



**CPED STAFF REPORT**  
 Prepared for the City Planning Commission

CPC Agenda Item #7  
 August 11, 2014  
 BZZ-6524

**LAND USE APPLICATION SUMMARY**

*Property Location:* 2910-2936 Pillsbury Avenue  
*Project Name:* Karmel Plaza and Square  
*Prepared By:* [Janelle Widmeier](#), Senior City Planner, (612) 673-3156  
*Applicant:* Basim Sabri, Karmel Properties LLC  
*Project Contact:* Scott Nelson, DJR Architecture Inc.  
*Request:* To allow third and fourth floor building additions for offices totaling approximately 26,000 square feet in area and a two-level parking structure addition with a net increase of 103 spaces to the Karmel Plaza building.

*Required Applications:*

<b>Site Plan Review</b>	To allow third and fourth floor building additions for offices totaling approximately 26,000 square feet in area and a two-level parking structure addition with a net increase of 104 spaces to the Karmel Plaza building.
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**SITE DATA**

<b>Existing Zoning</b>	II Light Industrial District
<b>Lot Area</b>	112,455 sq. ft. / 2.58 acres
<b>Ward(s)</b>	10
<b>Neighborhood(s)</b>	Whittier Alliance
<b>Designated Future Land Use</b>	Urban Neighborhood
<b>Land Use Features</b>	Commercial Corridor (Lake Street, locate 1/2 block away)
<b>Small Area Plan(s)</b>	<a href="#">Midtown Greenway Land Use and Development Plan</a>

<b>Date Application Deemed Complete</b>	July 16, 2014	<b>Date Extension Letter Sent</b>	Not applicable
<b>End of 60-Day Decision Period</b>	September 14, 2014	<b>End of 120-Day Decision Period</b>	Not applicable

## BACKGROUND

**SITE DESCRIPTION AND PRESENT USE.** Mixed use buildings with a shopping center are located on the subject site. Karmel Plaza is located at 2910 Pillsbury Avenue and Karmel Square is located at 2936 Pillsbury Avenue. The commercial uses, including general retail sales and services uses, coffee shops, delicatessens, and sit down restaurants with limited entertainment, offices, a place of assembly (tenant prayer room), food and beverage production, and a developmental achievement center, located on the first and second floors in Karmel Plaza are part of a shopping center. A shopping center is not a permitted use in the II district. The original development proposed an ethnic market. The ethnic market was classified as a farmers' market. At the time, the zoning code did not include a definition for farmers' markets. The farmers' market that was approved for this site does not comply with the definition that was adopted in July of 2006, but the building was constructed and the use was established prior to the code change. Under today's code, the ethnic market that does not comply with the definition of farmers' market is considered a shopping center. The use is legally nonconforming. No additions are proposed to the shopping center as a part of this application.

**SURROUNDING PROPERTIES AND NEIGHBORHOOD.** There is a mix of residential and nonresidential uses in the immediate area. The Midtown Greenway is located immediately north of the site.

**PROJECT DESCRIPTION.** Several additions to the Karmel Plaza building are proposed. The third floor is proposed to be expanded by 7,000 square feet in area along the Midtown Greenway side of the building. In the previous two site plan review amendments, the Planning Commission required as a condition of approval that the third floor to be set back at least one structural bay, or approximately 20 feet. This proposal is essentially a request to eliminate that condition. A fourth floor addition, approximately 19,387 square feet in area, is also proposed. Another addition is proposed on the first floor for a recycling space on the Greenway side of the building. (Any use of this space other than refuse storage is considered an expansion of the shopping center and would require an expansion of nonconforming use application.) Lastly, a 2-level parking structure with 119 spaces will be constructed over the existing surface parking area. The amount of on-site parking will increase from 158 spaces to 262 spaces. The applicant has submitted a draft Travel Demand Management Plan, which is attached to this report for reference. No changes are proposed to the Karmel Square building at this time, but the parking structure will extend onto this property. Therefore this property has been included within the development site. The proposed building and parking structure additions require an amendment to the previously approved site plan review.

**RELATED APPROVALS.** The following is a summary of the land use application history for Karmel Plaza. In 2001, the city planning commission (CPC) approved a conditional use permit and site plan review application to allow a multiple-tenant development with offices, restaurant space, and an ethnic market (farmers' market). The City Council also approved the vacation of Elroy Street (ran east/west on the south end of the site). The CPC approvals expired and the applicant reapplied for the same applications to allow the same proposal. In 2003, the CPC approved the proposal again. The action was appealed by the neighborhood group, but the City Council upheld the CPC decision. Before constructing the existing building, the applicant submitted applications to allow a larger development adding multiple-family residential with 72 units into the mix of proposed uses in 2004. The CPC granted partial approval of the proposed development, but denied the CUP for the farmers' market. The applicant appealed the CUP denial and the neighborhood group appealed the rest of the CPC actions, but the City Council upheld the CPC decision. With the exception of denying the CUP for the farmers' market, the mayor vetoed the City Council's decision. Following the veto, the council denied all of the applications. Although these applications were denied, the previous approvals had not expired yet and

the project that was approved in 2003, with some administratively approved changes, was allowed to be constructed. In 2010, the applicant obtained approvals for an expansion of a nonconforming use and a site plan review amendment for additions to the first floor and a third floor addition for self-service storage. The applicant returned in 2012 to expand the shopping center again and to request removal of the condition requiring the third floor to be set back at least one structural bay, or approximately 20 feet, adjacent to the Midtown Greenway. The expansion was approved, but the condition was not removed. Since that time, the building permit was obtained to construct the approved third story with the required setback. However, the proposed third floor use was changed from self-service storage to offices and clinics. These uses have a higher parking requirement, which could not be met with the existing on-site spaces. Therefore a shared parking agreement was obtained with the owner of 2900 Pleasant Avenue to provide the required parking. With the current proposal for adding structured parking, the minimum clearance requirements for loading cannot be met on-site. Therefore, a shared loading agreement was obtained with the owner of 2933 Pleasant Avenue to provide the required loading.

**Karmel Plaza**

<b>Planning Case #</b>	<b>Application</b>	<b>Description</b>	<b>Action (Year)</b>
BZZ-6683	Shared loading (administratively reviewed)	Off-site loading lease with 2933 Pleasant Avenue	Approved with conditions (2014)
BZZ-6478	Shared parking (administratively reviewed)	Off-site parking lease with 2900 Pleasant Avenue	Approved with conditions (2014)
<a href="#">BZZ-5482</a>	Expansion of non-conforming use and site plan review	Additional first floor additions to the shopping center and third floor addition for self-service storage	<a href="#">Approved with conditions</a> (2012)
<a href="#">BZZ-4801</a>	Expansion of non-conforming use and site plan review	First floor additions to the shopping center and third floor addition for self-service storage	<a href="#">Approved with conditions</a> (2010)
BZZ-1361	Conditional use permit and site plan review	New 2-story farmer's market	Approved with conditions (2003)

**PUBLIC COMMENTS.** As of the writing of this report, correspondence has not been received from the neighborhood group. Any correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

## ANALYSIS

### 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:

#### **I. Conformance to all applicable standards of Chapter 530, Site Plan Review.**

##### **Building Placement and Design** – *Requires alternative compliance*

- The existing building placement reinforces the street wall, provides natural surveillance and visibility, and facilitates pedestrian access and circulation.
- The first floor recycling area addition would be located 32 feet from Pleasant Avenue. Alternative compliance is requested.
- The building is built up to the lot lines adjacent to Pillsbury Avenue and Pleasant Avenue. The recycling area addition will be set back from the street. Landscaping will be located between the addition and the lot lines.
- Multiple entrances in the Karmel Square building face Pillsbury Avenue as well as the parking lot. A principal common entrance in the Karmel Plaza building faces Pillsbury Avenue as well as the parking lot. Multiple entrances to individual businesses and corridors are also oriented towards the adjacent streets or the parking area.
- On-site accessory parking will be located to the interior of the site.
- For the new construction, the walls will provide architectural detail and contain windows to create visual interest, increase security of adjacent outdoor spaces, except on the first floor recycling area addition.
- Architectural elements, including recesses, projections and windows, would divide the building into smaller identifiable sections.
- There would not be any blank, uninterrupted walls exceeding 25 feet in length on the additions.
- The proposed primary exterior materials are stucco and glass, which are durable.
- The existing primary exterior materials are stucco and glass. All sides of the building would be compatible and similar to each other.
- Plain face concrete block would not be used as a primary exterior building material.
- The principal common entrances facing Pillsbury Avenue are surrounded by windows to emphasize their importance.
- The walls of each building addition faces a public street, an on-site parking area, or a public pathway, therefore they are all subject to the minimum window requirements. The amount of windows proposed for each addition wall is included in **Table I**. Where a wall is proposed to be a continuation of an existing wall, the overall amount of windows is included for reference. The proposed windows would be vertical in proportion and more or less evenly distributed. Alternative compliance is requested for the walls on the recycling area addition, and the fourth floor walls facing Pleasant Avenue, Pillsbury Avenue, the parking lot/courtyard on the east and south sides.
- Ground floor active functions would occupy 70 percent or more of linear frontage on each wall facing a public street or the Greenway.
- A flat roof is proposed for the third floor and a pitched roof is proposed for the fourth floor. Very few buildings in the immediate area have pitched roofs. Staff did not observe any nonresidential buildings comparable in size to the building on the subject site with a pitched roof. A pitched roof can also contribute to increased shadowing of the Greenway. Because the

proposed roof type is not characteristic for this area, staff is recommending that the planning commission require a flat roof.

- The only sloped floors are the ramps needed to gain access to each level of the parking structure. The garage is located at the interior of the site, which will minimize the visibility of the structure and vehicles.

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

Location	Floor	Code Requirement		Proposed	
Pillsbury Ave (east)	1	30% minimum	67 sq. ft.	0%	0 sq. ft.
	3	10% minimum	18 sq. ft./ 124 sq. ft.	8.3%/ 10.9%	15 sq. ft./ 139 sq. ft.
	4	10% minimum	94 sq. ft.	Not shown	Not shown
Pleasant Ave (west)	1	30% minimum	38 sq. ft.	0%	0 sq. ft.
	3	10% minimum	18 sq. ft./ 124 sq. ft.	8.3%/ 10%	15 sq. ft./ 124 sq. ft.
	4	10% minimum	94 sq. ft.	7.9%	75 sq. ft.
Midtown Greenway (north)	1	30% minimum	96 sq. ft.	0%	0 sq. ft.
	3	10% minimum	315 sq. ft.	10%	317 sq. ft.
	4	10% minimum	230 sq. ft.	11.1%	257 sq. ft.
Parking lot/courtyard (east)	4	10% minimum	56 sq. ft.	8%	45 sq. ft.
Parking lot/courtyard (west)	4	10% minimum	56 sq. ft.	10.8%	60 sq. ft.
Parking lot/courtyard (south)	4	10% minimum	230 sq. ft.	9.2%	211 sq. ft.

**Access and Circulation – Meets requirements**

- Entrances are connected to the public sidewalks with walkways 4 feet in width or more. A 4-foot wide walkway also provides access to entrances facing the parking lot.
- A transit shelter is not adjacent to the site.
- Vehicles enter through a curb cut on Pleasant Avenue and exit through a curb cut on Pillsbury Avenue. Circulation is designed to occur on-site. Some residential uses are located in the immediate area. Staff is not aware of any conflicts created by the existing access location and circulation on pedestrians and surrounding residential properties. Although congestion is an issue in the immediate area, the draft Travel Demand Management Plan indicates that the traffic impacts will not increase significantly as a result of the proposed development.
- The site is not adjacent to a public alley.
- Areas not covered by the buildings, parking structure and walkways will be landscaped. To the extent practical, the applicant has minimized the use of impervious surfaces.

**Landscaping and Screening – Meets requirements**

- The composition and location of landscaped areas complement the scale of development and its surroundings.
- 43 percent of the net lot area is proposed to be landscaped.
- Other than the removal of the landscaping where the parking structure will be built, no changes are proposed to the previously approved landscaping plan.

**Table 2. Landscaping and Screening Requirements**

	<b>Code Requirement</b>	<b>Proposed</b>
<b>Lot Area</b>	--	112,455 sq. ft.
<b>Building footprints</b>	--	86,050 sq. ft.
<b>Remaining Lot Area</b>	--	26,405 sq. ft.
<b>Landscaping Area</b>	5,281 sq. ft.	11,472 sq. ft.
<b>Canopy Trees (1: 500 sq. ft.)</b>	11 trees	18 trees
<b>Shrubs (1: 100 sq. ft.)</b>	53 shrubs	200+ shrubs

**Additional Standards – Meets requirements with Conditions of Approval**

- Continuous concrete curbing is installed along the driveways. Curbing is discontinued at the east and west sides to allow water to drain to catch basins.
- The building additions should not impede any views of important elements of the city.
- The upper floor additions would not be located or arranged to minimize shadowing on the Midtown Greenway. The third and fourth floors are proposed to be set back 40 feet and 40 to 53 feet respectively from the Greenway (the second floor is also set back 40 feet from the Greenway). East to west, the total width of the building is 350 feet. A narrower fourth floor width of 288 feet is proposed. The applicant has submitted a shadow study to show what effects the third floor extension and the fourth floor addition would have on the Midtown Greenway. They have also submitted a shadow study showing the impact from the already approved third floor (with a setback of one structural bay) for comparison purposes. According to the studies, the greenway would mainly be affected November through January and the upper floor additions will increase shadowing of the Greenway during the winter months over what has already been approved. The importance of retaining solar access to the Greenway is emphasized in the *Midtown Greenway Land Use and Development Plan*. In 2010 and 2012, the planning commission required the applicant to set the third floor back one structural bay, or approximately 20 feet, so that the shadow on the greenway is no more than the current two-story building. Requiring a greater setback for the upper floors is not atypical for development proposed along the south side of the Greenway. The Lime Apartments, a 6-story mixed use building located at 2900 Lyndale Avenue South, is one such example that was approved in 2012. The Lime Apartments site is separated from the Greenway by 29<sup>th</sup> Street, which is a 40 foot wide right-of-way. The first floor is set back at least 15 feet or more from the street/55 feet total from the Greenway, the fifth floor was required to be set back an average of 25 feet/65 feet total from the Greenway (the second through fourth floors also align with the fifth floor setbacks), and the sixth floor was required to be set back at least 35 feet/75 feet total from the Greenway. Because the proposed third floor extension and fourth floor addition would shadow the greenway more than the existing two-story building with little relief in the building mass for an entire block width, staff is recommending that the condition of approval remain in effect for the third floor and that the fourth floor be set back at least 70 feet from the Greenway for not less than 50 percent of the total building width.
- Wind currents should not be a major concern.
- With the continued implementation of the previous conditions of approval, the site plan will employ best practices that increase natural surveillance and visibility, control and guide movement through the site, and distinguish between public and non-public spaces with crime prevention design elements.
- No demolition of existing structures is proposed.

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

The site is zoned II. Offices, clinics and a place of assembly in the II district are permitted uses. The existing shopping center is not a permitted use in the II district, but was legally established. Therefore it is a legally nonconforming use.

### **Off-street Parking and Loading – Meets requirements**

*Shopping center (first and second floors):* The minimum parking requirement for a shopping center is determined by the zoning administrator based on the principal uses in the shopping center. The shopping center contains a mix of uses including general retail sales and services uses, coffee shops, delicatessens, and sit down restaurants with limited entertainment (each less than 2,000 square feet), offices, food and beverage production, and a developmental achievement center. The zoning administrator determined that the parking requirement for the shopping center uses located on the first and second floors shall be one space per 500 square feet of the gross floor area in excess of 4,000 square feet with the following exceptions and conditions:

- The place of assembly (tenant prayer room) shall be subject to the respective minimum parking requirement identified in Table 541-I of the zoning code.
- Any coffee shop, delicatessen, fast food restaurant, and sit down restaurant exceeding 2,000 square feet shall be subject to the respective minimum parking requirements identified in Table 541-I of the zoning code.
- Any nightclub or restaurant with general entertainment shall be subject to the respective minimum parking requirements identified in Table 541-I of the zoning code.
- All Commercial Recreation, Entertainment and Lodging uses shall be subject to the respective minimum parking requirements identified in Table 541-I of the zoning code. Indoor recreation areas with pool or billiards are subject to a minimum parking requirement of parking equal to 30 percent of the capacity of persons.

All of the uses shown on the first and second floor plans are collectively subject to the requirement of one space per 500 square feet of the gross floor area in excess of 4,000 square feet. These uses would occupy 67,699 square feet; therefore the minimum parking requirement for these uses is 127 spaces.

*Place of assembly:* The minimum parking requirement for a place of assembly is parking equal to 10 percent of the capacity of persons in the main auditorium and any rooms which can be added to the main auditorium by opening doors or windows to obtain audio or visual unity. The main auditorium spaces of the place of assembly would occupy approximately 5,200 square feet, therefore the minimum parking requirement is 35 spaces.

*Offices and clinics:* The minimum requirement for these uses is one space per 500 square feet of gross floor area (for offices this is the floor area in excess for 4,000 square feet). The area of the third and fourth floors occupied by these uses is approximately 46,243 square feet, therefore the minimum parking requirement is 84 spaces.

*Total minimum requirement and parking reductions:* The total minimum parking requirement equals 246 spaces. A total of 262 spaces (not including the two for emergency vehicles) would be provided. Of those spaces, 21 must be used to meet the parking requirement for Karmel Square. To make up the 5 space difference, the applicant is proposing to provide additional bicycle parking to qualify for the bicycle incentive authorized by section 541.220 of the zoning code. By providing bicycle parking equal to 25 percent of the number of required automobile parking spaces (62 spaces), the minimum automobile parking requirement can be reduced by 10 percent (25 spaces) or 25 spaces, whichever is less. The bicycle parking must comply with the standards for required parking and must exceed the minimum

bicycle parking requirement by at least one space. The applicant would provide a total of 64 bicycle spaces. As a result, the minimum automobile parking requirement for Karmel Plaza is reduced to 221 spaces.

*Standard, compact and accessible spaces:* At least 75 percent of the required spaces are required to comply with the minimum dimensions for standard spaces, or 200 spaces for this proposal. The remaining required spaces (up to 62) must comply with the minimum dimensions for compact spaces. There are 41 compact spaces proposed. Not all are clearly identified on the plans, but will need to be clearly labeled as compact spaces as required by section 541.330 of the zoning code. The remainder of the spaces would comply with the standard size requirements. Accessible parking spaces are also required. At least four accessible spaces are required below-grade and at least 6 are required in the other parking area. A total of 18 accessible spaces are proposed, including the minimum required in each of the parking areas.

*Maximum automobile parking requirements:* The maximum parking requirement for a shopping center is one space per 200 square feet of gross floor area. The shopping center would occupy a total of 67,699 square feet, therefore the maximum parking requirement is 338 spaces. The maximum parking requirement for a place of assembly is parking equal to 40 percent of the capacity of persons in the main auditorium and any rooms which can be added to the main auditorium by opening doors or windows to obtain audio or visual unity. Therefore the place of assembly has a maximum parking requirement of 139 spaces. For offices and clinics, the maximum requirement is one space per 200 square feet of gross floor area, which is equal to 231 spaces. Karmel Square would also be subject to the maximum requirement of one space per 200 square feet of gross floor area, which equals 150 spaces. The total maximum parking requirement is 858 spaces.

*Bicycle parking requirement:* The minimum bicycle parking requirement for each use is included in Table 4 below. Most of the tenant spaces of the shopping center were constructed before the minimum bicycle parking requirements took effect in 2009. However, providing bicycle lock-up facilities with a capacity of at least 20 bicycles was a condition of the previous site plan review approval. At least 62 bicycle spaces are required to be provided to qualify for the incentive to reduce the minimum automobile parking requirement. The plans show that a total of 54 short-term and long-term bicycle parking spaces would be provided; however, the applicant has indicated that 64 will be provided. There is room to provide the 64 spaces. The location of all of them will need to be shown on the final plans.

*Loading:* The minimum loading requirement for office uses with a total floor area between 20,001 and 50,000 square feet is one large space. The minimum loading requirement for a shopping center is as determined by conditional use permit. Because the shopping center was originally established as a farmers' market and is a nonconforming use in the II district, the zoning administrator determined that the loading requirement would be based on the principal uses in the shopping center. When a development includes more than one nonresidential use with a low, medium, or high loading requirement, the square footage of uses within the same rating category are added together in order to determine the number of required loading spaces. The shopping center uses, the place of assembly and clinics fall into the low rating. When uses with a low rating occupy between 50,001 and 200,000 square feet of gross floor area, a minimum of two small loading spaces are required. Therefore, a total of one large and two small loading spaces are required. The applicant is proposing to provide one large and two small spaces on the adjacent property of 2933 Pleasant Avenue through a shared loading agreement. The purpose of proposing the off-site loading is because the minimum required vertical clearance of 12 feet 9 inches could not be met with the construction of the new parking structure. The application for the off-site loading was reviewed administratively and was approved.

**Table 3. Vehicle Parking Requirements Per Use (Chapter 54I)**

	Minimum Parking Requirement	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
Shopping center	127	Bicycle parking incentive	221	338	--
Place of assembly	35			139	--
Offices/clinics	84			231	--
Karmel Square	21	--	21	150	--
<b>Total</b>	<b>267</b>	<b>(25)</b>	<b>242</b>	<b>858</b>	<b>262</b>

**Table 4. Bicycle Parking and Loading Requirements (Chapter 54I)**

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed	Loading Requirement	Proposed
Shopping center	14	Not less than 50%	--	XX	Low (2 small)	2 small and 2 large
Clinic	3	Not less than 50%	--	XX		
Place of assembly	--	--	--	XX		
Office	3	--	Not less than 50%	XX	Medium (1 large)	
<b>Total</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>64</b>	<b>1</b>	<b>4</b>

**Building Bulk and Height – Meets requirements**

**Table 5. Building Bulk and Height Requirements**

	Code Requirement	Proposed
<b>Lot Area</b>	--	Karmel Plaza: 82,373 sq. ft. Karmel Square: 30,082 sq. ft. Total: 112,455 sq. ft. / 2.58 acres
<b>Gross Floor Area (GFA)</b>	--	Karmel Plaza: 120,099 sq. ft. Karmel Square: 29,716 sq. ft. (no change) Total: 149,815 sq. ft.
<b>Maximum Floor Area Ratio (GFA/Lot Area)</b>	2.7	1.33
<b>Maximum Building Height</b>	4 stories or 56 feet, whichever is less	4 stories and 56 ft. (to the top of the minarets)

**Residential Lot Requirements – Not applicable**

**Yard Requirements – Not applicable**

**Signs – Meets requirements with Conditions of Approval**

- The applicant has not submitted any sign information and has indicated that no new signs are proposed. Any new signage or signs that have been installed without permits require Zoning Office review, approval, and permits. The amount of window signage is also regulated. They

are allowed, provided such signage does not exceed 30 percent of the window area, whether attached to the window or not and do not block views into and out of the building in the area between four and seven feet above the adjacent grade.

**Dumpster Screening** – *Meets requirements*

- Refuse and recycling storage 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. An enclosed refuse storage area is provided and will be expanded on the north side of the building and is screened as required.

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

- All mechanical equipment is required to be arranged so as to minimize visual impact by using screening and must comply with Chapter [535](#) and district requirements. No exterior mechanical equipment is shown on the plans. If proposed, it will need to be screened as required.

**Lighting** – *Meets requirements with Conditions of Approval*

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

**Impervious Surface Area** – *Not applicable*

**Specific Development Standards** – *Meets requirements*

Restaurants, coffee shops, and shopping centers are all subject to the following development standard:

The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.

Shopping centers are also subject to two additional development standards:

- (1) Only uses allowed in the zoning district in which the shopping center is located shall be allowed in the shopping center.
- (2) Uses which require a conditional use permit, site plan review or other land use approval shall comply with all review and approval requirements of this zoning ordinance.

Because the shopping center is a legal nonconforming use, an expansion of nonconforming use application is required to add or expand any general retail sales and services uses.

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

The *Minneapolis Plan for Sustainable Growth* designates the future land use for this site as urban neighborhood. The site is located half a block from Lake Street, which is designated as a commercial corridor. It is also located between the Lyn-Lake and Nicollet and Lake activity centers. These activity

centers are located 5 blocks apart. With the adoption of the staff recommendation, the proposal will be 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.

- I.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 1.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.

- I.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.
- I.3.2 Ensure the provision of high quality transit, bicycle, and pedestrian access to and within designated land use features.
- I.3.3 Encourage above-ground structured parking facilities to incorporate development that provides active uses on the ground floor.

Urban Design Policy 10.10: Support urban design standards that emphasize a traditional urban form in commercial areas.

- 10.10.1 Enhance the city's commercial districts by encouraging appropriate building forms and designs, historic preservation objectives, site plans that enhance the pedestrian environment, and by maintaining high quality four season public spaces and infrastructure.
- 10.10.6 Require storefront window transparency to assure both natural surveillance and an inviting pedestrian experience.

Urban Design Policy 10.11: Seek new commercial development that is attractive, functional and adds value to the physical environment.

- 10.11.1 Require the location of new commercial development (office, research and development, and related light manufacturing) to take advantage of locational amenities and coexist with neighbors in mixed-use environments.
- 10.11.2 Ensure that new commercial developments maximize compatibility with surrounding neighborhoods.

Urban Design Policy 10.22: Use Crime Prevention Through Environmental Design (CPTED) principles when designing all projects that impact the public realm, including open spaces and parks, on publicly owned and private land.

- 10.22.1 Integrate “eyes on the street” into building design through the use of windows to foster safer and more successful commercial areas in the city.
- 10.22.3 Design the site, landscaping, and buildings to promote natural observation and maximize the opportunities for people to observe adjacent spaces and public sidewalks.
- 10.22.5 Locate landscaping, sidewalks, lighting, fencing and building features to clearly guide pedestrian movement on or through the site and to control and restrict people to appropriate locations.

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

The *Midtown Greenway Land Use and Development Plan*, adopted by the City Council in 2007 (after the original site plan approval was obtained), calls for high density housing (40-120 units per acre) on this site. It defines appropriate development for this site as urban-oriented, including townhouses, small apartments (contains 4 to 16 dwelling units with surface parking), apartments, and greenway buildings (structures that form part of the wall of the Greenway trench and may have a lower level with doors or windows that face the Greenway). Specific development guidelines include:

##### **Relationship to the Greenway**

- Balconies, windows and additional entries oriented toward the Greenway are strongly encouraged.
- Solar access to the Greenway is highly important. Any given part of the Greenway trail should have exposure to the sun for much of the day. A number of strategies may be employed to achieve this objective. These include stepping back the mass of future buildings along the south side of the Greenway, giving taller buildings a relatively narrow east-west dimension, and pivoting the orientation of buildings to a diagonal that allows morning and afternoon sunlight to pass by the northeast and northwest building faces to shine on the greenway.
- Wherever possible, a minimum of 12 feet should be provided between private development and the Midtown Greenway right of way for a publicly accessible pedestrian promenade, except where a Greenway building is proposed.

*Staff comment:* For the analysis on shadowing impacts, see page 6 above.

This site is one of the locations where reserving space for a promenade is recommended because 29<sup>th</sup> Street is not directly adjacent to either side of the Greenway. Existing conditions create challenges to install a promenade at this time, including the existing steep slope between the building, adjacent sidewalks and the greenway, it would not currently link up with other segments, and measures to prevent potential conflicts with pedestrians and vehicles from mid-block crossings have not been studied. As more redevelopment adjacent to the greenway occurs in the future, it may be more appropriate at that time to install a promenade that would connect with other segments. However, the proposed first floor recycling area addition could impede a future promenade connection. As shown on the site plan, it would be set back 7 feet from the Greenway. Staff is not aware of any issues with setting the addition back at least 12 feet and is therefore recommending an increased setback as a condition of approval.

#### **5. Alternative compliance.**

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

- **Building Placement and Windows for the First Floor Recycling Area Addition.** The recycling area addition would be set back 32 feet from Pleasant Avenue. Providing windows in a refuse storage area or moving it up to the street would not contribute to natural surveillance. This addition eliminates existing windows looking out at the Greenway. Because the existing refuse storage area is located adjacent to the addition, locating the recycling area elsewhere would be impractical. Further, there are upper floor windows that will also overlook the Greenway. For these reasons, staff is recommending that the Planning Commission grant alternative compliance.

- **Windows for the Fourth Floor Walls.** Alternative compliance is requested for the fourth floor walls facing Pleasant Avenue, Pillsbury Avenue, the parking lot/courtyard on the east and south sides. No alternatives are proposed and it is not infeasible to meet these requirements therefore staff is recommending that the Planning Commission not grant alternative compliance.

## RECOMMENDATIONS

### Recommendation of the Department of Community Planning and Economic Development for the Site Plan Review:

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the site plan review application to allow third and fourth floor building additions for offices totaling approximately 26,000 square feet in area and a two-level parking structure addition with a net increase of 104 spaces to the Karmel Plaza building for the properties located at 2910-2936 Pillsbury Avenue, subject to the following conditions:

1. All walls of the fourth floor addition shall comply with the minimum window requirements from section 530.120 of the zoning code.
2. The third floor shall be set back one structural bay, or approximately 20 feet, to minimize the increase in shadowing on the Midtown Greenway.
3. The fourth floor shall be set back at least 70 feet from the north lot line for not less than 50 percent of the total building width, to minimize the increase in shadowing on the Midtown Greenway.
4. A flat roof shall be installed on top of the fourth floor addition as required by section 530.120 of the zoning code.
5. The first floor recycling area addition shall be set back at least 12 feet from the north lot line so as not to impede a future promenade as called for in the *Midtown Greenway Land Use and Development Plan*.
6. Unless otherwise authorized or required by the City Planning Commission, the conditions of approval for BZZ-1361, BZZ-4801 and BZZ-5482 shall remain in effect.
7. CPED staff review and approval of the final site, landscaping, lighting, floor and building elevation plans.
8. All site improvements shall be completed by August 11, 2016, unless extended by the Zoning Administrator, or the permit may be revoked for noncompliance.

