

Saint Paul Heritage Preservation Commission
Department of Planning and Economic Development
25 Fourth Street West, Suite 1400
Saint Paul, MN 55102
Phone: (651) 266-9078

HERITAGE PRESERVATION COMMISSION DESIGN REVIEW APPLICATION

This application must be completed in addition to the appropriate city permit application if the affected property is an individually designated landmark or located within an historic district. For applications that must be reviewed by the Heritage Preservation Commission refer to the HPC Meeting schedule for meeting dates and deadlines.

1. CATEGORY

Please check the category that best describes the proposed work

- | | | |
|--|---|--|
| <input type="checkbox"/> Repair/Rehabilitation | <input type="checkbox"/> Sign/Awning | <input checked="" type="checkbox"/> New Construction/Addition/
Alteration |
| <input type="checkbox"/> Moving | <input type="checkbox"/> Fence/Retaining Wall | <input type="checkbox"/> Pre-Application Review Only |
| <input type="checkbox"/> Demolition | <input type="checkbox"/> Other _____ | |

2. PROJECT ADDRESS

Street and number: 2390 - 2400 University Ave West
735 Raymond Ave Zip Code: 55114

3. APPLICANT INFORMATION

Name of contact person: THOMAS NELSON
Company: EXETER GROUP LLC
Street and number: 332 Minnesota Street, Suite W2300
City: Saint Paul State: MN Zip Code: 55101
Phone number: (612) 805.9369 e-mail: TNelson@ExeterMN.com

4. PROPERTY OWNER(S) INFORMATION (If different from applicant)

Name: IAF 2400 University LLC
Street and number: 332 Minnesota Street, Suite W2300
City: Saint Paul State: MN Zip Code: 55101
Phone number: (651) 294.2440 e-mail: RStolpe@aol.com

5. PROJECT ARCHITECT (If applicable)

Contact person: Mike Krych

Company: BKV Group, Inc.

Street and number: 222 North 2nd Street

City: Minneapolis State: MN Zip Code: 55401

Phone number: (612) 339.3752 e-mail: mkrych@bkgroup.com

6. PROJECT DESCRIPTION

Completely describe ALL exterior changes being proposed for the property. Include changes to architectural details such as windows, doors, siding, railings, steps, trim, roof, foundation or porches. Attach specifications for doors, windows, lighting and other features, if applicable, including color and material samples.

Please see additional sheets

Attach additional sheets if necessary

7. ATTACHMENTS

Refer to the *Design Review Process sheet* for required information or attachments.

****INCOMPLETE APPLICATIONS WILL BE RETURNED****

ARE THE NECESSARY ATTACHMENTS AND INFORMATION INCLUDED?

☒ **YES**

Will any federal money be used in this project?

YES NO X

Are you applying for the Investment Tax Credits?

YES NO X

I, the undersigned, understand that the Design Review Application is limited to the aforementioned work to the affected property. I further understand that any additional exterior work to be done under my ownership must be submitted by application to the St. Paul Heritage Preservation Commission. Any unauthorized work will be required to be removed.

Signature of applicant: _____

Date: _____

Signature of owner: _____

Date: _____

FOR HPC OFFICE USE ONLY

Date received: 6.4.15

FILE NO. 15-035

Date complete: _____

District: UR / Individual Site: _____

Pivotal/Contributing/Non-contributing/New Construction/Parcel:

Type of work: Minor/Moderate/Major

____ Requires staff review

☒ Requires Commission review

Supporting data: YES NO
Complete application: YES NO

The following condition(s) must be met in order for application to conform to preservation program:

It has been determined that the work to be performed pursuant to the application does not adversely affect the program for preservation and architectural control of the heritage preservation district or site (Ch.73.06).

HPC staff approval

Date _____

Submitted:

- ☐ 3 Sets of Plans
- ☐ 15 Sets of Plans reduced to 8 1/2" by 11" or 11" by 17"
- ☐ Photographs
- ☐ CD of Plans (pdf) & Photos (jpg)
- ☐ City Permit Application
- ☐ Complete HPC Design Review application

Hearing Date set for: 6-25-15

City Permit # _____ - _____



Raymond Avenue Flats

2390-2400 University Avenue & 735 Raymond Avenue,
Saint Paul, MN 55114

St. Paul Heritage Preservation Commission Design Review Application
Submitted June 4, 2015



LANDSCAPE RESEARCH LLC

Raymond Avenue Flats
St. Paul Heritage Preservation Commission Design Review Application
Submitted June 4, 2015

Project Description

Exeter Group LLC (“Exeter”) proposes to construct a five-story, market rate apartment addition (119 units) to the property at 2390-2400 University Avenue. The new addition (19,000 s.f. per floor) will be built on the rear portion of the General Motors Truck Company Building (1928) in the locally designated, University-Raymond Commercial Historic District.

The St. Paul HPC reviewed the proposed project at a Pre-Application meeting on May 10, 2015. This Design Review Application incorporates comments received at the meeting including a project name change to *Raymond Avenue Flats* to disassociate it from the neighboring property, C&E Lofts, and better recognize its position along Raymond Avenue.

The proposed development will respond to the demand for transit-oriented rental housing along the Central Corridor Light Rail “Green Line” while respecting the property’s place within the historic district by keeping the original building and its uses intact (parking facility with storefronts and commercial space) and constructing a compatible, yet differentiated, structure above with generous setbacks, proper scale and appropriate materials and colors.

Raymond Avenue Flats will also provide desired amenities (gym, pool, indoor parking) for the neighboring C&E Lofts Historic Apartments (“C&E Lofts”), Exeter’s 104-unit, award winning historic adaptive re-use completed in 2012, along with highly sought after, high quality mixed-use density that will enhance the vitality of the entire historic district.

Existing Building Description

The one-story, brick General Motors Truck Company Building (39,200 s.f.) is an infill building situated between the seven-story, Chittenden-Eastman Company Building (1917) at the west and the three-story, Twin Cities National Bank building (1914) at the east; the bank building sits at the corner of University and Raymond Avenues. The construction of the General Motors Truck Company Building post-dates the two surrounding buildings and was designed in an infill L-plan to wrap the bank building at the corner. The northern wing of the General Motors Truck Company Building has two storefronts (3,000 s.f. each) at the University Avenue (north) elevation. The southern wing (33,200 s.f.) consists primarily of two separate parking garages (14’7” clear height and 18’2” clear height) with facilities for offices, truck maintenance and secure cash vault areas utilized by the most recent tenant, Loomis Armored. There are multiple vehicular

and pedestrian entries off the Raymond Avenue elevation (east) and the rear elevation (south), which faces a surface parking lot and the former train tracks. Each of the three exposed elevations employs a different style and color of brick.

The University Avenue (north) elevation is brown brick with small square buff brick accents above the storefronts and rhythmic buff brick “T’s” above at the top of the columns separating the storefront bays. There is a dark bronze sheet metal parapet cap, two (2) remaining historic light fixtures and a non-historic blade sign for a former small theater tenant. Two (2) of the historic storefronts have been modified with recessed entries and the windows are non-original.

The Raymond Avenue (east) elevation is red brick with a dark bronze sheet metal parapet cap. There are three (3) non-historic exterior lights and a small “Loomis” sign over the northern garage entry. The elevation has eight (8) window openings approximately 12 feet high in varying widths. Two (2) of the openings have windows removed and replaced with bricks. The remaining six (6) openings have original steel frame windows, which have been painted and covered by wooden or metal panels.

The non-primary south elevation is buff brick with a dark bronze sheet metal parapet cap. There are three (3) non-historic exterior lights and no signage. The elevation has eight (8) window openings approximately 12 feet high in varying widths and eleven (11) transom windows approximately 5 feet high in varying widths. The eight (8) original steel frame windows are in place and seven (7) have been painted and covered with insulation, two by four wood backing and metal panels.

Property History

The General Motors Truck Company Building was designed by the local architecture firm, Buechner & Orth. Charles William Buechner (1859-1924) and Henry W. Orth (1866-1946) formed a partnership in 1902 and practiced together until Buechner’s death in 1924. The firm is credited with a number of private residences in the Lowry Hill neighborhood of Minneapolis as well as commercial buildings in St. Paul’s Midway area. The firm designed the neighboring Twin Cities State Bank in 1914 and the General Motors Truck Company Building was completed in 1928, four years after Buechner’s death.

The building was historically unheated and occupied by the General Motors Truck Company until the Glendening Company moved into the building ca. 1950. At that time, the southern portion (Raymond Avenue) was used as a motor freight station and the northern portion (University Avenue) was used for vehicle storage. For the past 40 years, the building was used by Loomis Armored for truck maintenance, parking, offices and a cash vault. The recent addition of light rail lines along University Avenue has contributed to the decline of commercial and industrial uses and an increase in residential units.

The Phase II Architectural History Investigation for the Central Transit Corridor (The 106 Group, 2004) determined that the property did not demonstrate its original property

type due to the alterations at University Avenue (creation of storefronts) and Raymond Avenue (infill of doors and windows). The investigation also determined that the property is not an outstanding example of a significant historical property type and it is not individually eligible for the National Register of Historic Places under any of the criteria.

The building is contributing to the locally designated University-Raymond Commercial Historic District.

Recent Use & Sale/Leasing Activity

An Exeter affiliate acquired the property in 2011. Until October 2014, the 33,200 s.f. southern garage and commercial portion of the property had been occupied by Loomis Armored for approximately 40 years for truck maintenance, parking, offices and a cash vault. The two retail spaces on University Avenue, totaling 6,000 s.f., were a small theatre and a martial arts studio. The property is currently 100% vacant.

In July 2012, Exeter engaged Welsh Companies, LLC (dba Colliers International) to market the building for lease and for sale. This listing initially ran for one year, but was subsequently extended. The Colliers brokers listed the property on several MLS services and leveraged their industry contacts to ensure that the widest possible audience for the building was reached. Despite conducting a few dozen tours and issuing a limited number of offers to interested parties, only one genuine prospect was found and discussions did not go beyond the exploratory level. The one genuine prospect was a brewery that preferred to lease only a small portion of the preferred southeast corner space fronting Raymond and the parking lot, ideally in conjunction with additional housing, which Exeter was unable to deliver within their timeframe. Leasing only the southeast corner would have left the property with an overabundance of deep, windowless, difficult to lease garage space.

As noted, the bulk of the interest in the building was related to the southeast corner of the former Loomis space, an industrial space with high ceilings, engaging window openings and several drive-in doors. While several tours of the retail space fronting University Avenue were conducted, not a single party seriously pursued a lease for that space. Based on the feedback we received from these tours, the primary concerns potential tenants had with the University Avenue retail spaces were: 1) the bus stop on University Avenue located directly in front of the storefronts partially obscuring visibility and attracting lingering crowds during high commute hours; 2) the lack of parking directly in front of the main entry and 3) the lack of immediate residential density in the neighborhood.

Availability of Historic Tax Credits

Exeter is familiar with the use and structure of state and federal historic tax credits from its experience with the C&E Lofts and Custom House projects in St. Paul. Extensive

evaluation has been done to determine if it makes economic sense to include historic tax credits as part of the financing and we have concluded that they are not viable for the proposed project or for a rehabilitation of just the existing building without an addition. To qualify for the credits, the cost of the rehabilitation work within the building envelope must exceed the ownership basis in the property. Work outside the envelope, like permissible building additions, does not qualify. In this case, without adding residential units the owner would have to spend in excess of \$2 million dollars on a functionally obsolescent garage/retail structure which would be excessive relative to its size. Even if a tenant were found thereafter, the rental market would be nowhere near able to produce a positive return.

Adding residential units outside the contributing building envelope and foregoing the use of historic tax credits actually allows for both rehabilitation of the contributing building within the district and the addition of the transit oriented density called for by the district's Traditional Neighborhood or "TN" zoning.

Positive Feedback and Project Support

Exeter has received positive feedback on the proposed project from elected officials and the district council. It has also received support from neighboring building owners, business, local professional associations and the City of Saint Paul Planning and Economic Development Department ("PED") who encouraged Exeter to submit, and is sponsoring, a Transit Oriented Development grant request for project improvements through the Met Council.

Findings per "University-Raymond Commercial Historic District-Preservation Program and Design Review Guidelines" (2004)

Rehabilitation and New Addition

Exeter proposes to rehabilitate the existing one-story building and retain the current uses with storefronts at University Avenue and parking and commercial spaces in the rear portion of the building.

The proposed new construction is U-shaped in plan and will be constructed on the roof of the one-story General Motors Truck Company Building. The new addition will be set back at all elevations to minimize alterations to viewscales.

Rehabilitation (General Motors Truck Company Building)

The proposed project retains the historic parking, commercial and storefront uses of the building and rehabilitates the exterior elevations.

Masonry:

Masonry will be cleaned and repaired following the guidelines in the National Park Service Briefs #1 *Cleaning and Water-Repellant Treatments for Historic Masonry Buildings* and #2 *Repointing Mortar Joints in Historic Masonry Buildings*.

Windows/Doors:

As recommended, existing window and door openings will be retained. The non-historic metal panels and 4" insulation boards at the Raymond Avenue elevation will be removed. The existing industrial steel sash windows have asbestos caulking materials; glass has been painted and much of the glass is broken. The industrial steel sash windows will be replaced with matching aluminum windows. The new windows will have insulated glass and will provide for better energy efficiency in the heated and cooled areas (lobby, commercial) at the ground floor; the replacement will also mitigate abatement issues in occupied spaces. Existing non-historic vehicular doors would be replaced with a new aluminum garage door at the northern garage entry and new insulated glass garage door at the southern commercial entry. The three (3) existing pedestrian entries will remain and the non-historic doors will be replaced with new doors. The northern pedestrian entry will be widened to accommodate a double-leaf aluminum door system for the residential lobby entrance.

