

LAND USE APPLICATION SUMMARY

Property Location: 608, 620, 620 ½, 624 and 628 Central Ave NE and 625 Hennepin Ave E
Project Name: Holiday Station Store
Prepared By: Shanna Sether, Senior City Planner, (612) 673-2307
Applicant: Holiday Companies
Project Contact: David Edquist
Request: To allow for a new automobile convenience facility with car wash.
Required Applications:

Conditional Use Permit	To allow an automobile convenience facility in the C2 District.
Conditional Use Permit	To allow a new dynamic sign in the C2 District.
Site Plan Review	For a new automobile convenience facility and car wash.
Minor Subdivision	To assemble the all of the parcels on the block bound by 6 th St SE, Central Ave NE, 7 th St SE and East Hennepin Ave and create two parcels – Parcel A would be for a new automobile convenience facility and one would be a new fast food restaurant

SITE DATA

Existing Zoning	C2 Neighborhood Corridor Commercial District UA University Area Overlay District
Lot Area	45,654 square feet / 1.05 acres
Ward(s)	3
Neighborhood(s)	Marcy-Holmes Neighborhood Association, adjacent to
Designated Future Land Use	Commercial
Land Use Features	Activity Center (East Hennepin) Commercial Corridor (Central Avenue NE) Community Corridor (East Hennepin)
Small Area Plan(s)	<u>Marcy-Holmes Neighborhood Master Plan (2014)</u> <u>Central Area Small Area Plan (2008)</u>

Date Application Deemed Complete	July 11, 2016	Date Extension Letter Sent	Not applicable
End of 60-Day Decision Period	September 9, 2016	End of 120-Day Decision Period	Not applicable

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The existing block bound by Central Ave NE, 6th St SE, East Hennepin Ave and 7th St SE has an existing mixed use building, a storefront commercial building, a fast food restaurant (White Castle) and an automobile convenience facility (Holiday).

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The properties in the immediate area include a mix of office, retail and medium-high density residential.

PROJECT DESCRIPTION. The applicant is proposing demolition of all of the existing structures on the block bound by 6th St SE, Central Ave NE, 7th St SE and E Hennepin and the applicant would subdivide the block into two parcels. Parcel A would be for a new Holiday station store, with a car wash in a separate building. Parcel B would be for a new White Castle with a drive-through facility. The properties would have cross access easements to allow for shared access for vehicle and delivery/loading truck circulation.

Proposed Parcel A would be for a new automobile convenience facility and car wash, a conditional use in the C2 District. The proposed parcel would be just over one acre in area. The new 5,956 square foot store would be located up to the corner at Central Avenue NE and 7th St SE. There would be a pedestrian entrance at the corner of the property, facing the intersection. The building would be clad in a combination of brick and stucco with limestone vertical accents. The applicant is proposing to add a wall sign with a dynamic changeable copy sign that would show the gas price and a dynamic sign that would advertise products available in the store. Dynamic signs are also a conditional use in the C2 District. The applicant is proposing to add a second building for the car wash. The proposed car would be located up to the property line along East Hennepin Ave. The new construction proposed is subject to site plan review and the parcel combination and division through minor subdivision is also required.

PUBLIC COMMENTS. Staff has received a letter from Marcy-Holmes Neighborhood Association and a copy is attached to the staff report. Additional comments have also been provided by the public and are included in the report attachments. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to allow an automobile convenience facility based on the following findings:

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

The applicant is proposing to construct a new automobile convenience facility and accessory car wash facility. The proposed Holiday is intended to replace the existing use at the south end of the block. The existing Holiday gas station and canopies were constructed over the south property line and the site is nonconforming to location, vehicle and bicycle parking, loading and maneuvering requirements in Chapter 541 Off-Street Parking and Loading, as well as, building placement, design, landscaping and screening requirements in Chapter 530 Site Plan Review of the zoning code. The proposed automobile convenience facility requires site plan review and the applicant is meeting all of the requirements found in both Chapters 530 and 541 of the zoning code. In addition, staff is

recommending that all noise shall be mitigated through limited use of speakers and signage shall be posted on the pumps that state: "Please turn down car radios while refueling to respect our neighbors." Relocation of the existing automobile convenience facility will not prove detrimental to public health, safety, comfort or general welfare provided the development complies with all applicable building codes and life safety ordinances, as well as Public Works Department standards.

- The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.*

The surrounding area is fully developed. The existing automobile convenience facility is located at the south end of this block. The applicant is proposing to move the facility to the north end of the site on a newly created parcel that is over one acre. Several site improvements are proposed, including but not limited to improved access and circulation, consolidation of curb cuts from 12 to 5, landscaping, screening and on-site stormwater infiltration, all of which will improve the compatibility of the use with nearby properties. Through the recommended and proposed site improvements, the relocation of the existing automobile convenience facility should not have negative impacts on surrounding properties.

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

The site is served by existing infrastructure. There are four proposed curb cuts for the entire block, one on Central Ave NE, two on 7th St SE and one on E Hennepin Ave. Both the proposed Holiday gas station and White Castle fast-food restaurant have proposed shared use and access through each of the single curb cuts on Central Ave NE and East Hennepin Ave. There are two other curb cuts along 7th St SE to accommodate customer traffic specific to Holiday. The applicant was proposing to add an 'escape lane' and an additional curb cut along East Hennepin Ave to allow vehicles to exit the queue for the car wash when there is an issue. The applicant and Public Works are working together on the request for this curb cut. In addition, the Public Works Department has reviewed the project for appropriate drainage and stormwater management in or over the public right of way and has stated that this project will meet these requirements. A full copy of the Preliminary Development Review report is attached to the staff report.

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

Staff finds that the applicant has provided adequate measures to minimize traffic congestion in the public streets. The minimum off-street vehicle parking requirement is 12 spaces and the applicant is proposing 17 spaces. In addition, the applicant is also providing sufficient bicycle parking area to support 7 bicycles.

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

Staff has identified the following policies in the *Minneapolis Plan for Sustainable Growth*, identifies the future land use classification as *commercial*. The subject property is located within the East Hennepin activity center. Finally, the property is located on Central Ave NE, a commercial corridor and East Hennepin Ave, a community corridor. Staff has identified the relevant policies to the proposed project:

Land Use Policy I.9: Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.

- I.9.3 Discourage uses that diminish the transit and pedestrian oriented character of Community Corridors, such as automobile services and drive-through facilities.

Land Use Policy I.10: Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.

- I.10.2 Encourage commercial development, including active uses on the ground floor, where Commercial Corridors intersect with other designated corridors.
- I.10.3 Discourage uses that diminish the transit and pedestrian character of Commercial Corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.
- I.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.

Land Use Policy I.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.

- I.12.1 Encourage a variety of commercial and residential uses that generate activity all day long and into the evening.
- I.12.3 Encourage active uses on the ground floor of buildings in Activity Centers.
- I.12.4 Discourage uses that diminish the transit and pedestrian character of Activity Centers, such as automobile services, surface parking lots, and drive-through facilities.
- I.12.5 Encourage a height of at least two stories for new buildings in Activity Centers, in keeping with neighborhood character.
- I.12.8 Support district parking strategies in Activity Centers, including shared parking facilities with uniform signage, and other strategies.
- I.12.9 Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces in Activity Centers.
- I.12.10 Encourage developments to incorporate climate sensitive site and building design practices.

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

- 10.18.1 Require that parking lots meet or exceed the landscaping and screening requirements of the zoning code, especially along transit corridors, adjacent to residential areas, and areas of transition between land uses.

- 10.18.2 Parking lots should maintain the existing street face in developed areas and establish them in undeveloped areas through the use of fencing, walls, landscaping or a combination thereof along property lines.
- 10.18.3 Locate parking lots to the rear or interior of the site.
- 10.18.4 Provide walkways within parking lots in order to guide pedestrians through the site.
- 10.18.5 Design parking structures so sloping floors do not dominate the appearance of the walls.
- 10.18.6 The ground floor of parking structures should be designed with active uses along the street walls except where frontage is needed to provide for vehicular and pedestrian access.
- 10.18.7 Minimize the width of ingress and egress lanes along the public right of way in order to provide safe pedestrian access across large driveways.
- 10.18.8 Encourage appropriate land uses to share parking lots to reduce the size and visual impact of parking facilities.

Staff recognizes that some of these policies do not generally support a new automobile convenience facility. However, there is an existing Holiday station on the block. The existing canopies were built over the south property line, into the public right-of-way. In addition, the existing site is substandard in area, which creates conflict with pedestrians, automobiles and bicycles utilizing the site or nearby. The applicant has met the minimum landscape and screening requirements and will be rebuilding all of the existing public sidewalks adjacent to the subject property to meet current sidewalk standards. Finally, the applicant will be providing bicycle parking for the proposed use.

In addition to the policies found in the comprehensive plan, the subject property is also located within the study area for the *Central Avenue Small Area Plan*. The small area plan identifies the future land use classification is mixed-use, with a development intensity of transit oriented development. The Plan also includes recommendations for the area including improving ‘pedestrian access to and throughout the area, through a logical but quirky network of lanes, alleys, passages and streets.’ The street pattern is not a typical grid, due to the angle of Central Ave NE and East Hennepin, which make this a unique block with a relatively direct connection via the existing public infrastructure.

The subject property is located in the study area for the *Marcy-Holmes Neighborhood Master Plan*. The Plan identifies the subject property as ‘general commercial’. Additional policy specific to the proposed land use is that “[a]uto oriented businesses should not be exempt from providing pedestrian access and amenities. Parking lots should be well defined along their edges with landscaping and low hedges. Front doors to such establishments may be oriented to the parking lots, however, they should nonetheless be visible to and accessible from the sidewalk.” The proposed site plan improvements and public sidewalk improvements are consistent with the language found in the Master Plan.

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

In addition to the requested land use applications, automobile convenience facilities are required to meet the following specific development standards, per 536.20 of the zoning code:

Automobile convenience facility.

- (1) The sale or repair of vehicles shall be prohibited.
- (2) The use shall employ best management practices regarding the venting of odors, gas and fumes. Such vents shall be located a minimum of ten (10) feet above grade and shall be directed away from residential uses. All storage tanks shall be equipped with vapor tight fittings to preclude the escape of gas vapors from the fill pipes.
- (3) Service area canopy light fixtures shall be completely recessed within the canopy so that the lenses shall not extend beyond the surface of the canopy.
- (4) The total light output used for illuminating service area canopies shall not exceed forty (40) initial bare-lamp lumens per square foot of canopy.
- (5) The premises of all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected regularly for purposes of removing any litter found thereon.
- (6) Facilities that provide for unattended, automated dispensing of gasoline or other engine fuel shall provide lighting on site that maintains a minimum acceptable level of security at all times, while not creating glare or excessive lighting of the site and come into compliance with the lighting standards in [section 535.590](#).
- (7) The use and all operations associated with the use shall comply with all applicable provisions of the Minnesota State Fire Code.

Staff finds that the proposed project meets these specific development standards.

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to allow a dynamic sign based on the following findings:

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

The applicant is proposing one dynamic sign, on the south side of the building, visible to northbound traffic on Central Ave NE. The proposed sign would advertise retail items available on-site. Dynamic signs are limited to 5,000 nits between sunrise and sunset and a maximum of 500 nits between sunset and sunrise. The proposed sign does not face residential property or uses in the immediate vicinity. Staff finds that the proposed dynamic sign will not be detrimental to or endanger the public health, safety, comfort or general welfare based on the location, height and luminance proposed.

2. *The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.*

The surrounding properties are fully developed and include a mix of uses, including office, residential and retail. The nearest residential use – Red 20, is located over 250 feet to the southwest of the property and does not have residential uses on the ground level along Central Ave NE and the proposed signs will not face directly into any residential windows but will certainly be visible from some residential dwelling units. Therefore, the proposed dynamic sign will not be detrimental to the use and enjoyment of other property in the vicinity and will not impede on the normal and orderly development and improvement of surrounding property in the surrounding area.

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

The utilities, access, drainage, and other facilities are existing and adequate and should not be impacted by the proposed sign.

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

The addition of a dynamic sign would not have an impact on traffic congestion in the public streets. The proposed sign would be located on the south wall of the proposed automobile convenience facility and will be visible to northbound traffic on Central Ave NE. The zoning code prohibits excessive luminance or special effects that may be distracting to drivers.

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

The Minneapolis Plan for Sustainable Growth states the following about signs. “Sign design needs to balance the desire to convey information with a need to maintain visual aesthetics so signage is not intrusive. The scale of signage should be geared toward the pedestrian and less to the automobile. Unique signage that incorporates unusual materials or designs is encouraged.”

The proposed signage is consistent with the following policies of *The Minneapolis Plan for Sustainable Growth*:

Urban Design Policy 10.20: Promote an attractive environment by minimizing visual clutter and confusion caused by a proliferation of signage.

- 10.20.1 Location, size, height and spacing of off-premise advertising signs and billboards shall be regulated to minimize their visual blighting effects.
- 10.20.2 Master sign plans shall be submitted for multi-tenant buildings to ensure a complementary relationship between signage and the architecture of a building.
- 10.20.3 Develop incentives for exceptional sign design and style, including a special review process to ensure appropriate location, size, height and compatible design to the architecture of the building and other signage.
- 10.20.4 Develop a consistent, city-wide wayfinding signage design and maintenance plan for neighborhoods, trails, etc.

Urban Design Policy 10.21: Unique areas and neighborhoods within the city should have a special set of sign standards to allow for effective signage appropriate to the planned character of each area/neighborhood.

- 10.21.2 To promote street life and activity, signs should be located and sized to be viewed by people on foot (not vehicles) in order to preserve and encourage the pedestrian character of commercial areas that have traditional urban form.

Staff finds that the proposed dynamic signs are consistent with the applicable policies of the comprehensive plan.

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

In addition to the requested land use applications, dynamic signs are required to meet the following specific development standards, per 543.340 of the zoning code:

543.340. - Dynamic signs.

- (a) *In general.* Except where allowed as-of-right in the Downtown Entertainment Area, dynamic signs may be allowed as a conditional use, subject to the provisions of [Chapter 525](#), Administration and Enforcement, and the following:
- (b) *Number of signs.* There shall not be more than one (1) dynamic sign located on a zoning lot.
- (c) *Location.* Dynamic signs shall be subject to the following location restrictions:
 - (1) The dynamic sign shall be located on a primary building wall or be part of a freestanding sign. If the dynamic sign is part of a freestanding sign, the dynamic portion shall be part of the continuous display surface of the sign. Except in the downtown districts, a dynamic sign shall not be part of a projecting sign. Dynamic signs shall be prohibited in IL Industrial Living Overlay District.
 - (2) The dynamic sign shall be located on a lot of not less than twelve thousand (12,000) square feet.
 - (3) The dynamic sign shall be no closer than one hundred (100) feet from the nearest residence district or office residence district property line.
 - (4) The dynamic sign shall be located on a lot that is part of an area of at least six hundred sixty (660) feet of continuous commercial, downtown, or industrial zoning fronting along the same side of the street as the lot, without interruption by a residence or office residence district.
- (d) *Height.* Notwithstanding Table 543-3, Specific Standards for Signs in the Downtown Districts, and 543-4, Specific Standards for Signs in the Industrial Districts, the maximum height of a dynamic sign attached to a building shall be fourteen (14) feet, or top of wall, whichever is less.
- (e) *Size.* Dynamic signs shall not exceed thirty-two (32) square feet. Dynamic signs shall be included in the calculation of the total permitted sign area.
- (f) *Duration of message.* The sign message shall remain static for a period of not less than sixty (60) seconds. The transition from one (1) message to the next shall be direct and immediate, without any special effects.
- (g) *Image characteristics and transition.* Dynamic signs shall have a pitch of not greater than twenty (20) millimeters between each pixel. Special effects, including but not limited to dissolving, fading, scrolling, starbursts and wiping shall be prohibited.
- (h) *Luminance.* Between sunrise and sunset the maximum luminance shall be five thousand (5,000) nits and between sunset and sunrise the maximum luminance shall be five hundred (500) nits. All signs with a dynamic display having illumination by means other than natural light must be equipped with an automatic dimmer control or other mechanism that automatically controls the sign's brightness to comply with this requirement. Except for Institutional and Public Uses, the dynamic sign shall not display messages or be illuminated when the use is closed.

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:

- 1. *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 applicant is proposing to add a wall sign with a dynamic changeable copy sign that would show the gas price and a dynamic sign that would advertise products available in the store. There are three additional signs on the building; two logo signs and one identification sign. There will be logo signs on the canopy and identification signage on the car wash. All of the proposed signs are in compliance with the maximum number, area, height, type and illumination allowed in the C2 District. The subject property is located adjacent to two one-way streets, 7th St SE (traveling westbound) and East Hennepin (traveling northeast). The C2 Neighborhood Corridor Commercial District is established to provide an environment of retail sales and commercial services that are larger in scale than allowed in the CI District and to allow a broader range of automobile related uses. In addition to commercial uses, residential uses, institutional and public uses, parking facilities, limited production and processing and public services and utilities are allowed. Therefore, staff finds that 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.

2. *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 proposed dynamic sign is 30.25 sq. ft. in area and is incorporated into the building wall and is less than 9 feet from grade to the top of the sign. The dynamic sign is incorporated into a larger wall sign that includes the logo/identification and a dynamic changeable copy sign that will display the price. This is the only sign on this side of the building. Staff finds that the proposed dynamic sign relates in size, shape, material, color, illumination and character to the function and architectural character of the building.

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:

1. Conformance to all applicable standards of Chapter 530, Site Plan Review.

BUILDING PLACEMENT AND DESIGN

Building placement – Meets requirements

- The first floor of the building is located on the front lot line abutting Central Ave NE and corner lot line abutting 7th St SE. The proposed car wash is located on the front lot line abutting East Hennepin Ave.
- The placement of the building reinforces the street wall, maximizes natural surveillance and visibility, and facilitates pedestrian access and circulation.
- All on-site accessory parking is located to the rear or interior of the site.

Principal entrances – Meets requirements

- The building is oriented so that at least one principal entrance faces the front property line. The proposed pedestrian entrance is located in a corner cut at 7th St SE and Central Ave NE.
- All principal entrances are clearly defined and emphasized through the use of windows, signage and awnings.

Visual interest – Meets requirements

- The building walls provide architectural detail and contain windows in order to create visual interest.
- There are no blank, uninterrupted walls exceeding 25 feet in length.

Exterior materials – Meets requirements

- The applicant is proposing two colors of brick – ivory and desert, for the building’s primary exterior materials. The applicant is showing pillars of stone and a stucco band as accent materials. Each elevation would comply with the City’s durability standards for exterior materials (see Table 2). Please note that exterior material changes at a later date may require review by the Planning Commission and an amendment to the site plan review.
- In addition, the application is consistent with the City’s policy of allowing no more than three exterior materials per elevation, excluding windows, doors, and foundation materials.
- Plain face concrete block is not proposed along any public streets, sidewalks, or adjacent to a residence or office residence district.
- The exterior materials and appearance of the rear and side walls of the building are similar to and compatible with the front of the building.

Table 1. Percentage of Exterior Materials per Elevation - Store

Material	Allowed Max	North	South	East	West
Brick (face)	100%	46%	62%	45%	62%
Glass	100%	23%	17%	27%	23%
Stone	100%	29%	16%	15%	13%
Stucco	75%	2%	5%	13%	2%

Windows – Meets requirements with Conditions of Approval

- For nonresidential uses, the zoning code requires that no less than 30 percent of the walls on the first floor are windows with clear or lightly tinted glass with a visible light transmittance ratio of six-tenths (0.6) or higher. No less than ten percent of the walls on each floor above the first that face a public street, public sidewalk, public pathway, or on-site parking lot, shall be windows. Based on the floor plans, all proposed shelving, mechanical equipment, and other similar fixtures allow views into and out of the building between four and seven feet above the adjacent grade. Staff has calculated the window area for windows that are not opaque or spandrel glass towards the window requirement. The project is in compliance with the minimum window requirement (see Table 3).
- All windows are vertical in proportion and are evenly distributed along the building walls.

Table 2. Percentage of Windows per Applicable Elevation

	Code Requirement	Proposed		
Nonresidential Uses				
1st floor - North	30% minimum	169.2 sq. ft.	30%	170 sq. ft.
1st floor - South	30% minimum	160.8 sq. ft.	32%	170 sq. ft.
1st floor - East	30% minimum	248.7 sq. ft.	52%	430 sq. ft.
1st floor - West	30% minimum	234.9 sq. ft.	30%	235 sq. ft.

Ground floor active functions – Meets requirements

- The ground floor facing Central Ave NE contains 75 percent and 7th St SE contains 100% (78.3 feet and 60.5 feet, respectively) active functions. At least 70 percent of the first floor building frontage facing the public street, public sidewalk, or public walkway contains active functions.

Roof line – Meets requirements

- The principal roof line of the building will be flat, which is similar to that of surrounding buildings.

Parking garages – Not applicable

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

ACCESS AND CIRCULATION

Pedestrian access – Meets requirements

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

Transit access – Not applicable

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

Vehicular access – Meets requirements

- Vehicular access and circulation has been designed to minimize conflicts with pedestrian traffic and with surrounding residential uses.
- Curb cuts have been consolidated on the block from 12 to 5. Public Works may require the removal of one additional curb cut.
- There are no public alleys adjacent to the site.
- Service vehicle access does not conflict with pedestrian traffic.
- There is no maximum impervious surface requirement in the C2 zoning district. According to the materials submitted by the applicant, 84 percent of the site will be impervious, while nearly 100 percent of the existing site is impervious.

LANDSCAPING AND SCREENING

General landscaping and screening – Meets requirements

- The overall composition and location of landscaped areas complement the scale of development and its surroundings.
- At least 20 percent of the site not occupied by the building is landscaped. The applicant is proposing approximately 7,416 square feet of landscaping on site, or approximately 20 percent of the site not occupied by buildings (see Table 4).
- The applicant is proposing at least one canopy tree per 500 square feet of the required landscaped area, including all required landscaped yards. The tree requirement for the site is 15 and the applicant is proposing a total of 18 trees.
- The applicant is proposing at least one shrub per 100 square feet of the required landscaped area, including all required landscaped yards. The shrub requirement for the site is 74 and the applicant is proposing 163 shrubs.
- The remainder of the required landscaped area is covered with turf grass, native grasses, perennial flowering plants, vines, shrubs and other trees.

Table 3. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	45,654 sq. ft.
Building Footprint	--	8,603 sq. ft.

Remaining Lot Area	--	37,051 sq. ft.
Landscaping Required	7,410 sq. ft.	7,416 sq. ft.
Canopy Trees (1:500 sq. ft.)	15 trees	18 trees
Shrubs (1:100 sq. ft.)	74 shrubs	163 shrubs

Parking and loading landscaping and screening – Meets requirements

- The parking and loading area facing the public street or public sidewalk contains an on-site landscaped yard of at least seven feet in width.
- The applicant is proposing a three-foot screen consisting of a hedge that is at least 60 percent opaque.
- There is at least one tree provided for each 25 linear feet, or fraction thereof, of parking or loading area frontage.
- The corners of the parking lot that are unavailable for parking or vehicular circulation are landscaped as specified for a required landscaped yard.
- Because the proposed surface parking lot contains ten or more spaces, each parking space must be located within 50 feet of the center of an on-site deciduous tree.
- Information included in the landscape plan indicates that the plant materials, and installation and maintenance of the plant materials, would comply with sections 530.200 and 530.210 of the zoning code.
- All other areas not occupied by buildings, parking and loading facilities, or driveways would be covered with turf grass, native grasses, perennials, wood mulch, shrubs, and trees.

ADDITIONAL STANDARDS

Concrete curbs and wheel stops – Meets requirements

- The parking lot is defined by a six-inch by six-inch continuous concrete curb. Catch basins and other stormwater management features will direct stormwater to the proposed rain garden on the site, where practical.

Site context – Meets requirements

- There are no important elements of the city near the site that will be obstructed by the proposed building.
- This building should have minimal shadowing effects on public spaces and adjacent properties.
- This building has been designed to minimize the generation of wind currents at ground level.

Crime prevention through environmental design – Meets requirements

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

Historic preservation – Not applicable

- This site is neither historically designated nor is it located in a historic district.

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

The proposed use is conditional in the C2 District.

Off-street Parking and Loading – Meets requirements

- The off-street vehicle parking requirement 12 spaces and the applicant is providing 17. (see Table 5).
- There is not a minimum bicycle parking requirement; however, the applicant is proposing bicycle parking for up to 7 bicycles (see Table 6).
- There is not an off-street loading requirement for the proposed use; however, the applicant has provided details for the location of on-site deliveries and refueling trucks (see Table 7).

Table 4. Vehicle Parking Requirements Per Use (Chapter 54I)

Use	Minimum	Reductions	Total with Reductions	Maximum Allowed	Proposed
Automobile Convenience Facility	15	--	15	30	--
	--	--	15	30	17

Table 5. Bicycle Parking Requirements (Chapter 54I)

Use	Minimum	Short-Term	Long-Term	Proposed
Automobile Convenience Facility	None	--	--	7
	None	--	--	7

Table 6. Loading Requirements (Chapter 54I)

Use	Loading Requirement	Minimum Requirement	Proposed
Automobile Convenience Facility	Medium	None	None
	Medium	None	None

Building Bulk and Height – Meets requirements

- The proposed project meets all of the bulk and height requirements (see Table 8).

Table 7. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	45,654 sq. ft. / 1.02 acres
Gross Floor Area	--	8,603 sq. ft.

Floor Area Ratio (Minimum)	--	.19
Floor Area Ratio (Maximum)	1.7	
Building Height (Maximum)	4 stories or 56 feet, whichever is less	20 ft.

Lot Requirements – Choose an item.

- The use requires a minimum lot area of 12,000 sq. ft. (see Table 9).

Table 8. Lot Requirements Summary

	Code Requirement	Proposed
Lot Area (Minimum)	12,000 sq. ft.	45,654 sq. ft.
Lot Width (Minimum)	100 ft.	164 ft.

Yard Requirements – Not applicable

- The subject property is not subject to any yard requirements or minimum setbacks (see Table 10).

Signs – Requires conditional use permit

- All signs are subject to Chapter 543, On-Premise Signs. The applicant will be required to submit a separate sign permit application for any signage that is proposed.
- The applicant is proposing several walls signs, three canopy signs, one dynamic changeable copy sign to display the gas price and one dynamic sign. The dynamic sign requires a conditional use permit.
- All of the wall signs are internally illuminated.
- The full sign plan is attached to the staff report. The dynamic changeable copy sign is too large by .33 sq. ft. and staff has

Screening of Mechanical Equipment – Meets requirements with Conditions of Approval

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

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.
 - l) 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 applicant is proposing roof-top mechanical equipment and a transformer at grade, along 7th St SE. The applicant shall screen the mechanical equipment as required in section 535.70 of the zoning code.

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 applicant is proposing construct a trash enclosure with brick to match the exterior of the building and cedar gates. These materials compatible with the principal structure.

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.
- In addition, the applicant is required to meet the lighting standards specific to the canopies as outlined in Chapter 536 Specific Development Review.

Fences – Not applicable

Specific Development Standards – Meets requirements with Conditions of Approval

- The applicant’s proposal meets the specific development standards for an automobile convenience facility in Chapter 536.

UA Overlay District Standards – Not applicable

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

See finding #5 for the conditional use permit.

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

See finding #5 for the conditional use permit.

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 has not been requested for the proposed project.

Minor Subdivision

The Department of Community Planning and Economic Development has analyzed the application for a minor subdivision based on the following findings:

1. *The subdivision is in conformance with these land subdivision regulations, the applicable regulations of the zoning ordinance and policies of the comprehensive plan.*

Subdivision Regulations:

The proposed subdivision meets all of the subdivision design requirements in Title 22 Land Subdivision Regulations of the Minneapolis Code of Ordinances.

Zoning Ordinance:

The proposed subdivision meets all of the zoning code requirements.

Comprehensive Plan:

The proposed subdivision is consistent with the following policies of the *Minneapolis Plan for Sustainable Growth*:

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.

The subdivision is in conformance with the design requirements of the zoning code and the land subdivision regulations.

