



CPED STAFF REPORT

Prepared for the City Planning Commission
 CPC Agenda Item #12
 November 13, 2018
 PLAN7701

LAND USE APPLICATION

SUMMARY

Property Location: 2645 1st Avenue, 2637 1st Avenue
Project Name: 2645
Prepared By: Peter Crandall, Senior City Planner, (612) 673-2247
Applicant: Daniel Oberpriller, North Bay Companies
Project Contact: Scott Nelson, DJR Architecture, Inc
Request: To construct a new 5 story residential building with 51 dwelling units.
Required Applications:

Rezoning	Petition to rezone the property located at 2637 1 st Avenue S from R2B to R5. Petition to rezone the property located at 2645 1 st Avenue S from OR1 to R5.
Conditional Use Permit	To increase the maximum building height from 4 stories, 56 feet to 5 stories, 56 feet.
Variance	To reduce the minimum front yard requirement from 15 feet to 10 feet.
Variance	To reduce the minimum corner side yard from 15 feet to 10 feet.
Variance	To reduce the minimum vehicle parking requirement from 26 to 23 spaces.
Site Plan Review	For a new 5 story 51-unit residential building.

SITE DATA

Existing Zoning	R2B and OR1 Districts
Lot Area	18,998 square feet / .44 acres
Ward(s)	10
Neighborhood(s)	Whittier
Designated Future Land Use	Urban Neighborhood
Land Use Features	n/a
Small Area Plan(s)	<u>n/a</u>

Date Application Deemed Complete	October 19, 2018	Date Extension Letter Sent	
End of 60-Day Decision Period	December 18, 2018	End of 120-Day Decision Period	

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The corner parcel at 2645 1st Avenue S contains a 1 story commercial building and surface parking lot constructed in 1960. The adjacent parcel at 2637 1st Avenue S contains a two-story duplex constructed in 1900. The sites together have frontage on 1st Avenue S and 27th Street E. There is a public alley adjacent to the site to the east.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The proposed project is located in the Whittier neighborhood in the 10th ward. The site is 1 block east of the Nicollet Avenue Commercial Corridor and the Eat Street Activity Center. The surrounding neighborhood contains a strong mix of single-family, multiple-family, and mixed-use buildings with a wide variety of commercial and institutional uses including the Minneapolis Institute of Arts and MCAD. Eat Street is home to a variety of small businesses, restaurants, and neighborhood-serving retail establishments.

PROJECT DESCRIPTION. The proposal is to demolish the existing buildings on the two parcels in order to construct a new 5 story 51-unit residential building. The project includes a new surface parking lot at the rear of the structure adjacent to the public alley with 23 vehicle parking stalls. The project will require a rezoning of both parcels to the R5 residential district. The project qualifies for a reduced parking requirement due to its proximity to high-frequency transit. Proposed exterior materials include storefront glazing, brick, and fiber cement. The applicant is proposing ptac units integrated into the window for HVAC in individual units.

PUBLIC COMMENTS. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

REZONING

The Department of Community Planning and Economic Development has analyzed the application for a petition to rezone the property at 2637 1st Avenue S from R2B to R5 and the property located at 2645 1st Avenue S from OR1 to R5 based on the following findings:

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

The proposed zoning would be consistent with the applicable policies of The Minneapolis Plan for Sustainable Growth. The property is designated as *urban neighborhood* on the future land use map. Urban neighborhood is described as a predominantly residential designation with a range of densities and scales, with the highest densities being concentrated around designated nodes and corridors. Although Urban Neighborhood designations do not generally call for significant new growth, the project site is located 1 block from an Activity Center and major Commercial corridor with high-frequency transit service, policy designation which call for more intensive transit-oriented development.

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

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

- 1.1.1 Ensure that the City's zoning code is consistent with The Minneapolis Plan and provides clear, understandable guidance that can readily be administered.
- 1.1.5 Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development.

Land Use Policy 1.8: 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.

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

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

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

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

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

The proposed rezoning will allow for a greater density of housing units in a high-demand area of the city that is within close proximity to cultural and civic amenities and is well-served by transit. Additionally, the proximity to neighborhood serving retail uses will encourage pedestrian activity and alternative forms of transit that reduce the city's dependency on the use of single-occupancy vehicles and support small businesses by growing their local customer base.

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

The proposed zoning amendment is compatible with the zoning of adjacent properties and properties within the vicinity of the project site. The site is 1 block from the Eat Street Activity Center and Nicollet Commercial Corridor. The immediate area contains a range of housing densities and zoning intensities from high-density residential and commercial to single-family zoning including a significant amount of R5 zoning along 1st Avenue S.

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

Reasonable uses exist for the property in question under the existing zoning classification including single, two-family, and multiple family residential uses. A project of the proposed scale requires rezoning the entire site to a high-density multi-family zoning district.

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

There have not been significant changes in the character or trend of development in the general area of the property. There have been some high-density projects proposed along Nicollet Avenue and the immediate area in recent years although only one has been constructed, and one is currently under construction within the most recent development cycle.

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to increase the maximum building height in the R5 district from 4 stories, 56 feet to 5 stories, 56 feet based on the following findings:

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

The proposed height of the building as measure from adjacent grade is 56 feet. The maximum height in the R5 district is 4 stories, or 56 feet. The proposed building is functionally a 5 story building. The establishment of a 5 story building on this site will not be detrimental to or endanger the public health, safety, comfort or general welfare. The project employs setbacks that minimize the heights impact on adjacent properties.

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 conditional use will not be injurious to the use and enjoyment of other property in the vicinity nor will it impede the normal and orderly development and improvement of surrounding property. The 5 story building is within the height limit for the proposed zoning district as measured in feet. The project is surrounded by similarly zoned properties and with a variety of scales and densities of residential property.

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

The project will receive a full review by relevant departments, including public works, to ensure that adequate utilities, access and other facilities are provided.

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

Building height does not generally affect traffic conditions. The project is not expected to have a significant effect on congestion in the public streets.

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

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

Policy 3.1: Grow by increasing the supply of housing.

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

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

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

If the requested land use applications are approved, the proposal will comply with all provisions of R5 District.

Additional Standards to Increase Maximum Height

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

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

The project will not significantly impede access to light and air for surrounding properties. The bulk of the project’s massing is placed along the 1st Avenue frontage and pulled away from smaller-scale residential uses

to the rear of the site across the alley and setback on the upper story for the smaller scale residential uses to the north.

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

The project will have some additional shadowing effect on neighboring properties to the north, however the bulk of that effect is limited to the middle of the day and worst during the winter months. No existing solar energy systems have been identified in the immediate area.

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

The proposed project taller than most of the buildings in the immediate area. The building is utilizing a setback at the topmost story to minimize the effect of the height on adjacent properties to the north. Additionally, the project is setback significantly from the rear property line and is located on a corner, reducing the infill impact.

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

The building will not block views to or from any significant open spaces, water bodies, or landmark buildings.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum front yard requirement along 1st Avenue S from 15 feet to 10 feet and to reduce the minimum corner side yard setback along 27th Street E from 15 feet to 10 feet based on the following findings:

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

The project is constrained by the size and layout of the site in providing parking while also complying with site plan review standards for active uses at the ground level. The applicant is proposing walk-up residential units and residential amenity space along the 1st Avenue S elevation that comply with the intent of the ordinance and the Comprehensive Plan.

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

The property owner is proposing to use the property in a reasonable manner that is in keeping with the spirit and intent of the ordinance and of the comprehensive plan. The proposed setbacks are in keeping with the predominant character of the area and provide sufficient privacy and separation for at-grade residential uses while also activating the public realm.

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

The proposed variance 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. The proposed setbacks are similar to other multi-family residential property in the vicinity. Additionally, there is about 3 feet of additional green space between the public sidewalk and the front property line.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum vehicle parking requirement from 26 spaces to 23 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.*

The minimum vehicle parking requirement for a project of this size in the R5 district is 51 spaces. The project qualifies for a 50% reduction in the minimum parking requirement to 26 spaces due to its proximity to high-frequency transit. The project is constrained in meeting this requirement by the size of the site in attempting to meet the site plan review standards for active uses, and the parking lot screening requirements.

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

The property owner is proposing to use the property in a reasonable manner that is in keeping with the spirit and intent of the ordinance and of the comprehensive plan. If the project had 1 fewer dwelling unit, the parking requirement would be zero. The project is within close proximity to high-frequency bus transit and a variety of neighborhood serving retail uses that will reduce the need for a vehicle.

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

The proposed variance 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. Many multi-family buildings in the area do not provide any off-street parking and are able to do so because of their close proximity to transit, jobs, and services as well as the availability of on-street parking.

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:

Applicable Standards of Chapter 530, Site Plan Review

BUILDING PLACEMENT AND DESIGN

Building placement – Meets requirements

- The first floor of the building is designed to activate the street frontage through the use of walk-up residential uses and active residential amenities along the 1st Avenue S frontage and the 27th Street frontage. The applicant is seeking a variance to reduce the minimum yard requirement to bring the building wall closer to the public right of way while respecting established setbacks.
- The placement of the building reinforces the street wall, maximizes natural surveillance and visibility, and facilitates pedestrian access and circulation.
- The area between the building and lot line includes landscaping.
- All on-site accessory parking is located to the rear of the building and is screened from the public right of way by a generous landscape buffer.

Principal entrances – Meets requirements with Conditions of Approval

- The building is oriented so that at least one principal entrance faces the front property line. All principal entrances for walk-up units and the principal residential entrance face 1st Ave S.
- The principal entrances for the walk-up residential units are not clearly defined through the use of architectural features. CPED is recommending a condition of approval that the applicant implement canopies or architectural awnings to provide weather protection and to further define those entrances.

Visual interest – Meets requirements

- The building walls provide architectural detail and contain windows in order to create visual interest.
- The proposed building emphasizes architectural elements – including recesses, projections, windows, and entries – to divide the building into smaller identifiable sections.
- There are no blank, uninterrupted walls exceeding 25 feet in length.

Exterior materials – Meets requirements

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

Table 1. Percentage of Exterior Materials per Elevation

Material	Allowed Max	North	South	East	West
Brick (face)	100%	15%	6%	15%	6%
Glass (glazing)	100%	25%	31%	25%	40%
Fiber Cement (≥ 5/8”)	75%	43%	36%	30%	33%
Metal Panel	75%	3%	4%	5%	7%
Fiber Cement Siding	30%	14%	23%	25%	14%

Windows – Requires alternative compliance

- For residential uses, the zoning code requires that no less than 20 percent of the walls on the first floor, and no less than ten percent of the walls on each floor above the first that face a public street, public sidewalk, public pathway, or on-site parking lot, shall be windows. The project requires alternative compliance for the elevation facing the on-site parking lot (see Table 2).
- All windows are vertical in proportion and are evenly distributed along the building walls.

Table 2. Window Requirements for Residential Uses

	Code		Proposed	
1st floor (1st Ave S)	20% minimum	285 sq. ft.	38%	549 sq. ft.
1st floor (27th Street S)	20% minimum	113 sq. ft.	22%	128 sq. ft.
1st floor (parking)	20% minimum	274 sq. ft.	19%	262 sq. ft.

Ground floor active functions – Meets requirements

- The ground floor facing 1st Avenue S contains 100 percent (125 feet) active functions. The ground floor facing 27th Street S contain 100 percent (54 feet) active functions. At least 70 percent of the first floor building frontage facing the public street, public sidewalk, or public walkway contains active functions.

Roof line – Meets requirements

- The principal roof line of the building will be flat, which is similar to that of surrounding buildings. [OR The roof pitch of the proposed addition is compatible with the principal roof pitch of the existing building.]

Parking garages – Not applicable

- There are no parking garages proposed as part of this project.

ACCESS AND CIRCULATION

Pedestrian access – Meets requirements

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

Transit access – Not applicable

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

Vehicular access – Meets requirements

- Vehicular access and circulation has been designed to minimize conflicts with pedestrian traffic and with surrounding residential uses.
- There are no curb cuts proposed on public streets.
- The project is not expected to generate a significant amount of traffic in the alley.
- The proposed site plan minimizes the use of impervious surfaces. According to the materials submitted by the applicant, 75% of the site will be impervious.

LANDSCAPING AND SCREENING

General landscaping and screening – Meets requirements

- The overall composition and location of landscaped areas complement the scale of development and its surroundings.
- At least 20 percent of the site not occupied by the building is landscaped. The applicant is proposing approximately 4665 square feet of landscaping on site, or approximately 38 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 5 and the applicant is proposing a total of 10 canopy trees.
- 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 25 and the applicant is proposing 81 shrubs.
- The remainder of the required landscaped area is covered with turf grass, native grasses, perennial flowering plants, vines, shrubs and other trees.