## ATTACHMENTS

1. Written description submitted by applicant
2. Zoning map
3. Site survey
4. Landscaping plan
5. Site plan

6. Floor plans
7. Building elevations
8. Shadow studies
9. Photos
10. Draft Travel Demand Management Plan
11. Correspondence



207 EAST LAKE STREET • SUITE 300 • MINNEAPOLIS, MN 55408 • PHONES 612-825-4433 • 612-825-7773 • FAX 612-825-1169  
WWW.SABRIPROPERTIES.COM

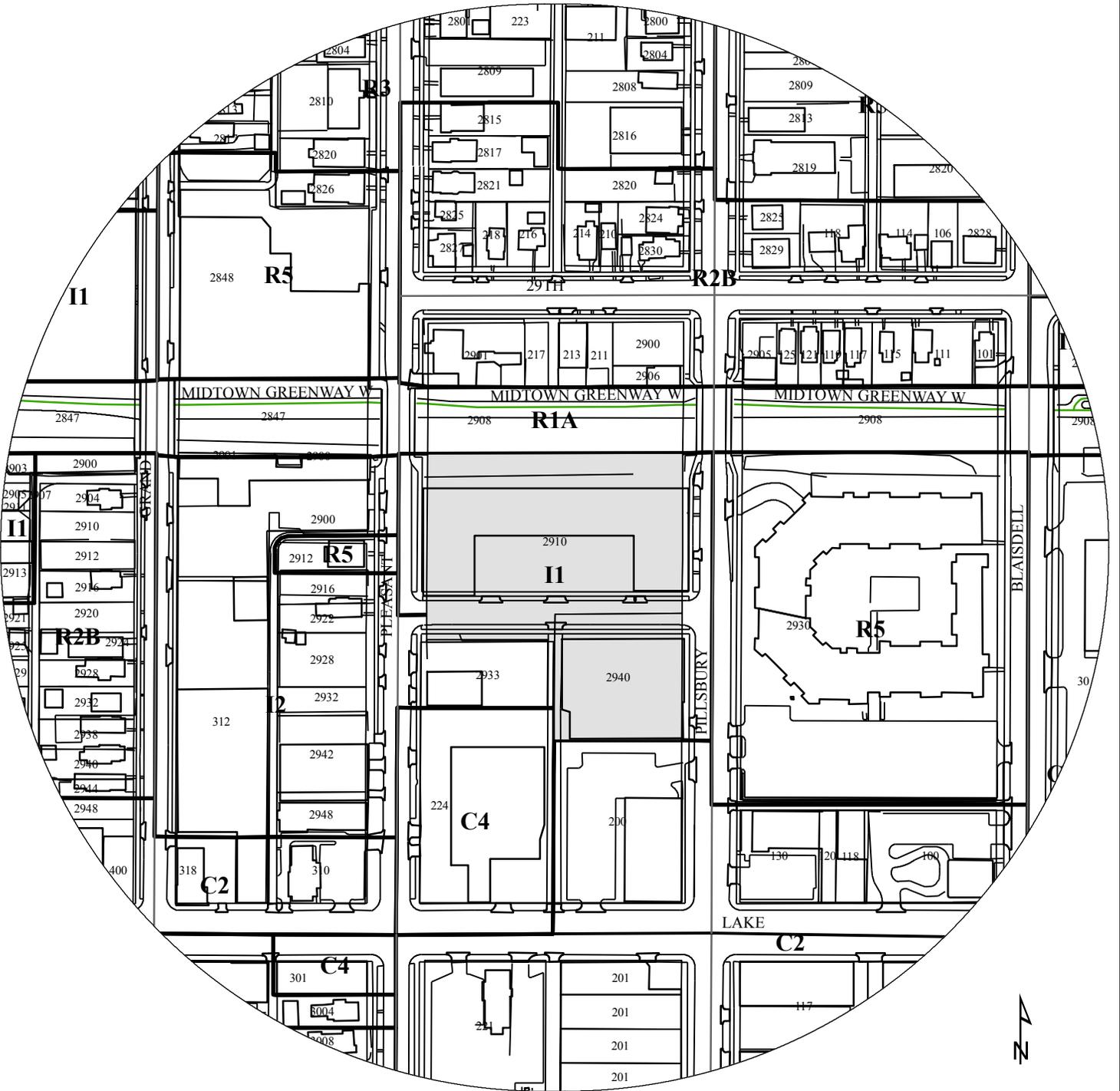
### **STATEMENT OF PROPOSED USE**

We are proposing an amendment to the existing site plan which involves our property located in south Minneapolis at 2910 Pillsbury Ave. S. in Minneapolis, known as Karmel Plaza. Karmel Plaza is a mall that was newly constructed in 2005. It has become an epicenter of the Somali population in Minneapolis and involves all religious and cultural integrations, along with business relations and interactions within the growing social community. The mall currently consists of offices, retail, coffee shops and restaurants.

The proposal is for a site plan amendment to allow for the construction of 7000 additional square feet on the 3rd floor north along with the construction of a 4th floor consisting of 18,225 square feet. The building is located in the I1 zoning district so all of the proposed uses will be conforming to that district. We are also requesting the addition of 120 square feet on the 1st floor for an addition of an existing restaurant along with 965 square feet for the addition of a recycling waste enclosure. Finally, we are also proposing to construct a 2 story parking ramp over the existing surface parking lot. There will be a total of 264 parking spaces that will be an accessory to on-site uses.

NAME OF APPLICANT

WARD

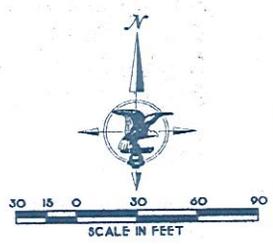
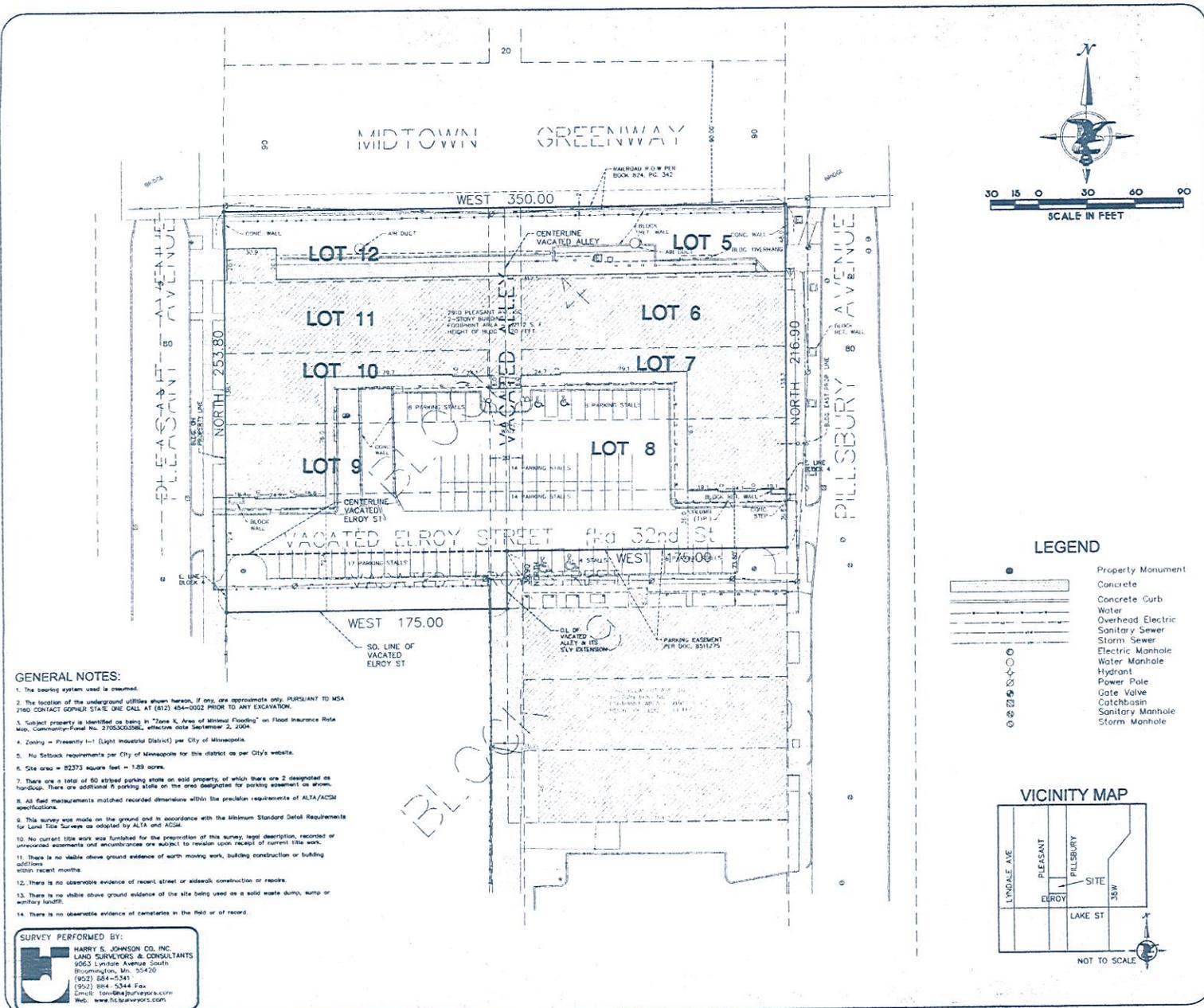


PROPERTY ADDRESS

**2910-2936 Pillsbury Ave**

FILE NUMBER

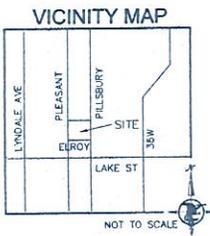
**BZZ-6524**



- GENERAL NOTES:**
- The bearing system used is assumed.
  - The location of the underground utilities shown hereon, if any, are approximate only. PURSUANT TO MSA 216D CONTACT Gopher State One Call at (612) 464-0022 PRIOR TO ANY EXCAVATION.
  - Subject property is identified on being in "Zone B, Area of Minimal Flooding" on Flood Insurance Rate Map, Community Flood No. 27053C02308, effective date September 2, 2004.
  - Zoning = Presently I-1 (Light Industrial District) per City of Minneapolis.
  - No Setback requirements per City of Minneapolis for this district as per City's website.
  - Site area = 82373 square feet = 1.89 acres.
  - There are a total of 60 striped parking stalls on said property, of which there are 2 designated as handicap. There are additional 8 parking stalls on the area designated for parking easement on shown.
  - All field measurements matched recorded dimensions within the precision requirements of ALTA/ACSM specifications.
  - This survey was made on the ground and in accordance with the Minimum Standard Detail Requirements for Land Title Surveys as adopted by ALTA and ACSM.
  - No current title work was furnished for the preparation of this survey, legal description, recorded or unrecorded easements and encumbrances are subject to revision upon receipt of current title work.
  - There is no visible above ground evidence of earth moving work, building construction or building additions within recent months.
  - There is no observable evidence of recent street or sidewalk construction or cracks.
  - There is no visible above ground evidence of the site being used as a solid waste dump, sump or sanitary landfill.
  - There is no observable evidence of cinderblocks in the field or of record.

**SURVEY PERFORMED BY:**  
**HARRY S. JOHNSON CO., INC.**  
 LAND SURVEYORS & CONSULTANTS  
 9065 Lyndale Avenue South  
 Bloomington, MN 55420  
 (952) 884-5341  
 (952) 884-5344 Fax  
 Email: ton@harrysjohnson.com  
 Web: www.harrysjohnson.com

- LEGEND**
- Property Monument
  - Concrete
  - Concrete Curb
  - Water
  - Overhead Electric
  - Sanitary Sewer
  - Storm Sewer
  - Electric Manhole
  - Water Manhole
  - Hydrant
  - Power Pole
  - Gate Valve
  - Catchbasin
  - Sanitary Manhole
  - Storm Manhole



**LEGAL DESCRIPTION**

Lots 5, 6, 7, 9, 10, 11 and 12, Block 4, Lindley & Lingenfelter's Addition to Minneapolis.

That part of the vacated alley dedicated in said Block 4, lying between the Westerly extensions of the North line of said Lot 5 and the South line of said Lot 8;

That part of the northerly half of vacated Elroy Street, dedicated in the plat of Lindley & Lingenfelter's Addition to Minneapolis as 32nd Street, which lies westerly of the southerly extension of the east line of Block 4, said addition, and easterly of the southerly extension of the west line of said Block 4, Hennepin County, Minnesota.

Torrans Property.

Note: This legal description has been taken from Old Republic National Title Insurance Company Commitment Number OR1018658-C dated May 18, 2004.

That part of the Southerly half of vacated Elroy Street, dedicated in the plat of Lindley & Lingenfelter's Addition to Minneapolis as 32nd Street, which lies westerly of the Southerly extension of the west line of Block 4, said addition, and easterly of the Southerly extension of the center line of the vacated alley dedicated in said Block, Hennepin County, Minnesota.

Abstract Property

Note: This legal description has been taken from Quit Claim Deed recorded as Document Number 8511275 dated January 20, 2005.

**NOTES CORRESPONDING TO SCHEDULE B:**

- Minerals and mineral rights reserved by the State of Minnesota. (as to Lots 10, 11 and 12)
- Reservation of minerals and mineral rights in favor of the State of Minnesota as to all of said Lot 5 and on to the east 33 feet of the West 1/4 feet of said Lots 6, 7 and 8, contained in Book 2121 of Deeds, page 473 and Book 1808 of Deeds, page 223.
- Easement for railroad right of way purposes in favor of Chicago, Milwaukee & St. Paul Railway Company on the North 2 feet of said Lot 5 as described in Book 824 of Deeds, page 342.
- Easement in favor of Reliant Energy, Xcel Energy, Great, Time Warner Cable and the City of Minneapolis as endorsed by City of Minneapolis Resolution 2008-272 recorded as Document No. 1911042.

**STATEMENT OF POTENTIAL ENCROACHMENTS:**

[A] Building extend over property line along the westerly property line as shown on survey.

**LAND TITLE SURVEY**  
 ALTA/ACSM  
 for:  
**SABRI PROPERTIES**

**SITE: 2910 PILLSBURY AVE. SOUTH  
 MINNEAPOLIS, MINNESOTA**

PRINTED  
 MAR 29 2007

**CERTIFICATION:**  
 HARRY S. JOHNSON CO., INC.  
 To Karmal Properties, LLC, a Minnesota limited liability company.

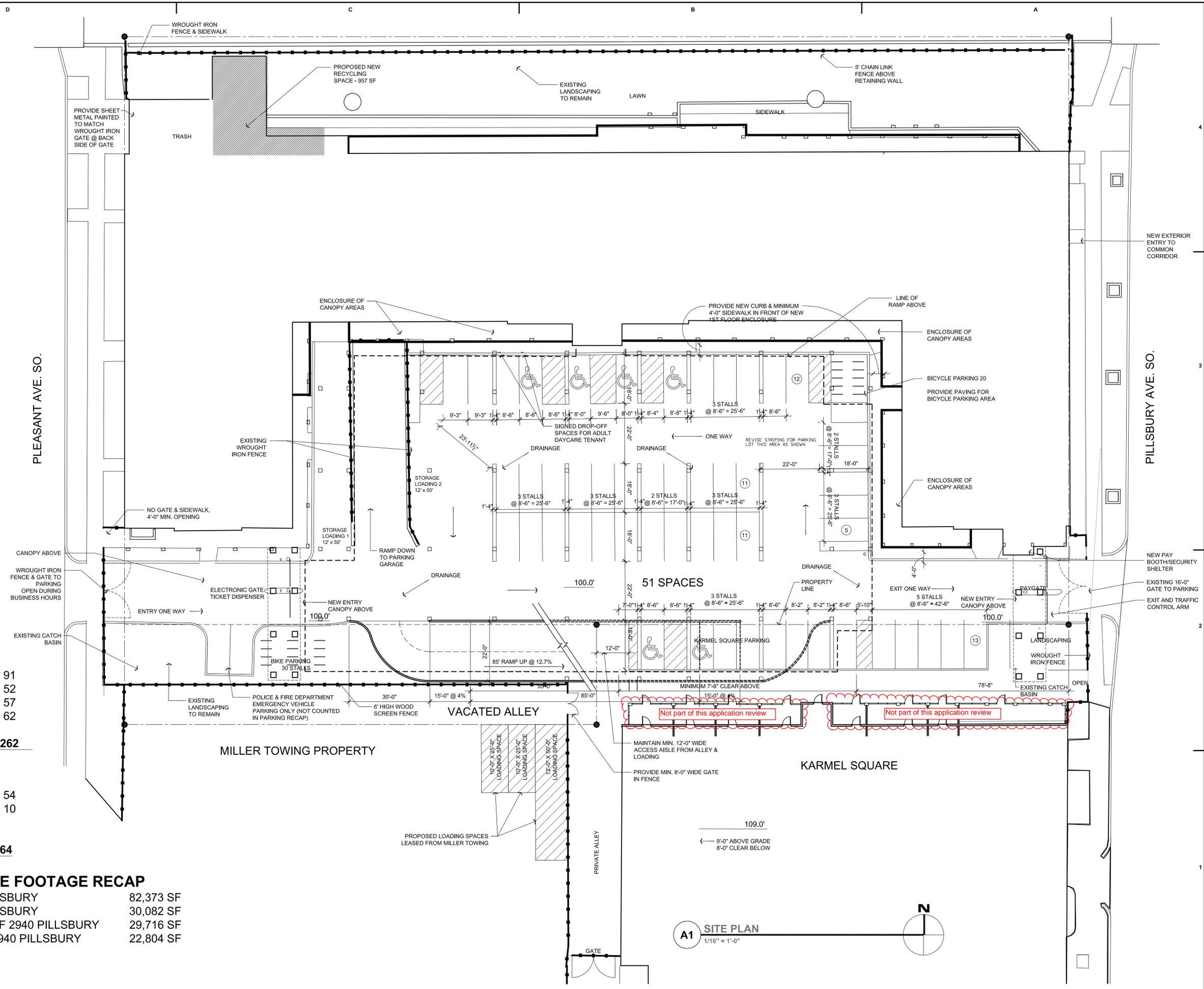
This is to certify that this map or plat and the survey on which it is based were made in accordance with the Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS in 2005. Pursuant to this certification, undersigned further certifies that in my professional opinion, as a land surveyor registered in the State of Minnesota, the Relative Positional Accuracy of this survey does not exceed that which is specified therein; and that in locating or identifying recorded easements or other recorded documents I have read upon Commitment for Title Insurance issued by (identify the Title Company), having an effective date of 7 and bearing file number 7.

Dated: March 20, 2007

Thomas E. Haderik, L.S.  
 Min. Reg. No. 23677

Sheet 1 OF 1  
 607  
 2007164  
 1-3-7430

**HARRY S. JOHNSON CO., INC.**  
 LAND SURVEYORS & CONSULTANTS  
 BLOOMINGTON, MINNESOTA  
 PHONE: 952-884-5341 FAX: 952-884-5344



**PARKING RECAP  
SURFACE PARKING**

BASEMENT GARAGE	91
SURFACE LEVEL	52
RAMP - LEVEL 2	57
RAMP - LEVEL 3	62
<b>TOTAL</b>	<b>262</b>

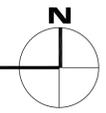
**BICYCLE PARKING**

SPACES OUTSIDE	54
10 SPACES INSIDE (GARAGE LEVEL)	10
<b>TOTAL</b>	<b>64</b>

**PROJECT SQUARE FOOTAGE RECAP**

LOT AREA OF 2910 PILLSBURY	82,373 SF
LOT AREA OF 2940 PILLSBURY	30,082 SF
GROSS FLOOR AREA OF 2940 PILLSBURY	29,716 SF
FOOTPRINT AREA OF 2940 PILLSBURY	22,804 SF

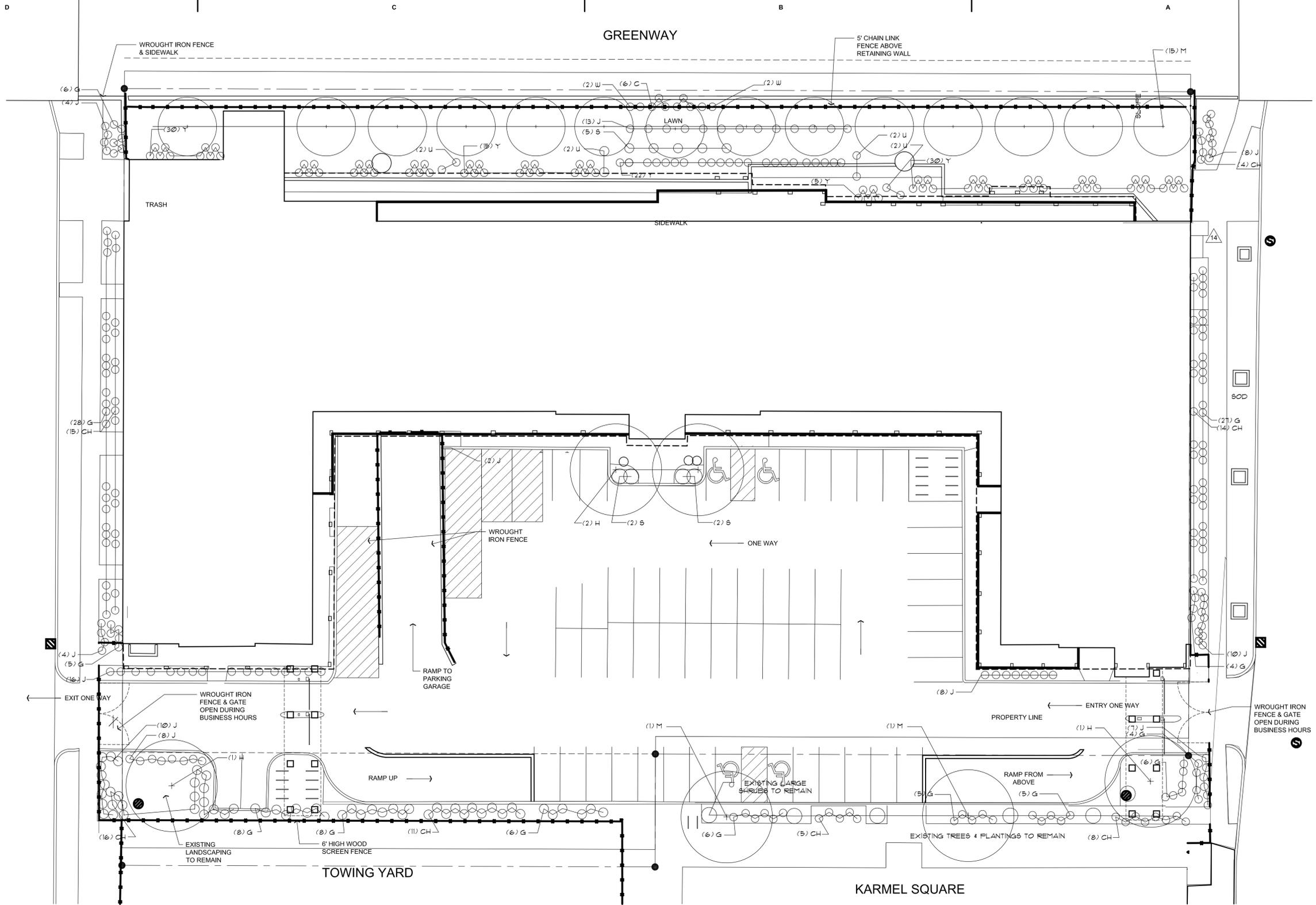
**A1 SITE PLAN**  
1/16" = 1'-0"



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

DATE: 07.02.2014  
PROJECT: 13-0046.0  
ISSUED: 07.02.2014

Project #: 13-0046.0  
Date: 07.02.2014  
Drawn by: DP  
Checked by: SN



PLANT SCHEDULE			
KEY	TYPE	QTY.	SIZE
M	MAPLE, 'RED SUNSET' - BB	17	2-1/2"
H	HONEYLOCUST, 'IMPERIAL'	4	2-1/2"
G	'GOLD FLAME' SPIREA	118	NO. 5
CH	CHOKEBERRY, 'AUTUMN MAGIC'	73	NO. 5
S	WHITE SNOWBERRY	13	NO. 5
J	JUNIPER, 'SCANDIA'	90	NO. 5
Y	JAPANESE SPREADING YEW	102	NO. 5
U	UPRIGHT JUNIPER	8	NO. 2
W	DWARF BLUE LEAF ARCTIC WILLOW	4	3 GAL
C	COMPACT AMER. CRANBERRY BUSH	6	3 GAL

**LANDSCAPE NOTES**

- LANDSCAPE SCHEDULE SHOWN IS FROM APPROVED 2004 PERMIT SUBMITTAL (12/10/2004), COPY ENCLOSED. SOME PLANTS HAVE BEEN RELOCATED DUE TO CHANGES IN EXISTING CONDITIONS. QUANTITIES ARE THE SAME. OWNER TO FIELD VERIFY ALL PLANTS. TREES & SHRUBS ARE INSTALLED IN SIZES AND QUANTITIES LISTED ON SCHEDULE BY COMPLETION OF CONSTRUCTION. ANY DEAD OR DAMAGED PLANTS WILL BE REPLACED.
- EXISTING NATURAL LANDSCAPE MATERIALS (TREES & SHRUBS) @ SOUTH SIDE OF GREENWAY WILL CONTINUE TO BE TRIMMED & MAINTAINED BY OWNER.
- RAIN GARDEN / GRASS BUFFER @ CENTER ISLANDS SHOWN ON EXISTING PLAN WERE REPLACED WITH CATCH BASINS & STORM SEWER SIZED IN COMPLIANCE W/ MINNEAPOLIS PUBLIC WORKS REQUIREMENTS.
- NO IMPERVIOUS SURFACE OR PAVING ADDED WITH THE NEW PROPOSED PLAN.

**A1 LANDSCAPE PLAN**  
1/16" = 1'-0"

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

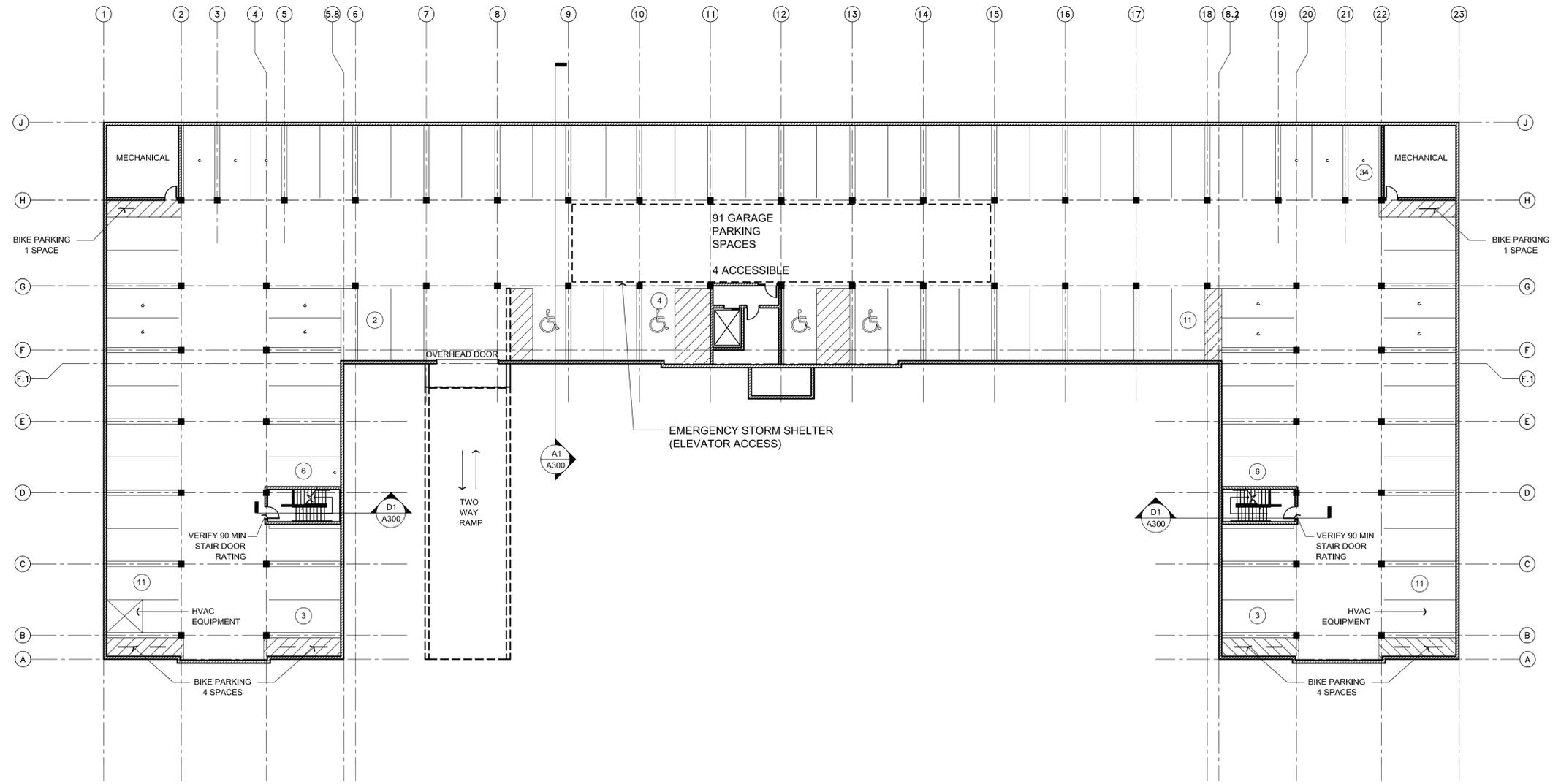
I hereby certify that this plan, specification, or schedule of values was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.