2. *The subdivision will not be injurious to the use and enjoyment of other property in the immediate vicinity, nor be detrimental to present and potential surrounding land uses, nor add substantially to congestion in the public streets.*

The proposed subdivision will not be injurious to the use and enjoyment of other property in the immediate vicinity, nor be detrimental to present and potential surrounding land uses, nor add substantially to the congestion of the public streets. The site is served by existing infrastructure. There are four proposed curb cuts for the entire block, one on Central Ave NE, two on 7th St SE and one on E Hennepin Ave. Both the proposed Holiday gas station and White Castle fast-food restaurant have proposed shared use and access through each of the single curb cuts on Central Ave NE and East Hennepin Ave. In addition, the Public Works Department has reviewed the project for appropriate drainage and stormwater management in or over the public right of way and has stated that this project will meet these requirements. A full copy of the Preliminary Development Review report is attached to the staff report.

3. *All land intended for building sites can be used safely without endangering the residents or users of the subdivision or the surrounding area because of flooding, erosion, high water table, soil conditions, improper drainage, steep slopes, rock formations, utility easements or other hazard.*

None of these hazards exist on the subject properties.

4. *The lot arrangement is such that there will be no foreseeable difficulties, for reasons of topography or other conditions, in securing building permits and in providing driveway access to buildings on such lots from an approved street. Each lot created through subdivision is suitable in its natural state for the proposed use with minimal alteration.*

The lot arrangement is such that there will be no foreseeable difficulties in securing building and public works permits. Public Works Department has reviewed the project for transportation, appropriate drainage and stormwater management in or over the public right of way and has stated that this project will meet these requirements. A full copy of the Preliminary Development Review report is attached to the staff report.

5. *The subdivision makes adequate provision for stormwater runoff, and temporary and permanent erosion control in accordance with the rules, regulations and standards of the city engineer and the requirements of these land subdivision regulations. To the extent practicable, the amount of stormwater runoff from the site after development will not exceed the amount occurring prior to development.*

Public Works Department has reviewed the project for transportation, appropriate drainage and stormwater management in or over the public right of way and has stated that this project will meet these requirements. A full copy of the Preliminary Development Review report is attached to the staff report.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by David Edquist of Holiday Companies for the properties located at 608, 620, 620 ½, 624 and 628 Central Ave NE and 625 Hennepin Ave E:

A. Conditional Use Permit for an automobile convenience facility.

Recommended motion: **Approve** the application for a conditional use permit to allow for an automobile facility, subject to the following conditions:

1. The conditional use permit shall be recorded with Hennepin County as required by Minn. Stat. 462.3595, subd. 4 before building permits may be issued or before the use or activity requiring a conditional use permit may commence. Unless extended by the zoning administrator, the conditional use permit shall expire if it is not recorded within two years of approval.
2. Speakers are for emergency use and/or for help with accessibility use issues for patrons only.
3. Signs shall be posted on the pumps that state: "Please turn down car radios while refueling to respect our neighbors."

B. Conditional Use Permit to allow for a dynamic sign.

Recommended motion: **Approve** the application for a conditional use permit to allow for a dynamic sign, subject to the following conditions:

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

C. Site Plan Review.

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

1. All site improvements shall be completed by August 1, 2018, 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. CPED staff shall review and approve the final floor plans to ensure all proposed shelving, mechanical equipment, and other similar fixtures allow views into and out of the building between four and seven feet above the adjacent grade.
4. The applicant shall provide screening of all of the roof-top and ground-level mechanical equipment per section 535.70 of the zoning code.
5. The plant materials, and installation and maintenance of the plant materials, shall comply with sections 530.200 and 530.210 of the zoning code.

D. Minor subdivision to create two parcels.

Recommended motion: Approve the application for a minor subdivision to create two parcels.

ATTACHMENTS

1. Zoning map
2. Oblique aerial photo
3. Written description and findings submitted by applicant
4. Survey
5. Site plan
6. Plans
7. Building elevations
8. Renderings
9. Photos
10. Context study
11. Sign plan
12. Lighting and photometric plan
13. PDR report
14. Public comments

Statement of Proposed Use and Description of the Project.

A. The Site

The small and oddly shaped 1.67 acre site was created by the overlapping of the NE and SE street grids which were influenced by the path of the Mississippi River. Because it is not the traditional rectangular block found throughout the City, the parcel presents some design and use challenges.

Holiday, in conjunction with the Merickel family have assembled the block in order to redevelop the entire parcel. The proposed minor subdivision will then divide the block into a north parcel and a south parcel.

Holiday will develop the 45,657 sf north parcel and in a connected action White Castle, who currently lease a substantial portion of the Merickel family property will develop the south parcel with a new store where the Holiday Stationstore is now located.

All of the present buildings on block will be demolished. Both Holiday and White Castle are long-term occupants of the block providing their services to nearby residents and those passing through the area. This will not change.

Site Area	45,657 sf
Store Floor Area	5,956 sf
Carwash Floor Area	2,646 sf
Total Building Area	8,302 sf
Parking Spaces	17

B. The Buildings

Holiday will construct a 5,956 sf zero setback store building at the corner of Central Avenue NE and 7th Street SE with entrances at the corner and facing the pump islands. See Sheet A2 and the renderings. The building will be faced with brick and stucco. On the 7th Street and Central facades a combination of clear glass at the corner entrance and at other corner of the store and opaque spandrel glass in the center of the façade. The spandrel glass (which has been used at other new Stationstores in Minneapolis) will allow privacy for the restrooms (women's on 7th, men's on Central) and a small but necessary inactive storage area behind the cooler wall located along the Central façade. All other windows are clear glass. The boxes above parapet on the elevations identify the location of the screened rooftop equipment.

The new Holiday Stationstore will replace the current inadequate (in many ways) Stationstore now on this block. The new Stationstore will be similar to the North Loop Holiday Stationstore that has been well accepted and supported in that neighborhood. The most notable change here will be the increase in the footprint of the Stationstore from 1,500 sf at the present store to 6,000 sf. This will allow us to provide not only an enhanced variety of the products offered in the store but will also offer a layout that will increase the ease of shopping compared to the now crowded present store. A corner entrance at Central Avenue and 7th Street and sidewalks along the edges of the store will improve the walkability of the store for our customers. The larger store footprint will also provide the platform to respond to challenges facing our business in the future.

Seventeen parking spaces will be provided in front and on the side of the store.

Snow will not be stored on site and as at other Holiday Stationstores it will be hauled off site.

Fuel will be dispensed from 16 fueling points under a canopy supported by brick faced pillars. See A3 and the renderings. The number of fueling points (two per pump) will be increased from 8 at the present store and will greatly improve the efficiency and flow around the pump islands. Customers entering the site from Central Avenue or East Hennepin will no longer be able to visually assess if there is a “spot” for them at the pumps before they enter. The increase in fueling points and the improved circulation is essential to assure they can be accommodated.

The redevelopment will also allow us to offer a car wash, which is not available in the neighborhood. Holiday’s North Loop experience suggests this will be a welcomed service at this site. The carwash will be located on the East Hennepin edge of the site. The materials will match the materials, brick and stucco, used on the store. The boxes above parapet on the elevations identify the location of the screened rooftop equipment. By agreement with the Marcy Holmes Neighborhood Association shielded blue LED architectural accents are not proposed for the carwash. See A2 and the renderings. One third of the elevation of the car wash facing East Hennepin will have a trellised vine planting living vine or “green wall” similar to the live wall on 36th Street at the Holiday Stationstore at 36th and Cedar. Spandrel glass is proposed on the street elevation where the equipment and storage rooms are. These spaces also buffer the noise of the blowers. The carwash has been elongated; see A3, to accommodate an interior “speed door” just beyond the dryers. This door will close before the exit door opens to contain the noise of the blowers within the building.

While located at the edge of the our site, the carwash will still be setback 30 ft. from the curb of East Hennepin by the wide boulevard. Much of the present green edge of this blockface is the result of the exceptionally wide inside boulevard of East Hennepin on this block. This public area will not be changed. This green area will be extended an additional 10 ft. 8 in onto the site on either side of the car wash by the landscaped area on the perimeter of the site. The 4 mature trees now in the right of way will be preserved. The mature Ash at the corner of 7th and East Hennepin is barely inside the property line. It will be preserved in the green area of the required yard along 7th and East Hennepin.

Holiday schedules downtime for inspection and maintenance of the carwash but inevitably with all the moving parts and valves about once a month a breakdown occurs somewhere in the system. These typically are a mechanical malfunction with the conveyor that pulls the cars through the wash, a motor or control on one of the brushes, a valve or leaking hose that needs to be replaced or a problem with the entrance or exit door not opening or closing properly.

When this happens the carwash may have to be closed and any cars in the queue rerouted. Rather than having the cars make the difficult maneuver of backing out of the queuing lane at this site Holiday is proposing a gated, 12 foot wide bypass lane to East Hennepin. The gate will match the metal fence on the perimeter of the site and will only be opened by an attendant when the carwash breaks down and must be closed.

No freestanding sign is proposed at this site. The Dynamic sign and the Dynamic changeable message sign that will provide the sole gasoline pricer at the site will be part of the wall sign directed to Central Avenue NE. See elevations A2 and A3 for the locations of the proposed signage.

C. The new Stationstore

With the transition to the new site, activity measured in transactions and sales volume at the Stationstore will increase, but not in direct proportion to the increase in the footprint of the store, the number of pumps or by the addition of the car wash facility at the site. More people will visit the site as the neighborhood grows and new apartments fill with more residents within walking or biking distance. We believe that Holiday will be a convenient “fill-in grocery” stop for residents on their way to or from home. The new Stationstore will also capture customers who are now driving past our present store because it looks too small, looks too crowded or is too congested. This growth in the number of people visiting the site will be welcome but will not be the sole path of our growth.

Our experience tells us that customer counts at the site will not increase as much as our sales. We will have the ability to offer a welcoming presentation of a wider variety of products, especially “fill in” type grocery products, which will make our store more useful to our neighbors. This usefulness will translate for us into higher sales per transaction. A customer at the site to purchase gasoline could now come inside the store and find something to purchase from the larger array of goods we would be able to offer. They may even choose to get their car washed. Likewise, a customer stopping, walking or biking to our store for a single item may find in our wider array of goods a second or third item to purchase. In addition, our observation is a car wash is often an impulse purchase. Activity at the car wash would vary on a daily and even hourly basis and is very dependent on that day’s weather and the length of the queue. We expect at least 80% of the car washes purchased at this site will be used immediately by a customer who is already on our site.

Being able to better serve our present customers and capturing a larger share of the potential customers who now may not visit us due to our obsolete and uninviting facility is Holiday’s dual strategy for growth at the new site. The new site is specifically designed to accept and accommodate within the site the expected growth in visits without significantly impacting the adjacent streets.

Attachment to the application of Holiday Stationstore 620 Central Avenue NE
Application for a Conditional use permit to allow for a new automobile convenience facility

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

Holiday compatibly operates Stationstores throughout the City in similar and at even more sensitive sites than this site bounded by Central and East Hennepin and the four lane one way 7th Street SE.

(2) The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district. ☐

City code standards and requirements and Holiday's best practices will address many of the specific concerns we have discussed with our neighbors across 7th Street and E Hennepin at this site.

A unique feature of this site is the present green edge of this blockface that is the result of the exceptionally wide inside boulevard of East Hennepin on this block. The right of way of East Hennepin extends 30 ft. from the curb to the property line. This public area will not be reduced. The Holiday development will extend an additional 10 ft. 8 in onto the site on either side of the car wash by the required landscaped area on the perimeter of the site. The 4 mature trees now in the right of way will be maintained. The mature Ash at the corner of 7th and East Hennepin is barely inside the Holiday property line. It will be maintained in the green area created by the relocation of the car wash to provide the required yard along 7th and East Hennepin.

One third of the elevation of the car wash facing East Hennepin will have a trellised vine planting or "green wall" similar to the live wall on 36th Street at the Holiday Stationstore at 36th and Cedar. Holiday will consult with our architect to consider an ornamental design for beneath the trellis to provide interest during the winter months.

Holiday will voluntarily provide additional understory plantings and overstory trees in the East Hennepin right of way if accepted by the Park Board. The Park Board will determine the number, specifications, location and species of these trees and shrubs.

Holiday will forego installing its shielded lighted blue architectural building accents on the car wash building. These accents will be reserved only for the Stationstore at the active corner of Central Avenue and 7th Street.

These features will buffer and enhance future development in whatever form it takes across East Hennepin and at the corner of East Hennepin and 7th Street.

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

At the Preliminary Development Review meeting these features were confirmed as adequate. Currently there is no stormwater management practiced on the site. Redevelopment of the site will require the preparation and implementation of an approved Stormwater Management Plan specific to this site described in Chapter 54 Storm Water Management of the City Code. The

Attachment to the application of Holiday Stationstore 620 Central Avenue NE
Application for a Conditional use permit to allow for a new automobile convenience facility

approved Plan will address best practices during each phase of development on the site – 54.70. Responsibility prior to construction; 54.80. Responsibility during construction/completion; and 54.90. Responsibility following construction/completion.

Best management practices include, but are not limited to, official controls, structural and nonstructural best management practices, and operation and maintenance procedures. A partial list of structural best management practices and devices includes pond systems/detention basins, infiltration, bioretention and vegetated channels, grit chambers, oil/water separators, filtration systems and diversions.

Best practices appropriate for this specific site and the uses will be determined and governed by the City and implemented by Holiday.

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

Both Holiday and White Castle are long-term occupants of the block providing their services to nearby residents and those passing through the area.

Holiday is classified as convenience rather than destination type retail businesses. This means they primarily serve customers who have another primary origin or destination in the area or customers who are passing through the area on a trip to somewhere else. Neither business typically generates trips to the area with the sole purpose of visiting one of the sites. Better serving our present customers and capturing potential customers already in the neighborhood, rather than attracting new trips to the area will be the path to growth to return the investment in the new buildings and Holiday's expanded site.

Holiday met with City Planning and Traffic staff to discuss the impacts of the development and plans for the site. They confirmed our designation as a convenience rather than destination type retail use and that no Travel Demand Management Plan was required for this redevelopment.

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

The site is zoned C-2 Neighborhood Corridor Commercial District where Holiday Stationstores are permitted as a Conditional Use. It is adjacent to but outside the East Hennepin Pedestrian Overlay District. The site is within but on the edge of the East Hennepin Activity Center.

While recognizing the Central and East Hennepin edges of our block as part of a "Commercial Corridor", the Marcy Holmes Plan does not recognize any areas for commercial use. All of the sites where commercial activities occur in the neighborhood are now designated for "Mixed Use".

The City Land Use Plan recognizes both mixed use and commercial plan designations. The City Plan designated most of the East Hennepin area for mixed use but also identified some areas and blocks including ours for commercial use, exempting them from the mixed-use designation. This pattern recognizes the vitality of commercial districts and is enhanced by the contribution of both vertically or horizontally mixed uses.

Attachment to the application of Holiday Stationstore 620 Central Avenue NE
Application for a Conditional use permit to allow for a new automobile convenience facility

The Holiday Stationstore is not a candidate for a vertically mixed-use building. The potential hazard of constructing residences above an area where fuel is dispensed is specifically recognized and effectively prohibited by the building code. Even if possible the perception of the hazard would have to be resolved for potential residents.

Some uses while not ideal candidates for vertically mixed use, are still needed or essential services to maintain the mix of uses in the district and its viability. For example, the nearest locations of alternate convenience stores to serve the neighborhood are three sites strung along Broadway NE.

We are also confident any lost opportunity for housing or storefront commercial spaces on our site will be captured other neighboring sites and by present and future development proposals in the East Hennepin Activity area.

The Marcy Holmes Plan also addresses the opportunity for maximizing the potential of a Central Avenue streetcar and changes in the street system in the Triangle sub-area of the 9th Street Industrial Character Area of the Marcy Holmes Plan. Investment in our site at the very southern tip of the Triangle and in the context of the investments made across Central and 7th Street from our site do not preclude or limit these long term changes, including a potential two way East Hennepin, in the transportation system.

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

No variances or alternative compliance have been requested nor are required at this site. Holiday is a competent operator of multiple Stationstore sites in Minneapolis.

Findings

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

The installation and operation of a Dynamic Sign at this site on this wall by its compliance with the general provisions of the sign regulations and the specific provisions of section 543.340 Dynamic Signs will not have a negative effect on the health safety of general welfare by itself or in combination with the use it serves.

(2) The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

The single face of this sign is directed to Central Avenue NE and will only be viewed from the south. The sole adjacent property on this block to the south is being developed for a White Castle. The recent mixed-use development across Central Avenue NE is perpendicular to the sign face and will only be viewed obliquely from that site. There are no sensitive receptors to any effects of the operation of the Dynamic sign located nearby.

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

The addition of the proposed Dynamic Sign at this site will not generate any new demands on the infrastructure serving the site.

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

The addition of the proposed Dynamic Sign at this site will not generate any new demands or congestion on the streets serving the site. The experience with similar Dynamic Signs at other Holiday Stationstore sites in the City has not indicated that Dynamic Signs when located and operated in compliance with the regulations of the City are not a traffic hazard.

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

The proposed Dynamic Sign will inform those passing by of the values available inside the Stationstore, increasing the viability of the Stationstore at this site and its service to the neighborhood.

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

No variances or adjustments are needed for proposed sign and it will be operated in compliance with City regulations for Dynamic signs.

Attachment to the application of Holiday Stationstore 620 Central Avenue NE
Application for a Conditional use permit to allow for a dynamic sign. 6/30

(7) 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.

A sign adjustment is not requested nor required at this site. With the required conditional use permit the Dynamic Sign will be located on the wall as part of the trademark and pricer signs, a combination of signs installed and compatibly operated as wall and freestanding signs at other Holiday Stationstores in Minneapolis. The use of this technology at other Holiday Stationstores has enhanced the success of these Stationstores and therefore our ability to provide a range of goods and services for city residents, and to promote employment opportunities while maintaining and improving compatibility with surrounding areas.

(8) 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.

A sign adjustment is not requested nor required at this site. The proposed Dynamic Sign combined vertically with the trademark and pricer sign is a familiar, expected and compatible ensemble found at other sites throughout the City. There are no exceptional features of the proposed Dynamic Sign or its location that would introduce a conflict at this site.

Attachment to the application of Holiday Stationstore 620 Central Avenue NE
Application for a Minor Subdivision 6/30

(1) The subdivision is in conformance with these land subdivision regulations, the applicable regulations of the zoning ordinance and policies of the comprehensive plan.

No variances or alternative compliance is requested or necessary at this site.

(2) The subdivision will not be injurious to the use and enjoyment of other property in the immediate vicinity, nor be detrimental to present and potential surrounding land uses, nor add substantially to congestion in the public streets.

See the findings for the Conditional Use Application for this site.

(3) All land intended for building sites can be used safely without endangering the residents or users of the subdivision or the surrounding area because of flooding, erosion, high water table, soil conditions, improper drainage, steep slopes, rock formations, utility easements or other hazard.

None of these hazards are now present at the site and will not be introduced to the site by the proposed subdivision or development it will enable.

(4) The lot arrangement is such that there will be no foreseeable difficulties, for reasons of topography or other conditions, in securing building permits and in providing driveway access to buildings on such lots from an approved street. Each lot created through subdivision is suitable in its natural state for the proposed use with minimal alteration.

Each lot has sufficient area and dimension for their intended use.

(5) The subdivision makes adequate provision for stormwater runoff, and temporary and permanent erosion control in accordance with the rules, regulations and standards of the city engineer and the requirements of these land subdivision regulations. To the extent practicable, the amount of stormwater runoff from the site after development will not exceed the amount occurring prior to development.

The entire area of the subdivision will be the subject of Chapter 54 Storm Water Management plans.



**MARCY
HOLMES**

HISTORIC NEIGHBORHOOD

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June 14, 2016

Council Member Jacob Frey
Minneapolis City Hall
350 South 5th Street, Room 307
Minneapolis, MN 55415-1383

Shanna Sether
Senior Planner, City of Minneapolis
250 South 4th Street, Room 300
Minneapolis, MN 55415

Re: Holiday Station / White Castle Site Redevelopment project at Central Avenue NE and Hennepin Avenue E.

Dear Council Member Frey and Ms. Sether:

At its April monthly meeting, the Marcy-Holmes Neighborhood Association's Land Use and Development Committee heard a presentation by David Edquist, Manager of Real Estate for Holiday Companies, for their plans to redevelop the parcels bounded by Central Avenue NE, 7th Street SE, Hennepin Avenue E., and 6th Street SE. Holiday Companies is pursuing this redevelopment in conjunction with White Castle, both of whom currently have existing stores at this location, and entails the acquisition and re-platting of the other parcels on the site. These other parcels contain three existing businesses and three existing buildings, which would be demolished under this proposal. Holiday had presented this project previously to the MHNA Land Use Committee in December of 2015 and received comments at that time.

The redevelopment plans will locate the new Holiday store at the corner of Central Ave. NE and 7th St. SE. It will increase the number of fuel pump stations to 16, increase the footprint of their store, and add a car wash. Vehicle flow through the site will also be greatly improved. The proposed White Castle store will be located at the southwest end of the site. It is our understanding that Holiday will not seek rezoning of the parcels, but will need a Conditional Use Permit for a dynamic sign that will be located on the southwest wall of the Holiday store.

At both meetings, the following concerns were expressed:

- Residential units are under construction at 700 Central Ave. NE, with additional residential units planned for 7th St. SE, across the street from the Holiday site, within the next several years. Holiday has coordinated the location of one of their access driveways to align with that of the residential

development, but MHNA encourages Holiday to continue coordinating their project design to mitigate traffic, noise, and light-pollution impacts on residential areas.

- The Marcy-Holmes neighborhood closely identifies itself with the Mississippi riverfront and is concerned about surface water run-off as it contributes to street flooding and impacting the river water quality. This redevelopment consists of large areas of paving. While a rain garden and other planting areas have been incorporated into the Holiday design, the MHNA encourages them to continue to look at additional ways of mitigating surface run-off, such as possibly using permeable paving and adding more rain gardens. It is understood that approximately 70 percent of the water used by the car wash component will be recycled.
- MHNA supports CPED staff comments that no access drive be located along 6th St. SE.
- In response to concerns about making this area more pedestrian-friendly, Holiday has incorporated more green spaces and plantings, especially along Hennepin Ave. E., where an existing green space will be removed as part of this project. Holiday intends to save existing trees where feasible and incorporate metal fences and shrub plantings along Hennepin Ave. E. and 7th St. SE to soften those street edges. Windows have been added to the car wash façade along Hennepin Ave. E., along with trellised vine plantings on the blank wall portion. They also plan to use LED canopy and area lighting with low cut-off angles to reduce light pollution. They have used similar design features at their Holiday store near Target field, which is adjacent to some dense residential areas, and feel they have been successful.
- White Castle's landscaping component has not been fully developed and it is understood that they will have to come to the neighborhood committee separately with their own plans. MHNA encourages White Castle to address the same concerns as that expressed for the Holiday store. We also would like to see them work with the City of Minneapolis to provide creative planting options on the city easement area at the southwest corner of the site, rather than simply having sod.
- The existing access driveway from the site onto Hennepin Ave. E. between 6th St. SE and 2nd Ave. SE is sometimes used by drivers to make illegal turns going against one-way traffic to get to southeast-bound 6th St. SE. Holiday has moved the driveway further northeast in their design, but it may not be far enough to discourage the practice. The neighborhood would like to see the City of Minneapolis review this problem in the broader context of traffic planning issues for the area.

The Marcy-Holmes Neighborhood Association supports this project, with concerns as expressed above.

Sincerely,



Jan Morse
MHNA President

cc: David Edquist, Holiday Companies, 4567 American Boulevard W., Bloomington, MN 55437



HOLIDAY STATIONSTORES

4567 American Boulevard West, Bloomington, MN 55437 (952) 830-8700

STATIONSTORES
Direct Dial: 952-830-8767

Fax: 952-830-1681

E-mail: dave.edquist@holidaycompanies.com

June 14, 2016

Jan Morse, President
Marcy-Holmes Neighborhood Association
500 8th Avenue SE
Minneapolis, MN 55414

RE: Holiday Stationstore Redevelopment – Central Avenue and East Hennepin

Dear President Morse and Members of the Board:

When the Land Use Committee's recommendation of support for Holiday's plans to redevelop our Central Avenue site was tabled, we were disappointed. At that meeting, we listened to the comments expressed by the Board members during the discussion on the motion. Since that time, we had the opportunity to meet with the Land Use Committee co-chairs Hung Russell and Marcus Mills, along with Nick Minderman, chair of the Transportation Committee to further discuss the issues that were identified, including pedestrian safety and local traffic issues. With this information before the Board, we hope you will be able to now adopt the recommendation of the Land Use Committee supporting our plan at its June 21st meeting.

A. What is changing?

Both Holiday and White Castle are long-term occupants of the block providing their services to nearby residents and those passing through the area. This will not change.

White Castle and especially Holiday are classified as convenience rather than destination type retail businesses. This means they primarily serve customers who have another primary origin or destination in the area or customers who are passing through the area on a trip to somewhere else. Neither business typically generates trips to the area with the sole purpose of visiting one of the sites. Better serving our present customers and capturing potential customers already in the neighborhood, rather than attracting new trips to the area will be the path to growth to return the investment in the new buildings and Holiday's expanded site.

The new White Castle building will have the same area as the present building on Central Avenue. While not increasing in size, it will be updated and the drive-thru arrangement will be more efficient.

The new Holiday Stationstore will replace the current inadequate (in many ways) Stationstore. The new Stationstore will be similar to the North Loop Holiday Stationstore that has been well accepted and supported in that neighborhood. The most notable change here will be the increase in the footprint of the Stationstore from 1500 sf. to 6000 sf. This will allow us to provide not only an enhanced variety of the products offered in the store but will also offer a layout that will increase the ease of shopping compared to the now crowded present store. A corner entrance at Central Avenue and 7th Street and sidewalks along the edges of the store

will improve the walkability of the store for our customers. The larger store footprint will also provide the platform to respond to challenges facing our business in the future.

The number of fueling points (two per pump) will be increased from 8 to 16 and will greatly improve the efficiency and flow around the pump islands. Customers entering the site from Central Avenue or East Hennepin will no longer be able to visually assess if there is a "spot" for them at the pumps before they enter. The increase in fueling points and the improved circulation is essential to assure they can be accommodated. The redevelopment will also offer a car wash, which is not available in the neighborhood. Holiday's North Loop experience suggests this will be a welcomed service at this site.

With the transition to the new site, activity measured in transactions and sales volume at the Stationstore will increase, but not in direct proportion to the increase in the footprint of the store, the number of pumps or the addition of the car wash facility at the site. More people will visit the site as the neighborhood grows and new apartments fill with more residents within walking or biking distance. We believe that Holiday will be a convenient "fill-in grocery" stop for residents on their way to or from home. The new Stationstore will also capture customers who are now driving past our present store because it looks too small, looks too crowded or is too congested. This growth in the number of people visiting the site will be welcome but will not be the sole path of our growth.

Our experience tells us that customer counts at the site will not increase as much as our sales. We will have the ability to offer a welcoming presentation of a wider variety of products, especially "fill in" type grocery products, which will make our store more useful to our neighbors. This usefulness will translate for us into higher sales per transaction. A customer at the site to purchase gasoline could now come inside the store and find something to purchase from the larger array of goods we would be able to offer. Likewise, a customer stopping, walking or biking to our store for a single item may find in our wider array of goods a second or third item to purchase. In addition, our observation is a car wash is often an impulse purchase. Activity at the car wash would vary on a daily and even hourly basis and is very dependent on that day's weather and the length of the queue. We expect at least 80% of the car washes purchased at this site will be used immediately by a customer who is already on our site.

Being able to better serve our present customers and capturing a larger share of the potential customers who now may not visit us due to our obsolete and uninviting facility is Holiday's dual strategy for growth at the new site. The new site is specifically designed to accept and accommodate within the site, the expected growth in visits without significantly impacting the adjacent streets.

B. Will we continue to fit?

While recognizing the Central and East Hennepin edges of our block as part of a "Commercial Corridor", the Marcy Holmes Plan does not recognize any areas for commercial use. All of the sites where commercial activities occur in the neighborhood are now designated for "Mixed Use".

