

LAND USE APPLICATION SUMMARY

Property Location: 1505 W Lake Street
Project Name: Wells Fargo
Prepared By: Kimberly Holien, Senior City Planner, (612) 673-2402
Applicant: Lori Smith, Wells Fargo
Project Contact: Brian Reno, Stantec
Request: To construct a new 4,500 square foot bank building and modify an existing drive-through facility.

Required Applications:

Alteration of Non-Conforming Use	To alter the existing drive-through facility
Variance	To exceed the maximum off-street parking requirement
Variance	To increase the maximum allowed height and area of wall signs
Variance	To increase the maximum allowed height of a freestanding sign from eight feet to 11.9 feet and to increase the number of freestanding signs from one to two.
Site Plan Review	For a new 4,500 square foot bank building

SITE DATA

Existing Zoning	CI, Neighborhood Commercial District PO, Pedestrian Oriented Overlay District
Lot Area	43,089 square feet / 0.99 acres
Ward(s)	10
Neighborhood(s)	ECCO; adjacent to EIRA
Designated Future Land Use	Mixed Use
Land Use Features	Commercial Corridor (Lake Street)
Small Area Plan(s)	<u>Uptown Small Area Plan (2008)</u>

Date Application Deemed Complete	October 20, 2015	Date Extension Letter Sent	N/A
End of 60-Day Decision Period	December 19, 2015	End of 120-Day Decision Period	N/A

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The site contains an existing building that is separated from W Lake Street with a surface parking lot. The building is occupied by Wells Fargo bank. A large drive-through canopy with seven lanes is located on the south side of the building. Existing site conditions include five curb cuts and three parking areas for a total of 48 parking stalls. The property has a very unique shape. The majority of the site fronts along Humboldt Avenue S with a narrow strip extending to Irving Avenue S, creating frontage on two streets. The property also includes a piece of land on the south side of the alley. This detached portion of the site includes surface parking for employees. The existing lot configuration is the result of a number of land use applications approved in the 1960's and 1970's, as detailed below. The site also includes an access easement through the south parking lot to the single-family home at 3017 Irving Avenue S. The easement situation is the result of an alley vacation.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The surrounding area includes a mix of commercial and residential uses. Neighboring uses fronting along W Lake Street include a restaurant use to the west and the Sons of Norway building across Humboldt Avenue to the east. The area south of the site contains residential uses of varying densities.

PROJECT DESCRIPTION. The applicant is proposing to demolish the existing building and drive-through facility and construct a new bank building at the corner of Lake Street W and Humboldt Avenue S. The proposed building is 4,500 square feet in area and will have a primary entrance in the northeast corner of the site, at the intersection of W Lake Street and Humboldt Avenue S. A second entrance is proposed on the south side of the building, facing the parking lot. Directly south of the parking lot is the new drive-through facility. The proposed drive-through facility will provide ATM service only and includes two service lanes and a passing lane. A total of 36 parking stalls will be provided on site in three separate parking areas. The applicant will maintain the parking area on the south side of the alley and parallel parking stalls in the portion of the site that extends to Irving Avenue S. The primary customer parking area is proposed directly south of the building.

The existing bank and drive-through facility was built in 1973. At that time, the site was zoned B3S-1 and a drive-through was a permitted use. The site is now zoned C1, Neighborhood Commercial with the PO, Pedestrian Oriented Overlay district. These zoning districts do not allow drive-through facilities and the existing use is legally non-conforming. The applicant is proposing to demolish the existing seven-lane drive through and construct a new drive-through facility with two automatic teller machine (ATM) lanes. This requires an alteration of non-conforming use application.

The maximum parking requirement for a bank or financial institution is one space per 200 square feet of gross floor area. The maximum is then reduced by 25 percent due to the site's inclusion in the PO, Pedestrian Oriented Overlay district. The proposed building is 4,500 square feet in area, resulting in a maximum parking allowance of 17 spaces. The applicant is proposing 36 spaces, more than double their allowed maximum. A variance has been requested accordingly. The parking is divided into three separate parking areas. The parking area directly south of the building is the primary customer parking area and will contain 15 spaces. There are five parallel parking stalls identified adjacent to the westernmost drive lane, extending into the site from Irving Avenue S. The third parking area is located on the south side of the site. This parking area is identified as employee parking and contains 16 parking stalls.

The applicant is showing wall signs on the north and east elevations that exceed the maximum allowance for height and area in the C1 district. A wall sign on the south elevation exceeds the maximum height

allowed in the CI district. Additionally, signs are proposed on the ATM's that are deemed to be freestanding signs and exceed the allowed height and number allowed for freestanding signs. Variances to signage have been requested.

RELATED APPROVALS.

Planning Case #	Application	Description	Action
P-65	Rezoning	Rezoning of 3012 Humboldt Avenue S from R4 to B3S-1 for a bank	Approved by the City Council on May 16, 1966
C-144	Conditional Use Permit	Conditional use permit for a parking lot at 3018 Humboldt Avenue S	Approved by the City Planning Commission on August 17, 1970
P-188	Rezoning	Rezoning of 3015 Irving Avenue S and 3018 Humboldt Avenue S from R5 to B3S-1	Approved by the City Council on March 30, 1973
C-280	Conditional Use Permit	Conditional Use Permit for a commercial parking lot abutting a commercial use	Approved by the City Council on March 30, 1973
V-1974	Variance	Variance of front yard setback requirement along Humboldt to expand parking area	Approved by the Board of Adjustment on September 28, 1983

PUBLIC COMMENTS. No correspondence had been received at the time this report was drafted. Any correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

EXPANSION OR ALTERATION OF A NONCONFORMING USE

The Department of Community Planning and Economic Development has analyzed the application to alter a non-conforming drive-through facility based on the following findings:

- 1. *A rezoning of the property would be inappropriate.*

In order for the drive-through facility to be permitted the site would need C2, C3S or C4 zoning and the Pedestrian Oriented Overlay district would need to be removed. The commercial districts that allow drive-through uses are all more intense commercial districts that allow a broader range of uses, including auto-oriented uses. Additionally, the Pedestrian Oriented Overlay district is in place to preserve and encourage the pedestrian character of commercial areas and to promote street life

and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses. When the Uptown Small Area Plan was adopted in 2008, one of its primary goals was to improve streets for pedestrians, bicycles, and transit. The Pedestrian Oriented Overlay district was already in place when the plan was adopted and numerous policies and recommendations throughout the plan support maintaining the overlay district here. As such, a rezoning of the site to remove the Pedestrian Oriented Overlay district would not be appropriate.

- 2. The enlargement, expansion, relocation, structural alteration or intensification will be compatible with adjacent property and the neighborhood.*

The site currently contains a drive-through facility with seven lanes under a large canopy. The applicant is proposing to demolish the existing facility and replace it with two drive-through ATM lanes and a bypass lane. The proposed alteration of this non-conforming use will greatly reduce its impact on adjacent properties by reducing the size of the drive-through and therefore reducing the number of transactions that occur outside of the building and the amount of vehicle traffic through this portion of the site. The proposed drive-through with two ATM lanes will be more compatible with the adjacent properties than the existing seven-lane facility.

- 3. The enlargement, expansion, relocation, structural alteration or intensification will not result in significant increases of adverse, off-site impacts such as traffic, noise, dust, odors, and parking congestion.*

The alteration of this non-conforming drive-through facility will not result in adverse off-site impacts. The applicant is proposing to reduce the number of drive-through lanes from seven to two and make the two proposed lanes ATM lanes only. The change will reduce the amount of noise produced by the use, as all teller transactions will now be conducted within the building. The amount of traffic through this portion of the site is expected to decrease with the reduced number of lanes. The site will still have a significant number of parking stalls, nearly double their allowed maximum, and therefore parking congestion is not a concern. Staff will be recommending that the number of parking stalls on site be further reduced, as evaluated below in this report.

- 4. The enlargement, expansion, relocation, structural alteration or intensification, because of improvements to the property, will improve the appearance or stability of the neighborhood.*

The proposed alteration to the drive-through facility is part of a larger project that includes the demolition of the existing bank building and construction of a new building at the corner of W Lake Street and Humboldt Avenue S. The proposed project will improve the property over existing conditions by removing parking between the building and the street, placing the building at the corner and reducing the number of drive-through lanes from seven to two. The new building will have an entrance at the corner and significantly more glass than the existing building. These modifications are expected to improve the appearance and stability of the neighborhood.

- 5. In districts in which residential uses are allowed, the enlargement, expansion, relocation, structural alteration or intensification will not result in the creation or presence of more dwelling units on the subject property than is allowed by the regulations of the district in which the property is located.*

The site does not contain any residential uses and none are proposed at this time.

- 6. The enlargement, expansion, relocation, structural alteration or intensification will not be located in the Floodway District.*

The property is not located in a Floodway District.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance of the maximum parking requirement based on the following findings:

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

The maximum parking requirement for a bank or financial institution is one space per 200 square feet of gross floor area. The maximum is then reduced by 25 percent due to the site's inclusion in the PO, Pedestrian Oriented Overlay district. The proposed building is 4,500 square feet in area, resulting in a maximum parking allowance of 17 spaces. The applicant is proposing 36 spaces, more than double their allowed maximum. A variance has been requested accordingly.

Staff finds that there are no practical difficulties that exist in complying with the parking maximum and there are no unique circumstances to justify the variance request. The applicant asserts that the variance is needed due to the number of employees and customers who drive to the site. A Travel Demand Management Plan (TDMP) was required as part of the project and, in that report, it states that 100 percent of the 27 employees who will be working on site currently drive to work, with a maximum of 22 employees on site at once. The applicant has identified a mode share goal of 90 percent of employees driving, five percent of employees using public transit, five percent of employees biking and none walking to the site. The mode share goal for customers includes 70 percent of customers driving to the site, 15 percent using public transit, nine percent walking and six percent biking to the site. The proposed mode share goals are extremely low given the pedestrian-oriented character of the area, available transit service and bicycle infrastructure.

As noted above, the site is in the Pedestrian Oriented Overlay district which is in place to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity. This is a very walkable and densely populated area. The site is approximately two blocks south of the Midtown Greenway and three blocks east of the Grand Rounds bike trail. Additionally, the planned long-term bicycle network for the City shows Lake Street having shared lanes, per the *Minneapolis Bicycle Master Plan*. With the site's proximity to existing bike infrastructure it is very likely that more than five percent of employees and six percent of customers will bike to the site.

The site is also well served by transit. Lake Street and Lagoon Avenue, as a one-way pair, are served by transit with midday service headways of 15 minutes or less in both directions. There is a bus stop at the intersection of Lake Street and Irving Avenue S, one-half block west of the site. The Uptown Transit Center is located just three blocks from the site. The transit center is served by five transit lines that provide connections to all areas of the City and greater metro area. Given the access to transit, it is very likely that more than five percent employees and more than 15 percent of customers will use public transit to get to the site.

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

A variance to allow the site to exceed the maximum parking requirement would not be reasonable nor in keeping with the spirit and intent of the ordinance and comprehensive plan. The Pedestrian Oriented Overlay district is in place to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design of accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses. When *The Uptown Small Area Plan* was adopted in 2008, one of its primary goals was to improve streets for pedestrians, bicycles, and transit. Under the Access portion of the plan, it states

“Uptown is a community that wants walking and biking to be the preferred mode of travel for local needs. Uptown residents view biking and walking as a major factor in the livability and quality of life. It is viewed by most as more than simply a recreational activity. It is viewed as a viable means of traveling for all purposes, including commuting, shopping, etc.”

“One of the reasons Uptown residents support bicycling is that the neighborhoods are remarkably well-connected to the regional recreational system.”

“The Plan’s strategy towards bicycling is to design the physical environment such that it is a fully supported, attractive, and encouraged means of travel for everyday needs.”

Additionally, the Access section of the plan includes the following recommendations:

- Ensure that new development (residential and commercial) provides an adequate number of bicycle parking stalls.
- Support transit by promoting land uses and development densities that create and support strong transit markets, such as high density housing, employment, and retail.
- Encourage employers to increase transit use by participating in existing programs that allow them to treat the costs of employee bus passes as a business expense.

The Minneapolis Plan for Sustainable Growth contains the following policies that are relevant to the request:

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

- 1.1.5 Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development.

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

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

Transportation Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city’s business community.

- 2.8.1 Implement off-street parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.
- 2.8.2 Design and implement incentives for shared parking and on-site car sharing programs, as well as carpooling and vanpooling.
- 2.8.4 Consider eliminating minimum parking requirements for certain small-scale uses as well as parking requirements in areas served by off-street parking facilities that are available to the general public.
- 2.8.7 Promote transit, walking, and biking as safe and comfortable transportation alternatives through reduced parking requirements, encouragement of employee transit incentive programs, and improved facilities.

- 2.8.8 Encourage employers to offer economic incentives that support transit use, such as providing employee transportation allowances as alternatives to free parking.

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.
- 10.10.3 Enhance pedestrian and transit-oriented commercial districts with street furniture, street plantings, plazas, water features, public art and improved transit and pedestrian and bicycle amenities.

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

- 10.11.3 Continue to curb the inefficient use of land by regulating minimum height, setbacks, build-to lines and parking through master planning methods and zoning code regulations.
- 10.11.4 Maximize the year round potential for public transit, biking, and walking in new developments.

Urban Design Policy 10.18: Reduce the visual impact of automobile parking facilities.

- 10.18.8 Encourage appropriate land uses to share parking lots to reduce the size and visual impact of parking facilities.

The request to provide more than twice as many surface parking spaces as would be allowed under the zoning code is not consistent with the above policies of *The Uptown Small Area Plan* or *The Minneapolis Plan for Sustainable Growth*. The proposed number of parking stalls is not a reasonable use of the property. The applicant has not demonstrated an effort to encourage walking, biking or the use of public transportation. In lieu of providing an excessive number of surface parking stalls, staff recommends that the applicant participate in Metro Transit's Metropass program and provide additional bicycle parking on site to encourage alternate modes of transportation. Bicycle parking near the entrance at the corner of W Lake Street and Humboldt Avenue S would be more visible than the bike parking proposed on the south side of the building.

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

The proposal to allow an increase in the maximum number of parking stalls allowed from 17 spaces to 36 spaces would have adverse impacts on the essential character of the locality and be injurious to the use and enjoyment of other property in the vicinity. It would also be detrimental to the health, safety, and welfare of the general public and of those utilizing the property/nearby properties. The proposal is a missed opportunity for the property to be developed more efficiently. The applicant is improving site conditions by reducing the number of parking stalls from 49 stalls to 36 stalls. However, placing the building at the corner opens up several other opportunities for site design and development. The site has a very unique shape, potentially allowing for more than one development through a subdivision process or green space in lieu of parking to provide a transition to the residential uses south of the site. With significant redevelopment and investment occurring in the broader neighborhood, allowing a redevelopment that is inconsistent with the adopted vision and policies for the area has the potential for significant adverse effects with long term precedent

setting concerns. The five parallel parking stalls on the west side of the site require vehicle maneuvering in the drive lane and could result in vehicle conflicts. These spaces should be removed. Staff leaves it to the applicant to determine which other spaces to eliminate.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance of the signage requirements based on the following findings:

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

Wall Signs:

The maximum height of wall signs in the C1 district is 14 feet and the maximum area of an individual wall sign is 45 square feet. The applicant is proposing two wall signs that each exceed the maximum height and maximum area and one wall sign that exceeds the maximum height only. The sign on the north elevation, facing West Lake Street, is 19'2" in height and 52.5 square feet in area. The sign on the east elevation, facing Humboldt Avenue S, is identical in size and height. The sign on the south elevation, facing the parking lot, is 35 square feet in area and 16'1" in height.

Staff finds that there are no practical difficulties or unique circumstances that prevent the use from complying with the signage requirements. The circumstances of the area and height sign variances are not unique to the parcel and have been created by the applicant. This is a brand new building without any unique identification needs. The area of the proposed signs only slightly exceeds the maximum requirement and could easily be reduced to meet the maximum allowance of 45 square feet. Similarly, the signs can be reduced in height or relocated so as to not exceed 14 feet in height.

Freestanding Signs:

The applicant is proposing signs on the drive-up ATM's that are classified as freestanding signs. Zoning lots in the C1 district are limited to one freestanding sign and said sign cannot exceed eight feet in height or 54 square feet in area. The applicant is proposing two ATM's, each with two sign panels for a total of four signs. Each ATM has a sign panel at the top and one in the center. The signs at the top of the ATM's are each 11.25 square feet in area and 11.9 feet in height. The signs in the center of each ATM are each four square feet in area and eight feet in height. The proposed signs exceed the maximum number and height, but are within the allowance for maximum area.

Staff finds that there are no practical difficulties or unique circumstances that merit a variance to maximum height of the freestanding signs. The signs at the top of each ATM exceed the maximum height allowed, but signage in the center of each ATM meets the maximum height requirements. The signs above each ATM are unnecessary and duplicative. If these signs are removed, the only variance required is for the number of freestanding signs. Staff finds that there are practical difficulties that exist in limiting the number of freestanding signs. The signs are constructed as part of the ATM to identify the bank and there are two ATM lanes. A variance to allow two freestanding signs is therefore supportable.

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

Wall Signs:

The request to increase the height and area of the proposed wall signs is not reasonable and not in keeping with the spirit and intent of the ordinance and comprehensive plan. The zoning code regulations governing on-premise signs were established to allow effective signage appropriate to the planned character of each zoning district, to promote an attractive environment by minimizing visual clutter and confusion, to minimize adverse effects on nearby property and to protect the public health safety and welfare. Staff finds that the proposed signs are inconsistent with the pedestrian scale of the area and the overall intent of the Pedestrian-Oriented Overlay district. The applicant has sufficient opportunities for signage on the site and on the building and complying with the size and height requirements would allow for effective signage for the use.

Freestanding Signs:

As noted above, the intent of the sign regulations to allow effective signage while promoting an attractive environment and minimizing visual clutter and confusion. Allowing the signs at the top of each ATM would result in four total sign panels. This would equate to sign clutter and is not necessary in order for the signage to be effective. Staff is recommending that the sign panel at the top of each ATM be removed. The result would be one, four square foot sign in the center of each ATM. The two signs would be in compliance with the maximum height and area limitations. Allowing these two signs would be reasonable.

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

Both Variances:

The proposed signage may alter the essential character and be injurious to the use or enjoyment of property in the vicinity. Staff finds that the proposed height and area of the wall signs would be inconsistent with the pedestrian scale, as would the signs at the top of each ATM. However, staff finds that the two sign panels in the center of each ATM are scaled appropriately and comply with the height and area restrictions. As such, a variance to allow two freestanding signs, one on each ATM, may be appropriate to allow for effective identification. Granting the sign variances would not likely be detrimental to health, safety or welfare of the general public.

Additional Standards for Sign Adjustments

In addition, the Planning Commission shall consider, but not be limited to, the following factors when considering an adjustment to the number, type, height, area, or location of allowed signs on property located in an OR2 or OR3 District or a commercial, downtown, or industrial district:

4. *The sign adjustment will not significantly increase or lead to sign clutter in the area or result in a sign that is inconsistent with the purpose of the zoning district in which the property is located.*

The sign adjustment to allow for wall signs that exceed the height and area requirements would result in sign clutter and result in signage that is not consistent with the pedestrian-oriented character of the area. Similarly, allowing the signs at the top of each ATM would result in four total sign panels. The signs at the top of each ATM exceed the maximum height allowed and are duplicative, leading to clutter.

5. *The sign adjustment will allow a sign that relates in size, shape, materials, color, illumination and character to the function and architectural character of the building or property on which the sign will be located.*

Staff finds that all of the signs would relate in shape, material, color, illumination and character of the building on the property. However, the proposed wall signs and signs at the top of the ATM's will be out of scale at the pedestrian level. The signs will be professionally installed with quality materials.

The proposed wall signs will be individual, internally illuminated channel letters. The ATM signs will be acrylic with vinyl on the surface. The plan notes that these signs are backlit, but the applicant indicated that this is not the case. In any event, staff is recommending that the signs at the top of each ATM be removed.

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 – Meets requirements

- The building is located up to the corner at the intersection of W Lake Street and Humboldt Avenue S. The maximum building setback is eight feet.
- There is a principal entrance at the corner of W Lake Street and Humboldt Avenue that is separated from the public sidewalk with a knee wall to accommodate the grade change.
- The rest of the area between the building and the front lot lines is landscaped with shrubs and perennials.
- The main surface parking lot is located on the south side of the building. A secondary lot for employee parking is located on the far south end of the site.
- The building does not include any blank walls in excess of 25 feet. The building is articulated into smaller sections with material changes and building projections.
- The primary exterior materials are brick and stucco with split-face CMU at the base. The number of primary materials does not exceed three. All proposed materials are durable.
- The materials and appearance of the rear and side walls are similar to the front of the building.
- Plain face concrete block is not proposed as a primary, exterior material.
- The building meets the window requirements on the applicable elevations. A minimum window requirement of 40 percent applies to the north, south and east elevations. The required glazing is met or exceeded on all sides. The windows are vertical in proportion and evenly distributed.
- All windows are required to maintain a visible light transmittance ratio of 0.6 or higher. Two of the windows on the north elevation and the only window on the west elevation are proposed to have a frost film applied to the interior due to the functions within this portion of the building. Staff encourages the applicant to re-work the floor plan to provide a use in the northwest corner that can accommodate clear glazing. This could be accomplished by switching the break room and the teller work room around.
- Ground floor active functions are provided for more than 70% of the linear frontage on the street-facing elevations.
- The proposed roofline is flat, similar to other commercial buildings in the area.

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

	Code Requirement		Proposed	
Nonresidential Uses				
1 st Floor (north elevation)	40% minimum	304 sq. ft.	41.6%	320 sq. ft.
1 st Floor (east elevation)	40% minimum	166 sq. ft.	43.8%	182.5 sq. ft.
1 st Floor (south)	40% minimum	304 sq. ft.	40%	304 sq. ft.

elevation)				
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Access and Circulation – Meets requirements

- The entrance at the corner of W Lake Street and Irving Avenue S is connected to the public sidewalk with a walkway that is a minimum of 7.7 feet in width. The entrance facing the parking lot connects to the parking area with a walkway that is seven feet in width. An exit-only door connects to this seven-foot walkway with a five-foot walkway.
- The site does not include any transit shelters and none exist in the public right-of-way. There is a Metro Transit bus stop at the corner of W Lake Street and Irving Avenue S.
- Vehicle access and circulation is designed to minimize conflicts with pedestrians and adjacent residential uses. Vehicle movements will all occur on-site and the number of drive-through lanes will be reduced from seven to two. The site currently has three curb cuts onto Humboldt Avenue S, one of which is nearly 95 feet wide. The site will still have three curb cuts along this frontage, but the maximum width has been reduced to 22 feet to improve the pedestrian experience along Humboldt Avenue S. A curb cut onto W Lake Street will also be eliminated as part of the project.
- The site has an unusual alley situation that is the result of a previous alley vacation. The alley in the center of the block extends out to Humboldt Avenue S through the employee parking area. An easement extends north from the alley, on the west side of the parking area, to provide access to a single-family home. This easement was put in place at the time the alley was vacated and will be maintained as part of the project. Traffic in the employee parking area will have minimal conflicts with residential traffic using the alley, given the current configuration.
- The site includes an excessive amount of parking which results in a lot of impervious surface. However, the site does exceed the minimum required landscaping percentage by providing large green spaces between the parking areas and on the west side of the building.

Landscaping and Screening – Requires alternative compliance

- The site exceeds the 20 percent landscaping requirements and includes the required number of trees and shrubs. The composition and location of landscaped areas generally complement the scale of the development and surroundings. The base of the building is surrounded by shrubs and perennials. Large landscaped areas separate the parking areas from one another and from the drive-through ATM lanes.
- Landscaped yards a minimum of seven feet in width with screening a minimum of three feet in height and 60 percent opaque are required between the parking areas and the street. This applies along Humboldt Avenue S. The required landscaped yards are provided, but the required screening is lacking in the green space between the north parking lot and the drive-through lanes. Alternative compliance is requested.
- A landscaped yard a minimum of seven feet in width with screening a minimum of 95 percent opaque and six feet in height is required along the south property line, between the parking lot and the residential structure to the south. The landscaped yard in this location is 6.6 feet in width. A vinyl coated chainlink fence is provided along the shared property line. Alternative compliance is requested for the width of the landscaped yard and required plantings. The parallel parking stalls that are located near Irving Avenue S are screened from the adjacent residential structure with a concrete wall approximately six feet in height with landscaping adjacent to the parking stalls.
- One tree is required for each 25 linear feet of parking lot frontage. Along Humboldt Avenue S, eight trees are required. Five trees are provided in this location. Alternative compliance is requested.
- The corners of all parking areas are landscaped.

- All parking spaces are required to be within 50 feet of an on-site deciduous tree. Tree islands must be a minimum of seven feet in any direction. All parking stalls are located within 50 feet of the center of a tree with the exception of the parallel parking stalls near Irving Avenue S. Alternative compliance is requested for these stalls.
- All areas not occupied by building, parking areas or drive lanes are landscaped.
- Installation and maintenance of all landscape materials shall comply with Section 530.210 of the zoning code.

Table 2. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	12,000 sq. ft.	43,089 sq. ft.
Building footprint	--	4,500 sq. ft.
Remaining Lot Area	--	38,589 sq. ft.
Landscaping Required	7,719 sq. ft.	14,193 sq. ft.
Canopy Trees (1: 500 sq. ft.)	15 trees	15 trees
Shrubs (1: 100 sq. ft.)	77 shrubs	87 shrubs

Additional Standards – Meets requirements

- The parking areas include continuous curbing. During the Preliminary Development Review process, Public Works recommended that the applicant consider directing some stormwater to the large greenspaces on site. Roof drainage may be directed to the green space on the west side of the building.
- The proposed single-story building is not expected to block any important city views. Minimize blocking views of important city elements.
- The proposed single-story building will not have any shadowing impacts on public spaces or adjacent properties.
- The single-story building will not generate any significant wind currents at ground level.
- The site plan includes crime prevention through environmental design. The building contains significant glazing on three of the four elevations. Wide walkways are provided to clearly guide pedestrian movements through and around the site.
- The existing building is not designated nor is it in an historic district.