Table 3. Landscaping and Screening Requirements

	Code	Proposed
Lot Area	--	18,998 sq. ft.
Building Footprint	--	6,744 sq. ft.
Remaining Lot Area	--	12,254 sq. ft.
Landscaping Required	2,450 sq. ft.	4,665 sq. ft.
Canopy Trees (1:500 sq. ft.)	5 trees	10 trees
Shrubs (1:100 sq. ft.)	25 shrubs	81 shrubs

Parking and loading landscaping and screening – Meets requirements

- The parking and loading area facing the public street or public sidewalk contains an on-site landscaped yard of at least seven feet in width.
- The applicant is proposing a screen combination of shrubbery and canopy trees along the 27th Street E frontage that would meet the minimum screening requirements.
- There is at least one tree provided for each 25 linear feet, or fraction thereof, of parking or loading area frontage.
- The parking area abutting or across the alley from a residence or office residence district, or any residential use, contains an on-site landscaped yard of at least seven feet in width.
- The applicant is proposing a combination of shrubbery and canopy trees that would meet the minimum screening requirements along the alley.
- The corners of the parking lot that are unavailable for parking or vehicular circulation are landscaped as specified for a required landscaped yard.
- Because the proposed surface parking lot contains ten or more spaces, each parking space must be located within 50 feet of the center of an on-site deciduous tree. The application is in compliance with this requirement.

Additional landscaping requirements – Meets requirements

- Information included in the landscape plan indicates that the plant materials, and installation and maintenance of the plant materials, would comply with sections 530.200 and 530.210 of the zoning code. [OR] As conditioned, the plant materials, and the installation and maintenance of the plant materials, would comply with sections 530.200 and 530.210 of the zoning code.
- All other areas not occupied by buildings, parking and loading facilities, or driveways would be covered with turf grass, native grasses, perennials, wood mulch, shrubs, and trees.

ADDITIONAL STANDARDS**Concrete curbs and wheel stops – Meets requirements**

- All parking lots and driveways are designed with wheel stops or discontinuous curbing to provide on-site retention and filtration of stormwater.

Site context – Meets requirements

- There are no important elements of the city [such as parks, greenways, significant buildings, and water bodies] near the site that will be obstructed by the proposed building.
- This building should have minimal shadowing effects on public spaces and adjacent properties.
- This building has been designed to minimize the generation of wind currents at ground level.

Crime prevention through environmental design – Meets requirements

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

Historic preservation – Not applicable

- This site is neither historically designated or located in a designated historic district, nor has it been determined to be eligible for designation.

Applicable Regulations of the Zoning Ordinance

The proposed use is permitted in the R5 District.

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

- The off-street vehicle parking requirement under the base zoning district of R5 for the project is 51 spaces. The project qualifies for a 50% reduction in the parking requirement because of its close proximity to high-frequency transit bringing the requirement down to 26 spaces. The applicant is proposing 23 vehicle parking spaces and is seeking a variance to reduce the minimum (see Table 4).
- The minimum bicycle parking requirement is 26 spaces. The applicant is proposing 32 bicycle parking spaces, all of which are contained in an indoor bicycle room. CPED is recommending a condition of approval that the applicant provide at least 3 visitor bicycle parking spaces either on site or in the public right of way (see Table 5).
- There is not minimum loading requirement for this project.

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

Use	Minimum	Reductions	Overall Minimum	Maximum Allowed	Proposed
Residential Dwellings	51	Transit Incentives (25)	26	--	23

Table 5. Bicycle Parking Requirements (Chapter 541)

Use	Minimum	Short-Term	Long-Term	Proposed
Residential Dwellings	26	--	Not less than 90%	32

Building Bulk and Height – Requires conditional use permit

- The maximum building height in the R5 district is 4 stories, or 56 feet, whichever is greater. The applicant is proposing a 5 story building 56 feet in height (see Table 6).
- The maximum FAR in the R5 district is 2.0. The applicant’s proposal has an FAR of 1.7.

Table 6. Building Bulk and Height Requirements

	Code	Bonuses	Total	Proposed
Lot Area	--	--	--	18,998 sq. ft. / .44 acres
Gross Floor Area	--	--	--	32,275 sq. ft.
Max. Floor Area Ratio	2.0	--	2.0	1.7
Max. Building Height	4 stories or 56 feet, whichever is less			5 stories, 56 ft.

Lot and Residential Unit Requirements – Meets requirements

- There is no maximum density requirement in the R5 district. According to the applicant’s proposal the density of the proposed project would be 115 du’s/acre.
- The proposed dwelling units meet the minimum gross floor area requirement of 500 sq. ft. per unit or 350 sq. ft. per efficiency unit.

Table 7. Lot and Residential Unit Requirements Summary

	Code	Proposed
Min. Lot Area	--	18,998
Max. Impervious Surface Area	85%	75%
Max. Lot Coverage	70%	35%
Dwelling Units (DU)	--	51 DUs
Density (DU/acre)	--	115 DU/acre

Yard Requirements – Requires variance(s)

Table 8. Minimum Yard Requirements

Setback	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front (West)	15 ft.	--	15 ft.	10 ft.
Interior Side (North)	13 ft.	--	13 ft.	14 ft.
Corner Side (South)	15 ft.	--	15 ft.	10 ft.
Rear (East)	13 ft.	--	13 ft.	62 ft.

Signs – Meets requirements

- All signs are subject to Chapter 543, On-Premise Signs. The applicant will be required to submit a separate sign permit application for any signage that is proposed.
- The applicant is proposing 1 building identification sign along the 1st Avenue frontage 24 feet in area and 13 feet in height. The sign as proposed meets the requirements in chapter 543.

Screening of Mechanical Equipment – Meets requirements with Conditions of Approval

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

535.70. Screening of mechanical equipment.

- In general. All mechanical equipment installed on or adjacent to structures shall be arranged so as to minimize visual impact using one (1) of the following methods. All screening shall be kept in good repair and in a proper state of maintenance.
 - Screened by another structure. Mechanical equipment installed on or adjacent to a structure may be screened by a fence, wall or similar structure. Such screening structure shall comply with the following standards:
 - The required screening shall be permanently attached to the structure or the ground and shall conform to all applicable building Codes.
 - The required screening shall be constructed with materials that are architecturally compatible with the structure.
 - Off-premise advertising signs and billboards shall not be considered required screening.
 - Screened by vegetation. Mechanical equipment installed adjacent to the structure served may be screened by hedges, bushes or similar vegetation.
 - Screened by the structure it serves. Mechanical equipment on or adjacent to a structure may be screened by a parapet or wall of sufficient height, built as an integral part of the structure.
 - Designed as an integral part of the structure. If screening is impractical, mechanical equipment may be designed so that it is balanced and integrated with respect to the design of the building.
 - Exceptions. The following mechanical equipment shall be exempt from the screening requirements of this section:

- 1) Minor equipment not exceeding one (1) foot in height.
 - 2) Mechanical equipment accessory to a single or two-family dwelling.
 - 3) Mechanical equipment located in an I2 or I3 District not less than three hundred (300) feet from a residence or office residence district.
- The applicant is proposing a transformer along the north building wall that is illustrated on the site plan but not on the landscape plan. CPED is recommending a condition of approval that the applicant screen this proposed mechanical equipment to meet the standards of the ordinance.

Refuse Screening – Meets requirements

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

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

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

Lighting – Meets requirements with Conditions of Approval

- Existing and proposed lighting must comply with Chapter 535 and Chapter 541 of the zoning code, including:

535.590. Lighting.

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

Fences – Not applicable

- The applicant is not proposing any fencing on site.

Specific Development Standards – Not applicable

- There are no specific development standards for this use.

Applicable Policies of the Comprehensive Plan

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

Land Use Policy 1.8: 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.

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

10.4.2 Promote the development of new housing that is compatible with existing development in the area and the best of the city's existing housing stock.

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

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

CPED finds that the proposed development is in conformance with the above policies of The Minneapolis Plan for Sustainable Growth.

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:

- **Windows.** The first floor of the elevation facing an onsite surface parking lot contains less than the required 20% window area. The proposal contains 19% windows. Staff finds that the proposed window area would meet the intent of the ordinance and would be sufficient for providing safety and surveillance for the on site parking lot and is recommending that the Planning Commission grant alternative compliance for this requirement.
- **Principal Entrances.** The project is proposing one principal entrance for the residential units on the upper floors and several principal entrances for the walk-up units along 1st Avenue S. The principal entrance at the corner is emphasized with an architectural canopy while the walk-up units are not. CPED is recommending a condition of approval that the applicant implement architectural canopies or awnings to provide weather protection and further emphasize the walk-up unit entrances.

FOR REZONINGS ONLY

ZONING PLATE NUMBER. 25

LEGAL DESCRIPTION.

Parcel 1:
Lots 6 and 7, Block 4, Corson's Addition to Minneapolis, Hennepin County, Minnesota (Abstract Property)

Parcel 2:

The South ½ and south 15" of the North ½ of Lot 8, Block 4, Corson's Addition to Minneapolis, Hennepin County, Minnesota (Abstract Property)

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the application(s) by North Bay Companies for the properties located at 2637 and 2645 1st Avenue S:

A. Rezoning.

Recommended motion: **Approve** the petition to rezone the property at 2637 1st Avenue S from R2B to R5.

B. Rezoning.

Recommended motion: **Approve** the petition to rezone the property at 2645 1st Avenue S from OR1 to R5.

C. Conditional Use Permit to increase the maximum building height.

Recommended motion: **Approve** the conditional use permit to increase the maximum building height in the R5 district from 4 stories, 56 feet to 5 stories, 56 feet, subject to the following conditions:

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

D. Variance to decrease the front yard setback.

Recommended motion: **Approve** the variance to reduce the minimum front yard setback along 1st Avenue S from 15 feet to 10 feet.

E. Variance to decrease the corner side yard setback.

Recommended motion: **Approve** the variance to reduce the minimum corner side yard setback along 1st Avenue S from 15 feet to 10 feet.

F. Variance to reduce the minimum vehicle parking requirement.

Recommended motion: **Approve** the variance to reduce the minimum vehicle parking requirement from 26 to 23 spaces, subject to the following conditions:

1. The applicant shall provide at least 3 visitor bicycle parking spaces either on site or in the public right of way.

G. Site Plan Review.

Recommended motion: **Approve** the site plan review for a new 5 story 51-unit residential building, subject to the following conditions:

1. All site improvements shall be completed by January 18th, 2020, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
2. CPED staff shall review and approve the final site, elevation, landscaping, and lighting plans before building permits may be issued.
3. The applicant shall provide a photometric lighting plan that meets the standards of chapter 535 of the ordinance.
4. The applicant shall screen all on site mechanical equipment to meet the standards of chapter 535 of the ordinance.

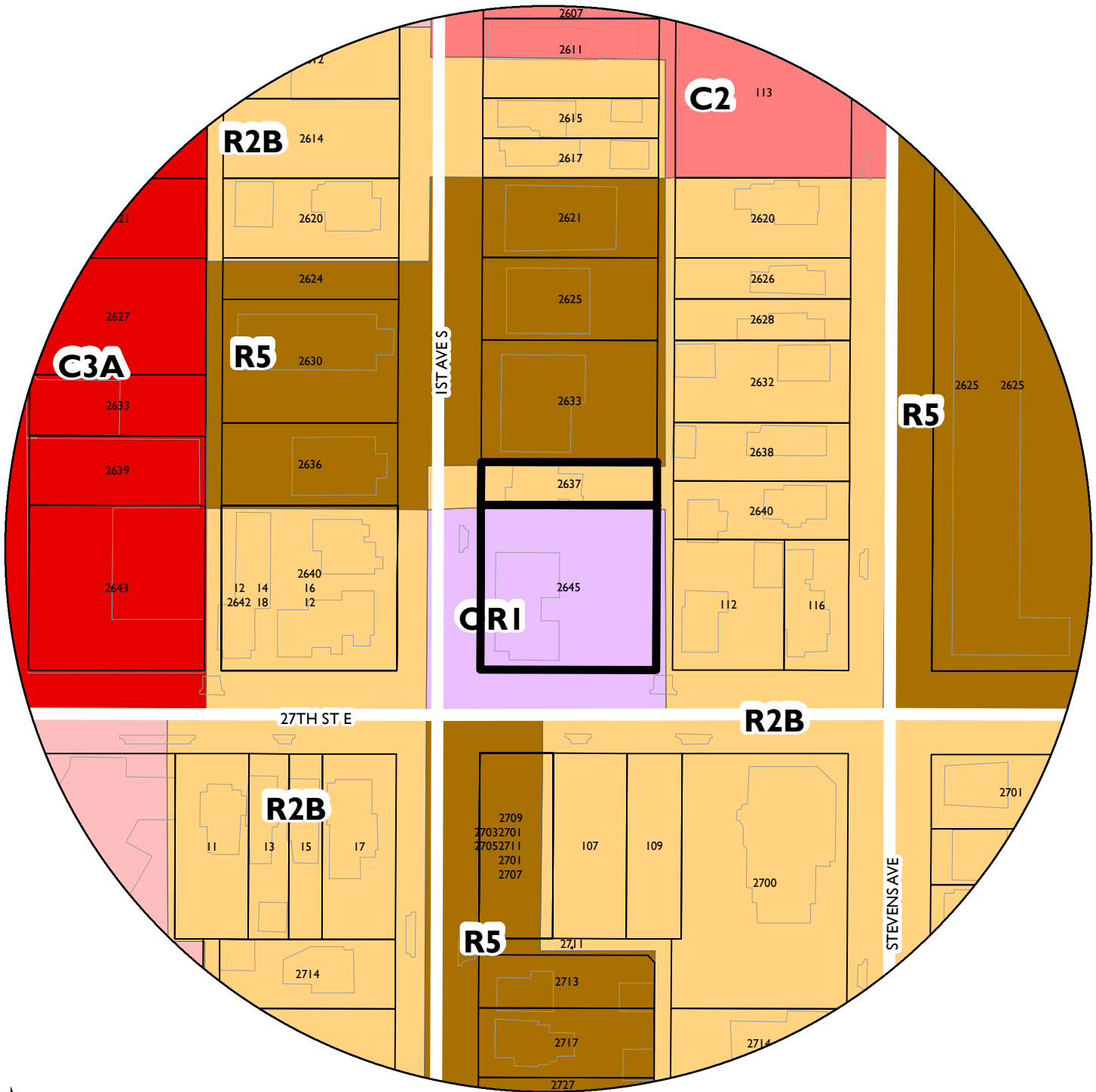
5. The applicant shall install architectural awnings over the principal entrances for the walk-up residential units.