The City Land Use Plan recognizes both mixed use and commercial plan designations. The City Plan designated most of the East Hennepin area for mixed use but also identified some areas and blocks including ours for commercial use, exempting them from the mixed-use designation. This pattern recognizes the vitality of commercial districts and is enhanced by the contribution of both vertically or horizontally mixed uses.

Neither the Holiday Stationstore nor the White Castle are candidates for a vertically mixed use building. The potential hazard of constructing residences above an area where fuel is dispensed is specifically recognized and effectively prohibited by the building code. Even if possible the perception of the hazard would have to be resolved for potential residents. The White Castle does not present a hazard and mechanical systems could be designed to address the odor from cooking at the site. However the perception of the odor creeping through the windows, floors and vents in the building have prevented high volume fast food restaurants from inclusion in mixed-use buildings.

Some uses are not ideal candidates for vertically mixed use, but are still needed or essential services to maintain the mix of uses in the district and its viability. For example, the nearest locations of alternate convenience stores to serve the neighborhood are three sites strung along Broadway NE. Any lost opportunity for additional housing on this site will be replaced elsewhere in the district.

The Marcy Holmes Plan addresses the need for cross neighborhood coordination to assure the opportunity of a Central Avenue streetcar and potential changes in the street system in the Triangle sub-area of the 9th Street Industrial Character Area of the Marcy Holmes Plan are maximized. Investment in our site at the very southern tip of the Triangle and in the context of the investments made across Central and 7th Street from our site do not preclude or limit these long term changes, including a potential two way East Hennepin, in the transportation system.

On January 28, 2016, Holiday met with the NIEBNA Board. From the minutes of that meeting:

Holiday Stationstore Presentation — Dave Hoeschen — *Dave gave a presentation of the plans to redevelop the current Holiday Stationstore / White Castle site in the Central / East Hennepin X into a more commodious facility, including a larger store (6,000 SqFt versus the current 900 SqFt) and a drive thru car wash. Soon the specialized car maneuvering skill of getting your car into and out of the gas pumps at the current cramped gas station will be of antiquarian interest only. The presentation was well received. Since the site is in Marcy-Holmes, following our long-standing practice we will wait for the MHNA Board to act before making any formal decision about the project.*

After the presentation and understanding the project the NIEBNA Board did not express interest in a cross-neighborhood group to look at development options at this site as was done for larger and more complex Cobalt development.

C. Improvements

1. Stormwater Management

Currently there is no stormwater management practiced on the site. Redevelopment of the site will require the preparation and implementation of an approved Stormwater Management Plan specific to this site described in Chapter 54 Storm Water Management of the City Code. The approved Plan will address best practices during each phase of development on the site – 54.70. Responsibility prior to construction; 54.80. Responsibility during construction/completion; and 54.90. Responsibility following construction/completion.

Best management practices include, but are not limited to, official controls, structural and nonstructural best management practices, and operation and maintenance procedures. A partial list of structural best management practices and devices includes pond systems/detention basins, infiltration, bioretention and vegetated channels, grit chambers, oil/water separators, filtration systems and diversions.

Best practices appropriate for this specific site and the uses will be determined and governed by the City and implemented by Holiday.

2. East Hennepin

a. **Maintenance of a “green face” along East Hennepin.** Much of the present green edge of this blockface is the result of the exceptionally wide inside boulevard of East Hennepin on this block. The right of way of East Hennepin extends 30 ft. from the curb to the property line. This public area will not be changed. This green area will be extended an additional 10 ft. 8 in onto the site on either side of the car wash by the required landscaped area on the perimeter of the site. The 4 mature trees now in the right of way (from 6th St – Walnut, Ash, Honey Locust and Ash) will be maintained. The mature Ash at the corner of 7th and East Hennepin is barely inside the property line. It will be maintained in the green area created by the relocation of the car wash to provide the required yard along 7th and East Hennepin.

One third of the elevation of the car wash facing East Hennepin will have a trellised vine planting living vine or “green wall” similar to the live wall on 36th Street at the Holiday Stationstore at 36th and Cedar. Holiday will consult with our architect to consider an ornamental design for beneath the trellis to provide interest during the winter months.

Should Marcy Holmes support our plan, Holiday would be willing to make two additional changes. They are: With the Park Board’s permission, Holiday will voluntarily plant additional understory plantings and overstory trees in the East Hennepin right of way. The Park Board will determine the number, location and species of these trees, and Holiday will forego installing its lighted blue architectural building accents on the car wash building. These accents will be reserved only for the Stationstore at the active corner of Central Avenue and 7th Street.

Finally, if requested by Marcy Holmes at some time in the future, Holiday will make available to the neighborhood a site for a neighborhood marker or monument on their property at the corner of 7th and East Hennepin.

b. **Two way east Hennepin.** On April 14, Holiday met with City Traffic and Planning staff to review and address any traffic impacts of the plan for the site. We specifically examined the effect of a two way East Hennepin and concluded our site plan as proposed will function properly with either one or two way traffic on East Hennepin and 7th Street. We also discussed the problem of inattentive drivers turning right from the site but did not come up with a solution beyond signage that will be installed at the East Hennepin and 7th Street drives.

3. **Adjacent Landowner Contacts**

Nolan Properties Group

Holiday has provided Nolan Properties with a set of our most recent plans for their review. On May 25, we had an extensive conversation with Katelyn Murray of Nolan discussing their concerns and responding to their questions.

Jeffrey Siegel

We have had an initial conversation about his concerns. We have provided Mr. Siegel with a set of our most recent plans and have offered to meet with him to further discuss his comments.

Paul White

On June 7, we met with Mr. White on site to talk through our proposed project. We provided him with a hard copy set of plans and he indicated that he would get back to us quickly with any questions.

Holiday has been an important part of the Marcy Holmes neighborhood since the 1940's. Although many see us as a gas station, we are so much more than simply an auto-oriented use, we provide an important one-stop service not found elsewhere in the neighborhood. As we mentioned above, we serve the needs of the entire population, be they walkers, bikers and/or drivers.

We ask the Board members to support the Land Use Committee's recommendation to issue a letter of support for our project.

Sincerely,

HOLIDAY STATIONSTORES, INC.



David A. Edquist
Manager of Real Estate

DAE/ss

cc: Melissa Bean, Executive Director

Contact with the Nicollet Island East Bank Neighborhood Association

On January 28, 2016, Holiday met with the NIEBNA Board. From the minutes of that meeting:

***Holiday Stationstore Presentation** — Dave Hoeschen — Dave gave a presentation of the plans to redevelop the current Holiday Stationstore / White Castle site in the Central / East Hennepin X into a more commodious facility, including a larger store (6,000 SqFt versus the current 900 SqFt) and a drive thru car wash. Soon the specialized car maneuvering skill of getting your car into and out of the gas pumps at the current cramped gas station will be of antiquarian interest only. The presentation was well received. Since the site is in Marcy-Holmes, following our long-standing practice we will wait for the MHNA Board to act before making any formal decision about the project.*

After receiving the action of the Marcy Holmes Neighborhood Board NIEBNA we contacted NIEBNA following:

Contact with the Nicollet Island East Bank Neighborhood Association

From: **Dave Edquist** dave.edquist@holidaycompanies.com
Subject: RE: Holiday/White castle Redevelopment - Central Ave & E, Hennepin Ave
Date: June 29, 2016 at 2:16 PM
To: P Victor Grambsch pvictor@eudaemonics.com
Cc: Michael Cronin (mcronin@mnmicro.net) mcronin@mnmicro.net, Dave Hoeschen dave.hoeschen@holidaycompanies.com

Good Afternoon Victor,

Thank you for responding so quickly. Attached is a copy of the letter of support that we received from Marcy Holmes Neighborhood Association Board of Directors. Please let me know if you require anything else.

Thanks...Dave

David A. Edquist
Manager of Real Estate
Holiday Companies
4567 American Boulevard W.
Bloomington, MN. 55437

Office: 952-830-8767
Mobile: 612-799-4849

[Dave.edquist@holidaycompanies.com](mailto:dave.edquist@holidaycompanies.com)

-----Original Message-----

From: P Victor Grambsch [<mailto:pvictor@eudaemonics.com>]
Sent: Wednesday, June 29, 2016 2:03 PM
To: Dave Edquist <dave.edquist@holidaycompanies.com>
Subject: RE: Holiday/White castle Redevelopment - Central Ave & E, Hennepin Ave

Just reply to this email.

Victor

-----Original Message-----

From: Dave Edquist - Holiday Stationstores [<mailto:email@biz166.inmotionhosting.com>]
Sent: Wednesday, June 29, 2016 10:54 AM
To: info@niebna.com
Subject: Holiday/White castle Redevelopment - Central Ave & E, Hennepin Ave

From: Dave Edquist - Holiday Stationstores <dave.edquist@holidaycompanies.com>
Subject: Holiday/White castle Redevelopment - Central Ave & E, Hennepin Ave

Message Body:

On January 28th, Dave Hoeschen from Holiday Stationstores presented to the Board plans for a new Holiday Stationstore at Central Ave and E, Hennepin Ave. Since that time we have worked extensively with Marcy Holmes on the plans for the redevelopment. On June 27th, the Marcy Holmes Board gave support to our proposal. We would like to send a copy of the letter to you, but cannot seem to attach it to this form. Please let me know how best to get the letter to the Board.

Thank You!
Dave Edquist
952-830-8767



Holiday Station Support
Letter-20160614.pdf

From: Dave Hoeschen dave.hoeschen@holidaycompanies.com 
Subject: RE: Holiday White Castle proposed redevelopment
Date: June 20, 2016 at 9:49 AM
To: Frey, Jacob Jacob.Frey@minneapolismn.gov
Cc: Farley, Zachary Zachary.Farley@Minneapolismn.gov, Dave Edquist dave.edquist@holidaycompanies.com, Michael Cronin mcronin@mnmicro.net



Jacob;

Attached is our latest overview of the project. Let me know if you would like more detail than provided in the attached. Again we are on the June 30th Council of The Whole agenda.

Please let me know if you wish to meet to discuss any questions or concerns you might have.

Thanks

Dave



David D. Hoeschen
Vice President of Real Estate
Holiday Companies

4567 American Boulevard West
Minneapolis, MN 55437-1123
D 952.830.8727
C 612.723.4927
F 852.830.1681

From: Frey, Jacob [mailto:Jacob.Frey@minneapolismn.gov]
Sent: Friday, June 17, 2016 2:35 PM
To: Dave Hoeschen <dave.hoeschen@holidaycompanies.com>
Cc: Farley, Zachary <Zachary.Farley@Minneapolismn.gov>
Subject: RE: Holiday White Castle proposed redevelopment

Hi Dave,

Thanks so much for reaching out. Can you send plans and we can determine whether it's necessary to meet?

Look forward to connecting.

Jacob Frey
City Council Member, Ward 3

City of Minneapolis – City Council
350 S. Fifth St. – Room 307
Minneapolis, MN 55415

Office: 612-673-2203

[Jacob's Facebook](#)

[Jacob's Twitter](#)

From: Dave Hoeschen [<mailto:dave.hoeschen@holidaycompanies.com>]

Sent: Friday, June 17, 2016 1:31 PM

To: Frey, Jacob

Subject: Holiday White Castle proposed redevelopment

Council Member Frey;

Some months ago I met with you and described Holiday and White Castle's hope to redevelop our respective stores located at the intersection of Central Ave and Hennepin Ave. Since that time we have refined our plans, met with both NIEBNA and Marci Holmes and have been working with Shanna Sether of the Minneapolis Planning Department. We are now ready to start the Planning Commission process and are on the Committee Of The Whole's June 30'th agenda.

The purpose of this email is to ask if you would like a short meeting in which we could bring you up to date on our latest plans. Please let me know if you would like to meet and if so what a good time for you would be.

Thanks Jacob

Dave



David D. Hoeschen
Vice President of Real Estate
Holiday Companies

4567 American Boulevard West
Minneapolis, MN 55437-1123
D 952.830.8727
C 612.723.4927
F 852.830.1681



David D. Hoeschen
Vice President of Real Estate
Holiday Companies

4567 American Boulevard West
Minneapolis. MN 55437-1123

STEPHAN LANGRISH ARCHITECTURE
 3030 HARBOUR LAKE NORTH, SUITE 131
 PRINCETON, MN 55453
 612-438-4330
 612-438-4330

I hereby certify that the 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.

Signature: _____
 Title: _____
 License No.: _____
 Exp. Date: _____

Project: _____
 Date: _____
 Scale: _____
 Sheet: _____



Holiday
STATIONSTORE
 #0009
 MINNEAPOLIS, MN

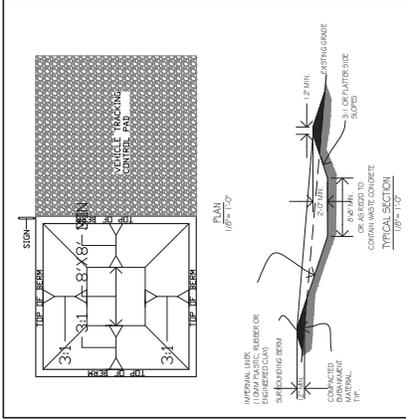
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CHECKED BY:	X
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DATE:	12/20/2012
BY:	
DATE:	12/20/2012
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BY:	

ALL QUESTIONS RELATED TO BIDDING AND CONSTRUCTION OF THIS PROJECT SHALL BE DIRECTED TO THE ARCHITECT OR THE PROJECT MANAGER.

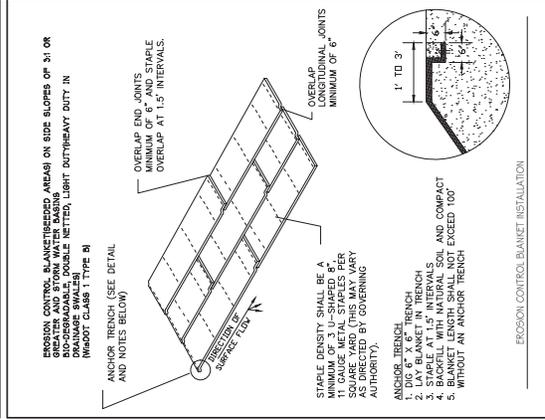
JEFF BAUER
 4626 AMERICAN BLVD WEST
 MINNEAPOLIS, MN 55417-1123
 612-438-4330
 jeff.bauer@holidaypartners.com

EROSION CONTROL NOTES

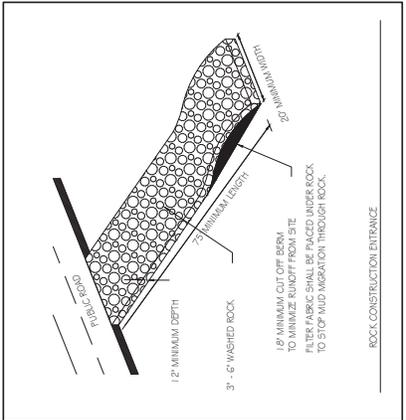
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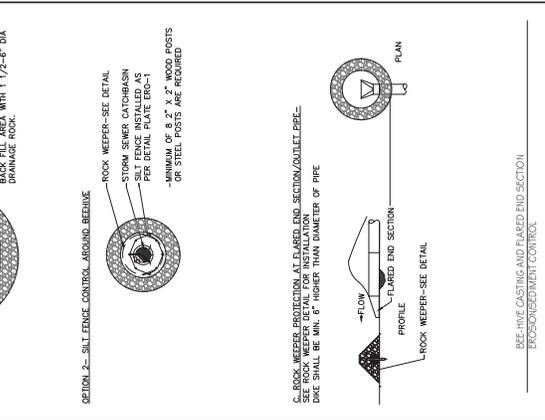
- CONCRETE WASHOUT AREA**
1. CONCRETE WASHOUT AREAS SHALL BE CONSTRUCTED AS SHOWN IN THESE DETAILS.
 2. THE CONCRETE WASHOUT AREAS SHALL BE CONSTRUCTED TO A MINIMUM OF 4\"/>



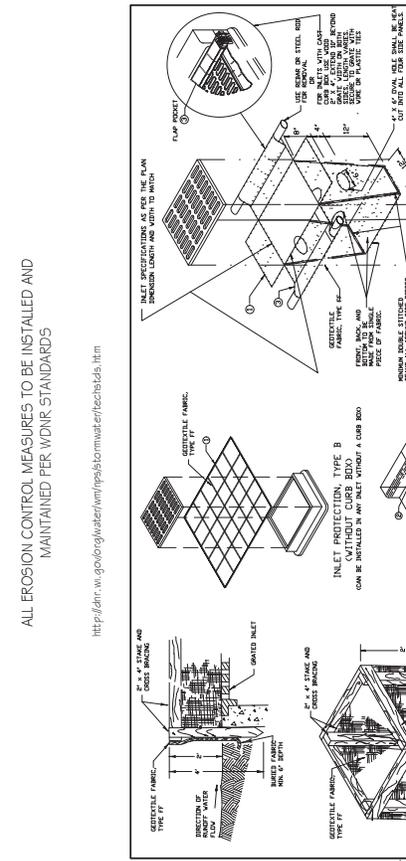
- EROSION CONTROL BLANKET INSTALLATION**
1. CONCRETE WASHOUT AREAS SHALL BE CONSTRUCTED AS SHOWN IN THESE DETAILS.
 2. THE CONCRETE WASHOUT AREAS SHALL BE CONSTRUCTED TO A MINIMUM OF 4\"/>



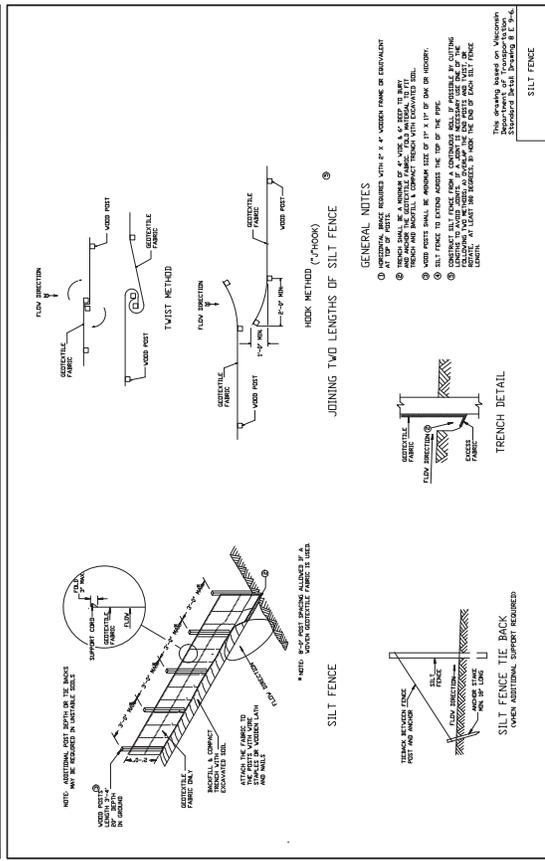
- ROCK CONSTRUCTION ENTRANCE**
1. ROCK CONSTRUCTION ENTRANCES SHALL BE CONSTRUCTED AS SHOWN IN THESE DETAILS.
 2. THE ROCK CONSTRUCTION ENTRANCES SHALL BE CONSTRUCTED TO A MINIMUM OF 4\"/>



- SILT FENCE CONTROL**
1. SILT FENCE CONTROL SHALL BE CONSTRUCTED AS SHOWN IN THESE DETAILS.
 2. THE SILT FENCE CONTROL SHALL BE CONSTRUCTED TO A MINIMUM OF 4\"/>



- INLET PROTECTION**
1. INLET PROTECTION SHALL BE CONSTRUCTED AS SHOWN IN THESE DETAILS.
 2. THE INLET PROTECTION SHALL BE CONSTRUCTED TO A MINIMUM OF 4\"/>



- SILT FENCE**
1. SILT FENCE SHALL BE CONSTRUCTED AS SHOWN IN THESE DETAILS.
 2. THE SILT FENCE SHALL BE CONSTRUCTED TO A MINIMUM OF 4\"/>

ALL EROSION CONTROL MEASURES TO BE INSTALLED AND MAINTAINED PER WDRR STANDARDS

<http://dnr.wa.gov/longwater/water/water/technical.htm>

**ARCHITECTURAL
CONSORTIUM L.L.C.**
901 North Third Street, Suite 220 Minneapolis, MN 55401
612-436-4000 Fax: 612-692-9890

INSITES
LANDSCAPE ARCHITECTURE
3030 Harbor Lane North, Suite 131 Plymouth, MN 55441
763-783-8408 Fax: 763-783-8408

I hereby certify that this 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.

ROBERT J. BAUER
Date: 1/29/15
Reg. No. 10309



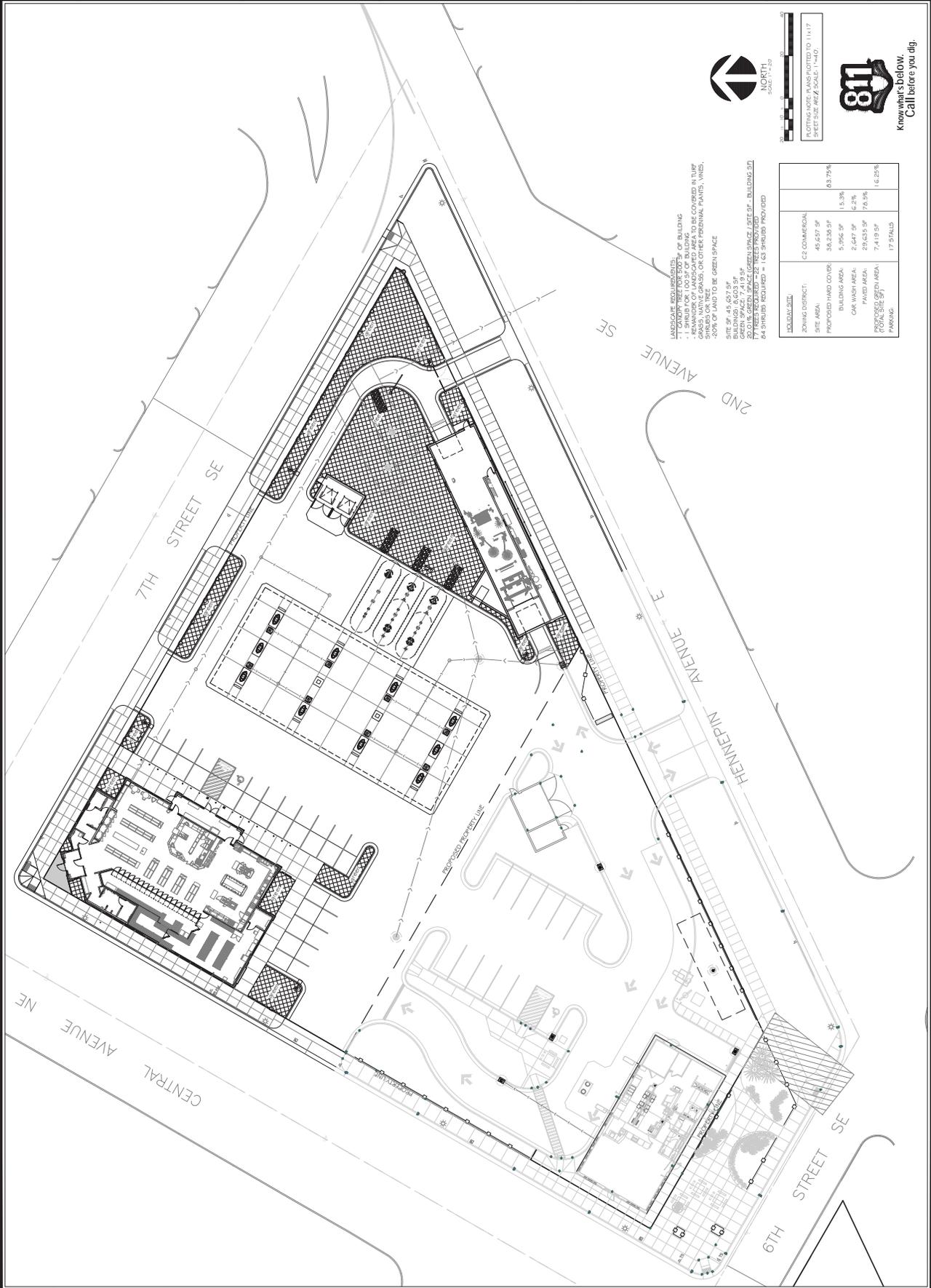
Holiday
STATIONSTORE
#0009
MINNEAPOLIS, MN

PROJECT NUMBER	
DATE	
DESIGNED BY	
MARK	
REVISION / ISSUE	
DATE	
SCALE	
STATUS	
REVISION	
DATE	

ALL QUESTIONS RELATED TO BIDDING AND DIRECTED TO HOLIDAY COMPANIES PROJECT MANAGER
JAKE BAUER
467 AMERICAN BLVD. WEST
MINNEAPOLIS, MN 55407
612-436-4000
jakebauer@oldcompany.com

**PROPOSED
GREEN SPACE**

L1.2



LANDSCAPE REQUIREMENTS:
- 10% OF THE TOTAL SITE AREA TO BE PLANTED WITH TREES AND SHRUBS.
- REMAINDER OF LANDSCAPED AREA TO BE COVERED IN TURF GRASS, PERMEABLE PAVING, OR OTHER PERMANENT PLANTS, TREES, SHRUBS OR TREES TO BE GREEN SPACE.
- 20% OF LAND TO BE GREEN SPACE.
SITE SF: 45,457 SF
PROPOSED THIRD COVER: 5,392 SF
TOTAL GREEN SPACE: 7,419 SF
TOTAL SITE AREA: 45,457 SF
64 SHRUBS REQUIRED = 143 SHRUBS PROVIDED

TOTAL SITE	
LANDSCAPED DISTRICT	CE COMMERCIAL
SITE AREA	45,457 SF
PROPOSED THIRD COVER	5,392 SF
BUILDING AREA	36,235 SF
PAVED AREA	2,647 SF
UNPAVED AREA	29,635 SF
TOTAL SITE SF	7,419 SF
PARKING	17.5 TALS
	83.75%
	15.3%
	4.2%
	76.5%
	16.25%



PLOTTING NOTE: PLANS PLOTTED TO 1/16" = 1' SCALE (AREA SCALE 1/4" = 1')



Know what's below.
Call before you dig.

These notes apply to all specifications. The notes are 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.

Project: **811**
 Date: 12/1/15
 Prepared by: **Robert J. Bauer**
 Reviewed by: **Rob. J. Bauer**

Holiday
STATIONSTORE
#0009
MINNEAPOLIS, MN

PROJECT NUMBER	DATE
000000	12/1/15
DATE	DATE
12/1/15	12/1/15
REVISION/ISSUE	DATE
NO. DESCRIPTION	DATE
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24.00	12/1/15
25.00	12/1/15
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32.00	12/1/15
33.00	12/1/15
34.00	12/1/15
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36.00	12/1/15
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39.00	12/1/15
40.00	12/1/15
41.00	12/1/15
42.00	12/1/15
43.00	12/1/15
44.00	12/1/15
45.00	12/1/15
46.00	12/1/15
47.00	12/1/15
48.00	12/1/15
49.00	12/1/15
50.00	12/1/15

LANDSCAPE PLAN

L1

PLANT MATERIAL	QUANTITY	SIZE	ROOT TYPE	COMMON NAME	HEIGHT	WIDTH
1	5	2.5' CAL.	B&B	ACROBATUM NOTICIOSUM	50'	35'
2	5	2.5' CAL.	pot	ACROBATUM NOTICIOSUM	20'	15'
3	4	6' HT.	B&B	AMERICAN LARCH	60'	20'
4	5	2.5' CAL.	B&B	AMERICAN LARCH	30'	6'
5	40	#6 CONTAINER	pot	ARTEMISIA CANADENSIS 'MISTY'	4'	9'
6	9	36" HT.	pot	ARTEMISIA CANADENSIS 'MISTY'	12'	6'
7	15	#1	pot	ARTEMISIA CANADENSIS 'MISTY'	5'	6'
8	61	#1	pot	ARTEMISIA CANADENSIS 'MISTY'	4'	3'
9	13	#2	pot	ARTEMISIA CANADENSIS 'MISTY'	2'	3'
10	35	#1	pot	ARTEMISIA CANADENSIS 'MISTY'	40'	2'



BASIN NOTES

NATIVE PLANTS, PLANTING AND TRANSPLANTING

A. Native planting shall not commence until planting areas have been properly amended and prepared to receive plants. All plants shall be installed in accordance with the specifications and approved by the owner.