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

The proposed use is *permitted* in the CI District. The drive-through portion is a legal non-conforming use in the CI and PO districts.

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

- The applicant has requested a variance to the maximum parking requirement. Staff is recommending denial, as evaluated above. As such, it is expected that the amount of parking provided on site will be greatly reduced.
- The use is below the minimum size to require a loading space. Loading will occur in the parking lot during off-peak hours.
- The site meets the minimum bike parking requirement. The bike parking is proposed on the south side of the building, near the parking lot. To encourage a higher mode split, staff is recommending that bike parking also be provided near the corner entrance where it will be more visible.

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

	Minimum Vehicle Parking	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
Bank or Financial Institution	4	25 percent in PO	3	17	36
Total	4	--	3	17	36

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

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed	Loading Requirement	Proposed
Bank or Financial Institution	3	Not less than 50%	--	4	Low	--
Total	3	--	--	4	1	--

Building Bulk and Height – Meets requirements

- Commercial uses with drive-through facilities have a minimum lot area requirement of 12,000 square feet and a minimum lot width requirement of 100 feet. The portion of the site that fronts on Irving Avenue S is only 46 feet in width. However, this is an existing non-conformity that is not changing as part of the project.

Table 5. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	12,000 sq. ft.	43,089 sq. ft. / 0.99 acres
Gross Floor Area (GFA)	--	4,500 sq. ft.
Minimum Floor Area Ratio (GFA/Lot Area)	--	0.1
Maximum Floor Area Ratio (GFA/Lot Area)	1.7	0.1
Maximum Building Height	2.5 stories or 35 feet, whichever is less	1 story, 24 ft.
Minimum Lot Width	100 ft.	46 ft. (legally non-conforming along Irving Avenue S)

Lot Requirements – Not applicable

Yard Requirements – Meets requirements

- The building is subject to a maximum setback of eight feet in the PO, Pedestrian Oriented Overlay district. The only other yard requirement is a front yard requirement along Humboldt for the first 25 feet from the residential property to the south.

Table 5. Minimum Yard Requirements

	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front (east)	--	8 feet maximum in PO	8 ft. max	8 ft.
Front (north)	--	8 feet maximum in PO	8 ft. max	8 ft.
Front (south parking lot)	--	Established setback of adjacent residential structure- 19 ft.	19 ft.	19 ft.

Signs – Requires variance(s)

- Signs are subject to Chapter 543 of the Zoning Code. All new signs are required to meet the requirements in Chapter 543. As noted above, the applicant has requested variances to increase the allowed height and area of wall signs and to increase the number and height of freestanding signs. Staff is recommending denial of the variances to wall signage. Staff is recommending approval of the variance to allow two freestanding signs, but denial of the application for a variance to height. A summary of all proposed signs is below.

Table 6. Signage Summary

	Number Allowed/Lot	Proposed Number	Maximum Size Allocation	Maximum Area Per Sign	Proposed Area	Maximum Allowed Height	Proposed Height
Monument	1	1	54 sq. ft.	54 sq. ft.	15.25 sq. ft.	8 ft.	11.9 ft.
	1	1	54 sq. ft.	54 sq. ft.	15.25 sq. ft.	8 ft.	11.9 ft.
Total	1	2	54 sq. ft.	54 sq. ft.	30.5 sq. ft.	8 ft.	11.9 ft.
Attached (north)	--	1	96 sq. ft.	45 sq. ft.	52.5 sq. ft.	14 ft.	19.16 ft.
Attached (east)	--	1	45 sq. ft.	45 sq. ft.	52.5 sq. ft.	14 ft.	19.16 ft.
Attached (south)	--	1	96 sq. ft.	45 sq. ft.	35 sq. ft.	14 ft.	16.08 ft.
Total	--	3	237 sq. ft.	45 sq. ft.	140 sq. ft.	14 ft.	19.16 ft.

Screening of Mechanical Equipment – Meets requirements

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

535.70. Screening of mechanical equipment.

(a) In general. All mechanical equipment installed on or adjacent to structures shall be arranged so as to minimize visual impact using one (1) of the following methods. All screening shall be kept in good repair and in a proper state of maintenance.

(1) Screened by another structure. Mechanical equipment installed on or adjacent to a structure may be screened by a fence, wall or similar structure. Such screening structure shall comply with the following standards:

- a. The required screening shall be permanently attached to the structure or the ground and shall conform to all applicable building code requirements.

- b. The required screening shall be constructed with materials that are architecturally compatible with the structure.
- c. Off-premise advertising signs and billboards shall not be considered required screening.
- (2) Screened by vegetation. Mechanical equipment installed adjacent to the structure served may be screened by hedges, bushes or similar vegetation.
- (3) Screened by the structure it serves. Mechanical equipment on or adjacent to a structure may be screened by a parapet or wall of sufficient height, built as an integral part of the structure.
- (4) Designed as an integral part of the structure. If screening is impractical, mechanical equipment may be designed so that it is balanced and integrated with respect to the design of the building.

(b) Exceptions. The following mechanical equipment shall be exempt from the screening requirements of this section:

- (1) Minor equipment not exceeding one (1) foot in height.
 - (2) Mechanical equipment accessory to a single or two-family dwelling.
 - (3) Mechanical equipment located in an I2 or I3 District not less than three hundred (300) feet from a residence or office residence district.
- The elevations to not show any rooftop mechanical equipment. Any mechanical equipment provided shall be required to comply with the standards above.

Refuse Screening – Meets requirements

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

535.80. Screening of refuse and recycling storage containers.

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

- The refuse storage container is currently located in the southwest corner of the site, in the employee parking area. The new trash enclosure will be in the same location and will have a concrete stucco screen wall with a metal gate.

Lighting – Meets requirements

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

535.590. Lighting.

(a) In general. No use or structure shall be operated or occupied as to create light or glare in such an amount or to such a degree or intensity as to constitute a hazardous condition, or as to unreasonably interfere with the use and enjoyment of property by any person of normal sensitivities, or otherwise as to create a public nuisance.

(b) Specific standards. All uses shall comply with the following standards except as otherwise provided in this section:

- (1) Lighting fixtures shall be effectively arranged so as not to directly or indirectly cause illumination or glare in excess of one-half (1/2) footcandle measured at the closest property line of any permitted or conditional residential use, and five (5) footcandles measured at the

- street curb line or nonresidential property line nearest the light source.
- (2) Lighting fixtures shall not exceed two thousand (2,000) lumens (equivalent to a one hundred fifty (150) watt incandescent bulb) unless of a cutoff type that shields the light source from an observer at the closest property line of any permitted or conditional residential use.
 - (3) Lighting shall not create a sensation of brightness that is substantially greater than ambient lighting conditions as to cause annoyance, discomfort or decreased visual performance or visibility to a person of normal sensitivities when viewed from any permitted or conditional residential use.
 - (4) Lighting shall not create a hazard for vehicular or pedestrian traffic.
 - (5) Lighting of building facades or roofs shall be located, aimed and shielded so that light is directed only onto the facade or roof.
- A photometric plan was not submitted as part of the application. All lighting shall be required to comply with the standards above.

Fences – Meets requirements

- Fences must comply with the requirements in Chapter 535. There is an existing, vinyl coated chainlink fence along the south property line that will remain. Small sections of four-foot ornamental fencing are proposed along Humboldt Avenue S.

Specific Development Standards – Not applicable

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

The Minneapolis Plan for Sustainable Growth identifies the site as mixed-use on the future land use map. Lake Street is a commercial corridor in this location. With the exception of the amount of parking provided, the proposed development is consistent with the following principles and policies outlined in the comprehensive plan:

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

- 1.1.5 Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development.

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

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

Land Use Policy 1.4: Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.

- 1.4.1 Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served.
- 1.4.2 Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access

to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level.

- I.4.3 Continue to implement land use controls applicable to all uses and structures located in commercial districts and corridors, including but not limited to maximum occupancy standards, hours open to the public, truck parking, provisions for increasing the maximum height of structures, lot dimension requirements, density bonuses, yard requirements, and enclosed building requirements.
- I.4.4 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”.

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.
- 10.10.3 Enhance pedestrian and transit-oriented commercial districts with street furniture, street plantings, plazas, water features, public art and improved transit and pedestrian and bicycle amenities.

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

- 10.11.3 Continue to curb the inefficient use of land by regulating minimum height, setbacks, build-to lines and parking through master planning methods and zoning code regulations.
- 10.11.4 Maximize the year round potential for public transit, biking, and walking in new developments.

Urban Design Policy 10.18: Reduce the visual impact of automobile parking facilities.

- 10.18.8 Encourage appropriate land uses to share parking lots to reduce the size and visual impact of parking facilities.

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

The site is within the study area of the *Uptown Small Area Plan*. The site is in the West Lake Street Live/Work district in the plan and is designated for mixed use on the future land use map. The Plan calls for a widened sidewalk along the south side of Lake Street, potentially up to 15 feet. The sidewalk is not being widened as part of this project but the building placement would allow for that to occur should the remainder of the block experience redevelopment in the future. The plan calls for new development to resemble the current scale of buildings in the area and be eclectic and diverse in design. The plan also discourages single-story commercial buildings. The proposed single-story building is less intense than the ideal development for this site, but respectful of the residential uses to the south. Specific plan policies that are applicable to this site and this project are as follows:

- Discourage one-story commercial buildings.

- Encourage mixed-use blocks along Lake Street with the goal of improving walkability and connectivity between Uptown and Lyn/Lake.
- Create a Live/Work district on West Lake Street.
- Encourage all buildings on Lake Street and Lagoon Avenue, east of Hennepin Avenue, to contain storefronts.
- Encourage buildings south of Lake Street to step down to meet the neighborhood scale. Encourage buildings on Lagoon Avenue.

Staff has cited a number of pedestrian-oriented policies in the parking variance section above and is recommending denial of said variance in order to be in keeping with the policies of the small area plan. The following policies apply to the proposal:

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:

- **Landscaped yards.** A landscaped yard a minimum of seven feet in width with screening a minimum of 95 percent opaque is required along the south property line, between the parking lot and the residential structure to the south. The landscaped yard in this location is 6.6 feet in width. A vinyl coated chainlink fence is provided along the shared property line. Alternative compliance is requested for the width of the landscaped yard and required screening. Staff recommends granting alternative compliance. The width of the landscaped yard is an existing condition that is just shy of the minimum requirement. The existing fence does a fairly good job screening the parking stalls from the adjacent residential structure and the placement of the fence limits the amount of landscaping that can be provided in this location. As a condition of approval, staff recommends that native grasses be planted between the parking stalls and the fence. The provision of this type of planting will not quite reach the required opacity, but there is adequate space for native grasses and they will help to screen headlights.

Landscaped yards a minimum of seven feet in width with screening a minimum of three feet in height and 60 percent opaque are required between the parking areas and Humboldt Avenue S. The required landscaped yards are provided, but the required screening is lacking in the green space between the north parking lot and the drive-through lanes. Staff does not recommend granting alternative compliance. As a condition of approval, staff recommends that the required landscaping be provided for the remainder of the green space that is parallel to Humboldt Avenue S.

- **Trees along parking lot frontage.** One tree is required for each 25 linear feet of parking lot frontage. Along Humboldt Avenue S, eight trees are required. Five trees are provided in this location. Staff does not recommend granting alternative compliance for this requirement. The landscaped yards along Humboldt Avenue S are large enough to accommodate the required number of trees and the trees will help to mitigate the impact of the drive-through facility in this pedestrian-oriented area.
- **Distance to trees.** All parking stalls are required to be within 50 feet of the center of an on-site deciduous tree. Three of the parallel parking stalls on the west side of the site are further than 50 feet from a tree. Staff does not recommend granting alternative compliance. With the denial of

the parking variance, staff is recommending that these parking stalls be eliminated, making the tree requirement moot.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Wells Fargo for the properties located at 1505 W Lake Street:

A. Alteration of Non-Conforming Use for a drive-through facility with two lanes in the CI, Neighborhood Commercial district and PO, Pedestrian Oriented Overlay district.

Recommended motion: **Approve** the application for an alteration of non-conforming use.

B. Variance to increase the maximum parking requirement from 17 spaces to 36 spaces.

Recommended motion: **Deny** the application for a variance

C. Variance to increase the maximum allowed height and area of wall signs.

Recommended motion: **Deny** the application for a variance.

D. Variance to increase the maximum allowed height, area and number of freestanding signs

Recommended motion: **Approve** the application for a variance, subject to the following conditions:

1. The sign panels above the automatic teller machines shall be removed.
2. The signs shall not be backlit.

E. Site Plan Review for a new 4,500 square foot bank building.

Recommended motion: **Approve** the application for site plan review, subject to the following conditions:

1. All site improvements shall be completed by November 16, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
2. CPED Staff shall review and approve the final site, elevation, landscaping and lighting plans before building permits may be issued.
3. A maximum of 17 parking stalls shall be provided on site. With the exception of the lot fronting along Irving Avenue S, all areas where parking stalls are removed shall be landscaped.
4. A minimum of three bicycle parking stalls shall be provided near the entrance at the corner of W Lake Street and Humboldt Avenue S.
5. All required ground floor windows shall maintain a visible light transmittance ratio of 0.6 or higher, in compliance with Section 530.120 of the zoning code.
6. The landscaped yard between the drive-through and Humboldt Avenue S shall contain plantings that are a minimum of three feet in height and 60 percent opaque for the length of the yard, in compliance with Section 530.170 of the zoning code.
7. Native grasses shall be provided between the southernmost row of parking stalls and the fence, as alternative compliance for the requirements of Section 530.170 of the zoning code.

8. All rooftop mechanical equipment shall be screened in compliance with Section 535.270 of the zoning code.

ATTACHMENTS

1. Written description and findings submitted by applicant
2. PDR Report
3. Zoning map
4. Site plan
5. Floor Plan
6. Building elevations
7. Renderings
8. Sign Plans
9. Photos



**Re: Statement of Proposed Use and Description of Project
Alteration of Non-Conforming Use
Variance Request (revised since 10.5): Increase Parking Spaces
Variance Request (revised since 10.5): Increase Sign Height and Area**

STATEMENT OF PROPOSED USE AND DESCRIPTION OF PROJECT

Wells Fargo proposes to tear down its existing 3,300 square foot bank branch and 7,036 drive-up canopy at 1505 W. Lake St. in order to construct a new bank branch with smaller drive-up ATM lanes behind the building. Wells Fargo will consolidate 22 full-time employees from the current site and the adjacent Sons of Norway property into the new building. As proposed, the site would include a 4,500 square foot branch building, two drive-up ATM lanes, and 36 parking spaces. Wells Fargo also proposes to provide bike parking at the building entrance and has located the proposed building primary entry and interior walk up ATMs at the corner of Lake and South Humboldt to enhance pedestrian access. The existing site is zoned C1 with Neighborhood Commercial Overlay District, Pedestrian Oriented (PO).

ALTERATION OF NON-CONFORMING USE:

Proposed alteration to reduce existing drive-up lanes from seven to two

Wells Fargo is proposing two drive-up ATMS on this site under canopies that are each 64 square feet. The site currently includes seven drive-up lanes under a large 7,036 canopy. The canopy and five of the drive-up lanes would be removed during reconstruction. As a result in the reduction of drive-up lanes, Wells Fargo will also reduce the total amount of curb cuts on this site from six to four and reduce the size of the two remaining curb cuts.

Wells Fargo requests that an alteration of the existing non-conforming use by allowed for the following reasons:

1. A rezoning of the property would be inappropriate.

Financial institutions are permitted uses under the current zoning code. Drive-up lanes were a permitted use under the C1 zoning ordinance in effect at the time of Wells Fargo's original construction at the site in 1973. The use became non-conforming due to the implementation of the newer C1 Zoning and Neighborhood Commercial Overlay District, Pedestrian Oriented (PO). Wells Fargo proposes to decrease the intensity of the non-conforming use but needs to keep two of the original seven drive-up lanes in operation to meet the needs of existing customers.

2. The enlargement, expansion, relocation, structural alteration or intensification will be compatible with adjacent property and the neighborhood.

The proposed alteration will reduce intensity of existing drive-up lanes by eliminating five of the site's seven original drive-up lanes. In addition, the large, 7,036 square foot canopy that



covered the seven drive-up lanes will be removed. Wells Fargo is incorporating new landscaping screening into the design of the two new drive-up lanes.

Space resulting from the reduction in drive-up lanes will be converted to a mix of landscape area and parking that has been relocated from the Lake Street frontage to the interior of the lot in accordance with the requirements of the PO Zoning District overlay. The proposed plan would also decrease the number of curb cuts from six to four and decrease the width of two of the remaining four curb cuts. A reduction in curb cuts and in drive-up lanes will reduce the visual impact of vehicles in the PO Zoning District and reduce potential points of conflicts between pedestrians and vehicles at driveways. Wells Fargo proposes to maintain existing alley in response to feedback from neighboring commercial and residential properties that also rely on these access points.

3. The enlargement, expansion, relocation, structural alteration or intensification will not result in significant increases of adverse off-site impacts such as traffic, noise, dust, odors and parking congestion.

The proposed alteration will reduce off-site traffic impacts by eliminating the existing right turn exit from the site to Lake Street, reducing existing drive-up lanes from seven to two, and providing new landscaping screening. The resulting space will be converted to a mix of landscape area and parking that has been relocated from the Lake Street frontage to the interior of the site. The proposed drive-up alteration would also decrease the number of curb cuts from six to four and decrease the width of two of the remaining four curb cuts. Wells Fargo proposes to maintain existing alley access in response to feedback from neighboring commercial and residential properties that also rely on these access points.

4. The enlargement, expansion, relocation, structural alteration or intensification, because of improvements to the property, will improve the appearance or stability of the neighborhood.

The proposed alteration will improve appearance of the neighborhood by demolishing the existing concrete building and replacing it with a warm masonry building that is located at the corner of the site to support the pedestrian environment and compliment adjacent buildings. The new site design will also add landscaping along Lake and Humboldt streets and the interior of the lot, including parking/drive up area landscape screening.

The retention of drive-up uses on the site enables the bank to continue its operations in this neighborhood. The proposed use eliminates the need for customers to commute to other branches, provides stability to the neighborhood by maintaining existing customer relationships and provides drive up transaction safety and convenience for all customers but particularly for families with children, elderly and disabled customers who need to transact in the drive-up and experience difficulty entering and exiting vehicles.

5. In districts in which residential uses are allowed, the enlargement, expansion, relocation, structural alteration or intensification will not result in the creation or presence of more



dwelling units or rooming units on the subject property than is allowed by the regulations of the district in which the property is located.

The proposed use has no residential dwelling unit component.

6. The enlargement, expansion, relocation, structural alteration or intensification will not be located in the Floodway District.

This site is not located in a floodway district.

VARIANCE REQUEST:

Increase the maximum parking requirement from 17 spaces to 36 spaces

The proposed building and site plan for 1505 W. Lake Street is intended to accommodate consolidation of Wells Fargo services currently in operation at 1505 W. Lake Street and next door in the Sons of Norway building. Wells Fargo's lease in the Sons of Norway building is expiring. To continue providing financial services in this neighborhood, Wells Fargo proposed to consolidate these services on the 1505 W. Lake St. site.

Currently, the 1505 W. Lake St. site houses a 3,300 square foot bank, 7 drive-up lanes and 49 parking spaces. The Sons of Norway building includes a 5,000 square foot lobby and has 26 parking spaces available to Wells Fargo. The two sites employ 22 people. The existing 75 parking spaces on the two sites are actively used today for employee and customer parking.

Wells Fargo requests a variance to allow 36 spaces at the 1505 W. Lake St. site. This is a reduction of 13 spaces from those previously on the site, and is 39 spaces less than are currently available to Wells Fargo at 1505 W. Lake St. and the Sons of Norway building.

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

Fifth Northwestern Bank purchased the 1505 W. Lake Street site in 1973 and constructed the building and drive-up canopy that are in use today. Wells Fargo acquired the property with its acquisition of Fifth Northwestern in 2000. Many of the bank's current customers are previous customers of Fifth Northwestern, and Wells Fargo has maintained its commitment to providing financial services in the Calhoun-Isles neighborhood since taking over the site.

As part of its reinvestment in the Calhoun-Isles neighborhood, Wells Fargo is reconstructing its building on 1505 W. Lake St., eliminating a large, auto-oriented canopy, and reducing total drive-up lanes into the site. Wells Fargo is reconstructing the bank building in conformance with Pedestrian-Overlay Zoning District and designing a site that demonstrably supports the zoning code's purpose and intent. Wells Fargo has been actively meeting with the East Calhoun Neighborhood Organization and has gone above and beyond in responding to neighborhood requests for this site. Features included in the site plan include:



- The new building will be moved up to the street front with a prominent entrance and ATM at Lake St. and Humboldt, maximizing convenience to pedestrians.
- A parking lot will no longer separate the building from the sidewalk. Wells Fargo is eliminating two driveway curb cuts and reducing the size of remaining curb cuts. Furthermore, Wells Fargo proposes to install internal stop signs at these driveways and use scoring techniques on sidewalk concrete to create a visually continuous sidewalk across driveways. This will provide a visual cue to drivers exiting the site that they are entering a pedestrian space and reduce the potential for pedestrian-vehicle conflicts in locations where driveways cross sidewalks.
- Wells Fargo is dramatically increasing the landscaped area of the site, proposing 14,193 SF of landscaped area where 6,449 currently exist. Much of this landscaped area is located along Humboldt Ave. to screen and enclose on-site parking spaces.
- Wells Fargo is vacating the alley easement at the western edge of this site that currently allows right-turn access from the site to Lake Street. This was strongly advocated for by the neighborhood association and will be converted into green space.

As with any development project, inherent conditions constrain redevelopment. The site's biggest constraints are existing easements through the southern portion of the property. One is a driveway easement that allows a residential neighbor at 3017 Irving Street access into her garage. Without an easement through Wells Fargo property, she would not have rear access to her property. Wells Fargo is committed to maintaining this easement. The other easement is alley access from Humboldt Ave. allowing access to residential properties south of the site. Wells Fargo is committed to continuing this easement and maintaining this alley, including snow removal. This alley access enables local residents access to garages, is used by garbage services to collect refuse from these garages, and can be used by emergency vehicles to access these properties.

Wells Fargo's investment in this site will result in dramatic changes that realize the intent of the Pedestrian Overlay District and validate its commitment to being a good neighbor to nearby residents. However, adherence to the PO district requirements regarding parking would eliminate parking spaces for which Wells Fargo's customers and employees have a demonstrable need.

At the time of the site's development by Fifth Northwestern in 1973, 49 parking spaces were permitted in the zoning district. Currently, these parking spaces are well-used by employees and customers of this site. The proposed bank building will serve a "mature market" with long-standing customer relations. Wells Fargo collects monthly transaction data at the current site and the Sons of Norway site, whose operations will be consolidated in the proposed building. In a mature market such as this, Wells Fargo typically provides one service transaction for every recorded teller transaction. Service transactions require customer visits into the bank building, and therefore generate demand for parking among those customers arriving by automobile. Depending on the nature of the transaction, customers can spend anywhere between fifteen



minutes (opening a new account) to ninety minutes (applying for a mortgage or new investment account) inside the facility. Mature market banks also host a higher proportion of teller transactions than new banks, given that older clientele more typically choose to visit tellers than use ATMs.

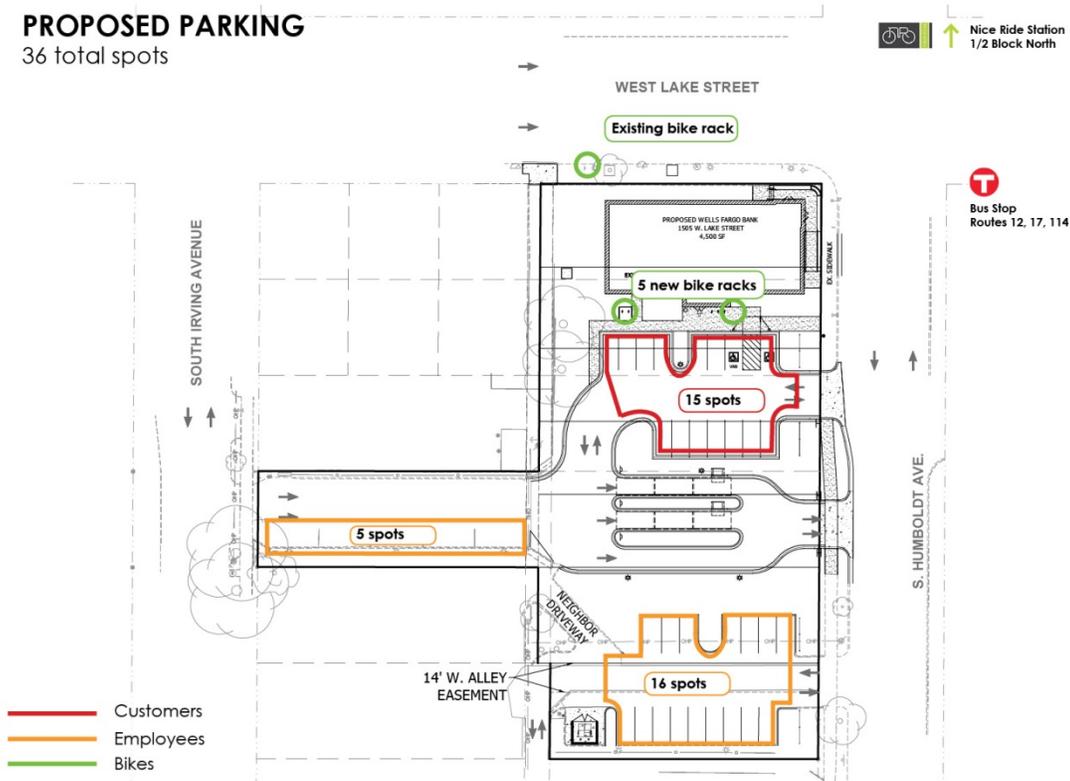
Lobby teller transactions and service transactions generate trips for which customers enter into the bank building. Wells Fargo maintains monthly transaction data for the current building at 1505 W. Lake St. and the Sons of Norway building. According to analysis presented in Wells Fargo's Travel Demand Management Plan, the proposed site will see an average of 91 lobby visitors per hour. Assuming that these customers spend an average of 20 minutes inside the building, an average of 30 customers can be assumed to be inside the bank lobby at any given time.