At the non-primary south elevation, facing the surface parking lot, there are eleven (11) pedestrian level window or vehicular openings and eleven (11) transom level window openings. In all eleven (11) transom level openings the existing steel windows will remain with new interior storms installed behind for proper insulation. Like the Raymond Avenue elevation, the non-historic metal panels and 4" insulation boards will be removed. The first five (5) openings from east to west, which are planned along occupied commercial areas, will be replaced with new industrial sash windows; these new windows will abate asbestos, have insulated glass and will provide for better energy efficiency in the climate-controlled areas (lobby, commercial) at the ground floor.

The remaining six (6) openings along the south elevation will continue with the original use of a parking garage. The original industrial steel sash windows (3) will be retained at this elevation and asbestos will be abated. The three (3) vehicular entries with existing non-historic steel doors will remain. One (1) garage door will remain and be fixed in place and the other two (2) will be replaced with new aluminum garage doors.

The two (2) pedestrian entries along the south elevation will remain with new

doors. A third pedestrian egress door will be added for code compliance.

Storefronts:

The non-historic storefront system along University Avenue will be retained. The historic light fixtures will be repaired and retained.

New Construction (Proposed rear addition)

In general, the proposed new addition does not destroy historic character-defining features and will be set back at all elevations to delineate the separation between the historic elevations and new construction. The proposed addition is differentiated from the historic one-story building in design and is compatible in colors, rhythms, and massing.

As recommended in the district guidelines, *“any new construction should possess height, massing, setback, materials and rhythms compatible with surrounding structures.”* Design details are elaborated below, but the new construction will be setback between the three-story building at the east and seven-story building at the west.

Setback:

The new addition will be significantly set back, 77 feet, from the University Avenue façade, 8 feet (inset area 13 feet back) from the Raymond Avenue façade, and a minimum of 30 feet, 9 inches from the Chittenden & Eastman Building. At the HPC pre-application hearing it was suggested that the “U plan” addition be flipped, but this forces the removal of units and does not significantly change the viewscape or Raymond Avenue setback. It was also suggested that the western portion of the “U plan” addition have the double-loaded corridor, but that leaves very dark units facing the neighboring Chittenden-Eastman building and an inner courtyard. Historic images and proposed viewscape are provided to illuminate the efforts to limit alterations to the area. Viewscape of Raymond Avenue are also provided though historic images of the view have not been discovered.

Massing/Volume/Height:

The massing and height is appropriate in the area. As recommended the proposed addition is “boxy” and will be shorter than the adjacent Chittenden & Eastman Building. Also the new construction will be shorter than the HPC-approved *Lyric at Carleton Place*, which is also in the local historic district. In fact, the *Lyric* replaced a one-story building and is actually taller than its neighboring contributing property, *Carleton Lofts*.

Rhythm:

The rhythm in the district is *“distinguished by slight variations in height, windows and doors, and details, including vertical and horizontal elements.”* As recommended the proposed windows follow the rhythm of the surrounding buildings and the façade is *“accentuated by slight projections and recessions.”* The recessed areas at the center of the elevations facing University and Raymond

also allow for sidewalls to hide ventilation panels. The guidelines recommend “grills, exhaust outlets for air conditioners, bath and kitchen exhaust fans should be incorporated into filler panels” that are painted to blend. The proposed ventilation panels are minimized in the design with the majority at the sidewalls of the recessed areas. The filler panels incorporate the rhythm of the building and will be painted to match surrounding materials.

Materials:

The guidelines recommend the use of brick, stone, terra cotta, ceramic tile, concrete, metal and glass. The proposed addition incorporates metal panels and cement fiber panels; both will be earth tone colors as recommended. At the HPC pre-application hearing it was suggested that the materials relate to the General Motors Building; the building employs three distinctly different brick types at each elevation. The proposed materials correlate more closely with the material colors of the Raymond Avenue and south elevations.

Windows:

As recommended the window and door frames are bronze aluminum finish and relate to the proportion and size of windows at existing adjacent buildings. At the HPC pre-application hearing it was suggested that the sashes of the addition respond to the industrial sash of the General Motors Building so the window design was altered to resemble the small, divided light system of the first floor openings.

Change in contributing status:

It is unknown if the addition will change the contributing status of the property. What is known is that the addition will allow for the existing contributing building to be rehabilitated and retain its historic use. The addition will not harm the building elevations and it could be removed without harming the elevations. Furthermore, the addition would not damage the overall historic district and the HPC has previously approved new multi-family construction within the district at *Lyric at Carleton Place*.

Findings per The Secretary of the Interior’s *Standards for Rehabilitation* (1990):

In addition to the adopted “University-Raymond Commercial Historic District-Preservation Program and Design Review Guidelines” (2004), the St. Paul HPC also follows the ten (10) standards of review outlined in the Secretary of the Interior’s *Standards for Rehabilitation* (1995).

1. *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.* -- The historic use of the property (commercial, parking) will be retained and the addition is proposed at the rear of the property with a 77’ setback from University Avenue to minimize alterations to the main façade.

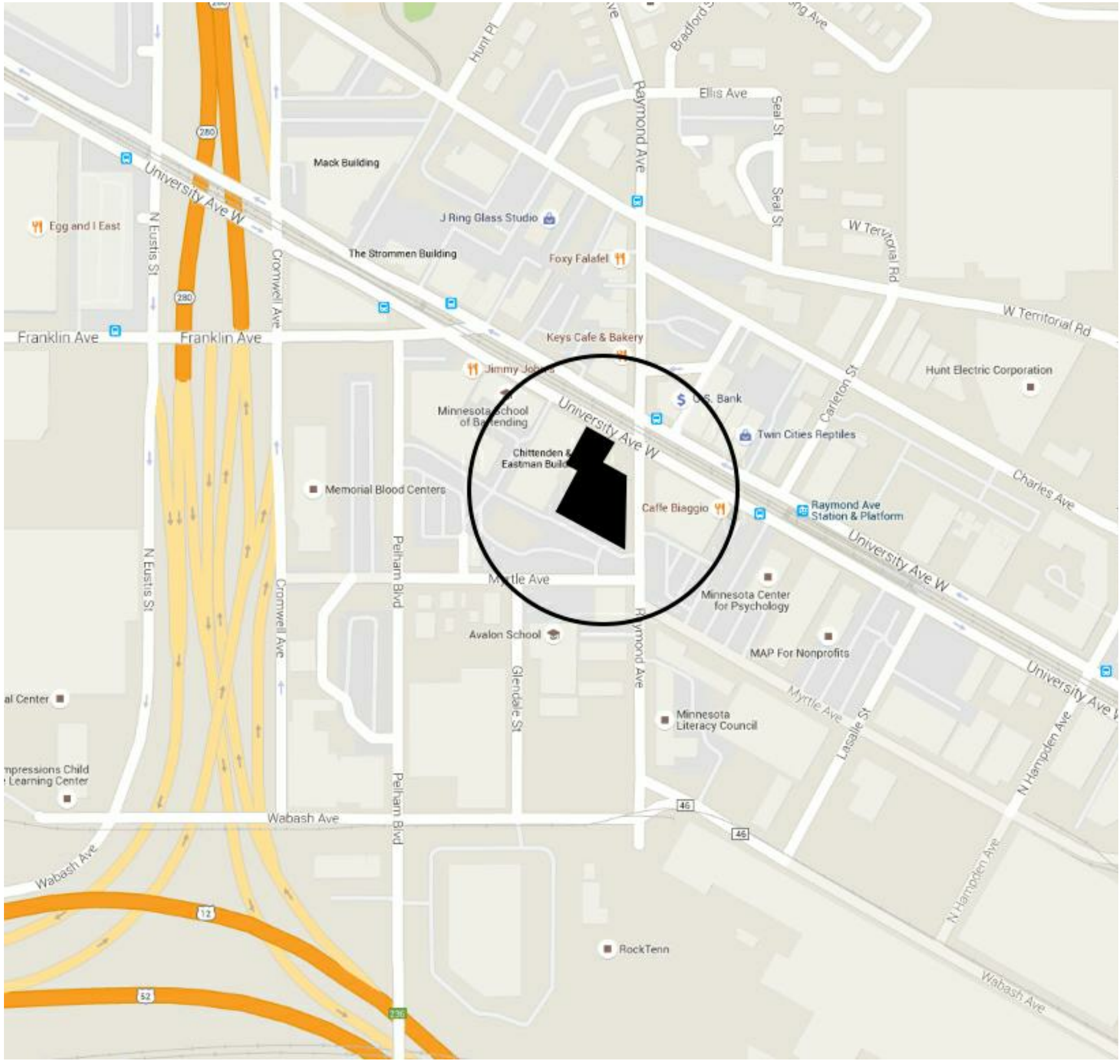
2. *The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.* -- The three exposed elevations will be rehabilitated and the addition will not materially damage the historic materials or features. Deteriorated windows with asbestos will be replicated with energy-efficient windows that copy the historic design. It was suggested that the removal of the rear chimney was an adverse effect, but the National Park Service and MN SHPO have determined that chimneys are only character-defining features when related to the historic use; for example, chimneys are a significant design feature of dairies and symbols of pasteurization. Typical boiler chimneys are common to all buildings of a certain time and removal is typically approved by the NPS especially when the attached heating system is disabled. For example, the NPS approved the removal of the brick chimney at the Pioneer Building (St. Paul landmark). The brick chimney at the General Motors Building is inactive as well as dangerous and difficult to maintain.
3. *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.* -- The proposed project does not create a false sense of historical development.
4. *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.* -- The project is not proposing to alter the elevations of the historic building.
5. *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.* -- Later openings in the building will be retained. Non-historic metal window coverings will be removed.
6. *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.* -- The deteriorated, asbestos-laden sashes will be replaced with windows that replicate the historic design. Three historic sashes will remain at the south elevation where the building will remain a parking garage.
7. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.* -- All masonry repairs will follow the Secretary of the Interior's guidelines and *Preservation Briefs*.

8. *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.* -- Archeological resources have not been found at the site.
9. *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.* -- The new addition does not destroy the historic materials that characterize the property. All elevations will be rehabilitated and the new addition is differentiated from the old, but is compatible with the massing, size, scale, and architectural features of the district. The proposed addition is set back along University and Raymond Avenues to maintain the viewscales and the HPC has previously approved alterations in the viewscales of the district by allowing removal of a non-contributing one-story building in the district to make way for the new construction of the six-story *Lyric at Carleton Place*. In theory, if the one-story General Motors Building were destroyed by natural causes, it is assumed that the St. Paul HPC would approve a much taller building on the site because precedent has been established, surrounding fabric is taller and it is both allowed and encouraged under the zoning code.
10. *New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.* -- The addition will be built without harming the elevations and could be removed in the future without harm to the elevations. The building's non-original flat roof will be removed, but is not visible from the street and has been previously replaced. The flat roof design will remain in place over the generous setback areas, including the 77' depth over the University Avenue retail areas.

RAYMOND AVENUE FLATS

2390-2400 University Avenue West & 735 Raymond Avenue,
St Paul, MN 55114

PROJECT LOCATION



General Motors Truck Company Building - 1929



General Motors Truck Company Building - C.A. 1950

BKV
GROUP

Architecture
Interior Design
Landscape Architecture
Engineering

Boorman
Kroos
Vogel
Group
Inc.

www.bkvgroup.com
EOE

CONSULTANTS

PROJECT TITLE

Raymond Avenue
Flats

KEY PLAN

ISSUE #	DATE	DESCRIPTION
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NOT FOR
CONSTRUCTION

CERTIFICATION

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 Architect under the laws of the State of Minnesota

License Number	Date
DATE	6/04/2015
DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NUMBER	TEST