B. All plants shall be installed in accordance with the specifications and approved by the owner.

C. Space plant material @ 1' O.C.

D. All plant material shall be thoroughly watered within 6 hours of planting

E. OVER SEED ENTIRE BASIN WITH PRAIRIE NURSERY, LAND RESTORATION MIX FOR MEDIUM SOILS

208	PLUG	BLUE FLAG IRIS
209	PLUG	IRIS VERTICILLATA
210	PLUG	SHENANDOAH SWITCH GRASS
211	PLUG	Panicum virgatum Shenandoah
212	PLUG	WHITE CONIFLOWER
213	PLUG	Echinacea purpurea alba
214	PLUG	LITTLE BLUE STEM
215	PLUG	Schizachyrium scoparium
216	PLUG	PRAIRIE BLAZINGSTAR
217	PLUG	Liatris ligularis
218	PLUG	PURPLE CONIFLOWER
219	PLUG	Echinacea purpurea
220	PLUG	PRAIRIE DOTSEED
221	PLUG	Sporobolus heterostachys Tuff
222	PLUG	NEW ENGLAND ASTER
223	PLUG	Aster novae-angliae
224	PLUG	JOHNSONS BLUE GERANIUM
225	PLUG	Geranium x 'Johannes Blue'

SOD - MULCH - EDGING -

NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR PLANTING IN ALL S.O.W.

2. LANDSCAPE CONTRACTOR SHALL VERIFY ALL UTILITIES WHICH MAY AFFECT HIS WORK.

3. ALL PLANT MATERIALS SHALL BE GUARANTEED ONE (1) FULL YEAR UPON TOTAL COMPLETION AND ACCEPTANCE BY OWNER, WITH A WRITTEN GUARANTEE. CONTRACTOR SHALL COORDINATE HIS WORK WITH OTHERS AT SITE AND CONFORM TO ALL CITY, STATE AND FEDERAL REGULATIONS AND ORDINANCES.

4. REPAIR AND MAINTENANCE SHALL BE CLEAN, FREE OF STONES, WEEDS, AND OTHER UNDESIRABLE DEBRIS.

5. ALL S.O.W. SHALL BE 1.0' TO 2.0' DEEP AND SHALL BE FERTILIZED PER O.U. TO TOPSOIL.

6. THROUGHOUT THE PROJECT, THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORDS OF ALL PLANTING AND TOPSOIL.

7. LANDSCAPE CONTRACTOR SHALL VERIFY TOPSOIL DEPTH AND MOISTURE. INSUFFICIENT MOISTURE IN TOPSOILS SHALL BE REPAIRED PRIOR TO COMPLETION OF JOB. STRIKE SOOON (SLOPES 3:1) AND GREATER.

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10. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR SODDING ALL AREAS WHICH ARE DISTURBED BY CONSTRUCTION INCLUDING ALL S.O.W. AND ADJACENT PROPERTIES. VALLEY VIEW - BLACK GRANITE EDGING AROUND ALL PLANTING BEDS AS SHOWN ON THIS PLAN.

11. LANDSCAPE CONTRACTOR SHALL MAINTAIN MULCH - 2" DEEP MULCHES - INSTALL 4" DEPTH - NO FLEX FABRIC OR EDGING AROUND ALL TREES OUTSIDE PLANTING BEDS.

12. GRAVEL MULCH SHALL BE 1" - 1.5" DIA. WASHED "SEWER ROCK". INSTALL 4" DEPTH WITH APPROVED WED FABRIC BARRIER IF REQUIRED.

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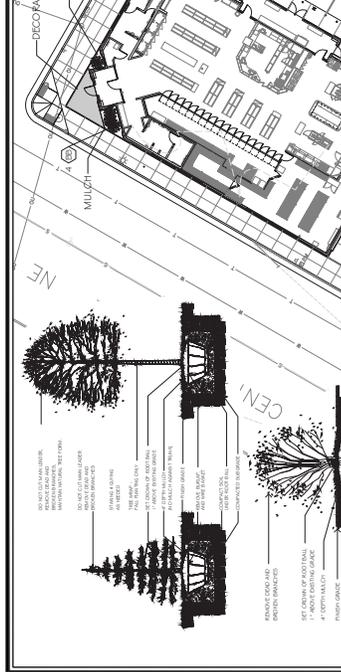
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811
 Know what's below.
 Call before you dig.

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**ARCHITECTURAL
CONSORTIUM L.L.C.**
901 North Third Street, Suite 220 Minneapolis, MN 55401 612-436-4000 Fax: 612-892-9890

INSITES
LANDSCAPE ARCHITECTURE
3030 Harbor Lane North, Suite 131 Plymouth, MN 55441 763-783-8408 Fax: 763-783-8408

These plans, specifications, reports, notes 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.

Robert J. Maurer
Date: 12/1/15 PLS. NO. 10309



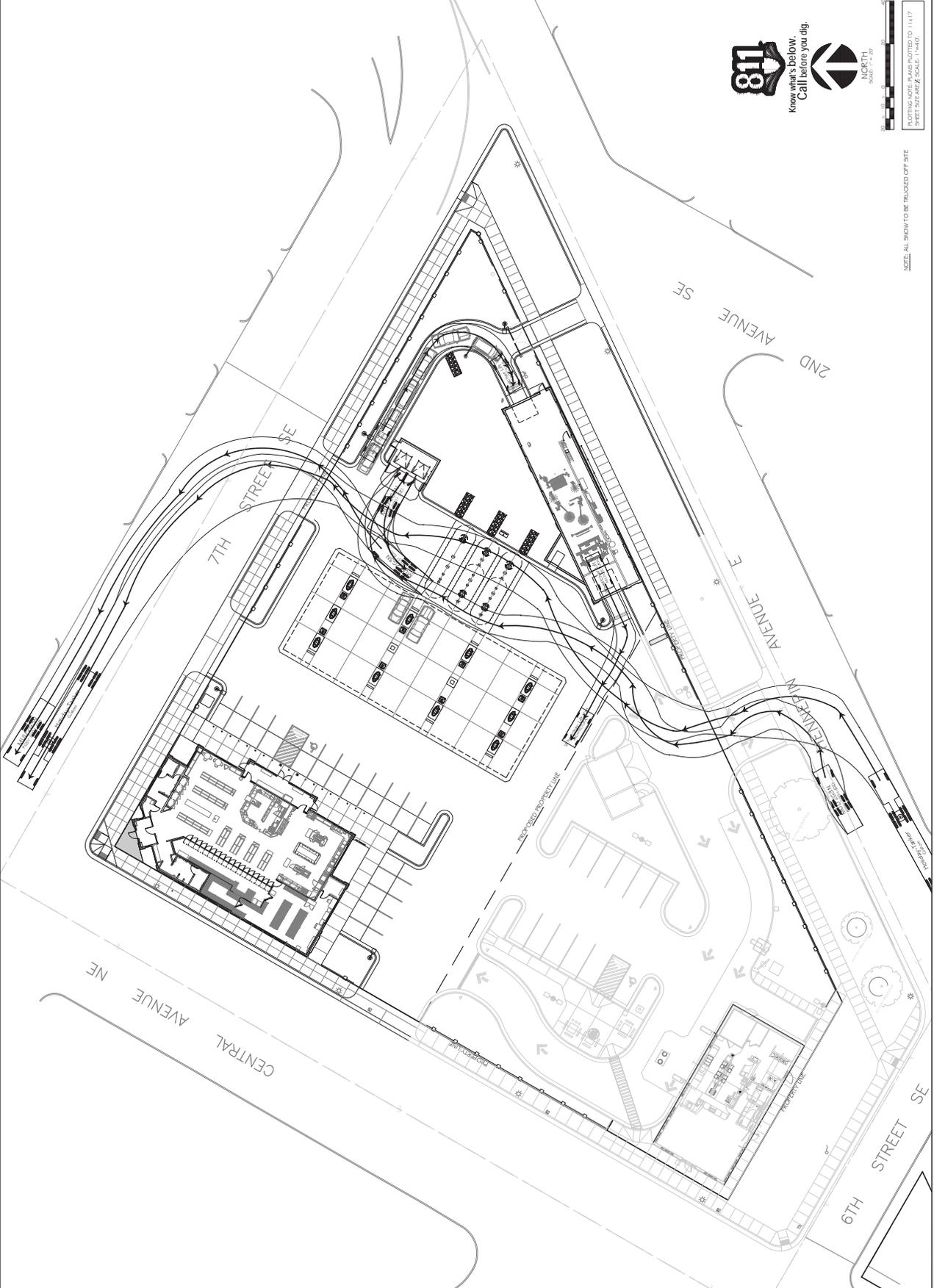
Holiday
STATIONSTORE
#0009
MINNEAPOLIS, MN

PROJECT NUMBER	
DRAWN BY	X
CHECKED BY	X
DATE	
REVISION / ISSUE	
DATE	
BY	
REASON	
DATE	
BY	
REASON	
DATE	
BY	
REASON	

ALL QUESTIONS RELATED TO BIDDING AND CONTRACT ADMINISTRATION SHOULD BE DIRECTED TO HOLIDAY COMPANIES PROJECT MANAGER
JAKE BAUER
4637 AMERICAN BLVD. WEST
MINNEAPOLIS, MN 55412
612-555-8800 (FAX) 612-555-8800
jakebauer@holidaycompanies.com

TURNING PLAN

SPT



Know what's below.
Call before you dig.



NORTH
SCALE: 1" = 20'
PLOTTING NOTE: PLANS PLOTTED TO 11x17 SHEET SIZE AREA / SCALE: 1/4"=1'-0"

ALL SHALL SHOW TO BE TIED TO OFF SITE

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 in the State of Minnesota.
 Date: 12.21.15
 Project Number: 15010
 Drawing No.: 03050

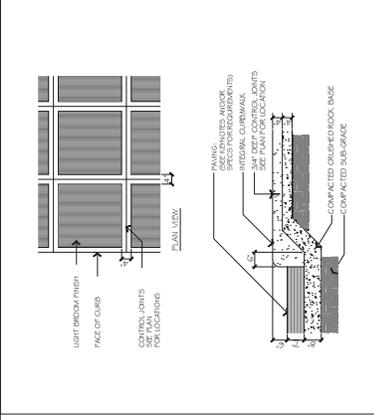


WORKSET NUMBER: 1
 SHEETS: 1
 CHECKED BY: K
 MARK: REVISION ISSUE: DATE:
 12/22/15
 12/22/15
 12/22/15
 12/22/15

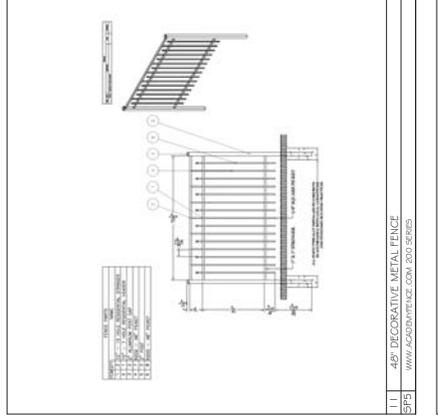
ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE MINNESOTA CONSTRUCTION CODE. THE PROJECT SHALL BE DIRECTED TO HOLIDAY COMPANIES PROJECT MANAGER:
JAKE BAUER
 4507 AMERICAN BLVD. WEST
 MINNEAPOLIS, MN 55412
 (612) 836-8300 (PHONE)
 jake_bauer@holidaycompanies.com

SITE PLAN DETAILS

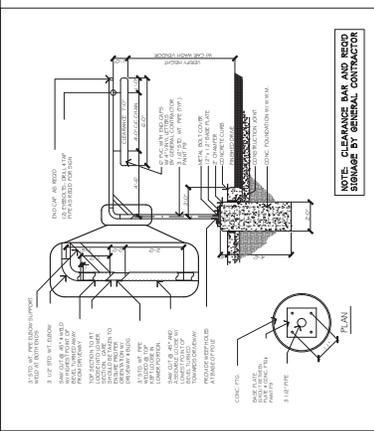
SP5



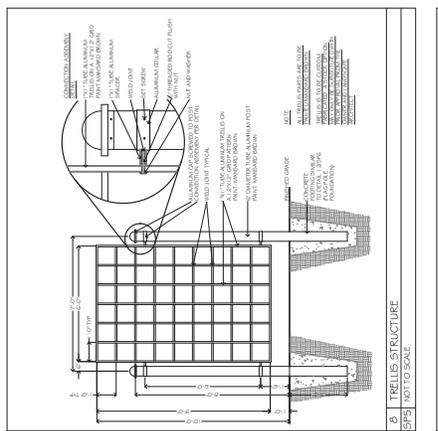
10 INTEGRAL CURB/WALK
 SP5 SCALE: 1/2" = 1'-0"



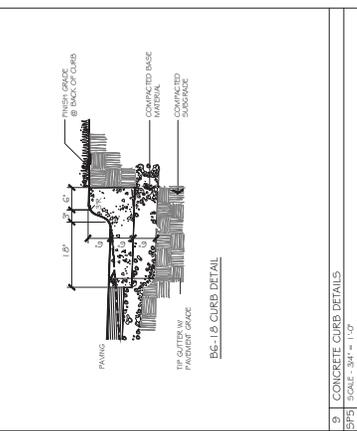
11 48\"/>
 SP5 SCALE: 1/2" = 1'-0"



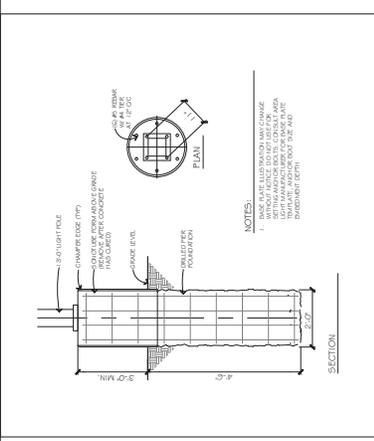
12 CONCRETE CURB DETAILS
 SP5 SCALE: 3/4" = 1'-0"



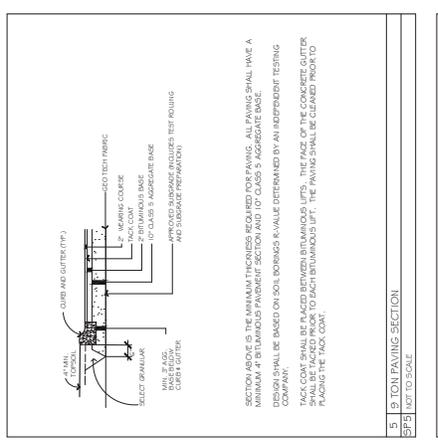
13 TEE RAIL STRUCTURE
 SP5 NOT TO SCALE



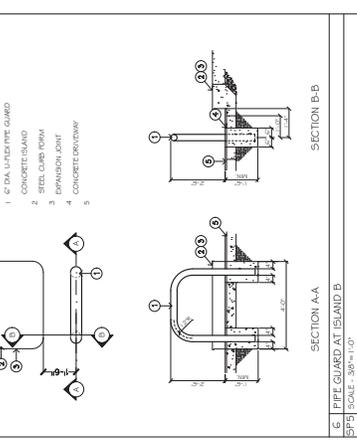
14 CONCRETE CURB DETAIL
 SP5 SCALE: 3/4" = 1'-0"



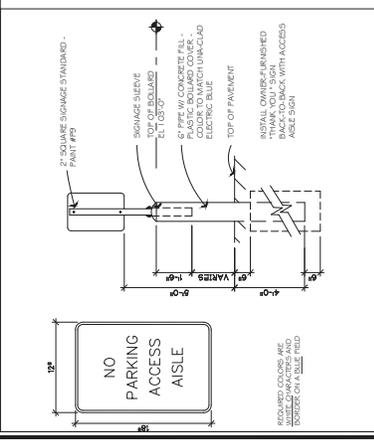
15 ROUND ARCA LIGHT FOUNDATION
 SP5 SCALE: 1/2" = 1'-0"



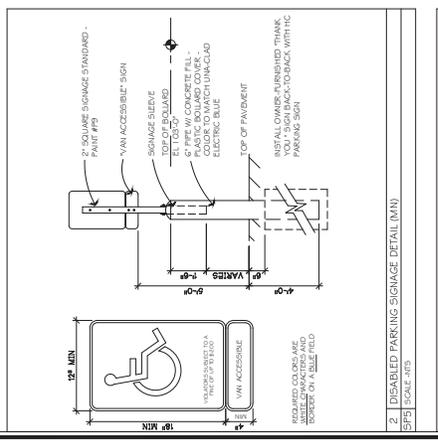
16 PAVING SECTION
 SP5 NOT TO SCALE



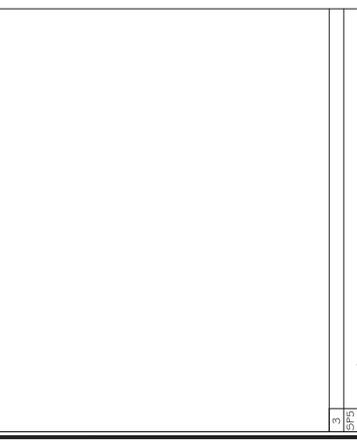
17 PIPE GUARD AT ISLAND B
 SP5 SCALE: 3/4" = 1'-0"



18 DISABLED ACCESS AISLE SIGNAGE DETAIL
 SP5 SCALE: 3/4" = 1'-0"



19 DISABLED PARKING SIGNAGE DETAIL (MIN)
 SP5 SCALE: 3/4" = 1'-0"



20 PIPE GUARD AT ISLAND B
 SP5 SCALE: 3/4" = 1'-0"

INSITES
 SITE PLANNING LANDSCAPE ARCHITECTURE
 3010 CENTRAL AVENUE, SUITE 101
 MINNEAPOLIS, MINNESOTA 55414
 763.383.8100
 www.insites.com

I hereby verify that this specification, or report, was prepared by a duly licensed landscape architect under the laws of the State of Minnesota.
 DATE: 12-25-15
 PROJECT: MN #29 RP
 DRAWN BY: ROBERT J. BAUER
 REG. NO.: 103008

PROJECT: MN #29 RP

WHITE CASTLE
 608 CENTRAL AVE. NE
 MINNEAPOLIS, MN 55414

WHITE CASTLE SYSTEM, INC.
 555 WEST GOODALE STREET
 COLUMBIAN, MINNESOTA
 COLUMBIAN, MINNESOTA
 PHONE: 614.589.2851
 FAX: 614.224.1787


Holiday
STATIONSTORE
#0009
 MINNEAPOLIS, MN

PROJECT NUMBER: _____
 DRAWN BY: _____
 CHECKED BY: _____
 DATE: _____
 REVISION ISSUE: _____
 DATE: _____
 REVISION: _____
 DATE: _____
 REVISION: _____
 DATE: _____

ALL QUESTIONS RELATED TO BUILDING AND CONSTRUCTION OF THIS PROJECT SHALL BE DIRECTED TO THIS PROJECT MANAGER
JAKE BAUER
 PROJECT MANAGER
 MINNEAPOLIS, MN 55407-1129
 jba@insites.com
 www.insites.com

PUBLIC R.O.W.
SIGN AND LIGHTS

SP1.2

Insites Site Planning Landscape Architecture Inc. 2013



NOTE: VERIFY EXISTING CONDITIONS PRIOR TO DEMOLITION.
 VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION OF UTILITIES. SOURCE,
 LOCATION AND DEPTH OF ALL UTILITIES SHALL BE VERIFIED BY THE
 APPROPRIATE PARTIES.


 Know what's below.
 Call before you dig.


 ALL DISTANCES SHOWN ARE UNLESS NOTED TO THE CONTRARY.
 ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.

**ARCHITECTURAL
CONSORTIUM L.L.C.**
901 North Third Street, Suite 220
Minneapolis, MN 55401

612-436-4000
Fax: 612-692-9890

INSITES
3030 Harbor Lane North, Suite 131
Plymouth, MN 55447

This plan was prepared by the architect, its staff, or its preparer by me or under my direct supervision, and that I am a duly licensed landscape architect under the laws of the State of Minnesota.

PROJECT: HOLIDAY STORE #0009
DATE: 12/15/15



Holiday
STATIONSTORE
#0009
MINNEAPOLIS, MN

PROJECT NUMBER	DATE	REVISION/ISSUE	DATE

ALL QUESTIONS RELATED TO BIDDING AND CONTRACT ADMINISTRATION SHOULD BE DIRECTED TO HOLIDAY COMPANIES PROJECT MANAGER
JAKE BAUER
467 AMERICAN BLVD. WEST
MINNEAPOLIS, MN 55412
jbaue@holidaycompanies.com

**SITE DEMO
PLAN**

DM1



Know what's below.
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NORTH
SCALE: 1" = 20'

PLOTTING NOTE: PLANS PLOTTED TO 11x17
SHEET SIZE AND SCALE: 11x40

INSITES
 SITE PLANNING, LANDSCAPE ARCHITECTURE
 3010 UNIVERSITY AVENUE, SUITE 200
 MINNEAPOLIS, MINNESOTA 55417
 763.387.8100
 www.insites.com

PROJECT: 15760
 MN #29 RP
 DATE: 12-25-15
 DRAWN BY: ROBERT J. BAUER
 CHECKED BY: ROBERT J. BAUER

WHITE CASTLE
 608 CENTRAL AVE. NE
 MINNEAPOLIS, MN 55414

WHITE CASTLE SYSTEM, INC.
 555 WEST GOODALE STREET
 COUMBLIN, MN 55425
 PHONE: 614.589.2853
 FAX: 614.224.1787

Holiday
STATIONSTORE
#0009
 MINNEAPOLIS, MN

PROJECT NUMBER:	0009
DRAWN BY:	RJB
CHECKED BY:	RJB
DATE:	12/25/15
SCALE:	AS SHOWN
ISSUE:	REVISED
REVISION:	
DATE:	
BY:	
REVISION:	
DATE:	
BY:	
REVISION:	
DATE:	
BY:	

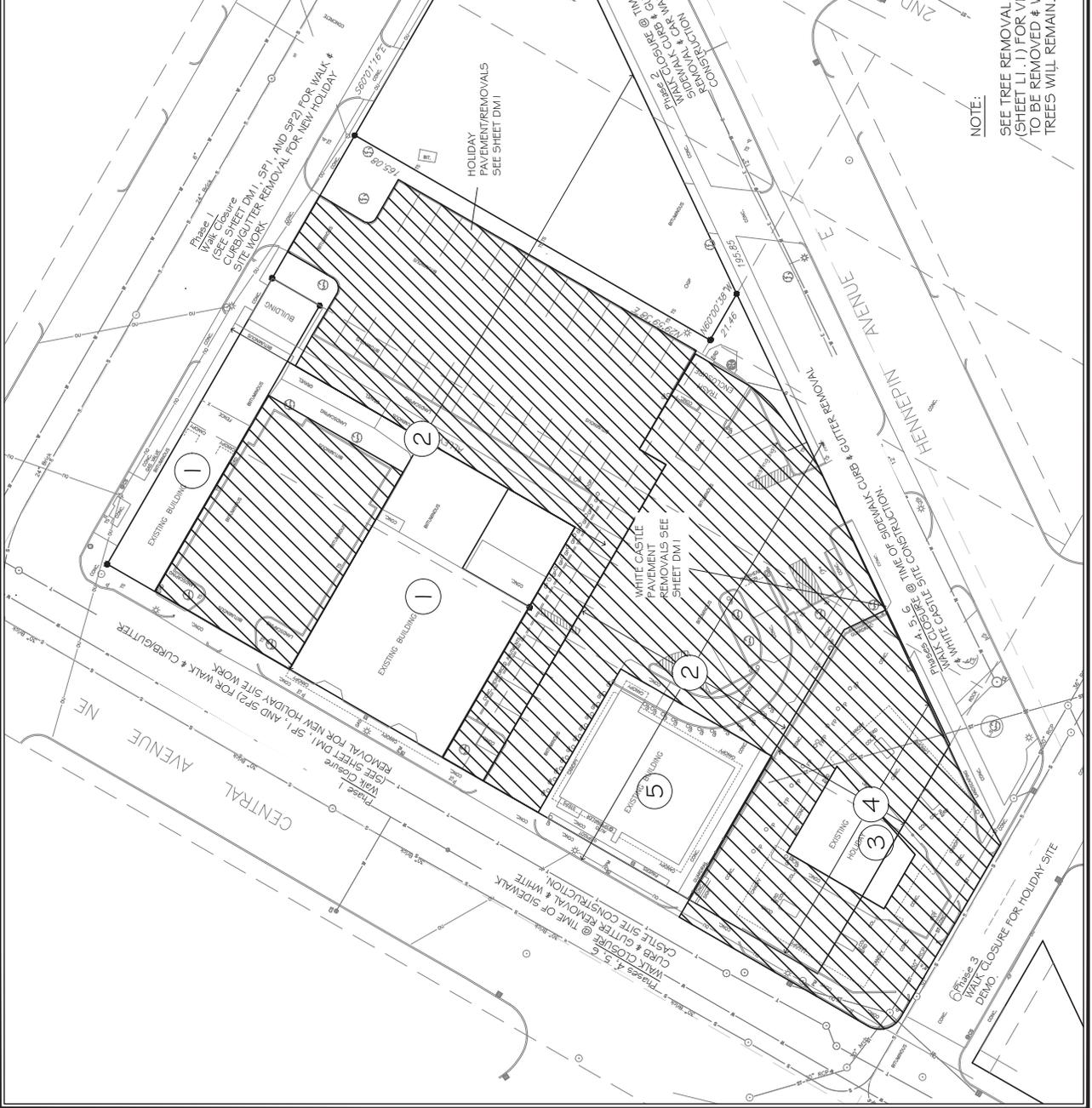
ALL QUESTIONS RELATED TO BUILDING AND CONSTRUCTION OF THIS PROJECT SHALL BE DIRECTED TO THE PROJECT MANAGER.
JAKE BAUER
 PROJECT MANAGER
 1000 UNIVERSITY AVENUE, SUITE 200
 MINNEAPOLIS, MN 55417
 763.387.8100
 www.insites.com

MASTER DEMO PHASING PLAN

M-DM1

DEMOLITION SEQUENCE

1. REMOVE EXISTING BUILDINGS, PAVING & UTILITIES SERVICES PER CITY SPECIFICATIONS.
2. CONSTRUCT NEW HOLIDAY STATION STORE SITE (SEE HOLIDAY DEVELOPMENT PLANS)
3. REMOVE EXISTING BUILDINGS PAVING & UTILITIES SERVICES PER CITY SPECIFICATIONS FOR EXISTING HOLIDAY STATION STORE SITE PER HOLIDAY CONSTRUCTION SCHEDULE
4. CONSTRUCT NEW WHITE CASTLE RESTAURANT SITE (SEE WHITE CASTLE DEVELOPMENT PLANS)
5. REMOVE EXISTING BUILDING, PAVING, UTILITY SERVICES PER CITY SPECIFICATIONS FOR EXISTING WHITE CASTLE RESTAURANT SITE PER WHITE CASTLE CONSTRUCTION SCHEDULE.
6. CONSTRUCT REMAINING SITE FEATURES FOR WHITE CASTLE SITE.