Assuming that 70% of them arrive by auto (consistent with Minneapolis commute mode share identified in the 2014 American Community Survey One-Year Estimates), this indicates that 21 parking spaces are required to accommodate the bank's existing customers on-site. Because banking is a convenience service and people typically make trips to the bank on their way to or from work, these hourly averages will likely increase during morning and afternoon rush hour and decrease during the middle of the day. As such, Wells Fargo believes its variance request for an increase in parking spaces is necessary to meet a reasonable expectation of their projected use. The bank has a long history in this location and an established customer base who already visit this location. The bank's existing customer traffic currently generates a greater need for parking than the 17 spaces allowed in this zoning district.

In addition to its customers, Wells Fargo will employ 22 people at the proposed site, of whom 20 are expected to be working on-site during peak periods. Wells Fargo prioritizes parking for its customers. Given the expectation that all 15 of the proposed customer parking spaces will be fully used by bank customers, Wells Fargo will have to seek alternative parking arrangements for its employees. Wells Fargo prioritizes employees' personal safety and internal policies require that parking be available near workplaces. Many employees who drive to a worksite without designated employee parking may seek parking on local residential streets. While Wells Fargo encourages bicycling, walking, and public transit accessibility through the proposed site design, the bank recognizes that the vast majority of employees who work at the site today arrive by car.



Figure 1: Proposed Parking



Wells Fargo proposes to use the southern half of its site for employee parking. As described above, the usability of this portion of the site is constrained by existing easements that facilitate access to neighboring properties. Wells Fargo proposes to use this portion of the site to designate 16 parking spaces for its employees. As part of its commitment to the neighborhood and the purpose and intent of the Pedestrian Overlay Zoning District, these parking areas would be fully screened by decorative railings and landscaping along Humboldt Avenue.

Wells Fargo believes that practical difficulties in complying with the Pedestrian Overlay District parking requirements according to the following factors identified by the Minnesota Supreme Court.

a) How substantial the variation is in relation to the requirement

The Pedestrian Overlay District allows a maximum of 17 parking spaces for 4,500 SF buildings in this district. Wells Fargo requests 36. Wells Fargo has an established customer base in this



neighborhood and can reasonably predict the number of customer visits and staffing requirements for this site based on existing monthly transaction data. Wells Fargo strongly believes that the proposed parking spaces will be fully utilized by its employees and customers. The proposal of 36 spaces is a reduction of 13 spaces from those previously on the site, and is 39 spaces less than are currently available to Wells Fargo at 1505 W. Lake St. and the Sons of Norway building for the same level of operations that will be provided at the proposed site.

In all other ways, Wells Fargo has gone above and beyond its obligation to fulfill the purposes and intent of the Pedestrian Overlay District and reduce the impact of automobile traffic generated by its use of the site, including:

- The new building will be moved up to the street front with a prominent entrance and ATM at Lake St. and Humboldt, maximizing convenience to pedestrians.
- A parking lot will no longer separate the building from the sidewalk. Wells Fargo is eliminating two driveway curb cuts and reducing the size of remaining curb cuts. Furthermore, Wells Fargo proposes to install internal stop signs at these driveways and use scoring techniques on sidewalk concrete to create a visually continuous sidewalk across driveways. This will provide a visual cue to drivers exiting the site that they are entering a pedestrian space and reduce the potential for pedestrian-vehicle conflicts in locations where driveways cross sidewalks.
- Wells Fargo is dramatically increasing the landscaped area of the site, proposing 14,193 SF of landscaped area where 6,449 currently exist. Much of this landscaped area is located along Humboldt Ave. to screen and enclose on-site parking spaces.
- Wells Fargo is vacating the alley easement at the western edge of this site that currently allows right-turn access from the site to Lake Street. This was strongly advocated for by the neighborhood association and will be converted into green space.

b) The effect the variance would have on government services

Wells Fargo is proposing 36 parking spaces because the bank has a proven customer and employee base at this location. This analysis is based on recorded transactions in the neighborhood, not projections of future growth. Should Wells Fargo be denied this variance, customers and employees are likely to seek parking off-site in surrounding residential streets that are already well-used by neighborhood residents and customers of surrounding businesses. Some of the parking proposed on Wells Fargo's site would be accessible via the alley easement off Humboldt. Wells Fargo is proposing to fully maintain that easement, including winter snow removal, to keep that space clear for both parking users and those accessing neighborhood residences, including residents, garbage collection, and emergency services.

c) Whether the variance will effect a substantial change in the character of the neighborhood or will be a substantial detriment to neighboring properties



Wells Fargo has met numerous times with the East Calhoun Neighborhood Organization to discuss the proposed site plan. The organization expressed concern about spillover effects of Wells Fargo customers and employees parking on surrounding residential streets. Members strongly supported the parking variance that would allow Wells Fargo to accommodate its parking needs on its site. Neighborhood residents commended Wells Fargo for the landscaping and screening in its proposed site plan that would reduce the visual impact of these parking spaces in the neighborhood and other measures to promote pedestrian access to this site. Maintaining both the Humboldt alley easement and the Irving residential driveway easement supports the residential character of the neighboring properties.

d) Whether the practical difficulty can be alleviated by a feasible method other than a variance

Should Wells Fargo conform to the maximum parking requirement of 17 spaces, Wells Fargo would have to seek alternative locations for employee parking off-site. Wells Fargo internal policy requires employee parking close to its worksite to support the personal security of its staff. Given the neighborhood's active development climate, Wells Fargo believes that accommodating the parking needs generated by this site on this site is the only long-term solution to accommodate employee parking needs close to this workplace. Designating employee parking encourages employees to park in these locations, rather than on surrounding residential streets.

e) How the practical difficulty occurred, including whether the landowner created the need for the variance

This site was developed in 1973 by Fifth Northwestern with 49 parking spaces and in conformance with City Ordinance at that time. Wells Fargo acquired the property with its acquisition of Fifth Northwestern in 2000, and has continued to provide financial services to the neighborhood. Wells Fargo has an established customer base in this market, many of whom have been visiting this site since the 1970s. Customers use and expect the parking that Wells Fargo has available today. The size and scale of the bank's operation is not a projection of future growth; trip generation estimates are based on actual transactions recorded at the bank.

f) Whether allowing the variance will serve the interests of justice

Allowing the requested 36 parking spaces will allow Wells Fargo to continue serving customers in this neighborhood and employ 22 workers without creating spillover effects onto adjacent properties and residential streets. The maximum parking requirement of 17 spaces is far below the number of spaces Wells Fargo typically plans for bank buildings of this size and with the level of transactions that will occur on this site. Wells Fargo has made every attempt to uphold its commitments to its neighbors and to serve the purpose and intent of the Pedestrian Overlay district through its building and site design, and believes this variance is the best interest of its customers and its neighbors.



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

Wells Fargo proposes to use the property for a permitted use of financial services with adequate customer and employee parking and will continue to serve local community customers that it has served historically in conformance with the zoning ordinance and comprehensive plan. Use of the southern portion of the site for employee parking will eliminate spill-over effects of employees parking on residential streets.

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

The proposed variance would not alter the essential character of the locality and will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties because the result of the variance would be a reduction of parking spaces from 49 to 36. The site development plan accompanying the proposed variance would result in increased health, safety and welfare by:

- Adding landscaping and screening of the parking area.
- Eliminating a parking lot fronting on Lake Street and moving the building to the street front, thereby enhancing the pedestrian environment
- Decreasing the number of curb cuts from six to four, reducing conflict points between vehicles and pedestrians on the sidewalk
- Decreasing the width of two of the remaining four curb cuts
- Increasing the site's total landscaped area from 6,449 to 14,193 square feet
- Accommodating the site's parking demand on-site, rather than on neighboring residential streets

VARIANCE REQUEST:

Increase sign height and area in the C1 district

Wells Fargo requests the following signs be permitted through this request. Each sign is proposed as internally illuminated channel lettering that would be mounted on the building facades.

-One sign facing W. Lake Street at corner
Proposed height: 19'-2" above finish grade
Proposed area: 52.5 SF

-One sign facing S. Humboldt
Proposed height: 19'-2" above finish grade
Proposed area 52.5 SF

-One sign facing the interior parking area
Proposed height: 16'-1" above finish grade
Proposed area 35 SF



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

The building design, required area of windows on street-facing facades, setback, entry and corner position on the site is determined by the PO Overlay district requirements. In response to the primary entry feature being at the corner of W. Lake Street & S. Humboldt Ave. and the balance of the building being set back from the street to provide landscaping, Wells Fargo desires to have two primary signs: one facing Lake and one facing Humboldt at the corner of the two streets for adequate visibility. Due to the fenestration (window) requirement dictated by the zoning code and preference to have signs be located over the primary entry corner feature, the signs look best proportionately in stacked layout ("Wells" above "Fargo") located above the building entry at height similar to the surrounding buildings for visibility. Placing the signs below 14'-0" feet would intersect with window and awning locations that are in accordance with the PO Overlay district requirements.

These two signs slightly exceed the maximum 45 SF at 52.5 SF. They are sized according to desired proportions and spacing for visibility. The stacked Wells Fargo individual letter signs incorporate a space between the two rows of type. If this space were not included in the sign area, the total area of lettering would be less than the maximum allowable 45 SF.

Wells Fargo proposes a third sign facing the site's internal parking lot. The proposed elevation of this sign is 16' 1" above grade. Again, the proposed elevation of this sign is intended not to intersect with canopies and windows. This sign is smaller than the maximum allowable sign area.

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

Wells Fargo proposes to continue use the property for a permitted use of financial services with adequate signage and identification appropriate to the building design and neighborhood. Wells Fargo will continue to serve local community customers as it has historically in conformance with the zoning ordinance and comprehensive plan.

- 3. The enlargement, expansion, relocation, structural alteration or intensification will be compatible with adjacent property and the neighborhood.**

The proposed variance would not alter the essential character of the locality and will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The height and area of the proposed signs



are in proportion to the building corner architectural features and serve to identify primary and secondary building entries, while maintaining desirable window and awning features. Surrounding retail uses have signs located above the buildings at higher elevations (Brueggers Bagel Bakery Calhoun Square, Famous Daves) than are proposed by Wells Fargo and at similar elevations than proposed by Wells Fargo (Lunds Market place, TCF Bank, Lake & Irving Restaurant have large signs over 14'-0" high and over 45F.)

- 4. The sign adjustment will not significantly increase or lead to sign clutter in the area or result in a sign that is inconsistent with the purpose of the zoning district in which the property is located.**

Wells Fargo's proposed sign adjustment will not significantly increase or lead to sign clutter in the area as each of the proposed building signs face on two different streets and a large landscaped parking lot. Wells Fargo proposes only one sign facing Lake Street, one sign facing Humboldt and one sign facing the internal parking over the secondary entry. Other retailers trying to comply with present ordinance have had to resort to a cluttered mix of blade signs and wall signs on the same elevation that distract visually from the neighborhood street character. Wells Fargo's approach with one sign proposed per building side serves to orient customers to the primary pedestrian entry at the corner and identify the secondary entry at the internal portion of the site.

- 5. The sign adjustment will allow a sign that relates in size, shape, materials, color, illumination and character to the function and architectural character of the building or property on which the sign will be located.**

The design of the individual letter illuminated WELLS FARGO signs relates in size, shape, materials, color, illumination and character to the function and architectural character of the building on which the signs will be located and specifically to the primary entry feature proposed at the corner of W. Lake Street & S. Humboldt Ave. The balance of the building facades are set back from the street to allow space for landscaping. Therefore, signage was not proposed in these setback elevations so as not to compete with their landscaping, windows and awnings. Wells Fargo desires to have two primary signs, one facing Lake and one facing Humboldt at the corner of the two streets for adequate visibility. Due to the fenestration (window) requirement dictated by ordinance and the desire to have the signs be located over the primary entry corner feature, the signs look best proportionately in stacked layout ("Wells" above "Fargo") located above the building entry at height similar to buildings in the neighborhood for visibility.

Placing the signs below 14'-0" feet would intersect with window and awning locations desired by the zoning overlay district.



Two signs slightly exceed the maximum area of 45 SF slightly at 52.5 SF, and are sized according to desired proportions and spacing for visibility. These two signs slightly exceed the maximum 45 SF at 52.5 SF. They are sized according to desired proportions and spacing for visibility. The stacked Wells Fargo individual letter signs incorporate a space between the two rows of type. If this space were not included in the sign area, the total area of lettering would be less than the maximum allowable 45 SF.

Wells Fargo proposes a third sign facing the site's internal parking lot. The proposed elevation of this sign is 16' 1" above grade. Again, the proposed elevation of this sign is intended not to intersect with canopies and windows. This sign is smaller than the maximum allowable sign area.

Allow two freestanding signs and increase maximum height of freestanding signs in the C1 district

In addition to the mounted signs described above, Wells Fargo proposes to install two freestanding ATM enclosures with canopies that include signs and would be interpreted as a freestanding sign in the Minneapolis sign ordinance. These canopies or signs would be located at the interior of the lot approximately 47' feet from Humboldt Avenue between internal parking and landscape areas. Under City zoning code, one free standing sign is allowed. Wells Fargo requests two, one for each drive-up ATM on-site.

The sign element on each canopy consists of illuminated letters with a total area of 26 square feet. The top of sign is proposed 12' -5" above grade. City zoning code allows a maximum sign height of 8'. Wells Fargo requests a variance to allow a height of 12' -5" so the sign can be above the protective weather canopy overhang and be visible within the site, i/e. not blocked by landscape and parked vehicles.

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

Wells Fargo is decreasing the existing ATM canopy footprint from 7,036 SF to two smaller individual canopies that are 50 SF each. These canopies will be located within a landscaped parking area. These ATMs need wayfinding and brand identity signage to allow customers to locate the ATMs within the site and let non Wells Fargo customers know it is a Wells Fargo ATM. ATM heights are designed so that they can be conveniently accessed from the driver's seat of drive-through vehicles. Furthermore, canopy heights of the ATMs are designed based on national standard heights for vehicles so they have clearance to pass under these canopies. The height of the proposed ATM signs is constrained by these design requirements.



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

Wells Fargo proposes to continue use the property for a permitted use of financial services with adequate signage and identification appropriate to the site design and neighborhood and will continue to serve local community customers as it has historically in conformance with the zoning ordinance and comprehensive plan.

- 3. The enlargement, expansion, relocation, structural alteration or intensification will be compatible with adjacent property and the neighborhood.**

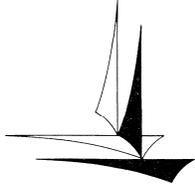
The proposed variance would not alter the essential character of the locality and will not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties because the signs would internal to the site and used for wayfinding and brand identity purposes.

- 4. The sign adjustment will not significantly increase or lead to sign clutter in the area or result in a sign that is inconsistent with the purpose of the zoning district in which the property is located.**

The proposed variance would not increase sign clutter of the neighborhood as the two signs are internal to the site and would be equal in area to one sign that would be allowed. The proposed signs will not be inconsistent to the purpose of the commercial zoning district because the signs would be internal to the site and used for wayfinding and brand identity purposes.

- 5. The sign adjustment will allow a sign that relates in size, shape, materials, color, illumination and character to the function and architectural character of the building or property on which the sign will be located.**

The design of the individual letter illuminated WELLS FARGO signs on the drive up canopies relates in size, shape, materials, color, illumination and character to the function and architectural character of the canopy and property on which the signs will be located and specifically to the Wayfinding and brand identity needs of ATM users.



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

Preliminary Development Review Report

Development Coordinator Assigned: **PATRICIA MURZYN**
(612) 673-5827
patricia.murzyn@minneapolismn.gov

Status *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001373
Applicant:	WELLS FARGO 5601 S BROADWAY #400 LITTLETON, CO 80121
Site Address:	1505 LAKE ST W
Date Submitted:	06-OCT-2015
Date Reviewed:	14-OCT-2015

Purpose

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

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

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

Project Scope

Build new bank building and reconfigure drive thru with parking lot and site improvements.

Review Findings (by Discipline)

Addressing

- The proposed new building will be addressed 1505 Lake Street West.

Business Licensing

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

Construction Code Services

- The plan as submitted meets the requirements for Construction Code Services Preliminary Development Review.

*Approved: You may continue to the next phase of developing your project.

*Resubmission Required: You cannot move forward or obtain permits until your plans have been resubmitted and approved.

❑ Zoning - Planning

The application requires the following land use applications:

- Expansion or alteration of non-conforming use for a drive-through facility in the C1 and PO districts.
- Variance to exceed the maximum parking requirement
- Variances to exceed sign height and area for wall signs
- Variances for the ATM signs, including:
- Variance to exceed the maximum number of freestanding signs (1 is max)
- Variance to exceed maximum height of a freestanding sign (8' max)
- Variance to the minimum window requirement in the PO, Pedestrian Oriented Overlay district. The bottom of each window must be a maximum of 4 feet above grade in order to count toward the minimum window requirement.
- Site plan review
- Travel demand management plan (TDMP). Please contact Allan Klugman at (612) 673-2743 to discuss the requirements of the TDMP.

❑ Parks - Forestry

- Contact Craig Pinkalla (612-499-9233 cpinkalla@minneapolisparks.org.) regarding any questions related to planting, removal or the process for protection of trees during construction in the city right of way.
- The proposed 4,500 square foot building does not trigger a Park Dedication review.

❑ Right of Way

- The Project limits fall within the boundaries of the Uptown Special Service District. Any improvements, modifications, and alterations to the streetscape are subject to the review and approval of the Uptown Special Service District, and will require the approval of the Special Service District Advisory Board. Please coordinate contact with the Advisory Board through Andy Carlson (612) 673-2836.

❑ Street Design

- The site plan incorrectly references new curb in the Public right-of-way as B618 (see Sheet C1.01). All curb & gutter in the Public right-of-way shall be designed and constructed to City standards, curb & gutter to be City standard B624 Curb and Gutter. Please refer to the following: http://www.minneapolismn.gov/publicworks/plates/public-works_road. Add the following details from the ROAD-1000 Series - Curbs and Gutters to the plans: ROAD-1003.

❑ Sidewalk

- Note to the Applicant: Any currently defective sidewalks or other concrete infrastructure within the public right of way, or any concrete infrastructure damaged during construction, must be removed and replaced.
- All proposed trees in the Public right-of-way are subject to the review and approval of the Minneapolis Park Board. Please contact Craig Pinkalla at (612) 499-9233 to discuss tree species selection, planting method, spacing and locations. Tree planting details shall be included in the plans. For all trees proposed in "hardscape environments" within the Public right-of-way, the Applicant shall provide engineered/structured soil in the form of a tree trench or tree pit for all proposed street trees. Sidewalk layouts and landscaping in the Public right-of-way shall follow established design standards; refer to the following: City of Minneapolis Urban Forest Policy (http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/convert_282934.pdf.)

□ Traffic and Parking

- Note to the Applicant: The construction of this development will likely require the use of Public right-of-way (roadway and sidewalks) for construction purposes. A request for an estimate of street use and obstruction permit fees can be made to the City's Traffic Department; please contact Scott Kramer at (612) 673-2383 for further information.
- Note to the Applicant: Please add the following notes to the site plan:
 - Street lighting installed as part of the Project shall be inspected by the City. Contractors shall arrange for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information. Any lighting installations not meeting City specifications will be required to be reinstalled at Owner expense.
 - An obstruction permit is required anytime construction work is performed in the Public right-of-way. Please contact Scott Kramer at (612) 673-2383 regarding details of sidewalk and lane closures. Log on to <http://minneapolis.mn.roway.net/> for a permit.
 - Contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/temporary relocation of any City of Minneapolis signal system that may be in the way of construction.
 - All costs for relocation and/or repair of City Traffic facilities shall be borne by the Contractor and/or Property Owner.
 - Contact Doug Maday at (612) 673-5755 prior to construction for the removal of any City of Minneapolis right of way signs that may be in the way of construction.

□ Water

- All existing and proposed underground Public Utilities (water, sanitary sewer, and storm drain) shall be shown on the site plan with corresponding pipe sizes and types. For Public watermain infrastructure records call (612) 673-2865. Any existing connections not in use shall be noted on the plans for removal, and shall be removed per the requirements of the Utility Connections Department, call (612) 673-2451 for more information.
- Domestic water and fire service connections should run in a line perpendicular from the watermain straight into the proposed building to the meter location. The current site plan indicates service connections with bends which are generally not allowed; if bends are necessary, the service line shall not be more than two feet outside of building line. Please contact Rock Rogers at (612) 673-2286 to confirm domestic water and fire service layout, manhole construction, connections, and sizes.

□ Sewer Design

- Utility Connections: Please note the existing sanitary sewer connection may be quite old. It is recommended that the condition of the service line be evaluated prior to re-use and replaced or lined if necessary. The service to the City main, including the connection, is the responsibility of the property owner.
- Private storm sewer connections to City catch basins are not permitted. The proposed connection should occur at the main in the street. A connection to an existing manhole on the main is permitted, or the connection may be core drilled into the main and a saddle tee fitting utilized.
- For comments or questions on Public Works Surface Water & Sewers Division related requirements please contact Jeremy Strehlo, (Professional Engineer) at (612) 673-3973, or jeremy.strehlo@minneapolismn.gov.

□ Fire Safety

- Maintain fire apparatus access at all times.

□ Environmental Health

- City records indicate uses for the site include a gasoline service station from 1925-1957 and a cleaners/laundrerers around 1965. No records have been identified on the gasoline service tanks condition when they were removed in 1957. No information is available if the cleaners/laundrerers performed dry cleaning operations or was a drop off/pick up location. This previous uses may have resulted in contamination of the soil that was not investigated when the current facility was built in 1973. It is recommended the project enter the Minnesota Pollution Control Voluntary Investigation and Clean-up program requesting a letter of no association for any existing site contamination. If a soil investigation has been conducted forward a copy of the report.
- If dewatering is required during site construction see below for city permit requirements. Subgrade structures should be designed to prevent infiltration of groundwater without the need for a permanent dewatering system being installed. If a continuously operating permanent dewatering system is needed it must be approved as part of the sanitary sewer and storm drain site plan approval prior to construction beginning.
- No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or during any hours on Saturdays, Sundays and state and federal holidays, except under permit. Contact Environmental Services at 612-673-3867 for permit information.
- Permits and approval are required from Environmental Services for the following activities: Temporary storage of impacted soils on site prior to disposal or reuse; Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water, underground or aboveground tank installation or removal, well construction or sealing. Contact Tom Frame at 612-673-5807 for permit applications and approvals.

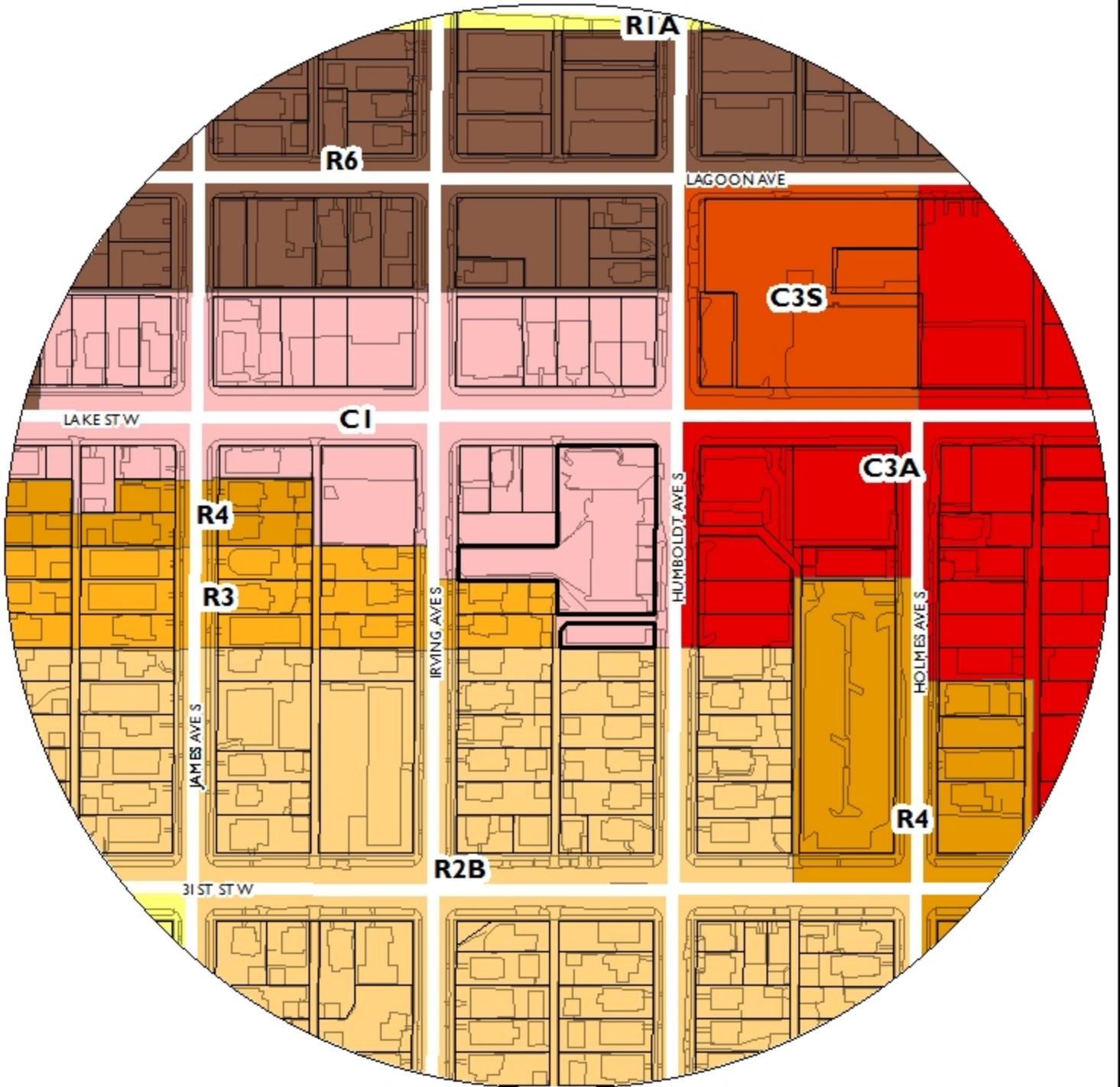
□ Historical Preservation Committee

- There is no HPC flag on this property. HPC review is not required at this time. HPC review is required for any wrecking permits pertaining to the removal of any existing structures.