SHEET TITLE

COVER SHEET

SHEET NUMBER

G100

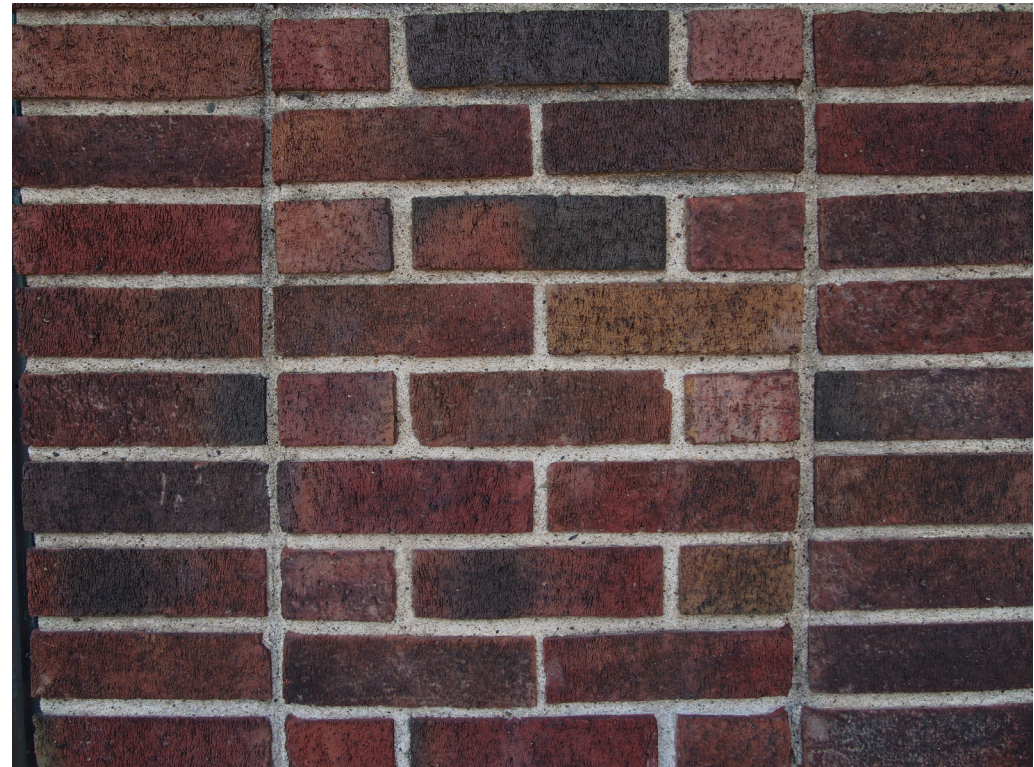
© 2015 BKV Group, Inc. EOE



1 NORTH ELEVATION
A001 NOT TO SCALE

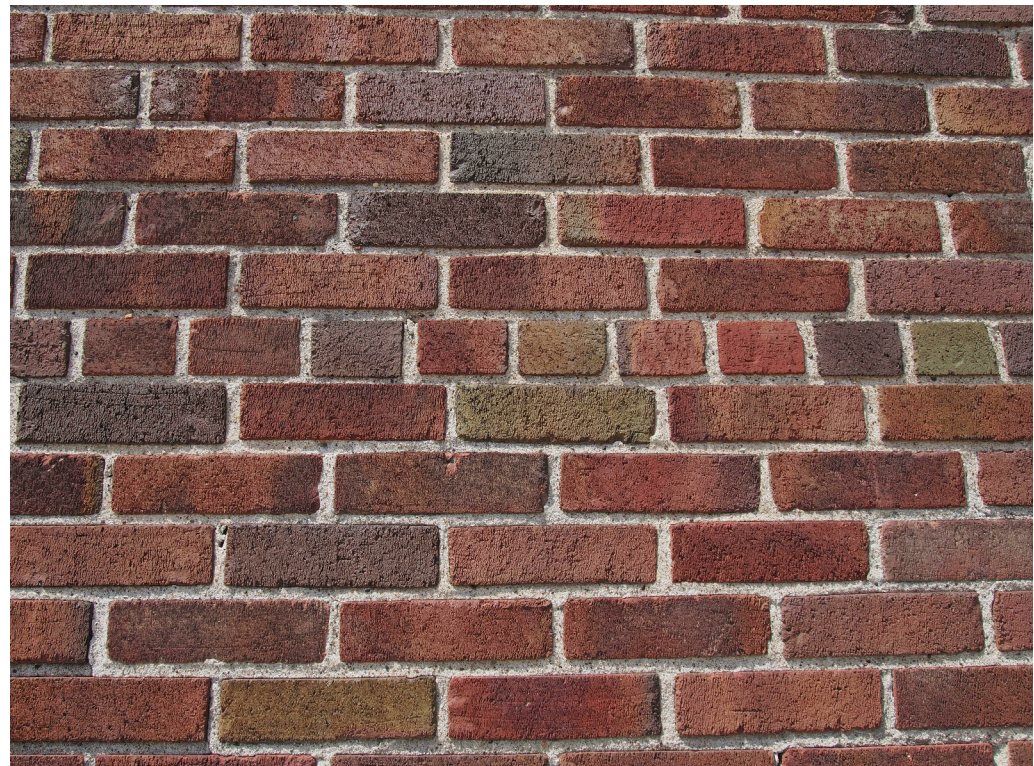
THREE (3) DISTINCT
EARTHEN-TONE BRICKS

1 - NORTH BRICK CLOSE UP



2 EAST ELEVATION
A001 NOT TO SCALE

2 - EAST BRICK CLOSE UP



3 SOUTH ELEVATION
A001 NOT TO SCALE

3 - SOUTH BRICK CLOSE UP



CONSULTANTS

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Raymond Avenue
Flats

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SHEET TITLE

EXISTING
ELEVATION
PHOTOS

SHEET NUMBER

A001



CONSULTANTS

PROJECT TITLE

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ISSUE #	DATE	DESCRIPTION
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SHEET TITLE

EXISTING
INTERIOR
PHOTOS

SHEET NUMBER

A002

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SITE PLAN KEYNOTES

BKV
GROUP
Architecture
Interior Design
Landscape Architecture
Engineering

Boarman
Kroos
Vogel
Group
Inc.

www.bkvgroup.com
EOE

CONSULTANTS

PROJECT TITLE

Raymond Avenue
Flats

KEY PLAN

ISSUE #	DATE	DESCRIPTION
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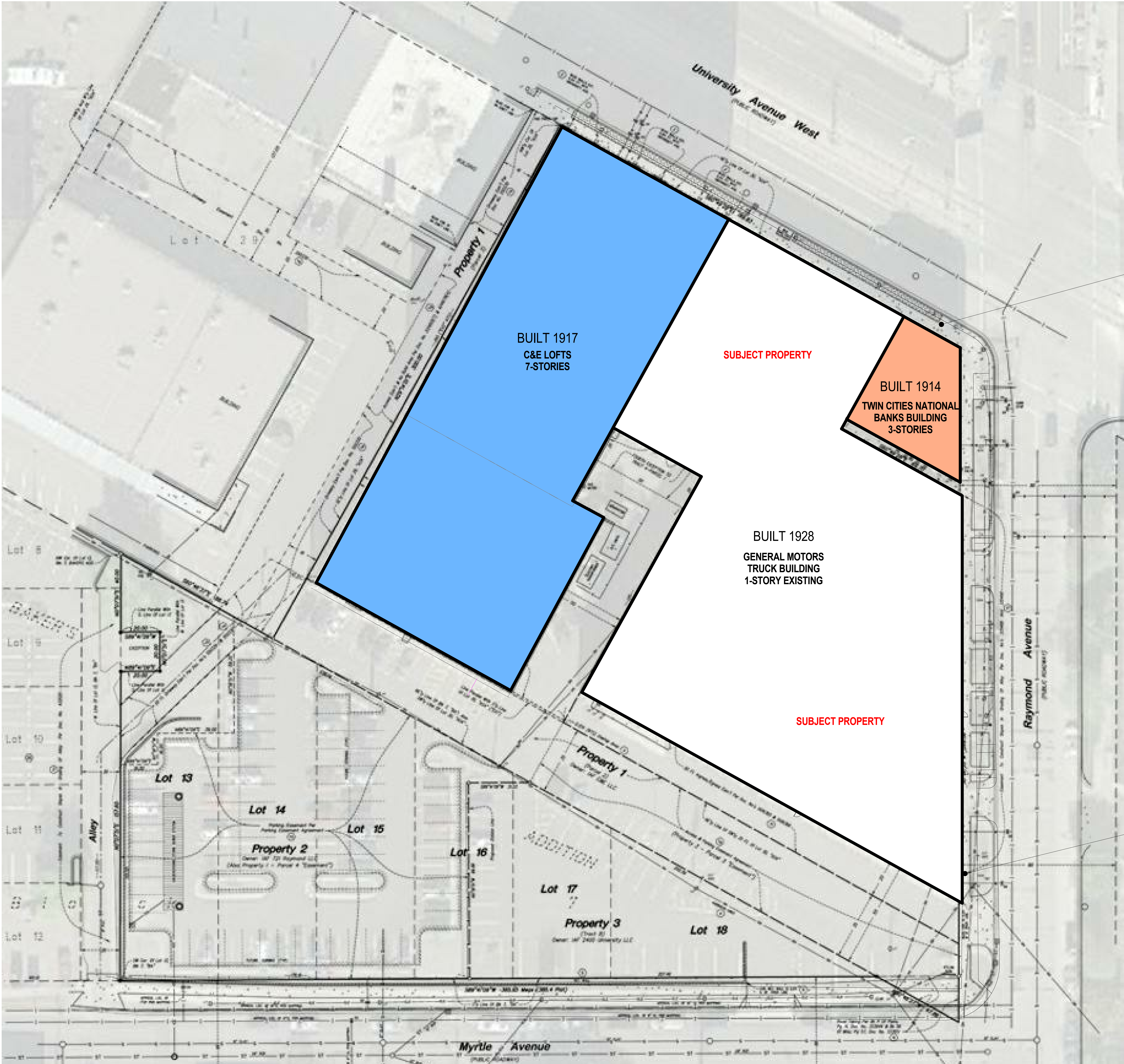
SHEET TITLE