PRINCY NAME: \_\_\_\_\_ DATE: \_\_\_\_\_  
 SIGNATURE: \_\_\_\_\_ REGISTERED NUMBER: \_\_\_\_\_  
 CLIENT ADDRESS 1: \_\_\_\_\_ ADDRESS 2: \_\_\_\_\_ CITY, STATE, ZIP CODE: \_\_\_\_\_ PHONE NUMBER: \_\_\_\_\_  
 CONTRACTOR ADDRESS 1: \_\_\_\_\_ ADDRESS 2: \_\_\_\_\_ CITY, STATE, ZIP CODE: \_\_\_\_\_ PHONE NUMBER: \_\_\_\_\_  
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Issue: FOURTH FLOOR/PARKING RAMP PLANNING SUBMITTAL  
 Date: 04-16-2014  
 Project #: 13-0048.0  
 Date: 4-16-2014  
 Drawn by: DP  
 Checked by: SN

**KARMEI PLAZA**  
West Lake Street and South Grand Ave  
Copyright 2008 DJR Architecture, Inc.  
**LANDSCAPE PLAN**

**AL100**



**A1** EXISTING PARKING GARAGE FLOOR PLAN  
1/16" = 1'-0"

**KARMEL PLAZA**  
West Lake Street and South Grand Ave

ISSUED FOR SUBMITTAL  
**EXISTING GARAGE FLOOR PLAN**

Issue: FOURTH FLOOR/ PARKING RAMP PLANNING SUBMITTAL  
Date: 04-16-2014  
Project #: 13-0048.0  
Date: 4-16-2014  
Drawn by: DP  
Checked by: SN

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PRINT NAME: \_\_\_\_\_  
SIGNATURE: \_\_\_\_\_  
REGISTRATION NUMBER: \_\_\_\_\_ DATE: \_\_\_\_\_

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ADDRESS 2  
CITY, STATE, ZIP CODE  
PHONE NUMBER

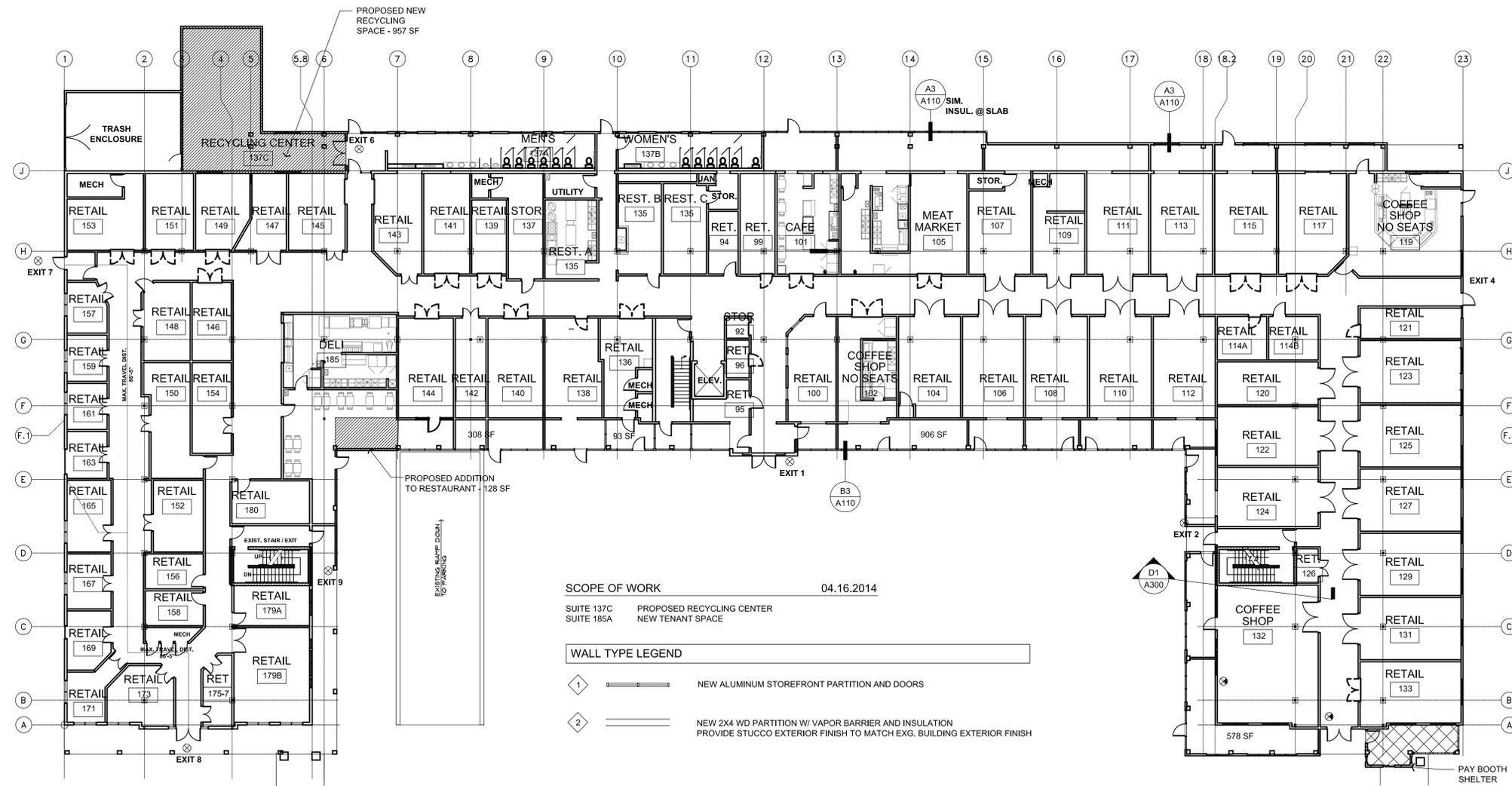
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CITY, STATE, ZIP CODE  
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CIVIL  
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ADDRESS 2  
CITY, STATE, ZIP CODE  
PHONE NUMBER

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

**A100**



**SCOPE OF WORK** 04.16.2014

- SUITE 137C PROPOSED RECYCLING CENTER
- SUITE 185A NEW TENANT SPACE

**WALL TYPE LEGEND**

- 1 ——— NEW ALUMINUM STOREFRONT PARTITION AND DOORS
- 2 ——— NEW 2X4 WD PARTITION W/ VAPOR BARRIER AND INSULATION PROVIDE STUCCO EXTERIOR FINISH TO MATCH EXG. BUILDING EXTERIOR FINISH

**A1 FIRST FLOOR PLAN** PREVIOUS AREA: 36,465 SF EXISTING  
 1/16" = 1'-0" PROPOSED ADDITION: 1,085 SF  
 TOTAL AREA: 37,550 SF W/ ADDITION

**KARMEL PLAZA**  
 West Lake Street and South Grand Ave

**FIRST FLOOR PLAN**

Issue: **FOURTH FLOOR/PARKING RAMP PLANNING SUBMITTAL**  
 Date: 04-16-2014  
 Project #: 13-0048.0  
 Date: 4-16-2014  
 Drawn by: DP  
 Checked by: SN

I hereby certify that this plan, specification, or schedule of values was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.  
 FIRM NAME: \_\_\_\_\_  
 SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 REGISTRATION NUMBER: \_\_\_\_\_

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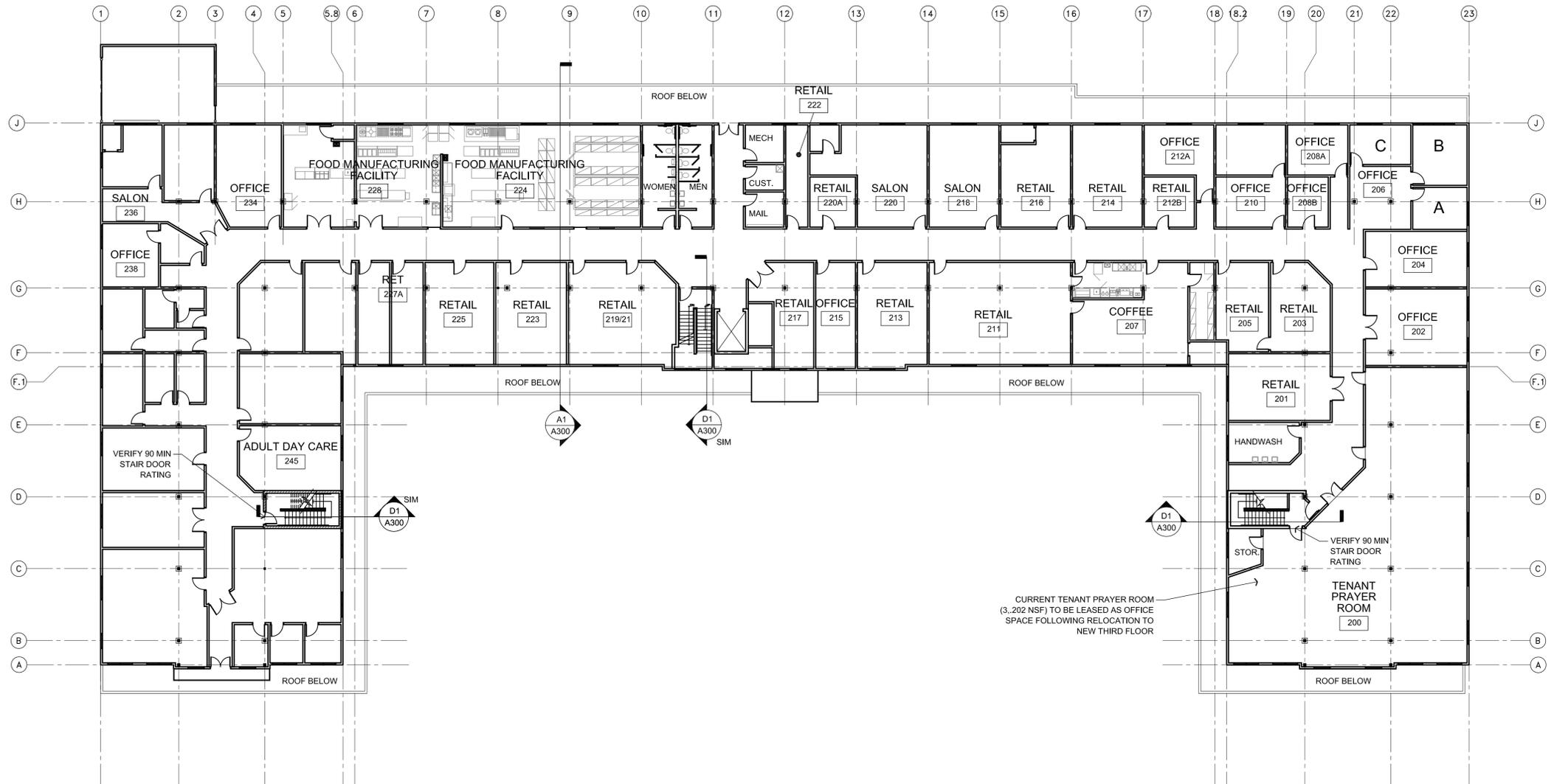
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**MECHANICAL**  
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**CIVIL**  
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 PHONE NUMBER: \_\_\_\_\_

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

**A110**



**A1 SECOND FLOOR PLAN**  
 1/16" = 1'-0"  
 EXISTING SF - 31,401 SF

**KARMEL PLAZA**  
 West Lake Street and South Grand Ave

**SECOND FLOOR PLAN**

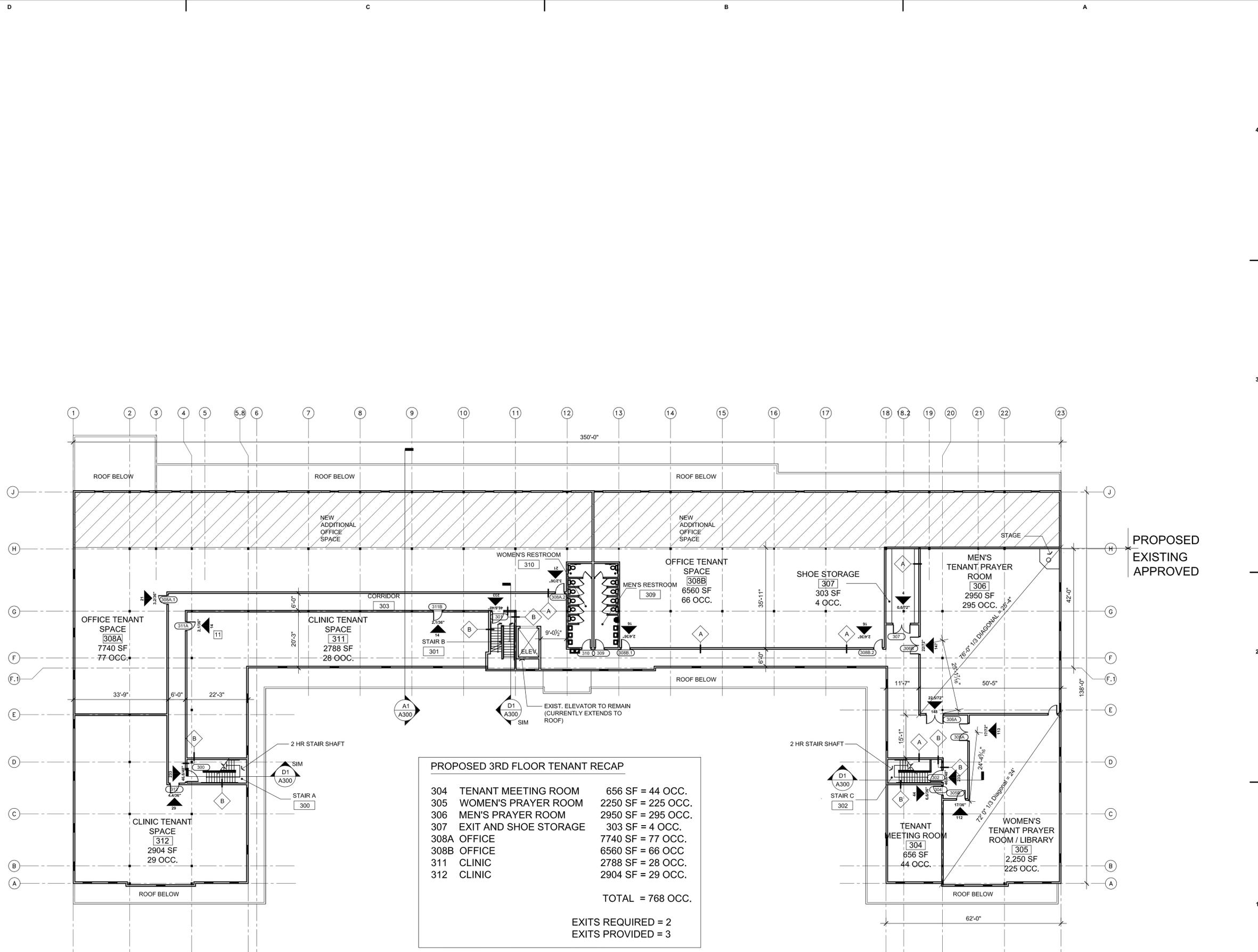
Issue: **FOURTH FLOOR/ PARKING RAMP PLANNING SUBMITTAL** Date: **04-16-2014**  
 Project #: **13-0048.0** Date: **4-16-2014**  
 Drawn by: **DP** Checked by: **SN**

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.  
 PRINT NAME \_\_\_\_\_ SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_  
 REGISTRATION NUMBER \_\_\_\_\_

CLIENT ADDRESS 1 \_\_\_\_\_ CITY, STATE, ZIP CODE \_\_\_\_\_  
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 CONTRACTOR ADDRESS 2 \_\_\_\_\_ CITY, STATE, ZIP CODE \_\_\_\_\_

STRUCTURAL ADDRESS 1 \_\_\_\_\_ CITY, STATE, ZIP CODE \_\_\_\_\_  
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 MECHANICAL ADDRESS 1 \_\_\_\_\_ CITY, STATE, ZIP CODE \_\_\_\_\_  
 MECHANICAL ADDRESS 2 \_\_\_\_\_ CITY, STATE, ZIP CODE \_\_\_\_\_

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



**PROPOSED 3RD FLOOR TENANT RECAP**

304	TENANT MEETING ROOM	656 SF = 44 OCC.
305	WOMEN'S PRAYER ROOM	2250 SF = 225 OCC.
306	MEN'S PRAYER ROOM	2950 SF = 295 OCC.
307	EXIT AND SHOE STORAGE	303 SF = 4 OCC.
308A	OFFICE	7740 SF = 77 OCC.
308B	OFFICE	6560 SF = 66 OCC.
311	CLINIC	2788 SF = 28 OCC.
312	CLINIC	2904 SF = 29 OCC.
		<b>TOTAL = 768 OCC.</b>
		<b>EXITS REQUIRED = 2</b>
		<b>EXITS PROVIDED = 3</b>

**A1 THIRD FLOOR PLAN** PREVIOUS AREA: 24,401 SF EXISTING  
 1/16" = 1'-0" PROPOSED ADDITION: 7,000 SF  
 TOTAL AREA: 31,401 SF W/ ADDITION

PROPOSED  
 EXISTING  
 APPROVED

**KARMEL PLAZA**  
 West Lake Street and South Grand Ave

PROPOSED THIRD FLOOR  
 PLAN

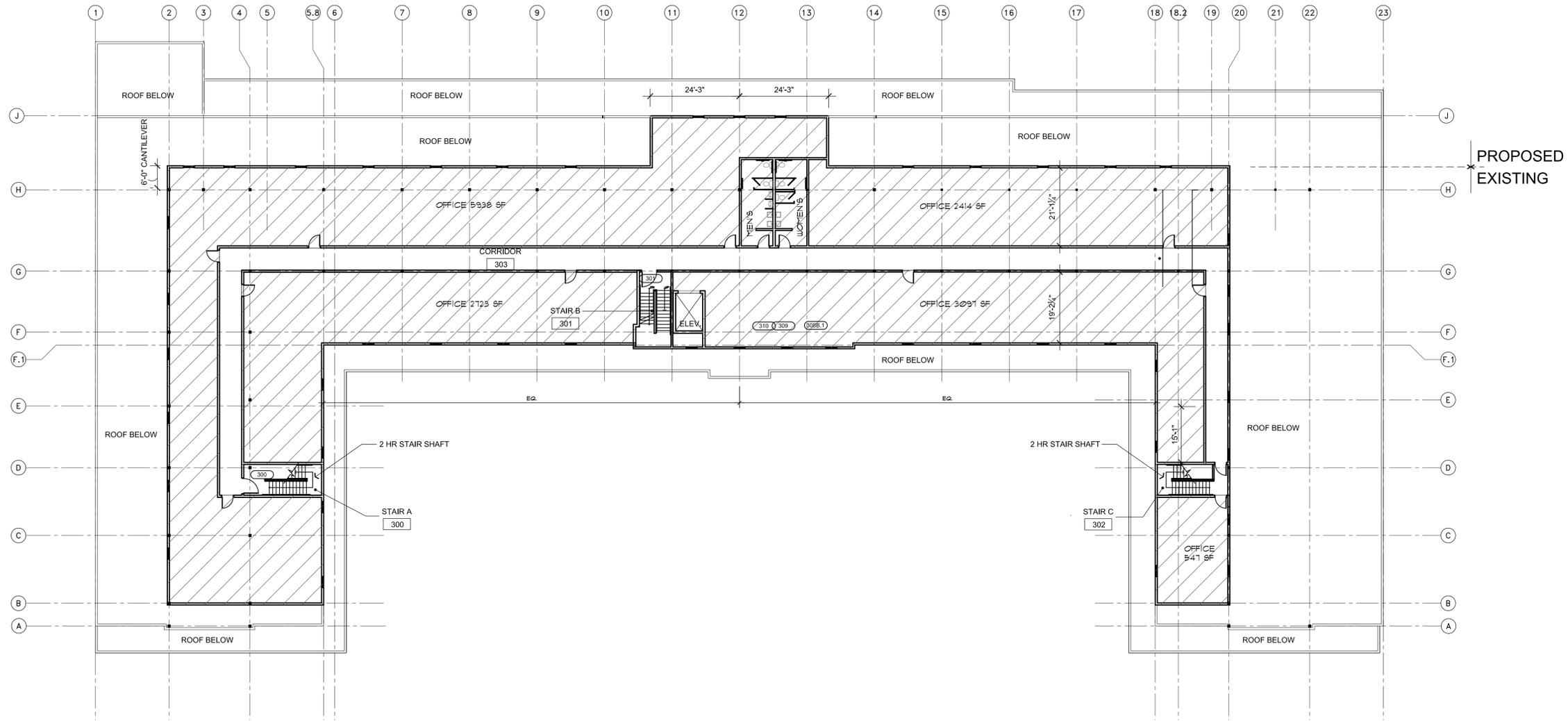
**A130**

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

PRINT NAME: \_\_\_\_\_  
 SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
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 STRUCTURAL ADDRESS 4: \_\_\_\_\_ CITY, STATE, ZIP CODE: \_\_\_\_\_  
 STRUCTURAL ADDRESS 5: \_\_\_\_\_ CITY, STATE, ZIP CODE: \_\_\_\_\_  
 CIVIL ADDRESS 1: \_\_\_\_\_ CITY, STATE, ZIP CODE: \_\_\_\_\_  
 CIVIL ADDRESS 2: \_\_\_\_\_ CITY, STATE, ZIP CODE: \_\_\_\_\_  
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 CIVIL ADDRESS 4: \_\_\_\_\_ CITY, STATE, ZIP CODE: \_\_\_\_\_  
 CIVIL ADDRESS 5: \_\_\_\_\_ CITY, STATE, ZIP CODE: \_\_\_\_\_

Project #: 13-0048.0 Date: 4:16:2014  
 Issue: FOURTH FLOOR/ PARKING RAMP PLANNING SUBMITTAL Date: 04-16-2014  
 Drawn by: DP  
 Checked by: SN

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



**A1** **FOURTH FLOOR PLAN** TOTAL AREA: 18,225 SF PROPOSED  
1/16" = 1'-0"

**KARMEL PLAZA**  
West Lake Street and South Grand Ave

PROPOSED FOURTH FLOOR PLAN

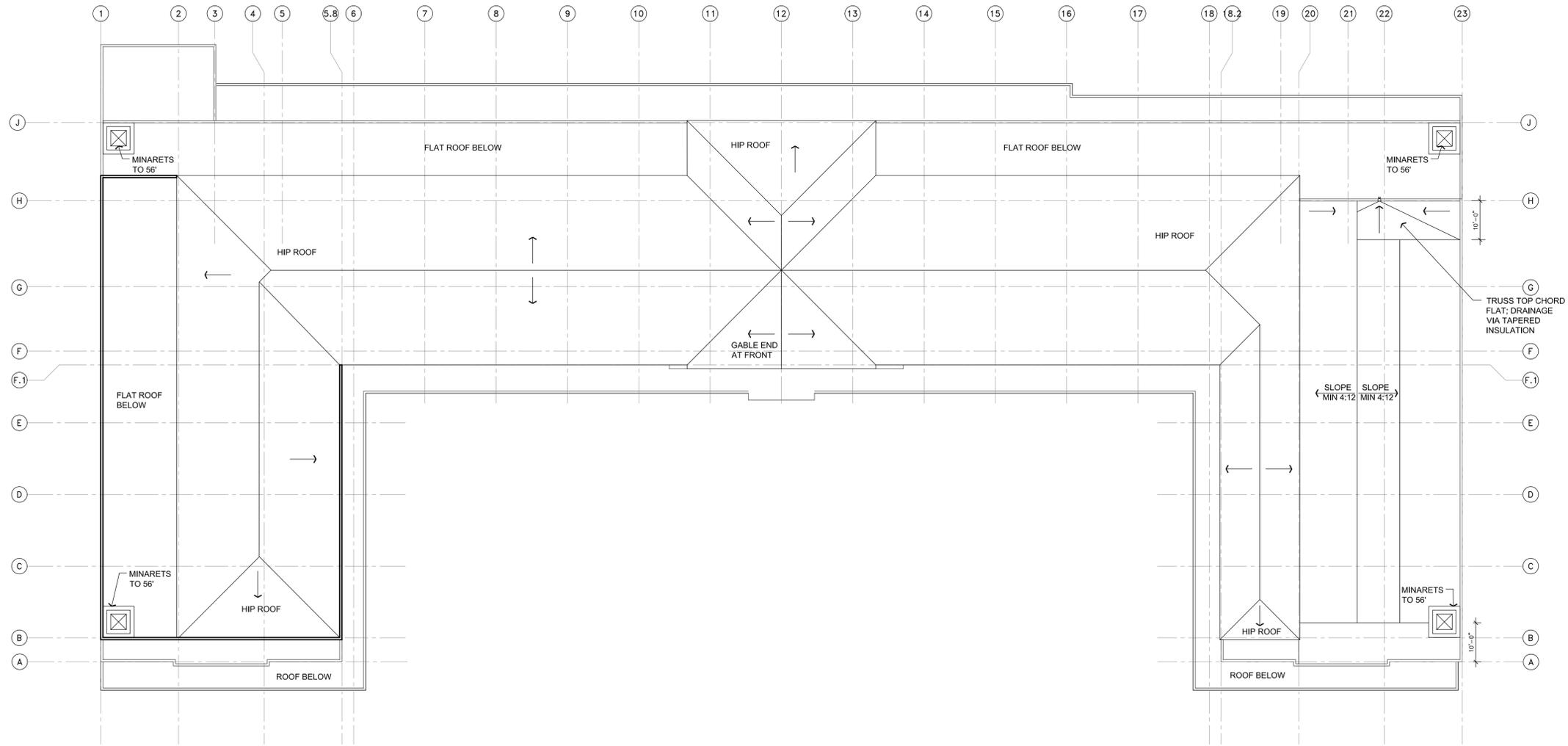
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 Issue: **FOURTH FLOOR/ PARKING RAMP PLANNING SUBMITTAL** Date: **04-16-2014**  
 Project #: **13-0048.0** Date: **4-16-2014**  
 Drawn by: \_\_\_\_\_ DP  
 Checked by: \_\_\_\_\_ SN

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

PRINT NAME \_\_\_\_\_ SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_  
 REGISTRATION NUMBER \_\_\_\_\_  
 CLIENT ADDRESS 1 \_\_\_\_\_ ADDRESS 2 \_\_\_\_\_ CITY, STATE, ZIP CODE \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_  
 CONTRACTOR ADDRESS 1 \_\_\_\_\_ ADDRESS 2 \_\_\_\_\_ CITY, STATE, ZIP CODE \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_  
 STRUCTURAL ADDRESS 1 \_\_\_\_\_ ADDRESS 2 \_\_\_\_\_ CITY, STATE, ZIP CODE \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_  
 MECHANICAL ADDRESS 1 \_\_\_\_\_ ADDRESS 2 \_\_\_\_\_ CITY, STATE, ZIP CODE \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_  
 CIVIL ADDRESS 1 \_\_\_\_\_ ADDRESS 2 \_\_\_\_\_ CITY, STATE, ZIP CODE \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_

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**A140**



**A1** PROPOSED ROOF PLAN ABOVE FUTURE 4TH FLOOR  
1/16" = 1'-0"

**KARMEL PLAZA**  
West Lake Street and South Grand Ave

PROPOSED ROOF PLAN

Issue: **FOURTH FLOOR/ PARKING RAMP PLANNING SUBMITTAL**  
**REVISED PLANNING SUBMITTAL**

Date: **4-16-2014**  
**5-21-2014**

Project #: **13-0048.0**  
Date: **4-16-2014**

Drawn by: **DP**  
Checked by: **SN**

I hereby certify that the plan, specification, or report is a true and correct representation of my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.