END OF REPORT

NAME OF APPLICANT

WARD



PROPERTY ADDRESS
1505 W Lake Street

FILE NUMBER
BZZ-7463

REVISIONS

NO.	DESCRIPTION	DATE
	UPDATED	06/01/2015
	COMMITTEE OF THE WHOLE SUBMITTAL	06/28/2015
	UPDATED	09/04/2015

DATE ISSUED: 09/08/2014

REVIEWED BY: B. RENO

DRAWN BY: G. STOIA

WF MANAGER: L. SMITH

WELLS FARGO BE NUMBER

102946-0007

SHEET TITLE

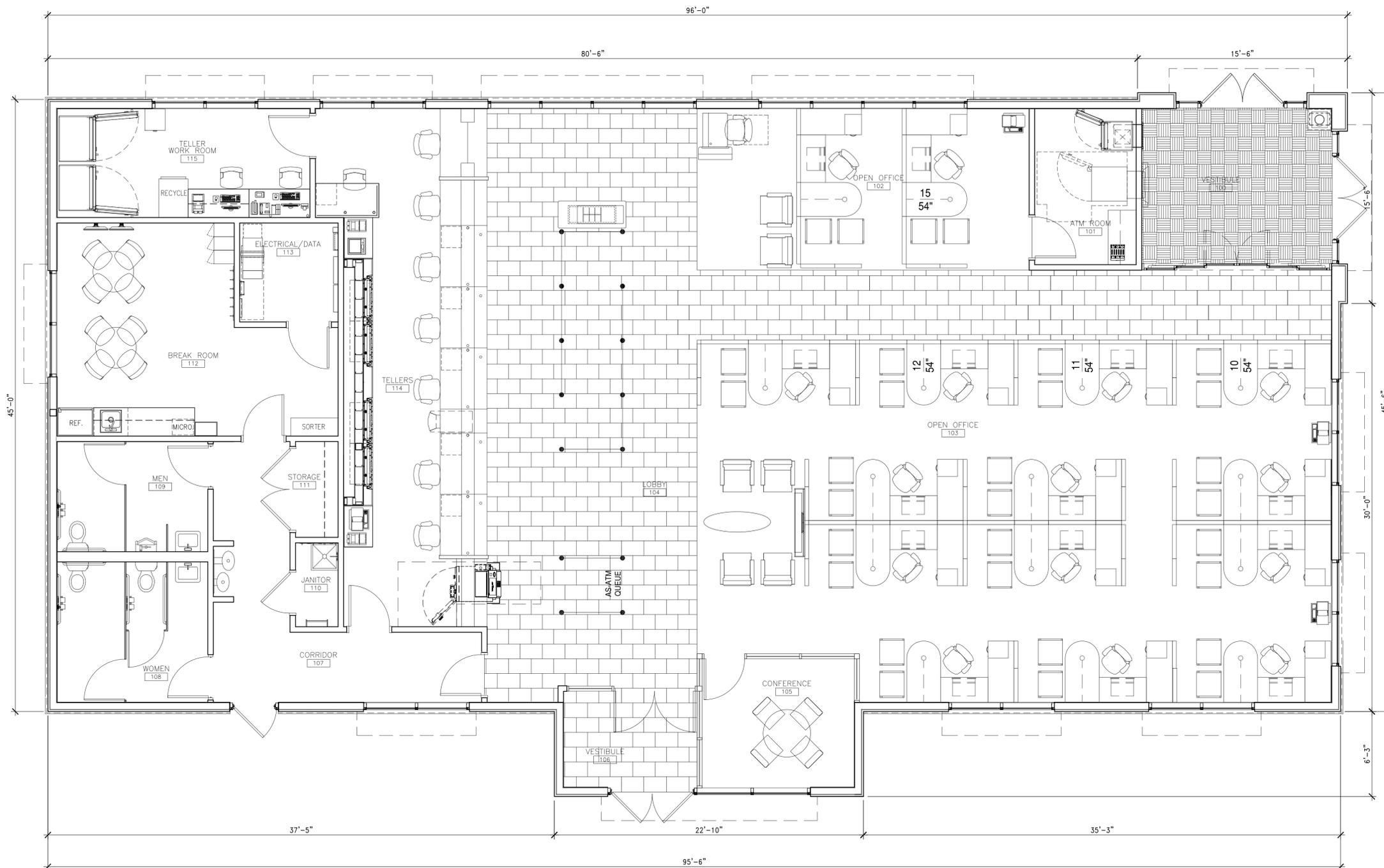
**PROPOSED
FLOOR PLAN**

SHEET NUMBER

A1.0

ARCHITECT PROJECT NUMBER

2007664032



PROGRAMMING CRITERIA	
TELLERS	7
DRIVE-UP TELLERS	0
SERVICE MANAGERS	1
LARGE WORKSTATIONS	0 (66" BULLET TOPS)
SMALL WORKSTATIONS	15 (54" BULLET TOPS)
PRIVATE OFFICE	0
CONFERENCE ROOM	YES
ONLINE BANKING STATION	1
INTERCEPT TABLE	0
VAULT / SD BOXES	NO
DRIVE-UP ATM	YES - (2 REMOTE)
DRIVE-UP AHD	NO
WALK-UP ATM	0
WALK-UP AHD	0
WALK-UP AS-ATM	2
AS-ATM W/ NICHE	0

SQUARE FOOTAGE	
FIRST FLOOR:	4,500.00 SQ.FT.

PO PEDESTRIAN ORIENTED OVERLAY DISTRICT:

1. THE PLACEMENT OF BUILDINGS SHALL REINFORCE THE STREET WALL, MAXIMIZE NATURAL SURVEILLANCE AND VISIBILITY, AND FACILITATE PEDESTRIAN ACCESS AND CIRCULATION. THE FIRST FLOOR OF BUILDINGS SHALL BE LOCATED NOT MORE THAN EIGHT (8) FEET FROM THE FRONT LOT LINE, EXCEPT WHERE A GREATER YARD IS REQUIRED BY THIS ZONING ORDINANCE. IN THE CASE OF A CORNER LOT, THE BUILDING WALL ABUTTING EACH STREET SHALL BE LOCATED NOT MORE THAN EIGHT (8) FEET FROM THE LOT LINE, EXCEPT WHERE A GREATER YARD IS REQUIRED BY THIS ZONING ORDINANCE. THE AREA BETWEEN THE BUILDING AND THE LOT LINE SHALL INCLUDE AMENITIES SUCH AS LANDSCAPING, TABLES AND SEATING. BUILDINGS SHALL BE ORIENTED SO THAT AT LEAST ONE (1) PRINCIPAL ENTRANCE FACES THE PUBLIC STREET RATHER THAN THE INTERIOR OF THE SITE.
2. AT LEAST FORTY (40) PERCENT OF THE FIRST FLOOR FACADE OF ANY NONRESIDENTIAL USE THAT FACES A PUBLIC STREET OR SIDEWALK SHALL BE WINDOWS OR DOORS OF CLEAR OR LIGHTLY TINTED GLASS THAT ALLOW VIEWS INTO AND OUT OF THE BUILDING AT EYE LEVEL. WINDOWS SHALL BE DISTRIBUTED IN A MORE OR LESS EVEN MANNER. MINIMUM WINDOW AREA SHALL BE MEASURED BETWEEN THE HEIGHT OF TWO (2) FEET AND TEN (10) FEET ABOVE THE FINISHED LEVEL OF THE FIRST FLOOR.

1 PROPOSED FLOOR PLAN
A1.0 SCALE: 1/4" = 1'-0"
0 2' 4' 8'



MINNEAPOLIS, MN
1505 W LAKE ST.
MINNEAPOLIS, MN 55408



Stantec Architecture Inc.
135 South LaSalle Street, Suite 3100
Chicago, IL 60603

Tel. 312.262.2290
Fax. 312.262.2301
www.stantec.com

CONSULTANTS

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 LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.
PRINT NAME: STUART M. KRAHN

SIGNATURE: *Stuart M. Krahn*
DATE: 10/05/2015 LIC. NO.: 40002

REVISIONS

NO.	DESCRIPTION	DATE
	UPDATED	06/01/2015
	COMMITTEE OF THE WHOLE SUBMITTAL	06/28/2015
	UPDATED	09/04/2015
	PDR AND LAND USE SUBMITTAL	10/05/2015

DATE ISSUED:
REVIEWED BY: SMK
DRAWN BY: JDR
WF MANAGER:

WELLS FARGO BE NUMBER
102946-0007

SHEET TITLE

PLANTING PLAN

SHEET NUMBER

L1.01

ARCHITECT PROJECT NUMBER
2007664032

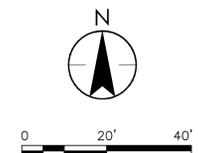
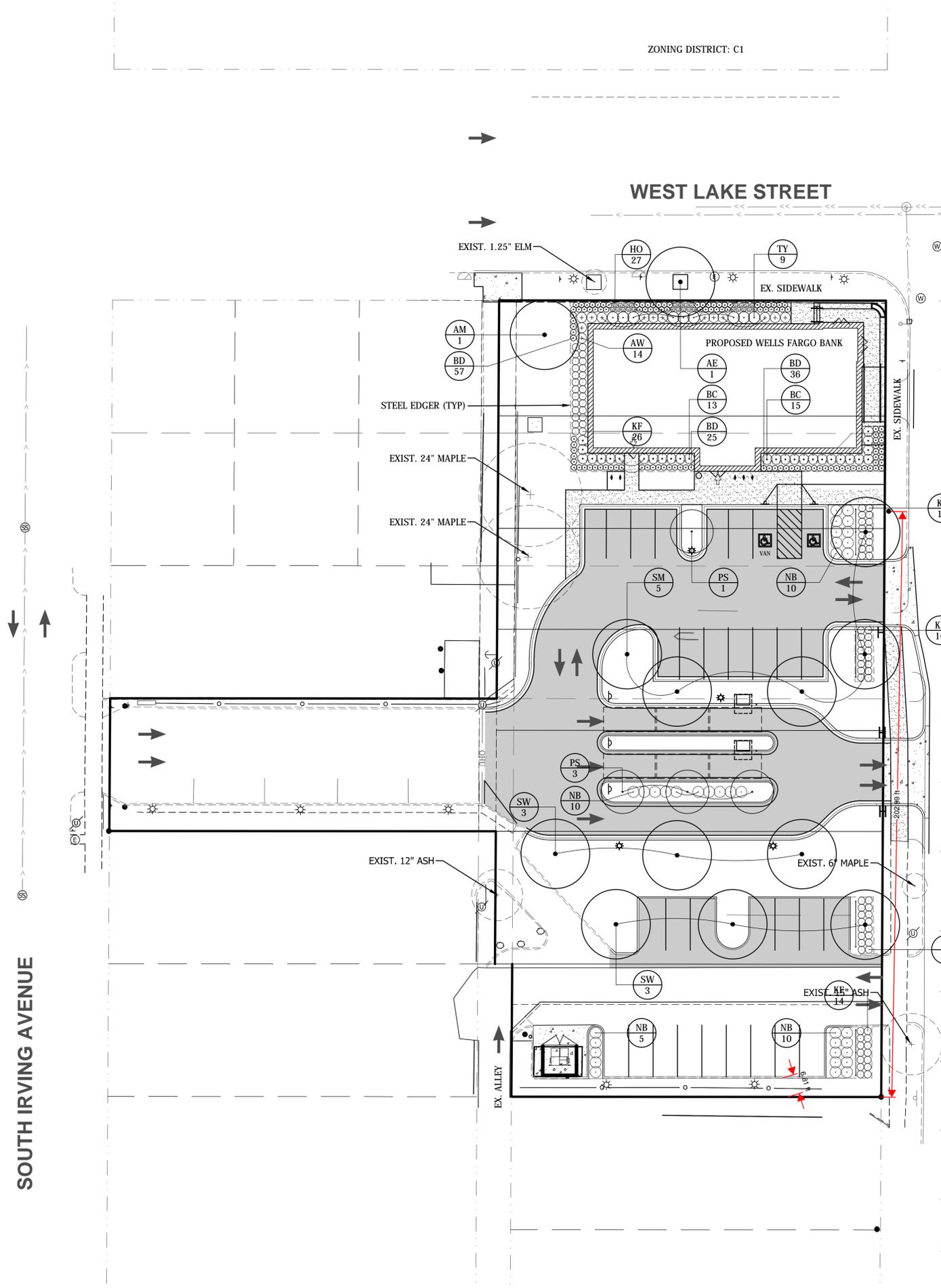
PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	QTY	SIZE
DECIDUOUS TREES				
AM	ACER RUBRUM 'AUTUMN RADIANCE'	AUTUMN RADIANCE RED MAPLE	1	2.5" CAL.
SM	ACER X FREEMANII 'SCARSEN'	SCARLET SENTINEL MAPLE	5	2.5" CAL.
AE	ULMUS AMERICANA 'ACCOLADE'	ACCOLADE ELM	1	2.5" CAL.
SW	QUERCUS BICOLOR	SWAMP WHITE OAK	6	2.5" CAL.
ORNAMENTAL TREES				
PS	MALUS 'PINK SPIRES'	PINK SPIRES CRABAPPLE	3	1.75" CAL.
SHRUBS				
AR	ARONIA MELANOCARPA MORTON	IROQUOIS BEAUTY CHOKEBERRY	28	3 GAL
NF	SPIREA X BUMALDA 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	14	3 GAL
PO	PHYSCARPUS OPULIFOLIUS NANUS	DWARF NINEBARK	36	3 GAL
TY	TAXUS X MEDIA 'TAUNTONII'	TAUNTON'S YEW	9	3 GAL
PERENNIALS / ORNAMENTAL GRASSES				
BD	HEMEROCALLIS 'BAJA'	BAJA DAYLILY	118	1 GAL
KF	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	88	2 GAL
HO	HOSTA 'FORTUNEI AUREOMARGINATA'	HOSTA SP.	27	1 GAL

*NOT LESS THAN ONE (1) CANOPY TREE FOR EACH FIVE HUNDRED (500) SQUARE FEET, OR FRACTION THEREOF.
38,589 SF OF SITE NOT OCCUPIED BY BUILDINGS
REQUIRED TREES ON SITE: 16 (3 EXISTING TREES TO REMAIN)
REQUIRED SHRUBS ON SITE: 78

LANDSCAPING NOTES:

- INSTALL 6" MINIMUM TOPSOIL AND SOD ON ALL TURF AREAS NOT SHOWN TO BE SEEDED.
- SOD ALL DISTURBED AREAS. PROVIDE HARDWOOD MULCH THROUGHOUT PLANTING BEDS AND IN ISLANDS, UNLESS INDICATED AS SOD. PROVIDE MULCH RINGS AROUND TREES.
- BOULEVARD RESTORATION SHALL CONSIST OF 6" MINIMUM SELECT TOPSOIL AND SALT TOLERANT SOD.
- CONSTRUCTION MATERIAL AND EQUIPMENT SHALL NOT BE STORED OR OPERATED ON TURF BOULEVARDS WITHIN THE DRIP LINE OF ANY TREE.
- PROVIDE STEEL EDGING BETWEEN PLANTING BEDS AND SOD AREAS AS SHOWN.



EXISTING TOPOGRAPHIC SYMBOLS

	STORM SEWER APRON		POLE-COMMUNICATIONS
	BASKETBALL POST		POLE-GUY
	BARRICADE PERMANENT		POLE-LIGHT
	BENCH		POLE-POWER
	BOOSTER STATION		POLE-UTILITY
	BUILDING LOWEST OPENING		POLE-UTILITY SERVICE
	BURIAL CONTROL MONUMENT		POST
	BUSH DECIDUOUS		PROPANE TANK
	CATCH BASIN BEEHIVE		PICNIC TABLE
	CURB BOX		SAMPLING WELL
	CATCH BASIN		ROCK
	COLUMN		RR SIGNAL CONTROL BOX
	CONTROL BOX SIGNAL		RR CROSSING GATE
	CLEAN OUT (SEWER)		RR SIGNAL
	CULVERT END		REGULATION STATION GAS
	DRINKING FOUNTAIN		SATELLITE DISH
	ENERGY DISSIPATER		SEPTIC TANK
	FLAG POLE		SEPTIC VENT
	FUEL PUMP		SEPTIC DRAIN FIELD
	GUY WIRE		SIGN
	GRILL		SOIL BORING
	HANDICAP SPACE		STAND PIPE GAS
	HANDHOLE		SPIGOT WATER
	FIRE HYDRANT		SPRINKLER HEAD
	HYDRANT PVMNT MARKER (REFLECTOR)		SPRINKLER VALVE BOX
	HYDRANT VALVE		STUMP
	INLET (SMALL DIA.)		SERVICE-GAS POINT ON LINE
	LIFT STATION CONTROL PANEL		SERVICE-SANITARY SEWER POINT ON LINE
	LIFT STATION DRY WELL		SERVICE-STORM SEWER POINT ON LINE
	LIFT STATION WET WELL		SERVICE-WATER POINT ON LINE
	LIGHT YARD		TELEPHONE BOOTH
	LOOP DETECTOR		TRANSMISSION TOWER ELECTRIC
	MAIL BOX		TEST PIT LOC
	MAIL RELAY BOX		TRACER WIRE BOX
	MANHOLE-AIR RELEASE		TRANSFORMER POWER
	MANHOLE-HEAT		TREE DEAD
	MANHOLE-GAS		TREE-CONIFEROUS
	MANHOLE-POWER		TREE-DECIDUOUS
	MANHOLE-SANITARY SEWER		TREE-FRUIT
	MANHOLE-STORM SEWER		TRASH CAN
	MANHOLE-COMMUNICATIONS		TRAFFIC SIGNAL
	MANHOLE-UNKNOWN		VALVE GAS
	MANHOLE-WATER		VALVE
	METER POWER		VENT GAS
	METER GAS		WATER REDUCER
	ORDINARY HIGH WATER MARK		WETLAND
	OUTLET CONTROL STRUCTURE		WELL-MONITORING
	PARKING METER		WELL-WATER
	PEDESTRIAN PUSH BUTTON		
	PEDESTAL POWER		
	PEDESTAL CATV		
	PEDESTAL COMMUNICATIONS		
	POST INDICATOR VALVE		

SURVEY SYMBOLS

	AERIAL CONTROL POINT
	BACKSIGHT CONTROL POINT
	GPS CONTROL POINT
	JUDICIAL LAND MONUMENT
	MONUMENT COMPUTED
	MONUMENT IRON FOUND
	MONUMENT IRON SET
	RESECTED POINT
	ROW MONUMENT
	ROW MARKER POST
	SECTION CORNER
	TRAVERSE CONTROL POINT
	BENCH MARK LOCATION

PROPOSED TOPOGRAPHIC SYMBOLS

	BOLLARD
	SANITARY CLEANOUT
	MANHOLE
	SANITARY OR STORM LIFT STATION
	STORM SEWER BEEHIVE CATCH BASIN
	STORM SEWER CATCH BASIN
	STORM SEWER FLARED END SECTION
	STORM SEWER OUTLET STRUCTURE
	STORM SEWER OVERFLOW STRUCTURE
	CURB BOX
	FIRE HYDRANT
	WATER REDUCER
	VALVE
	RIP RAP
	DRAINAGE FLOW
	PEDESTRIAN RAMP

EXISTING PRIVATE UTILITY LINES

	CABLE TV QUALITY LEVEL D
	CABLE TV QUALITY LEVEL C
	CABLE TV QUALITY LEVEL B
	CABLE TV QUALITY LEVEL A
	FIBER OPTIC QUALITY LEVEL D
	FIBER OPTIC QUALITY LEVEL C
	FIBER OPTIC QUALITY LEVEL B
	FIBER OPTIC QUALITY LEVEL A
	POWER QUALITY LEVEL D
	POWER QUALITY LEVEL C
	POWER QUALITY LEVEL B
	POWER QUALITY LEVEL A
	GAS QUALITY LEVEL D
	GAS QUALITY LEVEL C
	GAS QUALITY LEVEL B
	GAS QUALITY LEVEL A
	COMMUNICATION QUALITY LEVEL D
	COMMUNICATION QUALITY LEVEL C
	COMMUNICATION QUALITY LEVEL B
	COMMUNICATION QUALITY LEVEL A
	OVERHEAD POWER
	OVERHEAD COMMUNICATION
	OVERHEAD UTILITIES

EXISTING TOPOGRAPHIC LINES

	RETAINING WALL
	FENCE - BARBED WIRE
	FENCE - CHAIN LINK
	FENCE - DECORATIVE
	FENCE - STOCKADE
	FENCE - WOOD
	FENCE - ELECTRIC
	GUARD RAIL
	TREE LINE
	WETLAND

SURVEY LINES

	BOUNDARY
	CENTERLINE
	EXISTING EASEMENT LINE
	PROPOSED EASEMENT LINE
	FLOOD PLAIN BOUNDARY
	EXISTING LOT LINE
	PROPOSED LOT LINE
	EXISTING RIGHT-OF-WAY
	PROPOSED RIGHT-OF-WAY
	SETBACK LINE
	SECTION LINE
	QUARTER SECTION LINE
	SIXTEENTH SECTION LINE

EXISTING UTILITY LINES

	FORCE MAIN
	SANITARY SEWER
	SANITARY SERVICE
	STORM SEWER
	WATER MAIN
	WATER SERVICE

PROPOSED UTILITY LINES

	FORCE MAIN
	SANITARY SEWER
	SANITARY SERVICE
	STORM SEWER DRAINTILE
	STORM SEWER
	WATER MAIN
	WATER SERVICE
	PIPE CASING

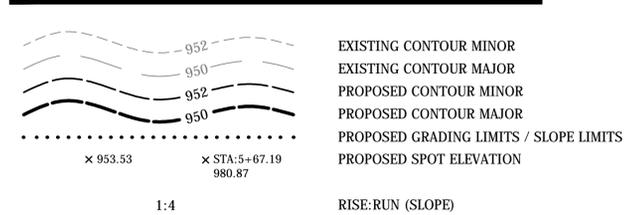
FUTURE UTILITY LINES

	FORCE MAIN
	SANITARY SEWER
	SANITARY SERVICE
	STORM SEWER DRAINTILE
	STORM SEWER
	WATER MAIN
	WATER SERVICE
	PIPE CASING

CONCRETE CURB AND GUTTER

	EXISTING
	PROPOSED
	FUTURE
	DEMOLITION

GRADING INFORMATION



ABBREVIATIONS

AD	ALGEBRAIC DIFFERENCE
BV	BUTTERFLY VALVE
BVCE	BEGIN VERTICAL CURVE ELEVATION
BVCS	BEGIN VERTICAL CURVE STATION
CL	CENTER LINE
CL	CLASS
CMP	CORRUGATED METAL PIPE
C.O.	CHANGE ORDER
DIP	DUCTILE IRON PIPE
EL/ELEV	ELEVATION
EVCE	END VERTICAL CURVE ELEVATION
EVCS	END VERTICAL CURVE STATION
EX	EXISTING
FES	FLARED END SECTION
F/F	FACE TO FACE
FM	FORCE MAIN
F.O.	FIELD ORDER
GV	GATE VALVE
HP	HIGH POINT
HWL	HIGH WATER LEVEL
INV	INVERT
K	CURVE COEFFICIENT
LP	LOW POINT
MH	MANHOLE (SANITARY)
NTS	NOT TO SCALE
NWL	NORMAL WATER LEVEL
PC	POINT OF CURVE
PCC	COMPOUND CURVE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PPVC	PERFORATED POLYVINYL CHLORIDE PIPE
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENT
PVC	POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT-OF-WAY
SS	STORM SEWER STRUCTURE
STA	STATION
TCE	TEMPORARY CONSTRUCTION EASEMENT
TNH	TOP NUT HYDRANT
TYP	TYPICAL
VC	VERTICAL CURVE
WM	WATER MAIN

WELLS FARGO

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

PRINT NAME: DAVID AHRENS
SIGNATURE:
DATE: 10/05/2015 LIC. NO.: 21711

REVISIONS

NO.	DESCRIPTION	DATE
	UPDATED	06/01/2015
	COMMITTEE OF THE WHOLE SUBMITTAL	06/28/2015
	UPDATED	09/04/2015
	PDR AND LAND USE SUBMITTAL	10/05/2015

DATE ISSUED:
REVIEWED BY:
DRAWN BY: DAA
WF MANAGER:

WELLS FARGO BE NUMBER
102946-0007

SHEET TITLE

LEGEND
AND ABBREVIATIONS

SHEET NUMBER

GO.02

ARCHITECT PROJECT NUMBER
2007664032

REVISIONS

NO.	DESCRIPTION	DATE
	UPDATED	06/01/2015
	COMMITTEE OF THE WHOLE SUBMITTAL	06/28/2015
	UPDATED	09/04/2015
	PDR AND LAND USE SUBMITTAL	10/05/2015

DATE ISSUED:	
REVIEWED BY:	
DRAWN BY:	DJR
WF MANAGER:	

WELLS FARGO BE NUMBER
102946-0007

SHEET TITLE

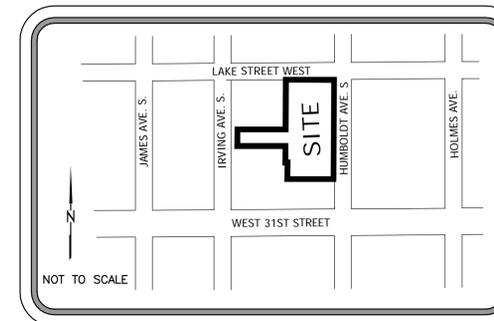
ALTA/ACSM SURVEY

SHEET NUMBER

V101

ARCHITECT PROJECT NUMBER
2007664032

VICINITY MAP



LAND DESCRIPTION

- PARCEL 1:**
The South 13 feet of Lot 2 and the North 22 of feet of Lot 3, Block 18, CALHOUN PARK, Hennepin County, Minnesota.
- PARCEL 2:**
The South 24 feet, front and rear, of Lot 3, and the North 11 feet, front and rear, of Lot 4, Block 18, CALHOUN PARK, Hennepin County, Minnesota.
- PARCEL 3:**
The South 35 feet, front and rear, of Lot 4, Block 18, CALHOUN PARK, Hennepin County, Minnesota.
- PARCEL 4:**
Lot 5, Block 18, CALHOUN PARK, Hennepin County, Minnesota.
- PARCEL 5:**
The North 40 feet of Lot 1, Block 18, CALHOUN PARK, Hennepin County, Minnesota.
- PARCEL 6:**
The South 6 feet of Lot 1 and the North 33 feet of Lot 2, Block 18, CALHOUN PARK, Hennepin County, Minnesota.
- PARCEL 7:**
Lot 9, Block 18, CALHOUN PARK, Hennepin County, Minnesota.
- PARCEL 8:**
Together with that part of vacated North/South alley in Block 18, CALHOUN PARK, accruing there to by reason of the vacation thereof, pursuant to Resolution filed September 18, 1973 as Document No. 4042949.
- PARCEL 9:**
Lot 6, Block 18, CALHOUN PARK, Hennepin County, Minnesota.