EXISTING SITE
PLAN

SHEET NUMBER

A010

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CONSULTANTS

PROJECT TITLE

Raymond Avenue
Flats

KEY PLAN

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SHEET TITLE

EXTERIOR
ELEVATION

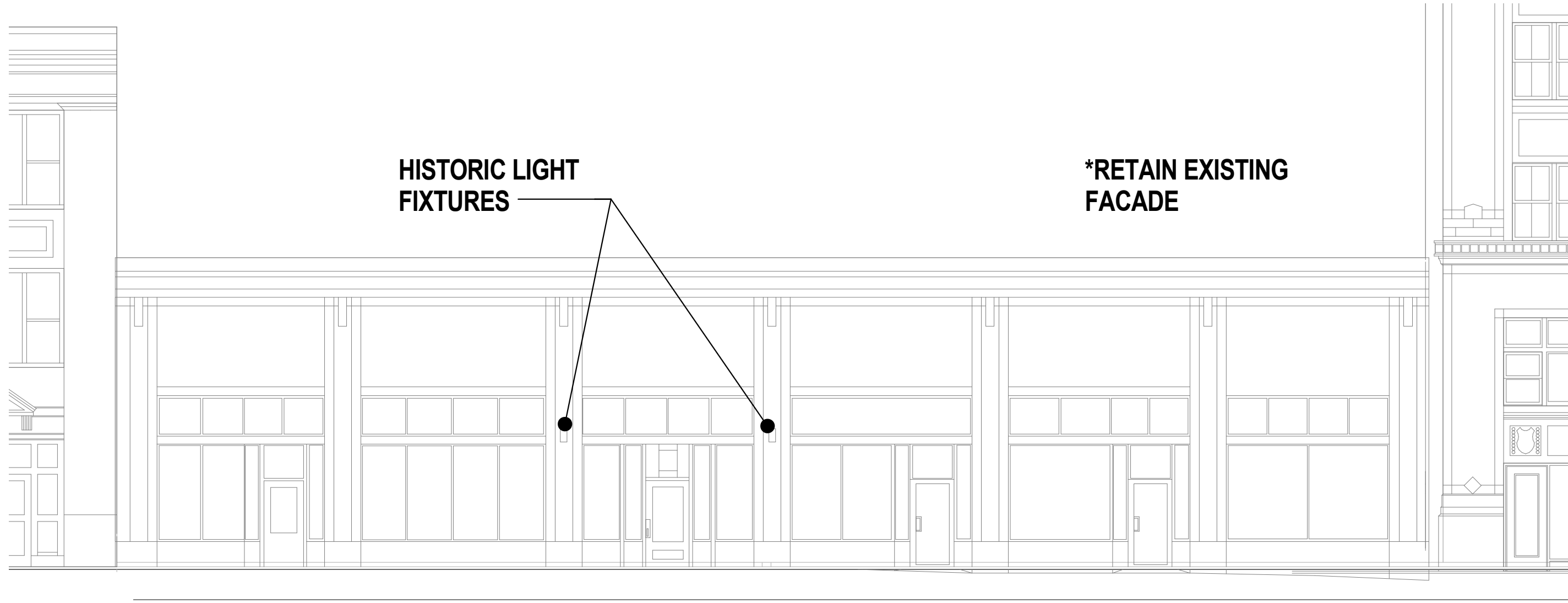
SHEET NUMBER

A401



1 NORTH ELEVATION
A401 NOT TO SCALE

EXISTING IMAGE



2 NORTH ELEVATION
A401 1/8" = 1'-0"

EXISTING

CONSULTANTS

PROJECT TITLE

Raymond Avenue
Flats

KEY PLAN

ISSUE #	DATE	DESCRIPTION
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COMMISSION NUMBER	TEST

SHEET TITLE

EAST ELEVATION
- WINDOW &
DOOR SURVEY

SHEET NUMBER

A402



10 INTERIOR VIEW



8 OVERHEAD GARAGE DOOR



6 INTERIOR VIEW



4 INTERIOR VIEW. INTERIOR COVERED UP BELOW 8'-0" A.F.F. W/ MAN DOOR



2 OVERHEAD GARAGE DOOR



11 INTERIOR VIEW



9 INTERIOR VIEW



7 MAN DOOR



5 INTERIOR VIEW. INTERIOR COVERED UP BELOW 8'-0" A.F.F. W/ MAN DOOR



3 BRICKED-IN OPENING W/ MAN DOOR



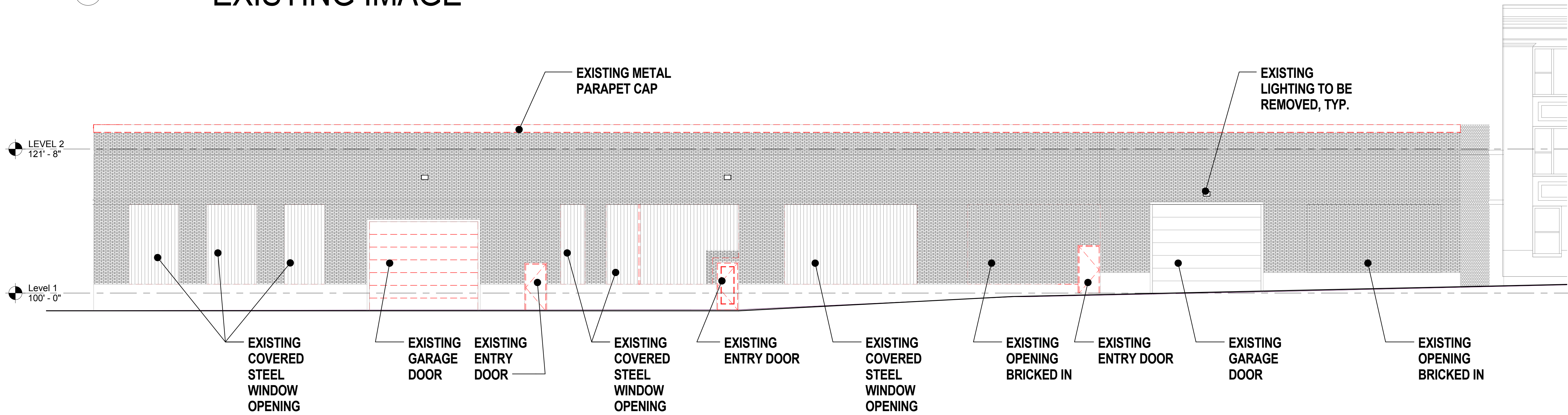
1 BRICKED-IN OPENING



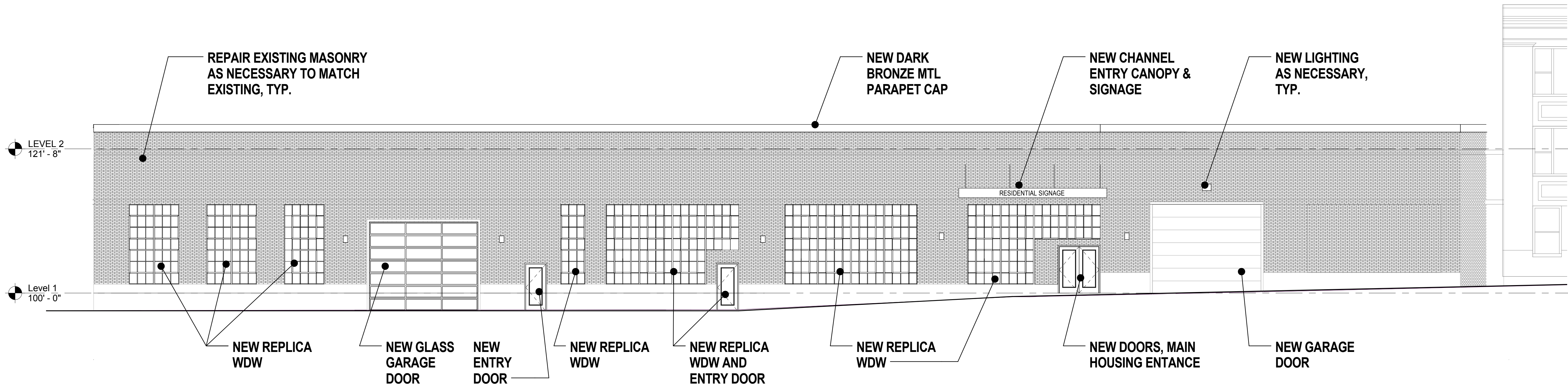
NOT FOR
CONSTRUCTION



1 EAST ELEVATION - EXISTING IMAGE
A403 NOT TO SCALE



2 EAST ELEVATION - EXISTING
A403 1/8" = 1'-0"

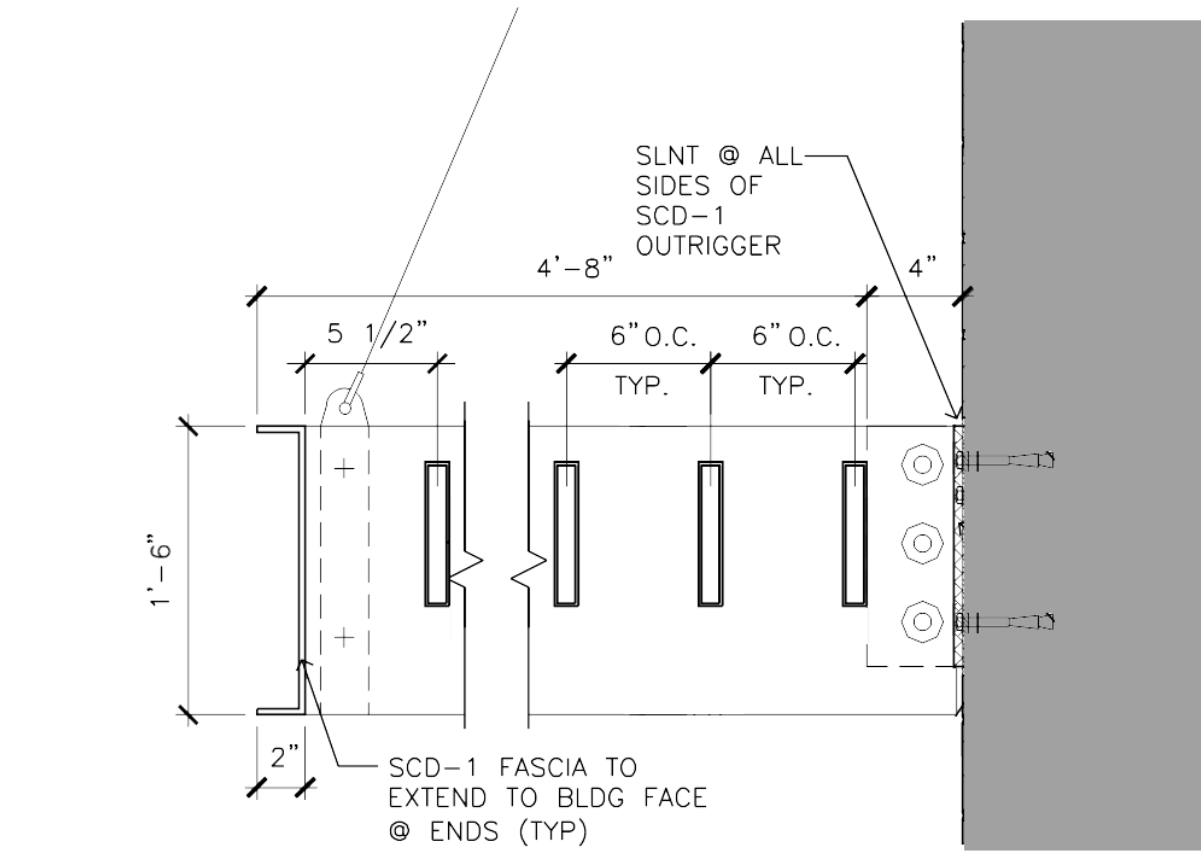


3 EAST ELEVATION - PROPOSED
A403 1/8" = 1'-0"

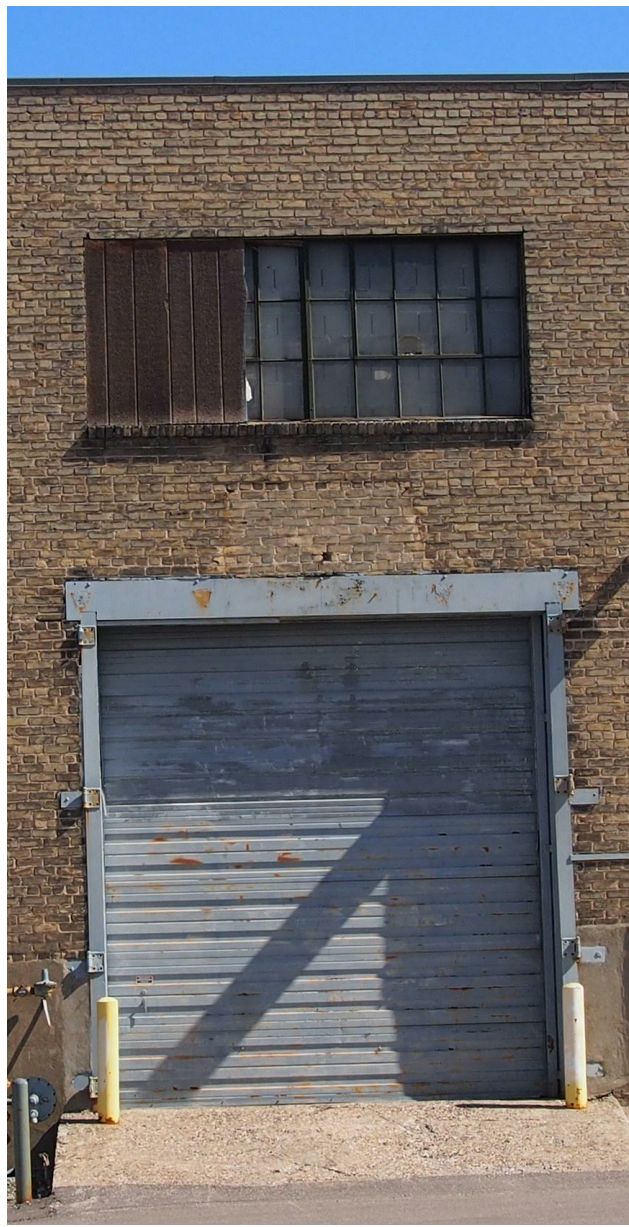
RETAIL SPACE

RESIDENT SPACE

PARKING



4 ENTRY CANOPY DETAIL
A403 1" = 1'-0"



22 OVERHEAD GARAGE DOOR



20 INTERIOR VIEW W/MAN DOOR



18 INTERIOR VIEW



16 INTERIOR VIEW



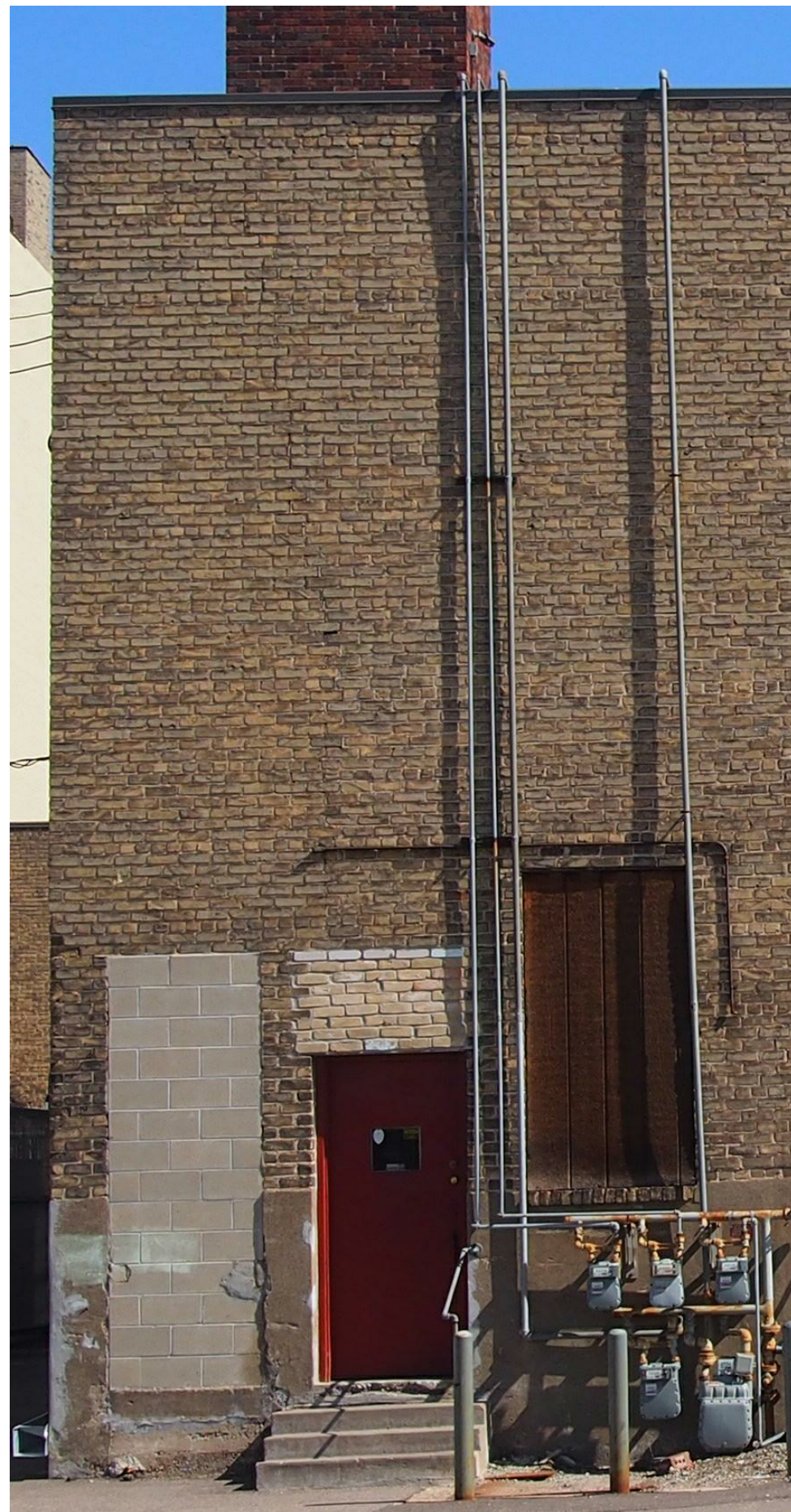
14 INTERIOR VIEW



12 INTERIOR VIEW



23 MAN DOOR



21 OVERHEAD GARAGE DOOR



19 OVERHEAD GARAGE DOOR W/INFILL



17 INTERIOR VIEW



15 INTERIOR VIEW



13 INTERIOR VIEW



CONSULTANTS

PROJECT TITLE

Raymond Avenue
Flats

KEY PLAN

ISSUE #	DATE	DESCRIPTION
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CONSTRUCTION