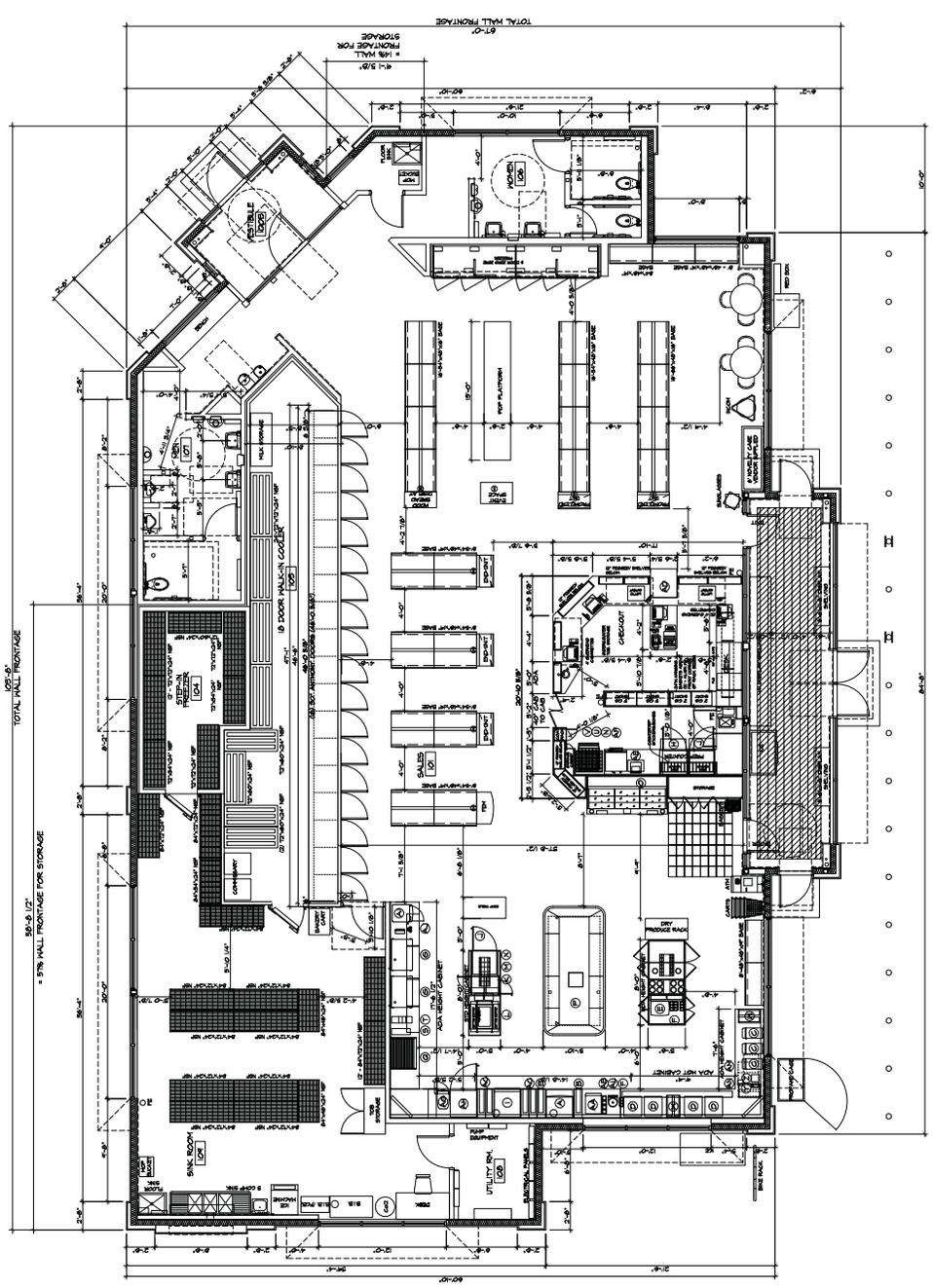




PROJECT NUMBER:	15-00551
DRAWN BY:	SL
CHECKED BY:	SA
MARK:	REVISION / ISSUE
DATE:	05-24-15

- EQUIPMENT**
- 1 BLENDED FLAVORING DISPENSER
 - 2 GOLD CHIP BLENDERS IN CASE OF HALL
 - 3 CANNON - 3
 - 4 DUAL THERMAL BREWER - 4
 - 5 4 VALVE CREWMAN
 - 6 2 JET HOTDOG SLANT GRINDERS - 2
 - 7 BAKE COASTER FREEZER
 - 8 CORNELLAS UPPER CASE JAWY JAWBOY TDS
 - 9 BAKE COASTER REFR. - 5
 - 10 HORNBY - 2 (3 PACKED)
 - 11 OXI REFRIGERATED CONDENSERS
 - 12 DRY CONDENSERS DISPLAY
 - 13
 - 14
 - 15 21 PAN BREAD BAKERY CASE
 - 16 12 SOUTHERN 8H SANDWICH CASE
 - 17 HOT ROLLER GRILL
 - 18 REFRIGERATED PRODUCE CASE
 - 19 HOT DOG BOATS BAKG - 2
 - 20 HOT SANDWICH AND CONDIMENT
 - 21 24" X 30" JUPITER BAKG
 - 22 24" X 30" JUPITER BAKG ON CARTS
 - 23 HOT CAP TOWER
 - 24 DIPPING SAUCE BAKG
 - 25 TEA PACKETS BAKG
 - 26 PANNE BAKG
 - 27 PANNE BAKG
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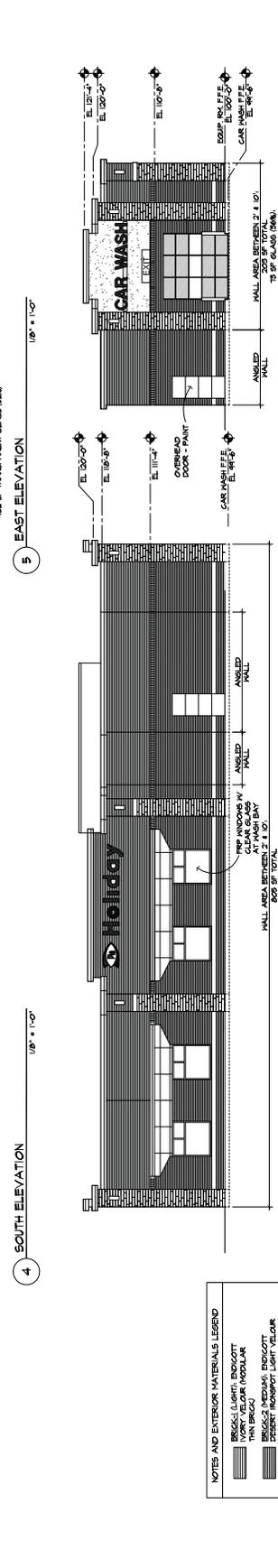
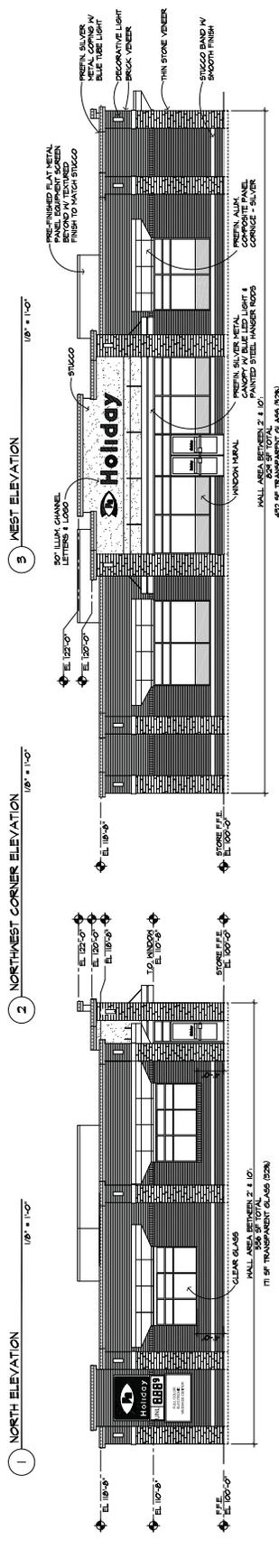
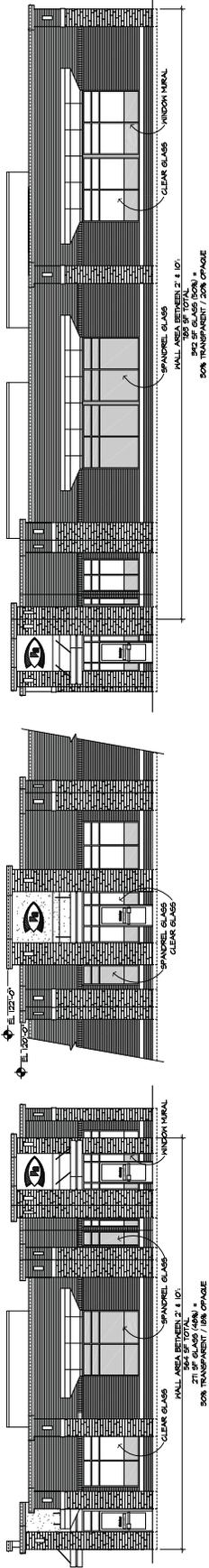
BUILDING DATA
 BUILDING GROSS AREA: 5294 SF
 SALES FLOOR AREA: 5106 SF
 BUILDING CONSTRUCTION: TYPE V-B
 SEPARATION: 100%
 ROOF: 100%
 SLOPE TO INTERNAL ROOF DRAIN TO STORE



1 FLOOR PLAN
 5/8" = 1'-0"



PROJECT NUMBER:	15-00651
DRAWN BY:	EA
CHECKED BY:	EA
MARK:	REVISION ISSUE
DATE:	05-24-16



NOTES AND EXTERIOR MATERIALS LEGEND

	BRICK (LIGHT) BIDDGOTT
	BRICK (MEDIUM) BIDDGOTT
	BRICK (DARK) BIDDGOTT
	METAL (COLOR: POLYMER FINISH)
	THIN STONE VENEER
	STICCO
	GLASS (TYPE: CLEAR)
	ALUMINUM (TYPE: ANODIZED)
	PAINT (TYPE: EXTERIOR)

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

2 NORTHWEST CORNER ELEVATION
 1/8" = 1'-0"

3 WEST ELEVATION
 1/8" = 1'-0"

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

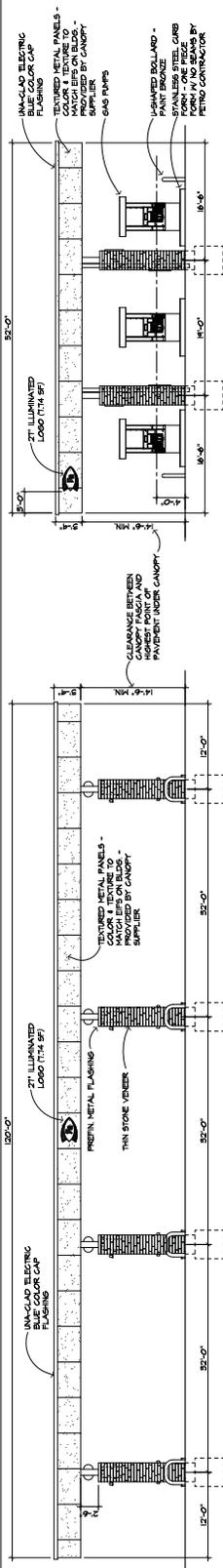
5 EAST ELEVATION
 1/8" = 1'-0"

6 CAR WASH ELEVATIONS
 1/8" = 1'-0"

STREET ELEVATIONS



PROJECT NUMBER:	15-00851
DRAWN BY:	SA
CHECKED BY:	SA
MARK:	REVISION / ISSUE
DATE:	05-24-16
SCALE:	SPRINGS & CAR WASH HEREHERE HEREHERE

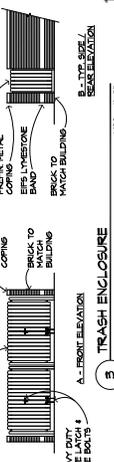


NORTH ELEVATION

EAST ELEVATION

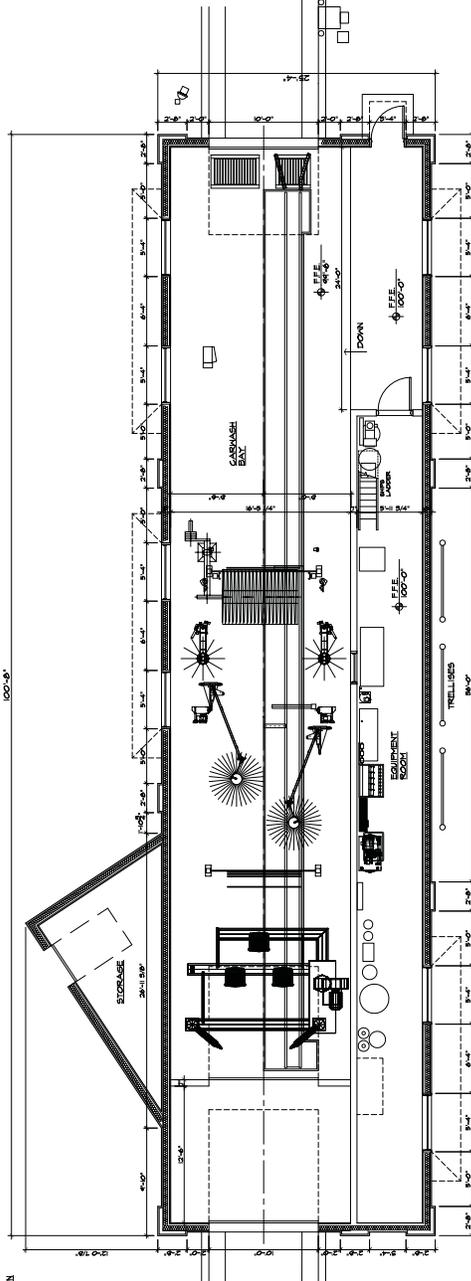
SOUTH ELEVATION

WEST ELEVATION



1 GAS CANOPY ELEVATIONS

2 TRASH ENCLOSURE



2 CAR WASH FLOOR PLAN

Material	Material	Material	Material	Material	Material
Height	5.75	5.75	5.75	5.75	5.75
Width	12.00	12.00	12.00	12.00	12.00
Depth	10.00	10.00	10.00	10.00	10.00
Area	67.50	67.50	67.50	67.50	67.50
Volume	703.125	703.125	703.125	703.125	703.125
Weight	116.00	116.00	116.00	116.00	116.00
Cost	38.00	38.00	38.00	38.00	38.00
Notes	25.00	25.00	25.00	25.00	25.00
Material	7.74	7.74	7.74	7.74	7.74
Width	0.00	0.00	0.00	0.00	0.00
Depth	7.74	7.74	7.74	7.74	7.74
Area	25.00	25.00	25.00	25.00	25.00
Volume	0.00	0.00	0.00	0.00	0.00
Weight	0.00	0.00	0.00	0.00	0.00
Cost	0.00	0.00	0.00	0.00	0.00

North View



Station Store #0009 Minneapolis, MN

Committee of the Whole Submittal

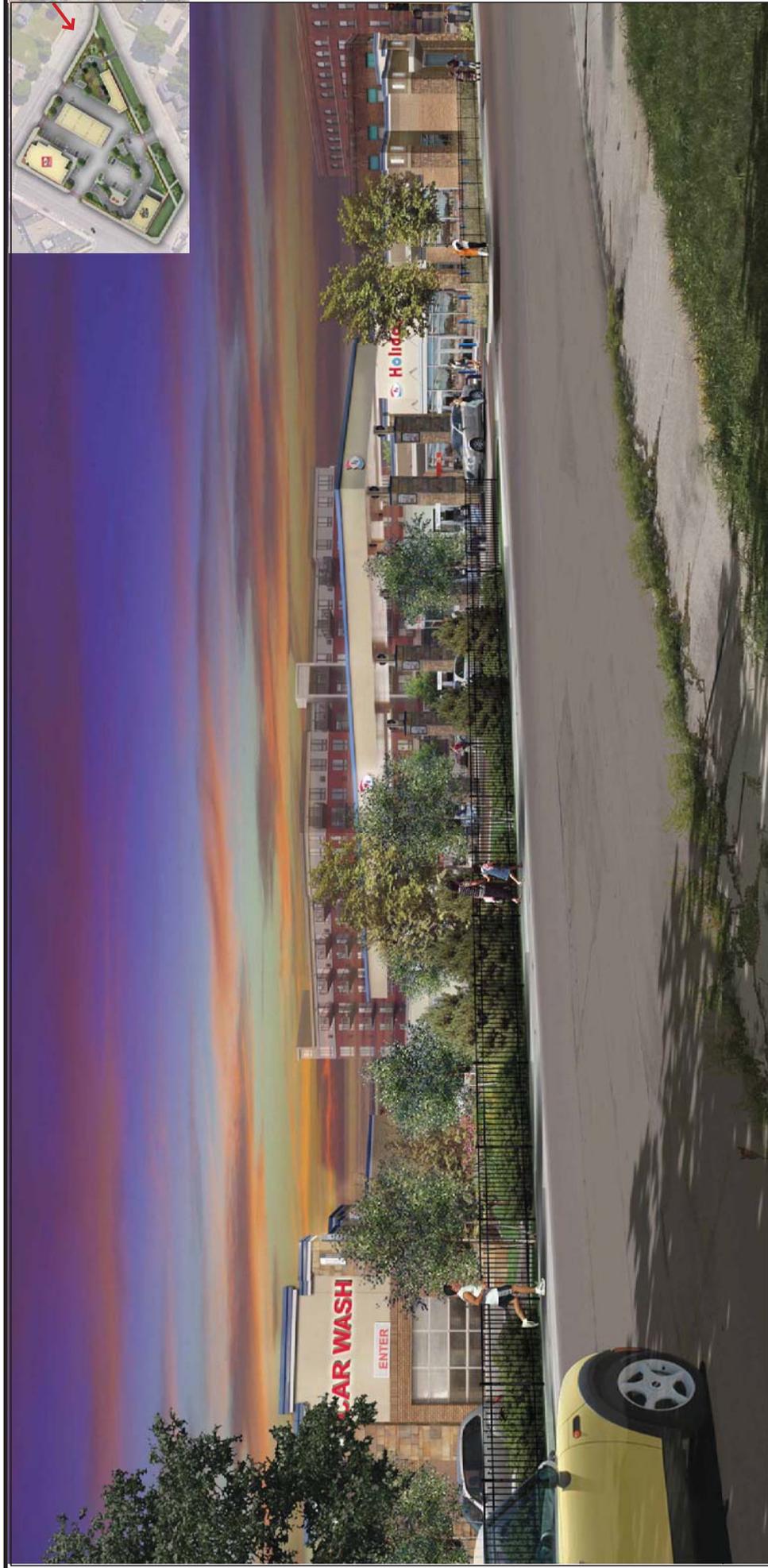
June 30th, 2016

ARCHITECTURAL
CONSORTIUM L.L.C.

INSITES

This is an artists rendering. They are for discussion purposes only. See additional information for current layout, colors and materials.

East View



Station Store #0009 Minneapolis, MN

Committee of the Whole Submittal

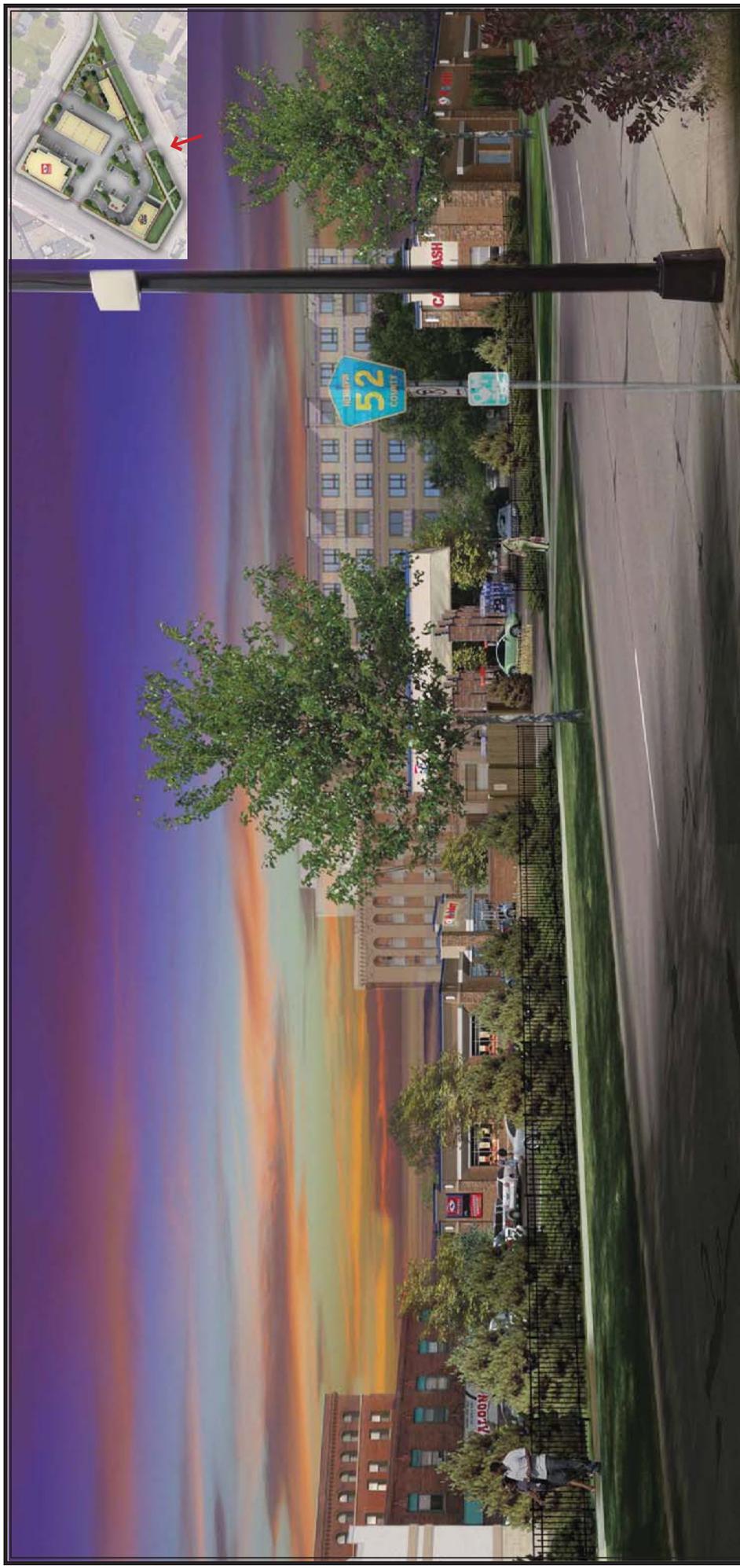
June 30th, 2016

ARCHITECTURAL
CONSORTIUM L.L.C.

INSITES

This is an artists rendering. They are for discussion purposes only. See additional information for current layout, colors and materials.

South View



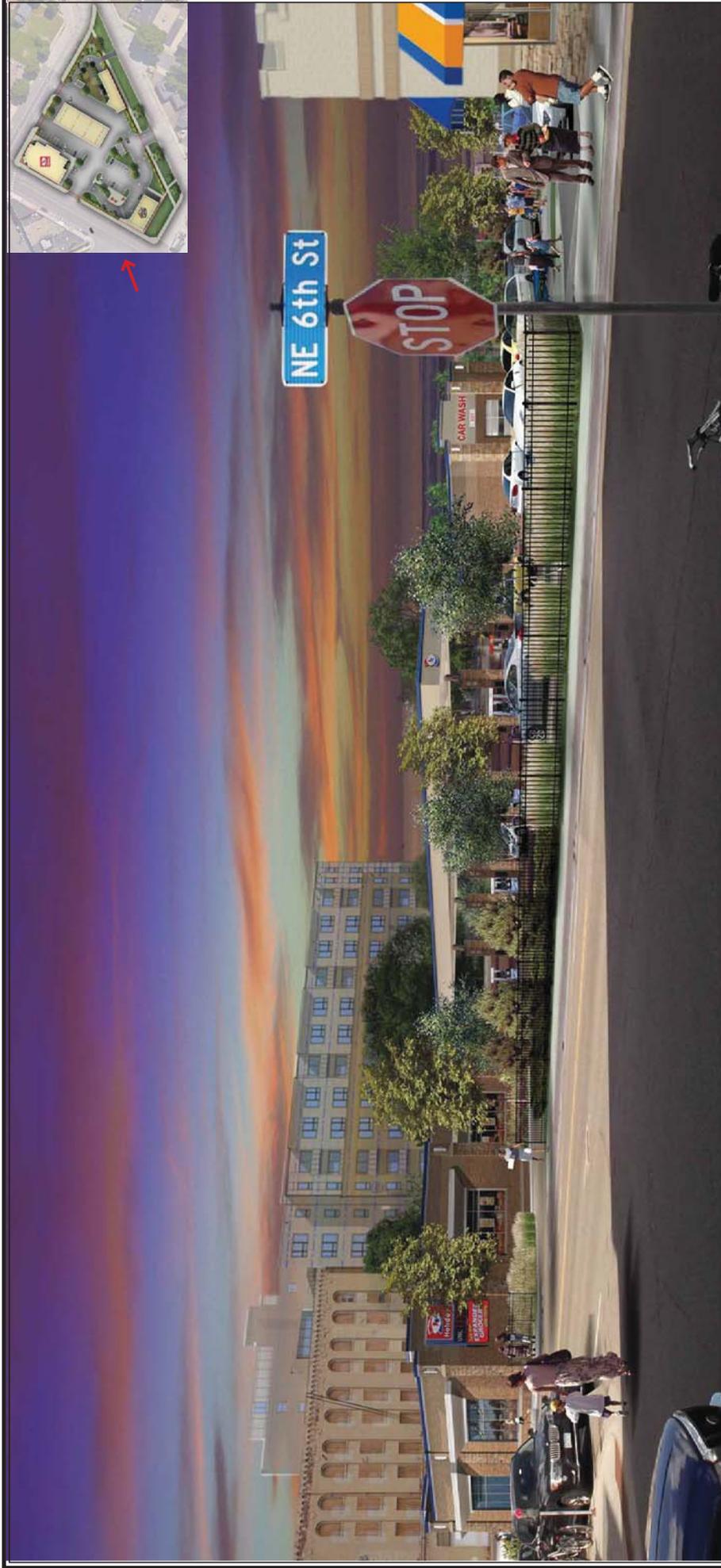
Station Store #0009 Minneapolis, MN

Committee of the Whole Submittal
June 30th, 2016

ARCHITECTURAL
CONSORTIUM L.L.C.
INSITES

This is an artists rendering. They are for discussion purposes only. See additional information for current layout, colors and materials.

West View



Station Store #0009 Minneapolis, MN

Committee of the Whole Submittal

June 30th, 2016

ARCHITECTURAL
CONSORTIUM L.L.C.

INSITES

Context Studies



Station Store #0009 Minneapolis, MN

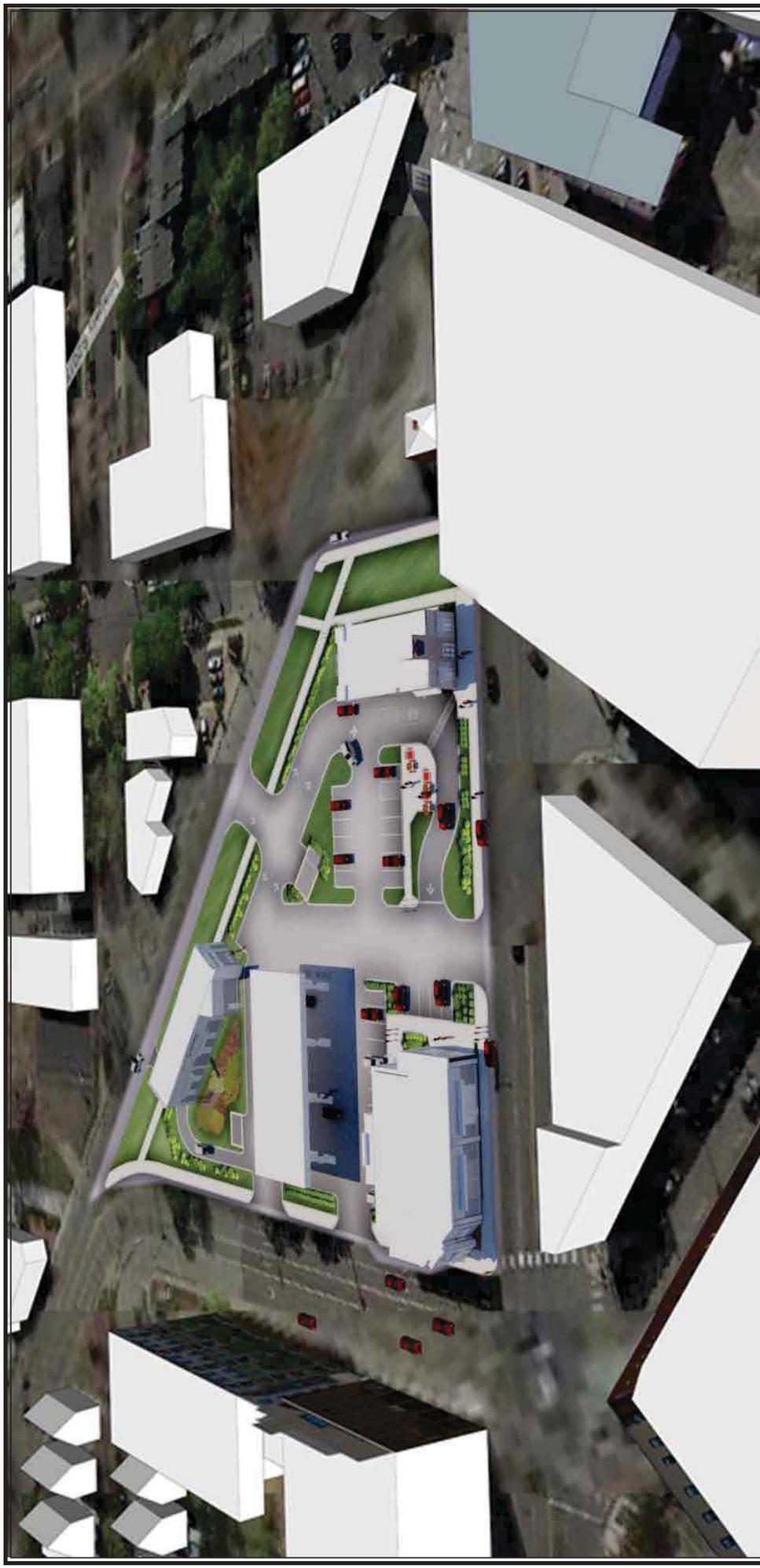
Committee of the Whole Submittal

June 30th, 2016



This is an artists rendering. They are for discussion purposes only. See additional information for current layout, colors and materials.