SURVEY NOTES

- The property described hereon is the same as the property described in the title commitment prepared by Commercial Partners Title, LLC, File No. 39141, with an effective date of September 30, 2014 at 7:00 A.M.
- The plat CALHOUN PARK was filed in the Office of the County Recorder, Hennepin County, for record on October 4, 1882.
- The bearing system of this survey is assumed.
- The subject property has direct access to Lake Street West, Humboldt Avenue South, and Irving Avenue South.
- Per Item 2 of Table A standards: The property address is 1505 Lake Street West, Minneapolis, Minnesota.
- Per Item 3 of Table A standards: The flood zone classification of the property is Zone X, Community-Panel Number 270534C0358E. Per FEMA website.
- Per Item 4 of Table A standards, the gross area of subject property contains +43,089 square feet (±0.99 acres).
- Per Items 6(a) of Table A standards: Said property is zoned C1 Neighborhood Commercial District. Information per City of Minneapolis.
- Per Item 9 of Table A standards: There are 50 total parking spaces which includes 1 marked handicap space. Shown on survey.
- Per Item 11a of Table A standards: The utilities shown hereon were located using the Gopher State One-Call system and verified in the field where possible. Private utility locations, such as underground sprinklers, underground service lines, etc. may not have been located. Stantec cannot guarantee that all utility companies responded or the accuracy or completeness of the locates. Prior to any digging, contact Gopher One at 1-800-252-1166 and refer to ticket number 14245445.

LEGEND

	PROPERTY LINE		ROAD SIGN
	RIGHT-OF-WAY		MAILBOX
	LOT LINE		LIGHT POLE
	EX. CURB & GUTTER		POWER BOX
	EX. SANITARY SEWER		TELEPHONE BOX
	EX. STORM SEWER		HAND HOLE
	EX. WATER MAIN		BITUMINOUS AREA
	BURIED GAS MAIN		CONCRETE
	BURIED ELECTRIC		CABLE TV BOX
	AERIAL UTILITIES		
	CABLE TELEVISION		
	BOLLARD		
	PARKING METER		
	PYLON SIGN		
	TRANSFORMER		
	CULVERT		
	LIGHT POLE		
	POWER BOX		
	TELEPHONE BOX		
	POWER POLE		

CERTIFICATION

To Wells Fargo Bank, National Association, The Fifth Northwestern Bank of Minneapolis, a national banking association, and Commercial Partners Title, LLC:

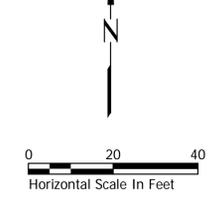
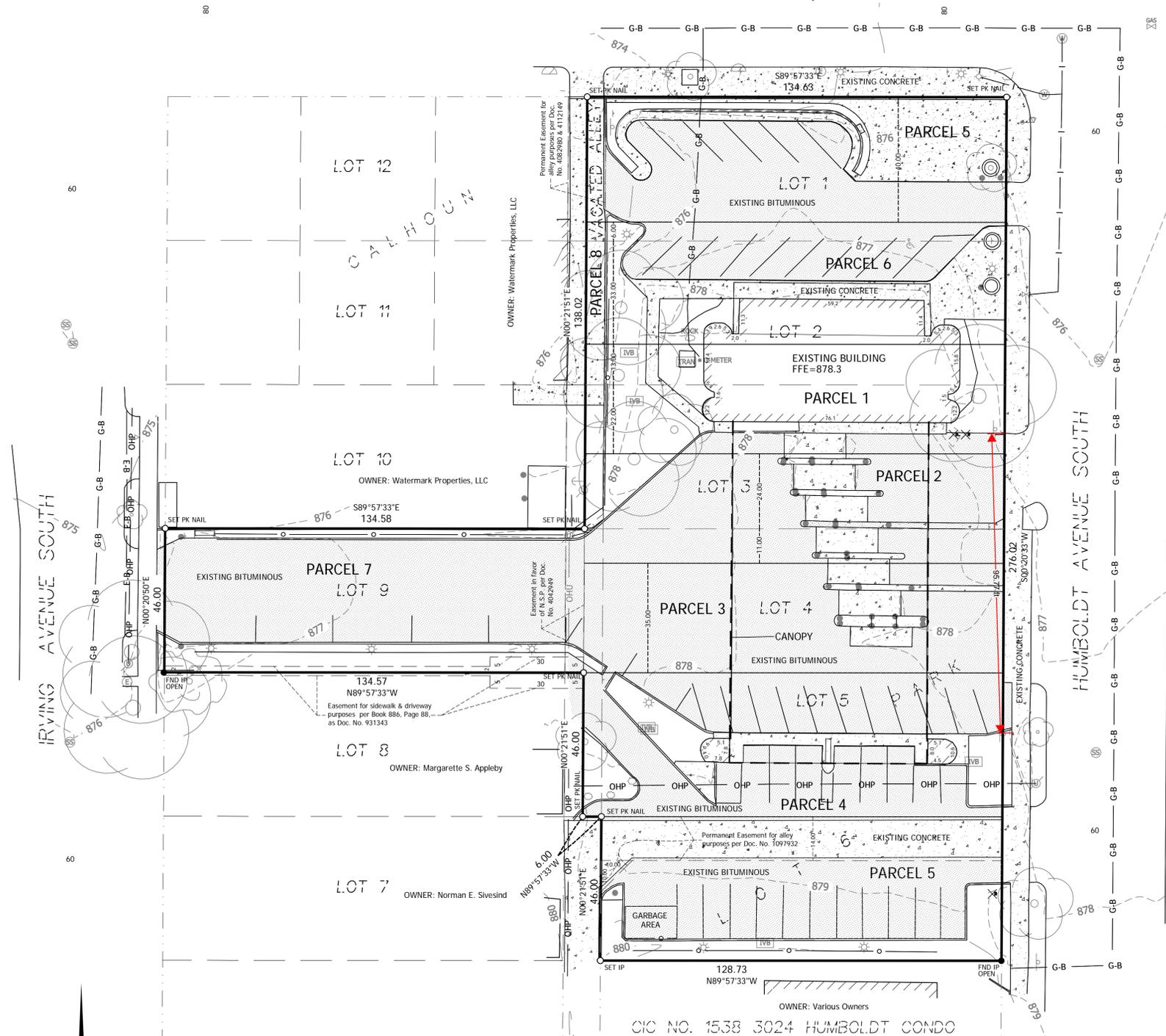
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6(a), 7(a), 8, 9, 11(b), and 13 of Table A thereof. The field work was completed on September 23, 2014.

STANTEC

Daniel J. Roerber

Daniel J. Roerber, Professional Land Surveyor
Minnesota License Number 43133
February 10TH, 2015
REVISED: FEBRUARY 11TH, 2015

LAKE STREET WEST (CO. RD NO. 3)



- DENOTES IRON MONUMENT FOUND
- DENOTES 1/2 INCH BY 14 INCH IRON MONUMENT SET WITH PLASTIC PLUG INSCRIBED WITH "STANTEC 43133"



MINNEAPOLIS, MN

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CONSULTANTS

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PRINT NAME: DAVID AHRENS
SIGNATURE: *David Ahrens*
DATE: 10/05/2015 LIC. NO.: 21711

REVISIONS

NO.	DESCRIPTION	DATE
1	UPDATED	06/01/2015
2	COMMITTEE OF THE WHOLE SUBMITTAL	06/28/2015
3	UPDATED	09/04/2015
4	PDR AND LAND USE SUBMITTAL	10/05/2015

DATE ISSUED:
REVIEWED BY:
DRAWN BY: DAA
WF MANAGER:

WELLS FARGO BE NUMBER
102946-0007

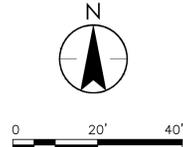
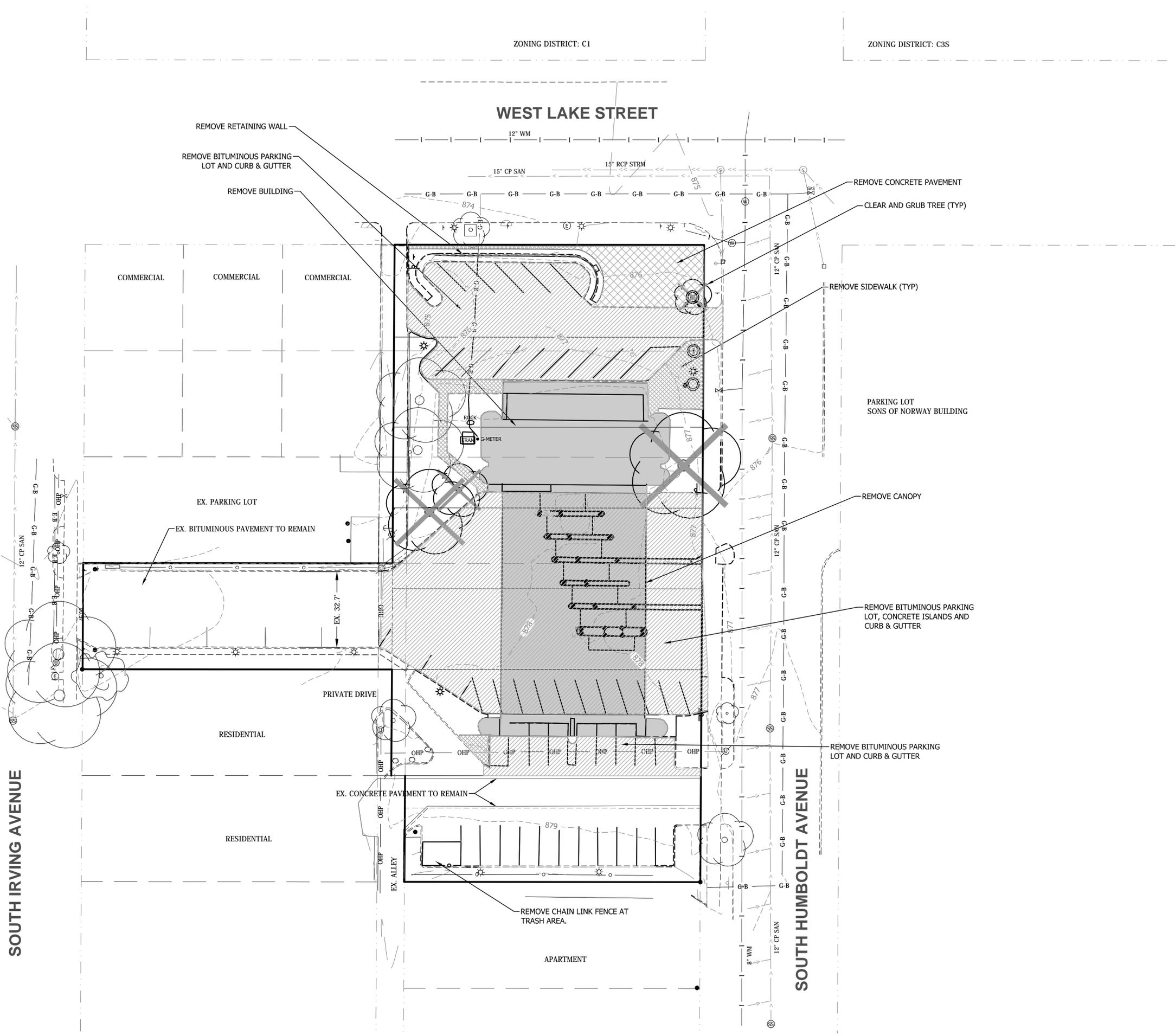
SHEET TITLE

REMOVALS PLAN

SHEET NUMBER

C0.01

ARCHITECT PROJECT NUMBER
2007664032





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PRINT NAME: DAVID AHRENS
SIGNATURE: *David Ahrens*
DATE: 10/05/2015 LIC. NO.: 21711

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DATE ISSUED:
REVIEWED BY:
DRAWN BY: DAA
WF MANAGER:

WELLS FARGO BE NUMBER
102946-0007

SHEET TITLE

GRADING PLAN

SHEET NUMBER

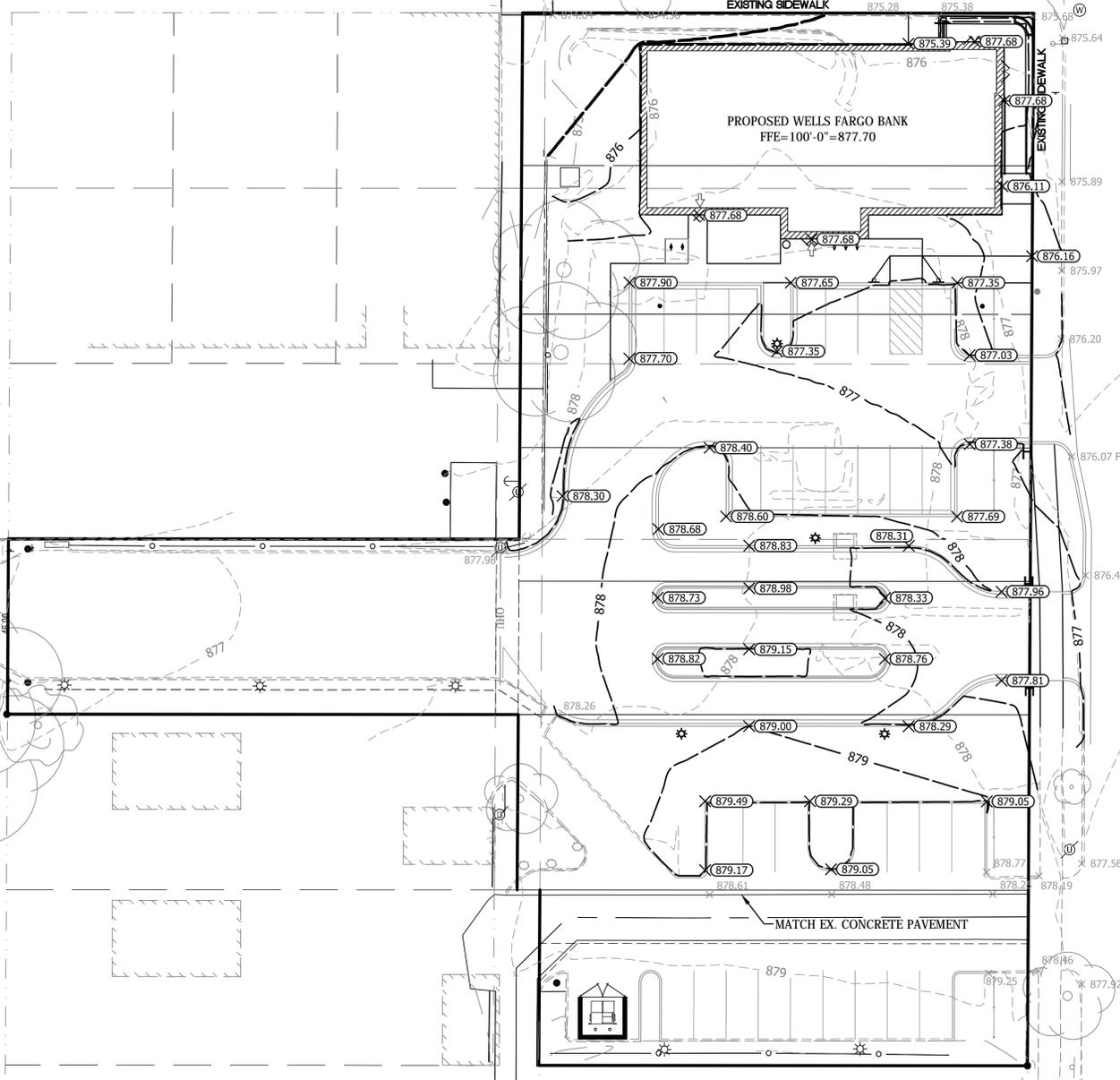
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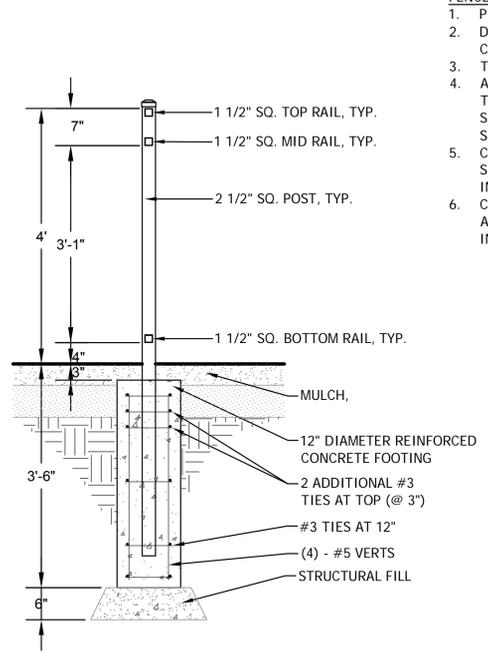
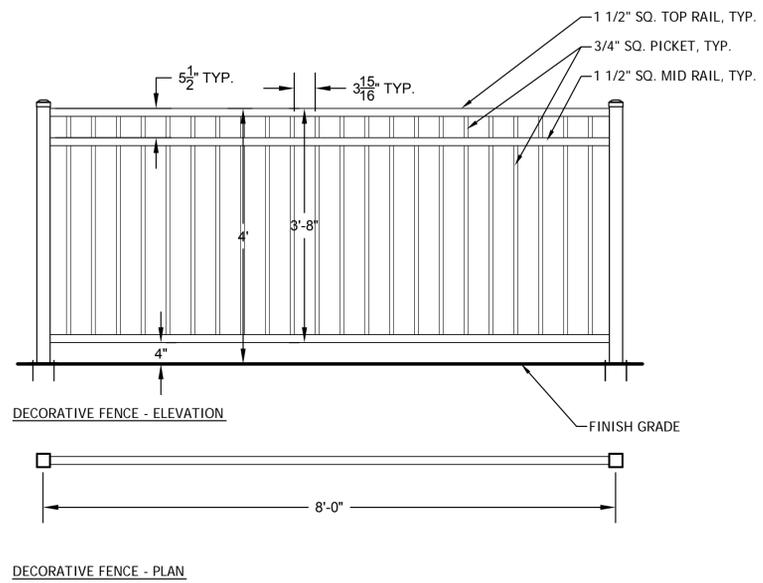
ARCHITECT PROJECT NUMBER
2007664032

SOUTH IRVING AVENUE

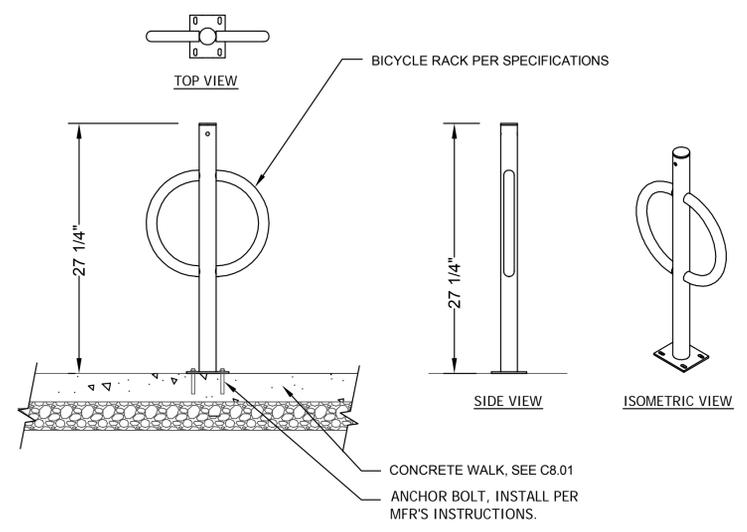
WEST LAKE STREET

SOUTH HUMBOLDT AVENUE



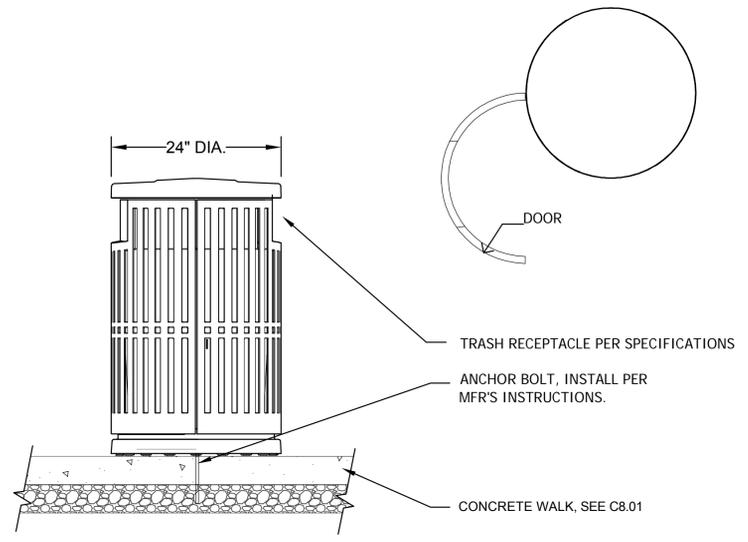
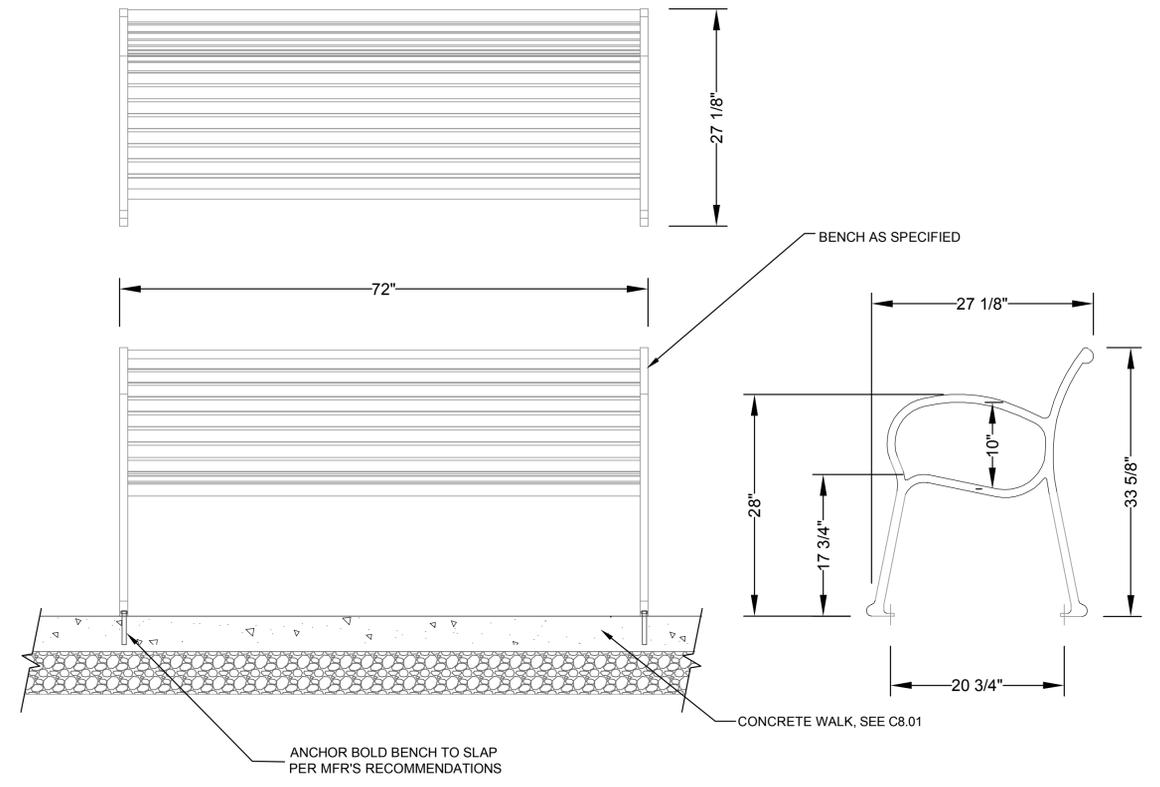


- FENCE NOTES:**
1. PROVIDE (2) 8' NOM. AS SHOWN ON C1.01.
 2. DECORATIVE RAILING SHALL BE PRE-ASSEMBLED COMMERCIAL STRENGTH WELDED STEEL.
 3. TOP AND BOTTOM RAILS SHALL BE LEVEL.
 4. ALL RAIL CONNECTIONS SHALL BE FLAT MOUNT TO POSTS AND PILASTERS. ALL CONNECTIONS SHALL BE CONCEALED FROM VIEW FROM STREET/SIDEWALK.
 5. CONTRACTOR TO PROVIDE FULLY DETAILED SHOP DRAWINGS FOR FABRICATION AND INSTALLATION.
 6. CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND DIMENSIONS PRIOR TO FABRICATION AND INSTALLATION.