ATTACHMENTS

1. Rezoning ordinance
2. Zoning map
3. Oblique aerial photo
4. Written description and findings submitted by applicant
5. Survey
6. Site plan
7. Plans
8. Building elevations
9. Renderings
10. Shadow study
11. Photos
12. Memo from City Attorney Re: Petition for the Amendment of the Zoning Ordinance
13. Rezoning matrix
14. PDR report
15. Travel Demand Management Plan
16. Public comments

NAME OF APPLICANT

WARD



PROPERTY ADDRESS

2645 & 2637 1st Avenue S

FILE NUMBER

PLAN7701

2637-2645 1ST AVE SOUTH

SEPTEMBER 26, 2018

STATEMENT OF PURPOSE AND DESCRIPTION OF PROJECT

The project is located at the southwest corner of 1st Avenue South and 27th Street East in Minneapolis. The site is currently zoned as OR1 & R2B and is home to a 1-story Chiropractic Clinic and surface parking lot. The adjacent neighborhood consists primarily of single and multifamily housing. We are proposing R5 rezoning.

The proposed building is a 5 story, 51-unit apartment building with a surface parking lot for residents. The main entry and lobby will be located on 1st Ave S with 4 walk-up entries for first floor units facing 1st Ave S. There is a second entrance into the lobby from the parking lot. A total of 23 outdoor spaces for resident parking will be provided as a surface parking lot that is accessed from the alley on the south side of the property. Amenity spaces include an exercise room and enclosed bike parking, both located on the first floor. The bike parking will have 32 bike racks.

The exterior materials will consist primarily of storefront glass and spek-brick at the base, with accent metal siding and fiber cement panels and siding above. The proposed project provides studio units ranging from 360 sf to 400 sf. Large windows are provided for all units for daylighting. HVAC Ptac units will be integrated into the window frames.

REQUIRED APPLICATIONS

The applications required for the project are:

1. Conditional use permit (CUP) to increase the allowed height from 4 stories / 56 feet to 5 stories / 56 feet
2. Variance of the front (west) yard requirement from 15 feet to 10 feet for the building, and to 5 feet 10 inches for and awning exceeding 2'-6"
3. Variance of the corner side (south) yard requirement from 12 feet to 10 feet for the building
4. Variance to reduce the parking requirement from 25 to 23 spaces
5. Site plan review

CONDITIONAL USE PERMIT FOR INCREASED HEIGHT

REQUIRED FINDINGS

The proposed conditional use permit to increase the allowed height of the building from 4 stories / 56 feet to 5 stories / 56 feet is consistent with the required findings under § 525.340 of the Zoning Code.

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

The height of the building is not greater than the 56-foot limit (with 3'-0" or less of parapet as allowed in § 546.100) of the R5 District, but the CUP is required for the building to have 5 instead of 4 stories. The additional story will not be detrimental to or endanger the public health, safety,

comfort or general welfare. 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.*

A 5-story building that is 56 feet tall will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. The height of the proposed building is consistent with 56-foot height allowed as of right for 4-story buildings in this R5 zoning district.

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. Access to the surface parking lot will be provided from E 27th St.

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

The site is a prime location for utilization of alternative modes of travel. It is within one block's walking distance of Nicollet Avenue, Stevens Avenue, 26th Street, & 28th Street transit lines. There are at least six bus lines within a 3 block radius of the site. There are multiple designated bike lanes on the surrounding streets, with convenient connections to the City's bike trail and route system most notably the designated bike lane on 1st Ave and the greenway which is two blocks south of the site. The site is also within two blocks of an HourCar. Twenty-three surface parking spaces and 32 enclosed bike storage spaces will be provided. Additional bike racks will be installed in front of the building for guests and short term use.

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

The *Minneapolis Plan for Sustainable Growth* (the City's Comprehensive Plan) designates the site on the future land use map as Urban Neighborhood. The Urban Neighborhood designation is described as predominantly residential with a range of densities. Nicollet Avenue S and 26th Street E (one block northwest of the site) is a designated activity center and Nicollet Avenue is a Community Corridor. Community Corridors support new residential development from low- to high-density in specified areas, as well as increased housing diversity in neighborhoods. Activity Centers support high and very-high density housing, and those located near Growth Centers, as is Nicollet & Lake, may support density up to 800 du/acre, dependent on context and applicable small area plans. The project is consistent with the following policies of the Comprehensive Plan:

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

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

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.

Transportation Policy 2.4: Make transit a more attractive option for both new and existing riders.

2.4.3 Encourage higher intensity and transit-oriented development to locate in areas well served by transit.

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

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

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

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

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

The proposed height of building is consistent with the City's land use guidance. In particular, a 5-story, rather than 4-story, building can contain more dwelling units. The transit-oriented nature of this site merits increased housing density. The building is designed with traditional urban form and the placement of common amenity spaces for the residents engages with the street level at a pedestrian scale, including four walk-up units at the ground floor that respects and fits in with the surrounding context. The design and setbacks of the building provide light, privacy and views for the subject building and its neighbors.

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

The proposed height of building is consistent with the City's land use guidance. In particular, a 5-story, rather than 4-story, building can contain more dwelling units. The transit-oriented nature of this site merits significantly-increased housing density. The building is designed with traditional urban form and the placement of common amenity spaces for the residents engages with the street level at a pedestrian scale. The design and setbacks of the building provide light, privacy and views for the subject building and its neighbors.

Upon approval of the submitted applications, the project will conform to the applicable regulations of the R5 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 other uses on the two sides facing 1st Ave S, & E 27th Street. Separation between the new building and neighboring building to the north will be increased compared to existing conditions and will meet the 13'-0" required setback. Additionally, the building steps back at the north side to 4 stories, to provide a transition to the neighboring 3 story building. On the east side the proposed building would be separated from the neighboring building by the surface parking lot and alley. The orientation of the building on the site preserves access for light and air of surrounding properties.

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

A shadow study has been submitted that shows the degree of shadowing by the project. Shadows cast by a 5-story building that is shorter than 56 feet will not be more impactful than shadows cast by a 4-story building of the same height that would not require a CUP. The building will not shadow significant public spaces. No existing solar energy systems are known to be shadowed by the project.

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

The building will be similar in scale, though taller, to the neighboring multifamily building directly to the north and across 27th St to the south. It will be taller than other older, 2 to 3-story residential buildings in the area but will be similar in scale and character to the developments along 26th Street, one block north, for example the Chroma apartments one block north and east. The proposed scale and character is consistent with the 56-foot height limit of the R5 District if the proposed rezoning of the site is approved.

(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 water bodies because it is not adjacent to any such places. The increase in height from 4 to 5 stories creates view impacts.

VARIANCES OF YARD REQUIREMENTS **REQUIRED FINDINGS**

The following yard variances are requested:

- variance of the front (west) yard requirement from 15 feet to 10 feet for the building and 5 feet 10 inches for an awning exceeding 2'-6"; and
- variance of the corner side (south) yard requirement from 12 feet to 10 feet for the building

The variance requests are consistent with the required findings under § 525.500 of the Zoning Code.

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 in designing a project that strictly complies with all setback requirements and that promotes the appropriate residential density. Further, due to the narrowness of the lot, compliance with the setback ordinance would result in a significant loss of parking area. These are unique circumstances that were not created by the developer.

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 setbacks are reasonable and in keeping with the spirit and intent of the ordinances and Comprehensive Plan. In general, yard controls are established to provide for the orderly development and use of land and to minimize conflicts among land uses by regulating the dimension and use of yards in order to provide adequate light, air, open space and separation of uses. These purposes are achieved for this site by the proposed setbacks, the separation that will exist between neighboring buildings, and the wide right-of-way boulevards along both 1st Ave South and W 27th Street. The proposed setbacks promote the orderly redevelopment of the project site in a manner that is consistent with the City's urban design policies by providing appropriate physical transition and separation in context of the existing, surrounding development.

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

The proposed setbacks are in character with the development pattern in the locality. The front setbacks from 1st Ave of the buildings directly to the north and south of the proposed site is ~10 feet. The corner side setbacks of the existing building on 27th street is ~11.2 feet. The variances will not be injurious to the use of other property or detrimental to the public health, safety, or welfare.

VARIANCES OF PARKING REQUIREMENT **REQUIRED FINDINGS**

The parking required for the 51, single-bedroom dwelling units will be provided with a surface lot located to the east of the building, which will contain a total of 23 spaces. A variance is requested to reduce the parking requirement from 25 (50% reduction per Table 541-4.5 Transit Incentive for Multiple Family Dwellings) to 23 spaces. The variance requests are consistent with the required findings under § 525.500 of the Zoning Code.

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 project design has maximized the amount of on-site parking that can be provided on this small lot (18,950 sf) while maintaining active uses along the street and space for utility and bike rooms. As discussed above, the project site is well-situated for use of alternative modes of transportation. These are unique circumstances that were not created by the developer, which result in practical difficulties in complying with the ordinance.

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 variances are reasonable in these circumstances and in keeping with the spirit and intent of City ordinances. It is consistent with Comprehensive Plan policies intended to encourage transit use and reduce parking requirements where feasible. See Transportation Policy 2.8: "Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community."

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

The proposed parking variances are consistent with the character of the area and will not be injurious to the use or enjoyment of other property in the vicinity or detrimental to the public. The current lot has a surface parking lot, the site is too small to allow below grade parking while maintaining the appropriate density and building character. The project will provide 92% of the required parking with appropriate landscape buffering along 27th Street and at the alley.



PROJECT DESCRIPTION & SITE BACKGROUND

The project is located at the southwest corner of 1st Avenue South and 27th Street East in Minneapolis. The site is currently zoned as OR1 & R2B and is home to a 1-story Chiropractic Clinic and surface parking lot. The adjacent neighborhood consists primarily of single and multifamily housing. We are proposing R5 rezoning.

The proposed building is a 5 story, 51 unit apartment building with a surface parking lot for residents. The main entry and lobby will be located on 1st Ave S with 4 walk up entries for first floor units facing 1st Ave S. There is a second entrance into the lobby from the parking lot. A total of 23 outdoor spaces for resident parking will be provided as a surface parking lot that is accessed from the alley on the south side of the property. Amenity spaces include an exercise room and enclosed bike parking, both located on the first floor. The bike parking will have 32 bike racks.

The exterior materials will consist primarily of storefront glass and speck brick at the base, with accent metal siding and fiber cement panels and siding above. The proposed project provides studio units ranging from 360 sf to 400 sf. Large windows are provided for all units for daylighting. HVAC Ptac units will be integrated into the window frames.