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License Number	Date
DATE	6/04/2015
DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NUMBER	TEST

SHEET TITLE

SOUTH
ELEVATION -
WINDOW & DOOR
SURVEY

SHEET NUMBER

A404

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PROJECT TITLE

Raymond Avenue
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KEY PLAN

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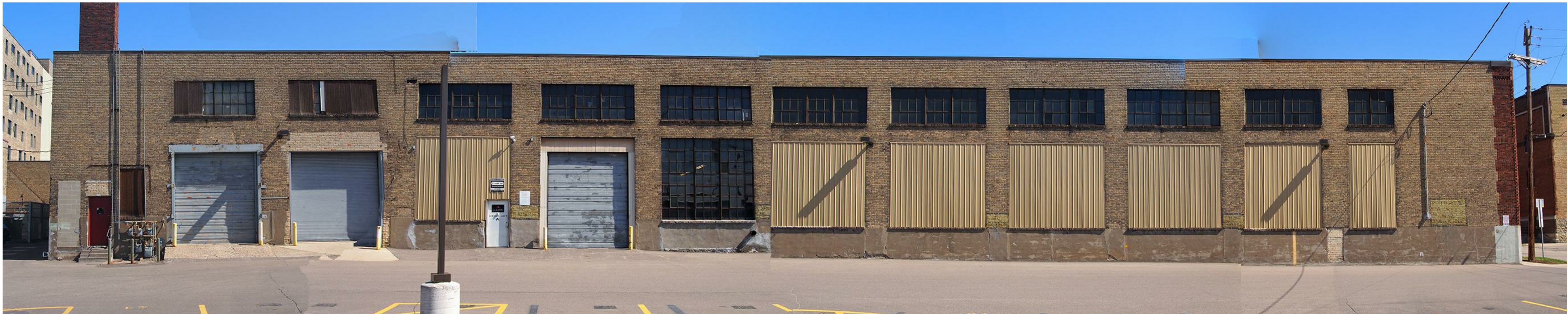
License Number	Date
DATE	6/04/2015
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COMMISSION NUMBER	TEST