Context Studies



Station Store #0009 Minneapolis, MN

Committee of the Whole Submittal

June 30th, 2016

ARCHITECTURAL
CONSORTIUM L.L.C.

INSITES

This is an artists rendering. There are for discussion purposes only.
See additional information for extent layout, colors and materials.

Context Studies



Station Store #0009 Minneapolis, MN

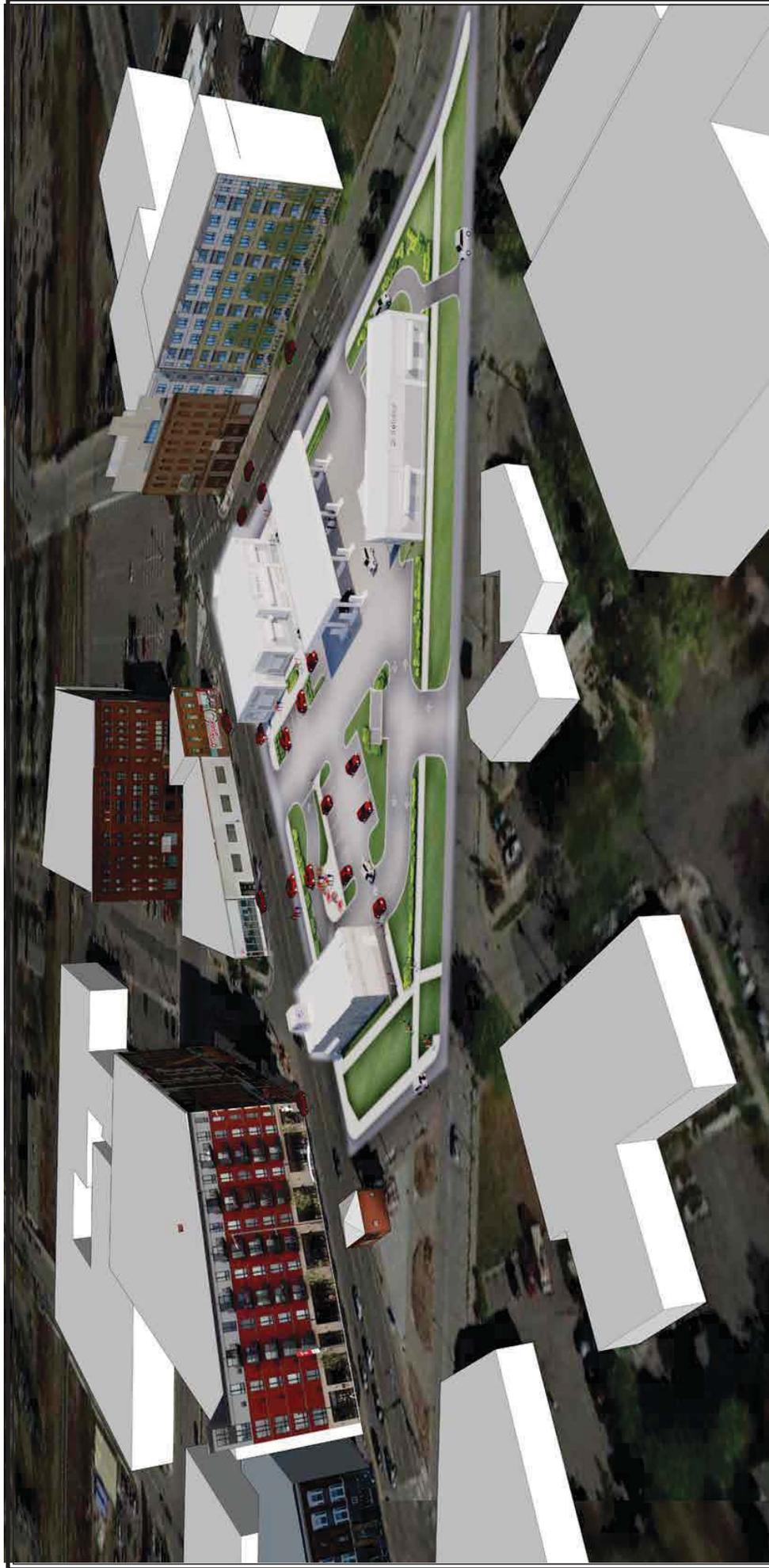
Committee of the Whole Submittal

June 30th, 2016

ARCHITECTURAL
CONSORTIUM L.L.C.

INSITES

Context Studies



Station Store #0009
Minneapolis, MN

Committee of the Whole Submittal

June 30th, 2016

ARCHITECTURAL
CONSORTIUM L.L.C.

INSITES

This is an artists rendering. They are for discussion purposes only.
See additional information for current layout, colors and materials.

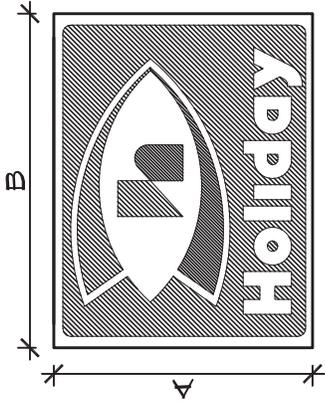
Context Studies



Station Store #0009
Minneapolis, MN
Committee of the Whole Submittal
June 30th, 2016

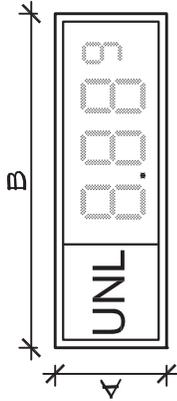
**ARCHITECTURAL
CONSORTIUM L.L.C.**
INSITES

This is an artists rendering. They are for discussion purposes only.
See additional information for current layout, colors and materials.



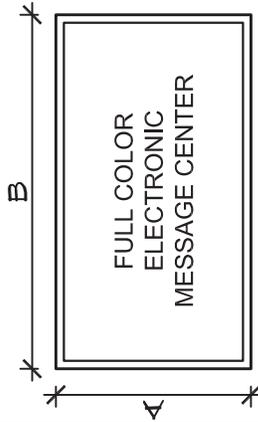
$$\frac{5'-5''}{\textcircled{A}} \times \frac{7'-0 \frac{3}{8}''}{\textcircled{B}} = 38.09$$

TOTAL - | SIGN TOTAL - 38.09 SF



$$\frac{2'-3 \frac{7}{8}''}{\textcircled{A}} \times \frac{7'-0 \frac{3}{8}''}{\textcircled{B}} = 16.33$$

TOTAL - | SIGN TOTAL - 16.33 SF



$$\frac{4'-1 \frac{1}{4}''}{\textcircled{A}} \times \frac{7'-5 \frac{5}{16}''}{\textcircled{B}} = 30.55$$

TOTAL - | SIGN TOTAL - 30.55 SF

OVERALL SIGNAGE TOTAL = 360.88 SF

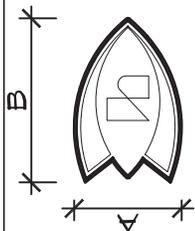


SIGNAGE
DETAILS
OPTION 1
REV 1
SCALE: 1/4"=1'-0"

ALL QUESTIONS RELATED TO
BIDDING AND CONSTRUCTION
DIRECTED TO HOLIDAY
COMPANIES PROJECT MANAGER
4867 AMERICAN POLLEARD NEST
MINNAPOLIS, MN 55425
PHONE: (952) 850-8833
FAX: (952) 850-1678

STATIONSTORE #0009
MINNEAPOLIS, MN.

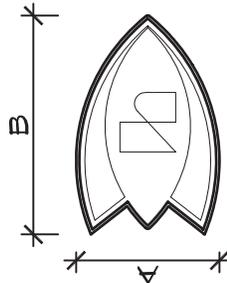
NO. DATE REVISION DESCRIPTION
1. 02.08. SEDLINES - P&S
DRAWN BY
DATE 2016-07-06
STORE #0009
SN2



CANOPY (N, S, E)
(27" NOMINAL) =

$$\frac{2'-3''}{(A)} \times \frac{3'-5 \frac{1}{4}''}{(B)} = 7.74$$

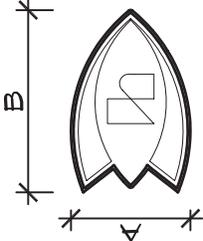
TOTAL - 3 SIGNS TOTAL - 23.22 SF



NORTHWEST CORNER
(36" NOMINAL) =

$$\frac{3'-0''}{(A)} \times \frac{4'-7''}{(B)} = 11.50$$

TOTAL - 1 SIGN TOTAL - 11.50 SF



EAST BUILDING &
CW SOUTH & NORTH
(30" NOMINAL) =

$$\frac{2'-6''}{(A)} \times \frac{3'-9 \frac{7}{8}''}{(B)} = 58.65$$

$$\frac{13'-9 \frac{3}{16}''}{(C)}$$

TOTAL - 3 SIGNS TOTAL - 175.95 SF

Holiday



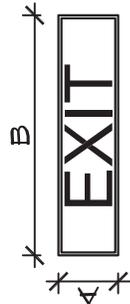
$$\frac{1'-11 \frac{3}{16}''}{(A)} \times \frac{13'-7 \frac{7}{10}''}{(B)} = 26.33$$

TOTAL - 2 SIGNS TOTAL - 52.66 SF



$$\frac{1'-3''}{(A)} \times \frac{5'-0 \frac{3}{8}''}{(B)} = 6.29$$

TOTAL - 1 SIGN TOTAL - 6.29 SF



$$\frac{1'-3''}{(A)} \times \frac{5'-0 \frac{3}{8}''}{(B)} = 6.29$$

TOTAL - 1 SIGN TOTAL - 6.29 SF



SIGNAGE
DETAILS
OPTION 1
REV 1
SCALE: 1/4"=1'-0"

ALL QUESTIONS RELATED TO
BIDDING AND CONSTRUCTION
DIRECTED TO HOLIDAY
COMPANIES PROJECT MANAGER
4867 AMERICAN POLLEYARD NEST
MINNEAPOLIS, MN 55425
PHONE: (952) 850-8933
FAX: (952) 850-1676

STATIONSTORE #0009
MINNEAPOLIS, MN.

NO. DATE: REVISION DESCRIPTION
DATE 2016-07-06
DRAWN BY
CHECKED BY
STORE #0009
VSN1

LED CANOPY LIGHT - LEGACY™ (CRU)



DOE LIGHTING FACTS

Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

US & Int'l. patents pending.

HOUSING - Low profile, durable die-cast, aluminum construction, providing a reliable weather-tight seal.

LEDS - Select, mid-power, high brightness, LED chips; Cool White 5000K color temperature, 70 CRI (nominal).

DRIVE CURRENT - Choice of High Output (HO) or Very High Output (VHO).

OPTICS / DISTRIBUTION - Choice of Symmetrical or Asymmetrical, which directs light through a clear tempered glass lens, to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 3/4" profile die cast housing, with a flat glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

HAZARDOUS LOCATION - Designed for lighter than air fuel applications. Product is suitable for Class 1 Division 2 only when properly installed per LSI installation instructions.

DRIVER - State-of-the-art driver technology superior energy-efficiency and optimum light output. LSI driver components are fully encased in potting for IP65 moisture resistance. Complies with IEC and FCC standards. Surge protected at 10KV. 0-10 V dimming supplied standard with all drive currents.

DRIVER HOUSING - Die cast aluminum, wet location rated driver/electrical enclosure is elevated above canopy deck to prevent water entry, provide easy "knock-out" connection of primary wiring and contributes to attaining the lowest operating temperatures available. Seals to optical housing via one-piece molded silicone gasket.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. LSI drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - One person installation. No additional sealant required. Installs in a 12" or 16" deck pan. Deck penetration consists of a 4" hole, simplifying installation and water sealing. Unit is designed to quickly retrofit into existing Scottsdale (4") hole as well as openings for Encore and Encore Top Access and to reconnect wiring for the SC/ECTA without having to relocate the conduit. Retro panels are available for existing Encores (see back page) as well as kits for recessed and 2x2 installations (see separate spec sheets). Support brackets are provided standard, to prevent sagging of deck.

SHIPPING WEIGHT - 25 pounds (single pack), 50 pounds (double pack).

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

LISTING - UL and ETL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.

PHOTOMETRICS - Applications layouts are available upon request. Contact LSI Petroleum Lighting or petroleum.apps@lsi-industries.com

Class 1, Division 2 – Standard on HO only

T5 Temperature Classification – The surface temperature of this product will not rise above 100°C., within a 40°C ambient.

Gas Groups A,B,C, and D – Group A: Acetylene / Group B: Hydrogen / Group C: Propane and Ethylene / Group D: Benzene, Butane, Methane & Propane.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



Project Name _____ Fixture Type _____
 Catalog # _____

04/29/16

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 LSI INDUSTRIES INC.

LED CANOPY LIGHT - LEGACY™ (CRU)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRU SC LED HO CW UE WHT**

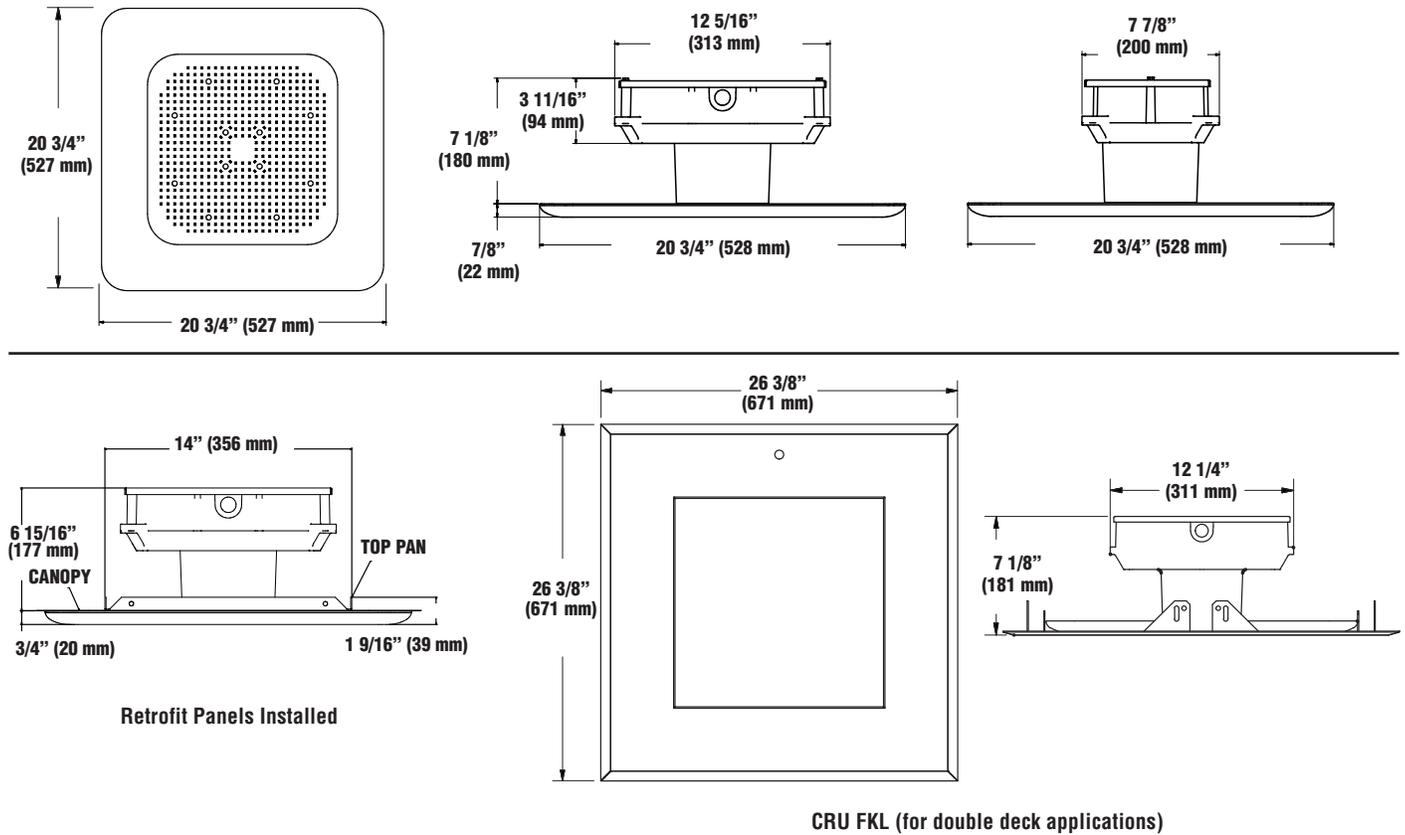
Prefix	Distribution ¹	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
CRU	SC - Standard Symmetric AC - Asymmetric	LED	HO - High Output VHO - Very High Output	CW - Cool White (5000K)	UE - Universal Voltage (120-277V) 347-480V ²	WHT - White BRZ - Bronze BLK - Black	2L - Bi-Level Switching ³

FOOTNOTES:

- 1- AC distribution utilizes a reflector which alters the look from a standard S distribution.
- 2- 347V only available in HO drive current.
- 3- Bi-Level available on "HO" drive current only. It provides a manually operated, 2 position toggle switch to permit switching from "HO" (high) to 50% of power (low) drive currents.

ACCESSORY ORDERING INFORMATION (Accessories are field installed)			
Description	Order Number	Description	Order Number
Retrofit Panels - EC / ECTA / SCF to CRU, for 16" Deck Panel	525946	Kit - Hole Plugs and Silicone (enough for 25 retrofits) ¹	1320540
Retrofit Panels - ECTA / SCF to CRU, for 12" Deck Panel	530281	CRU FKL - Flange Kit ²	537530WHT
Retrofit 2x2 Cover Panel Blank (no holes)	357282	1- Consists of (25) 7/8" hole plugs and (1) 10.3 oz tube of RTV	
Retrofit RIC Cover Panel Blank (no holes)	354702	2- Flange Kit used to mount CRU in double deck applications	

DIMENSIONS



LIGHT OUTPUT - CRU				
		Lumens	Watts	LPW
		SC	SC	SC
Cool White	HO - High Output	18,000	140	129
	VHO - Very High Output	21,900	164	134



Project Name _____ Fixture Type _____
 Catalog # _____

04/29/16
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 LSI INDUSTRIES INC.

LED AREA LIGHTS - (XGBM)



Shown with optional decal striping

DOE LIGHTING FACTS

Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

LIGHT OUTPUT - XGBM						
		Lumens (Nominal)				Watts (Nominal)
		Type 3	Type 5	Type FT	Type FTA	
Cool White	LW	14080	13840	15020	16560	140
	SS	20180	18040	20700	23030	187
	HO	26750	25460	29070	31810	300
Neutral White	LW	11450	11290	12220	13470	136
	SS	16390	15170	17230	18750	188
	HO	22240	20550	23510	25410	288

LED Chips are frequently updated therefore values may increase.

US patent D574994 & 7,828,456 and MX patent 29631 and US & Int'l. patents pending

SMARTTEC™ THERMAL CONTROL - LSI drivers feature integral sensor which reduces drive current when ambient temperatures exceed rated temperature.

OCCUPANCY SENSING (IMS) – Optional integral passive infrared motion sensor activates switching of luminaire light levels. High level light is activated and increased to full bright in 1-2 seconds upon detection of motion. Low light level (30% maximum drive current) is activated when target zone is absent of motion activity for ~2 minutes and ramps down (10-15 seconds) to low level to allow eyes time to adjust. Sensor is located on the front of optical assembly and rotates with the optic. Sensor optic has a detection cone of approximately 45°. Examples of detection – occurs 30' out from a 30' mounting height pole; occurs 20' out from a 20' mounting height pole.

ENERGY SAVING CONTROL OPTIONS – DIM – 0-10 volt dimming enabled with controls by others. BLS – Bi-level switching responds to external line voltage signal from separate 120-277V controller or sensor (by others), with low light level decreased to 30% maximum drive current.

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Select high-brightness LEDs in Cool White (5000K) or Neutral White (4000K) color temperature, 70 CRI.

DISTRIBUTION/PERFORMANCE - Types 3, 5, FT and FTA available - field rotatable reflectors.

HOUSING - Square, die-formed aluminum. Fully enclosed weather-tight housing contains factory prewired drivers and field connections.

TOP-ACCESS COVER - Gasketed, tethered top-access cover provides ease of installation and allows for easy driver access. Four captive stainless-steel fasteners secure the top-access cover to the housing.

OPTICAL UNIT - Clear tempered optical grade flat glass lens sealed to aluminum housing creates an IP67 rated, sealed optical unit (includes pressure stabilizing breather). Optical unit can be easily field rotated in 90o increments. Directional arrow on optics allows alignment without the unit being energized.

MOUNTING - 2-1/2" x 5-3/8" x 12" extruded aluminum arm mounting bracket shipped standard. Use with 5" traditional drilling pattern. Round Pole Plate (RPP2) required for mounting to 3"-5" round poles. (See Accessory Ordering Information chart.)

ELECTRICAL - Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Location Category C. Available with universal voltage power supply 120-277VAC (UE - 50/60Hz input), and 347-480VAC.

DRIVERS - Available in Low Watt (LW), Super Saver (SS) and High Output (HO) drive currents (Drive currents are factory programmed). Components are fully encased in potting material for moisture resistance. Driver complies with FCC 47 CFR part 15 RFI/EMI standard.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F).

FINISH - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling.

DECAL STRIPING - LSI offers optional color-coordinated decals in 9 standard colors to accent the fixture. Decals are guaranteed for five years against peeling, cracking, or fading.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

SHIPPING WEIGHT (IN CARTON) - Fixture - 44.5 lbs (20 kg) Arm - 5 lbs. (2kg) arm

LISTING - UL listed to U.S. and Canadian safety standards. Suitable for wet locations. For a list of the specific products in this series that are DLC listed, please consult the LED Lighting section of our website or the Design Lights website at www.designlights.org.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.



Fixtures comply with ANSI C136.31-2010 American National Standard for Roadway Lighting Equipment - Luminaire Vibration 3G requirements.



Project Name _____ Fixture Type _____
 Catalog # _____

04/29/16
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 LSI INDUSTRIES INC.

LED AREA LIGHTS - (XGBM)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XGBM 5 LED HO CW UE WHT PCM**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Optional Controls	Optional Sensor/Options
XGBM ¹ - LED Greenbriar	FT - Forward Throw FTA - Forward Throw Automotive 3 - Type III 5 - Type V	LED	LW - Low Watt SS - Super Saver HO - High Output	CW - Cool White (5000K) NW - Neutral White (4000K)	UE - Universal Voltage (120-277) 347-480	BLK - Black BRZ - Bronze GPT - Graphite MSV - Metallic Silver PLP - Platinum Plus SVG - Satin Verde Green WHT - White Optional Color Decals 45 - Light Gold 20 - Charcoal Metallic 55 - Black 94 - Blue Metallic 59 - Dark Green 51 - Dark Red 21 - Tomato Red 50 - White 700 - Aztec Silver Metallic	Wireless Control System ^{2,3} (blank) - None PCM - Platinum Control System PCMH - Host/Satellite Platinum Control System GCM - Gold Control System GCMH - Host/Satellite Gold Control System DIM - 0-10 volt dimming (required for satellite fixtures) Stand-Alone Control (blank) - None DIM - 0-10 volt dimming ⁴ (from external signal) BLS - Bi-level Switching ⁵ (from external signal - required 120-277V controls system voltage)	Sensor IMS - Integral Motion Sensor ⁶ PCI120 - 120V Button-Type Photocell PCI208 - 208V Button-Type Photocell PCI240 - 240V Button-Type Photocell PCI277 - 277V Button-Type Photocell PCI347 - 347V Button-Type Photocell Options 8BK - 8" Bracket (S and D180 only) TB - Terminal Block

LUMINAIRE EPA CHART ² - XGBM		
	8" Bracket	12" Bracket
Single	2.3	2.4
D180°	4.7	4.8
D90°	12" Bracket Required	4.7
T90°		7.2
TN120°		7.3
Q90°		8.8

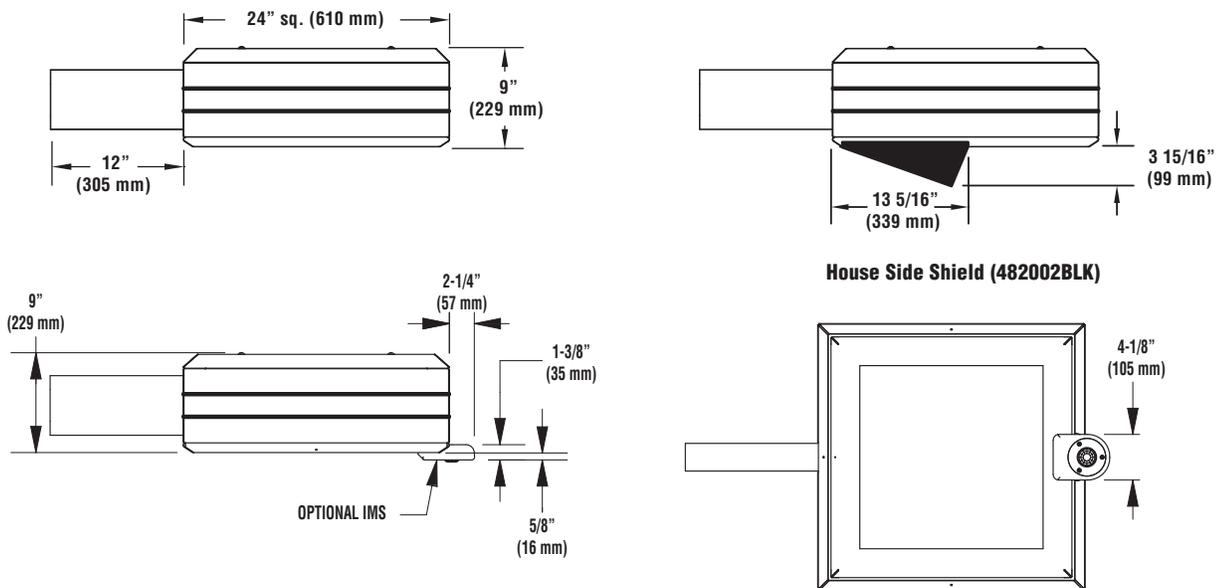
Note: House Side Shield adds to fixture EPA. Consult Factory.