A ORNAMENTAL FENCE IN PLANTING BED
3/4" = 1'-0"

B BIKE RACK ON CONCRETE PAVING
NTS



C BENCH ON CONCRETE PAVING
NTS

D TRASH RECEPTACLE ON CONCRETE PAVING
NTS



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PRINT NAME: STUART M. KRAHN
SIGNATURE: *Stuart M. Krahn*
DATE: 10/05/2015 U.C. NO.: 40002

REVISIONS		
NO.	DESCRIPTION	DATE
1	UPDATED	06/01/2015
2	COMMITTEE OF THE WHOLE SUBMITTAL	06/28/2015
3	UPDATED	09/04/2015
4	PDR AND LAND USE SUBMITTAL	10/05/2015

DATE ISSUED:
REVIEWED BY: JDR
DRAWN BY: JDR
WF MANAGER:

WELLS FARGO BE NUMBER
102946-0007

SHEET TITLE
SITE FURNISHINGS
DETAILS

SHEET NUMBER
L8.01

ARCHITECT PROJECT NUMBER
2007664032

NO.	DESCRIPTION	DATE
	UPDATED	06/01/2015
	COMMITTEE OF THE WHOLE SUBMITTAL	06/28/2015
	UPDATED	09/04/2015

DATE ISSUED: 09/08/2014

REVIEWED BY: B. RENO

DRAWN BY: G. STOIA

WF MANAGER: L. SMITH

WELLS FARGO BE NUMBER

102946-0007

SHEET TITLE

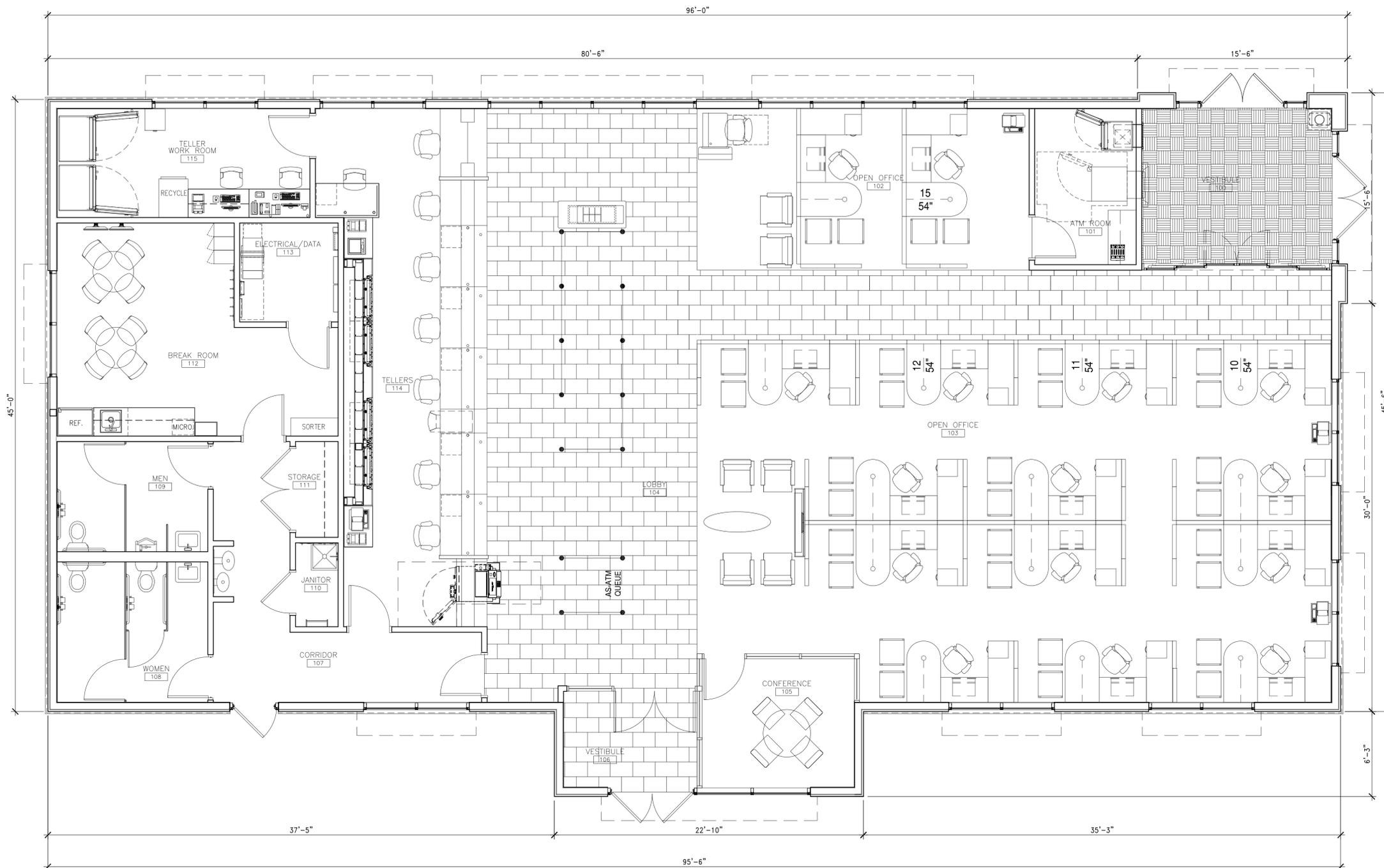
**PROPOSED
FLOOR PLAN**

SHEET NUMBER

A1.0

ARCHITECT PROJECT NUMBER

2007664032



PROGRAMMING CRITERIA	
TELLERS	7
DRIVE-UP TELLERS	0
SERVICE MANAGERS	1
LARGE WORKSTATIONS	0 (66" BULLET TOPS)
SMALL WORKSTATIONS	15 (54" BULLET TOPS)
PRIVATE OFFICE	0
CONFERENCE ROOM	YES
ONLINE BANKING STATION	1
INTERCEPT TABLE	0
VAULT / SD BOXES	NO
DRIVE-UP ATM	YES - (2 REMOTE)
DRIVE-UP AHD	NO
WALK-UP ATM	0
WALK-UP AHD	0
WALK-UP AS-ATM	2
AS-ATM W/ NICHE	0

SQUARE FOOTAGE	
FIRST FLOOR:	4,500.00 SQ.FT.

PO PEDESTRIAN ORIENTED OVERLAY DISTRICT:

1. THE PLACEMENT OF BUILDINGS SHALL REINFORCE THE STREET WALL, MAXIMIZE NATURAL SURVEILLANCE AND VISIBILITY, AND FACILITATE PEDESTRIAN ACCESS AND CIRCULATION. THE FIRST FLOOR OF BUILDINGS SHALL BE LOCATED NOT MORE THAN EIGHT (8) FEET FROM THE FRONT LOT LINE, EXCEPT WHERE A GREATER YARD IS REQUIRED BY THIS ZONING ORDINANCE. IN THE CASE OF A CORNER LOT, THE BUILDING WALL ABUTTING EACH STREET SHALL BE LOCATED NOT MORE THAN EIGHT (8) FEET FROM THE LOT LINE, EXCEPT WHERE A GREATER YARD IS REQUIRED BY THIS ZONING ORDINANCE. THE AREA BETWEEN THE BUILDING AND THE LOT LINE SHALL INCLUDE AMENITIES SUCH AS LANDSCAPING, TABLES AND SEATING. BUILDINGS SHALL BE ORIENTED SO THAT AT LEAST ONE (1) PRINCIPAL ENTRANCE FACES THE PUBLIC STREET RATHER THAN THE INTERIOR OF THE SITE.
2. AT LEAST FORTY (40) PERCENT OF THE FIRST FLOOR FACADE OF ANY NONRESIDENTIAL USE THAT FACES A PUBLIC STREET OR SIDEWALK SHALL BE WINDOWS OR DOORS OF CLEAR OR LIGHTLY TINTED GLASS THAT ALLOW VIEWS INTO AND OUT OF THE BUILDING AT EYE LEVEL. WINDOWS SHALL BE DISTRIBUTED IN A MORE OR LESS EVEN MANNER. MINIMUM WINDOW AREA SHALL BE MEASURED BETWEEN THE HEIGHT OF TWO (2) FEET AND TEN (10) FEET ABOVE THE FINISHED LEVEL OF THE FIRST FLOOR.

1 PROPOSED FLOOR PLAN
A1.0 SCALE: 1/4" = 1'-0"
0 2' 4' 8'



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CONSULTANTS

EXTERIOR FINISH SCHEDULE

SYM.	MATERIAL:	LOCATION:	MANUFACTURE/COLOR:
WF1	STUCCO EXTERIOR FINISH PAINT	ALL FACADES STUCCO	STUCCO COLOR: BENJAMIN MOORE PRODUCT NO. HC-69 WHITALL BROWN
WF2	STUCCO EXTERIOR FINISH PAINT	ALL FACADES STUCCO	STUCCO COLOR: BENJAMIN MOORE PRODUCT NO. HC-38 DECATUR BUFF
WF3	STUCCO EXTERIOR FINISH PAINT	ALL FACADES STUCCO	STUCCO COLOR: BENJAMIN MOORE PRODUCT NO. HC-35 POWELL BUFF
CS1	SPLIT FACE CMU	EXTERIOR FACADE KNEEWALL	COLOR TO MATCH WF3.
CS2	CAST STONE SILL	EXTERIOR STOREFRONT	ARRISCRRAFT CONCRETE CAST STONE CAP. PRODUCT NO. & COLOR TO MATCH WF3.
EC1	EXTERIOR CAULK	WINDOWS & DOORS	BENJAMIN MOORE COLOR: MATCH THE COLOR OF PAINT
A1	ALUMINUM FRAMING	STOREFRONT FRAMING	KAWNEER COLOR: CLEAR ANODIZED
A2	ALUMINUM COPING/CORNICE	TOP OF TOWER AND PARAPET WALLS	COLOR: BENJAMIN MOORE PRODUCT NO. HC-35 POWELL BUFF
BR1	UTILITY SIZE BRICK (12"x4")	EXTERIOR BRICK AT TOWERS	MCAVOY BRICK FINISH COLOR: KINGSTOWN MATTEX
AW1	METAL AWNINGS	ABOVE WINDOWS AND DOORS	PAC-CLAD COLOR: SIERRA TAN

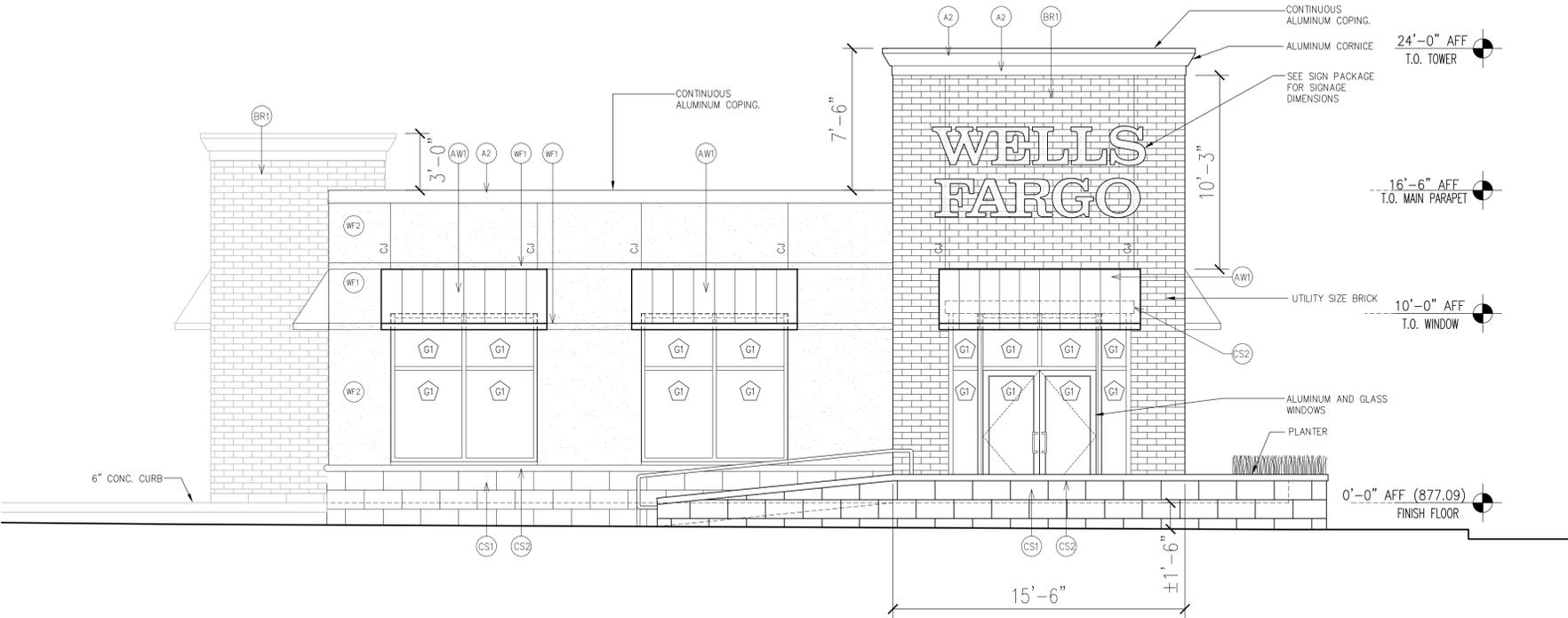
GLAZING SCHEDULE

SYM.	MATERIAL:	LOCATION:	MANUFACTURE/COLOR:
G1	INSULATED TEMPERED VISION GLASS	MAIN STOREFRONT	KAWNEER 1/2" TEMPERED STORE-FRONT GLAZING SYSTEM INSULATED 1" THICK. MODEL: #TRIFAB VG 451T
G2	INSULATED TEMPERED SPANDREL GLASS	AT FALSE WINDOWS	KAWNEER 1/2" TEMPERED STORE-FRONT GLAZING SYSTEM INSULATED 1" THICK.
G3	INSULATED TEMPERED VISION GLASS W/ 3M FROST FILM APPLIED ON INTERIOR SIDE	MAIN STOREFRONT	KAWNEER 1/2" TEMPERED STORE-FRONT GLAZING SYSTEM INSULATED 1" THICK. MODEL: #TRIFAB VG 451T W/ 3M FROST FILM FOR PRIVACY.

NOTE:
ALL NEW GLAZING SHALL BE CATEGORY CLASS II SAFETY GLASS AND ETCHED AS SUCH ON EACH GLAZING PANEL

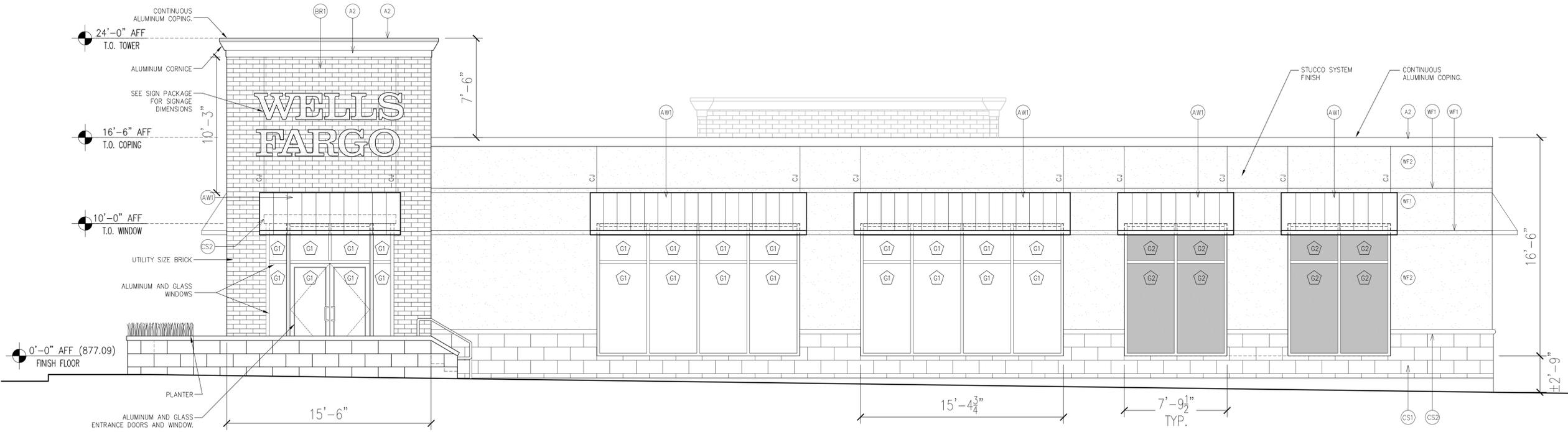
EXTERIOR FINISHES

ALUMINUM COPING: COLOR TO MATCH STUCCO CORNICE
 STUCCO CORNICE: 310 STO FINE SAND FINISH, BMHC-35 POWELL BUFF
 STUCCO FINISH: 310 STO FINE SAND FINISH, BMHC-38 DECATUR BUFF
 310 STO FINE SAND FINISH, BMHC-69 WITALL BROWN
 BRICK VENEER: MCAVOY BRICK FINISH, KINGSTOWN MATTEX
 ALUMINUM WINDOWS AND STOREFRONT: CLEAR ANODIZED FINISH



B EAST ELEVATION

SCALE: 1/4"=1'-0"



A NORTH ELEVATION

SCALE: 1/4"=1'-0"



REVISIONS

NO.	DESCRIPTION	DATE
1	UPDATED	06/01/2015
2	COMMITTEE OF THE WHOLE SUBMITTAL	06/28/2015
3	UPDATED	09/04/2015
4	REVISED PER PDR	10/16/2015

DATE ISSUED: 09/08/2014
 REVIEWED BY: B. RENO
 DRAWN BY: G. STOIA
 WF MANAGER: L. SMITH

WELLS FARGO BE NUMBER
102946-0007

SHEET TITLE

EXTERIOR BUILDING ELEVATIONS

SHEET NUMBER

A2.0

ARCHITECT PROJECT NUMBER
2007664032

REVISIONS

NO.	DESCRIPTION	DATE
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3	UPDATED	09/04/2015

DATE ISSUED: 09/08/2014
REVIEWED BY: B. RENO
DRAWN BY: G. STOIA
WF MANAGER: L. SMITH

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SHEET TITLE

**EXTERIOR BUILDING
ELEVATIONS**

SHEET NUMBER

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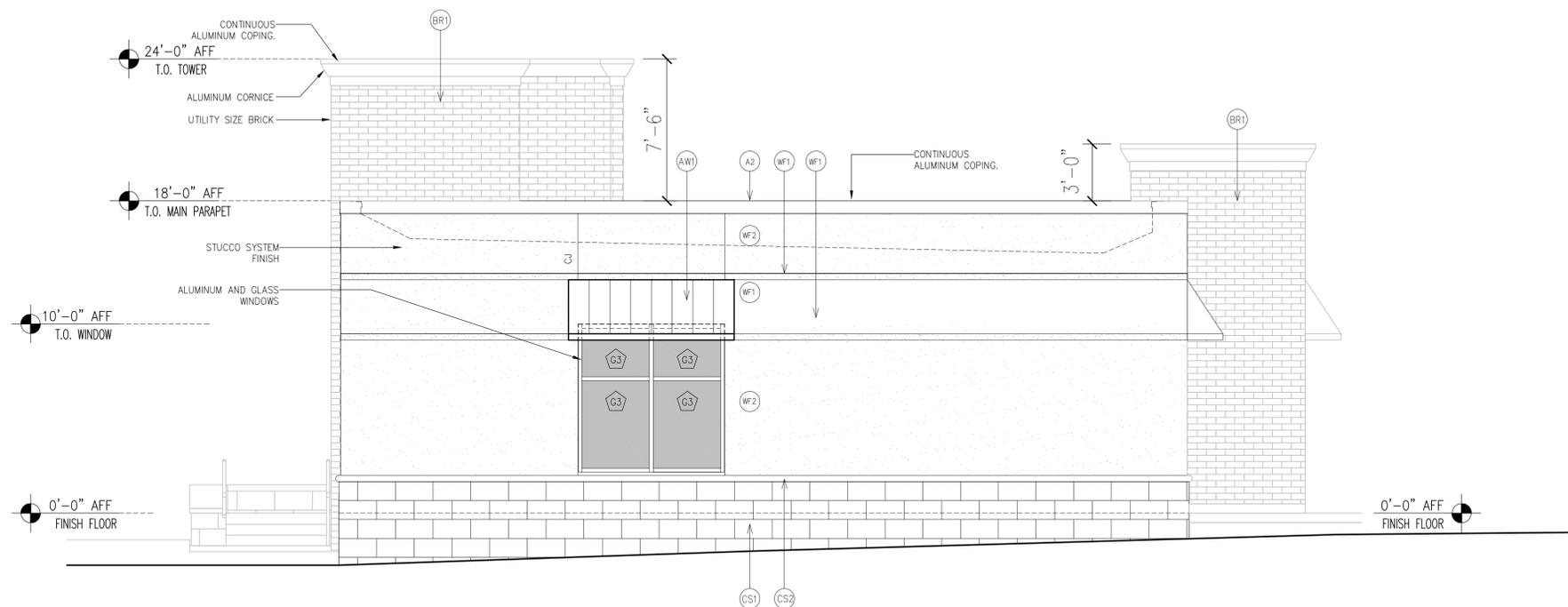
EXTERIOR FINISH SCHEDULE			
SYM.	MATERIAL:	LOCATION:	MANUFACTURE/COLOR:
WF1	STUCCO EXTERIOR FINISH PAINT	ALL FACADES STUCCO	STUCCO COLOR: BENJAMIN MOORE PRODUCT NO. HC-69 WHITTALL BROWN
WF2	STUCCO EXTERIOR FINISH PAINT	ALL FACADES STUCCO	STUCCO COLOR: BENJAMIN MOORE PRODUCT NO. HC-38 DECATUR BUFF
WF3	STUCCO EXTERIOR FINISH PAINT	ALL FACADES STUCCO	STUCCO COLOR: BENJAMIN MOORE PRODUCT NO. HC-35 POWELL BUFF
CS1	SPUT FACE CMU	EXTERIOR FACADE KNEEWALL	COLOR TO MATCH WF3.
CS2	CAST STONE SILL	EXTERIOR STOREFRONT	ARRISCRAFT CONCRETE CAST STONE CAP. PRODUCT NO. & COLOR TO MATCH WF3.
EC1	EXTERIOR CAULK	WINDOWS & DOORS	BENJAMIN MOORE COLOR: MATCH THE COLOR OF PAINT
A1	ALUMINUM FRAMING	STOREFRONT FRAMING	KAWNEER COLOR: CLEAR ANODIZED
A2	ALUMINUM COPING/CORNICE	TOP OF TOWER AND PARAPET WALLS	COLOR: BENJAMIN MOORE PRODUCT NO. HC-35 POWELL BUFF
BR1	UTILITY SIZE BRICK (12"x4")	EXTERIOR BRICK AT TOWERS	MCAVOY BRICK FINISH COLOR: KINGSTOWN MATEX
AW1	METAL AWNINGS	ABOVE WINDOWS AND DOORS	PAC-CLAD COLOR: SIERRA TAN

GLAZING SCHEDULE			
SYM.	MATERIAL:	LOCATION:	MANUFACTURE/COLOR:
G1	INSULATED TEMPERED VISION GLASS	MAIN STOREFRONT	KAWNEER 1/2" TEMPERED STORE-FRONT GLAZING SYSTEM INSULATED 1" THICK. MODEL: #TRIFAB VG 451T
G2	INSULATED TEMPERED SPANDREL GLASS	AT FALSE WINDOWS	KAWNEER 1/2" TEMPERED STORE-FRONT GLAZING SYSTEM INSULATED 1" THICK.
G3	INSULATED TEMPERED VISION GLASS W/ 3M FROST FILM APPLIED ON INTERIOR SIDE	MAIN STOREFRONT	KAWNEER 1/2" TEMPERED STORE-FRONT GLAZING SYSTEM INSULATED 1" THICK. MODEL: #TRIFAB VG 451T W/ 3M FROST FILM FOR PRIVACY.

NOTE:
ALL NEW GLAZING SHALL BE CATEGORY CLASS II SAFETY GLASS AND ETCHED AS SUCH ON EACH GLAZING PANEL.

