWER AND SERVICES
11. INSTALL SILT FENCE / INLET PROTECTION AROUND CB'S
12. INSTALL STREET SECTION
13. INSTALL CURB AND GUTTER
14. BITUMINOUS ON STREETS
15. FINAL GRADE BOULEVARD, INSTALL SEED AND MULCH
16. REMOVE ACCUMULATED SEDIMENT FROM BASIN / POND
17. FINAL GRADE POND / INFILTRATION BASINS (DO NOT COMPACT SOILS IN INFILTRATION AREAS.) (PART III.C)
18. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED BY EITHER SEED OR SOD/LANDSCAPING, REMOVE SILT FENCE 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 IILA.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

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: CPM DEVELOPMENT
2919 KNOX AVE. SOUTH, SUITE 200,
MINNEAPOLIS, MN 55408

CONTACT:

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

	EXISTING		PROPOSED	
BUILDING COVERAGE	3,244 SF	30.7%	8,058 SF	76.3%
ALL PAVEMENTS	7,182 SF	68.0%	985 SF	9.3%
ALL NON-PAVEMENTS	139 SF	1.3%	1,522 SF	14.4%
TOTAL SITE AREA	10,565 SF	100.0%	10,565 SF	100.0%
IMPERVIOUS SURFACE				
EXISTING CONDITION	10,426 SF	98.7%		
PROPOSED CONDITION	9,043 SF	85.6%		
DIFFERENCE (EX. VS PROP.)	-1,383 SF	-13.1%		
IMPERVIOUS TOTAL	9,043 SF	85.6%		
EROSION CONTROL QUANTITIES				
DISTURBED AREA	14,300 SF			
ROCK CONSTRUCTION ENTRANCE	40 CY			
SILT FENCE/BIO-ROLL	510 LF			
EROSION CONTROL BLANKET	0 SF			
INLET PROTECTION DEVICES	4 EA			

NOTE: QUANTITIES ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR SHALL DETERMINE FOR THEMSELVES THE EXACT QUANTITIES FOR BIDDING AND CONSTRUCTION.

SWPPP CONTACT PERSON

CONTRACTOR:

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

PERMANENT STORMWATER MANAGEMENT IS NOT REQUIRED AS PART OF THIS PROJECT TO MEET NPDES PERMIT REQUIREMENTS. THE PROPERTY OWNER IS RESPONSIBLE FOR THE LONG TERM OPERATION AND MAINTENANCE OF THE PROPOSED STORMWATER SYSTEM.

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

NA

SUPPLEMENTARY SITE SPECIFIC EROSION CONTROL NOTES:

THESE NOTES SUPERCEDE ANY GENERAL SWPPP NOTES.

THIS PROJECT IS LESS THAN 1.0 ACRES SO AN NPDES PERMIT IS NOT REQUIRED.

PROJECT NARRATIVE:

PROJECT IS A REDEVELOPMENT OF AN EXISTING SITE INTO A NEW RESIDENTIAL APARTMENT BUILDING. SITE AND LANDSCAPE IMPROVEMENTS WILL OCCUR.

SPECIAL TMDL BMP REQUIREMENTS SITE SPECIFIC (IF REQUIRED):

NOT REQUIRED

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.

CivilSite GROUP
4931 W. 35TH ST. SUITE 200
ST. LOUIS PARK, MN 55416
CivilSiteGroup.com
Matt Pavek 763-213-3944
Pat Sarver 952-250-2003

DJR ARCHITECTURE, INC
333 Washington Ave N., Suite 210
Minneapolis, Minnesota 55401
612.676.2700 www.djr-inc.com

PROJECT
1501 COMO AVE. RESIDENTIAL DEVELOPMENT
1501 COMO AVE SOUTHEAST, MINNEAPOLIS, MN
CPM DEVELOPMENT
2919 KNOX AVE. SOUTH, SUITE 200, MINNEAPOLIS, MN 55408

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

Matthew R. Pavek
DATE 8/19/16 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
7/15/16	PDR SUBMITTAL
8/4/16	LAND USE APPLICATION
8/19/16	REVISED LAND USE APPLICATION

REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NO. 15128

SWPPP - NARRATIVE

SW1.3

8/1/2016

To: Janelle Widmeier
Minneapolis Planning Department

From: Joan Menken
SECIA Zoning Committee

Re: 1501 Como Ave SE Project

The SECIA Zoning Committee, board members and interested area residents met with Greg Jansma, representing the development partners, regarding the proposed apartment complex at 1501 Como Ave SE. The development at this corner represents the signature block, at the most visible intersection in the Como neighborhood. The number of cars, bikes, and pedestrians at this corner is well documented. The issue is not that new development should not happen; the issue is do we get a quality project that represents the needs of the whole neighborhood? Do we get the repetitive design seen in almost all new apartments built in area? This is an ideal corner to make a statement.