PROJECT DATA

Addresses:	2645 - 2637 1st Ave S Lot Combination
Site Site Area:	18,998 sf
Zoning Current Zoning District: Current Overlay Zoning: Proposed Zoning:	OR1 & R2B N/A R5
Building Height Required Height: Proposed Height:	4 stories - 56'-0" 5 stories - 56'-0"
Floor-Area Ratio FAR R5 Allowed FAR Proposed	2.0 (37,900 sf) 1.7 (32,275sf / 18,950 sf)
Parking Required Total required (51/2) Total provided	25 spaces 23 spaces
Bicycle Parking Required Total required (51/2) Total provided	25 spaces 32 spaces

Building Areas	
Level 1 Gross Area	6,744 sf
Level 1 Rentable Area	2,155 sf
Studio Units	5
Level 2 Gross Area	6,605 sf
Level 2 Rentable Area	5,145 sf
Studio Units	12
Level 3 Gross Area	6,605 sf
Level 3 Rentable Area	5,145 sf
Studio Units	12
Level 4 Gross Area	6,605 sf
Level 4 Rentable Area	5,145 sf
Studio Units	12
Level 5 Gross Area	5,717 sf
Level 5 Rentable Area	4,393 sf
Studio Units	10
Total Gross Area:	32,275 sf
Total Rentable Area:	21,983 sf
Total Studio Units:	51

LAND USE APPLICATION VARIANCES

1. Conditional use permit (CUP) to increase the allowed height from 4 stories / 56 feet to 5 stories / 56 feet
2. Variance of the front (west) yard requirement from 15 feet to 10 feet for the building.
3. Variance of the corner side (south) yard requirement from 12 feet to 10 feet for the building
4. Variance to reduce the parking requirement from 25 to 23 spaces
5. Site plan review



2639 1ST AVE SOUTH APARTMENTS

LAND USE APPLICATION

MINNEAPOLIS, MN
SEPT 26, 2018

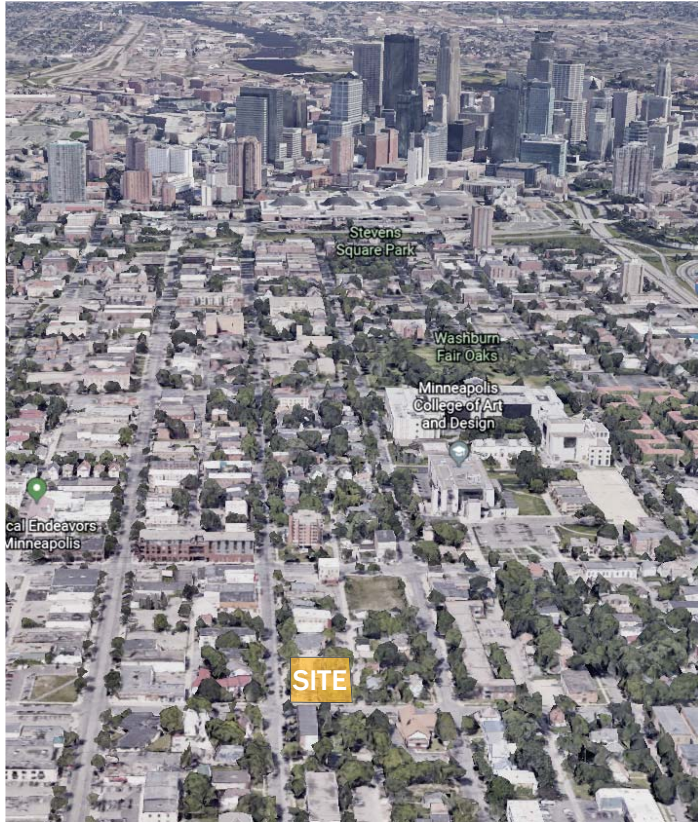
NORTH BAY COMPANIES
2316 4TH AVE. S
MINNEAPOLIS, MN 55404

DJR ARCHITECTURE, INC.
333 WASHINGTON AVE. N
UNION PLAZA, SUITE 210
MINNEAPOLIS, MN 55401

PROJECT INFORMATION



NEIGHBORHOOD ELEVATION ALONG 1ST AVE S LOOKING WEST
1/32" = 1'-0"



AERIAL VIEW LOOKING NORTH



AERIAL VIEW WITH NEIGHBORHOOD CONTEXT ⓘ



**2639 1ST AVE S
APARTMENTS**
Minneapolis, MN
September 26, 2018

18-022.00

PROJECT AREA



◀ **VIEW LOOKING EAST ON 1ST AVENUE S**

VIEW OF 2645 1ST AVENUE S - Proposed location of the new apartment building. Existing building to be demolished.

▼ **VIEW LOOKING NORTH ON E 27TH STREET:**

VIEW OF 2645 1ST AVENUE S (left photo) - Proposed location of the new apartment building. Existing building to be demolished.

THE CORNER OF 2645 1ST AVENUE S (right photo) - Proposed location of the new apartment building. Existing building to be demolished.



2639 1ST AVE S APARTMENTS

Minneapolis, MN
September 26, 2018

18-022.00

PROPERTY PHOTOS



▲ VIEW LOOKING EAST ON 1ST AVENUE SOUTH:
 VIEW OF 2633 1ST AVE SOUTH (left)
 VIEW OF 2637 1ST AVE SOUTH (right) - Proposed location of the new apartment building.
 Existing building to be demolished.



▲ VIEW LOOKING EAST ON 1ST AVENUE SOUTH:
 VIEW OF 2705 1ST AVE SOUTH

▼ VIEW LOOKING WEST ON 1ST AVENUE SOUTH:
 VIEW OF 2640 1ST AVE SOUTH (left)
 VIEW OF 2636 1ST AVE SOUTH (right)



▼ VIEW LOOKING WEST ON 1ST AVENUE SOUTH:
 VIEW OF 17 E 27TH STREET



**2639 1ST AVE S
 APARTMENTS**

Minneapolis, MN
 September 26, 2018

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**NEIGHBORHOOD
 CONTEXT**



▲ VIEW LOOKING SOUTH ON E 27TH STREET:
 VIEW OF 2700 STEVENS AVENUE (left)
 VIEW OF 109 E 27TH ST (right)

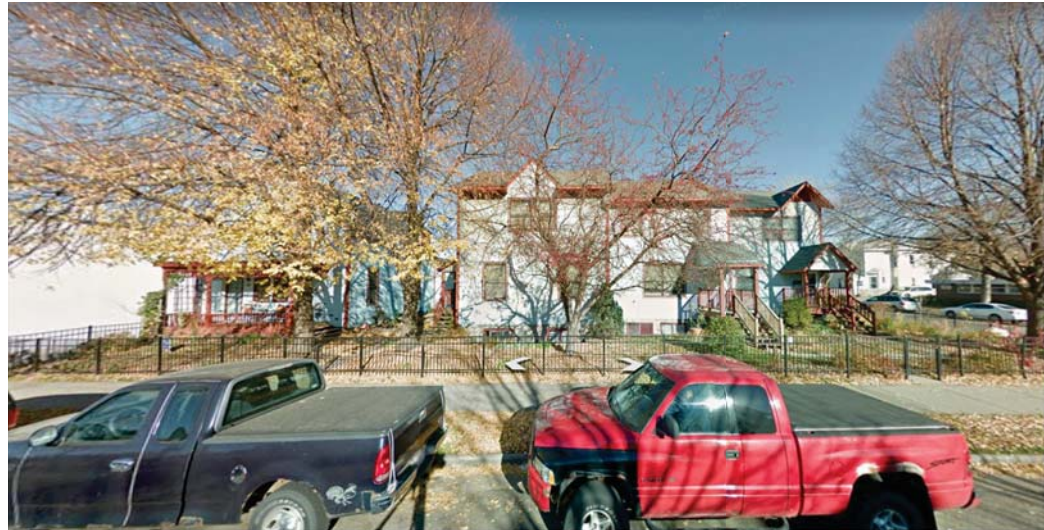


▲ VIEW LOOKING SOUTH ON E 27TH STREET:
 VIEW OF 17 E 27TH STREET (most left)
 VIEW OF 15 E 27TH STREET (left)
 VIEW OF 13 E 27TH STREET (right)
 VIEW OF 11 E 27TH STREET (most right)

▼ VIEW LOOKING NORTH ON E 27TH STREET:
 VIEW OF 2645 1ST AVE SOUTH (left)
 VIEW OF 112 E 27TH STREET(right)



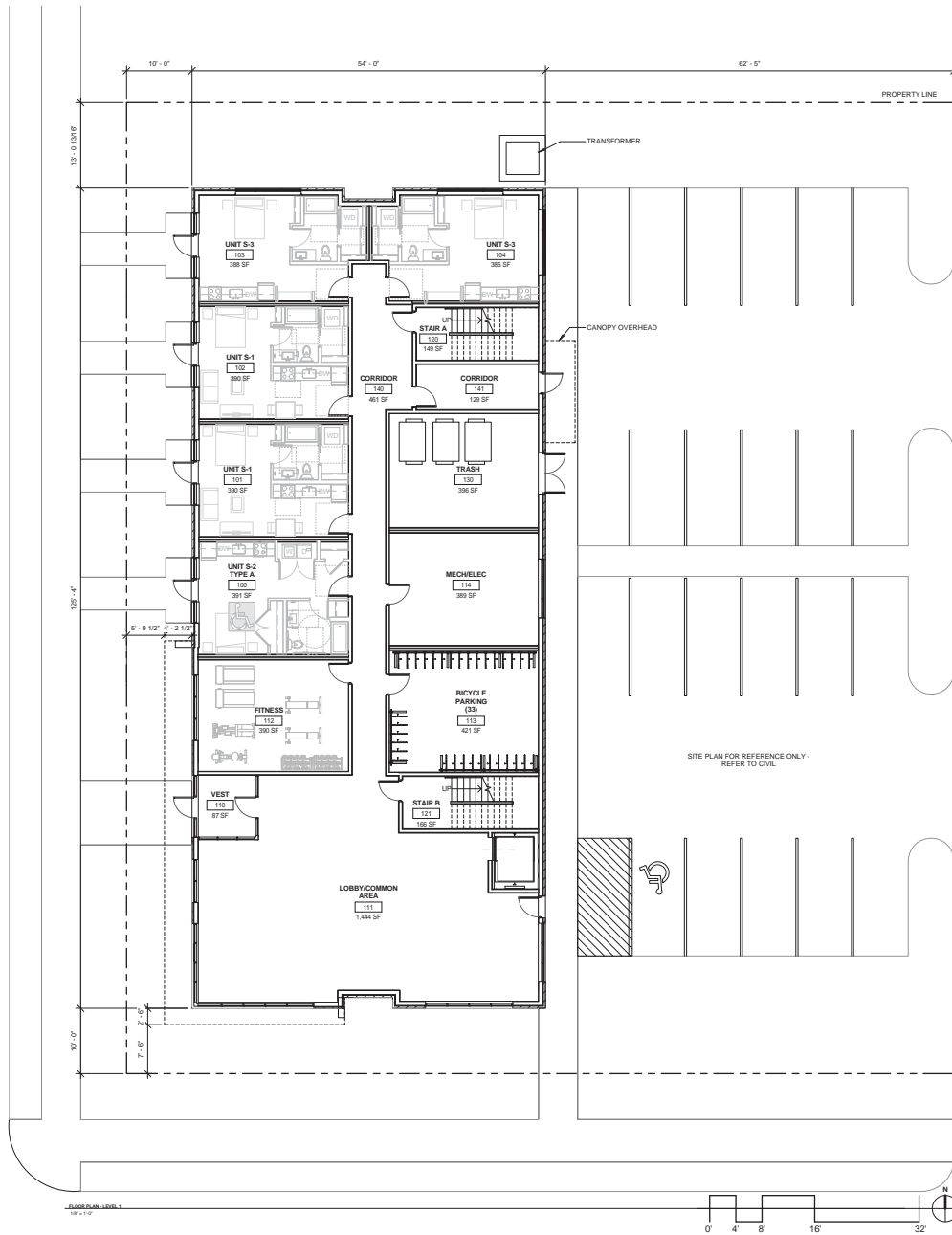
▼ VIEW LOOKING NORTH ON E 27TH STREET:
 VIEW OF 12 E 27TH STREET (left)
 VIEW OF 16 E 27TH STREET (right)



**2639 1ST AVE S
 APARTMENTS**
 Minneapolis, MN
 September 26, 2018

18-022.00

**NEIGHBORHOOD
 CONTEXT**



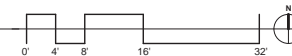
**2639 1ST AVE S
APARTMENTS**
Minneapolis, MN
September 26, 2018

18-022.00

**FLOOR PLAN -
LEVEL 1**



FLOOR PLAN - LEVELS 2-4
1/8" = 1'-0"