PRINT NAME: \_\_\_\_\_  
SIGNATURE: \_\_\_\_\_  
REGISTRATION NUMBER: \_\_\_\_\_ DATE: \_\_\_\_\_

CLIENT  
ADDRESS 1  
ADDRESS 2  
CITY, STATE, ZIP CODE  
PHONE NUMBER

CONTRACTOR  
ADDRESS 1  
ADDRESS 2  
CITY, STATE, ZIP CODE  
PHONE NUMBER

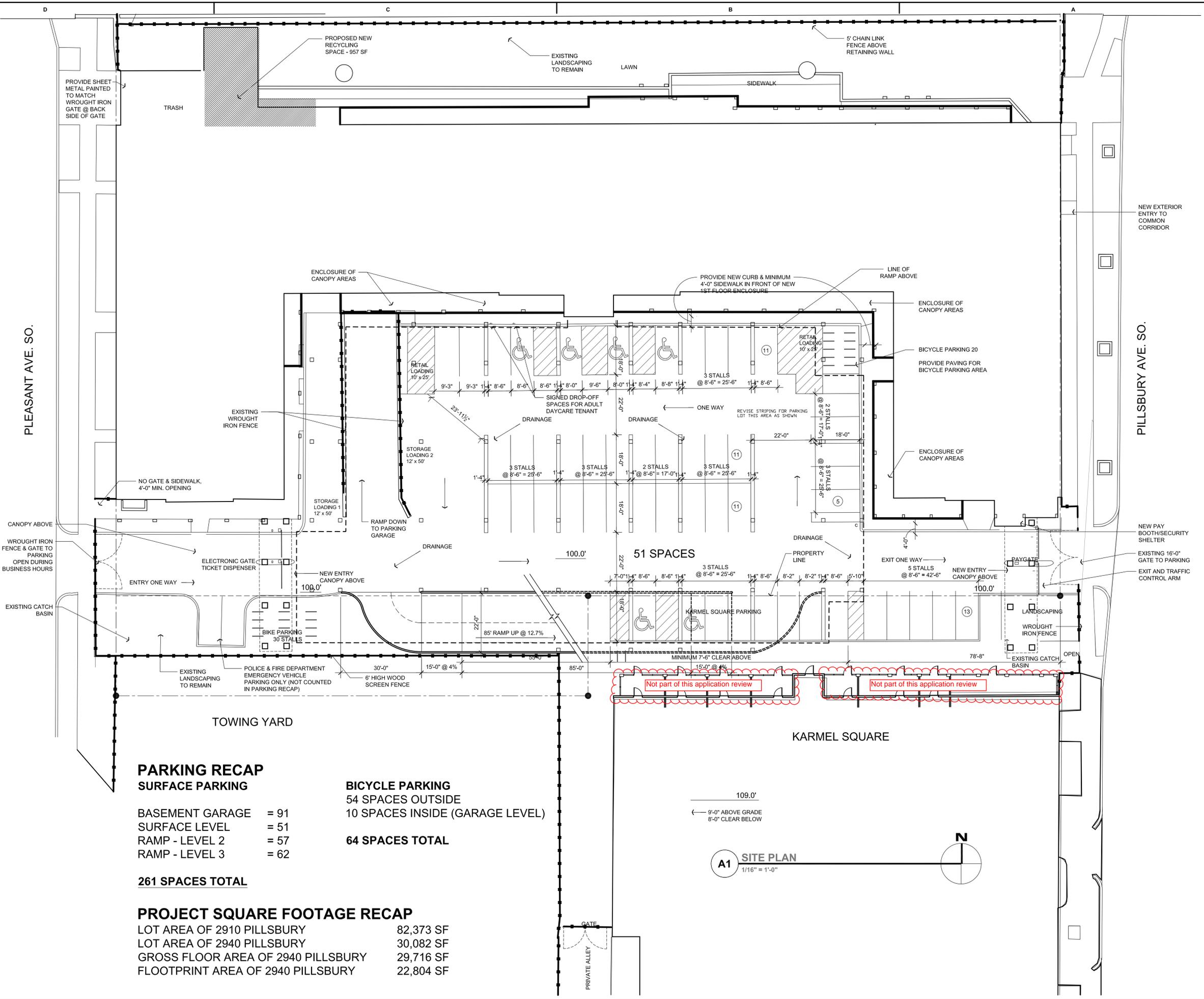
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PHONE NUMBER

MECHANICAL  
ADDRESS 1  
ADDRESS 2  
CITY, STATE, ZIP CODE  
PHONE NUMBER

CIVIL  
ADDRESS 1  
ADDRESS 2  
CITY, STATE, ZIP CODE  
PHONE NUMBER

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

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



**PARKING RECAP**  
**SURFACE PARKING**

BASEMENT GARAGE = 91  
 SURFACE LEVEL = 51  
 RAMP - LEVEL 2 = 57  
 RAMP - LEVEL 3 = 62

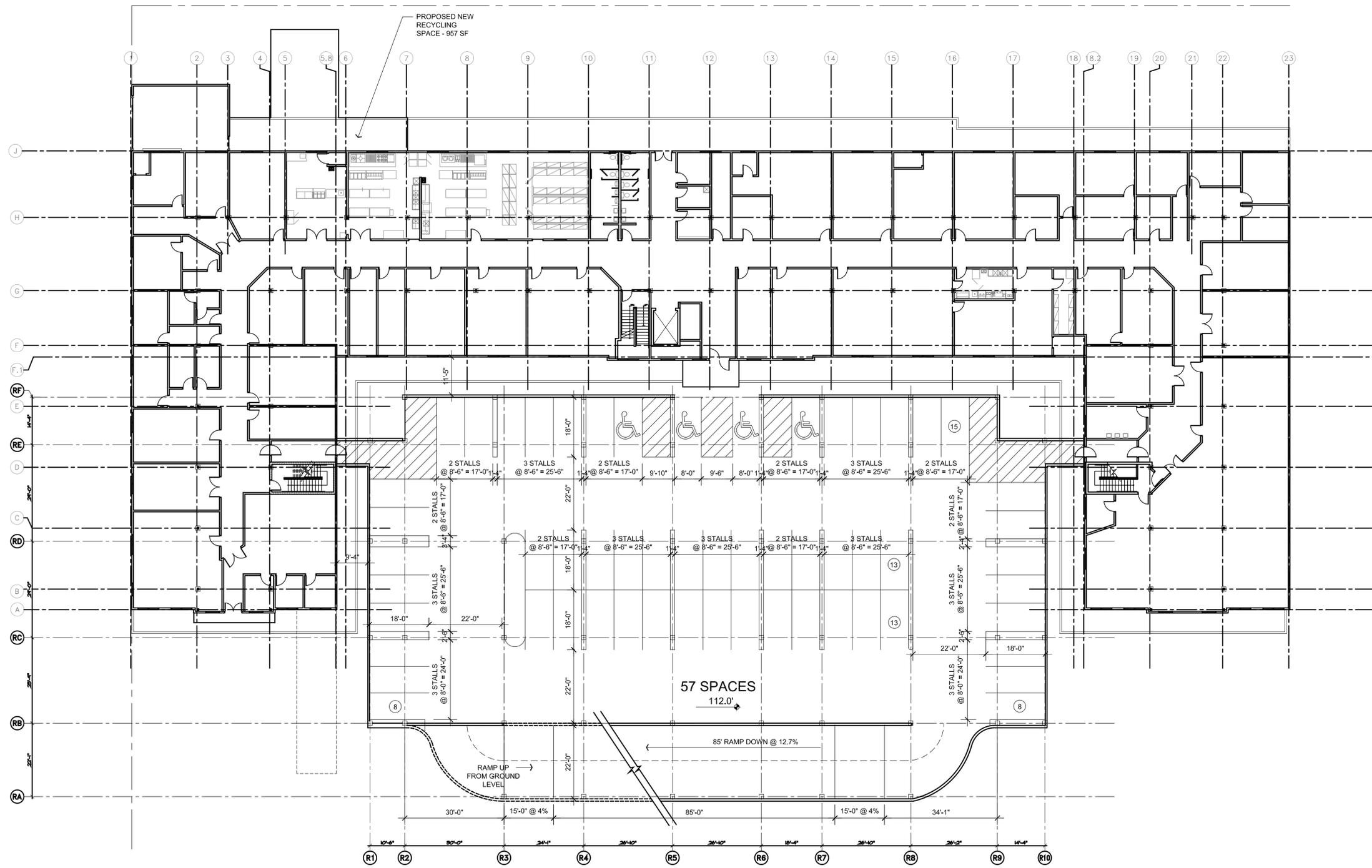
**261 SPACES TOTAL**

**BICYCLE PARKING**  
 54 SPACES OUTSIDE  
 10 SPACES INSIDE (GARAGE LEVEL)

**64 SPACES TOTAL**

**PROJECT SQUARE FOOTAGE RECAP**

LOT AREA OF 2910 PILLSBURY 82,373 SF  
 LOT AREA OF 2940 PILLSBURY 30,082 SF  
 GROSS FLOOR AREA OF 2940 PILLSBURY 29,716 SF  
 FOOTPRINT AREA OF 2940 PILLSBURY 22,804 SF



**A1** Parking Deck Plan - Second Level  
1/16" = 1'-0"

**KARMEL PLAZA**  
West Lake Street and South Grand Ave

**Parking Deck Plan - Second Level**

ISSUE:  
**FOURTH FLOOR/PARKING RAMP**  
 PLANNING SUBMITTAL 4-16-2014  
 REVISED PLANNING SUBMITTAL 5-21-2014

Project #: 13-0046.0  
 Date: 4-16-2014  
 Drawn by: CW  
 Checked by: SN

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 in the State of Minnesota.  
 PRINT NAME: \_\_\_\_\_  
 SIGNATURE: \_\_\_\_\_  
 REGISTRATION NUMBER: \_\_\_\_\_ DATE: \_\_\_\_\_

**CLIENT**  
 ADDRESS 1: \_\_\_\_\_  
 ADDRESS 2: \_\_\_\_\_  
 ADDRESS 3: \_\_\_\_\_  
 PHONE NUMBER: \_\_\_\_\_

**CONTRACTOR**  
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 ADDRESS 3: \_\_\_\_\_  
 PHONE NUMBER: \_\_\_\_\_

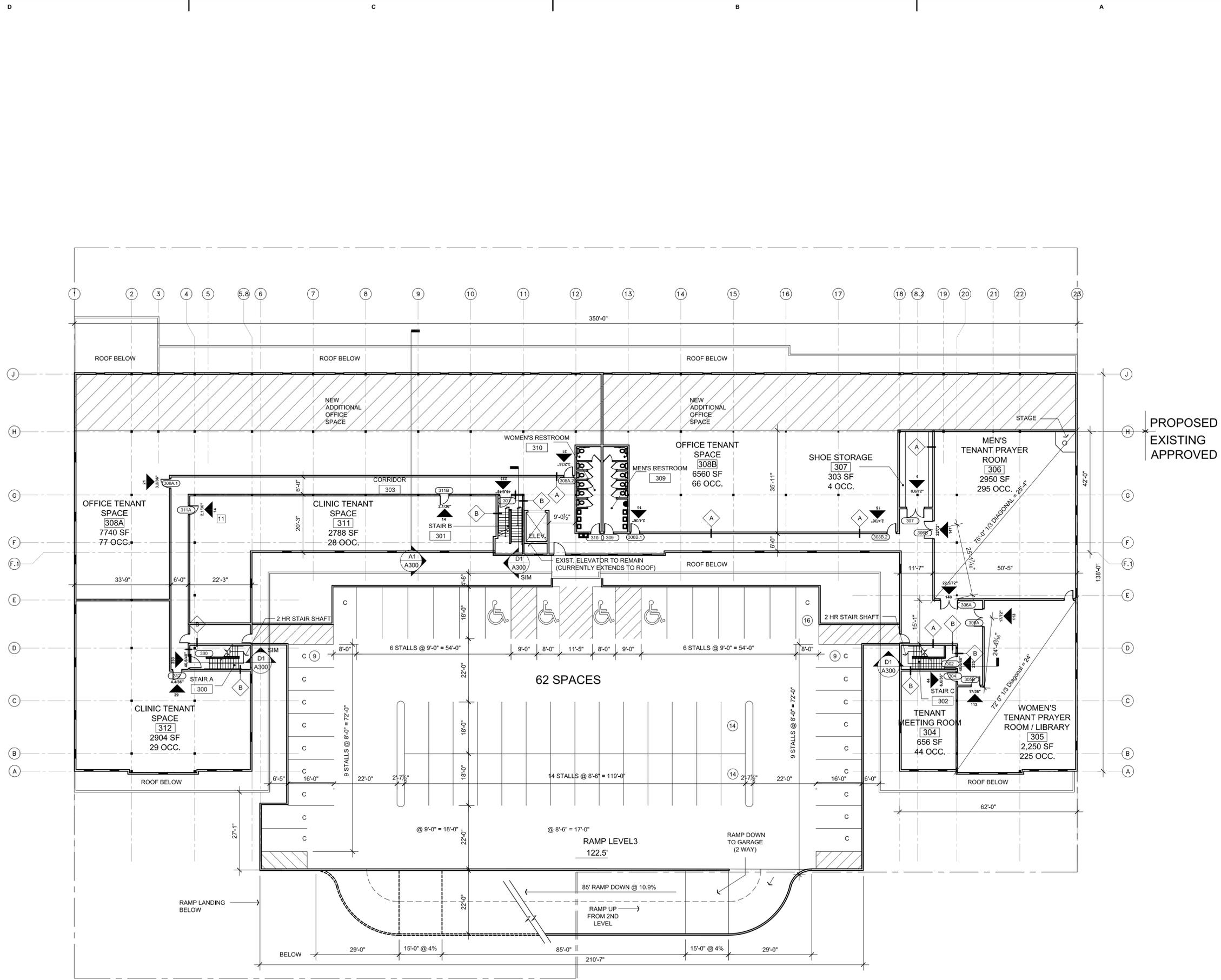
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 PHONE NUMBER: \_\_\_\_\_

**MECHANICAL**  
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 ADDRESS 3: \_\_\_\_\_  
 PHONE NUMBER: \_\_\_\_\_

**CIVIL**  
 ADDRESS 1: \_\_\_\_\_  
 ADDRESS 2: \_\_\_\_\_  
 ADDRESS 3: \_\_\_\_\_  
 PHONE NUMBER: \_\_\_\_\_

**DJR**  
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**AS200**



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

**CIVIL**  
 ADDRESS 1  
 ADDRESS 2  
 CITY, STATE, ZIP CODE  
 PHONE NUMBER

**MECHANICAL**  
 ADDRESS 1  
 ADDRESS 2  
 CITY, STATE, ZIP CODE  
 PHONE NUMBER

**STRUCTURAL**  
 ADDRESS 1  
 ADDRESS 2  
 CITY, STATE, ZIP CODE  
 PHONE NUMBER

**CONTRACTOR**  
 ADDRESS 1  
 ADDRESS 2  
 CITY, STATE, ZIP CODE  
 PHONE NUMBER

**CLIENT**  
 ADDRESS 1  
 ADDRESS 2  
 CITY, STATE, ZIP CODE  
 PHONE NUMBER

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

PROJECT NAME: \_\_\_\_\_  
 SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 REGISTRATION NUMBER: \_\_\_\_\_

Project #: 13-0048.0  
 Date: 4-16-2014  
 Drawn by: DP  
 Checked by: SN

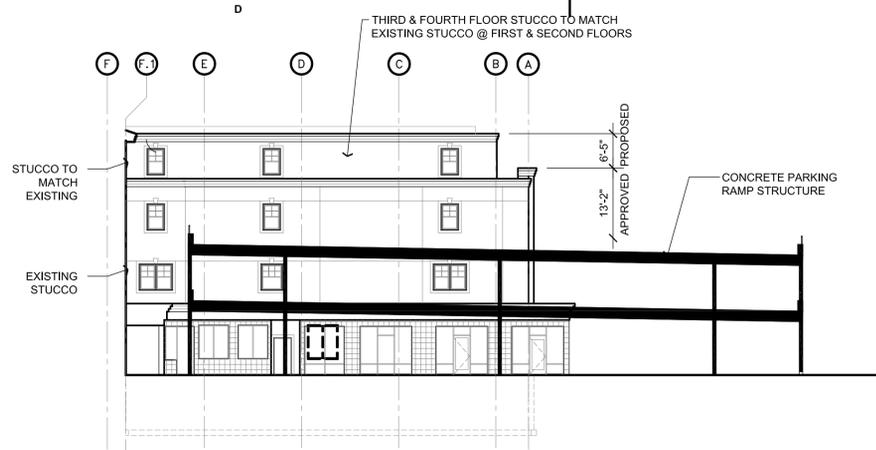
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 Issue: \_\_\_\_\_ Date: \_\_\_\_\_

**KARMEL PLAZA**  
 West Lake Street and South Grand Ave

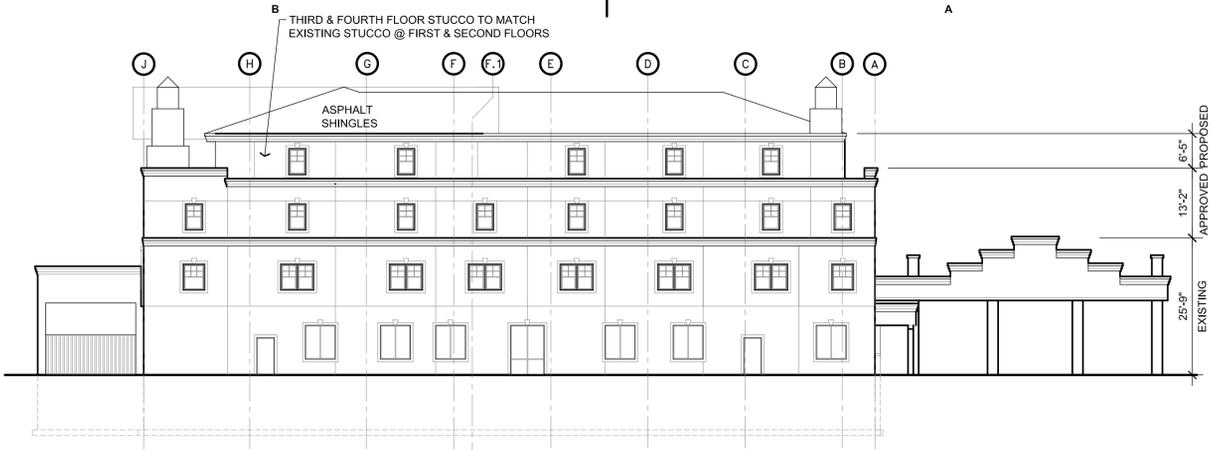
**PROPOSED THIRD FLOOR PLAN**

**A1 THIRD FLOOR PLAN** PREVIOUS AREA: 24,401 SF EXISTING  
 1/16" = 1'-0"  
 PROPOSED ADDITION: 7,000 SF  
 TOTAL AREA: 31,401 SF W/ ADDITION

**AS300**

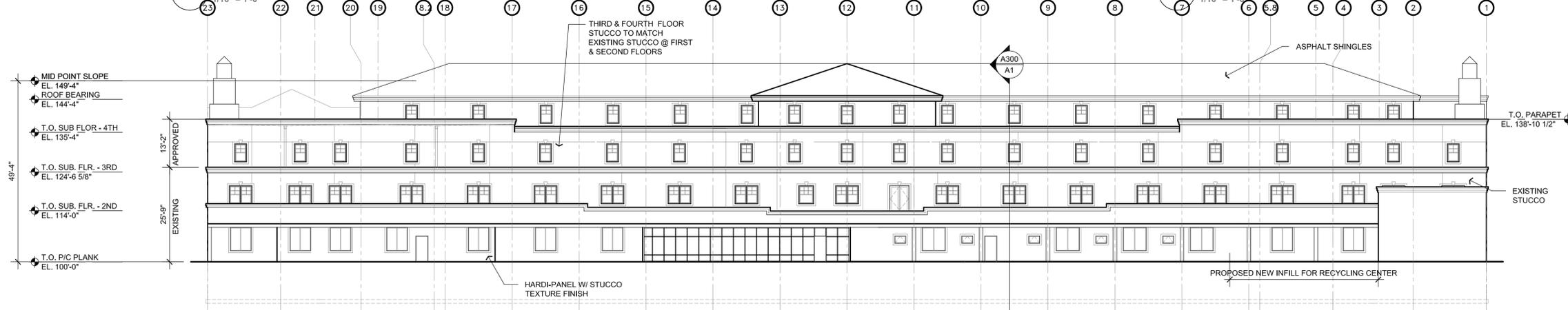


- ◆ ROOF BEARING EL. 144'-4"
- ◆ T.O. SUB FLOR - 4TH EL. 135'-4"
- ◆ T.O. SUB. FLR. - 3RD EL. 124'-6 5/8"
- ◆ T.O. SUB. FLR. - 2ND EL. 114'-0"
- ◆ T.O. P/C PLANK EL. 100'-0"

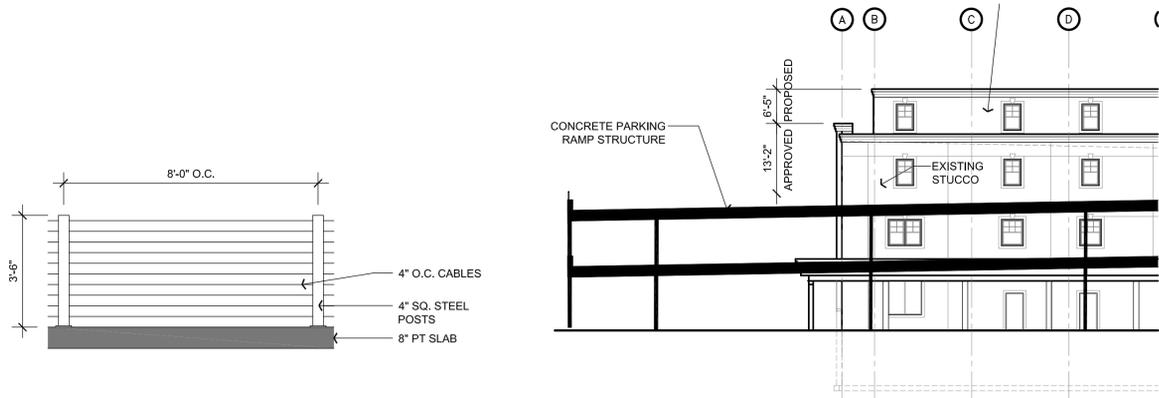


**6 EAST COURTYARD ELEVATION**  
1/16" = 1'-0"

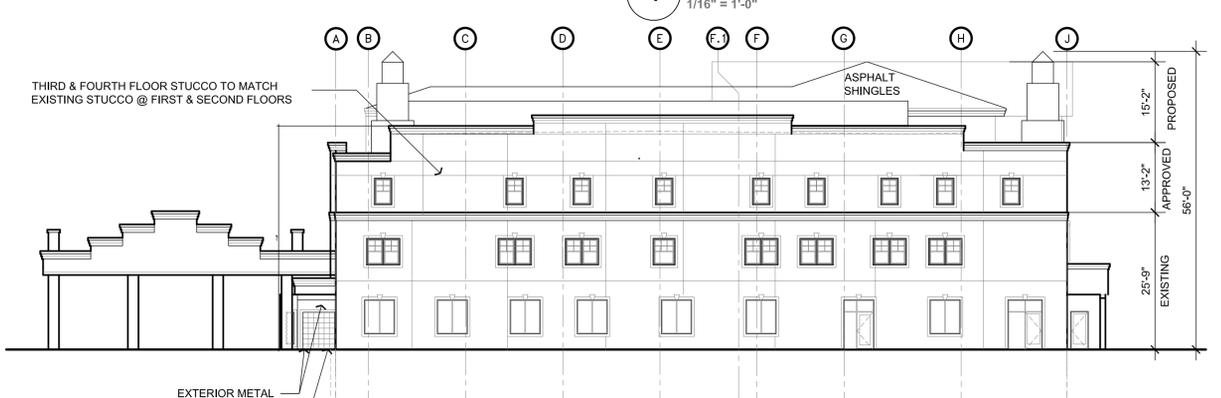
**5 WEST (PLEASANT) ELEVATION**  
1/16" = 1'-0"



**4 NORTH (GREENWAY) ELEVATION**  
1/16" = 1'-0"



- ◆ ROOF BEARING EL. 144'-4"
- ◆ T.O. SUB FLOR - 4TH EL. 135'-4"
- ◆ T.O. SUB. FLR. - 3RD EL. 124'-6 5/8"
- ◆ T.O. SUB. FLR. - 2ND EL. 114'-0"
- ◆ T.O. P/C PLANK EL. 100'-0"



**2 EAST (PILLSBURY) ELEVATION**  
1/16" = 1'-0"

**3.2 GUARDRAIL DETAIL**  
3/8" = 1'-0"

**3 WEST COURTYARD ELEVATION**  
1/16" = 1'-0"



**1 SOUTH (ENTRY) ELEVATION**  
1/16" = 1'-0"

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

PRINT NAME: \_\_\_\_\_  
SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
REGISTRATION NUMBER: \_\_\_\_\_

CLIENT: \_\_\_\_\_  
ADDRESS 1: \_\_\_\_\_  
ADDRESS 2: \_\_\_\_\_  
CITY, STATE, ZIP CODE: \_\_\_\_\_  
PHONE NUMBER: \_\_\_\_\_

CONTRACTOR: \_\_\_\_\_  
ADDRESS 1: \_\_\_\_\_  
ADDRESS 2: \_\_\_\_\_  
CITY, STATE, ZIP CODE: \_\_\_\_\_  
PHONE NUMBER: \_\_\_\_\_

Project #: 13-0048.0  
Date: 4-16-2014  
4-16-2014  
5-21-2014

Drawn by: AP  
Checked by: SN

ISSUE: FOURTH FLOOR/PARKING RAMP  
PLANNING SUBMITTAL  
REVISED PLANNING SUBMITTAL

**KARMEL PLAZA**  
West Lake Street and South Grand Ave

EXTERIOR ELEVATIONS

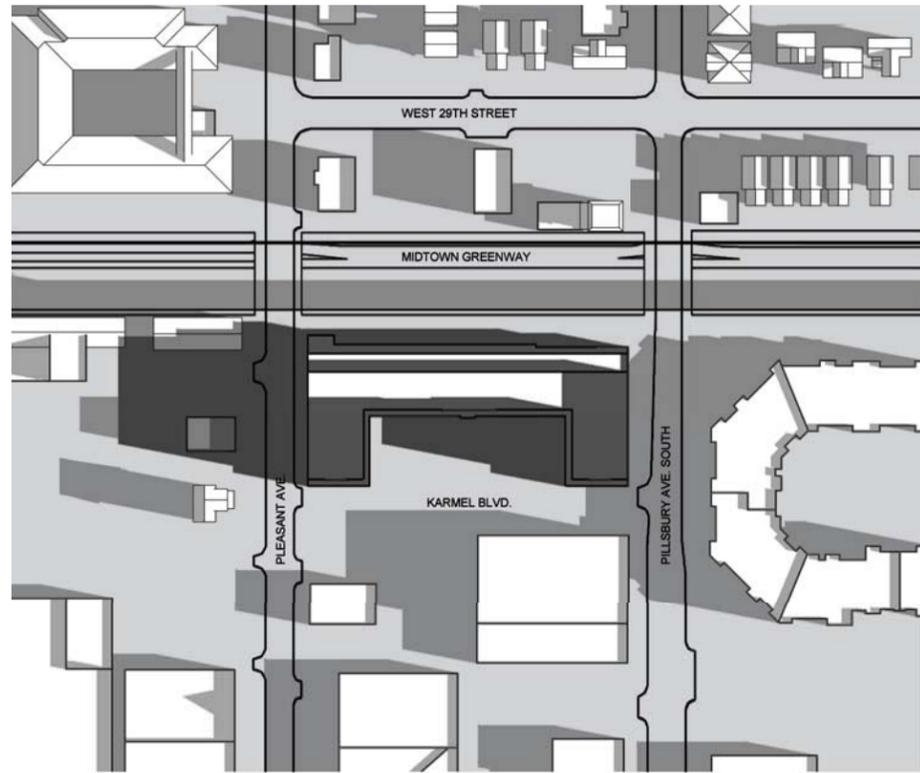
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333 Washington Ave N, Suite 210  
Minneapolis, Minnesota 55401  
612.676.2700 www.djr-inc.com

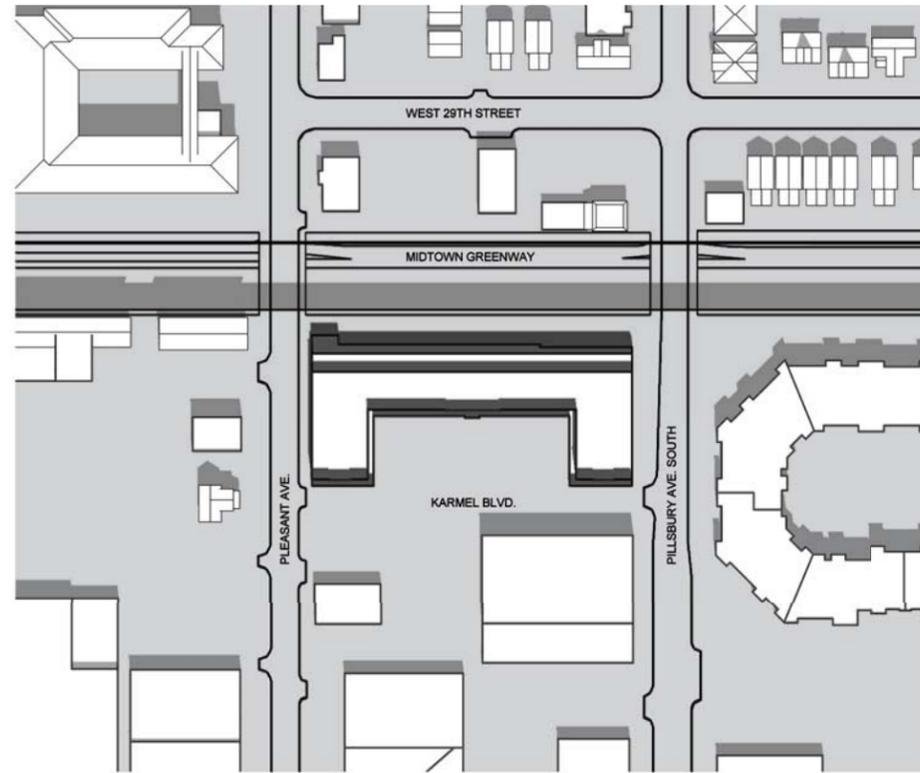
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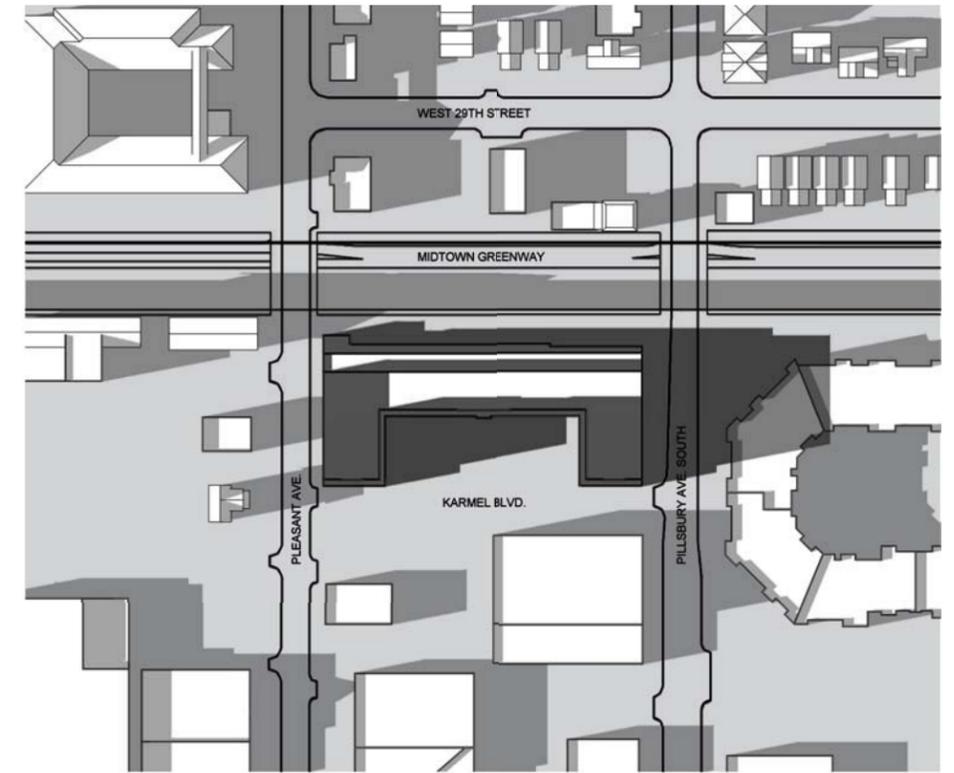
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**8:16 AM (HOUR AFTER SUNRISE)**  
SCALE 1"=200'-0"