The plans raise a number of concerns which should be addressed:
SAFETY: The four units on the 1st floor are a major issue. The entrances and windows to these units are directly on the sidewalk on the Como Ave side. These are basically "storefront" window and entrances we see on the retail properties next door. These are not stores; they are people's living space, visible to everyone. This is the most pedestrian, bike and car intersection in the Como area. The traffic light and pedestrian signal would be immediately out their door. Literally hundreds will walk by these entrances and windows every day and night. There is no setback and no greenspace separating living space from the sidewalk. This is not acceptable.
WINDOWS: There is only one window per unit and none are egress windows. Even with sprinklers, the only exit is an interior hall. While legal, there were a number of question about the lack of windows in bedrooms.
GREENSPACE: There is no greenspace. Adding a couple of trees or shrubs is not greenspace. A row of planters on the sidewalk (public space) on the Como side is not acceptable.
ENVIRONMENTAL BENEFITS: This is an ideal location to add solar, rooftop access and greenspace. The Como neighborhood has worked for years to promote and enhance healthy, environmentally positive projects. This is an untapped opportunity at a location with full exposure to the sun all day, every day.
STORMWATER/DRAINAGE: No plan was presented. All drainage simply goes into the existing sewer system.
What is the plan?
RENTAL TARGET: Questions rose about whom they are targeting for this project. Studio apartments projected to cost between $950.00 per month, 1 bedroom apartments up to $1,500 per month. At our first meeting the targeted audience was grad students, workers, professionals, and seniors. At the second meeting, student housing was not ruled out.
DIVERSITY: Although this seems to be the primary focus in the city, we need to address the needs of the whole community. This need is a critical component to new development. There is an incredible untapped need to housing for all in our neighborhood.

Please consider our concerns and comments. This is an important change that sets a standard in the SE Como neighborhood.
Joan Menken
SECIA Zoning Committee
Joan.Menken@mpls.k12.mn.us
612-331-1 524 (h)

From: Richard Venberg
To: Widmeier, Janelle A.
Subject: 1501 Como Ave. apartments
Date: Monday, July 25, 2016 4:54:40 PM

To whom it may concern,
Let me first introduce myself, my name is Richard Venberg. My wife, Lynn, and I have lived and owned the same house in the Como SE neighborhood for nearly 25 years. Our house has been on the National Solar Home tour for 14 years. I have been an active member of the American Institute of Architects (AIA) Committee on the Environment (COTE) for over 20 years and am currently an ambassador for the Living Building Challenge (LBC). I have been designing and building net-zero-energy homes for over 10 years, and, I am a master carpenter and cabinetmaker. Lynn is a middle school Spanish teacher and we are both proud parents of our 13 yr. old daughter and Marcy Open School student.
Let me first give you an impression of why we cherish living in Como SE neighborhood. About ten years ago the neighborhood launched a pilot program to enable homeowners to purchase and install solar domestic hot water arrays (SDHW) on their rooftops. Approximately 85 homeowners responded positively and over two dozen eventually installed SDHW arrays on their homes to reduce their carbon footprints, diminish their hot water bill$ and do their fair share to curb greenhouse gas emissions in response to climate change. About two years ago, the neighborhood won a MetroCERTS grant to assess the surrounding industrial districts for flat, suitable rooftops in which to install Photovoltaic (PV) panels for what are called Community Solar Gardens. The program would allow homeowners without suitable roofs to purchase/lease PV panels and have them installed on these neighboring flat rooftops to offset or entirely replace their homes electrical consumption. The neighborhood supports a Little Free Library adjacent to our community garden across the street from Manny's Bar on Como Ave. Clearly, Como SE is not only interested in, but committed to appropriate environmental responses, clean renewable energy strategies, fostering reading for children and has been a leader for the entire greater metro neighborhood associations on these issues.
On July 13th, I attended a South East Como Improvement Association (SECIA) review meeting concerning the planned 30 unit apartment development for the corner of 1501 Como Ave. Which is two blocks from our home. There were over 25 people present to hear and see the proposed three story apartment building. The developer, representing 6-8 absentee investors, gave the SECIA committee rendered drawings depicting the exterior elevations, floor plans, parking, color schemes, 'greenspaces' and bicycle storage lockers.

I have several concerns after listening to the developers proposal:

1. He intends to charge as much rent as possible to fulfill his investors needs, ignoring the student population needs, the ComoSE homeowners' needs and attempting to cater to an unknown,untapped 'young urban professional" clientele. With single bedroom units starting at $950/month.
2. He has not considered even a basic LEEDS certification for the building. In other words, he will build it to minimal basic code only standards. Each rentable
unit will have only one window, no window in the bedrooms, window mounted Heating-Ventilation-Air Conditioning systems (HVAC), no sun shading devices to deflect the full summer solar thermal gains, no differentiation from the north or the south side elevations, no community spaces, no threshold or transition zones for public/private interactions. And completely oblivious to security and safety issues so relevant to our neighborhood.