**2639 1ST AVE S
APARTMENTS**

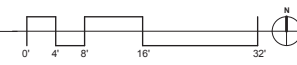
Minneapolis, MN
September 26, 2018

18-022.00

**FLOOR PLAN -
LEVELS 2-4**



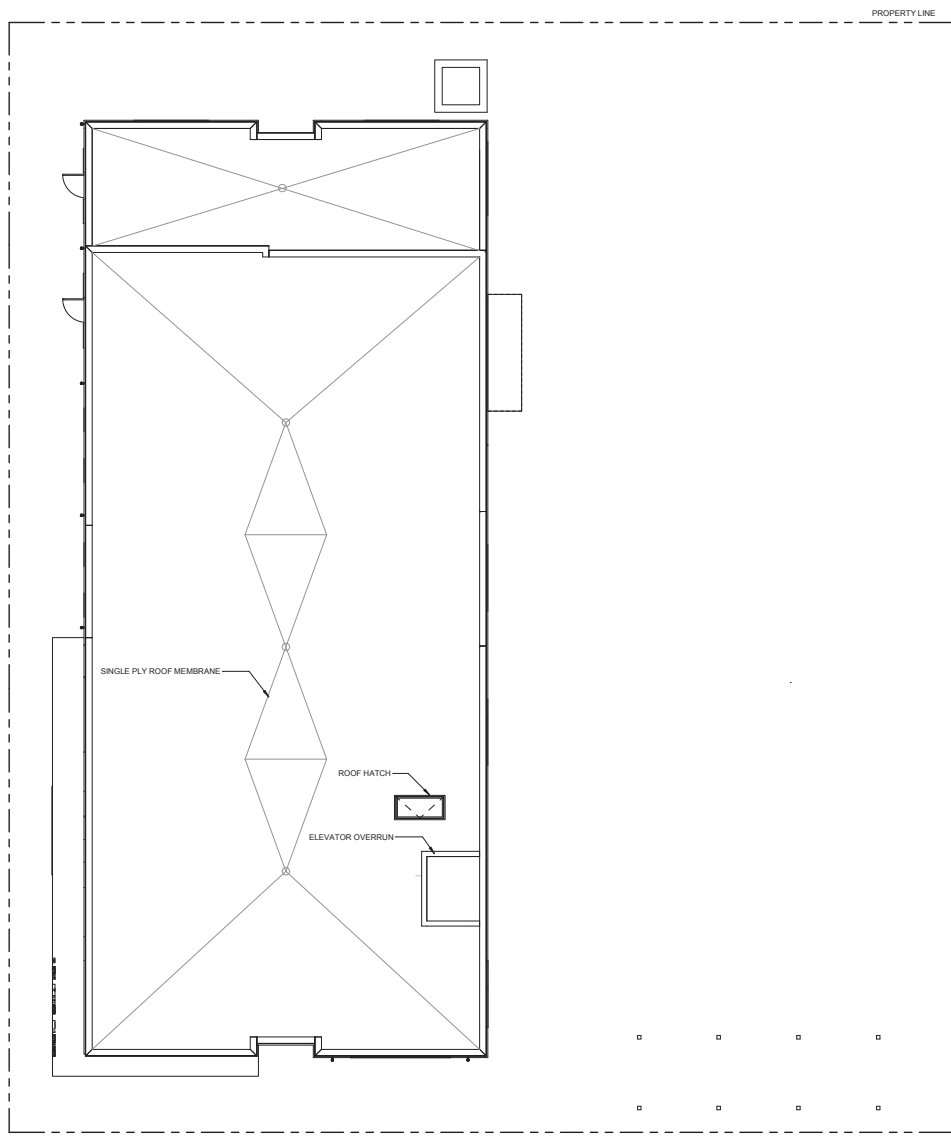
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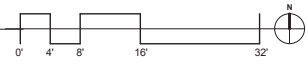
**2639 1ST AVE S
 APARTMENTS**
 Minneapolis, MN
 September 26, 2018

18-022-00

**FLOOR PLAN -
 LEVEL 5**



ROOF PLAN
1/8" = 1'-0"



**2639 1ST AVE S
APARTMENTS**
Minneapolis, MN
September 26, 2018

18-022.00

ROOF PLAN

MATERIAL CALCULATIONS - WEST ELEVATION		
MATERIAL TYPE	AREA	PERCENTAGE
6" CEMENTITIOUS PANEL - BLACK	892 SF	10%
6" CEMENTITIOUS PANEL - WHITE	1,355 SF	23%
6" CEMENTITIOUS SIDING	846 SF	14%
ARCHITECTURAL CONCRETE BRICK	421 SF	6%
PREFINISHED METAL	499 SF	7%
WINDOWS	2,799 SF	40%
TOTAL	6,868 SF	100%

GLAZING BETWEEN 2'-10" ON PUBLIC SIDEWALK
 20% REQUIRED FOR RESIDENTIAL USES
 536 SF/1000 SF = 53% PROVIDED



MATERIAL CALCULATIONS - EAST ELEVATION		
MATERIAL TYPE	AREA	PERCENTAGE
6" CEMENTITIOUS PANEL - BLACK	850 SF	12%
6" CEMENTITIOUS PANEL - WHITE	1,227 SF	18%
6" CEMENTITIOUS SIDING	1,709 SF	25%
ARCHITECTURAL CONCRETE BRICK	1,011 SF	15%
PREFINISHED METAL	359 SF	5%
WINDOWS	1,744 SF	25%
TOTAL	6,900 SF	100%

GLAZING BETWEEN 2'-10" @ ON SITE PARKING LOT
 20% REQUIRED FOR RESIDENTIAL USES
 200 SF/1000 SF = 20% PROVIDED



MATERIAL CALCULATIONS - SOUTH ELEVATION		
MATERIAL TYPE	AREA	PERCENTAGE
5/8" CEMENTITIOUS PANEL - BLACK	343 SF	11%
5/8" CEMENTITIOUS PANEL - WHITE	756 SF	25%
5/8" CEMENTITIOUS SIDING	718 SF	23%
ARCHITECTURAL CONCRETE BRICK	198 SF	6%
PREFINISHED METAL	109 SF	4%
WINDOWS	852 SF	31%
TOTAL	3,075 SF	100%

GLAZING BETWEEN 2'-10" ON PUBLIC SIDEWALK
 20% REQUIRED FOR RESIDENTIAL USES
 247 SF/430 SF = 57% PROVIDED



MATERIAL CALCULATIONS - NORTH ELEVATION		
MATERIAL TYPE	AREA	PERCENTAGE
5/8" CEMENTITIOUS PANEL - BLACK	1,105 SF	35%
5/8" CEMENTITIOUS PANEL - WHITE	264 SF	8%
5/8" CEMENTITIOUS SIDING	423 SF	14%
ARCHITECTURAL CONCRETE BRICK	452 SF	15%
PREFINISHED METAL	79 SF	2%
WINDOWS	758 SF	23%
TOTAL	3,116 SF	100%



**2639 1ST AVE S
 APARTMENTS**
 Minneapolis, MN
 September 26, 2018

18-022.00

**EXTERIOR
 ELEVATIONS**



FRONT ENTRY - VIEW LOOKING NORTHEAST



**2639 1ST AVE S
APARTMENTS**
Minneapolis, MN
September 26, 2018

18-022.00

RENDERINGS



OVERALL BUILDING - VIEW LOOKING NORTHEAST



**2639 1ST AVE S
APARTMENTS**

Minneapolis, MN
September 26, 2018

18-022.00

RENDERINGS



OVERALL BUILDING - VIEW LOOKING NORTH

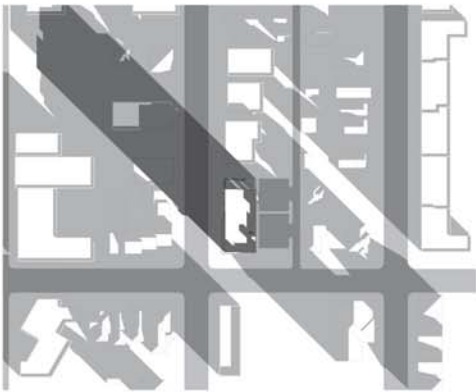


**2639 1ST AVE S
APARTMENTS**

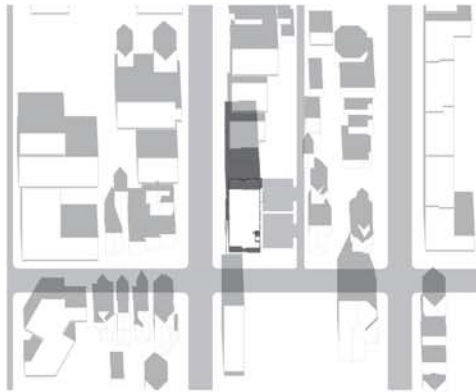
Minneapolis, MN
September 26, 2018

18-022.00

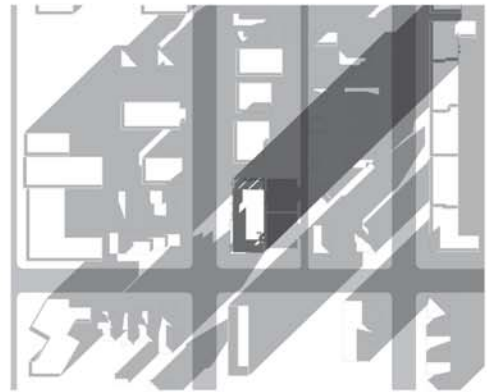
RENDERINGS



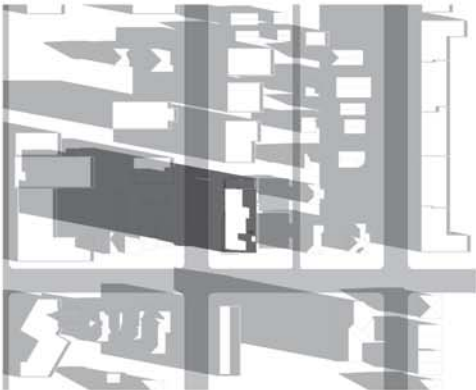
WINTER SOLSTICE DECEMBER 22 8:49 am (hour after sunrise)



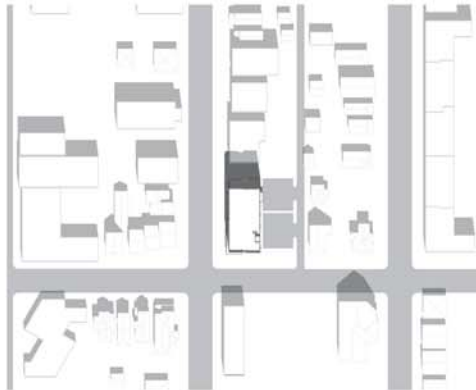
Noon



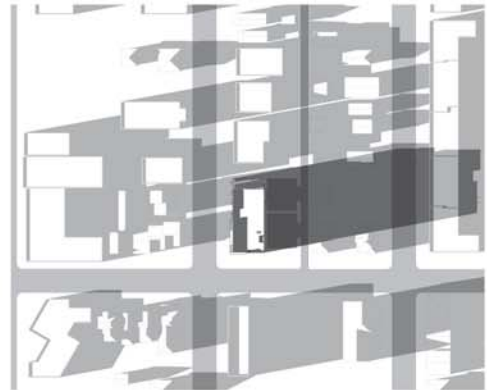
3:35pm (hour before sunset)



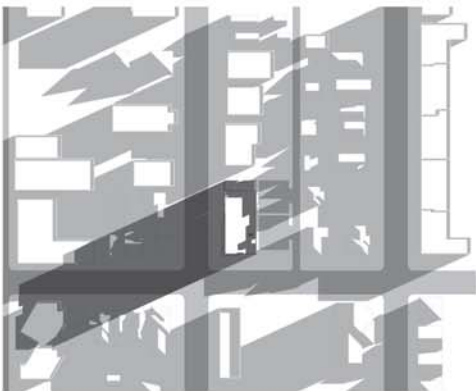
VERNAL EQUINOX MARCH 20 8:13 am (hour after sunrise)



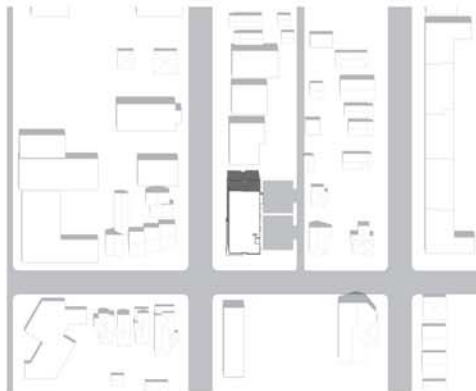
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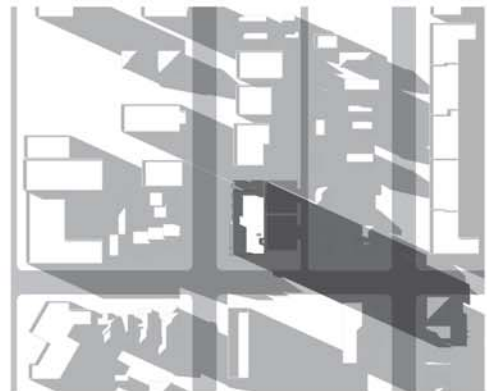
6:26 pm (hour before sunset)