SHEET TITLE

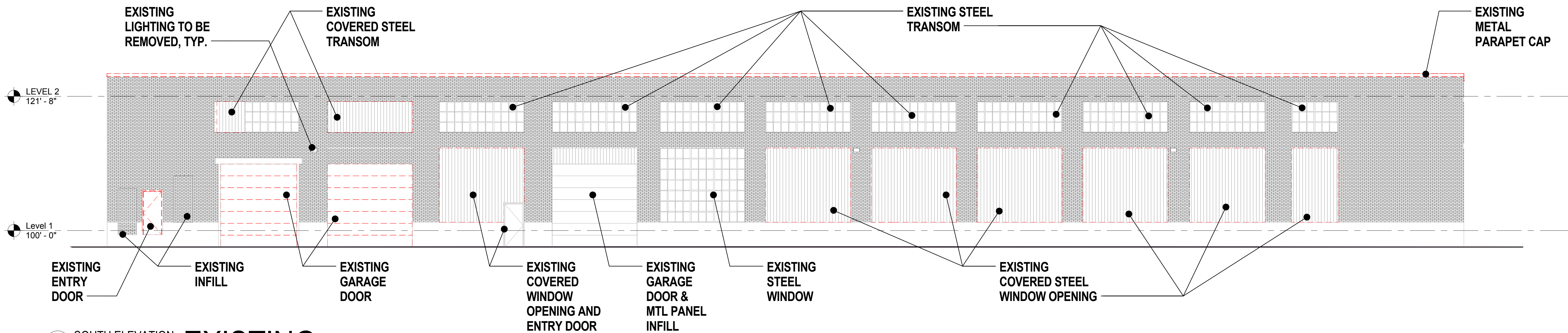
EXTERIOR
ELEVATIONS

SHEET NUMBER

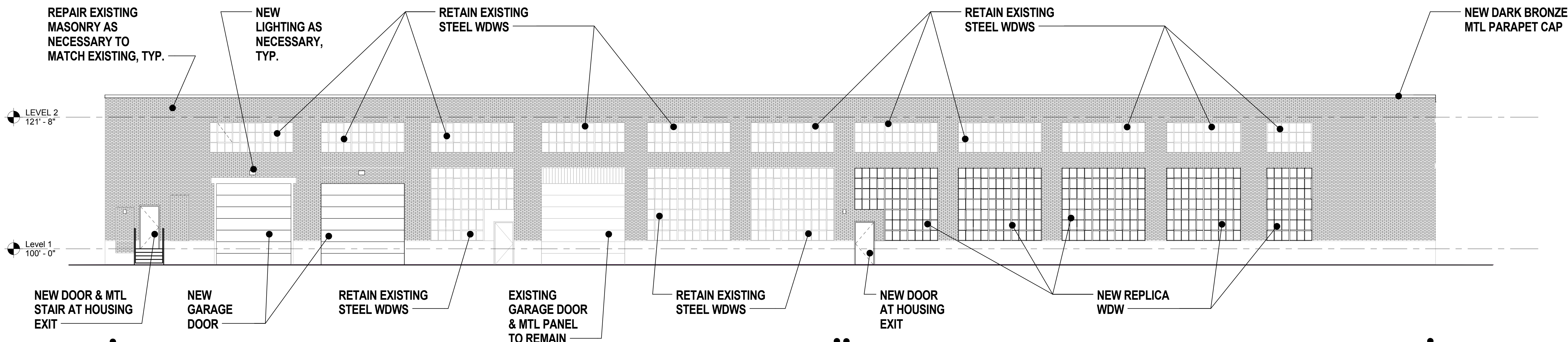
A405



1 SOUTH ELEVATION - EXISTING IMAGE
A405 NOT TO SCALE



2 SOUTH ELEVATION - EXISTING
A405 1/8" = 1'-0"



3 SOUTH ELEVATION - PROPOSED
A405 1/8" = 1'-0"

PARKING

RETAIL SPACE

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PROJECT TITLE

Raymond Avenue
Flats

KEY PLAN

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SHEET TITLE

ENLARGED
WINDOW
ELEVATION

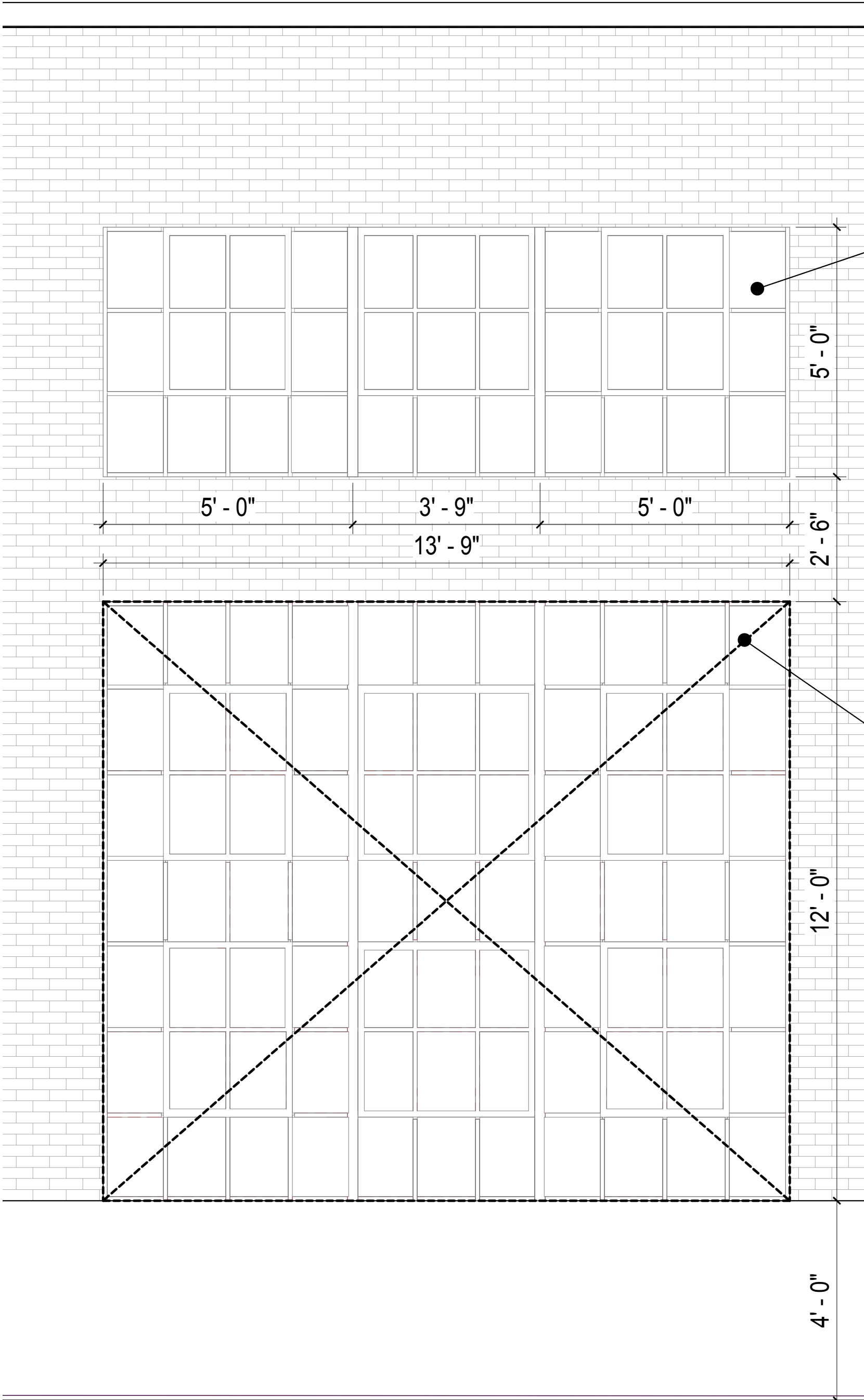
SHEET NUMBER

A406

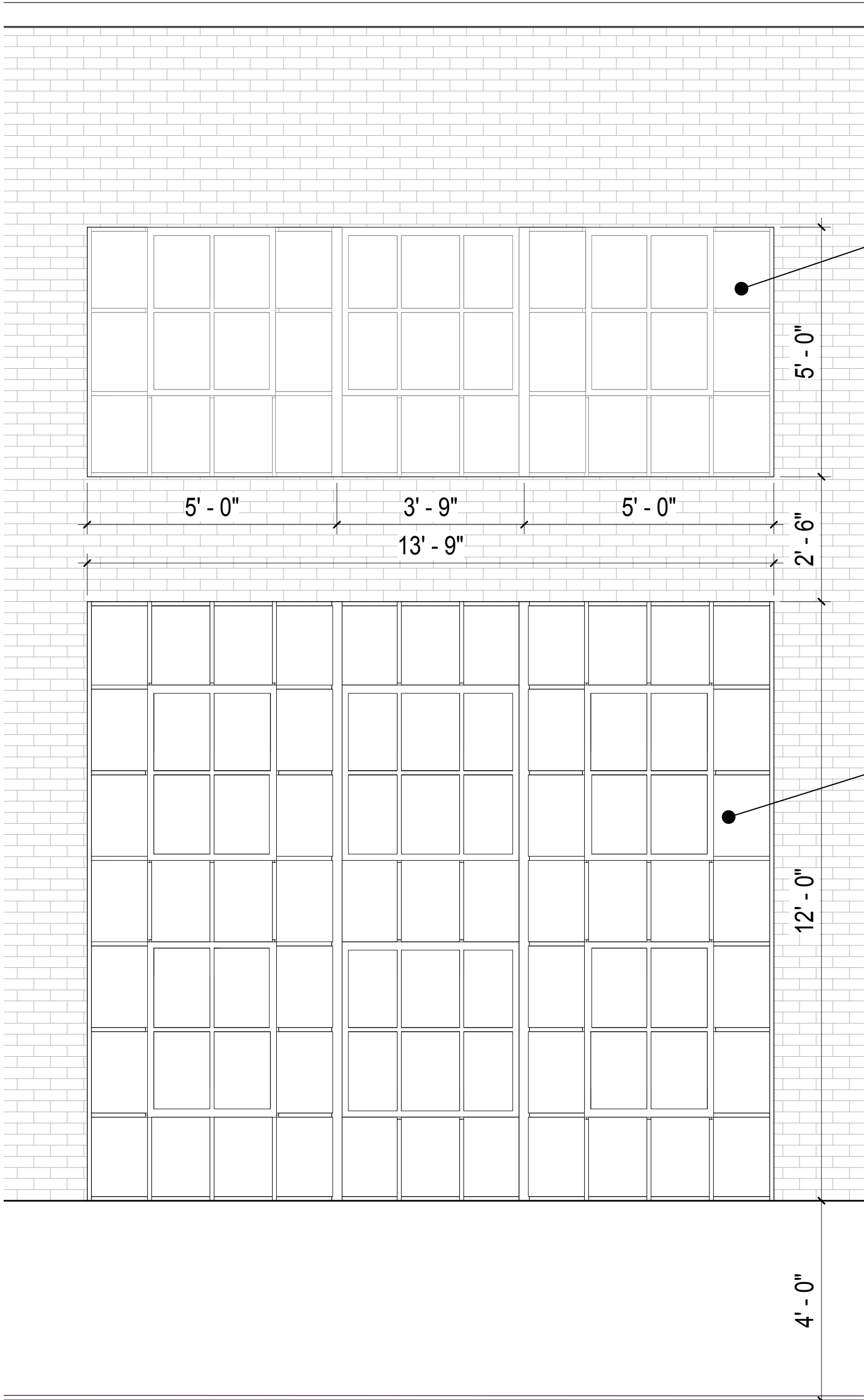


INTERIOR PHOTO

1
A406
EXISTING WINDOWS TYP.
1/2" = 1'-0"



EXTERIOR ELEVATION



EXTERIOR ELEVATION

2
A406
NEW WINDOW TYP.
1/2" = 1'-0"

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PROJECT TITLE

Raymond
Avenue Flats

KEY PLAN

ISSUE #	DATE	DESCRIPTION
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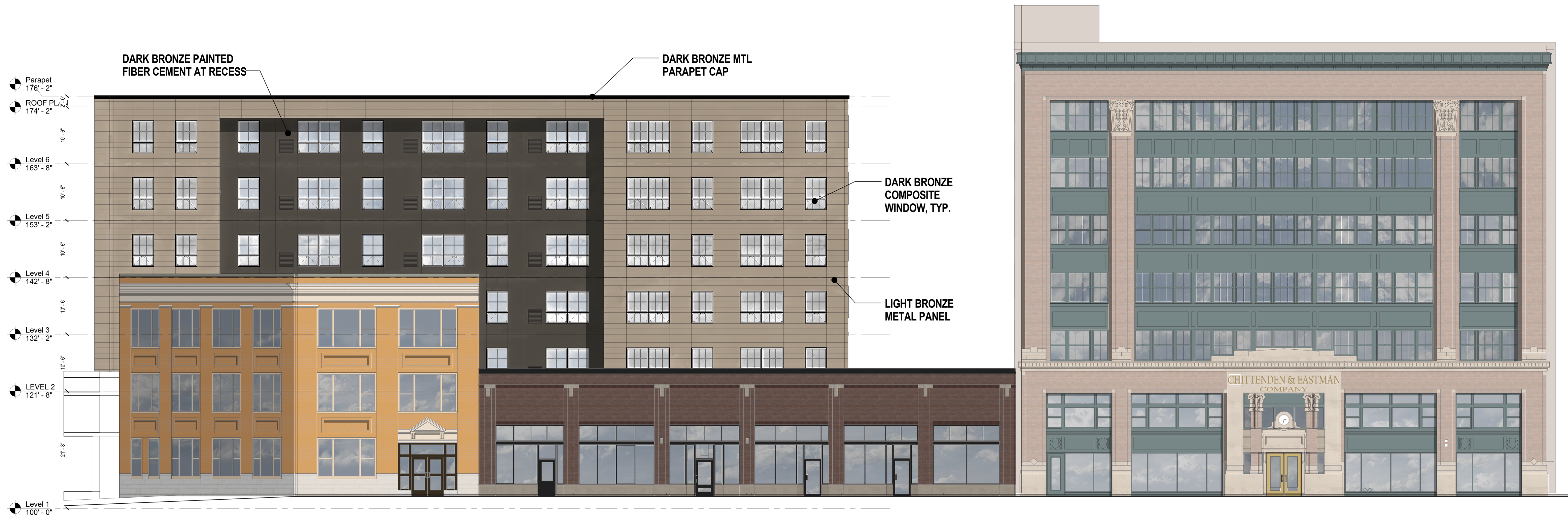
License Number	Date
DATE	6/04/2015
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CHECKED BY	Checker
COMMISSION NUMBER	TEST