ACCESSORY ORDERING INFORMATION ²			
(Accessories are field installed)			
Description	Order Number	Description	Order Number
XGBM-HSS House Side Shield (Black only)	482002 BLK ⁷	DFK208, 240 Double Fusing (208V, 240V)	DFK208,240 ⁸
RPP2 - Round Pole Plate	162914BLK	DFK480 Double Fusing (480V)	DFK480 ⁸
BKS-BO-WM-* -CLR - Wall Mount Plate	123111CLR	FK347 Single Fusing (347V)	FK347 ⁸
BKA-BO-RA-8-CLR - Radius Arm	169010CLR	PMOS120 - 120V Pole-Mount Occupancy Sensor	518030CLR ⁹
BKU-BO-S-19-CLR - Upsweep Bracket for round or square poles	144191CLR	PMOS208/240 - 208, 240V Pole-Mount Occupancy Sensor	534239CLR ⁹
FK120 Single Fusing (120V)	FK120 ⁸	PMOS277 - 277V Pole-Mount Occupancy Sensor	518029CLR ⁹
FK277 Single Fusing (277V)	FK277 ⁸	PMOS480 - 480V Pole-Mount Occupancy Sensor	534240CLR ⁹

FOOTNOTES:

- 1- Use with 5" traditional drilling pattern.
- 2- For wireless controls information and accessories, see Controls section.
- 3- Requires a SiteManager and override switch. Not compatible with BLS or IMS option.
- 4- Not compatible with IMS or BLS option.
- 5- Not compatible with wireless controls system, DIM or IMS option.
- 6- Not compatible with wireless controls system, DIM or BLS option.
- 7- House Side Shields add to fixture EPA. Consult factory.
- 8- Fusing must be located in the hand hole of pole.
- 9- To be used with any of the PCM/GCM wireless controls systems in the fixture. Consult factory.

DIMENSIONS



Project Name _____ Fixture Type _____
Catalog # _____

04/29/16
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LSI INDUSTRIES INC.

GE
Lighting Solutions

Tetra[®] Contour LS

LED Lighting System



imagination at work

Tetra[®] Contour LS

Lights up your borders. Lightens up your costs.

Attract more attention and enhance the appearance of your buildings with a bold and beautiful glow around the edges—Tetra Contour LS border tubing can give you this bright, colorful look without all the typical worries of using fragile neon glass. What's more, Tetra Contour LS, our linear series of LED border lighting, comes pre-assembled and features a plug-&-play design that saves on labor and installation costs. Together with big savings on maintenance and energy expenses, it will make your bottom line look great too.

Better in the long run

Look of neon with LED benefits

Tetra Contour LS provides the classic look of exposed neon. It offers a consistent light output and a wide 330 degree viewing angle. Tetra Contour LS comes in 8 foot (2.44m) lengths—perfect for long straight runs and border applications. Unlike neon, Tetra Contour LS comes packaged ready-to-install, is field cuttable and provides bright, uniform illumination—even on the coldest days.

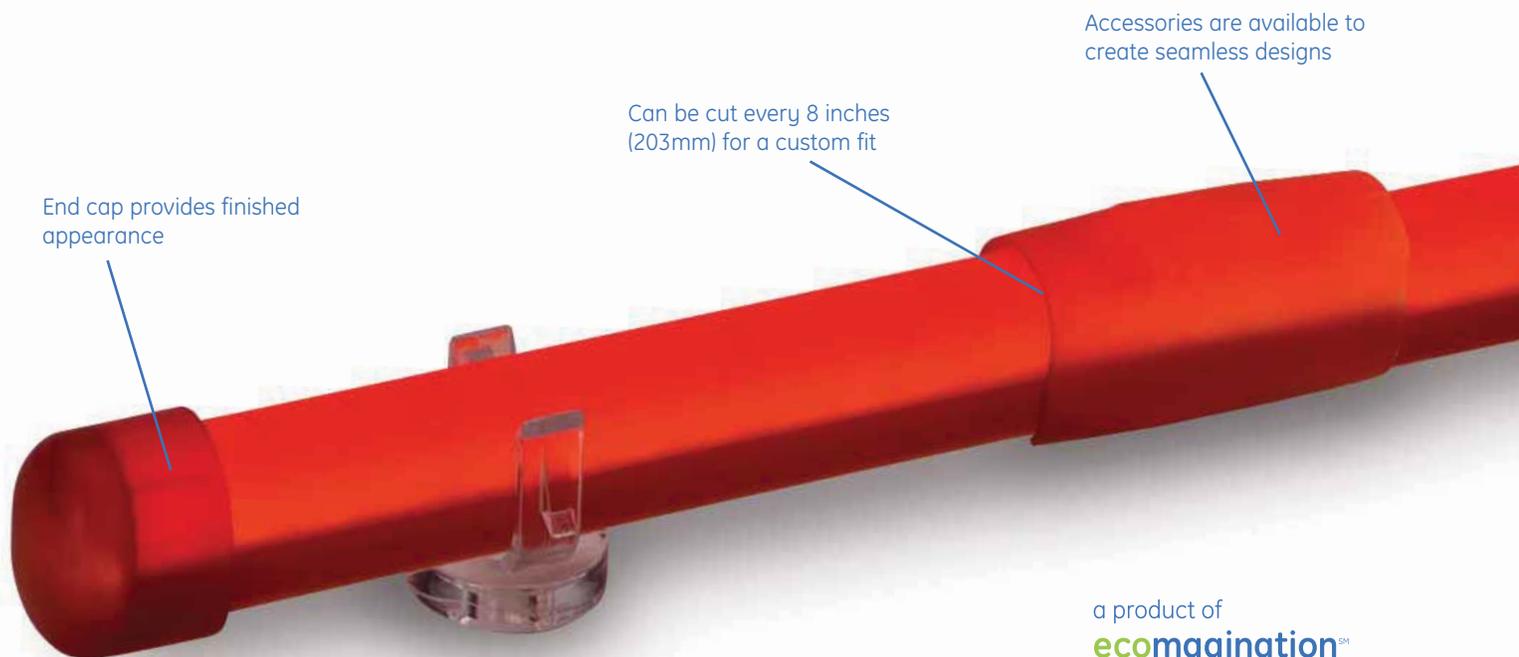
Saves on energy expenses

Tetra Contour LS is up to 40% more efficient than a typical neon system. Not only will you save on energy costs when it's operating, you may choose to keep it turned off during the daytime, since the colorful tubes provide a bright, attractive appearance even when not turned on.



More durable & robust

Designed and tested using GE Six Sigma quality standards, the Tetra Contour LS LED lighting system has a long rated life of 50,000 hours—that's more than five years of continuous 24/7 use. The impact resistant Tetra Contour LS helps eliminate excess shipping, installation and maintenance costs due to breakage. It withstands harsh weather conditions, vibration and stress. It is truly the intelligent choice professionals can rely on for border lighting applications.



End cap provides finished appearance

Can be cut every 8 inches (203mm) for a custom fit

Accessories are available to create seamless designs

a product of
ecomaginationSM

More Responsible and Reliable

Better for the environment

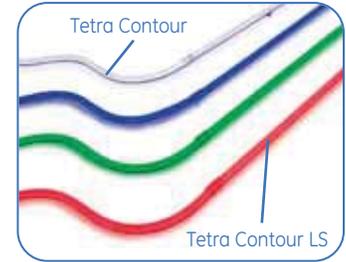
This environmentally responsible LED system complies with RoHS standards. Tetra Contour LS contains no lead, mercury or glass, so handling and disposal are less of a concern.

Reputation for reliability

To ensure every Tetra Contour LS LED lighting system will perform brilliantly for years, we not only test for reliability, we also validate the robustness of our products. Rather than rely solely on test data from LED suppliers, we test the LED, sub-system and complete Tetra system at our in-house and independent laboratories around the world. Validation of our designs, components, products and processes include high-temperature, high-humidity and accelerated life testing. As one of the largest LED systems companies in the world, our expansive installation base includes more than 20 million linear feet of Tetra LED lighting systems sold. It all adds up to the greatest possible assurance backed by a 5 year limited warranty and the reputation of one of the world's most respected brands.

Flexible Solutions

While Tetra Contour LS is designed for straight runs and border tube applications, our original Tetra Contour can be used in applications that need custom shapes and bends.



Both products provide the classic appearance of neon and can work together to complement the unique design of your building.

Additional extension sections and accessory pieces are also available. Tetra Contour LS extensions come in 16 inch (406mm) lengths and feature a compact cutting resolution to aid in custom fitting. Accessories are available in straight connectors and a variety of 90 degree corners to create seamless designs. The entire family of Tetra Contour products are compatible to create border and accent lighting specific to your architectural designs.

Pre-assembled 8-foot (2.44m) lengths

Can be mounted using light guide mounting clips or standard neon hardware

Diffused light gives the appearance of 15mm neon

Quick assembly for installation cost savings

For each 8-foot (2.44m) length, simply screw in light guide mounting clips, clip Tetra Contour LS into place, use quick connectors to plug in next section, and you're done!



Installation is simplified with plug-&-play quick connectors



Accessory pieces are available to create a seamless appearance

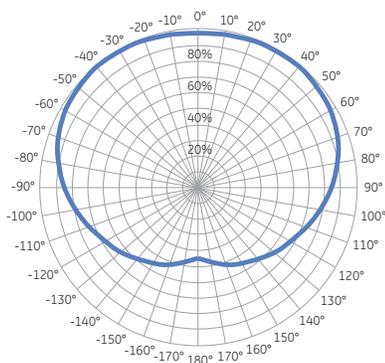
Performance Data

Color	SKU	LED Strip Wattage/ft (m)	System Wattage/ft (m)	Typical Lumens/ft (m)	LPW	Color Temperature/ Wavelength
Red	GERDXNLA2-RD	3.24 (10.63)	3.81 (12.50)	47 (154)	15	625 nm
Green	GGLXNLA2-GL	2.88 (9.45)	3.39 (11.12)	55 (180)	19	532 nm
Blue	GEBLXNLA2-BL	2.88 (9.45)	3.39 (11.12)	19 (62)	7	467 nm
White	GEWHXNLA2-WH	2.88 (9.45)	3.39 (11.12)	74 (243)	26	6500K

Technical Specifications

Output Voltage	24 VDC
Dimensions	1 in. x 96 in. x 1.08 in. (25mm x 2438mm x 28mm)
Viewing Angle	330°
Cutting Resolution	8 in. (203mm)
Input Voltage	GEPS24-20: 90-264 VAC @ 50/60Hz GEPS24-80: 108-264 VAC @ 50/60Hz GEPS24-100U: 108-305 VAC @ 50/60Hz GEPS24-180U: 90-305 VAC @ 50/60Hz
Power Supply Loading (maximum)	GEPS24-20: 6 ft. (1.83m) GEPS24-80: 24 ft. (7.32m) GEPS24-100U: 30 ft. (9.14m) GEPS24-180U: 27 ft.(8.23m) per Bank; 54 ft. (16.46m) per Power Supply
Supply Wire Limits	Up to 30 ft. (9.14m) with 18 AWG (0.82mm ²) supply wire
Operating Temperature Range	-40°C to 55°C
Storage Temperature Range	-40°C to 75°C
Limited Warranty	Up to 5 years on LED strip, 5 years on power supply
System Certifications	LED strip: IP66; outdoor rated Power Supply: IP66; separate enclosure required, damp location rated

Light Output



Tetra Contour LS

For additional product support, visit us at www.gelightingsolutions.com

Compliments of:



GE Lighting Solutions • 1-888-MY-GE-LED • www.gelightingsolutions.com
1-888-69-43-533

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

Printed Name: **MICHAEL R. REBERLE**
Signature: _____
Date: ____/____/____ License # **48895**

Key Plan

Holiday
STATIONSTORE
#0009
CENTRAL AVE. & HENNEPIN
MINNEAPOLIS, MN

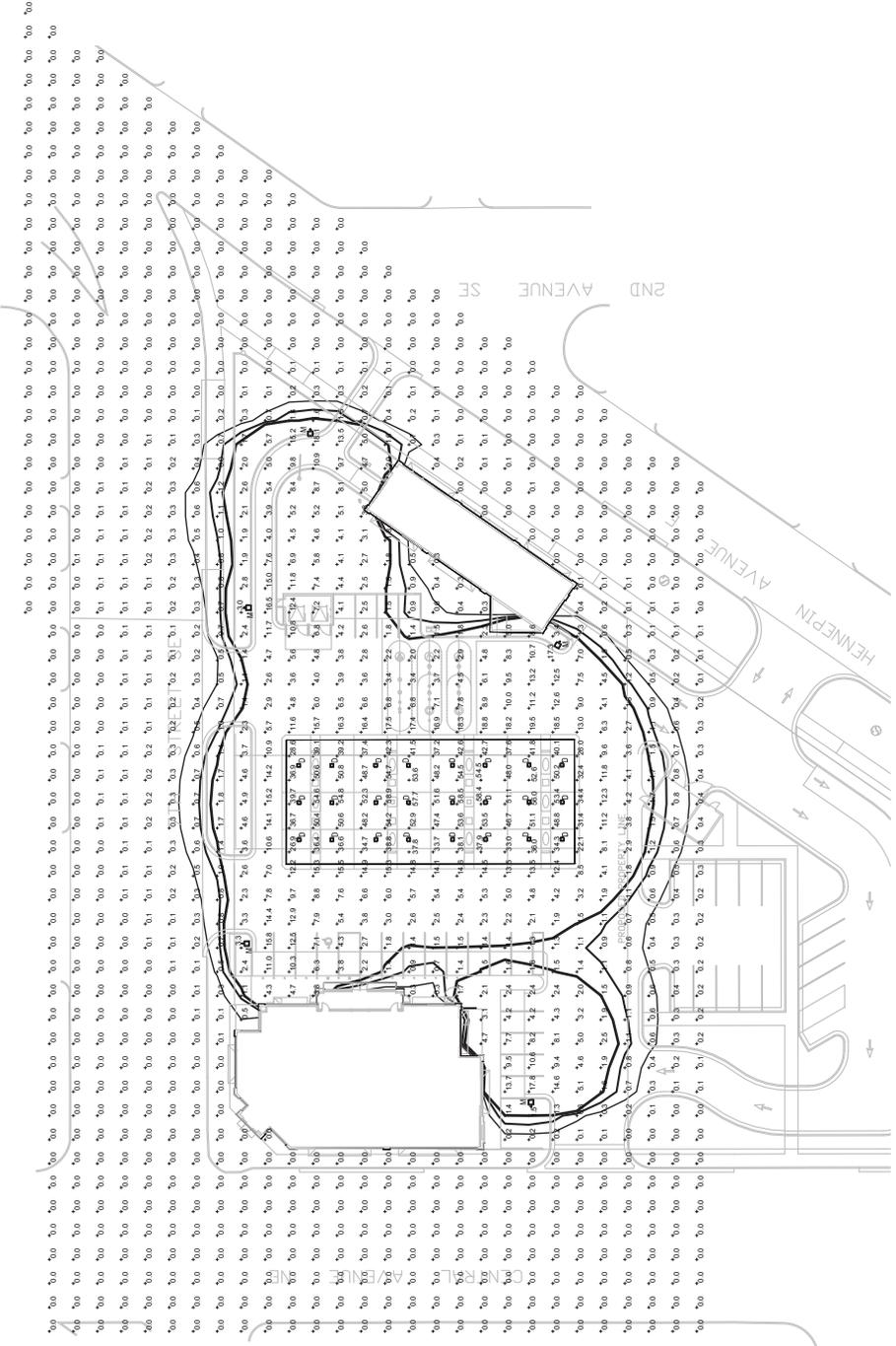
PROJECT NUMBER: **16006**
DRAWN BY: **ASD**
CHECKED BY: **RPB**
DATE: _____
MARK: _____ REVISION: _____ ISSUE: _____

ALL QUESTIONS RELATED TO BIDDING AND CONTRACT ADMINISTRATION SHOULD BE DIRECTED TO HOLIDAY COMPANIES PROJECT MANAGER.

JOEL GEIL
457 AMERICAN BLVD. WEST
MINNEAPOLIS, MN 55408
(612) 830-8786 (FA.)
jg@holidaycompanies.com

**SITE
PHOTOMETRIC
PLAN**

SE1



FEATURE MOUNTING NOTES	
"W" FUTURE MOUNTED ON A 4" POLE WITH 4" CONCRETE BASE.	
"D" FUTURE IN RECESSED IN THE RAMP CANOPY.	
"T" FUTURE IN RECESSED IN THE RAMP CANOPY.	

FOOTCANDLE LEGEND	
1.5 FOOT CANDLES	—————
1.0 FOOT CANDLES	—————
0.5 FOOT CANDLES	—————

FEATURE SCHEDULE	
D	LS1 CROSSOVER LED CANOPY FEATURE
M	LS1 CROSSOVER LED POLE FEATURE - FT DISTRIBUTION WITH HOUSE SIDE SHIELD

1 SITE PHOTOMETRIC PLAN
SE1



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

Preliminary Development Review Report

Development Coordinator Assigned: **MATTHEW JAMES**
(612) 673-2547
matthew.james@minneapolismn.gov

Status *	Tracking Number: PDR 1001449
	Applicant: HOLIDAY STATIONSTORES, INC 4567 AMERICAN BLVD W BLOOMINGTON, MN 55437
	Site Address: 107 6TH ST SE 608 CENTRAL AVE NE 620 CENTRAL AVE NE 620 CENTRAL AVE NE 624 CENTRAL AVE NE 628 CENTRAL AVE NE 625 HENNEPIN AVE E
	Date Submitted: 31-MAY-2016
	Date Reviewed: 09-JUNE-2016

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

Holiday Stationstores (in collaboration with White Castle) is proposing to reconfigure and redevelop the triangle of land bounded by Central Ave NE, 6th Street SE, East Hennepin Ave and 7th Street SE in order to allow each company to individually rebuild their respective facilities under separate development applications becoming the only uses on the block.

***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.

Holiday Stationstores is proposing to relocate their facility to what is generally the northern half of the triangle. The new facility will include a 6,000 s.f. convenience store, a 2,400 tunnel car wash, and new gasoline islands with 16 fueling points.

Review Findings (by Discipline)

❑ Historical Preservation Committee

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

❑ Business Licensing

- Continue to work with Matthew D. James at (612) 673-2547 concerning a Food Plan Review, SAC determination and any Business License application submittal that will be required for this proposed project.

❑ Addressing

- Per City of Minneapolis Street Naming and Address Standard V1.22, the City of Minneapolis holds authority for assignment of all addresses, verification, change, and/or additions. Each assigned address number uses the street that provides the best/direct access for life safety equipment and best/direct access to the occupants.
- The address for the proposed Holiday Service Station building will be 620 Central Ave NE. This address meets the City of Minneapolis Street Naming and Address Standard requirements.
- When assigning suite sequences the following guidelines are as follows:
 - The first one to two digits of the suite sequence number will designate the floor number of the site.
 - Suite sequence digit numbers will be assigned to dwelling, commercial and retail units, not common areas. For example, laundry rooms, saunas, workout rooms, etc., would not be assigned numbers.

❑ 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.
- Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance. The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance:
 - <http://library.municode.com/index.aspx?clientId=11490>
- As adopted, the fee in lieu of dedication for new residential units is \$1,521 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is \$202.80 per development employee (as defined in ordinance). Any dedication fee (if required) must be paid at the time of building permit issuance.
- As proposed, for your PROJECT, there will be no Park Dedication Fee collected.
- This is a preliminary calculation based on your current proposal; a final calculation will be made at the time of building permit submittal.
- For further information, please contact Matthew D. James at (612) 673-2547.

❑ Zoning - Planning

- The proposed project requires review and approval for several land use applications including a conditional use permit to allow for a automobile convenience facility, site plan review and a minor subdivision to allow for the combination of the existing parcels and the division into two parcels. These applications require review and approval by the city planning commission. Staff will continue to work with the applicant on the required site plan improvements through the site plan review process. Resubmissions for PDR should be done once the site plan review process is complete.

❑ Right of Way

- The site plan does not indicate locations of proposed electric utility transformers; it is recommended that the Applicant begin discussions with Xcel Energy as soon as possible in order to identify electric utility and

transformer locations on the site plan. It should not be assumed that the City will approve any proposed transformer location in the Public right-of-way.

- An encroachment permit shall be required for all streetscape elements in the Public right-of-way such as: plants & shrubs, planters, tree grates and other landscaping elements, sidewalk furniture (including bike racks and bollards), and sidewalk elements other than standard concrete walkways such as pavers, stairs, raised landings, retaining walls, access ramps, and railings (NOTE: railings may not extend into the sidewalk pedestrian area). Please contact Bob Boblett at (612) 673-2428 for further information.
- Note to the Applicant: Any elements of an earth retention system and related operations (such as construction crane boom swings) that fall within the Public right-of-way will require an encroachment permit application. If there are to be any earth retention systems which will extend outside the property line of the development then a plan must be submitted showing details of the system. All such elements shall be removed from the Public right-of-way following construction with the exception of tie-backs which may remain but must be uncoupled and de-tensioned. Please contact Bob Boblett at (612) 673-2428 for further information.
- In addition, any elements of an earth retention system and related excavations that fall within the Public right-of-way will require a "Right-of-Way Excavation Permit". This permit is typically issued to the General Contractor just prior to the start of construction. However, it is the Applicant's responsibility to insure that all required permits have been acquired by its consultants, contractors, sub-contractor's prior to the start of work.
- The Applicant shall provide a complete "demolition plan" that clearly defines the limits of disturbance for the entire project. It is recommended that the Applicant consider providing a "demolition/erosion control plan"; which will allow early access to the construction site.

□ Street Design

- The demolition plan shall clearly define the limits of disturbance. All existing driveway aprons and all curb & gutter surrounding the site shall be identified for removal. It is recommended that the Applicant consider the removal and replacement of all existing sidewalk surrounding the site. All impacted sidewalks, curbs, and boulevards shall be restored to City standards.
- For detailed information related to City of Minneapolis standard specifications, details, and standard plates refer to the following: <http://www.minneapolismn.gov/publicworks/plates/index.htm>.
- All driveway aprons shall be designed and constructed to City standards with a maximum 5' radius; however, a smaller radius could be considered given the need for larger than typical driveway aprons and maintaining ADA compliance across the Public sidewalk. For questions related to driveway widths and sidewalk ADA compliance please contact Paul Miller at (612) 673-3603.
- All driveway aprons shall be shown graphically correct on all related plan sheets. Per Minneapolis standards, the driveway aprons shall not be depressed across the public sidewalk, and no ADA pedestrian ramps shall be constructed on either side of a drive approach. Please refer to the following: http://www.minneapolismn.gov/publicworks/plates/public-works_road. Add the following details from the ROAD-2000 Series - Driveways to the plans: ROAD-2000-R1, ROAD-2001-R1, ROAD-2002, and ROAD-2003-R1.
- Based upon the demolition plan provided; rather than leaving small sections of existing curb the Applicant shall provide for removal and replacement of all curb surrounding the site. 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 and ROAD-1010. Top of Curb profiles shall be provided for any section of curb replacement in excess of 50 feet.

□ Sidewalk

- The demolition plan shall clearly define the limits of disturbance. It is recommended that the Applicant consider the removal and replacement of all existing sidewalk surrounding the site. All impacted sidewalks, curbs, and boulevards shall be restored to City standards.

- Note to the Applicant: Any existing concrete infrastructure in the public right of way, including but not limited to public sidewalks, curb and gutter, and ADA pedestrian ramps, that are either currently defective or that are damaged during construction shall be removed and replaced.
- The Project streetscape shall be designed in accordance with the Access Minneapolis design guidelines; see <http://www.ci.minneapolis.mn.us/publicworks/transplan/index.htm> for further information. Specifically, the pedestrian zone is of concern, a minimum 6'-0" clear zone (un-obstructed) sidewalk shall be maintained for the length of any block in a straight line (the clear pedestrian zone cannot "jog" around planters and tree grates). Locations for site furniture, tree grates, planters and other proposed design elements that fall within the Public right-of-way shall be modified to provide for the required pedestrian clear zone space. For further clarification, site plans shall be fully dimensioned in relation to the property lines, Public right-of-way, sidewalks, street furniture, landscaping, utilities, and other obstructions.
- ADA compliant pedestrian ramps are required at each impacted crosswalk surrounding the site (recently upgraded ADA compliant pedestrian ramps shall be protected during construction). Include the appropriate details and standard plates in the site plan, refer Mn/DOT Standard Plan 5-297.250 Pedestrian Curb Ramp Details at: <http://standardplans.dot.state.mn.us/stdplan.aspx>.

□ Traffic and Parking

- The nature of the proposed development is such that traffic impacts will be an issue; please contact Allen Klugman at (612) 673-5750 to discuss. It is recommended that curb cuts be consolidated as much as possible for all development projects; the Applicant should consider alternatives to the curb cut from the car wash to Hennepin Ave. At a minimum, the car wash access to Hennepin should be controlled with devices such as a gate arm or removable bollards.
- The Applicant shall note the location of any existing Metro Transit "bus stops" on the site plan.
- Current ordinance states that all maneuvers associated with vehicle circulation, loading, parking or sanitation pick up for a private development shall occur on private property. Please provide a narrative explaining the trash removal operations. Per City Ordinance the Applicant shall provide for (and identify) a solid waste collection point (SWCP) on the site plans. The location of the SWCP is subject to the review and approval of the Public Works Department.
- All street lighting (existing and proposed) shall be shown clearly on the site plan. Prior to site plan approval, the Applicant shall contact Joseph Laurin at (612) 673-5987 to determine street lighting requirements. Note: If decorative street lighting exists on the proposed site it must be preserved or replaced at existing levels. Street lighting will be strongly encouraged in areas immediately adjacent to existing lighting systems, in high density areas such as Uptown and the University of Minnesota, and along major pedestrian corridors and business nodes as identified in the Minneapolis Street Lighting Policy.
- Note to the Applicant: In addition to the various required construction permits, impacts to existing traffic signal and street lighting systems (including installation of new street lights) will require the Applicant and respective Contractors to arrange (and pay) for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information.
- 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 lighting or traffic 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

- The site plan does not include a "demolition plan" and the limits of disturbance are not clearly defined. 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 water service connections to the site shall be noted on the plans for removal, and shall be removed per the requirements of the Utility Connections Department before any new service lines can be installed, call (612) 673-2451 for more information.
- Meters shall be set at the point where the service line enters the building and shall be set in a location where it is easily assessable. Domestic service lines larger than three inches require a Bypass Assembly (see attachment). 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 a service connection to Hennepin Ave. with bends which are generally not allowed. Please contact Rock Rogers at (612) 673-2286 to confirm domestic water and fire service layout, manhole construction, connections, and sizes.

□ Sewer Design

- Stormwater Management: The project is considered a connected action to the proposed White Castle development submitted concurrently for review and is therefore subject to the stormwater treatment requirements of Chapter 54 of the Minneapolis Code of Ordinances. Please provide the necessary documentation and analysis demonstrating compliance with Chapter 54, including stormwater calculations, BMP maintenance plans, etc.
- The proposed rain garden is in close proximity to the fueling stations and fuel storage tanks. Please describe what measures are proposed to ensure contamination of groundwater, due to the proposed infiltration practice and site use, will not occur.
- The existing conditions subcatchment area should be broken down to subcatchments as they discharge from the site. For instance, it appears that some of the runoff is directed to Central Ave NE, while some is directed to 7th St SE. Rate control requirements must be met for each discharge point to the City system, not just overall for the site.
- The P8 model should be run for a 1.25" rain event. The current model appears to be run for a year's worth of data, but includes a 1.25 precipitation scale factor.
- The flood pool and outflow devices characteristics should be included in the P8 model of the detention system.
- Please add the following note to the appropriate plan sheet: The Contractor, property owner or responsible party shall contact Minneapolis Surface Waters and Sewers 48 hours prior to any excavation or construction related to or in the location of the proposed Stormwater Management BMP (Contact Paul Chellsen, (612) 673-2406 or paul.chellsen@minneapolismn.gov).
- Please add the following note to the appropriate plan sheet: Upon the project's completion the General Contractor, Property Owner or Responsible Party shall provide to the Department of Public Works a Final Stormwater Management Report including record drawings. This report will serve as a means of verification that the intent of the approved stormwater management design has been met. This final report shall substantiate that all aspects of the original design have been adequately provided for by the construction of the project.
- Surface Drainage: Please identify the location of roof drains or discharges.