**NOON**  
SCALE 1"=200'-0"



**6:26 PM (HOUR BEFORE SUNSET)**  
SCALE 1"=200'-0"



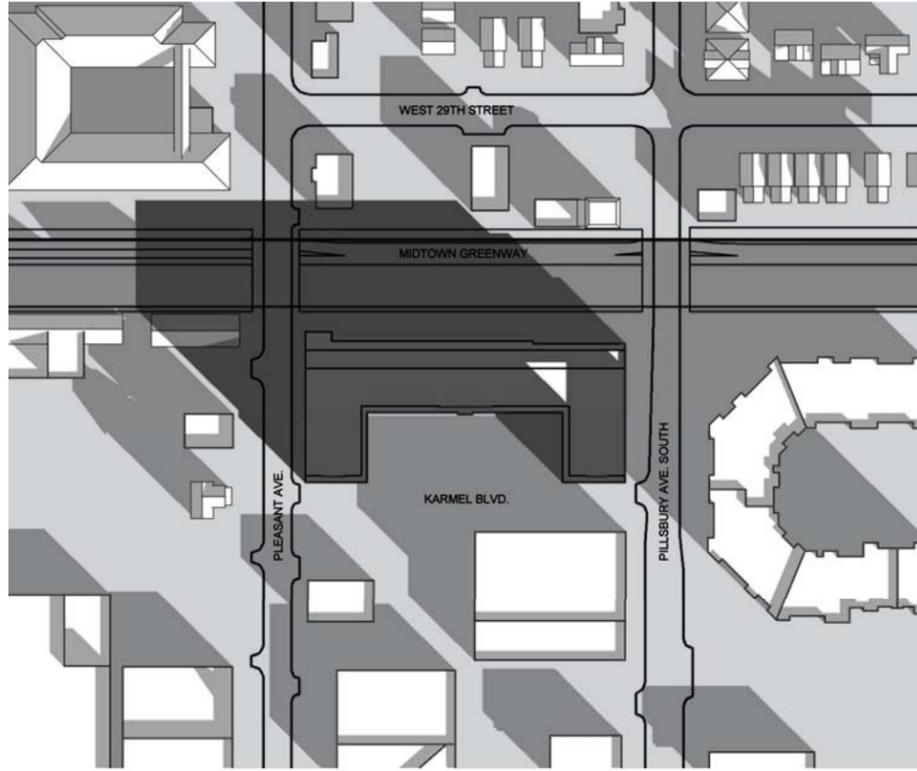
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Minneapolis, Minnesota

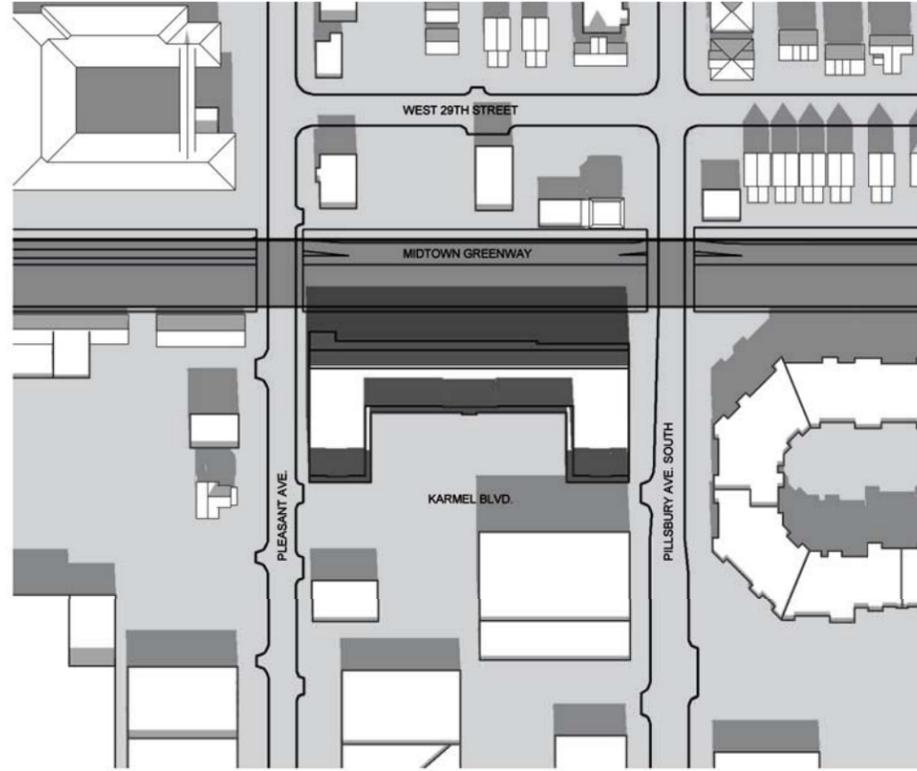
May 20, 2014

SHADOW STUDY **MARCH 20**

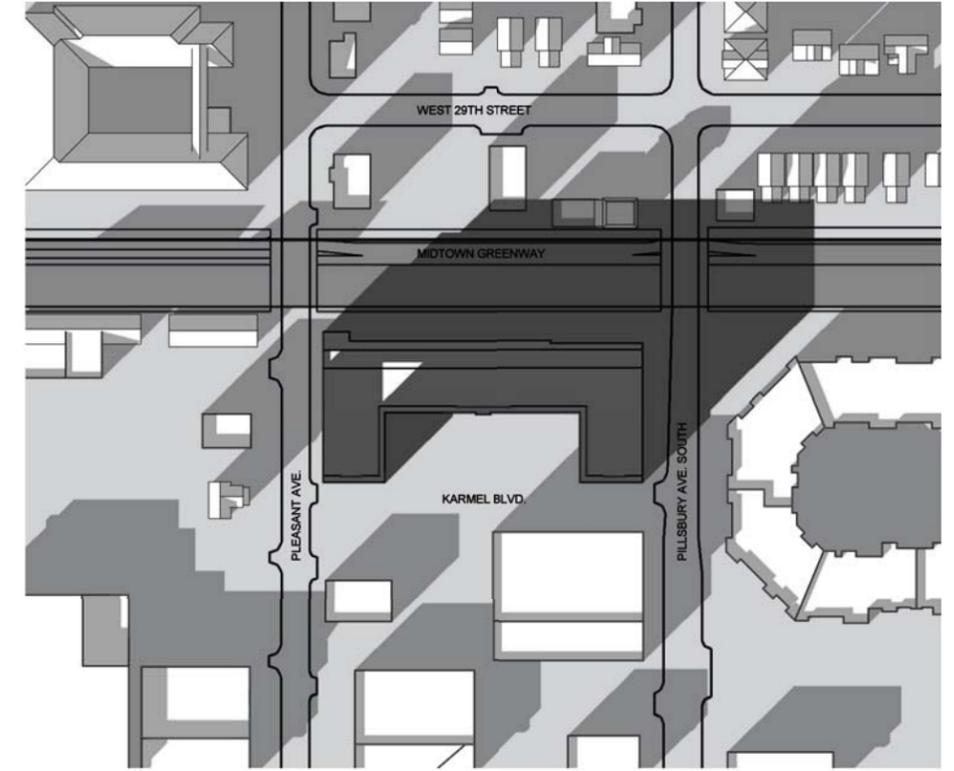
113-0048.0



**8:49 AM (HOUR AFTER SUNRISE)**  
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**NOON**  
SCALE 1"=200'-0"



**3:35 PM (HOUR BEFORE SUNSET)**  
SCALE 1"=200'-0"



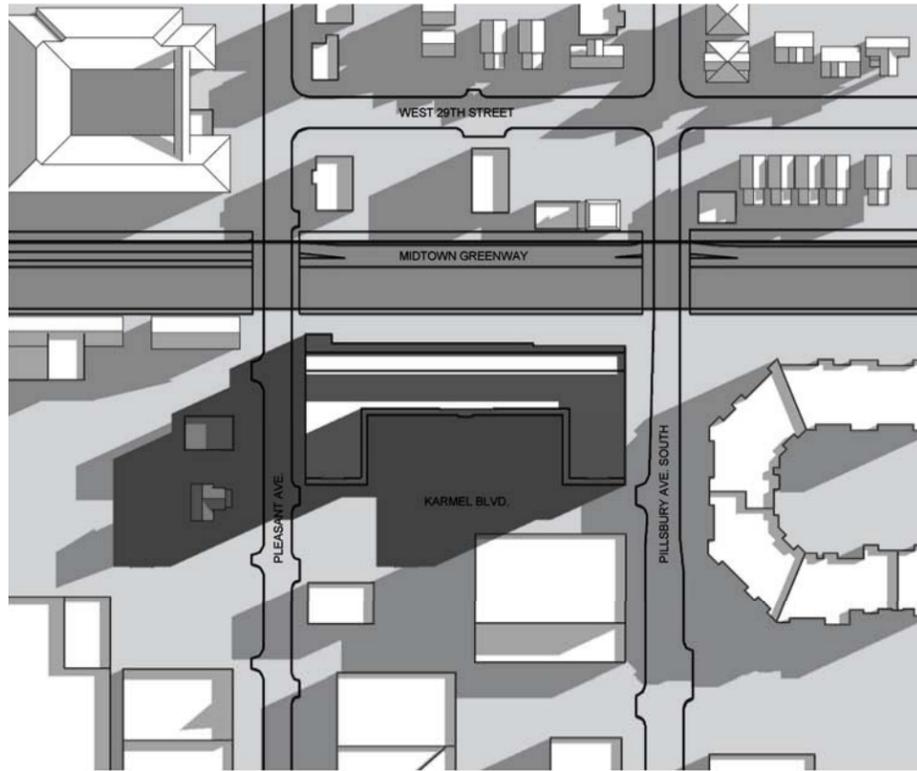
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Minneapolis, Minnesota

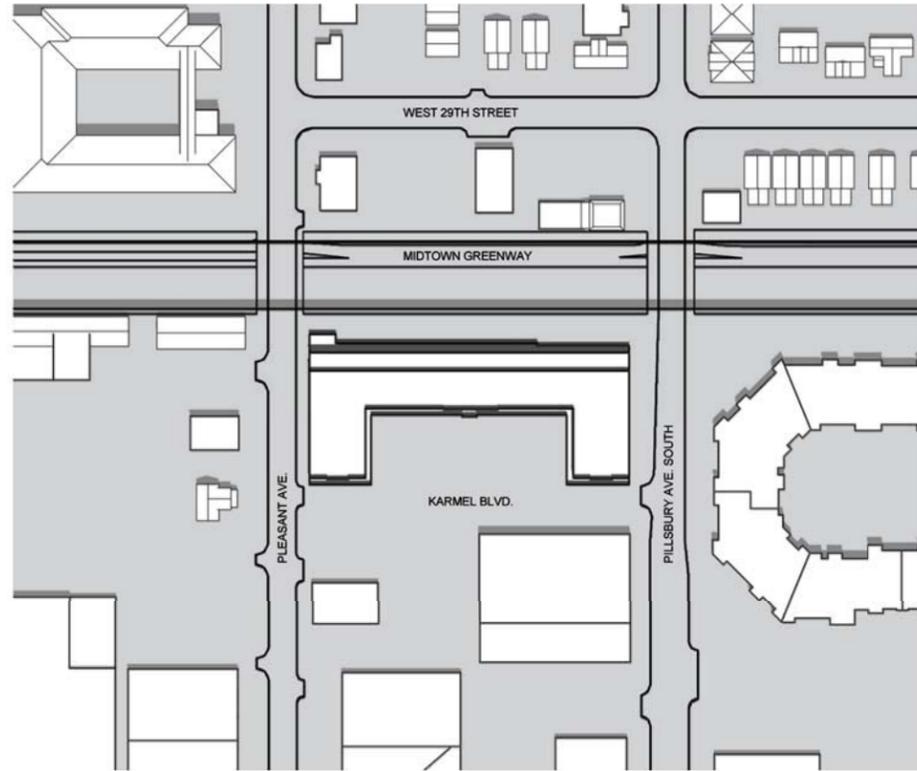
May 20, 2014

SHADOW STUDY **DECEMBER 22**

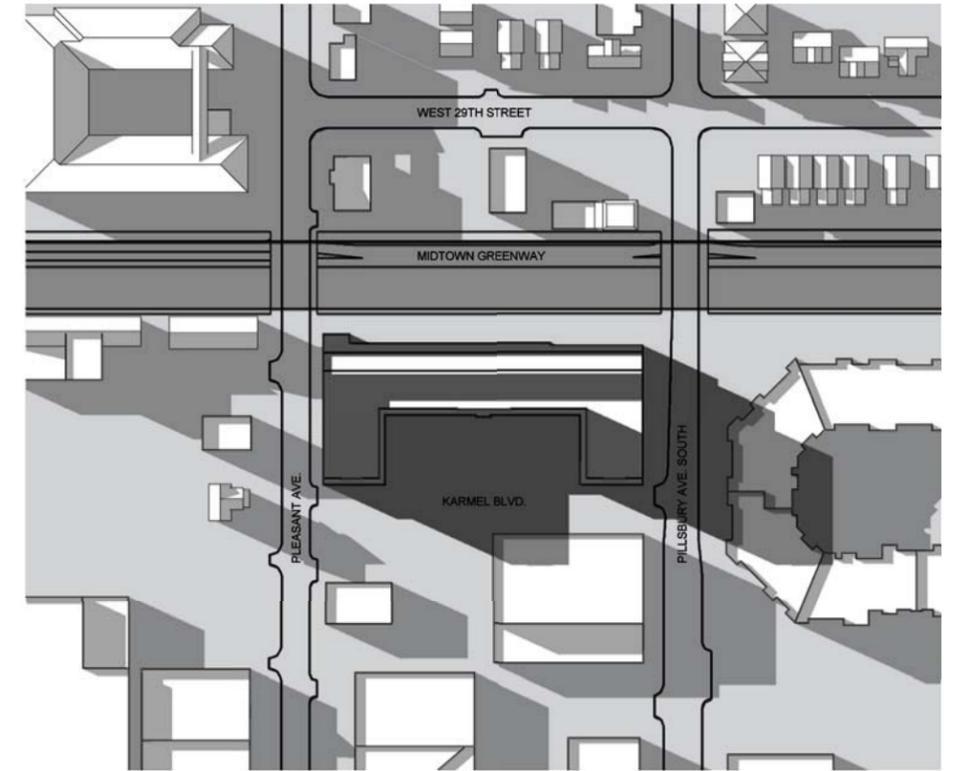
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**6:26 AM (HOUR AFTER SUNRISE)**  
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**NOON**  
SCALE 1"=200'-0"



**8:03 PM (HOUR BEFORE SUNSET)**  
SCALE 1"=200'-0"



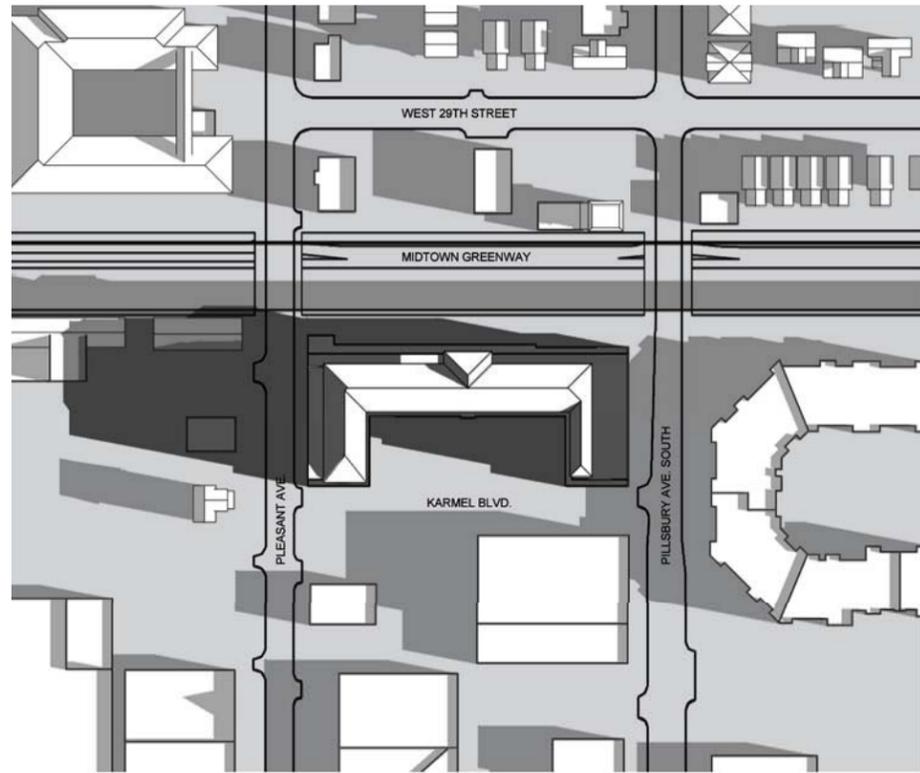
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Minneapolis, Minnesota

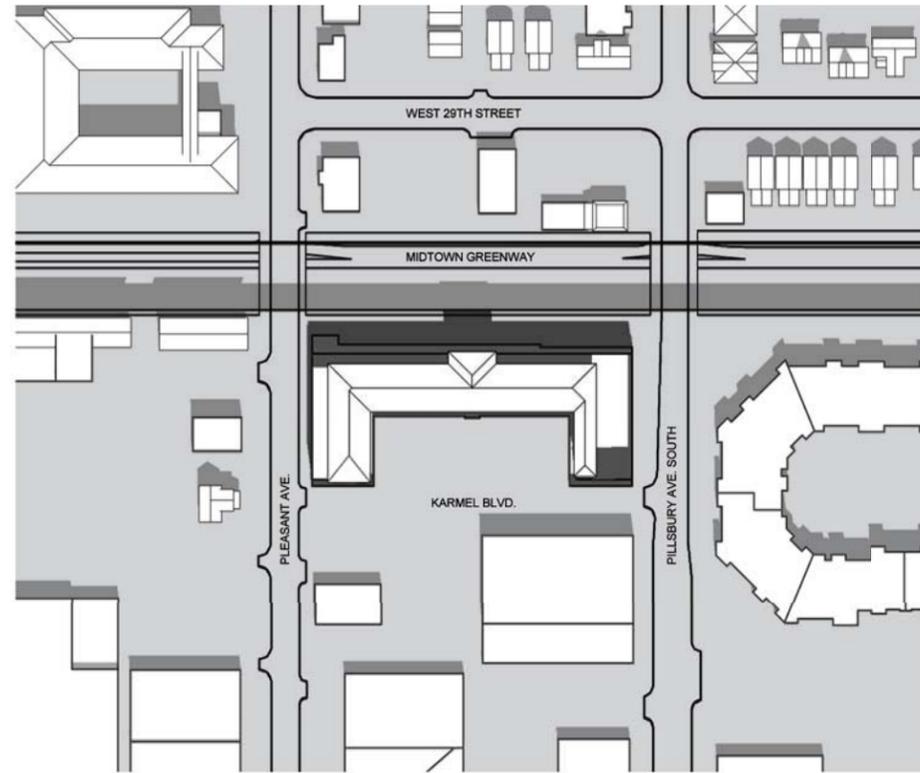
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SHADOW STUDY **JUNE 21**

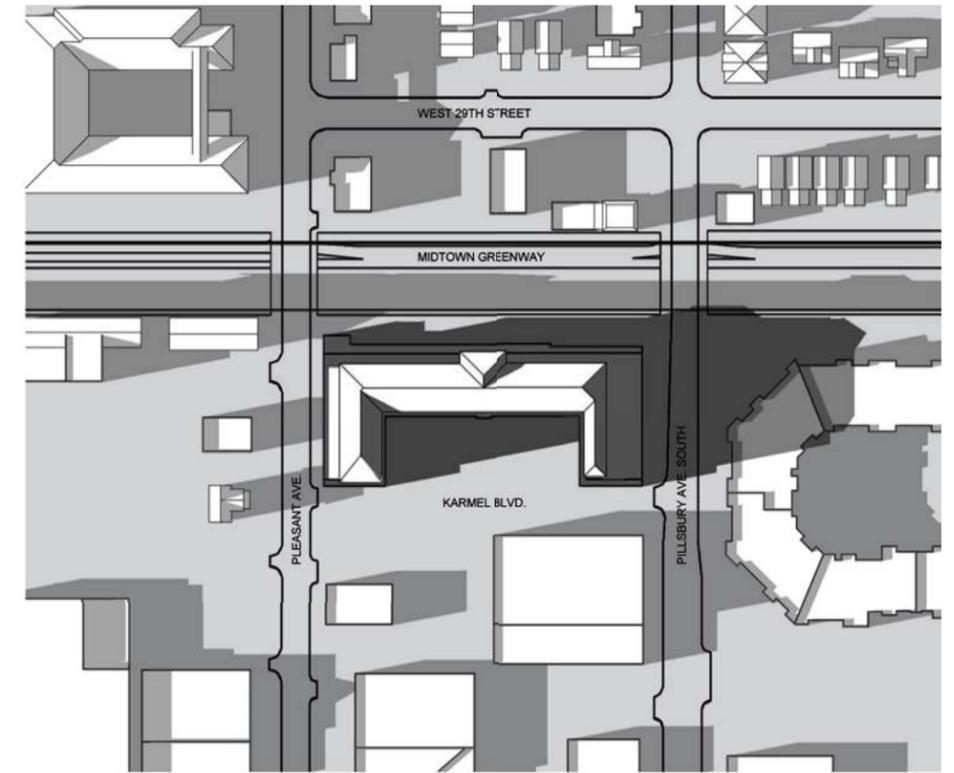
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**8:16 AM (HOUR AFTER SUNRISE)**  
SCALE 1"=200'-0"



**NOON**  
SCALE 1"=200'-0"



**6:26 PM (HOUR BEFORE SUNSET)**  
SCALE 1"=200'-0"



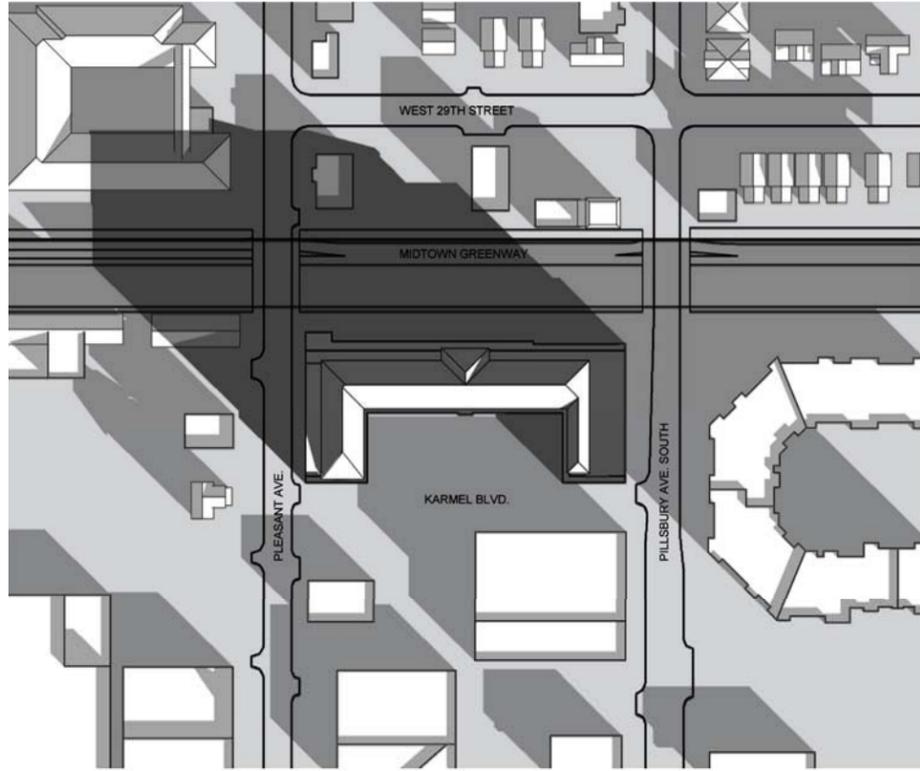
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Minneapolis, Minnesota

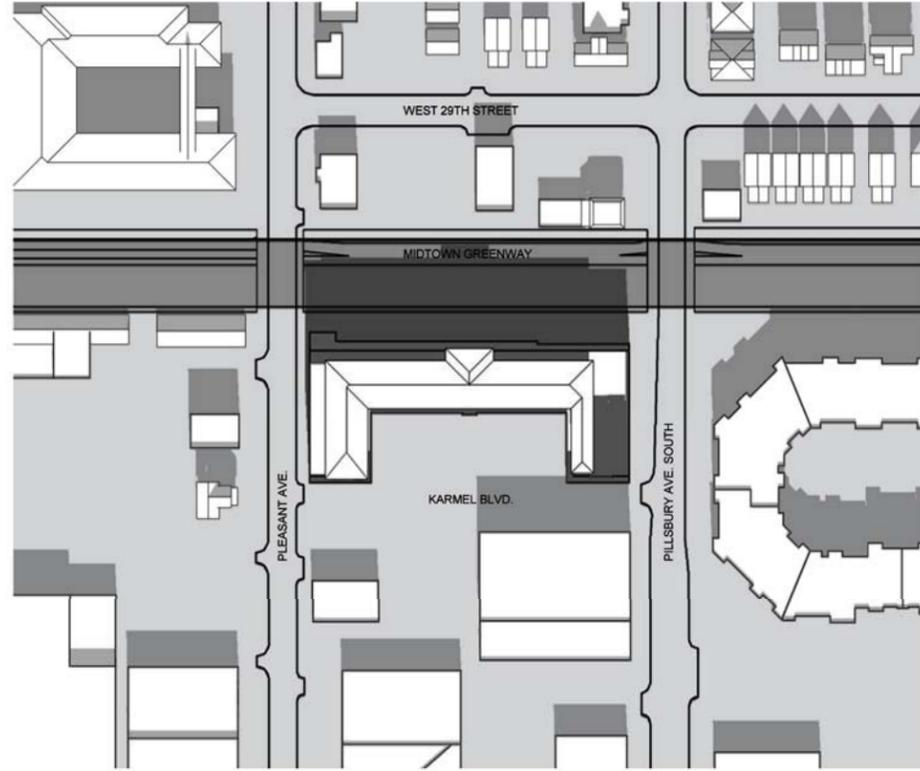
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SHADOW STUDY MARCH 20

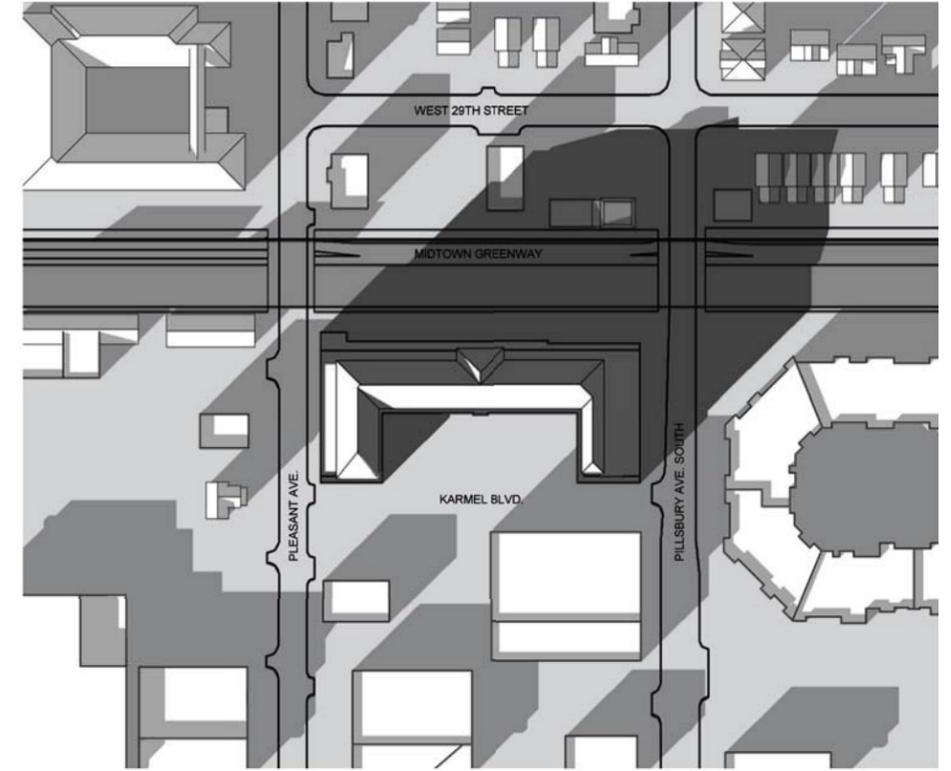
113-0048.0



**8:49 AM (HOUR AFTER SUNRISE)**  
SCALE 1"=200'-0"



**NOON**  
SCALE 1"=200'-0"



**3:35 PM (HOUR BEFORE SUNSET)**  
SCALE 1"=200'-0"



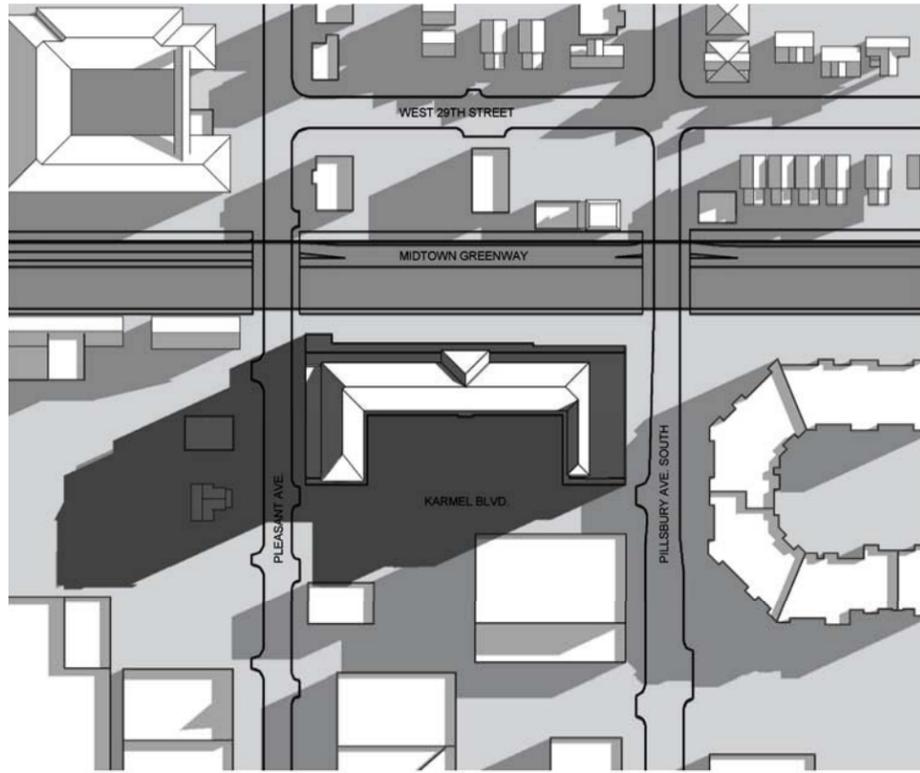
# KARMEL PLAZA (PROPOSED)

