



July 8, 2019

Summary for 1011-1027 Main Street NE STAWNO Meeting 7.9.19 EAST BUILDING

Description:

1011-1027 Main Street NE and 1010-1016 2nd St NE
175 unit multifamily building
Five Stories, 169,856 square feet
113 parking stalls (.65 parking ratio)
230 bike parking stalls
Break ground fall 2019, complete construction
summer 2021



Site:

STAWNO neighborhood, Council Ward 3, R5 Zoning, Site area 45,280 square feet (1.04 acres), height 62' to main roof and 80' to top of elevator overrun.

Top floor including penthouse level and rooftop elevator override are over 14' tall and the building will therefore be considered a 6-story building for city approvals; the building reads as a 5-story building.

The proposed project will replace 5 single and multifamily residences.

Neighborhood context:

The building is designed to integrate into the existing built form of the STAWNO neighborhood, while also anticipating the future of the high density Broadway corridor. The building mass and materials reflect the changing forms within this block of the neighborhood. The building serves as a transition between the single and multifamily residences to the South and the commercial corridor of Broadway to the North. On the South the building steps down to 4 stories to present a traditional brick style. To the North the building steps up to 5 stories to engage with the other 5-6 story buildings that line Broadway, embracing the energy of a busy urban thoroughfare. Active uses on the sloping site embrace the pedestrian walkability of the STAWNO neighborhood. We include a small dog walk area along Broadway, fitness and common areas along Main Street, and front stoop style walk up units along 2nd Street NE. The rooftop holds mechanical systems, an elevator lobby area for the rooftop patio, and common areas for the building's residents.

Proposed site work:

The primary public entrance has a Main Street address, but visually hugs Broadway. A large pedestrian plaza sits at the corner of Main Street and Broadway. Landscaping will include a new boulevard area with trees and seating areas, planters, a wide pedestrian-friendly sidewalk, and side yard plantings.

Proposed site plan review:

Requested variances: FAR of 2.93, setbacks on the North, East and West sides, lot coverage area for 73.6% (*area will likely be less based on revisions*), reduced loading zone area (*as requested by COW*) and CUP for 80' height.

Neighborhood support:

We intend to create a project that is thoughtfully laid out, urbanly dynamic, and respectful of both current and future uses. The building will use high quality, long-lasting materials. Our previous developments have met many LEED requirements and include the first LEED Gold apartment building in the city. Our proposed project will be built to a level of sustainability similar to that of our previous projects. Thank you for your consideration.



7.9.19 Updates to STAWNO Presentation from June 10

We continue to revise plans based on feedback received from STAWNO, nearby neighbors, local businesses, neighborhood leaders, city officials and planning professionals.

Changes that we are working on compared to existing plans:

- Building is being pulled several feet back from Broadway in several areas
- Loading zone has been removed from 2nd St garage entrance area, but there will still be loading allowed in this area (based on COW feedback)
- Dog run area has been expanded and made more accessible
- Exterior finishes are being refined; exterior color is now proposed as a light colored “white plains” brick on 1st-4th floor and grey zinc 5th floor
- Pocket park is being further refined to include stone seating and angled aspen grove

Landscaping: We have been working closely with Luba Smulka and other neighborhood members to design attractive green transitions, lighting, and walkways from our building to the neighboring sidewalks and homes.

Street interface: We are working with neighbors to craft an art installation at Broadway and Main to commemorate the area’s urban history. We hope to use materials from the brew master’s house as part of this memorial.

Mixed use: We are planning to include live+work units in our project, which allow for both commercial and residential uses as demand in the neighborhood dictates.

Discussions with CM Fletcher: We have had ongoing conversations with CM Fletcher to discuss affordability (this building will include over 120 units that qualify as under the 80% of AMI affordable goal, replacing what are currently 8 units of housing that are in the 80% AMI range of affordability), live+work units, condo options, the Stable Homes Stable Schools initiative, and many other subjects.

Greening efforts: Our project will use the integrative practices of Leadership in Energy and Environmental Design (LEED) including management of transit, bikes, parking, and electric vehicle planning; sustainable reduction of heat island effect, water usage reduction; light pollution reduction; reduced energy usage and optimal energy management; use of local and sustainable materials; waste reduction and reuse systems; and best practices for managing indoor air quality. Additionally, we will employ our program of ongoing training for our residents to best maximize behaviors that help us live sustainably.

Traffic: We are working with Alan Klugman from the City of Minneapolis and SRF Consulting Group to create a traffic demand management plan. This plan will provide baseline data to examine our impact on local traffic, guide our design, and will help city planners better manage long-term traffic decisions in the neighborhood.

Walk up units located at: Main Street (two units) and 2nd Street (two units).

Integration of COW feedback: We are currently reviewing comments and incorporating recommendations for building details, civil design, interaction with pedestrian environment, and other best practices.

Plan submittal date: Plan submittal for land use application will be July 12, 2019.

Plan development review (PDR): following our submittal of the land use application we will proceed directly to working with the PDR process to best plan for integration of the project with the city traffic and utility grid.