EXTERIOR FINISHES

ALUMINUM COPING: COLOR TO MATCH STUCCO CORNICE
STUCCO CORNICE: 310 STO FINE SAND FINISH, BMHC-35 POWELL BUFF
STUCCO FINISH: 310 STO FINE SAND FINISH, BMHC-38 DECATUR BUFF
310 STO FINE SAND FINISH, BMHC-69 WITALL BROWN
BRICK VENEER: MCAVOY BRICK FINISH, KINGSTOWN MATEX
ALUMINUM WINDOWS AND STOREFRONT: CLEAR ANODIZED FINISH



B WEST ELEVATION

SCALE: 1/4"=1'-0"



A SOUTH ELEVATION

SCALE: 1/4"=1'-0"





B EAST ELEVATION

SCALE: 1/4"=1'-0" (SOUTH HUMBOLDT AVENUE ELEVATION)

TOTAL FACADE AREA (2ft TO 10ft) ABOVE FINISH LEVEL: 363 SF
 REQUIRED WINDOW AREA (40% OF FACADE): 145 SF
 TOTAL WINDOW AREA PROVIDED: 202 SF

EXTERIOR FINISH SCHEDULE

SYM.	MATERIAL:	LOCATION:	MANUFACTURE/COLOR:
WF1	STUCCO EXTERIOR FINISH PAINT	ALL FACADES STUCCO	STUCCO COLOR: BENJAMIN MOORE PRODUCT NO. HC-69 WITALL BROWN
WF2	STUCCO EXTERIOR FINISH PAINT	ALL FACADES STUCCO	STUCCO COLOR: BENJAMIN MOORE PRODUCT NO. HC-38 DECATUR BUFF
WF3	STUCCO EXTERIOR FINISH PAINT	ALL FACADES STUCCO	STUCCO COLOR: BENJAMIN MOORE PRODUCT NO. HC-35 POWELL BUFF
CS1	SPLIT FACE CMU	EXTERIOR FACADE KNEEWALL	COLOR TO MATCH WF3.
CS2	CAST STONE SILL	EXTERIOR STOREFRONT	ARRISCRAFT CONCRETE CAST STONE CAP. PRODUCT NO. & COLOR TO MATCH WF3.
EC1	EXTERIOR CAULK	WINDOWS & DOORS	BENJAMIN MOORE COLOR: MATCH THE COLOR OF PAINT
A1	ALUMINUM FRAMING	STOREFRONT FRAMING	KAWNEER COLOR: CLEAR ANODIZED
A2	ALUMINUM COPING/CORNICE	TOP OF TOWER AND PARAPET WALLS	COLOR: BENJAMIN MOORE PRODUCT NO. HC-35 POWELL BUFF
BR1	UTILITY SIZE BRICK (12"x4")	EXTERIOR BRICK AT TOWERS	MCAVOY BRICK FINISH COLOR: KINGSTOWN MATTEX.
AW1	METAL AWNINGS	ABOVE WINDOWS AND DOORS	PAC-CLAD COLOR: SIERRA TAN

GLAZING SCHEDULE

SYM.	MATERIAL:	LOCATION:	MANUFACTURE/COLOR:
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G3	INSULATED TEMPERED VISION GLASS W/ 3M FROST FILM APPLIED ON INTERIOR SIDE	MAIN STOREFRONT	KAWNEER 1/2" TEMPERED STORE-FRONT GLAZING SYSTEM INSULATED 1" THICK. MODEL: #TRIFAB VG 451T W/ 3M FROST FILM FOR PRIVACY.

NOTE:
ALL NEW GLAZING SHALL BE CATEGORY CLASS II SAFETY GLASS AND ETCHED AS SUCH ON EACH GLAZING PANEL

EXTERIOR FINISHES

ALUMINUM COPING: COLOR TO MATCH STUCCO CORNICE
 STUCCO CORNICE: 310 STO FINE SAND FINISH, BMHC-35 POWELL BUFF
 STUCCO FINISH: 310 STO FINE SAND FINISH, BMHC-38 DECATUR BUFF
 310 STO FINE SAND FINISH, BMHC-69 WITALL BROWN
 BRICK VENEER: MCAVOY BRICK FINISH, KINGSTOWN MATTEX
 ALUMINUM WINDOWS AND STOREFRONT: CLEAR ANODIZED FINISH

WELLS FARGO

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www.stantec.com

CONSULTANTS

**DRAFT
CONCEPTUAL DESIGN**

REVISIONS

NO.	DESCRIPTION	DATE
	UPDATED	06/01/2015
	COMMITTEE OF THE WHOLE SUBMITTAL	06/28/2015
	UPDATED	08/18/2015

DATE ISSUED: 09/08/2014
 REVIEWED BY: B. RENO
 DRAWN BY: G. STOIA
 WF MANAGER: L. SMITH

WELLS FARGO BE NUMBER
102946-0007

EXTERIOR BUILDING ELEVATIONS

SHEET NUMBER

A2.0

ARCHITECT PROJECT NUMBER
2007664032



A NORTH ELEVATION

SCALE: 1/4"=1'-0" (WEST LAKE STREET ELEVATION)

TOTAL FACADE AREA (2ft TO 10ft) ABOVE FINISH LEVEL: 768 SF
 REQUIRED WINDOW AREA (40% OF FACADE): 308 SF
 TOTAL WINDOW AREA PROVIDED: 329 SF



B WEST ELEVATION TOTAL WINDOW AREA PROVIDED: 62 SF

SCALE: 1/4"=1'-0"



EXTERIOR FINISH SCHEDULE

SYM.	MATERIAL:	LOCATION:	MANUFACTURE/COLOR:
WF1	STUCCO EXTERIOR FINISH PAINT	ALL FACADES STUCCO	STUCCO COLOR: BENJAMIN MOORE PRODUCT NO. HC-69 WHITALL BROWN
WF2	STUCCO EXTERIOR FINISH PAINT	ALL FACADES STUCCO	STUCCO COLOR: BENJAMIN MOORE PRODUCT NO. HC-38 DECATUR BUFF
WF3	STUCCO EXTERIOR FINISH PAINT	ALL FACADES STUCCO	STUCCO COLOR: BENJAMIN MOORE PRODUCT NO. HC-35 POWELL BUFF
CS1	SPLIT FACE CMU	EXTERIOR FACADE KNEEWALL	COLOR TO MATCH WF3.
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GLAZING SCHEDULE

SYM.	MATERIAL:	LOCATION:	MANUFACTURE/COLOR:
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G3	INSULATED TEMPERED VISION GLASS W/ 3M FROST FILM APPLIED ON INTERIOR SIDE	MAIN STOREFRONT	KAWNEER 1/2" TEMPERED STORE-FRONT GLAZING SYSTEM INSULATED 1" THICK. MODEL: #TRIFAB VG 451T W/ 3M FROST FILM FOR PRIVACY.

NOTE: ALL NEW GLAZING SHALL BE CATEGORY CLASS II SAFETY GLASS AND ETCHED AS SUCH ON EACH GLAZING PANEL.

EXTERIOR FINISHES

- ALUMINUM COPING: COLOR TO MATCH STUCCO CORNICE
- STUCCO CORNICE: 310 STO FINE SAND FINISH, BMHC-35 POWELL BUFF
- STUCCO FINISH: 310 STO FINE SAND FINISH, BMHC-38 DECATUR BUFF
310 STO FINE SAND FINISH, BMHC-69 WHITALL BROWN
- BRICK VENEER: MCAVOY BRICK FINISH, KINGSTOWN MATTEX
- ALUMINUM WINDOWS AND STOREFRONT: CLEAR ANODIZED FINISH



A SOUTH ELEVATION TOTAL WINDOW AREA PROVIDED: 371 SF

SCALE: 1/4"=1'-0"

(PARKING LOT ELEVATION)



WELLS FARGO

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MINNEAPOLIS, MN 55408



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CONSULTANTS

**DRAFT
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COMMITTEE OF THE WHOLE SUBMITTAL		06/28/2015
UPDATED		08/18/2015

DATE ISSUED: 09/08/2014

REVIEWED BY: B. RENO

DRAWN BY: G. STOJA

WF MANAGER: L. SMITH

WELLS FARGO BE NUMBER

102946-0007

SHEET TITLE

**EXTERIOR BUILDING
ELEVATIONS**

SHEET NUMBER

A2.1

ARCHITECT PROJECT NUMBER

2007664032

**WELLS
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DRAWN BY: G. STOIA

WF MANAGER: L. SMITH

WELLS FARGO BE NUMBER

102946-0007

SHEET TITLE

COLOR RENDERINGS

SHEET NUMBER

A002

ARCHITECT PROJECT NUMBER

2007664032



A WEST LAKE STREET PERSPECTIVE VIEW



B EAST ELEVATION



A NORTH ELEVATION



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DRAWN BY: G. STOIA
WF MANAGER: L. SMITH

WELLS FARGO BE NUMBER
102946-0007

SHEET TITLE
COLOR RENDERINGS

SHEET NUMBER
A003

ARCHITECT PROJECT NUMBER
2007664032



B WEST ELEVATION



A SOUTH ELEVATION



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SHEET TITLE

COLOR RENDERINGS

SHEET NUMBER

A004

ARCHITECT PROJECT NUMBER
2007664032



Existing

21" Internally Illuminated Channel Letters



Please Use Main Entrance Vinyl Graphics

Window Vinyl Graphics

Entry Door Vinyl Graphics

Window Vinyl Graphics

Proposed



Existing

24" Internally Illuminated Channel Letters



Window Vinyl Graphics

Entry Door Vinyl Graphics

Proposed



Existing

24" Internally Illuminated Channel Letters



**Entry Door
Vinyl Graphics**

**Window
Vinyl Graphics**

Proposed



Existing



Proposed

**Window
Vinyl Graphics**

Vinyl

V1
Translucent Black
3M Scotchcal 3630-22

V2

Translucent Yellow
3M Scotchcal 3630-4039

V24

Diffuser Film White
30% Translucent
3M 3635-30

Paint

P1
Red with Clearcoat, Semi-Gloss
Matthews Paint MP65837

Material

M1
Maxx-Brite

M2
Aluminum

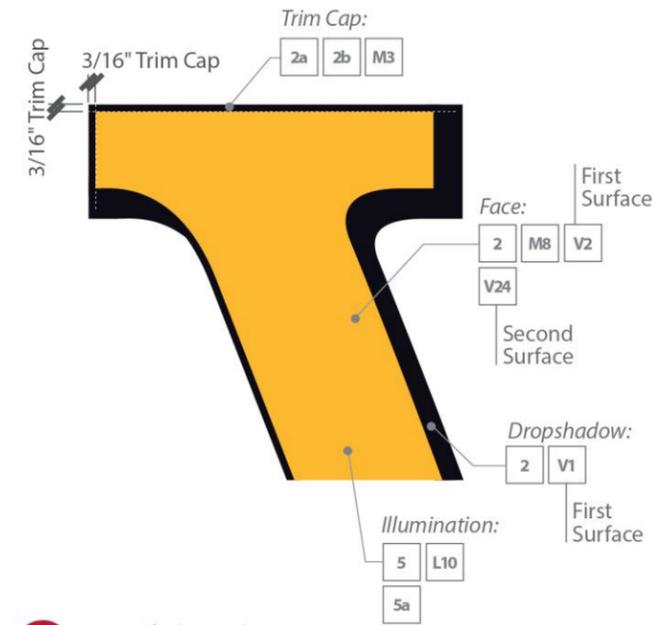
M3
Jewelite Black

M4
Aluminum Retainer

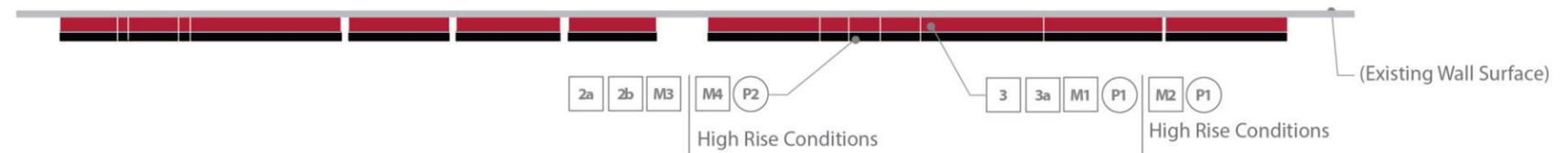
M8
Acrylic Clear

Light Source

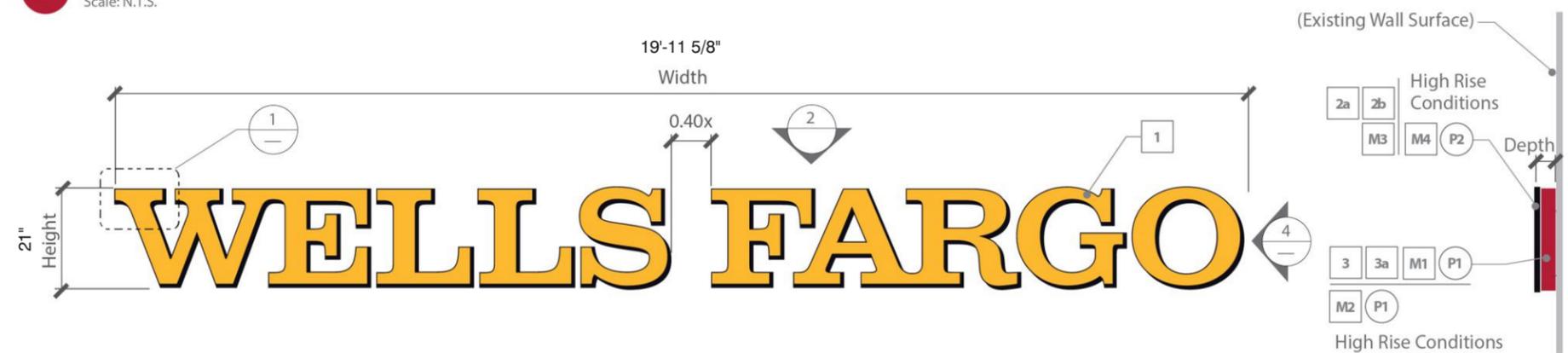
L10
GE Tetra miniMAX, GEMM41-1



1 Detail | Channel Letter
Scale: N.T.S.



2 Plan | Layout Channel Letters
Scale: N.T.S.



3 Elevation | Layout Channel Letters | Horizontal
Scale: N.T.S.

4 Side View
Scale: N.T.S.

Vinyl
 V1
 Translucent Black
 3M Scotchcal 3630-22

V2
 Translucent Yellow
 3M Scotchcal 3630-4039

V24
 Diffuser Film White
 30% Translucent
 3M 3635-30

Paint
 P1
 Red with Clearcoat, Semi-Gloss
 Matthews Paint MP65837

Material
 M1
 Maxx-Brite

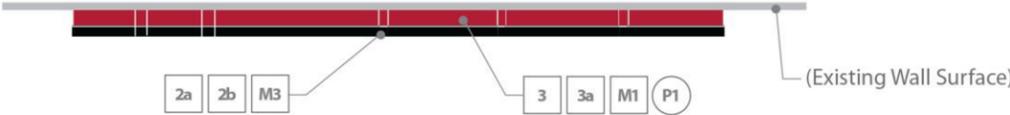
M2
 Aluminum

M3
 Jewelite Black

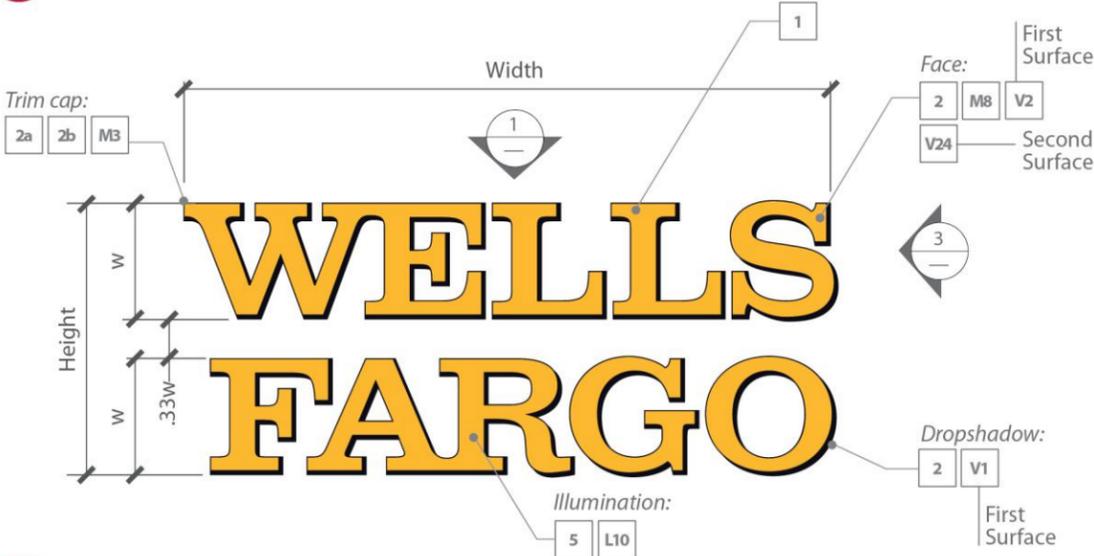
M4
 Aluminum Retainer

M8
 Acrylic Clear

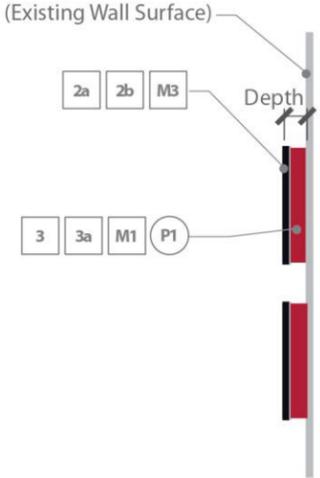
Light Source
 L10
 GE Tetra miniMAX, GEMM41-1



1 Plan | Layout Channel Letters
 Scale: N.T.S.

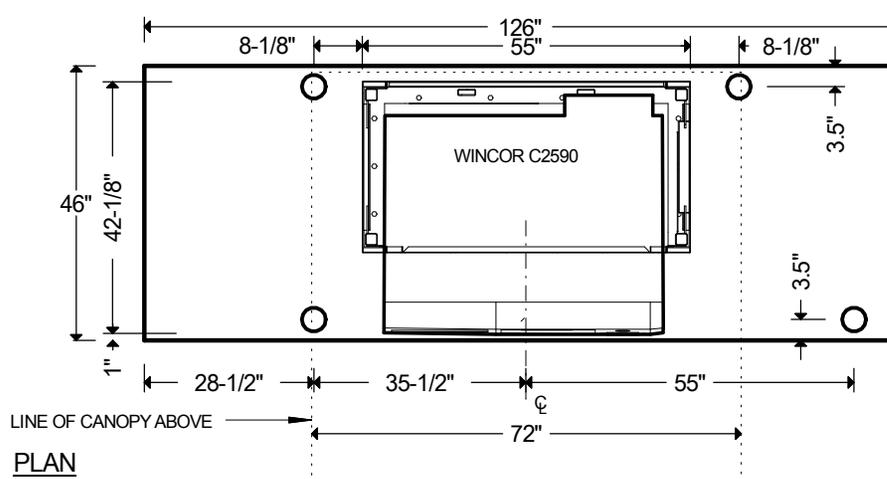


2 Elevation | Layout Channel Letters
 Scale: N.T.S.

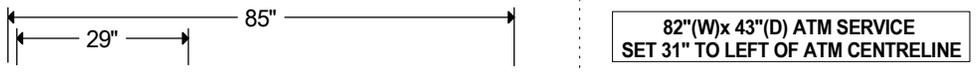


3 Side View
 Scale: N.T.S.





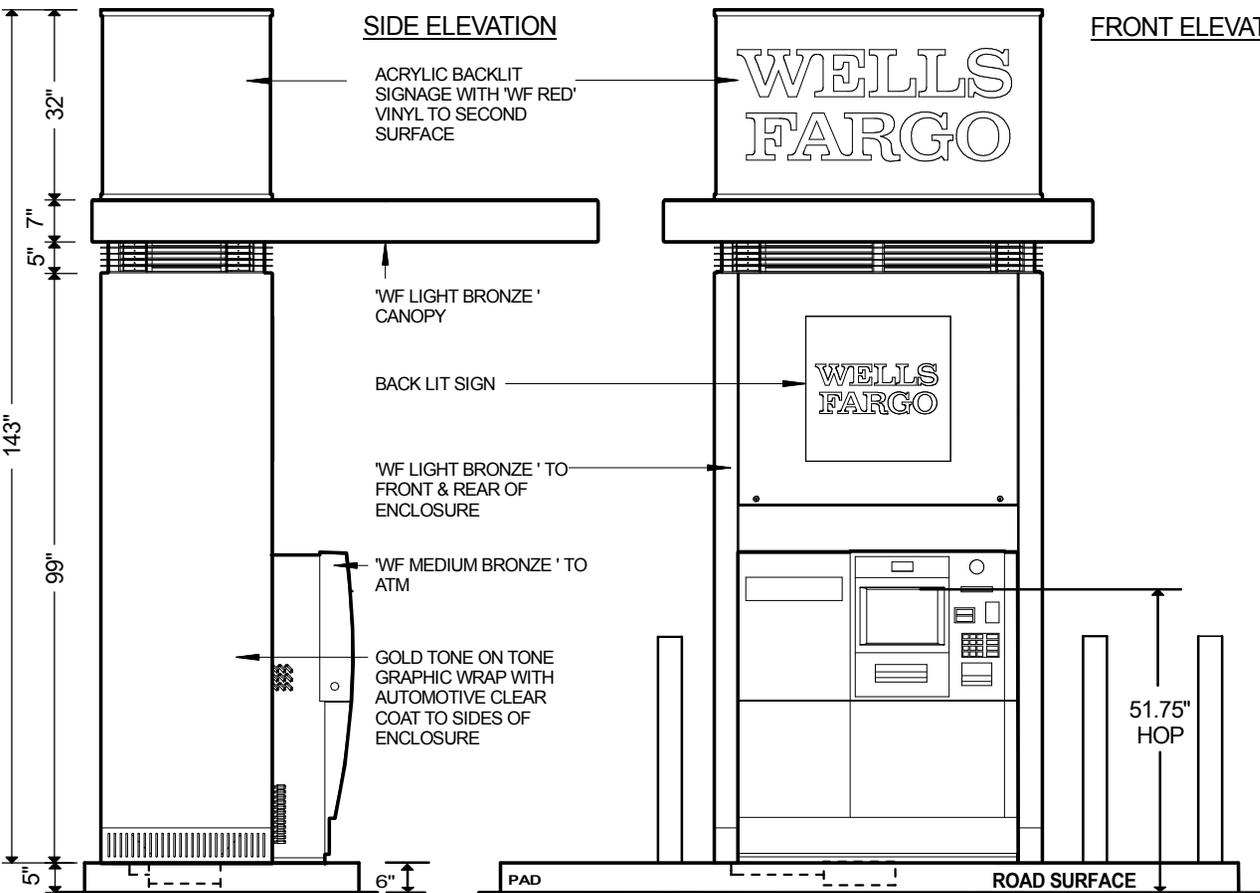
PLAN



82"(W)x 43"(D) ATM SERVICE SET 31" TO LEFT OF ATM CENTRELINE

SIDE ELEVATION

FRONT ELEVATION



GENERAL NOTES:

1. CONDUIT REQUIREMENTS
 - 2" CONDUIT FROM POWER SOURCE TO ATM PAD STUB UP.
 - 2" CONDUIT FROM TELCO ROOM (LOCATION OF ALARM, CAMERA & PHONE CIRCUIT) TO ATM PAD STUB UP.

ELECTRICAL NOTES:

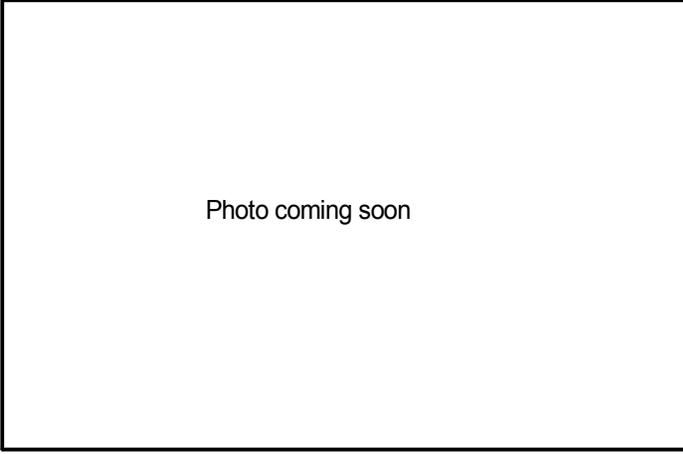
1. CONTRACTOR SHALL FURNISH AND INSTALL 2" CONDUIT FOR ELECTRICAL SERVICE FROM POWER SOURCE TO ATM. CONTRACTOR SHALL FURNISH AND INSTALL ISOLATED/DEDICATED CIRCUIT AT 30 AMPS.
2. CONDUIT FOR EACH ATM IS TO BE 2". THIS MUST BE A STRAIGHT RUN (WHENEVER POSSIBLE) DIRECTLY TO PHONE CLOSET/UTILITY ROOM THAT HOUSES THE ALARM PANEL. IF THE ALARM PANEL IS IN A DIFFERENT ROOM THAN THE COMMS SOURCE, AN ADDITIONAL 2" CONDUIT MUST BE RUN FROM THE ALARM PANEL ROOM.
3. THE DATA CABLE USED FOR THE ATM IS CATEGORY "5".
 - FOR ALL ATMS: THREE (3) CABLES ARE REQUIRED (3/4" Ø).
4. AT A BRANCH, PROVIDE CABLING FOR SECURITY DEVICES AS FOLLOWS:
 - SIAMESE CABLE (RG59 & 18-2) FOR CAMERA
 - ONE 6 CONDUCTOR, 22 GAUGE SHIELDED CABLE FOR ALARM
5. LABEL BOTH ENDS OF EACH STATION CABLE CLEARLY IDENTIFYING ITS CABLE NUMBER AS ("A" AND CABLE NUMBER).
6. PROVIDE THE FOLLOWING POWER CIRCUITS PER ATM:
 - CKT1: DEDICATED/ISOLATED GROUND 30 AMP CIRCUIT (SINGLE-PHASE) FOR EACH ATM.
 - CKT2: STANDARD 20 AMP CIRCUIT (FOR SURROUND AND ACCESSORIES).