SUMMER SOLSTICE JUNE 21 6:26 am (hour after sunrise)



Noon



8:03 pm (hour before sunset)

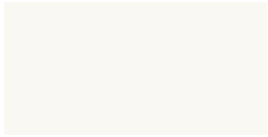


2639 1ST AVE S
APARTMENTS
Minneapolis, MN
September 26, 2018

18-022.00



Fiber Cement Panel 1
 Nichiha
 Architectural Panel
 Color - SW Pure White



Fiber Cement Lap
 Hardi
 Lap Siding
 Color - SW Pure White



Fiber Cement Panel 2
 Nichiha
 Architectural Panel
 Color - SW Iron Ore



Accent Panel
 Color 1 - SW Carnival
 Color 2 - SW Loyal Blue



Brick 1
 Brick Veneer
 Color - SW Iron Ore



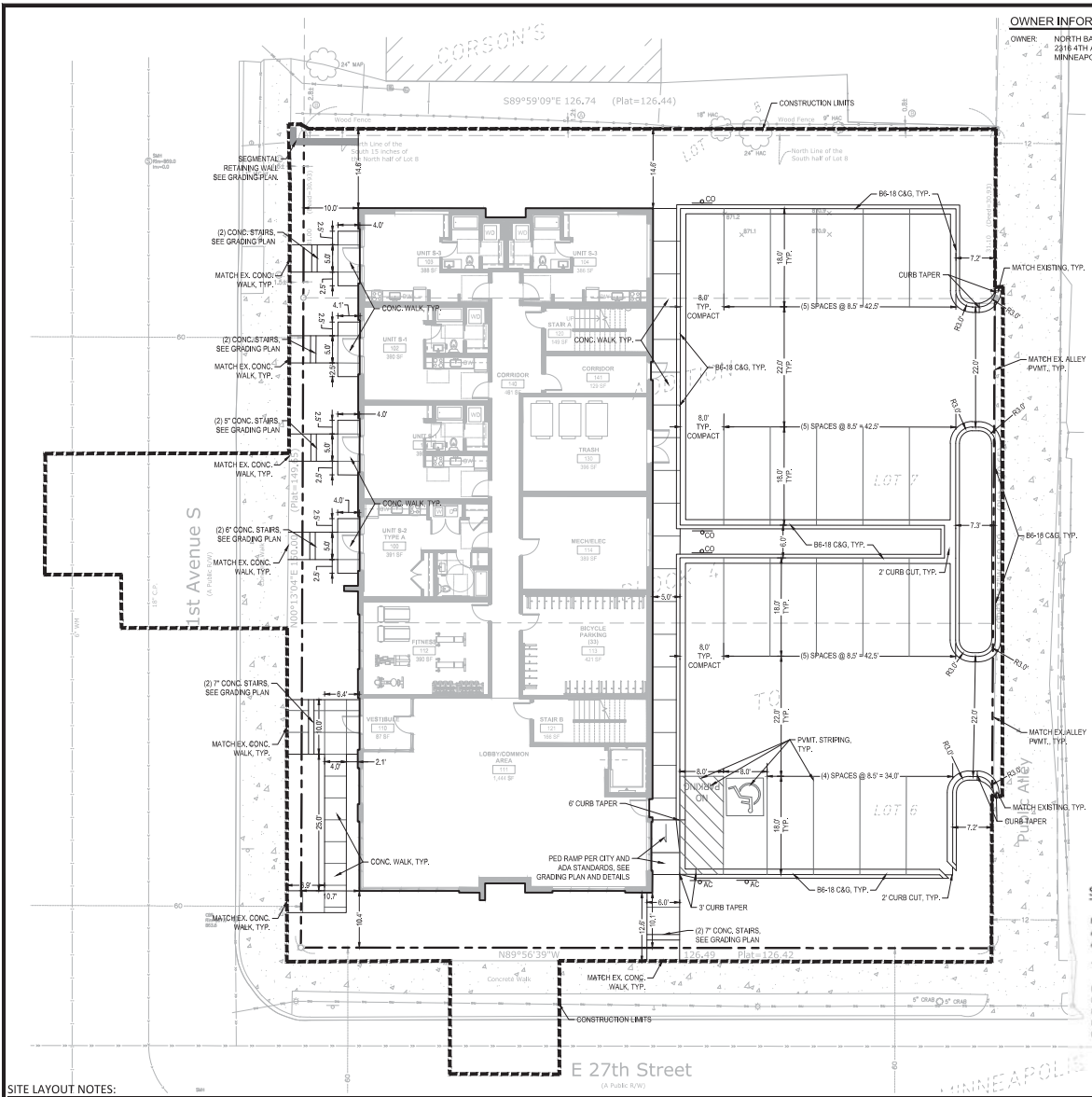
Windows
 Fiberglass Window/
 Aluminum Storefront
 Frame
 Color - White



**2639 1ST AVE S
 APARTMENTS**
 Minneapolis, MN
 September 26, 2018

18-022.00

**MATERIALS
 & COLORS**



OWNER INFORMATION
OWNER: NORTH BAY
2318 4TH AVE SOUTH
MINNEAPOLIS, MN 55404

OPERATIONAL NOTES:
SNOW REMOVAL:
ALL SNOW SHALL BE STORED ON SITE IN NORTH LAWN SPACE.
TRASH REMOVAL:
TRASH REMOVAL SHALL BE WHEELED OUT TO ALLEY.
DELIVERIES:
DELIVERIES SHALL BE DROPPED OFF FROM THE ALLEY, INTO THE PARKING LOT ON SITE.

CITY OF MINNEAPOLIS SITE SPECIFIC NOTES:
1. RESERVED FOR CITY SPECIFIC NOTES.

CITY COORDINATION NOTES:

- TRAFFIC & PARKING**
 - COORDINATE WITH JOSEPH LAURIN, CITY OF MINNEAPOLIS, (612) 673-5987 FOR ALL WORK REGARDING STREET LIGHTING AND ELECTRICAL SYSTEMS, STREET LIGHTING INSTALLED AS PART OF THE PROJECT SHALL BE INSPECTED BY THE CITY. CONTACT DAVID FRIEHL, (612) 673-6759, ANY LIGHTING INSTALLATIONS NOT MEETING CITY SPECIFICATIONS WILL BE REQUIRED TO BE REINSTALLED AT CONTRACTOR'S EXPENSE.
 - COORDINATE WITH MATT HANAN CITY OF MINNEAPOLIS, (612) 673-3007 FOR ALL ISSUES REGARDING WORK IN AND ADJACENT TO CITY RIGHT-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.
 - COORDINATE WITH SCOTT KRAMER, CITY OF MINNEAPOLIS, (612) 673-0283 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 LAKE CLOSURES.
 - COORDINATE WITH CRAIG PIKALLA, CITY OF MINNEAPOLIS, (612) 499-0203 FOR ALL WORK REGARDING REMOVAL OR PROTECTION OF TREES DURING CONSTRUCTION IN THE CITY RIGHT-OF-WAY.
 - COORDINATE WITH PAUL CAO, CITY OF MINNEAPOLIS, (612) 673-2543 FOR ALL WORK REGARDING BNC RACKS IN THE CITY RIGHT-OF-WAY.
 - COORDINATE WITH ALAN KLIGMAN, CITY OF MINNEAPOLIS, (612) 673-6769 PRIOR TO CONSTRUCTION FOR THE TEMPORARY REMOVAL/LOCATION OF ANY CITY OF MINNEAPOLIS SIGNAL SYSTEM, ALL COSTS FOR RELOCATION AND/OR REPAIR OF CITY TRAFFIC SHALL BE BORNE BY THE CONTRACTOR.
 - CONTACT SHANE MORTON AT (612) 673-5517 PRIOR TO CONSTRUCTION FOR THE REMOVAL OF ANY CITY OF MINNEAPOLIS RIGHT OF WAY SIGNS THAT MAY BE IN THE WAY OF CONSTRUCTION.
- ENVIRONMENTAL HEALTH**
 - COORDINATE WITH ENVIRONMENTAL SERVICES, CITY OF MINNEAPOLIS, (612) 673-3887 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 TRUPS, UNDERGROUND OR ABOVEGROUND TANK INSTALLATION OR REMOVAL, WELL CONSTRUCTION OR SEALING, OR ON-SITE ROCK CRUSHING.
 - 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 WEDNESDAYS OR DURING ANY HOURS ON SATURDAYS, SUNDAYS AND STATE AND FEDERAL HOLIDAYS, EXCEPT UNDER PERMIT.
 - IF CONTAMINATED SOIL IS ENCOUNTERED, IT MUST BE REPORTED TO THE MINNESOTA DUTY OFFICER AT (651) 649-6451, PRE-APPROVAL FOR REMOVAL OR REUSE MUST OCCUR FROM THE MPCA AND THE CITY OF MINNEAPOLIS.
 - IF IMPACTED SOILS ENCOUNTERED DURING SITE ACTIVITIES WORK WILL NEED TO STOP AND NOTIFICATION PROVIDED TO THE MN STATE DUTY OFFICER AT (651) 649-6451.
 - THE HIGHEST GROUNDWATER LEVEL EXPECTED FOR THIS SITE SHOULD BE DETERMINED AND USED IN ESTABLISHING THE LOWEST LEVEL FOR SUBGRADE STRUCTURES. IF SOIL BORINGS DEEPER THAN 15 FEET MUST BE DONE A TEMPORARY ENVIRONMENTAL WELL PERMIT MUST BE OBTAINED BY ENVIRONMENTAL SERVICES. IF Dewatering IS REQUIRED DURING SITE CONSTRUCTION, SEE BELOW FOR CITY PERMIT REQUIREMENTS. SUBGRADE STRUCTURES SHOULD BE DESIGNED TO PREVENT THE INTRUSION 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 612-673-3516 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, TEMPORARY ENVIRONMENTAL WELLS, WELL CONSTRUCTION OR SEALING, CONTACT TOM FRAME AT 612-673-5807 FOR PERMIT APPLICATIONS AND APPROVALS.
- FORESTRY DEPARTMENT**
 - 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.
 - ANY TREE ROOTS ENCOUNTERED ARE TO BE CLEANLY CUT USING HAND TOOLS.
 - NO OPEN EXCAVATION OR BORE PITS ALLOWED WITHIN 8 FEET OF CITY STREET TREES.
 - CARE SHALL BE TAKEN NOT TO DAMAGE TREE TRUNKS OR BRANCHES, CONTRACTOR MUST CONTACT FORESTRY DEPARTMENT INSPECTORS (CRAIG PIKALLA) AT (612) 499-9233 AT LEAST 3 DAYS PRIOR TO STARTING WORK, TO DISCUSS PROBLEMS OF OVERHANGING BRANCHES THAT ARE DAMAGED.