Minneapolis, Minnesota

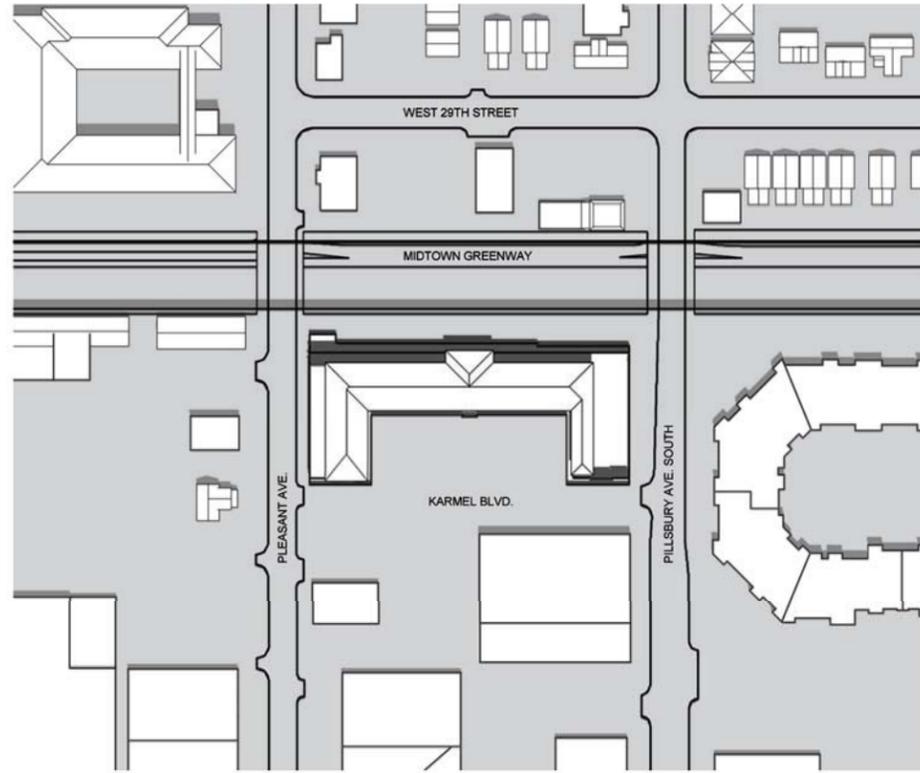
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SHADOW STUDY **DECEMBER 22**

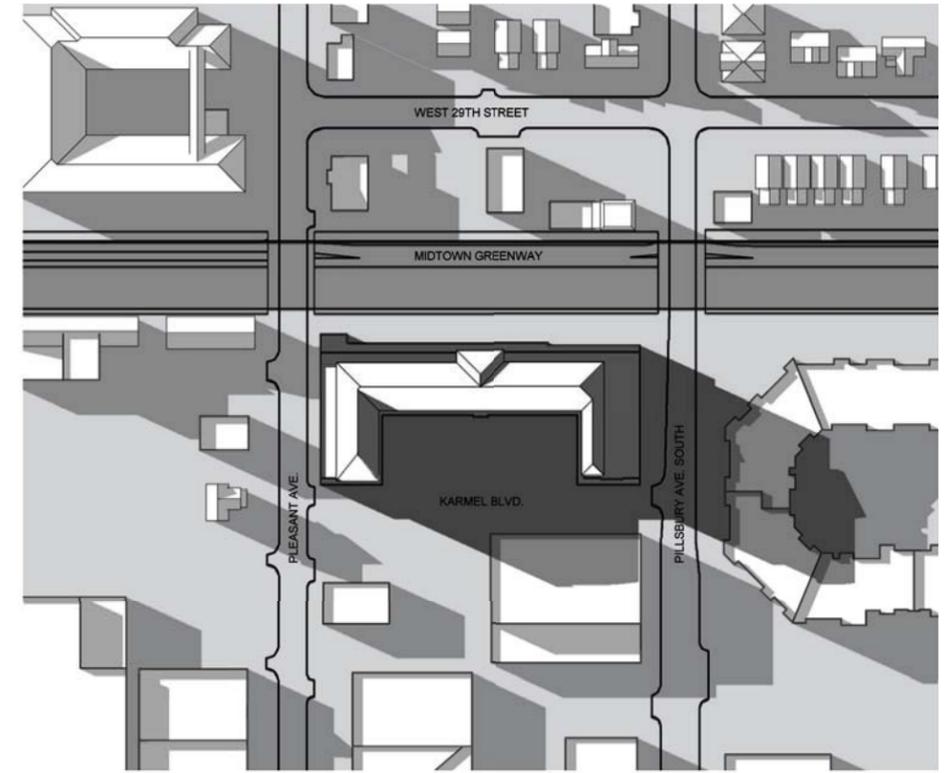
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**6:26 AM (HOUR AFTER SUNRISE)**  
SCALE 1"=200'-0"



**NOON**  
SCALE 1"=200'-0"



**8:03 PM (HOUR BEFORE SUNSET)**  
SCALE 1"=200'-0"



# KARMEL PLAZA (PROPOSED)

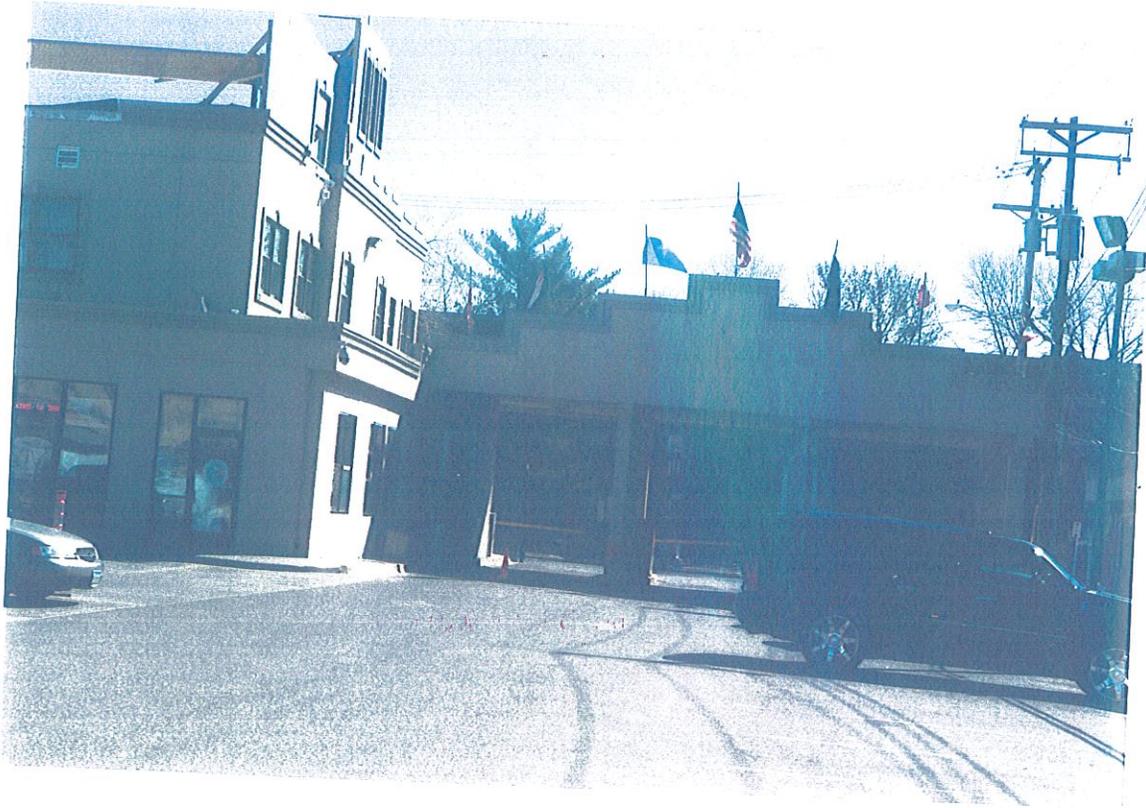
Minneapolis, Minnesota

May 20, 2014

SHADOW STUDY **JUNE 21**

113-0048.0

















# Travel Demand Management Plan for Karmel Plaza in Minneapolis, MN

Prepared for:

## **SABRI PROPERTIES**

207 East Lake Street  
Minneapolis, MN 55408

Prepared by:

## **WENCK ASSOCIATES, INC.**

1800 Pioneer Creek Center  
P.O. Box 249  
Maple Plain, Minnesota 55359-0249  
(763) 479-4200

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# Table of Contents

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1.0	PURPOSE AND BACKGROUND .....	1-1
2.0	TRAFFIC.....	2-1
3.0	PARKING .....	3-1
4.0	TRANSIT .....	4-1
5.0	PEDESTRIAN .....	5-1
6.0	BICYCLE .....	6-1
7.0	TRAVEL DEMAND MANAGEMENT PLAN .....	7-1
8.0	SIGNATURES.....	8-1
9.0	APPENDIX.....	9-1

## FIGURES

FIGURE 1	PROJECT LOCATION .....	1-3
FIGURE 2	CURRENT SITE PLAN.....	1-4
FIGURE 3	FRIDAY PM PEAK HOUR VOLUMES .....	2-4

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## 1.0 Purpose and Background

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This report is an update to the Travel Demand Management Plan (TDMP) completed in June, 2011 for this site.

### Existing Site

The existing site consists of Karmel Plaza, a multi-tenant retail development located at 2910 Pillsbury Avenue. The subject site is located between Pleasant Avenue S. and Pillsbury Avenue S. immediately south of the Midtown Greenway. The area is zoned I1 Light Industrial District. The zoning will not change with this project. The project location is shown in **Figure 1**.

Both surface parking and underground parking are provided for the site. There are currently 69 surface parking spaces and 91 underground parking spaces on-site. The site has single access points on Pleasant Avenue and on Pillsbury Avenue.

Additional off-site surface parking is located west of Pleasant Avenue immediately south of the Midtown Greenway. The parking lot provides 107 stalls for employee and customer use.

### Projects Completed Since 2011

The TDMP completed in 2011 accounted for the following building projects, which have been fully completed:

- (1) Enclosed 704 square feet of existing canopy space for use as retail space on the first floor of Karmel Plaza
- (2) Enclosed 808 square feet of existing canopy space for use as retail space on the first floor of Karmel Square

The third building project included in the 2011 TDMP is currently under construction. This project involves the addition of a third floor to the existing Karmel Plaza building. This will add 31,234 square feet of space to the building.

In addition, improvements were made to the on-site parking. The entrance was moved to Pleasant Avenue and the exit was moved to Pillsbury Avenue. Both the entrance and exit were expanded to three lanes and automated parking gates were installed.

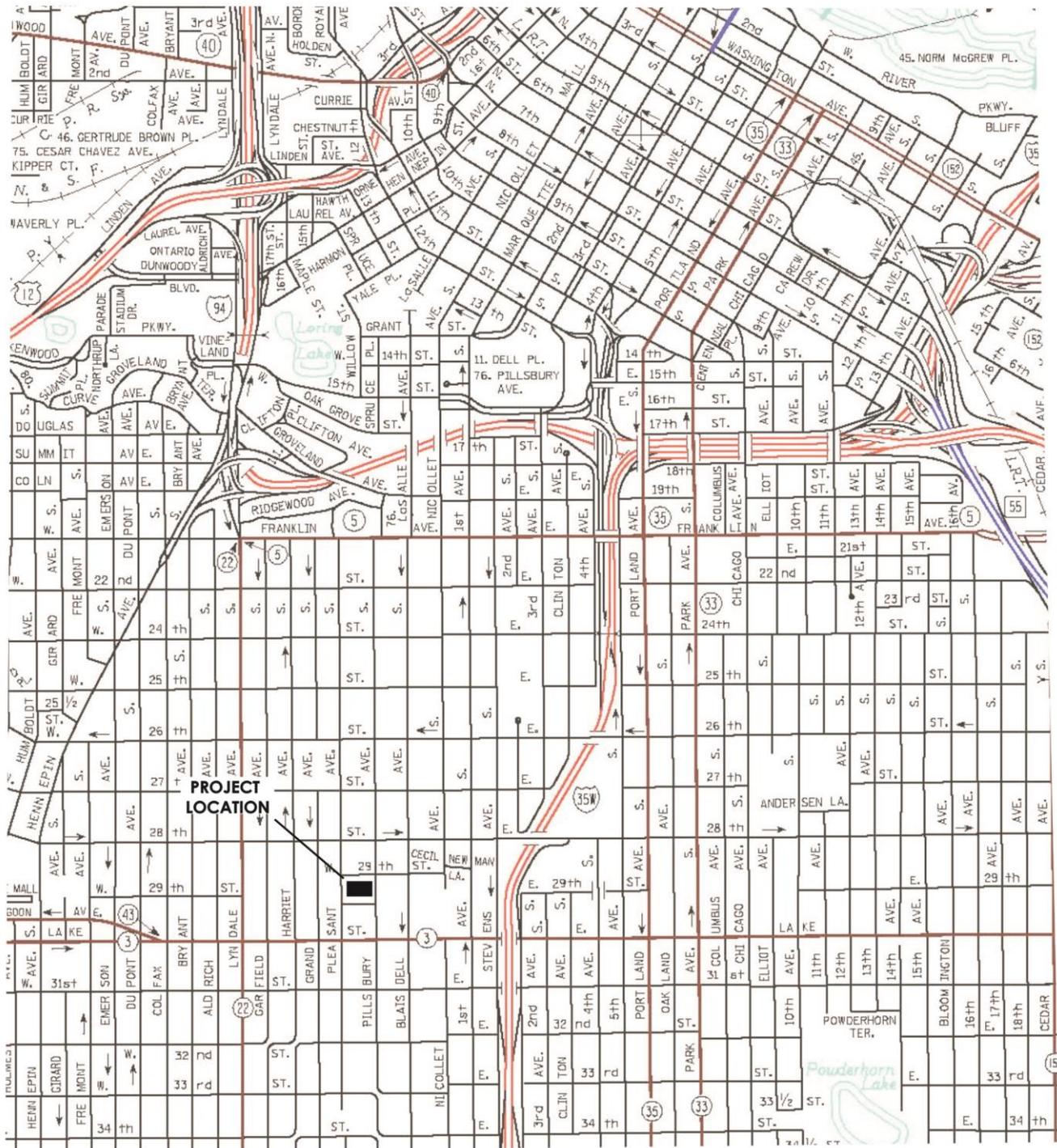
## Current Proposed Project

The current proposed project will consist of the following:

- (1) Constructing 7,000 square feet of additional space on the third floor. This will result in a total of 38,234 square feet on the third floor. This space will be used for office, a clinic, and a tenant prayer room.
- (2) Constructing a fourth floor with 18,225 square feet of office space.
- (3) Converting the existing tenant prayer room into office space, resulting in 3,370 square feet of additional office space.
- (4) Constructing a 170 stall parking ramp on the existing on-site parking lot.

The underground parking count will not be impacted by this project. The proposed project will utilize the existing access points on Pleasant Avenue and Pillsbury Avenue. The current site plan is shown in **Figure 2**.

The proposed project will provide a minimum of 64 bicycle parking spaces on-site. The proposed project is expected to be complete by the end of 2015.



N



APPROXIMATE SCALE



0 2000'



## City Of Minneapolis' Transportation Policies

The following policies on transportation are included in Chapter 2 (Transportation) of the *Minneapolis Plan for Sustainable Growth*:

- 2.1 Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.
- 2.2 Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
- 2.3 Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.
- 2.4 Make transit a more attractive option for both new and existing riders.
- 2.5 Ensure that bicycling throughout the city is safe, comfortable and pleasant.
- 2.6 Manage the role and impact of automobiles in a multi-modal transportation system.
- 2.7 Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.
- 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.
- 2.9 Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.
- 2.10 Support the development of a multi-modal Downtown transportation system that encourages an increasingly dense and vibrant regional center.
- 2.11 Minneapolis recognizes the economic value of Minneapolis-St. Paul International Airport and encourages its healthy competition to reach global markets in an environmentally responsible manner.

## Goals of the Travel Demand Management Plan

Sabri Properties understands and acknowledges the overall transportation goals of the City. The goal of this Travel Demand Management Plan (TDMP) is to support the City of Minneapolis in achieving its transportation goals. Two purposes that the City has established for all Travel Demand Management Plans are as follows:

- 1) Determine the transportation implications of the proposed development and develop solutions to resolve any impacts, and
- 2) Examine how the proposed development meets the City's goals to reduce automobile traffic while identifying and implementing ways for the proposed development to increase alternative transportation modes.

The Travel Demand Management Plan for this development site identifies steps to be taken by the project owner to ensure that the proposed development is well integrated with existing transportation services, and that future users of the development are able to take full advantage of transit, pedestrian, and bicycle facilities.

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## 2.0 Traffic

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### Framework for Traffic Forecasts

To adequately address the impacts of the subject development, Friday p.m. peak hour traffic forecasts were completed for the following intersections:

- Lake Street/Pillsbury Avenue (signal controlled)
- Lake Street/Pleasant Avenue (Pleasant Avenue stop controlled)

The Friday afternoon period was chosen for analysis after discussions with the project owner and City staff. The existing uses at Karmel Plaza experience considerable customer traffic during the time period from 3 to 6 p.m. on Friday. This time period was determined to be the most intense from a traffic study perspective.

Traffic forecasts are typically considered for the year following expected completion of the proposed development. Accordingly, traffic forecasts were completed for the following three scenarios:

- Existing (2014) – based on traffic counts.
- 2016 no-build – existing volumes increased by 0.75 percent per year to account for background traffic growth.
- 2016 build – trips generated by the proposed development are added to the 2016 no-build volumes.

### Existing Traffic Volumes and Operations Observations

Turn movement data for the analysis intersections were recorded in June, 2014. In addition to the data collection, all intersections were observed relative to traffic operations. Minimal congestion was observed at the Pleasant Avenue/Karmel Plaza access intersection during the highest volume time periods. Improvements made since 2011 included relocating the entrance to Pleasant Avenue and creating three entry lanes, which has resulted in improved entering operations. No vehicles backups onto Pleasant Avenue were observed.

Some congestion occurred along Pillsbury Avenue in conjunction with the on-street parking. Vehicles accessing the on-street parking spaces occasionally blocked traffic while maneuvering into a space. Compounding the issue is the random use of double parking on Pillsbury Avenue. Drivers will stop in the travel lane next to a parked car and leave the vehicle for a short time to run into the building. This maneuver results in additional congestion on Pillsbury Avenue.

The Lake Street/Pillsbury Avenue intersection experiences high vehicle and pedestrian volumes during the p.m. peak period. The existing traffic signal control was able to accommodate the volumes with minimal issues.

The Lake Street/Pleasant Avenue intersection is controlled with stop signs on the Pleasant Avenue approaches. At times during the peak period, left turns onto Lake Street are difficult due to the large east/west traffic volumes. Vehicles must wait for gaps created by signals to the east and west on Lake Street.

Development Traffic Volumes

To accurately account for all traffic that could be generated by the proposed office, clinic, and prayer room uses, trip generation was completed using data presented in the Institute of Transportation Engineers' *Trip Generation*, Ninth Edition. **Table 1** presents the projected p.m. peak hour trip generation.

**Table 1**  
**Weekday P.M. Peak Hour Trip Generation**

Use	Size	P.M. Peak Hour		
		In	Out	Total
Office – 3 <sup>rd</sup> Floor	21,500 SF	5	27	32
Clinic – 3 <sup>rd</sup> Floor	5,700 SF	15	15	30
Prayer Room – 3 <sup>rd</sup> Floor (net new space added)	2,130 SF	16	8	24
Common Space – 3 <sup>rd</sup> Floor	5,534 SF	0	0	0
Office – 4 <sup>th</sup> Floor	16,468 SF	4	21	25
Common Space – 4 <sup>th</sup> Floor	1,757 SF	0	0	0
Office (from existing prayer room)	3,370 SF	1	4	5

SF = square feet

Each floor contains some common space that contains restrooms, hall way space, common lobby areas, etc. This space is separate from the specific uses and does not generate any trips.

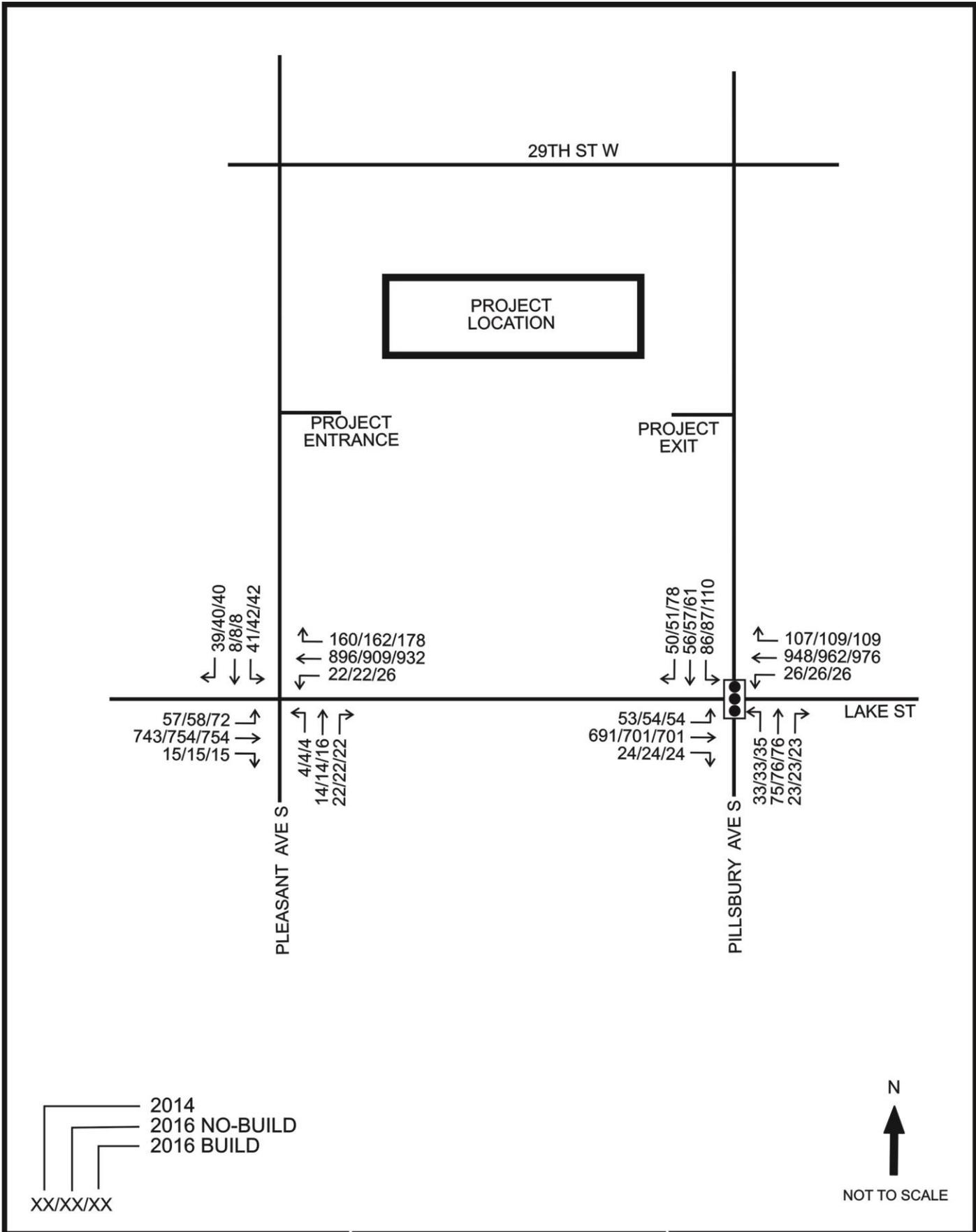
The trip generation estimates shown in Table 1 are based on typical, industry approved trip rates which account for minimal reductions due to transit, bicycle, and pedestrian trips. In addition, many business owners and employee live within walking distance, further reducing the overall trip generation.

Based on existing traffic patterns in the area, the surrounding roadway network, and locations of major trip attractions relative to the subject site, the following directional distribution percentages were established for development trips:

- 25 percent to/from the north on Pleasant Avenue/Pillsbury Avenue
- 30 percent to/from the west on Lake Street
- 30 percent to/from the east on Lake Street
- 5 percent to/from the east on 29<sup>th</sup> Street
- 5 percent to/from the south on Pleasant Avenue
- 5 percent to/from the south on Pillsbury Avenue

### Total Projected Volumes

Total traffic volume projections have been established which account for all the traffic components previously described. **Figure 3** presents the weekday p.m. peak hour traffic volumes for existing, 2016 no-build, and 2016 build scenarios.



TRAVEL DEMAND  
 MANAGEMENT PLAN FOR  
 KARMELO PLAZA

**FIGURE 3**  
**FRIDAY P.M. PEAK**  
**HOUR VOLUMES**

## Intersection Impacts

In order to better understand traffic related impacts at the subject intersections, capacity analyses were performed for the 2014, 2016 no-build, and 2016 build scenarios. Capacity analysis results are presented in terms of level of service (LOS), which ranges from A to F. LOS A represents the best intersection operation, with very little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay.

The capacity analyses were completed using existing geometrics and intersection control.

### *Lake Street/Pillsbury Avenue (signal controlled)*

The capacity analyses indicate that under 2014 conditions, all movements operate at a LOS C or better and the overall intersection operates at LOS B. Under 2016 No Build and Build conditions, all movements operate at a LOS D or better and the overall intersection operates at LOS B. No improvements are necessary to accommodate the proposed project.

### *Lake Street/Pleasant Avenue (stop control on Pleasant)*

Due to the high volumes on Lake Street and the stop sign control on the minor street, the northbound and southbound movements at this intersection operate at LOS F under all scenarios, including existing conditions. All other movements operate at LOS A under all scenarios. While not desirable, LOS F for a minor street approach under stop sign control intersecting a high volumes street is not unexpected.

From an overall volume standpoint, the proposed project increases the volume entering the intersection by only 3.7%. Therefore, from an overall intersection standpoint, the trips added by the proposed development have very little impact on the overall intersection operations.

## Accommodation of Deliveries and Garbage Pick-Up

Garbage pick-up will be accomplished at the existing garbage storage area on Pleasant Avenue. Garbage pick-up will occur as often as necessary to fully serve the entire building.

Loading zones for the facility are included on-site. The locations of the proposed loading zones are shown in Figure 2.

### Overall Traffic Impacts and Recommended Changes

On an overall basis, the proposed uses have minimal impacts on intersection operations. The number of trips generated is relatively small compared to existing volumes and therefore impacts on existing operations are minimal. That being said, there are operational issues that occur near Karmel Plaza, most notably on Pillsbury Avenue. To help address these issues, the following changes are recommended:

- **Enforce no stopping (double parking) on Pillsbury.** This step will improve operations by eliminating the delays caused by motorists stopped in the through lanes. This will require additional education of tenants and police enforcement to be effective.
- **Continue providing parking attendants and security in the parking lot during busy times.** On-site personnel are effective in moving vehicles in and out of the site. These personnel must be in-place during all busy times to ensure smooth internal operations.

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## 3.0 Parking

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The existing site provides 160 on-site parking spaces, with 69 surface spaces and 91 underground spaces. The proposed project includes the construction of a 170 stall above ground parking ramp on the site of the existing parking lot. After construction of the parking ramp, there will be will 261 parking spaces on-site.

Additional off-site surface parking is located west of Pleasant Avenue immediately south of the Midtown Greenway. The parking lot provides 107 stalls for employee and customer use.

The on-site parking spaces are for employees and patrons only. Patrons are charged a fee to use the on-site parking. The parking fee should be set at a level that results in a balance of off-street and on-street parking. If it is set too high, customers and employees will be resistant to parking on-site. If it set too low, spaces may be used by customers from other nearby businesses. Usage of the on-site parking is monitored by management staff. If usage is lower than expected, the parking fee will be adjusted accordingly.

### Parking Operation Observations

Parking operations were observed during the 3 to 6 p.m. time period on Friday, June 13, 2014. During this time period both the surface and underground parking stalls were heavily used. Security personnel were stationed in the parking area to help move vehicles in and out. Security personnel moved through the surface lot assisting motorists looking for spaces and exiting spaces. When the surface area became full, the security personnel directed motorists to the underground spaces. Overall the parking operations were handled well.

### Existing Parking Usage

Existing parking usage was recorded during the 3 to 6 p.m. time period on Friday, June 13, 2014. For on-site parking, the number of parking spaces used in both the surface parking area and the underground parking area were recorded every 30 minutes. For on-street parking, the number of vehicles parked on each street was also recorded every 30 minutes. The results of the parking usage survey are shown in **Tables 2 and 3**.

**Table 2**  
**Existing On-Site Parking Usage**

Time of Day	Surface Spaces (69 total spaces)		Underground Spaces (91 total spaces)		Total On-Site (160 total spaces)	
	Spaces used	Spaces open	Spaces used	Spaces open	Spaces used	Spaces open
3:00 pm	68	1	47	44	115	45
3:30 pm	69	0	53	38	122	38
4:00 pm	66	3	44	47	113	47
4:30 pm	69	0	41	50	119	44
5:00 pm	67	2	46	45	113	47
5:30 pm	69	0	71	20	140	20
6:00 pm	69	0	82	9	151	9

As shown in Table 2, the surface parking spaces were heavily used throughout the surveyed time period. The use of the underground spaces remained steady until 5 p.m., when the usage increased. For the overall site, there was a maximum of 47 spaces available at 4 p.m. and 5 p.m. and a minimum of 9 spaces available at 6 p.m.