SHEET TITLE

EXTERIOR
ELEVATIONS

SHEET NUMBER

A407



1 NORTH ELEVATION



2 EAST ELEVATION



1 SOUTH ELEVATION
A405 1/8" = 1'-0"

CONSULTANTS

PROJECT TITLE

Raymond
Avenue Flats

KEY PLAN

ISSUE #	DATE	DESCRIPTION
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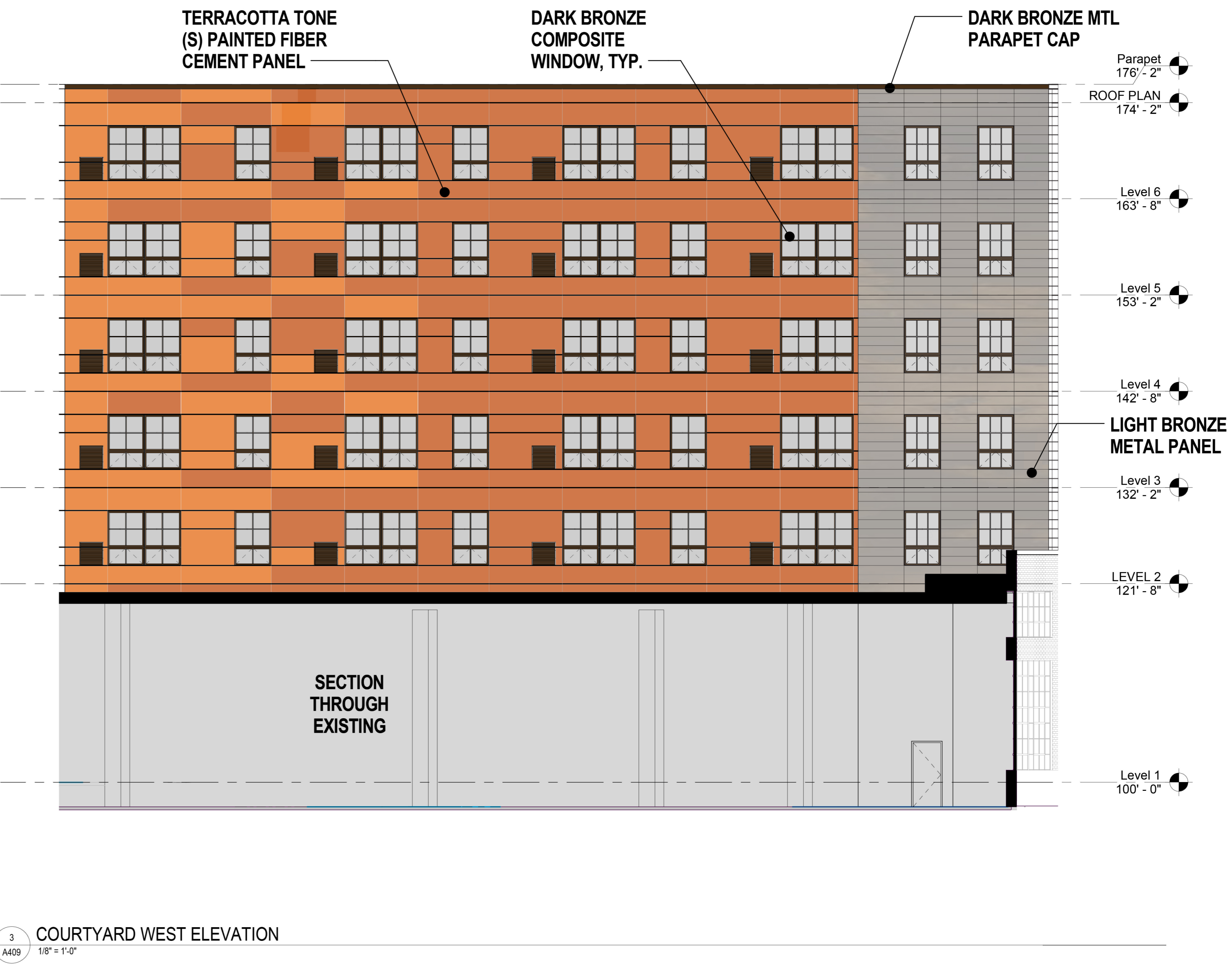
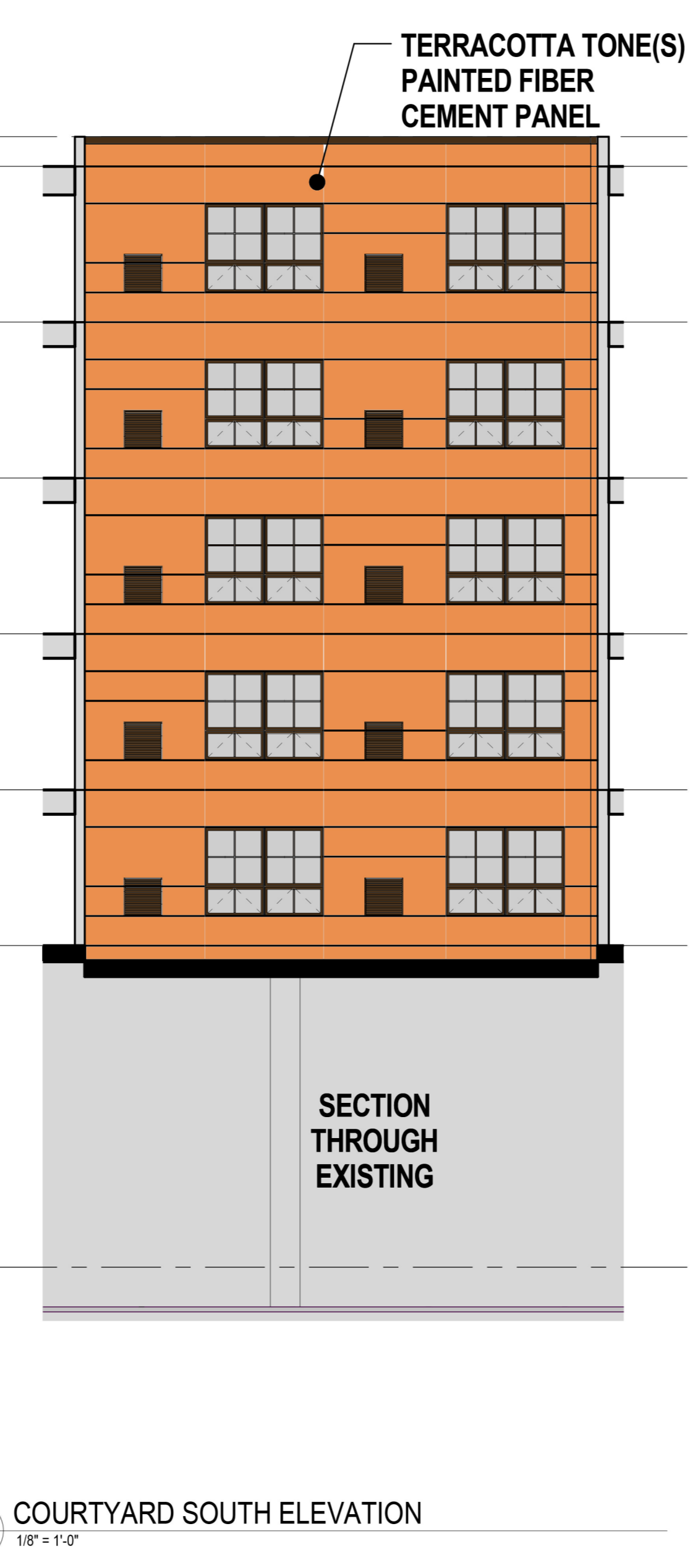
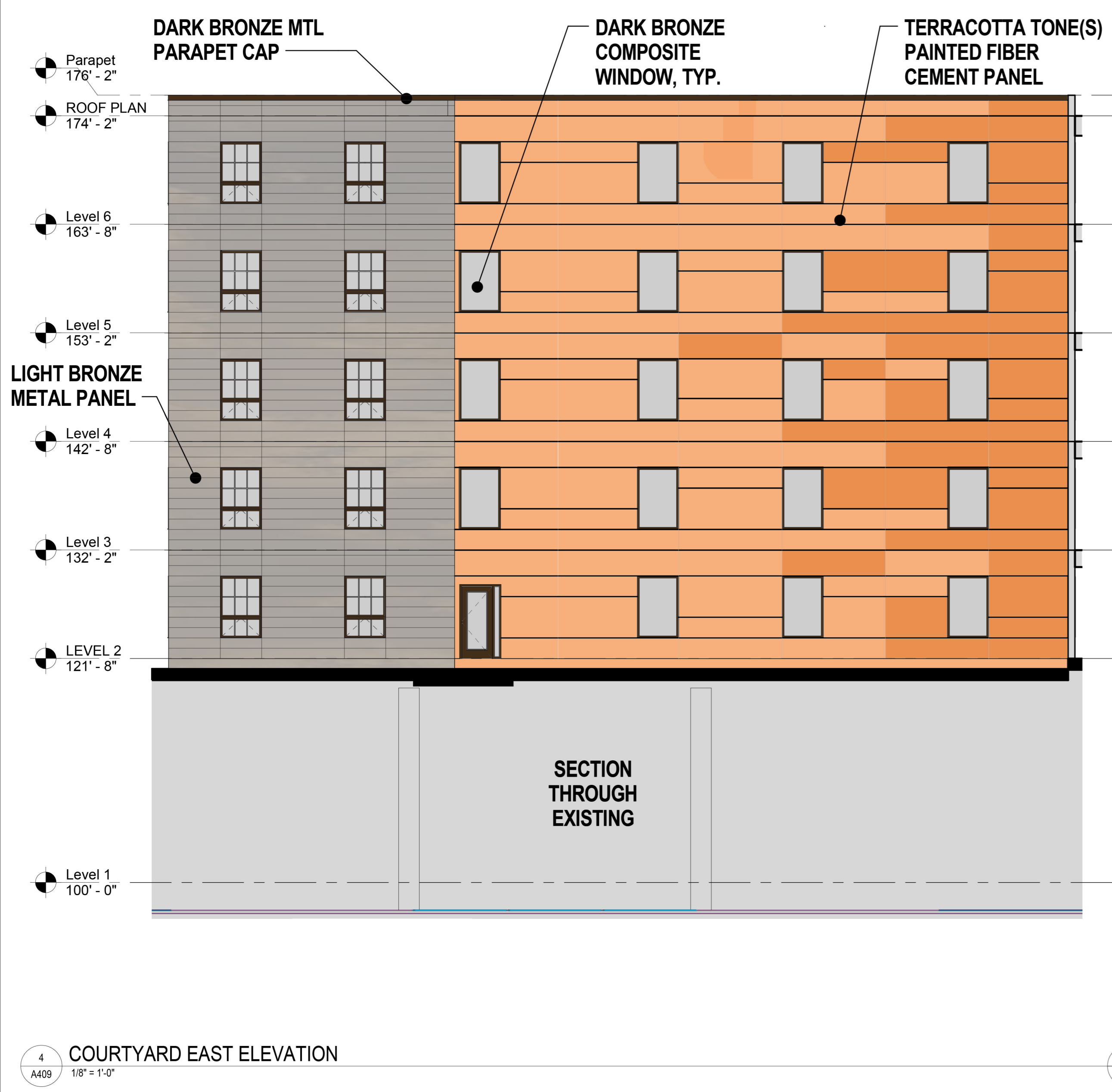
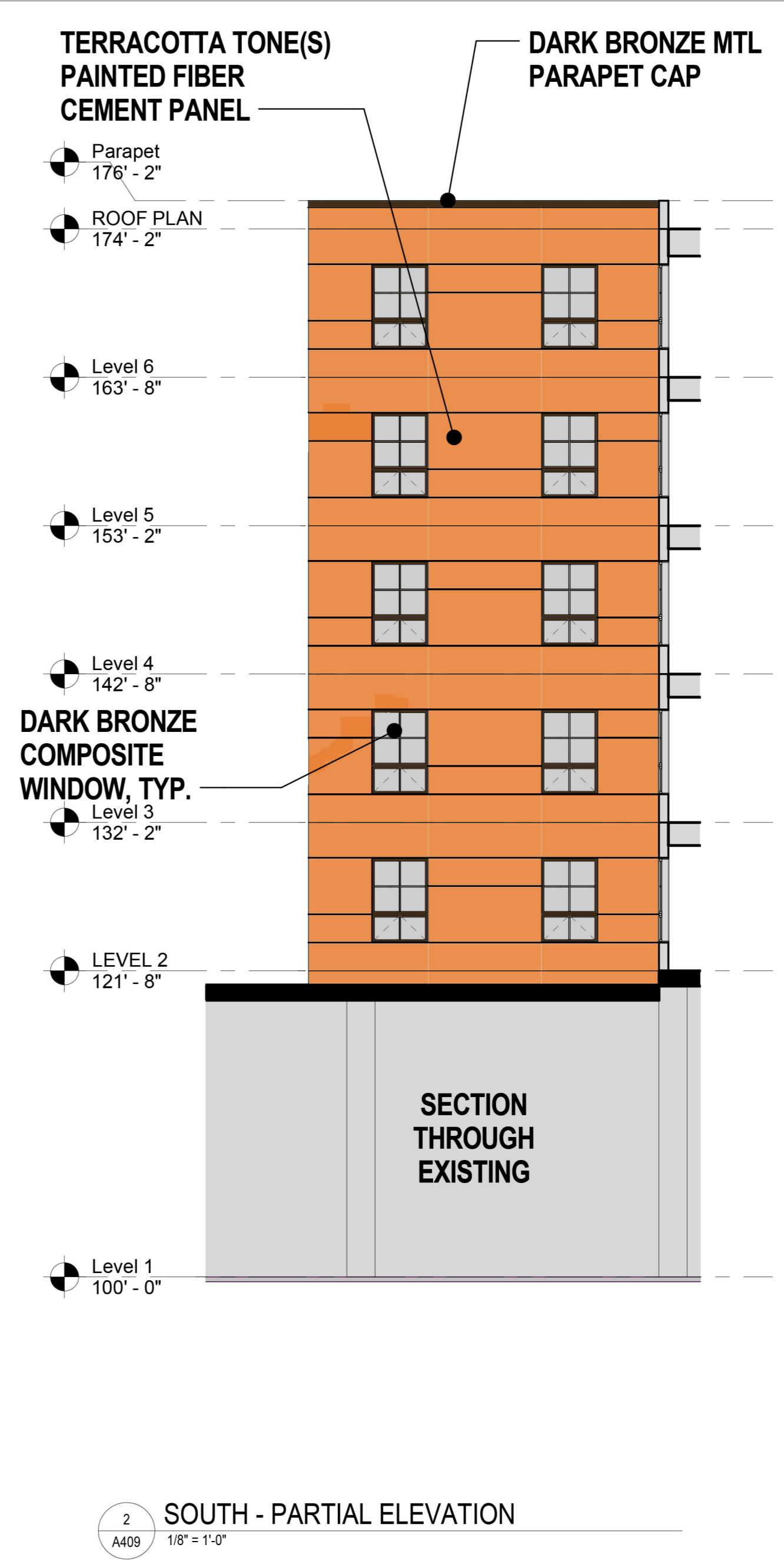
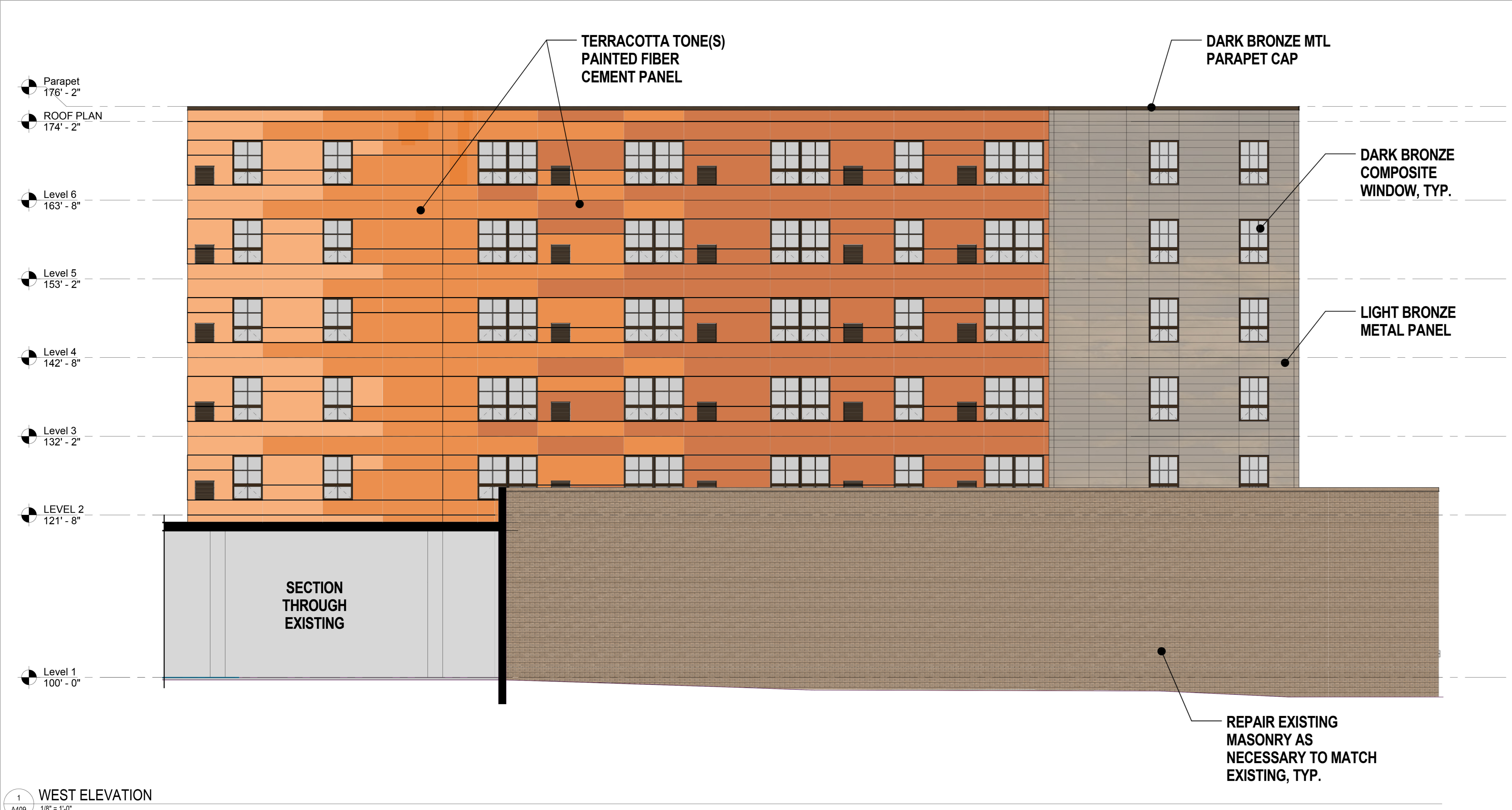
SHEET TITLE

EXTERIOR
ELEVATIONS

SHEET NUMBER

A408

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UNIVERSITY AVENUE

ARCHITECTURAL KEYNOTES

BKV GROUP
Architecture
Interior Design
Landscape Architecture
Engineering

Boorman
Kroos
Vogel
Group
Inc.

www.bkvgroup.com
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PROJECT TITLE

Raymond Avenue
Flats

KEY PLAN

ISSUE #	DATE	DESCRIPTION
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SHEET TITLE

LEVEL 1 FLOOR
PLAN

SHEET NUMBER

A101

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ADJACENT
EXISTING
BUILDING

ADJACENT
EXISTING
BUILDING

RAYMOND AVENUE

SITE BOUNDRY

PARKING
114
26 PARKING SPACES

UNIVERSITY
AVE RETAIL
R101
3,000 SF

UNIVERSITY
AVE RETAIL
R102
3,000 SF

LOBBY
101

VESTIBULE
104

MAIL
103

TRASH
105

LOUNGE
102

TRASH
106

STAIR
108

EXIT CORR.
109

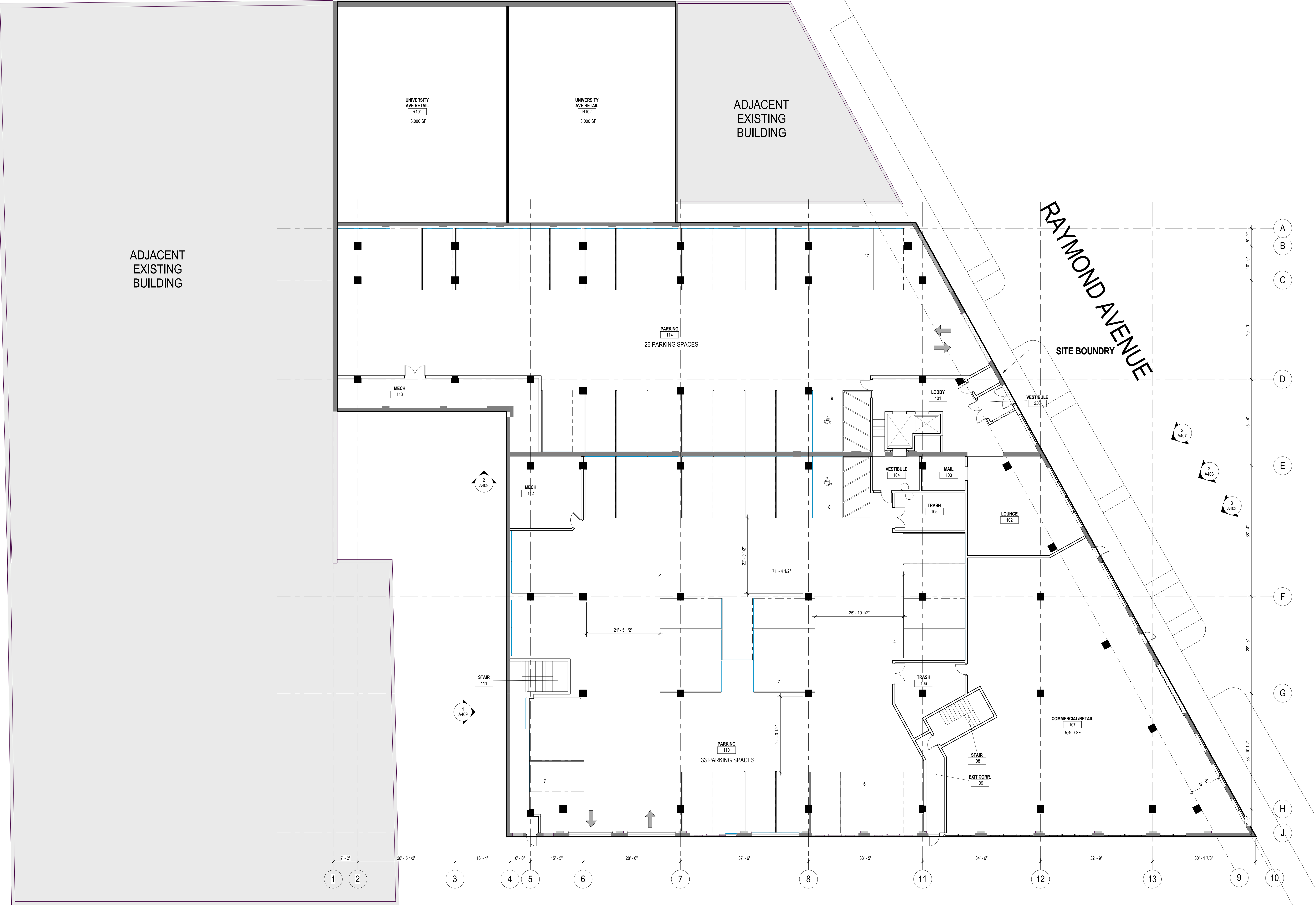
COMMERCIAL/RETAIL
107
5,400 SF

STAIR
111

MECH
112

MECH
113

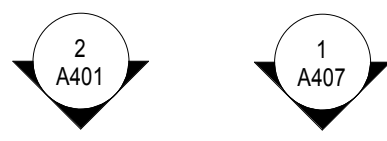
PARKING
110
33 PARKING SPACES



1
A101
LEVEL 1 FLOOR PLAN
3/32" = 1'-0"

C:\Revit\Local1813\04_C&E Flats_AS_2014_lpb\Recovery.rvt
6/4/2015 10:20:45 AM

UNIVERSITY AVENUE



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PROJECT TITLE

Raymond Avenue
Flats

KEY PLAN

ISSUE #	DATE	DESCRIPTION
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DRAWN BY	Author
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COMMISSION NUMBER	TEST