3. Although the site has a 100% solar access, making both types of solar collectors (SDHW and PV) not only physically feasible, but enabling the quickest and shortest path to economic offset or payback, they have made no effort to incorporate clean, renewable energy. A no brainer for this site.
4. The 'greenspaces' depicted in the pretty architectural renderings are not only unrealistic, but none of the tall grasses or Aspen trees would survive for more than
a couple years without constant onsite maintenance. Which they will not be providing. They have no stormwater runoff strategy other than to dump it into the
existing sewer system.
5. Although the structure has a flat roof fully capable of supporting a living green roof, rainwater catchment system, and an ideal location for beehives being adjacent to Van Cleve Park, the plan calls for no roof access except by ladder. Yet another hot flat roof contributing to the urban heat sink.
6. They will include 12 on site vehicle parking spots for 30 rental units with only one garage door on the shady NW corner of the building where snow removal
will become a neighborhood issue and where on street parking is already congested.
7. The proposed exterior color palette, although subjective,(grey and blue) is dismissive of the character and architectural details of the surrounding small
business district.
8. In architectural parlance, it is called a 'missed opportunity.' I and all the members of the SECIA board strongly suggest they go back to the drawing board and research what building type and style is better suited for our neighborhood, and to not use the metric of how much money$ can they extract from our new neighbors as the primary driver of their design.

In summary, this proposed apartment structure might well be appropriate for many other locations but in no stretch of the imagination is it appropriate for the corner of !5th and Como Ave. and the proactive nature and character of the SECIA guidelines, history and residents.
Sincerely-------
Richard W. Venberg
www.richardvenberg.com
Sustainable Architecture
612-325-2154
too small to fail

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From:	Nic Puzak
To:	Widmeier, Janelle A.
Cc:	Gordon, Cam A.; Palmisano, Linea
Date:	Tuesday, August 23, 2016 10:04:44 AM

Please ...

I write regarding a requested eight variance for 1501 Como SE.

As the next door neighbor, I request that you deny the request. The corner is best suited for retail, as it has always been envisioned. Having played sports at Van Cleve in the 1970's, and been a Como owner since 1986 I feel the existing codes need to be abided by as written. When will you begin to enforce existing codes ? The proposed height is not necessary for the commercial node.

Recently, despite written efforts to your office, and having been lied to by my neighbor at 501 15th Ave. SE re his intentions...
I have been subjected to the height, noise, and debris thrown from the undermanaged 501 building. In addition, your granted variances have robbed my gardens of sunshine, residents of their privacy, and resulted in increased poaching of reserved parking. I have left the debris sit atop my 1415 roof. If you'd care to view at least one example of the consequences of your leniency, please just ask.These conditions have resulted in vacancy no previously experienced.

If enamored with CPM Management, please inquire of just about anyone in Prospect Park regarding their operations of the Bergman small-income portfolio since assuming property management. It is uninspiring, ... if not outright negligent.

Enough is enough.

Thank you in advance for your consideration,

Nic Puzak
612-237-6941

From:	natalie reciputi
To:	Widmeier, Janelle A.
Subject:	Re 1501 Como Ave. S.E.
Date:	Monday, August 15, 2016 9:37:48 AM

Dear Ms. Widmeier

My name is Natalie Reciputi. I am a resident of S.E. Como neighborhood and I chaired the steering committee that created the Como Blueprint small area plan, which has recently been amended to the Minneapolis Comprehensive Plan.

I am writing this to support the proposed development at 1501 Como Ave. S.E. This is the first development to be proposed since our neighborhood plan was amended and it very much complies with the Blueprint's recommendations for buildings along SE Como's Community Corridors. We are a small neighborhood and are desirous of having buildings such as rental properties, town homes and condominiums that are in keeping with the scale of the rest of the neighborhood. Our neighborhood plan encourages smaller, 3-4 story, mixed use or residential rental properties with studio, one and two bedroom apartments on the Como Ave. Community Corridor.

One of the intentions of our plan is to create living spaces for diverse groups of people. While there is an abundance of large rental developments specifically directed at U of M students in the University District, there aren't many aimed at other groups, such as U of M staff and faculty, work force individuals, and graduate degree candidates within the University District. The location of this building is ideal: within walking or biking distance of the U, downtown, and the Southeast Minneapolis Industrial Area (SEMI). It is also on major bus lines, with direct links to the Light Rail and within easy reach of major highways. The size of the apartments-- studio & one bedroom—is an attractive alternative for those who wish to have their own, affordable, living space.

For these reasons, I am comfortable recommending that this development be allowed to go forward.

Thank you for your time and attention,

Natalie S. Reciputi
Chair, Como Blueprint Steering Committee
876 18th Ave. S.E.
Minneapolis, MN, 55414
612-378-2735