- Utility Connections: The proposed storm sewer service connection to the City main should be core-drilled and a saddle tee fitting installed, per City of Minneapolis Standard Supplemental Specifications. A new manhole is not permitted for the connection. Please revise the plans accordingly. The storm connection should also be made going with the direction of flow of the main or at a right angle to the main.
- The proposed sanitary sewer service connection to the City main should be core-drilled and a saddle tee fitting installed, per City of Minneapolis Standard Supplemental Specifications. Please note this on the plan. The invert of the connection at the main should also be within the middle third of the main.
- Utility: All existing public utilities (water, sanitary, and storm sewer) on and adjacent to the property should be shown on the utility plan with corresponding pipe sizes, types and invert elevations. For City sanitary and storm sewer infrastructure records contact (612) 673-2405.
- Erosion Control: Haybales are not permitted as erosion and sediment control devices in Minneapolis. Please revise the plan accordingly.
- Non Stormwater Discharges: Detail all mechanical and non-stormwater discharges. Non-stormwater discharges are not permitted unless approved by the City of Minneapolis. Non-stormwater discharges not declared and approved will not be permitted. If there currently are none and nothing is proposed declare this status on the plans.
- 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.

❑ Construction Code Services

- The plan as submitted meets the requirements of the Construction Code Services Division.
- A Service Availability Charge (SAC) determination will need to be submitted to the Metropolitan Council for the proposed project. Please refer to this link for more information http://www.ci.minneapolis.mn.us/mdr/docs/sac_availability_charge.pdf or SACprogram@metc.state.mn.us.

❑ Fire Safety

- Fire department connection must be located on the address side of building and within 150 feet of a fire hydrant.
- Maintain fire apparatus access at all times.

❑ Environmental Health

- Permits will be required for the removal of existing and installation of new tanks for the gasoline service station.
- Other projects in the area have encountered contaminated soil and addressed this through the Minnesota Pollution Control Agency Voluntary Investigation and Cleanup program. Some sites also encountered a perched water table that required dewatering during general site excavation and construction. If impacted soil is encountered during site activities work will need to stop and notification provided to the MN State Duty officer at (651) 649-5451.
- If dewatering is required during site construction see below for city permit requirements. The highest groundwater level expected for this site should be determined and used in establishing the lowest level for and open space, 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.

- A review of the project, permits issued and an inspection from Environmental Service for identification of equipment and site operations that require annual registration with the City of Minneapolis will occur for this project.

END OF REPORT



MARCY-HOLMES

HISTORIC NEIGHBORHOOD

MHNA
500 8th Avenue SE
Minneapolis, MN 55414
office@marcy-holmes.org

www.marcy-holmes.org
612-623-7633

June 14, 2016

Council Member Jacob Frey
Minneapolis City Hall
350 South 5th Street, Room 307
Minneapolis, MN 55415-1383

Shanna Sether
Senior Planner, City of Minneapolis
250 South 4th Street, Room 300
Minneapolis, MN 55415

Re: Holiday Station / White Castle Site Redevelopment project at Central Avenue NE and Hennepin Avenue E.

Dear Council Member Frey and Ms. Sether:

At its April monthly meeting, the Marcy-Holmes Neighborhood Association's Land Use and Development Committee heard a presentation by David Edquist, Manager of Real Estate for Holiday Companies, for their plans to redevelop the parcels bounded by Central Avenue NE, 7th Street SE, Hennepin Avenue E., and 6th Street SE. Holiday Companies is pursuing this redevelopment in conjunction with White Castle, both of whom currently have existing stores at this location, and entails the acquisition and re-platting of the other parcels on the site. These other parcels contain three existing businesses and three existing buildings, which would be demolished under this proposal. Holiday had presented this project previously to the MHNA Land Use Committee in December of 2015 and received comments at that time.

The redevelopment plans will locate the new Holiday store at the corner of Central Ave. NE and 7th St. SE. It will increase the number of fuel pump stations to 16, increase the footprint of their store, and add a car wash. Vehicle flow through the site will also be greatly improved. The proposed White Castle store will be located at the southwest end of the site. It is our understanding that Holiday will not seek rezoning of the parcels, but will need a Conditional Use Permit for a dynamic sign that will be located on the southwest wall of the Holiday store.

At both meetings, the following concerns were expressed:

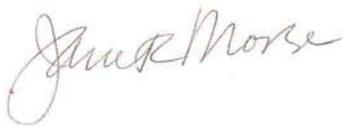
- Residential units are under construction at 700 Central Ave. NE, with additional residential units planned for 7th St. SE, across the street from the Holiday site, within the next several years. Holiday has coordinated the location of one of their access driveways to align with that of the residential

development, but MHNA encourages Holiday to continue coordinating their project design to mitigate traffic, noise, and light-pollution impacts on residential areas.

- The Marcy-Holmes neighborhood closely identifies itself with the Mississippi riverfront and is concerned about surface water run-off as it contributes to street flooding and impacting the river water quality. This redevelopment consists of large areas of paving. While a rain garden and other planting areas have been incorporated into the Holiday design, the MHNA encourages them to continue to look at additional ways of mitigating surface run-off, such as possibly using permeable paving and adding more rain gardens. It is understood that approximately 70 percent of the water used by the car wash component will be recycled.
- MHNA supports CPED staff comments that no access drive be located along 6th St. SE.
- In response to concerns about making this area more pedestrian-friendly, Holiday has incorporated more green spaces and plantings, especially along Hennepin Ave. E., where an existing green space will be removed as part of this project. Holiday intends to save existing trees where feasible and incorporate metal fences and shrub plantings along Hennepin Ave. E. and 7th St. SE to soften those street edges. Windows have been added to the car wash façade along Hennepin Ave. E., along with trellised vine plantings on the blank wall portion. They also plan to use LED canopy and area lighting with low cut-off angles to reduce light pollution. They have used similar design features at their Holiday store near Target field, which is adjacent to some dense residential areas, and feel they have been successful.
- White Castle's landscaping component has not been fully developed and it is understood that they will have to come to the neighborhood committee separately with their own plans. MHNA encourages White Castle to address the same concerns as that expressed for the Holiday store. We also would like to see them work with the City of Minneapolis to provide creative planting options on the city easement area at the southwest corner of the site, rather than simply having sod.
- The existing access driveway from the site onto Hennepin Ave. E. between 6th St. SE and 2nd Ave. SE is sometimes used by drivers to make illegal turns going against one-way traffic to get to southeast-bound 6th St. SE. Holiday has moved the driveway further northeast in their design, but it may not be far enough to discourage the practice. The neighborhood would like to see the City of Minneapolis review this problem in the broader context of traffic planning issues for the area.

The Marcy-Holmes Neighborhood Association supports this project, with concerns as expressed above.

Sincerely,



Jan Morse
MHNA President

cc: David Edquist, Holiday Companies, 4567 American Boulevard W., Bloomington, MN 55437



STATIONSTORES
Direct Dial: 952-830-8767

HOLIDAY STATIONSTORES

4567 American Boulevard West, Bloomington, MN 55437 (952) 830-8700

Fax: 952-830-1681

E-mail: dave.edquist@holidaycompanies.com

June 14, 2016

Jan Morse, President
Marcy-Holmes Neighborhood Association
500 8th Avenue SE
Minneapolis, MN 55414

RE: Holiday Stationstore Redevelopment – Central Avenue and East Hennepin

Dear President Morse and Members of the Board:

When the Land Use Committee's recommendation of support for Holiday's plans to redevelop our Central Avenue site was tabled, we were disappointed. At that meeting, we listened to the comments expressed by the Board members during the discussion on the motion. Since that time, we had the opportunity to meet with the Land Use Committee co-chairs Hung Russell and Marcus Mills, along with Nick Minderman, chair of the Transportation Committee to further discuss the issues that were identified, including pedestrian safety and local traffic issues. With this information before the Board, we hope you will be able to now adopt the recommendation of the Land Use Committee supporting our plan at its June 21st meeting.

A. What is changing?

Both Holiday and White Castle are long-term occupants of the block providing their services to nearby residents and those passing through the area. This will not change.

White Castle and especially Holiday are classified as convenience rather than destination type retail businesses. This means they primarily serve customers who have another primary origin or destination in the area or customers who are passing through the area on a trip to somewhere else. Neither business typically generates trips to the area with the sole purpose of visiting one of the sites. Better serving our present customers and capturing potential customers already in the neighborhood, rather than attracting new trips to the area will be the path to growth to return the investment in the new buildings and Holiday's expanded site.

The new White Castle building will have the same area as the present building on Central Avenue. While not increasing in size, it will be updated and the drive-thru arrangement will be more efficient.

The new Holiday Stationstore will replace the current inadequate (in many ways) Stationstore. The new Stationstore will be similar to the North Loop Holiday Stationstore that has been well accepted and supported in that neighborhood. The most notable change here will be the increase in the footprint of the Stationstore from 1500 sf. to 6000 sf. This will allow us to provide not only an enhanced variety of the products offered in the store but will also offer a layout that will increase the ease of shopping compared to the now crowded present store. A corner entrance at Central Avenue and 7th Street and sidewalks along the edges of the store

will improve the walkability of the store for our customers. The larger store footprint will also provide the platform to respond to challenges facing our business in the future.

The number of fueling points (two per pump) will be increased from 8 to 16 and will greatly improve the efficiency and flow around the pump islands. Customers entering the site from Central Avenue or East Hennepin will no longer be able to visually assess if there is a "spot" for them at the pumps before they enter. The increase in fueling points and the improved circulation is essential to assure they can be accommodated. The redevelopment will also offer a car wash, which is not available in the neighborhood. Holiday's North Loop experience suggests this will be a welcomed service at this site.

With the transition to the new site, activity measured in transactions and sales volume at the Stationstore will increase, but not in direct proportion to the increase in the footprint of the store, the number of pumps or the addition of the car wash facility at the site. More people will visit the site as the neighborhood grows and new apartments fill with more residents within walking or biking distance. We believe that Holiday will be a convenient "fill-in grocery" stop for residents on their way to or from home. The new Stationstore will also capture customers who are now driving past our present store because it looks too small, looks too crowded or is too congested. This growth in the number of people visiting the site will be welcome but will not be the sole path of our growth.

Our experience tells us that customer counts at the site will not increase as much as our sales. We will have the ability to offer a welcoming presentation of a wider variety of products, especially "fill in" type grocery products, which will make our store more useful to our neighbors. This usefulness will translate for us into higher sales per transaction. A customer at the site to purchase gasoline could now come inside the store and find something to purchase from the larger array of goods we would be able to offer. Likewise, a customer stopping, walking or biking to our store for a single item may find in our wider array of goods a second or third item to purchase. In addition, our observation is a car wash is often an impulse purchase. Activity at the car wash would vary on a daily and even hourly basis and is very dependent on that day's weather and the length of the queue. We expect at least 80% of the car washes purchased at this site will be used immediately by a customer who is already on our site.

Being able to better serve our present customers and capturing a larger share of the potential customers who now may not visit us due to our obsolete and uninviting facility is Holiday's dual strategy for growth at the new site. The new site is specifically designed to accept and accommodate within the site, the expected growth in visits without significantly impacting the adjacent streets.

B. Will we continue to fit?

While recognizing the Central and East Hennepin edges of our block as part of a "Commercial Corridor", the Marcy Holmes Plan does not recognize any areas for commercial use. All of the sites where commercial activities occur in the neighborhood are now designated for "Mixed Use".

The City Land Use Plan recognizes both mixed use and commercial plan designations. The City Plan designated most of the East Hennepin area for mixed use but also identified some areas and blocks including ours for commercial use, exempting them from the mixed-use designation. This pattern recognizes the vitality of commercial districts and is enhanced by the contribution of both vertically or horizontally mixed uses.

Neither the Holiday Stationstore nor the White Castle are candidates for a vertically mixed use building. The potential hazard of constructing residences above an area where fuel is dispensed is specifically recognized and effectively prohibited by the building code. Even if possible the perception of the hazard would have to be resolved for potential residents. The White Castle does not present a hazard and mechanical systems could be designed to address the odor from cooking at the site. However the perception of the odor creeping through the windows, floors and vents in the building have prevented high volume fast food restaurants from inclusion in mixed-use buildings.

Some uses are not ideal candidates for vertically mixed use, but are still needed or essential services to maintain the mix of uses in the district and its viability. For example, the nearest locations of alternate convenience stores to serve the neighborhood are three sites strung along Broadway NE. Any lost opportunity for additional housing on this site will be replaced elsewhere in the district.

The Marcy Holmes Plan addresses the need for cross neighborhood coordination to assure the opportunity of a Central Avenue streetcar and potential changes in the street system in the Triangle sub-area of the 9th Street Industrial Character Area of the Marcy Holmes Plan are maximized. Investment in our site at the very southern tip of the Triangle and in the context of the investments made across Central and 7th Street from our site do not preclude or limit these long term changes, including a potential two way East Hennepin, in the transportation system.

On January 28, 2016, Holiday met with the NIEBNA Board. From the minutes of that meeting:

Holiday Stationstore Presentation — Dave Hoeschen — Dave gave a presentation of the plans to redevelop the current Holiday Stationstore / White Castle site in the Central / East Hennepin X into a more commodious facility, including a larger store (6,000 SqFt versus the current 900 SqFt) and a drive thru car wash. Soon the specialized car maneuvering skill of getting your car into and out of the gas pumps at the current cramped gas station will be of antiquarian interest only. The presentation was well received. Since the site is in Marcy-Holmes, following our long-standing practice we will wait for the MHNA Board to act before making any formal decision about the project.

After the presentation and understanding the project the NIEBNA Board did not express interest in a cross-neighborhood group to look at development options at this site as was done for larger and more complex Cobalt development.

C. Improvements

1. Stormwater Management

Currently there is no stormwater management practiced on the site. Redevelopment of the site will require the preparation and implementation of an approved Stormwater Management Plan specific to this site described in Chapter 54 Storm Water Management of the City Code. The approved Plan will address best practices during each phase of development on the site – 54.70. Responsibility prior to construction; 54.80. Responsibility during construction/completion; and 54.90. Responsibility following construction/completion.

Best management practices include, but are not limited to, official controls, structural and nonstructural best management practices, and operation and maintenance procedures. A partial list of structural best management practices and devices includes pond systems/detention basins, infiltration, bioretention and vegetated channels, grit chambers, oil/water separators, filtration systems and diversions.

Best practices appropriate for this specific site and the uses will be determined and governed by the City and implemented by Holiday.

2. East Hennepin

a. **Maintenance of a “green face” along East Hennepin.** Much of the present green edge of this blockface is the result of the exceptionally wide inside boulevard of East Hennepin on this block. The right of way of East Hennepin extends 30 ft. from the curb to the property line. This public area will not be changed. This green area will be extended an additional 10 ft. 8 in onto the site on either side of the car wash by the required landscaped area on the perimeter of the site. The 4 mature trees now in the right of way (from 6th St – Walnut, Ash, Honey Locust and Ash) will be maintained. The mature Ash at the corner of 7th and East Hennepin is barely inside the property line. It will be maintained in the green area created by the relocation of the car wash to provide the required yard along 7th and East Hennepin.

One third of the elevation of the car wash facing East Hennepin will have a trellised vine planting living vine or “green wall” similar to the live wall on 36th Street at the Holiday Stationstore at 36th and Cedar. Holiday will consult with our architect to consider an ornamental design for beneath the trellis to provide interest during the winter months.

Should Marcy Holmes support our plan, Holiday would be willing to make two additional changes. They are: With the Park Board’s permission, Holiday will voluntarily plant additional understory plantings and overstory trees in the East Hennepin right of way. The Park Board will determine the number, location and species of these trees, and Holiday will forego installing its lighted blue architectural building accents on the car wash building. These accents will be reserved only for the Stationstore at the active corner of Central Avenue and 7th Street.

Finally, if requested by Marcy Holmes at some time in the future, Holiday will make available to the neighborhood a site for a neighborhood marker or monument on their property at the corner of 7th and East Hennepin.

b. **Two way east Hennepin.** On April 14, Holiday met with City Traffic and Planning staff to review and address any traffic impacts of the plan for the site. We specifically examined the effect of a two way East Hennepin and concluded our site plan as proposed will function properly with either one or two way traffic on East Hennepin and 7th Street. We also discussed the problem of inattentive drivers turning right from the site but did not come up with a solution beyond signage that will be installed at the East Hennepin and 7th Street drives.

3. **Adjacent Landowner Contacts**

Nolan Properties Group

Holiday has provided Nolan Properties with a set of our most recent plans for their review. On May 25, we had an extensive conversation with Katelyn Murray of Nolan discussing their concerns and responding to their questions.

Jeffrey Siegel

We have had an initial conversation about his concerns. We have provided Mr. Siegel with a set of our most recent plans and have offered to meet with him to further discuss his comments.

Paul White

On June 7, we met with Mr. White on site to talk through our proposed project. We provided him with a hard copy set of plans and he indicated that he would get back to us quickly with any questions.

Holiday has been an important part of the Marcy Holmes neighborhood since the 1940's. Although many see us as a gas station, we are so much more than simply an auto-oriented use, we provide an important one-stop service not found elsewhere in the neighborhood. As we mentioned above, we serve the needs of the entire population, be they walkers, bikers and/or drivers.

We ask the Board members to support the Land Use Committee's recommendation to issue a letter of support for our project.

Sincerely,

HOLIDAY STATIONSTORES, INC.



David A. Edquist
Manager of Real Estate

DAE/ss

cc: Melissa Bean, Executive Director

From: [Jeffrey Siegel](#)
To: [Sether, Shanna M](#)
Subject: Holiday and White Castle - East Hennepin and Central
Date: Friday, May 06, 2016 2:50:25 PM

Hi Shanna,

I believe you might recall that I have two properties that will be impacted by this development. One, 700 East Hennepin, the historic restorations, and 701/709 2nd Ave, a redevelopment site directly across the street with its single curb entry on 7th St.

Perhaps my own fault for seeing this plan for the first time this week and with some questions and concerns.

Wish to preface that I can agree we can appreciate an upgraded Gas Station and C Store in this area and understand why its proposed for the expansion of an existing operation.

I wonder if we are early enough in the plan review process for neighbor comment and considerations. Holiday has taken no direct effort to reach out.

Some comments please:

- I now see many communities around the country where a firmer requirement is placed to achieve improved and more copasetic architectural results. I understand Holiday has a design formula but expect that the demand that drives this development might allow for and achieve some compromises on Holiday's part to be part of an improving, not regressing, neighborhood esthetic. I see CVS, Walgreens and C Stores such as Holiday rethinking the fit in many other places when required to do so.
- Too many curb cuts. Bad pedestrian sensibility and might become a negative traffic pattern for developing my site across the street.
- The Hennepin/First Avenue transportation study is nearing completion. My understanding is that this is study and not necessary a full conclusion. Would expect it is important that this proposed site plan work with any impending traffic pattern changes, that may also include an urban Trolley.
- The car wash. Location seems impactful, to neighbors, and in particular the noise of the blowers. The site zoning may allow for this but does it also allow for 24 hour car wash operation? Car Wash mitigation (location, buffers) should be a consideration if it must be allowed by zoning.
- Improved landscape considerations.
- Lighting mitigation
- East Hennepin and 7th can now become an attractive intersection, with the traffic study and its related planning and with Nolan's first of 2 phases of apartments and retail on 7th. Seems a shame for this to be the corner location for Holiday's dumpsters while White Castle's are integrated interior of the site. And with a drive way to a car wash. That intersection is a bit of a gateway into what some call "Downtown NE". This will be an unattractive gateway.

All of these comments from a quick glance at the site plan. Will be interested to know if any further public comment opportunities still exist. I am finding those who are neighbors to the proposed development are just learning about this.

Sincere regards,

Jeff Siegel

From: [Jeffrey Siegel](#)
To: [Sether, Shanna M](#)
Subject: Holiday Architecture
Date: Thursday, May 26, 2016 2:47:03 PM

Shanna,

While reading about Walgreens Uptown and the effort to make it fit the esthetics of the neighborhood I was reminded about Holiday. When one stops at the intersection of 7th and Central you have three historic buildings in view, Banks (now offices), Nolan's apartments underway and the building that house Otter's bar. It would be nice if Holiday can consider some brick warehouse bit of esthetics to bring a new C store into harmony with the other corners surrounding.

http://www.bizjournals.com/twincities/morning_roundup/2016/05/paul-dzubnar-sells-firsttech-site-for-walgreens.html

Dave Edquist reached out today (Holiday) and I will also discuss this with him. Have not seen the revised site plan but will likely will take a city or neighborhood push before they might consider a move off of their more typical store design format.

Thank you,

Jeff Siegel

From: [Jeffrey Siegel](#)
To: [Dave Edquist](#)
Cc: mcronin@mnmicro.net; [Sether, Shanna M](#); [Paul White](#); momp@bitstream.net
Subject: Holiday Central/East Hennepin
Date: Saturday, June 25, 2016 3:59:22 PM

Dave and Mike,

I can agree that a White Castle and a Gas Station with a C store are not likely candidates for inclusion in a mixed use development.

A primary issue is the car wash. As East Hennepin comes further alive with its new retail and restaurants that seems a set back for the street's future.

Consider this; on one side you have a James Beard award winning chef with Brasa Restaurant. East Hennepin Auto adjacent has been a conversation of conversion, at some point, to a retail or expanded restaurant use. Thereafter its Paul White's property prepping for a mixed use and my two historic buildings (700 East Hennepin) that are a successful office/studio conversation.

Now we are looking at a full block of East Hennepin across from us to have multiple driveways and an automated car wash set parallel to the street scape. Its appears a waste of prominent frontage for a more attractive land use. If the future street car route is determined to be right loading East Hennepin at 7th becomes a likely route and with a automated carwash becoming an unattractive type of land use for a prominent gateway of the neighborhood.

I ask Holiday to consider better options for where and how this car wash is placed on this large site or to forego it. Appears there are many stores in the Holiday system that do not offer a car wash option and many that integrate the carwash onto the C store.

Please address if East Hennepin can be removed from the car wash location.

On the esthetic side I ask more consideration of a warehouse brick look that meets up to the historic buildings that surrounds the C store site. Banks, 700 Central, Otters and 700 East Hennepin. I understand this type of design suited the Target Filed location for many good reasons. I sincerely believe Holiday has the ability to go this extra step in this location and diminish the suburban look of this station.

Why did Holiday build a French Chalet looking C Store in Woodbury? Because they had to meet that look in the design criteria to locate in that development. They should step up the style of the architecture for the industrial nature of the neighborhood. A warehouse look (and that is easy compared to many other styles). This is what I intend to do with my development site across from the C Store site (701/709 2nd Ave SE).

Thank you,

Jeff Siegel

April 6, 2016

Shanna Sether
Senior City Planner
250 South 4th St, Room 300
Minneapolis, MN 55415

Re: Letter of opposition: Holiday Station / White Castle development at Central & E Hennepin

Dear Shanna:

The gentlemen who presented the Holiday Station/White Castle redevelopment to the Marcy Holmes Land Use Committee on April 5 were very thoughtful and articulate and have obviously invested a good deal of time and energy in this proposed development. As a member of the local real estate development community and a resident of Minneapolis, I am ardently pro-growth and committed to the city's goal for increased population. I can't recall ever putting myself on record opposing a development so it is with a great deal of reservation that I am writing to voice my opposition to this project.

Holiday's desire to improve and expand their existing store is understandable but the current proposal is in total opposition to the City's published guidance for redevelopment of this site. The Minneapolis Plan for Sustainable Growth identifies the subject site as located within the East Hennepin Activity Center and at the intersection of a Commercial Corridor (Central) and Community Corridor (E Hennepin). These designated features guide the site for high- to very-high density, pedestrian-oriented development. Auto-oriented uses and features such as the proposed drive through and car wash are specifically discouraged.

The existing Holiday Station and White Castle restaurant currently occupy roughly 27,261 sf. The proposed redevelopment would very slightly expand these existing uses while vastly increasing the total site area to 72,915 sf resulting in an FAR of 0.12. If this auto-oriented development were to proceed at this extremely low density, it would create a vast gap in the pedestrian fabric of the neighborhood that would likely last at least another 30 years. The existing Holiday Station and White Castle stores serve the neighborhood well but there are many more appropriate ways for the 45,654 sf site to the north to be developed. For example, the adjacent Red 20 development contains 130 apartments and 10,000 sf of street level retail on a 37,503 sf site. To approve the proposed Holiday/White Castle redevelopment, the city would have to completely disregard its own published guidance for this site and would likely inhibit the future growth and transformation of the neighborhood into a vibrant, pedestrian-oriented neighborhood. For all of these reasons, I respectfully urge the City staff, City Planning Commission and City Council to deny the proposed redevelopment.

Sincerely,

Bob Loken
2726 Buchanan St NE
Minneapolis, MN 55418

From: [Jeffrey Siegel](#)
To: [Dave Edquist](#)
Cc: mcronin@mnmicro.net; [Sether, Shanna M](#); [Paul White](#); momp@bitstream.net
Subject: Re: Holiday Central/East Hennepin
Date: Monday, June 27, 2016 9:54:59 AM

Thank you for the reply. I want to clarify my poor paragraph structure. When I mention "I understand this type of design suited the Target Filed location for many good reasons", I am referring to the current design for the site on Central and with the request that is be reconsidered with more of an industrial warehouse façade.

Jeff

On Sat, Jun 25, 2016 at 3:59 PM, Jeffrey Siegel <jeffreysiegel01@gmail.com> wrote:

Dave and Mike,

I can agree that a White Castle and a Gas Station with a C store are not likely candidates for inclusion in a mixed use development.

A primary issue is the car wash. As East Hennepin comes further alive with its new retail and restaurants that seems a set back for the street's future.

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styles). This is what I intend to do with my development site across from the C Store site (701/709 2nd Ave SE).

Thank you,

Jeff Siegel

From: [Jeffrey Siegel](#)
To: [Dave Edquist](#)
Cc: [Sether, Shanna M](#)
Subject: Re: White Castle and Holiday Submittals
Date: Friday, July 08, 2016 12:13:05 PM

Thanks Dave. I drove by a Holiday station that was designed as a timber log cabin with a field stone foundation that is located north of the twin cities. That reminds me... Holiday can and does consider exterior esthetics where necessary. It would be better if this station had a brick warehouse façade architecture and without the blue roof flashing... designed to match the 7th and Central location considerations.

Jeff Siegel

On Tue, Jul 5, 2016 at 2:38 PM, Dave Edquist
<dave.edquist@holidaycompanies.com> wrote:

Hi Jeff

Attached is our latest Landscape Plan which should answer your questions. Please note that we cannot speak to the features of White Castles plan. Please contact them with any questions regarding their site. It is our intent to preserve the tree that we believe you are referring to. The plan will also indicate the types of plantings that will provide at grade, middle and over-story buffering for your site.

I hope this helps.

Dave

DAVID A. EDQUIST

MANAGER OF REAL ESTATE

HOLIDAY COMPANIES

4567 AMERICAN BOULEVARD W.

BLOOMINGTON, MN. 55437

OFFICE: [952-830-8767](tel:952-830-8767)

MOBILE: [612-799-4849](tel:612-799-4849)

EMAIL: DAVE.EDQUIST@HOLIDAYCOMPANIES.COM

From: Jeffrey Siegel [mailto:jeffreysiegel01@gmail.com]

Sent: Friday, July 01, 2016 12:27 PM

To: Dave Edquist <dave.edquist@holidaycompanies.com>

Cc: Sether, Shanna M <Shanna.Sether@minneapolismn.gov>

Subject: White Castle and Holiday Submittals

Dave,

I took a look at the White Castle submittal that will be paired with yours. Can you tell me if the site layout allows for saving the two beautiful mature trees, in particular the one on the corner of 7th and East Hennepin? Also, might you mitigate the impact of a car wash entry that faces my impending development of 701/709 Second Ave SE by assuring substantial height of landscape and/or fence that mitigates our view directly inside the car wash and with plantings that are of year round value such as evergreens?

I believe you know my preference is a complete rethink of the car wash some of us consider to be the biggest issue.

Jeff Siegel

From: [Jeffrey Siegel](#)
To: [Dave Edquist](#)
Cc: [Sether, Shanna M](#)
Subject: White Castle and Holiday Submittals
Date: Friday, July 01, 2016 12:26:40 PM

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