SHEET TITLE

LEVEL 2 FLOOR
PLAN

SHEET NUMBER

A102

ADJACENT
EXISTING
BUILDING

ADJACENT
EXISTING
BUILDING

RAYMOND AVENUE

SITE BOUNDARY

EXISTING
BUILDING
ROOF

ROOF

ROOF

POOL

AMENITY DECK

CLUBROOM

224

1BR+

201

1BR-

202

1BR-

203

1BR

204

1BR

205

2BR+

206

S

220

S

221

S

222

1BR-

223

S

219

S

218

ALC

217

1BR+D

207

1BR+

216

1BR+

215

1BR+

214

1BR

208

1BR

209

1BR

210

ALC

211

2BR

213

1BR+

212

1

2

3

4

5

6

7

8

11

12

13

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10

A

B

C

D

E

F

G

H

J

1

3

3

A408

A406

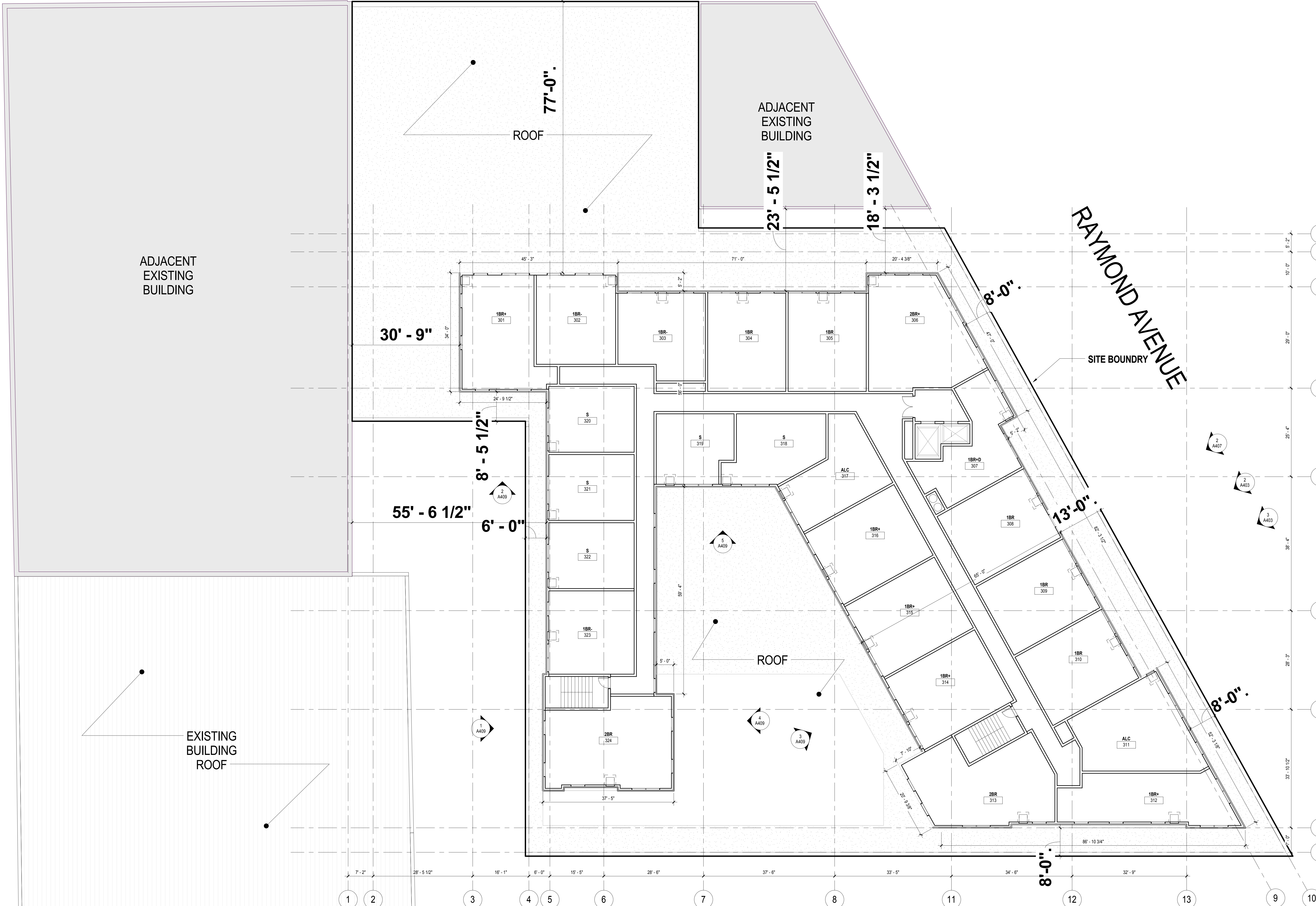
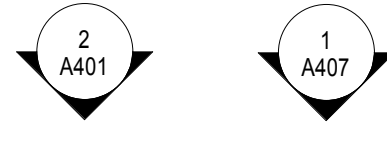
A406

0' 5' 10' 20' 40'

LEVEL 2 FLOOR PLAN

1
A102
3/32" = 1'-0"

UNIVERSITY AVENUE



CONSULTANTS

PROJECT TITLE
Raymond Avenue
Flats

KEY PLAN

ISSUE #	DATE	DESCRIPTION
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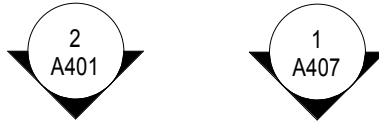
SHEET TITLE

LEVEL 3 FLOOR
PLAN (4-6 SIM)

SHEET NUMBER

A103

UNIVERSITY AVENUE



ADJACENT
EXISTING
BUILDING

ROOF
BELOW

ADJACENT
BUILDING
ROOF
BELOW

RAYMOND AVENUE

ROOF

ROOF
BELOW

EXISTING
BUILDING
ROOF
BELOW

CONSULTANTS

PROJECT TITLE

Raymond Avenue
Flats

KEY PLAN

ISSUE #	DATE	DESCRIPTION
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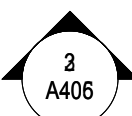
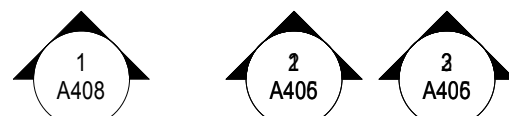
License Number	Date
DATE	6/04/2015
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CHECKED BY	Checker
COMMISSION NUMBER	TEST

SHEET TITLE

ROOF PLAN

SHEET NUMBER

A108



RAYMOND AVENUE FLATS



Viewscape Key

RAYMOND AVENUE FLATS



Image 1

RAYMOND AVENUE FLATS



Image 2

View Corridor From West
06/04/2015

RAYMOND AVENUE FLATS



Image 3

RAYMOND AVENUE FLATS



Image 4

View Corridor From East

06/04/2015

RAYMOND AVENUE FLATS



Image 5

RAYMOND AVENUE FLATS



Image 6

RAYMOND AVENUE FLATS

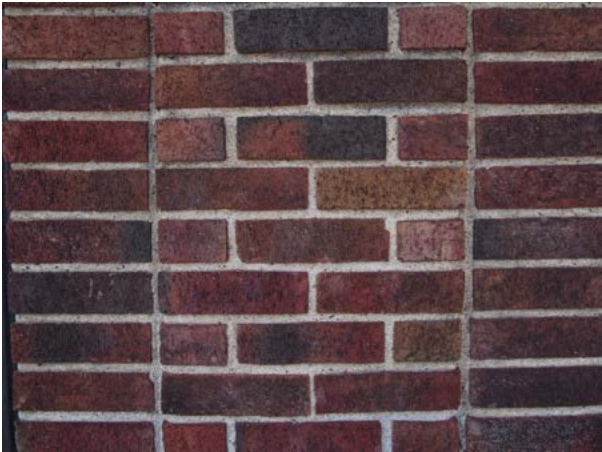


Image 7

RAYMOND AVENUE FLATS



Addition Material Palette



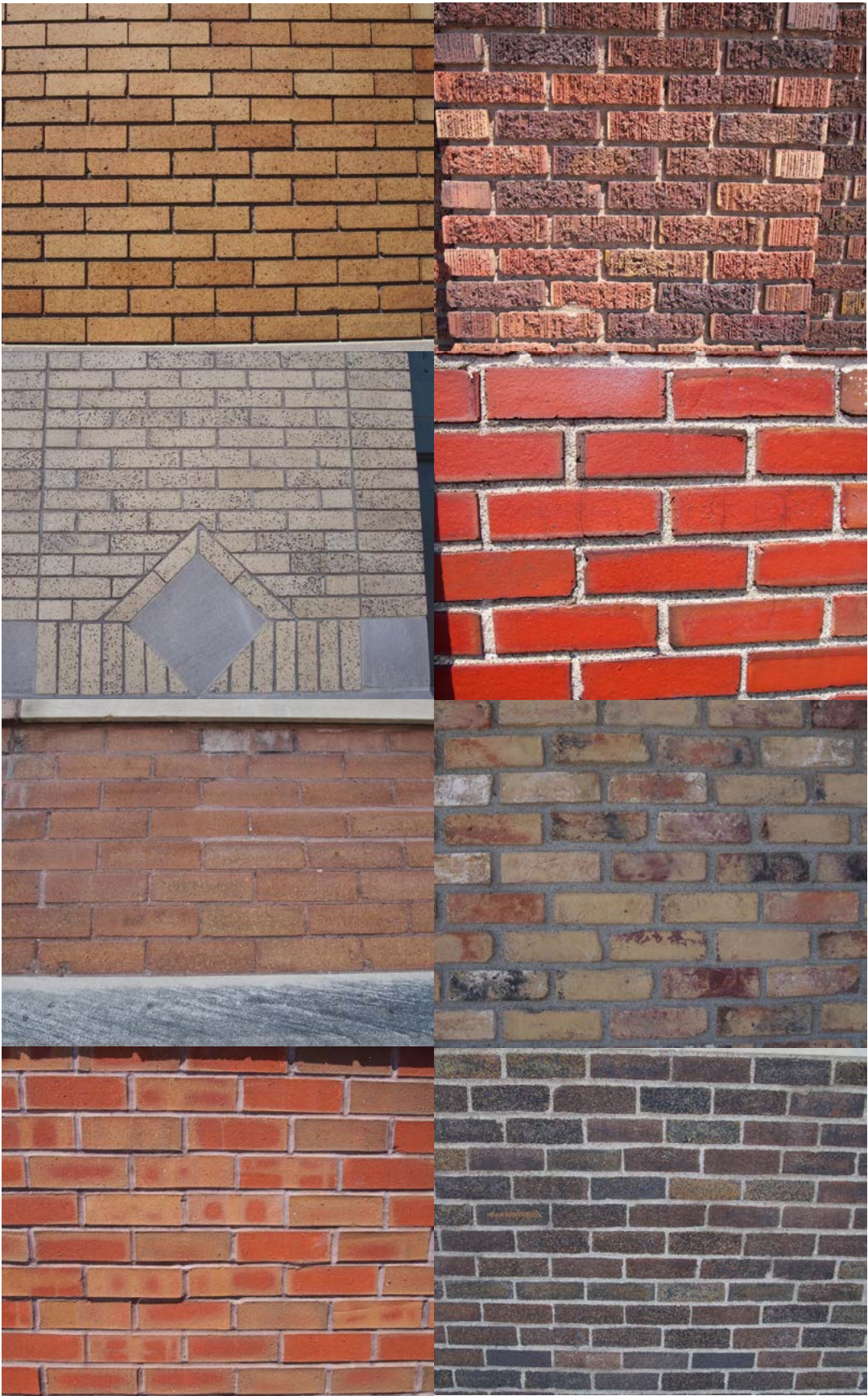
1 - North Brick
Existing Building Material Palette



2 - East Brick



3 - South & West Brick



Historic District Building Material Palette





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← PARKING 

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BICYCLE



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