SITE AREA TABLE

	EXISTING	PROPOSED
BUILDING COVERAGE	1,922 SF 30.0%	6,748 SF 35.5%
ALL PAVEMENTS	11,091 SF 33.7%	7,589 SF 39.9%
ALL NON-PAVEMENTS	4,985 SF 26.2%	4,605 SF 24.6%
TOTAL SITE AREA	11,998 SF 100.0%	18,958 SF 100.0%
IMPERVIOUS SURFACE		
EXISTING CONDITION	1,013 SF 73.7%	
PROPOSED CONDITION	1,333 SF 75.4%	14,313 SF 75.4%
DIFFERENCE (EX. VS PROP.)	320 SF 1.7%	
IMPERVIOUS TOTAL	1,333 SF 75.4%	

SITE PLAN LEGEND:

- LIGHT DUTY BITUMINOUS PAVEMENT-SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & WEAR COURSE DEPTH, SEE DETAIL.
- HEAVY DUTY BITUMINOUS PAVEMENT-SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & WEAR COURSE DEPTH, SEE DETAIL.
- CONCRETE PAVEMENT AS SPECIFIED (PAD OR WALK) SEE GEOTECHNICAL REPORT FOR AGGREGATE BASE & CONCRETE DEPTH, SEE DETAIL.
- PROPERTY LINE
- CONSTRUCTION LIMITS
- CURB AND GUTTER-SEE NOTES (T.O.) TYP. OUT GUTTER WHERE APPLICABLE-SEE PLAN
- TRAFFIC DIRECTIONAL ARROW PAVEMENT MARKINGS
- SIGN AND POST ASSEMBLY, SHOP DRAWINGS REQUIRED.
- HG = ACCESSIBLE SIGN
- HP = NO PARKING FIRE LANE
- SP = STOP
- CP = COMPACT CAR PARKING ONLY

SITE LAYOUT NOTES:

- 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 LOCAL ADJUSTMENTS SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. ALL SETBACKS TO THE LAYOUT SHALL BE APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF MATERIALS. STAKE LAYOUT FOR APPROVAL.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, INCLUDING A RIGHT-OF-WAY AND STREET OPENING PERMIT.
- THE CONTRACTOR SHALL VERIFY RECOMMENDATIONS NOTED IN THE GEO TECHNICAL REPORT PRIOR TO INSTALLATION OF SITE IMPROVEMENT MATERIALS.
- 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.
- 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.
- CURB DIMENSIONS 6-INCH 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.
- 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, FOUNTAINS, BENCHES, FLAGPOLES, LANDING PADS FOR CURB RAMPS, AND LIGHT AND POLES. THE OWNER RESERVES THE RIGHT TO REJECT INSTALLED MATERIALS NOT PREVIOUSLY APPROVED.
- PEDESTRIAN CURB RAMPS SHALL BE CONSTRUCTED WITH TRUNCATED DOME LANDING AREAS IN ACCORDANCE WITH A.D.A. REQUIREMENTS-SEE DETAIL.
- 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.
- SEE SITE PLAN FOR CURB AND GUTTER TYPE, TAPER BETWEEN CURB TYPES-SEE DETAIL.
- ALL CURB RADII ARE MINIMUM 3' UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL REFER TO FINAL PLAN FOR LOT BOUNDARIES, NUMBERS, AREAS AND DIMENSIONS PRIOR TO SITE IMPROVEMENTS.
- FIELD VERIFY ALL EXISTING SITE CONDITIONS, DIMENSIONS.
- PARKING IS TO BE SET PARALLEL OR PERPENDICULAR TO EXISTING BUILDING UNLESS NOTED OTHERWISE.
- ALL PARKING LOT PAINT STRIPING TO BE WHITE, 4" WIDE TYP.
- BITUMINOUS PAVING TO BE "LIGHT DUTY" UNLESS OTHERWISE NOTED, SEE DETAIL SHEETS FOR PAVEMENT SECTIONS.
- ALL TREES THAT ARE TO REMAIN ARE TO BE PROTECTED FROM DAMAGE WITH A CONSTRUCTION FENCE AT THE DRIP LINE. SEE LANDSCAPE DOCUMENTS.

CivilSite
491 W. 35TH ST. SUITE 300
ST. LOUIS, MO. 63118
CivilSitePro.com
PH: 636-350-3000
FAX: 636-258-2003

**2637 & 2645 1ST AVE S,
MINNEAPOLIS, MN
2637 & 2645 1ST AVE S, MINNEAPOLIS, MN
NORTH BAY**

PROJECT: 12001

DATE: 09/24/18 LICENSE NO. 44283

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
	ISSUE FOR SUBMITTAL
	ISSUE FOR RESUBMITTAL
	ISSUE FOR LAND USE APPLICATION
	REVISION SUMMARY
	DATE
	DESCRIPTION

SITE PLAN
C2.0

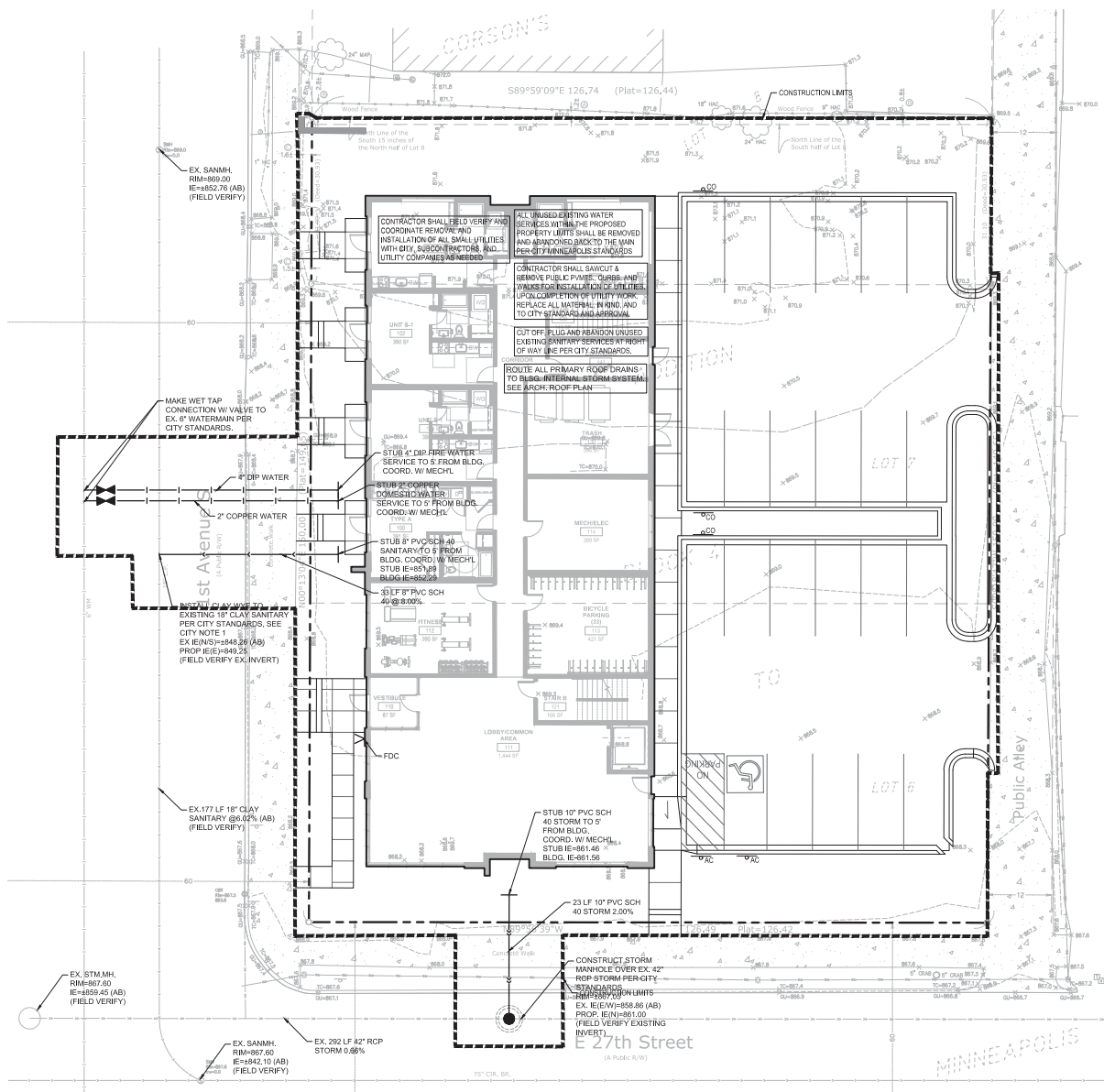
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CITY OF MINNEAPOLIS UTILITY NOTES:

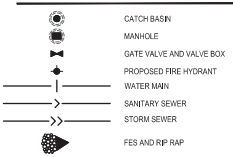
- SEWER WYE SHALL BE CLAY WITH STAINLESS STEEL SHEER RINGS AND STAINLESS STEEL CLAMPS, COUPLINGS SHALL CONFORM TO ASTM C 425 AND ASTM C 1173. CONTACT WILL SHITE, SURFACE WATER & SEWERS AT 612-675-3066 A MINIMUM OF 48 HOURS IN ADVANCE OF WORK ON SANITARY SEWER MAIN.
- FOR COMMENTS OR QUESTIONS ON PUBLIC WORKS SURFACE WATER & SEWER DIVISION RELATED REQUIREMENTS PLEASE CONTACT JEREMY STREHL, (PROFESSIONAL ENGINEER) AT (612) 673-2873, OR JEREMY.STREHL@MINNEAPOLIS.GOV.

GENERAL UTILITY NOTES:

- SEE SITE PLAN FOR HORIZONTAL DIMENSIONS AND LAYOUT.
- CONTRACTOR SHALL FIELD VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES OR VARIATIONS FROM THE PLANS.
- ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "GORHER STATE ONE CALL" (651-454-0002 OR 800-293-1166) FOR UTILITY LOCATIONS. 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
- UTILITY INSTALLATION SHALL CONFORM TO THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION" AND "SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), AND SHALL CONFORM WITH THE REQUIREMENTS OF THE CITY AND THE PROJECT SPECIFICATIONS.
- CASTINGS SHALL BE OAWALGED FROM STRUCTURE REMOVALS AND REUSED OR PLACED AT THE DIRECTION OF THE OWNER.
- ALL WATER PIPE SHALL BE CLASS 52 DUCTILE IRON PIPE (DIP) ANMA C151, ASME B16.1 ANMA C10, ANMA C103, UNLESS OTHERWISE NOTED.
- ALL SANITARY SEWER SHALL BE SDR 26 POLY(VINYL CHLORIDE) (PVC) ASTM D3034 & F679, OR SCH 40 ASTM D1115, 206I, ASTM F794, 1896) UNLESS OTHERWISE NOTED.
- ALL STORM SEWER PIPE SHALL BE HDPE ASTM F714 & F2306 WITH ASTM D3121 SPEC FITTINGS UNLESS OTHERWISE NOTED.
- PIPE LENGTHS SHOWN ARE FROM CENTER TO CENTER OF STRUCTURE OR TO END OF FLARED END SECTION.
- UTILITIES ON THE PLAN ARE SHOWN TO WITHIN 5' OF THE BUILDING FOOTPRINT. THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE FINAL CONNECTION TO BUILDING LINES. COORDINATE WITH ARCHITECTURAL AND MECHANICAL PLANS.
- CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.4 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.15 FEET PER DETAIL. RIM ELEVATIONS SHOWN ON THE PLAN DO NOT REFLECT SUMPED ELEVATIONS.
- ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB UNLESS OTHERWISE NOTED.
- HYDRANT TYPE, VALVE, AND CONNECTION SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS. HYDRANT EXTENSIONS ARE INCIDENTAL.
- A MINIMUM OF 8 FEET OF COVER IS REQUIRED OVER ALL WATERMAIN, UNLESS OTHERWISE NOTED. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM OF 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. EXTRA DEPTH WATERMAIN IS INCIDENTAL.
- A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES, UNLESS OTHERWISE NOTED.
- ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE IN ACCORDANCE WITH CITY STANDARDS AND COORDINATED WITH THE CITY PRIOR TO CONSTRUCTION.
- CONNECTIONS TO EXISTING STRUCTURES SHALL BE CORE-DRILED.
- COORDINATE LOCATIONS AND SIZES OF SERVICE CONNECTIONS WITH THE MECHANICAL DRAWINGS.
- COORDINATE INSTALLATION AND SCHEDULING OF THE INSTALLATION OF UTILITIES WITH ADJACENT CONTRACTORS AND CITY STAFF.
- ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL PAVEMENT CONNECTIONS SHALL BE SAWCUT. ALL TRAFFIC CONTROLS SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY. THIS SHALL INCLUDE BUT NOT BE LIMITED TO 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.
- 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 INSTALLATION.
- CONTRACTOR SHALL COORDINATE ALL WORK WITH PRIVATE UTILITY COMPANIES.
- CONTRACTOR SHALL COORDINATE CONNECTION OF IRRIGATION SERVICE TO UTILITIES. COORDINATE THE INSTALLATION OF IRRIGATION SCHEDULES NECESSARY AS TO NOT IMPACT INSTALLATION OF UTILITIES.
- CONTRACTOR SHALL MAINTAIN AS-BUILT PLANS THROUGHOUT CONSTRUCTION AND SUBMIT THESE PLANS TO ENGINEER UPON COMPLETION OF WORK.
- ALL JOINTS AND CONNECTIONS IN STORM SEWER SYSTEM SHALL BE GASKET OR WATER-TIGHT. APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATER-TIGHT CONNECTIONS TO MANHOLES, CATCHBASINS, OR OTHER STRUCTURES.
- ALL PORTIONS OF THE STORM SEWER SYSTEM LOCATED WITHIN 10 FEET OF THE BUILDING OR WATER SERVICE LINE MUST BE TESTED IN ACCORDANCE WITH MN RULES, CHAPTER 4714, SECTION 1109.0.



UTILITY LEGEND:



GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
800-368-1667 TOLL FREE
888-68-ROCK LOCAL

**2637 & 2645 1ST AVE S,
MINNEAPOLIS, MN**
2637 & 2645 1ST AVE S, MINNEAPOLIS, MN
NORTH BAY
2316 4TH AVE SOUTH, MINNEAPOLIS, MN 55404

PROJECT

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.