**Table 3**  
**On-Street Parking Usage**

Location	Total spaces	Spaces Used/ open						
		3 pm	3:30 pm	4 pm	4:30 pm	5 pm	5:30 pm	6 pm
Pleasant from 28 <sup>th</sup> to 29 <sup>th</sup> (CPA)	26	18/8	16/10	18/8	18/8	14/12	15/11	16/10
Pleasant from 29 <sup>th</sup> to Lake (metered)	30	20/10	26/4	23/7	23/7	26/4	22/8	25/5
Pillsbury from 28 <sup>th</sup> to 29 <sup>th</sup> (open)	31	27/4	27/4	28/3	27/4	30/1	31/0	31/0
Pillsbury from 29 <sup>th</sup> to Lake (metered)	43	43/0	42/1	36/7	43/0	43/0	42/1	43/0
29 <sup>th</sup> from Pleasant to Pillsbury (CPA)	27	8/19	9/18	9/18	7/20	3/24	4/23	4/23
29 <sup>th</sup> from Pillsbury to Blaisdell (CPA)	26	7/19	7/19	5/21	5/21	7/19	7/19	6/20

CPA = Critical Parking Area

Metered = parking meters with 2 hour limit

Open = parking open to general public for free

As shown in Table 3, the following areas are heavily used for on-street parking:

- Pleasant from 29<sup>th</sup> to Lake
- Pillsbury from 28<sup>th</sup> to 29<sup>th</sup>
- Pillsbury from 29<sup>th</sup> to Lake

The following areas are designated as Critical Parking Areas. These areas had much lower parking usage during the survey period.

- Pleasant from 28<sup>th</sup> to 29<sup>th</sup>
- 29<sup>th</sup> from Pleasant to Pillsbury
- 29<sup>th</sup> from Pillsbury to Blaisdell

#### Zoning Code Requirement

In Karmel Plaza, there will be four principal uses (shopping center, office, clinic, and place of assembly). The minimum parking requirement for a shopping center is determined by the zoning administrator based on the principal uses in the shopping center. The zoning administrator determined that the parking requirement for the shopping center is one space per 500 square feet of the gross floor area in excess of 4,000 square feet for the existing and proposed uses as approved by the CPC in 2010. The minimum parking requirement for a place of assembly is parking equal to 10 percent of the capacity of persons in the main auditorium and any rooms which can be added to the main auditorium by opening doors or windows to obtain audio or visual unity. The minimum parking requirement for office is one space per 500 square feet of the gross floor area in excess of 4,000 square feet. The minimum parking requirement for clinic is one space per 500 square feet of the gross floor area. With a total of approximately 63,000 square feet of shopping center floor area, 41,338 square feet of office, 5,500 square feet for the place of assembly, and 5,700 square feet of clinic, the minimum parking requirement is 240 spaces. Through an incentive authorized by the zoning code, the provision of 64 bicycle parking spaces equates to a reduction of 24 vehicle parking spaces. This results in a minimum requirement of 216 vehicle spaces.

In Karmel Square, a shopping center occupies the building. Some grandfather rights exist for this building because the building was constructed before 1963 and no parking existed on-site. According to the last land use review done in 2000, 21 spaces were required to be provided to Karmel Square to comply with the minimum zoning code parking requirements. The 808 square feet of retail space added on the first floor in 2011 resulted in 2 additional spaces, for a total requirement of 23 spaces.

Therefore, the combined minimum parking requirement will be 239 spaces.

#### Institute of Transportation Engineers (ITE) Data Calculations

In addition to the Zoning Code requirement, parking data from the Institute of Transportation Engineers (ITE) was also used to determine the expected parking demand. As shown in Table 2, the on-site parking usage peaked at 6 pm. Data provided in the ITE publication *Parking Generation*, 4<sup>th</sup> Edition, indicates a parking demand at 6 p.m. of 4 stalls for the place of assembly and zero stalls for both the office and clinic. This equates to a peak parking demand of 4 spaces for the proposed project.

#### Overall Parking Impact

As shown in Table 2, the peak demand for existing parking spaces occurred at 6 p.m. during the Friday survey. At 6 p.m., 151 of the on-site parking spaces were used, leaving 9 available. As described above, the minimum Zoning Code parking requirement for Karmel Plaza and Karmel Square is 239 spaces. As

shown in the current site plan, 261 parking spaces are proposed for the site. Therefore, the current plan provides 22 spaces more than the Zoning Code requirement.

The proposed office and clinic uses peak earlier during the weekday when other on-site uses are not as busy. These uses are complementary from a parking perspective to the existing retail uses.

As shown by the parking survey data, customers are now using both the on-site parking and the on-street parking during the peak times. This is likely due to the implementation of metered parking on Pleasant Avenue and Pillsbury Avenue since 2011. Customers now find the on-site parking as attractive as the on-street parking now that the on-street parking is no longer free. Though the project meets the zoning requirement, the actual existing parking demand exceeds the supply. The recommended parking management improvements being offered are expected to improve the parking situation overall.

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## 4.0 Transit

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The proposed project site is well served by existing transit routes. The subject site presently is served by Metro Transit routes 21 and 53 on Lake Street, routes 4 and 113 on Lyndale Avenue, and routes 18 and 568 on Nicollet Avenue. Routes 21 and 18 are high frequency routes with service provided every 15 minutes.

Lake Street is one block south of the proposed project, Lyndale Avenue is four blocks west, and Nicollet Avenue is two blocks east. Westbound bus stops on Lake Street are located immediately east of Blaisdell Avenue and immediately west of Grand Avenue. Eastbound bus stops on Lake Street are located immediately west of Blaisdell Avenue and immediately east of Grand Avenue. The proposed development will not cause any changes regarding locations of bus stops or shelters. The existing bus route maps are shown in the Appendix.

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## 5.0 Pedestrian

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Sidewalks presently are provided on both sides of Pleasant Avenue and Pillsbury Avenue. Access to the Midtown Greenway is provided at Bryant Avenue and Nicollet Avenue.

Crosswalks are provided across all four legs at the Lake Street/Pillsbury Avenue intersection. The existing traffic signal at the Lake Street/Pillsbury Avenue intersection is equipped to accommodate pedestrian crossings. Sidewalk connections to all bus stop locations around the subject development are already in place.

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## 6.0 Bicycle

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The Midtown Greenway, a major bicycle route through Minneapolis, exists immediately north of the proposed project. As indicated earlier in this report, access to the Greenway is provided at Bryant Avenue and Nicollet Avenue. The proposed project does not impact any existing bicycle facilities.

To effectively fulfill the TDM goal of promoting alternative modes of transportation, the project owner will provide 64 new bicycle parking spaces on-site. If the bicycle parking demand exceeds the available supply, the project owner will add more spaces.

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## 7.0 Travel Demand Management Plan

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The following TDM plan identifies the program, responsibilities, and detailed implementation of measures for the transportation issues presented in this report. Sabri Properties, Successor, or Property Manager specifically commits to implementing the following actions:

1. Sabri Properties, Successor or Property Manager, will provide 261 on-site parking spaces, with 170 spaces in a new parking ramp and 91 underground spaces in the existing space. Sabri Properties, Successor or Property Manager, provides 107 off-site parking spaces located west of Pleasant Avenue immediately south of the Midtown Greenway. The total number of parking spaces provided will be 368.
2. Sabri Properties, Successor or Property Manager, agrees that the on-site parking spaces are for Karmel Plaza and Karmel Square employees and patrons only. Patrons are charged a fee to use the on-site parking. The parking fee is set at a level that encourages use of the on-site parking to avoid excessive on-street parking by residents. It is expected that the proposed parking measures will increase the on-site parking usage. Usage of the on-site parking is currently monitored by management staff and will continue to be monitored after installation of the proposed parking measures. If usage is lower than expected, the parking fee will be adjusted accordingly.
3. Sabri Properties, Successor or Property Manager, agrees to implement the following parking strategies:
  - Require employees to park at an off-site parking area in order to make additional spaces available to customers. As needed, employees will be required to use the off-site parking.
  - The underground spaces will be filled first to ensure full utilization of these spaces. On-site personnel will be instructed to direct customers to these spaces prior to filling the surface spaces.
4. Sabri Properties, Successor or Property Manager, agrees to implement the following traffic operations strategies:
  - Enforce no stopping (double parking) on Pillsbury Avenue. Additional police enforcement will be requested by the owner to ensure compliance with this measure.
  - Continue with parking attendants and security in the parking lot during busy times.
5. Sabri Properties, Successor or Property Manager, will provide 64 bicycle parking spaces. If demand for bicycle parking exceeds the available supply, Sabri Properties will add more spaces.
6. Sabri Properties, Successor or Property Manager, will create and distribute information that includes the following:
  - Maps that show the area bus routes, bus schedules, and bicycle and pedestrian facilities.
  - Information on starting and joining commuter programs.

- Other information or actions that encourage use of alternative modes of transportation.
7. Sabri Properties, Successor or Property Manager, will provide bus route maps to tenants upon request and make them available at the management office.
  8. It is understood that the City's desire is to minimize truck loading/unloading activity during peak periods for traffic on adjacent streets. To help the City fulfill this desire, Sabri Properties, Successor or Property Manager, will encourage truck drivers and tenants to schedule truck service functions during off-peak periods. Currently, loading/unloading activities are allowed from 7 am-2 pm Monday - Thursday and 7 am-11 am Friday - Sunday only.
  9. Sabri Properties, Successor or Property Manager, will designate a transportation coordinator, who would be available to work with City staff on an "as-needed" basis and to implement the TDM strategies.

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## 8.0 Signatures

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SABRI PROPERTIES

Dated: \_\_\_\_\_

By \_\_\_\_\_

Basim Sabri, Owner  
207 East Lake Street  
Minneapolis, Minnesota 55408

MINNEAPOLIS COMMUNITY PLANNING & ECONOMIC  
DEVELOPMENT DEPARTMENT

Dated: \_\_\_\_\_

By \_\_\_\_\_

Doug Kress, CPED Development Service Director

MINNEAPOLIS PUBLIC WORKS DEPARTMENT

Dated: \_\_\_\_\_

By \_\_\_\_\_

Steve Mosing, PE, PTOE, Traffic Operations  
Engineer

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## 9.0 Appendix

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- Bus route maps

**3** **Timepoint on schedule**  
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.

**Regular Route**  
Bus will pick up or drop off customers at any bus stop along this route.

**Light Rail**  
Trains will pick up or drop off customers at any station along this route.

**Northstar Line**  
Transfers from Northstar to light rail are free. Transfers from light rail to Northstar require an additional fare.

**49S** **Route Ending Point**  
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.

**B** **Route Letter**  
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.

**324 11** **Connecting Routes to transfer to/from**  
See those route schedules for details.

**Go-To Card Retail Location**  
Buy a Go-To Card or add value to an existing card at these locations.

**Trans 104** **Transfer Point**  
Several routes serve this stop.

**Retail Locations**  
Buy a Go-To Card or add value to an existing card at these locations.

**St Anthony**  
Cub Foods, 3930 Silver Lake Rd

**Minneapolis – NE**  
Kwik Cash, 2211 Central Ave NE  
Rainbow Foods, 1540 New Brighton Blvd

**Minneapolis – SE**  
Lunds, 25 University Ave SE

**Downtown Minneapolis**  
Commuter Connection, 220 6th St S (US Bank Plaza)  
Metro Transit Store, 719 Marquette Ave  
Unbank, 727 Hennepin Ave

**Minneapolis – South**  
Rainbow Foods, 1104 Lagoon Ave  
The Wedge, 2105 Lyndale Ave S

**Richfield**  
Rainbow Foods, 140 66th St W

**Bloomington**  
Cub Foods, 8421 Lyndale Ave S  
Rainbow Foods, 2600 American Blvd W

**Special Notes:**

For additional rush hour 4G branch service, see Route 141.

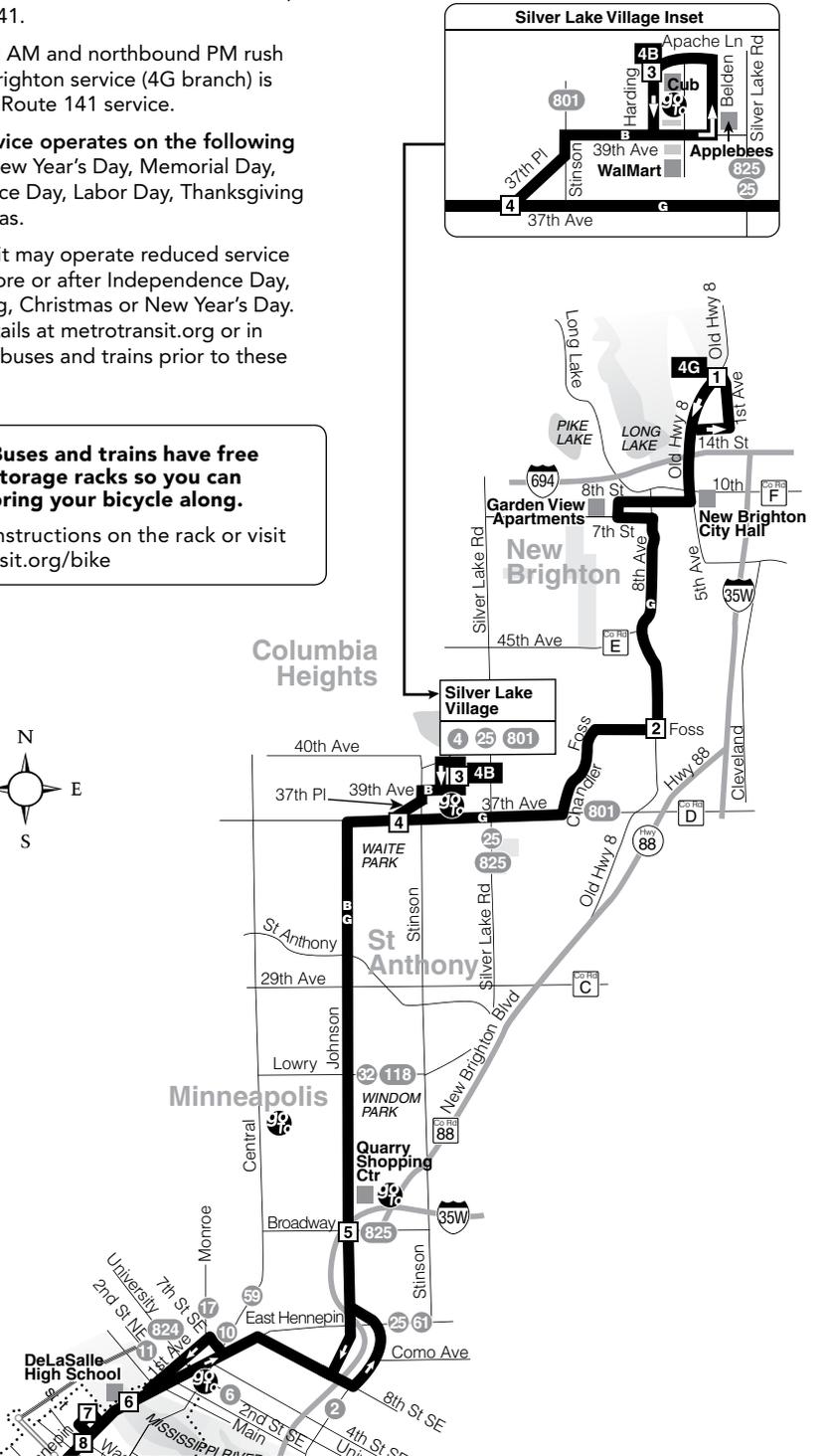
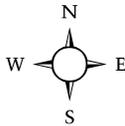
Southbound AM and northbound PM rush hour New Brighton service (4G branch) is replaced by Route 141 service.

**Holiday service operates on the following holidays:** New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year’s Day. Look for details at metrotransit.org or in Connect on buses and trains prior to these holidays.

**Buses and trains have free storage racks so you can bring your bicycle along.**

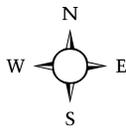
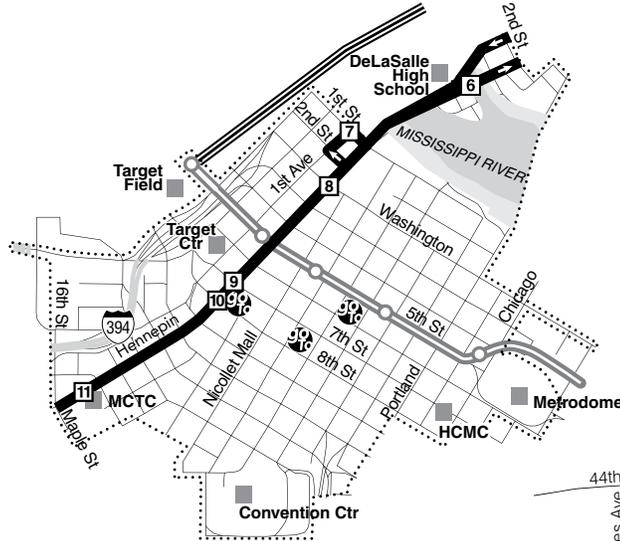
Look for instructions on the rack or visit metrotransit.org/bike



Map  
continued  
on page 2

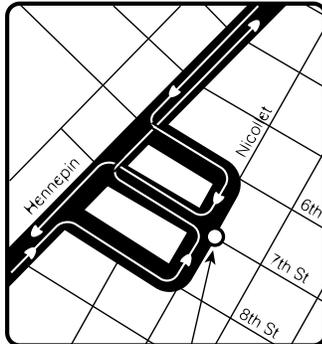
Schedule subject to change. Traffic and weather conditions may delay buses. Please have exact fare ready. Bus fareboxes and drivers do not make change. This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

Map continued on page 1

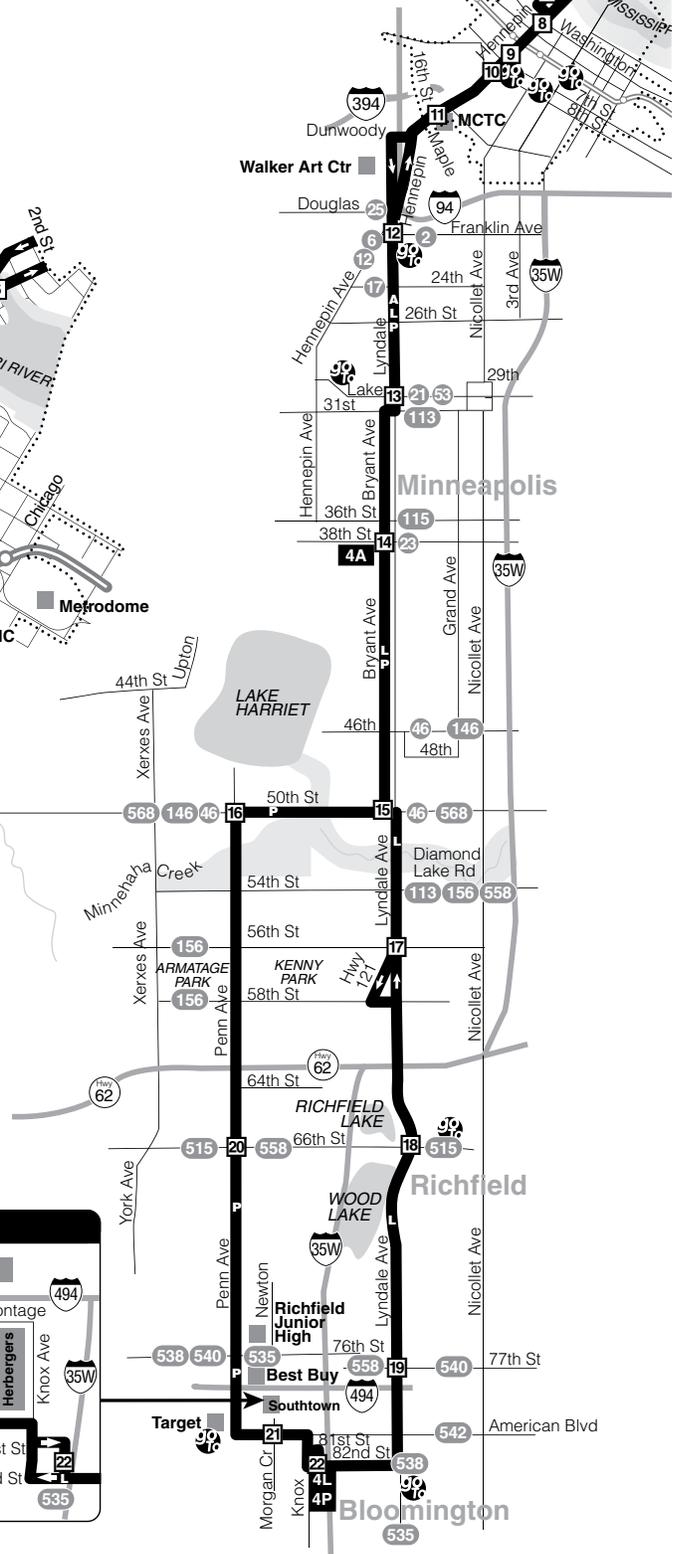
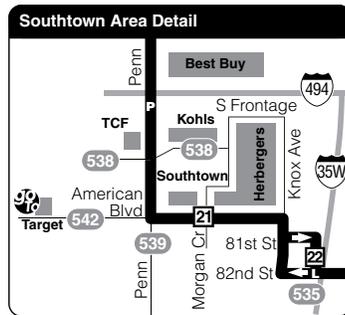


**Minneapolis Downtown Zone**  
Ride in the Downtown Zone for 50¢

**Downtown Mpls Route**  
Midnight - 5:00 AM



Timed connections with other late night/early morning routes at this location.



**Special Notes:**

**For Express Service** to/from Richfield and Bloomington, see the Metro Transit Route 554 schedule.

**Holiday service operates on the following holidays:** New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Years Day. Look for details at metrotransit.org or in Connect on buses and trains prior to these holidays.

Schedule subject to change. Traffic and weather conditions may delay buses.

Please have exact fare ready. Bus fareboxes and drivers do not make change.

This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

**Say hi to less waiting.**

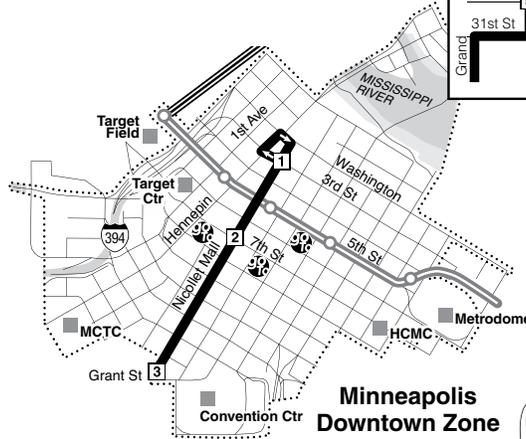
This route is part of the Hi-Frequency network. Segments of routes 5, 6, 10, 18, 19, 21, 64, 84 and 515, and all of routes 16, 54 and METRO Blue Line operate at least every 15 minutes weekdays from 6 am–7 pm and Saturdays from 9 am–6 pm. See maps for details.



Metro Transit keeps the Twin Cities moving with even less impact on the environment by using hybrid buses on this route. Learn more at metrotransit.org/GoGreener.



**Pay no fare when boarding northbound Route 18 buses marked "Free Ride" on Nicollet Mall.**



**Minneapolis Downtown Zone**

Ride in the Downtown Zone for 50¢.

**Downtown Minneapolis**

**Midnight to 5:00 AM:** Timed connections with other late night/early morning routes at 7th St and Nicollet Ave.



**Buses and trains have free storage racks so you can bring your bicycle along.**

Look for instructions on the rack or visit metrotransit.org/bike

**Park & Ride Location**

Park free at this lot while you commute. No overnight parking.

**Bloomington**  
South Bloomington Transit Ctr – Aldrich Ave and 99th St.

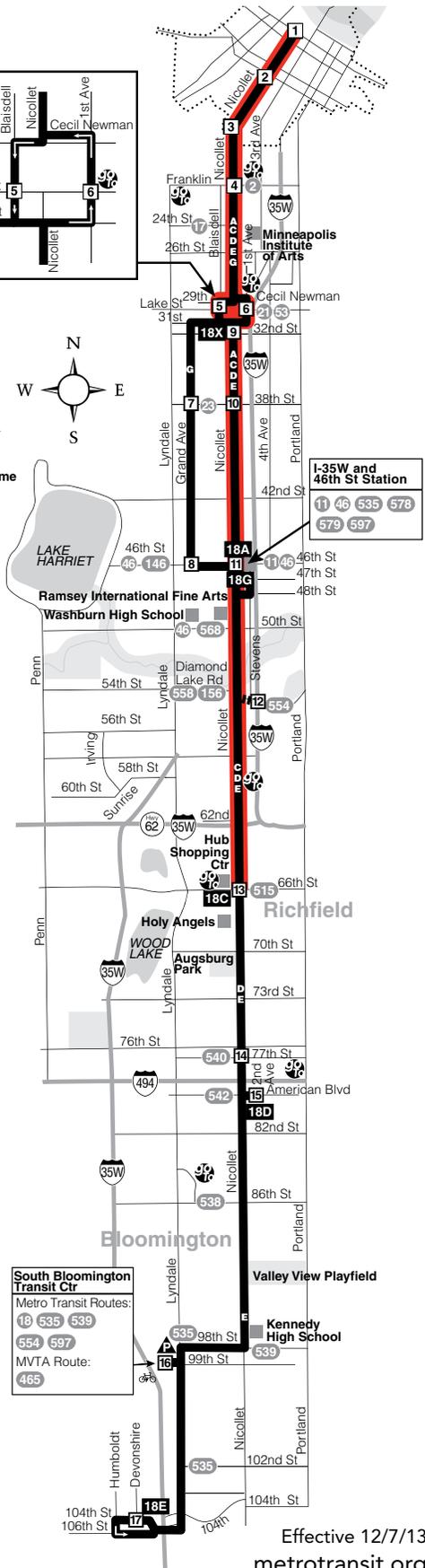
**Retail Locations**

Buy a Go-To Card or add value to an existing card at these locations.

- Downtown Minneapolis**  
Commuter Connection, 220 6th St S (US Bank Plaza)  
Metro Transit Store, 719 Marquette Ave  
Unbank, 727 Hennepin Ave
- Minneapolis – South**  
Cub Foods, 5937 Nicollet Ave  
Money Xchange, 12 Franklin Ave E  
New Money Express, 108 Lake St E  
The Wedge, 2105 Lyndale Ave S

**Richfield**  
Rainbow Foods, 140 66th St W

**Bloomington**  
Cub Foods, 8421 Lyndale Ave S  
Super Cash, 7854 Portland Ave



**South Bloomington Transit Ctr**  
Metro Transit Routes:  
18 535 539  
554 597  
MVRTA Route:  
465

**3** **Timepoint on schedule**  
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.

**Regular Route**  
Bus will pick up or drop off customers at any bus stop along this route.

**Hi-Frequency Service**  
Service every 15 minutes on weekdays 6 am – 7 pm and on Saturdays 9 am – 6 pm

**Light Rail**  
Trains will pick up or drop off customers at any station along this route.

**Northstar Line**  
Transfers from Northstar to light rail are free. Transfers from light rail to Northstar require an additional fare.

**Limited Service**  
Only certain trips take this route.

**49S** **Route Ending Point**  
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.

**B** **Route Letter**  
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.

**324 11** **Connecting Routes to transfer to/from**  
See those route schedules for details.

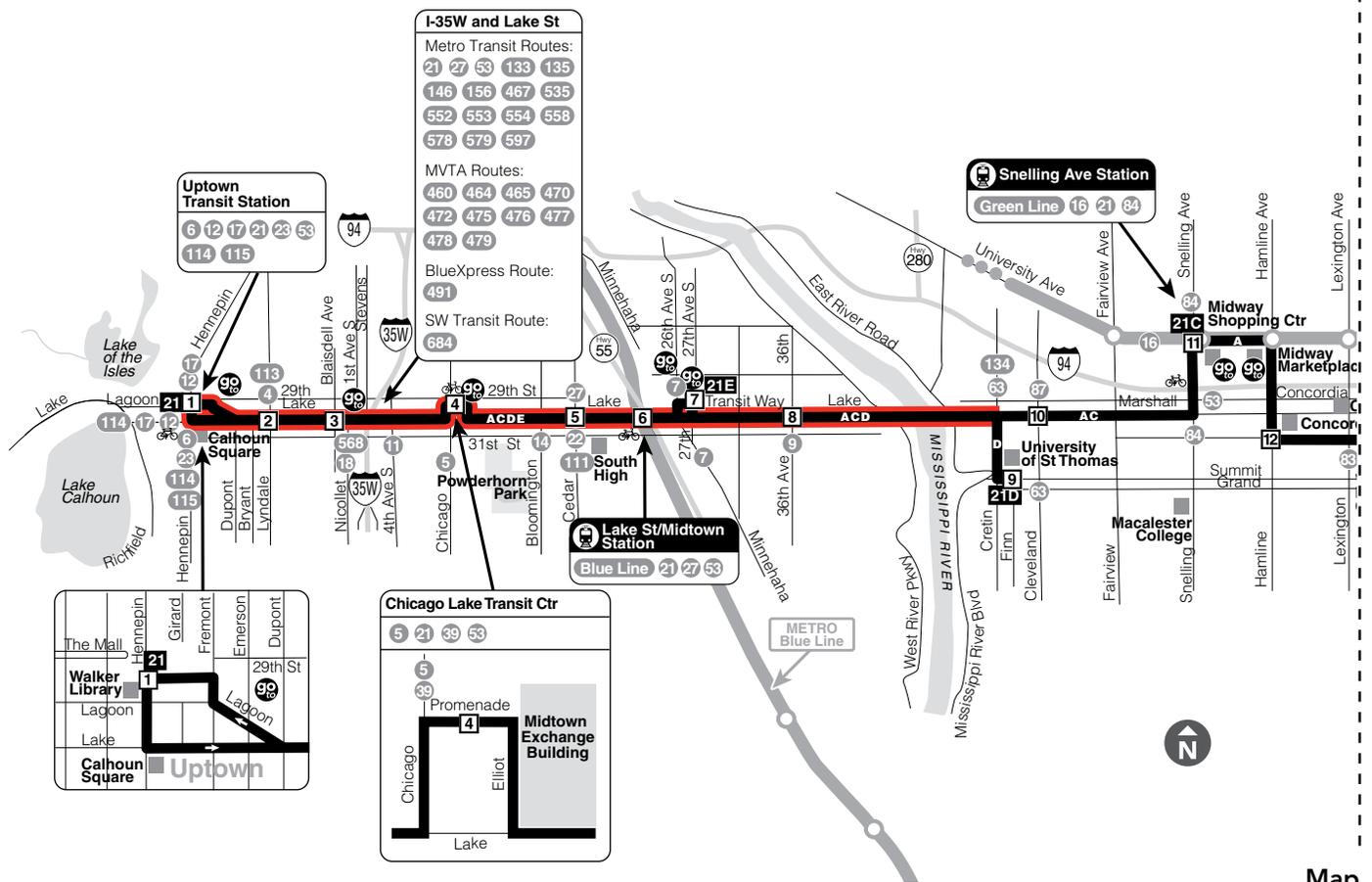
**Go-To Card Retail Location**  
Buy a Go-To Card or add value to an existing card at these locations.