FOOTING DETAIL:

1. FOOTINGS ARE TO BE DESIGNED BY A QUALIFIED ENGINEER TO LOCAL SITE CONDITIONS.
2. EACH FOOTING INSTALLATION SHOULD BE VERIFIED BY THE LOCAL BUILDING INSPECTOR.

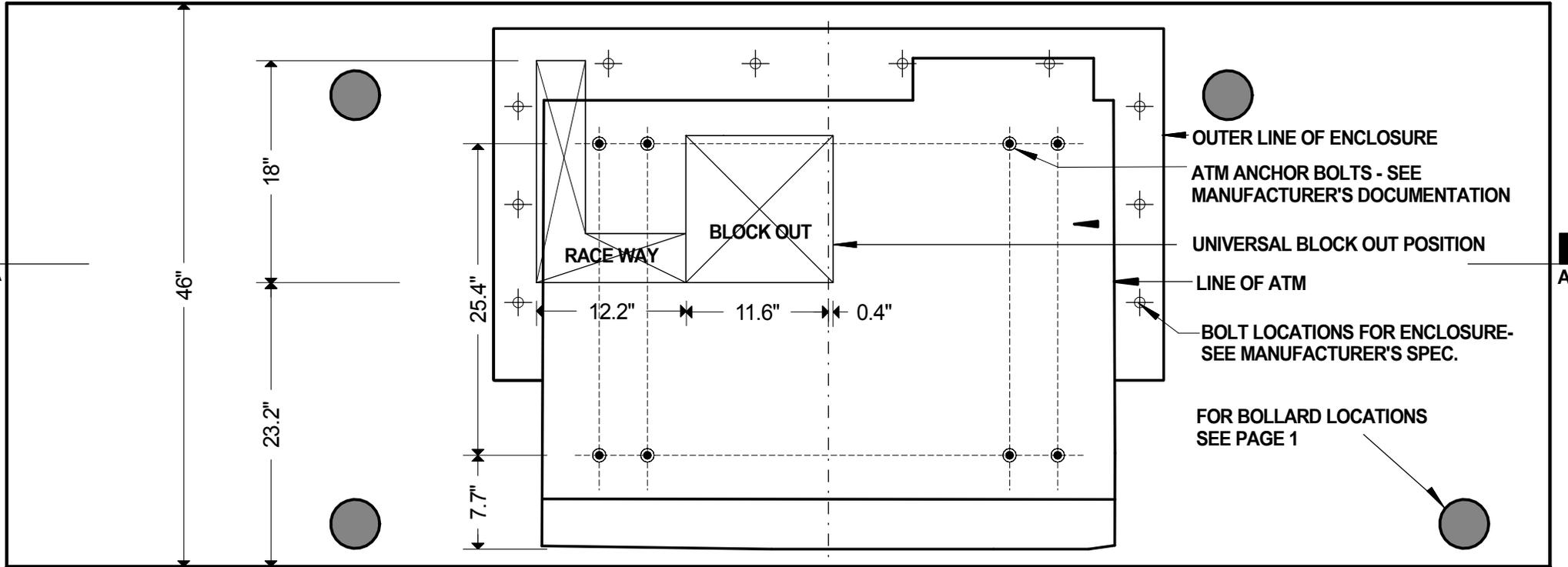
ATM INFORMATION:

WEIGHT: 2,492LB LOADING: 421LB/FT2
TEMPERATURE RANGE -40 TO 122 F



NOTES:

- BOLLARD PLACEMENT (IF REQUIRED) VARIES ACCORDING TO SITE-SPECIFIC CONDITIONS
- BOLLARDS 4" O.D. (TYP.)
- FOOTING DIMENSIONS VARY SEE APPROVED ENGINEERING CALCS.
- REFER TO VENDOR MANUAL AND MANUF. SPECS FOR INFORMATION NOT SHOWN ON THIS DRAWING.



PLAN VIEW OF PAD

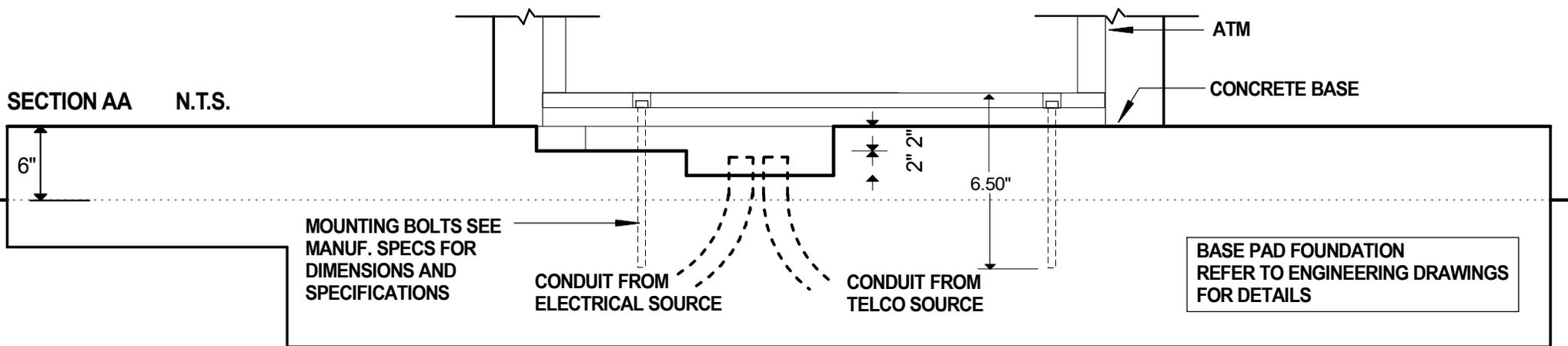
N.T.S.

1-1/2"

CL ATM

SECTION AA

N.T.S.



MOUNTING BOLTS SEE
MANUF. SPECS FOR
DIMENSIONS AND
SPECIFICATIONS

CONDUIT FROM
ELECTRICAL SOURCE

CONDUIT FROM
TELCO SOURCE

BASE PAD FOUNDATION
REFER TO ENGINEERING DRAWINGS
FOR DETAILS



Approach

Front

Dark Red MP 01126



Light Bronze MP 75296



Translucent Red 3M
Scotchcal 3630-2236



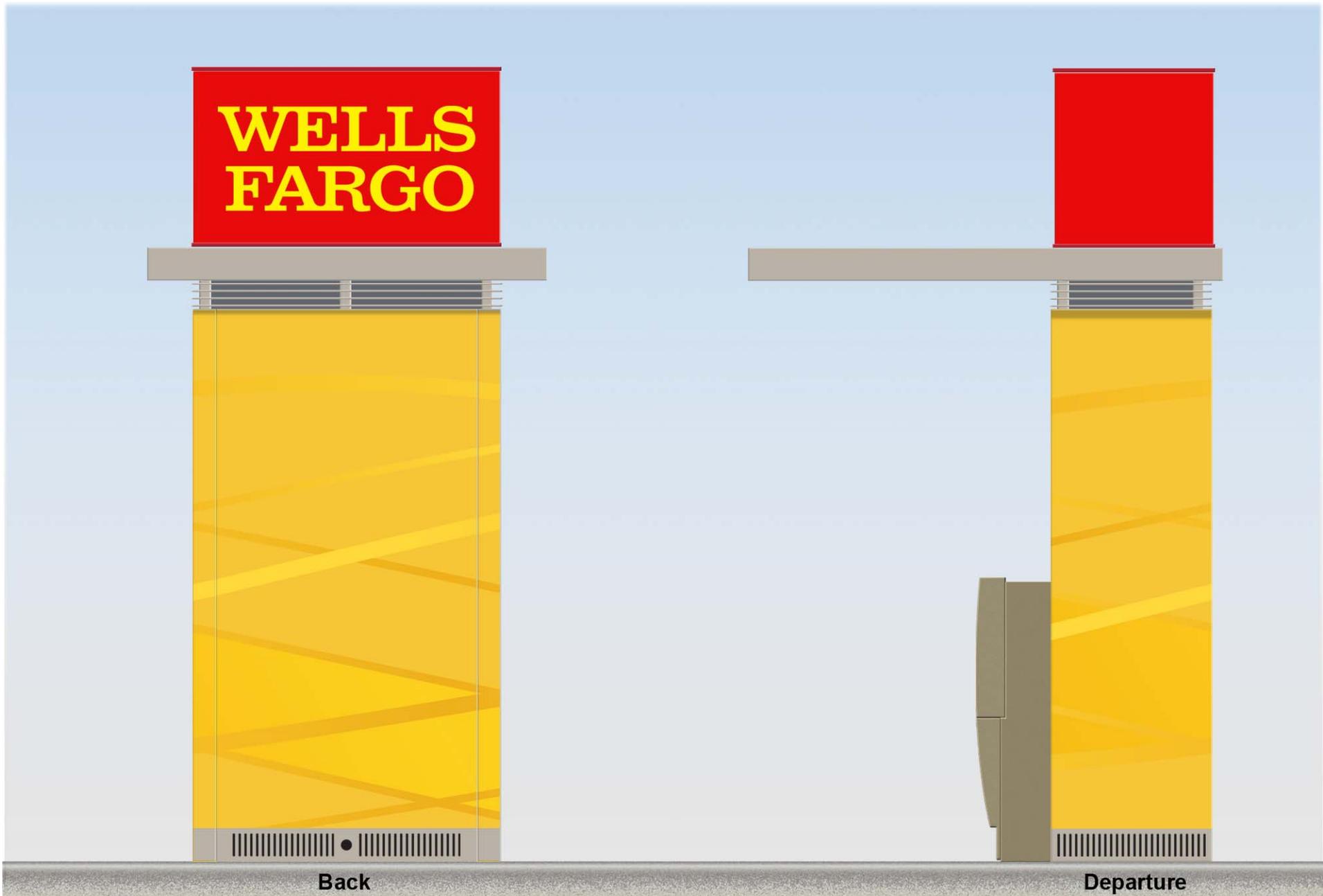
Translucent Yellow 3M
Scotchcal 3630-4039



Wells Fargo-B3885

Series 3897 Enclosure
shown with a Wincor C2590 ATM.
December 02, 2014
w\wells fargo\3897-2590-front-rev1

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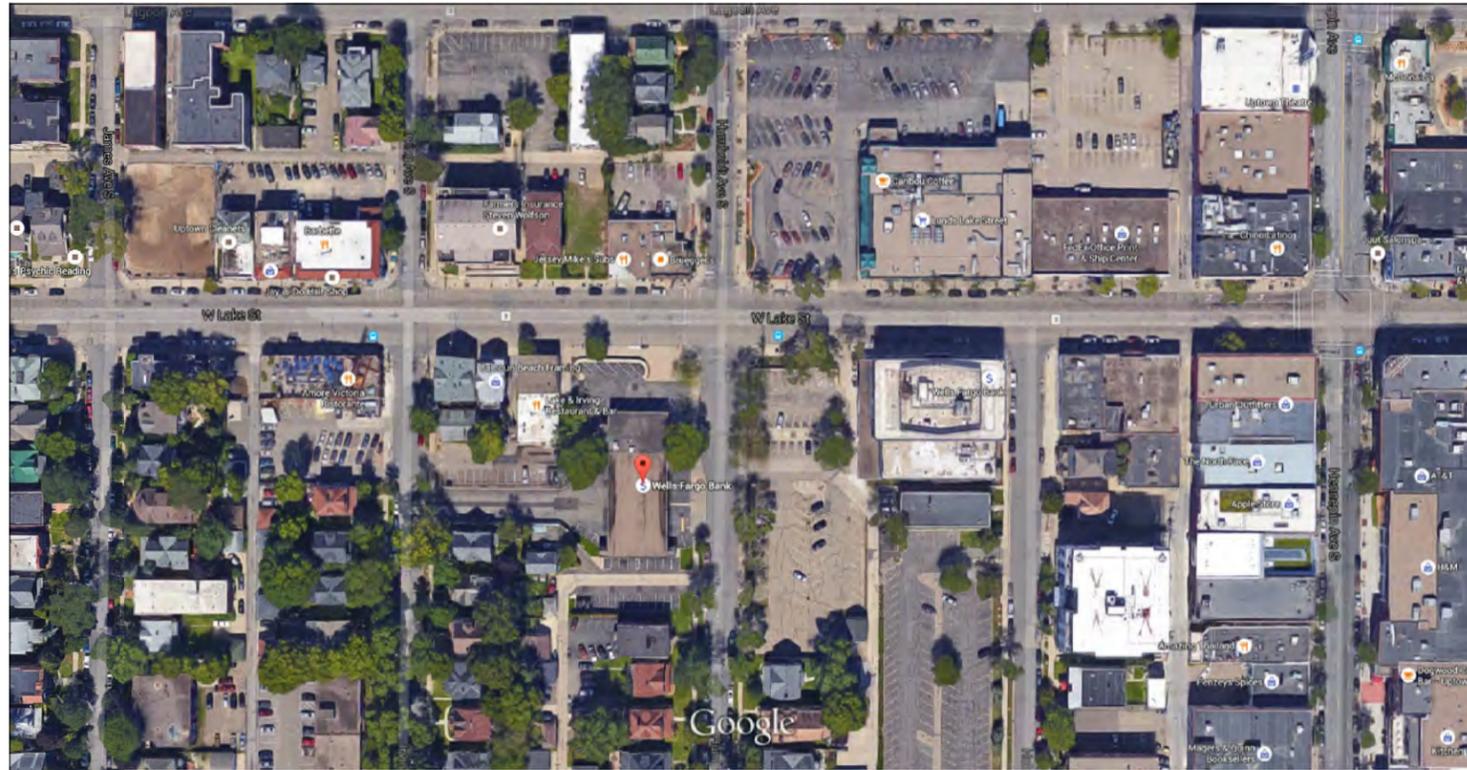


Dark Red MP 01126 Light Bronze MP 75296 Translucent Red 3M Scotchcal 3630-2236 Translucent Yellow 3M Scotchcal 3630-4039

Wells Fargo-B3885
 Series 3897 Enclosure
 shown with a Wincor C2590 ATM.
 December 02, 2014
 w\wells fargo\3897-2590-back-rev1

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B LARGE AERIAL VIEW 2



A LARGE AERIAL VIEW 1



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**DRAFT
CONCEPTUAL DESIGN**

REVISIONS		
NO.	DESCRIPTION	DATE
1	UPDATED	06/01/2015
2	COMMITTEE OF THE WHOLE SUBMITTAL	06/28/2015

DATE ISSUED: 09/08/2014
REVIEWED BY: B. RENO
DRAWN BY: G. STOIA
WF MANAGER: L. SMITH

WELLS FARGO BE NUMBER
.....
102946-0007

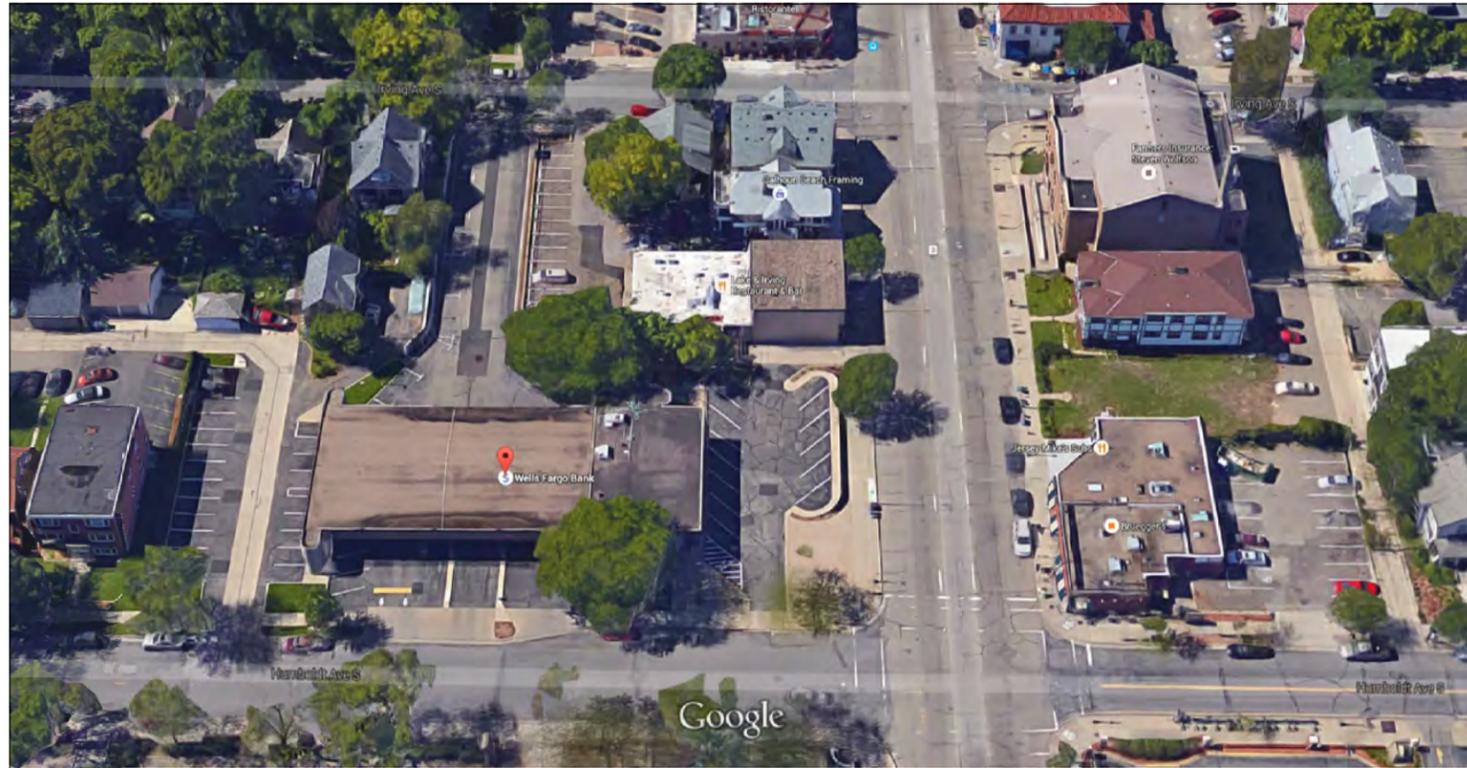
SHEET TITLE

PHOTOS OF THE
PROPERTY AND
EXISTING
STRUCTURES

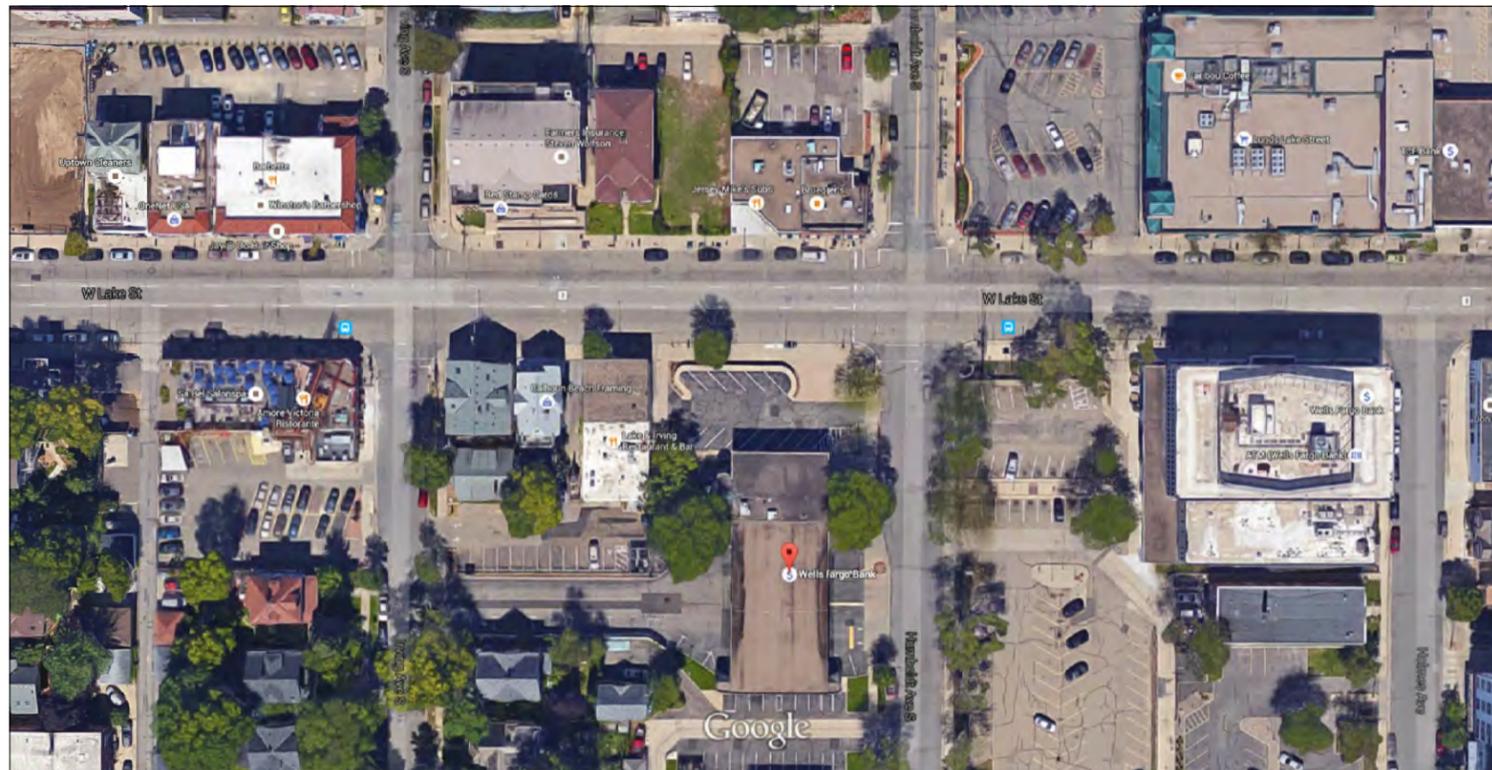
SHEET NUMBER

A005

ARCHITECT PROJECT NUMBER
2007664032



B LARGE AERIAL VIEW 2



A LARGE AERIAL VIEW 1



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WELLS FARGO BE NUMBER
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102946-0007

SHEET TITLE

PHOTOS OF THE
PROPERTY AND
EXISTING
STRUCTURES

SHEET NUMBER

A006

ARCHITECT PROJECT NUMBER
2007664032



EXISTING BUILDING LOOKING WEST



EXISTING BUILDING LOOKING NORTH-WEST



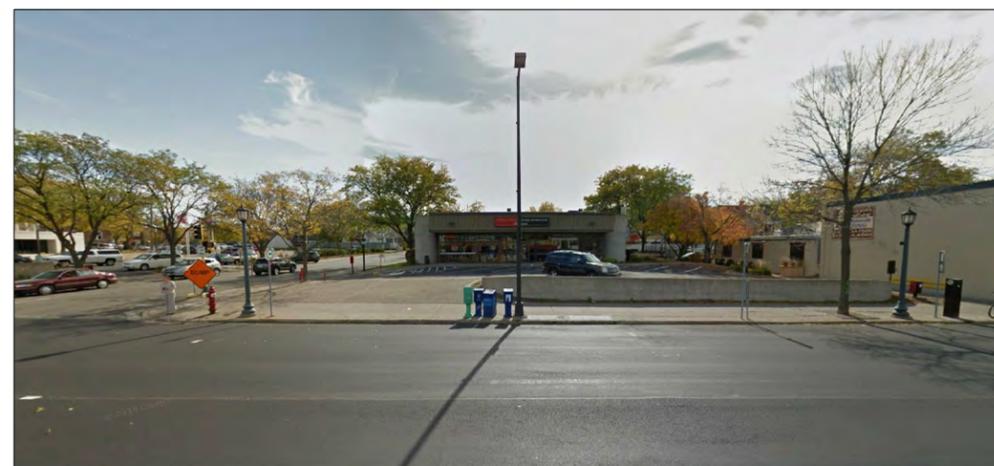
EXISTING BUILDING LOOKING SOUTH-WEST



EXISTING BUILDING LOOKING WEST



EXISTING BUILDING LOOKING WEST



EXISTING BUILDING LOOKING SOUTH

A AREA PHOTOS

**WELLS
FARGO**

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DRAWN BY: G. STOIA

WF MANAGER: L. SMITH

WELLS FARGO BE NUMBER
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102946-0007

SHEET TITLE

PHOTOS OF THE
PROPERTY AND
EXISTING
STRUCTURES

SHEET NUMBER

A007

ARCHITECT PROJECT NUMBER
2007664032



EXISTING BUILDING LOOKING NORTH



VIEW OF LOOKING NORTH-WEST OF SITE



VIEW OF LOOKING EAST OF SITE



VIEW OF LOOKING NORTH-EAST OF SITE



VIEW OF LOOKING WEST OF SITE



VIEW OF LOOKING NORTH-EAST OF SITE

A AREA PHOTOS



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WELLS FARGO BE NUMBER
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102946-0007

SHEET TITLE

PHOTOS OF THE
PROPERTY AND
EXISTING
STRUCTURES

SHEET NUMBER

A008

ARCHITECT PROJECT NUMBER
2007664032