Robert E. Paves
DATE: 09/24/18 LICENSE NO. 44283

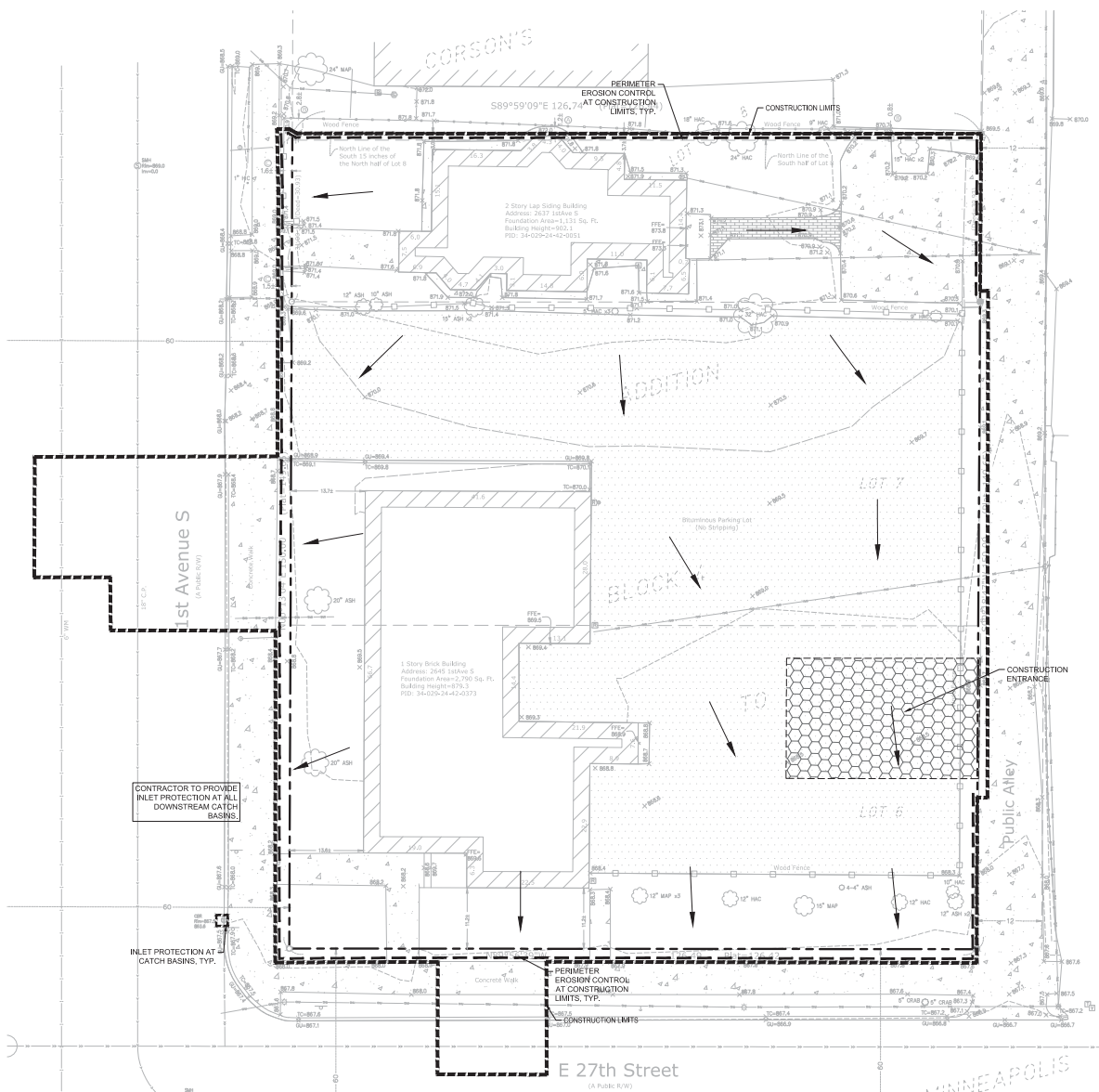
DATE	DESCRIPTION

DATE	DESCRIPTION

DATE	DESCRIPTION

UTILITY PLAN

C4.0



ALL SPECIFIED EROSION AND SEDIMENT CONTROL PRACTICES, AND MEASURES CONTAINED IN THIS SWPPP ARE THE MINIMUM REQUIREMENTS. ADDITIONAL PRACTICES MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION.

- SWPPP NOTES:**
1. THIS PROJECT IS LESS THAN ONE ACRE AND WILL NOT REQUIRE AN MPCA NPDES PERMIT. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY EROSION CONTROL PERMITS REQUIRED BY THE CITY.
 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.

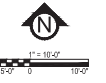
CONTRACTOR TO PROVIDE INLET PROTECTION AT ALL DOWNSTREAM CATCH BASINS.

INLET PROTECTION AT CATCH BASINS, TYP.

PERIMETER EROSION CONTROL AT CONSTRUCTION LIMITS, TYP.

- LEGEND:**
- 1125 ----- EX. 1' CONTOUR ELEVATION INTERVAL
 - 1137 ----- 1/2' CONTOUR ELEVATION INTERVAL
 - > DRAINAGE ARROW
 - SILT FENCE / BIOROLL - GRADING LIMIT
 - INLET PROTECTION
 - STABILIZED CONSTRUCTION ENTRANCE
 - EROSION CONTROL BLANKET

GOPHER STATE ONE CALL
 WWW.GOPHERSTATEONECALL.ORG
 (800) 255-1161 TOLL FREE
 (612) 465-0062 LOCAL



CivilSite
 4931 W. 157th ST., SUITE 200
 ST. LOUIS PARK, MN 55416
 952-251-3344
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**2637 & 2645 1ST AVE S,
 MINNEAPOLIS, MN**
 2637 & 2645 1ST AVE S, MINNEAPOLIS, MN
NORTH BAY
 2316 4TH AVE SOUTH, MINNEAPOLIS, MN 55404

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Matthew R. Flavel
 DATE: 09/24/18 LICENSE NO. 44283

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION

REVISION SUMMARY

DATE	DESCRIPTION

PROJECT NUMBER: 19001

SWPPP - EXISTING CONDITIONS

SW1.0

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PDR Comprehensive Report

Development Coordinator Assigned: KESHA CAMPAGNA
(612)673-2854
kesha.campagna@minneapolismn.gov

Status	Tracking Number:	PLAN7420
Resubmission Required	Applicant	DJR ARCHITECTURE 333 N WASHINGTON AVE SUITE 21- MINNEAPOLIS, MN 55401
	Site Address	2645 1ST AVE S

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

Demolishing existing commercial structure and existing duplex, constructing 5 story, 51 unit with surface parking lot

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

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

As a general rule:

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

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

Review Findings (by Discipline)

Construction Review Mumtaz Anwar 612-673-2675

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.

Environmental Review

- City water was installed on this 2600 block of 1st Avenue South in 1887. Historically there were three lots built on this tract: 2637 1st Ave S had its first dwelling built before 1884, 2641-43 1st Ave S had a homestead in 1884, and 2645 1st Avenue South had homestead in 1896 that was demolished and the current structure built in 1960. The first two listed were built prior to city water service being available with 2645 being in construction when the water main was installed.
- The properties at 2637 and 2641-43 would have needed a private well or other potable water supply until water service connection was made.
- The structure and grounds at 2637 1st Avenue South need to be inspected for a well prior to demolition. If a well is found a licensed well contractor must seal the well as part of the demolition process.
- If no well is located, during demolition and excavation 2637 and 2641-43 if unknown piping is discovered it needs to be reported to environmental services and investigated.
- Contact **Tom Frame of Environmental Services** at cell **612-685-8501**, office 612-673-5807 or email tom.frame@minneapolismn.gov

Fire Safety Review Mike Raeker 612-673-2624

- Provide automatic fire suppression and fire detection systems throughout building per building and fire codes.
- Fire department connection must be on the address side of building and within 150 feet of a fire hydrant.
- Provide and maintain fire apparatus access at all times.

Park Board and Forestry

- Contact **Craig Pinkalla (612-499-9233 cpinkalla@minneapolisparcs.org)** regarding any questions related to planting, removal or the process for protection of trees during construction in the city right of way.
- Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance. The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance: <http://library.municode.com/index.aspx?clientId=11490>

As adopted, the fee in lieu of dedication for new residential units is \$1576.20 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is \$210.00 per development employee (as defined in ordinance). Any dedication fee (if required) must be paid at the time of building permit issuance. There is also an administration fee that is 5% of the calculated park dedication fee.

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

Park Dedication Fee Calculation =

- Residential (51 units x \$1576.20 per unit-credit for 2 units) = \$77,233.80
- Non-Residential Commercial Space =
- 5% of (Administration Fee max \$1,000.00) = \$1,000.00
- Total Park Dedication Fee: **\$78,233.80**

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 Kesha Campagna @ 612-673-2854.

Right of Way Review

- Please ensure the curb on 1st Ave where the driveway was, is replaced to match existing curb.
- An encroachment permit shall be required for all non-standard streetscape elements in the Public right-of-way such as: 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 **Matt Hanan at (612) 673-3607** 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 Matt Hanan at (612) 673-3607 for further information.
- In addition, any elements of an earth retention system and related excavations that fall within the Public right-of-way will require a "Right-of-Way Excavation Permit". This permit is typically issued to the General Contractor just prior to the start of construction. However, it is the Applicant's responsibility to insure that all required permits have been acquired by its consultants, contractors, sub-contractor's prior to the start of work.
- The 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.

Sewer Review

Utility Connections:

- City records indicate the existing sanitary main in 1st Ave S is an 18" cement pipe. An 8" connection should then be made by core-drilling the main and installation of a saddle tee fitting.
- The proposed storm sewer service connection to the City main should be core-drilled and a saddle tee fitting installed, per City of Minneapolis Standard Supplemental Specifications. A new manhole is not permitted for the connection. Please revise the plans accordingly.

Sidewalk Review

- New Ped Ramp may be needed on the NE corner of 1st Ave S and 27th St E to meet ADA standards. Contact **Tilahun Hailu** at tilahun.hailu@minneapolismn.gov . Maintain 2% maximum cross-slope in sidewalk, applicant shall provide for removal and replacement of all public sidewalks within project limits rather than partial removal of sidewalk sections.
- **Note to the Applicant:** Any existing concrete infrastructure in the public right of way, including but not limited to public sidewalks, curb and gutter, and ADA pedestrian ramps, that is either currently defective or that is damaged during the time of site re-development, must be removed and replaced at the time of site re-development.
- The pedestrian accessible route along 1st Ave S should be a minimum of 6'-0"
- 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 accessible route (PAR) is of concern, a minimum 6'-0" clear through walk zone (un-obstructed sidewalk) shall be maintained for the length of any block in a straight line (the clear through walk zone cannot "jog" around planters and tree grates). In downtown areas, a minimum 8'-0 clear through walk zone is required. 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 through walk zone space. For further clarification, site plans shall be fully dimensioned in relation to the property lines, Public right-of-way, sidewalks, street furniture, landscaping, utilities, and other obstructions.

- All proposed trees in the Public right-of-way are subject to the review and approval of the Minneapolis Park Board. Please contact **Craig Pinkalla at (612) 499-9233** to discuss tree species selection, planting method, spacing and locations. Tree planting details shall be included in the plans. For all trees proposed in "hardscape environments" within the Public right-of-way, the Applicant shall provide engineered/structured soil in the form of a tree trench or tree pit for all proposed street trees. Landscaping in the Public right-of-way shall follow established design standards in accordance with the City of Minneapolis Standard Supplemental Specifications for Construction current edition and its attachments (refer to the following: <http://www.minneapolismn.gov/publicworks/plates/index.htm>).
- All proposed work in the Public right-of-way shall comply with the current edition of the City of Minneapolis Standard Supplemental Specifications for Construction and Minnesota Department of Transportation Standard Specifications for Construction, current edition and its attachments (refer to the following: <http://www.minneapolismn.gov/publicworks/plates/index.htm>).

Traffic and Parking Review

- **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.

Zoning Review Pete Crandall 612-673-2477

- Continue to work with your assigned planner through the land use application process
- Combining parcels: The development as proposed spans multiple parcels. A combination of all parcels contained within the development boundaries must be applied for, recorded with Hennepin County, and provided to city staff prior to the approval of PDR. An application and instructions to begin this process has been included with the PDR report.

Address Review

- Per City of Minneapolis Street Naming and Address Standard V1.22, the City of Minneapolis holds authority for assignment of all addresses, verification, change, and/or additions. Each assigned address number uses the street that provides the best/direct access for life safety equipment and best/direct access to the occupants.
- The address for the proposed apartment building will be **2639 1st Ave S**. These addresses meet 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.