**Bike Locker**  
These sites have weatherproof bike storage for rent.

**Park & Ride Lot**  
Park free at these lots while you commute.

**Transfer Point**  
Several routes serve this stop.

**Trans 104**



Map continued on page 2

**3** Timepoint on schedule  
 Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.

**Regular Route**  
 Bus will pick up or drop off customers at any bus stop along this route.

**High Frequency Route**  
 Service every 15 minutes on weekdays 6 am – 7 pm and on Saturdays 9 am – 6 pm

**METRO Line(s)**  
 METRO trains will pick up or drop off.

**49S** Route Ending Point  
 Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.

**B** Route Letter  
 Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.

**324 11** Connecting Routes to transfer to/from  
 See those route schedules for details.

**Bike Locker**  
 These sites have weatherproof bike storage for rent.

**Go-To Card Retail Location**  
 Buy a Go-To Card or add value to an existing card at these locations.

**Trans 104** Transfer Point  
 Several routes serve this stop.

**Rail Station**  
 Customers get on and off trains here. Buses connect with trains at stations.

**99 Retail Locations**  
 Buy a Go-To Card or add value to an existing card at these locations.

**Minneapolis – South**  
 Cub Foods, 2850 26th Ave S  
 New Money Express, 108 Lake St E  
 Rainbow Foods, 1104 Lagoon Ave  
 Rainbow Foods, 2919 26th Ave S  
 Unbank, 812 Lake St E

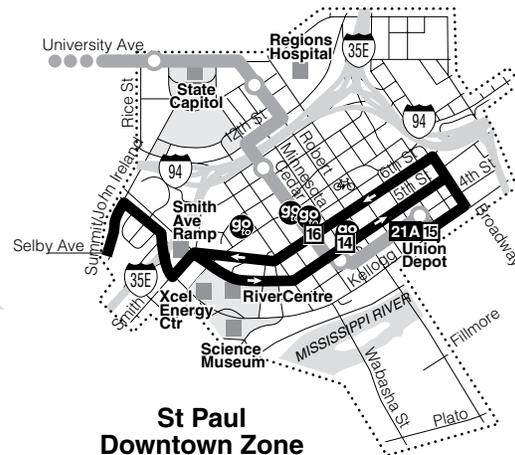
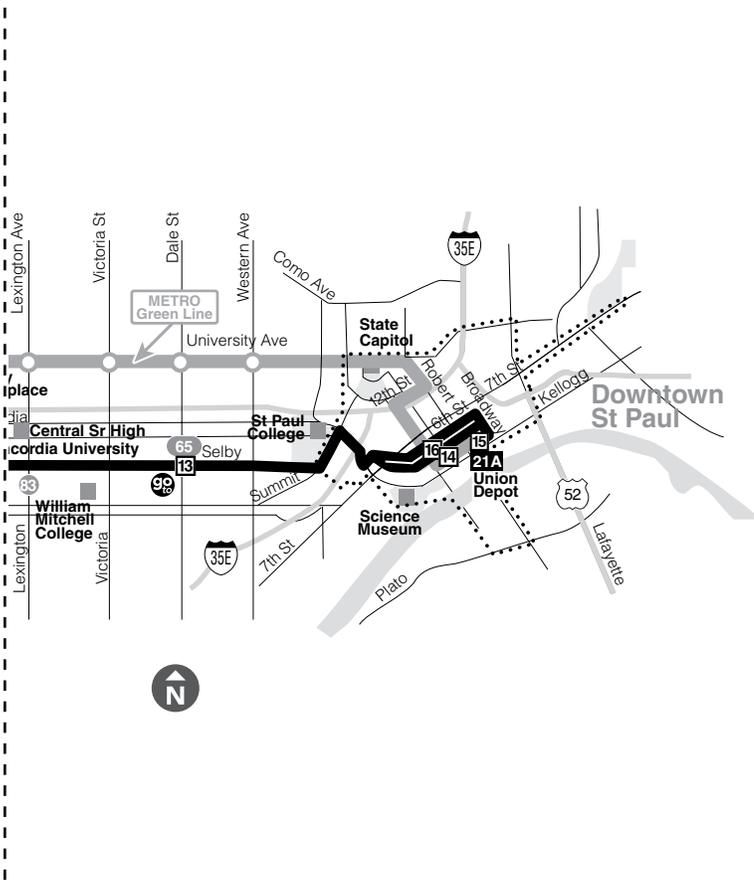
**Downtown St Paul**  
 Charlie's Chocolates & Cravings, 30 E 7th St, Suite 159  
 Charlie's Chocolates & Cravings, Town Square (skyway)  
 Metro Transit Store, 101 5th St E, US Bank Ctr (skyway)  
 Unbank, 467 St Peter St

**St Paul**  
 Cub Foods, 1440 University Ave W  
 Mississippi Market, 622 Selby Ave  
 Rainbow Foods, 1566 University Ave W

**Notes:**  
 Looking for faster service on Lake St or Marshall Ave? Check the Route 53 schedule for limited stop service.

**Say hi to less waiting.**

This route is part of the Hi-Frequency network. Segments of routes 5, 6, 10, 18, 19, 21, 64, 84 and 515, and all of route 54 and METRO Blue and Green lines operate at least every 15 minutes weekdays from 6 am–7 pm and Saturdays from 9 am–6 pm. See maps for details.



**St Paul Downtown Zone**

Ride in the Downtown Zone for 50¢

Map continued on page 1



**Buses and trains have free storage racks so you can bring your bicycle along.**

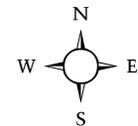
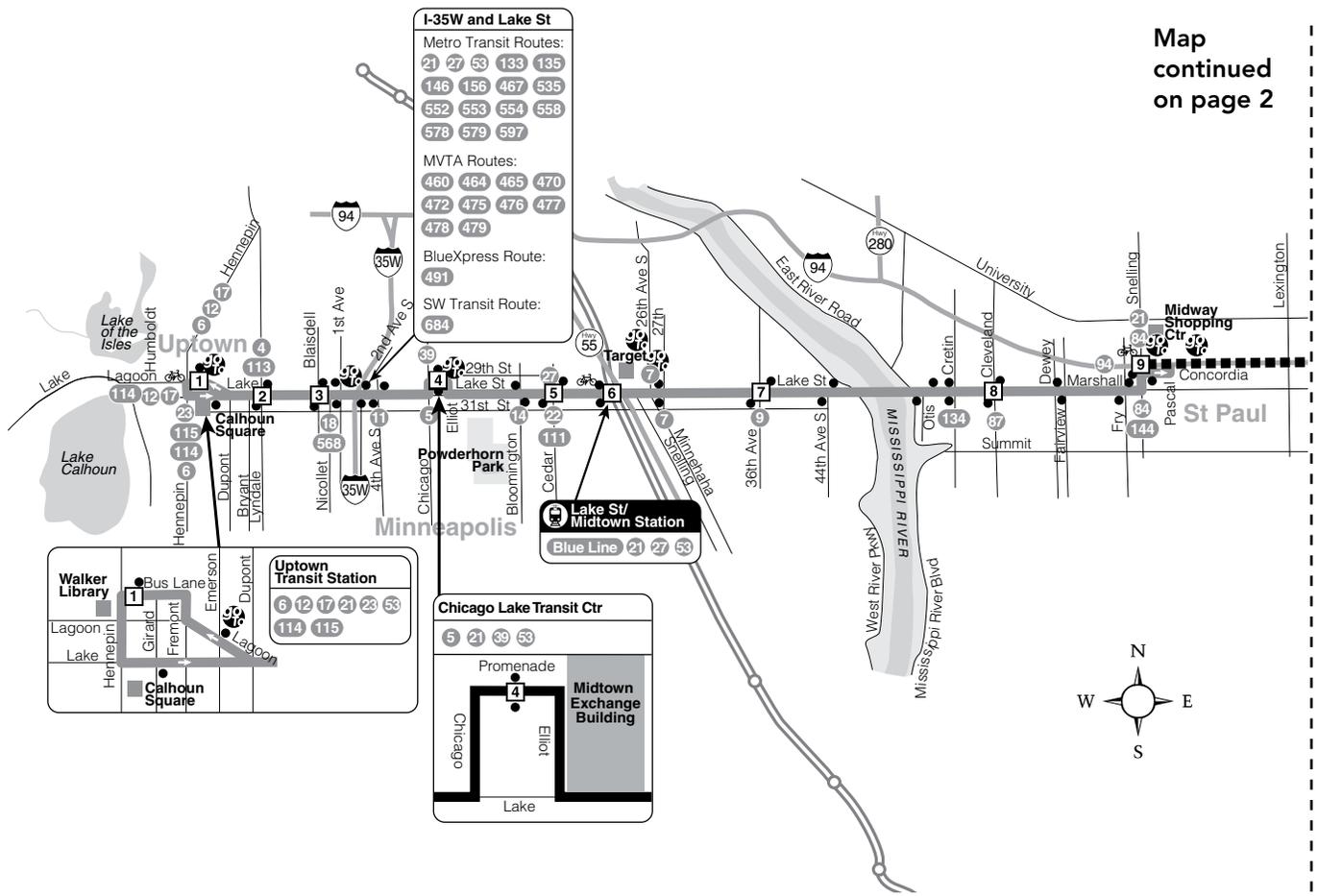
Look for instructions on the rack or visit [metrotransit.org/bike](http://metrotransit.org/bike)

**Holiday service operates on the following holidays:** New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at [metrotransit.org](http://metrotransit.org) or in *Connect* on buses and trains prior to these holidays.

Schedule subject to change. Traffic and weather conditions may delay buses. Please have exact fare ready. Bus fareboxes and drivers do not make change. This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

Map  
continued  
on page 2



- Timepoint on schedule**  
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- Regular Route**  
Bus will pick up or drop off customers at any bus stop along this route.
- Light Rail**  
Trains will pick up or drop off customers at any station along this route.
- Limited Service**  
Only certain trips take this route.
- Limited Stop Service**  
Bus serves only designated bus stops.
- Non-Stop Route**  
Bus does not pick up or drop off customers on these route segments.
- Designated Bus Stop**  
On Limited Stop routes, bus serves only these stops.
- Go-To Card Retail Location**  
Buy a Go-To Card or add value to an existing card at these locations.
- Connecting Routes to transfer to/from**  
See those route schedules for details.
- Bike Locker**  
These sites have weatherproof bike storage for rent.
- Transfer Point**  
Several routes serve this stop.
- Light-Rail Station**  
Transfer between buses and trains.

**Buses and trains have free storage racks so you can bring your bicycle along.**  
 Look for instructions on the rack or visit [metrotransit.org/bike](http://metrotransit.org/bike)

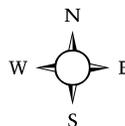
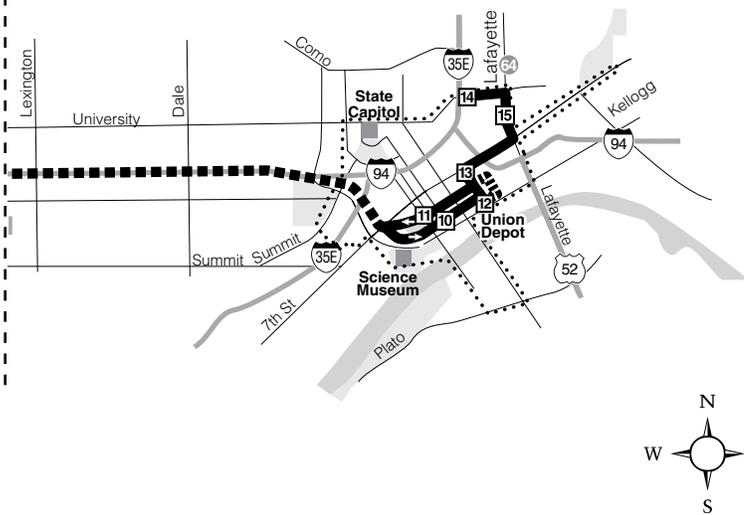
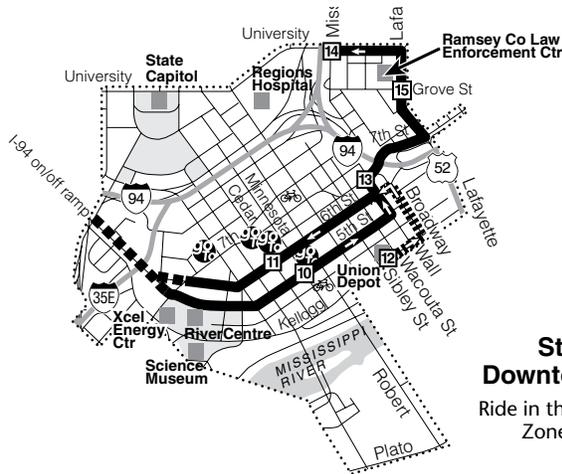
**Retail Locations**  
 Buy a Go-To Card or add value to an existing card at these locations.

**Minneapolis – South**  
 Cub Foods, 2850 26th Ave S  
 New Money Express, 108 Lake St E  
 Rainbow Foods, 1104 Lagoon Ave  
 Rainbow Foods, 2919 26th Ave S  
 Unbank, 812 Lake St E

**St Paul**  
 Cub Foods, 1440 University Ave W  
 Rainbow Foods, 1566 University Ave W

**Downtown St Paul**  
 Charlie's Chocolates & Cravings, 30 E 7th St, Suite 159  
 Charlie's Chocolates & Cravings, Town Square (skyway)  
 Metro Transit Store, 101 5th St E,  
 US Bank Ctr (skyway)

Map  
continued  
on page 1



## Route 53 Designated Stops

### Eastbound Stops

- Uptown Transit Station
- Lake St and Girard Ave
- Lake St and Lyndale Ave
- Lake St and Blaisdell Ave
- Lake St and 1st Ave
- Lake St and I-35W
- Lake St and 4th Ave S
- Chicago Lake Transit Ctr
- Lake St and Bloomington Ave
- Lake St and Cedar Ave
- Lake St/Midtown Station (Hiawatha Ave)
- Lake St and Minnehaha Ave
- Lake St and 36th Ave S
- Lake St and 44th Ave S
- Marshall Ave and Otis Ave
- Marshall Ave and Cretin Ave
- Marshall Ave and Cleveland Ave
- Marshall Ave and Fairview Ave
- Marshall Ave and Fry St
- Concordia Ave and Snelling Ave

### Westbound Stops

- Snelling Ave and Concordia Ave
- Marshall Ave and Fry St
- Marshall Ave and Dewey St
- Marshall Ave and Cleveland Ave
- Marshall Ave and Cretin Ave
- Marshall Ave and Otis Ave
- Lake St and 44th Ave S
- Lake St and 36th Ave S
- Lake St and 26th Ave S
- Lake St/Midtown Station (Hiawatha Ave)
- Lake St and Cedar Ave
- Lake St and Bloomington Ave
- Chicago Lake Transit Ctr
- Lake St and 4th Ave S
- Lake St and I-35W
- Lake St and 1st Ave
- Lake St and Blaisdell Ave
- Lake St and Lyndale Ave
- Lagoon Ave and Emerson Ave
- Uptown Transit Station

### Notes:

Route 53 is a limited stop route. Buses stop only at designated points along the limited stop portions of the route between the Uptown Transit Station and Concordia Ave at Snelling Ave.

Drivers do not stop to pick up or drop off customers at any point other than at designated stops.

### Downtown St Paul

Buses make all regular stops.

Service operates Monday through Friday except on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at metrotransit.org or in Connect on buses and trains prior to these holidays.

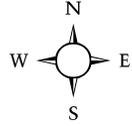
Schedule subject to change. Traffic and weather conditions may delay buses. Please have exact fare ready. Bus fareboxes and drivers do not make change. This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

Local/  
Express  
Bus Routes

# 111/113/ 114/115/579

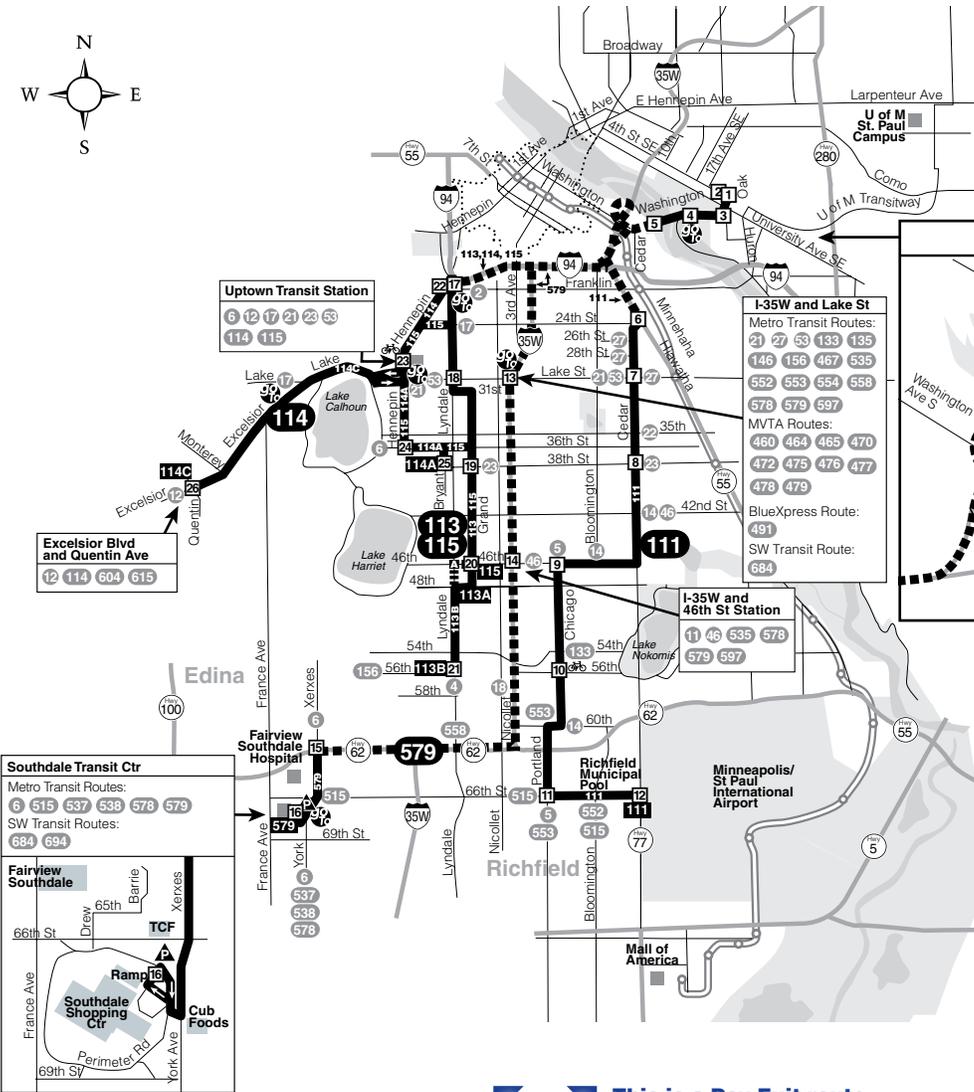


Map



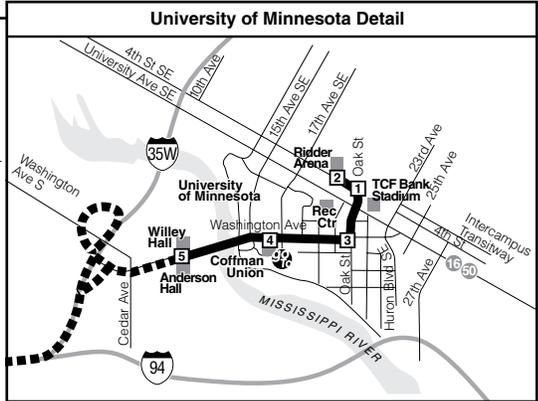
**▲ Park & Ride Location**  
Park free at this lot while you commute.  
No overnight parking.

**Route 579  
Edina**  
Southdale Park & Ride – NE corner of lot near 66th St and York Ave.



**Southdale Transit Ctr**  
Metro Transit Routes:  
6 515 537 538 578 579  
SW Transit Routes:  
684 694

**Fairview Southdale**  
66th St  
Drew  
65th  
Barrie  
Xerxes  
69th St  
Perimeter Pk  
Ramp  
Southdale Shopping Ctr  
Cub Foods



- 3** **Timepoint on schedule**  
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- **Regular Route**  
Bus will pick up or drop off customers at any bus stop along this route.
- **Light Rail**  
Trains will pick up or drop off customers at any station along this route.
- ■ ■** **Express or Non-stop Bus Route**  
Bus does not pick up or drop off customers on these route segments.
- 49S** **Route Ending Point**  
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.
- B** **Route Letter**  
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.
- 324 11** **Connecting Routes to transfer to/from**  
See those route schedules for details.
- 🚲** **Bike Locker**  
These sites have weatherproof bike storage for rent.
- ▲** **Park & Ride Lot**  
Park free at these lots while you commute.
- 🚪** **Go-To Card Retail Location**  
Buy a Go-To Card or add value to an existing card at these locations.
- Trans 104** **Transfer Point**  
Several routes serve this stop.



**This is a Pay Exit route.**  
On trips leaving downtown or the U of M, pay your fare at your destination. The time you exit the bus determines the fare amount.

### 🚪 Retail Locations

Buy a Go-To Card or add value to an existing card at these locations.

- Minneapolis – SE**  
Coffman Union, 300 Washington Ave SE
- Minneapolis – South**  
Moss Envy, 3056 Excelsior Blvd  
New Money Express, 108 Lake St E  
Rainbow Foods, 1104 Lagoon Ave  
The Wedge, 2105 Lyndale Ave S
- Edina**  
Cub Foods, 6775 York Ave S

### I-35W and Lake St:

Route 579 does not stop at Lake St in the northbound direction. All southbound buses stop at Lake St.

Service operates Monday through Friday except University holidays and Metro Transit reduced service days.

Schedule subject to change. Traffic and weather conditions may delay buses.

Please have exact fare ready. Bus fareboxes and drivers do not make change.

This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).



**Buses and trains have free storage racks so you can bring your bicycle along.**

Look for instructions on the rack or visit [metrotransit.org/bike](http://metrotransit.org/bike)

Effective 12/7/13  
[metrotransit.org](http://metrotransit.org)  
612-373-3333

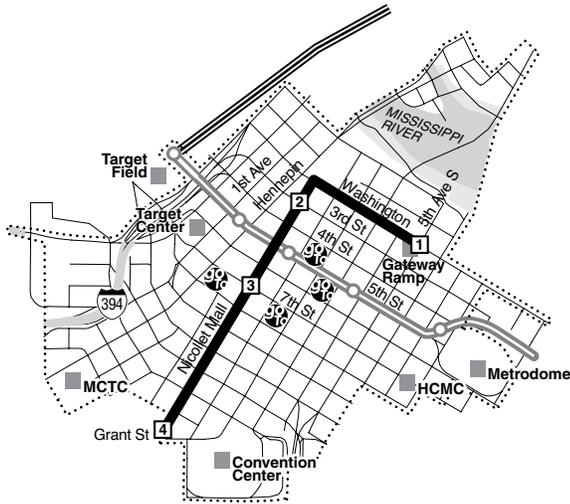


Buses and trains have free storage racks so you can bring your bicycle along.



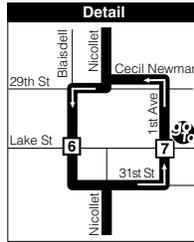
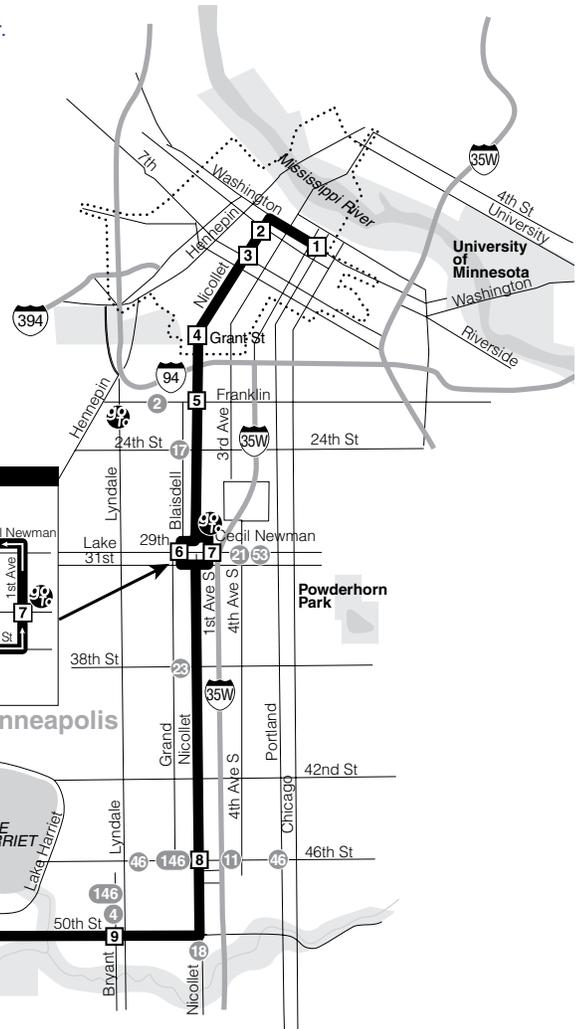
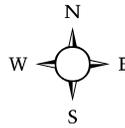
Metro Transit keeps the Twin Cities moving with even less impact on the environment by using hybrid buses on this route. Learn more at [metrotransit.org/GoGreener](http://metrotransit.org/GoGreener).

Look for instructions on the rack or visit [metrotransit.org/bike](http://metrotransit.org/bike)



**Minneapolis Downtown Zone**

Ride in the Downtown Zone for 50¢.



- 3** **Timepoint on schedule**  
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- Regular Route**  
Bus will pick up or drop off customers at any bus stop along this route.
- Light Rail**  
Trains will pick up or drop off customers at any station along this route.
- Northstar Line**  
Transfers from Northstar to light rail are free. Transfers from light rail to Northstar require an additional fare.
- 324 11 Connecting Routes to transfer to/from**  
See those route schedules for details.
- Go-To Card Retail Location**  
Buy a Go-To Card or add value to an existing card at these locations.

Schedule subject to change. Traffic and weather conditions may delay buses.

Please have exact fare ready. Bus fareboxes and drivers do not make change.

This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

**Service operates Monday through Friday except on the following holidays:**  
New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at [metrotransit.org](http://metrotransit.org) or in Connect on buses and trains prior to these holidays.

**Retail Locations**

Buy a Go-To Card or add value to an existing card at these locations.

**Downtown Minneapolis**

- Commuter Connection, 220 6th St S (US Bank Plaza)
- Metro Transit Store, 719 Marquette Ave
- Towers Convenience, 150 5th St S (skyway)
- Unbank, 727 Hennepin Ave

**Minneapolis - South**

- The Wedge, 2105 Lyndale Ave S
- New Money Express, 108 Lake St E

## Widmeier, Janelle A.

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**From:** Craig Murtha <craig.murtha@gmail.com>  
**Sent:** Thursday, July 31, 2014 11:20 AM  
**To:** Widmeier, Janelle A.  
**Subject:** re: 2910-2936 Pillsbury

Please do not let this expansion occur. I purchased a unit at 2930 Blaisdell in 2006. Since that time, traffic has gotten increasingly worse.

First, there were cars lined up around the block to drop people off in the mall parking lot. So parking was regulated by a gate into the lot. This did not alleviate the problem, it merely moved it into the street.

Then, meters were installed along Pillsbury. I assume this was meant to reduce traffic? In the afternoons, all the meters are full. Cars are constantly double parked on both sides of the street. Parked in illegal parking spots. Blocking our parking lot and garage entrances.

Additionally, mall patrons use our parking lot as a veritable public lot. On a daily basis, I see people park their car in our private lot, get out, and walk directly across the street. They do not have stickers for our lot. they are not visiting residents in our building.

Expanding the amount of office space will only exacerbate the traffic problem on Pillsbury. 103 additional parking spots will only mean 103 additional cars clogging our street with traffic.

I rarely see officers patrolling the area, regulating traffic. In the rare occasion there is an officer, they merely ask cars to move. I never see tickets being written for illegal parking, double parking, u-turns, jay-walking, etc.

A serious effort should be made to regulate the existing traffic problems before adding more cars to the mix. I would like to see an officer on Pillsbury every afternoon. Not to direct traffic, but to **WRITE TICKETS**.

I drive quite a bit for work during the day, and I know of nowhere else in the city that suffers from the kind of daily traffic that I see in front of my own home. Frequently, the last block to my garage is the most agonizing part of my day. Friends and relatives who come to visit are appalled, and frequently cite the traffic problem as a reason not to visit me at home.

**Do not allow any expansion at 2910-2936 Pillsbury.** This property has not made serious efforts to alleviate the existing traffic problems. I do not see how an expansion makes any sense for the surrounding community at all.

Also, reconnect Nicollet Avenue at Lake Street!

Craig Murtha  
[craig.murtha@gmail.com](mailto:craig.murtha@gmail.com)  
815-370-6432