



CPED STAFF REPORT

Prepared for the City Planning Commission

CPC Agenda Item #3
 October 27, 2014
 BZZ-6857

LAND USE APPLICATION SUMMARY

Property Location: 2501 Minnehaha Avenue
Project Name: CART Ambulance
Prepared By: [Becca Farrar-Hughes](#), Senior City Planner, (612) 673-3594
Applicant: 2501 Minnehaha Property, LLC
Project Contact: 2501 Minnehaha Property, LLC Attn: Brian Norelius, (612) 623-8018
Request: To allow an ambulance service within the existing building.
Required Applications:

Conditional Use Permit	To allow an ambulance service within the existing building located on the subject property.
Site Plan Review	To allow a transportation use (ambulance service) to operate on the subject property. The property is zoned I2 (Medium Industrial) District.

SITE DATA

Existing Zoning	I2 District
Lot Area	18,300 square feet / .42 acres
Ward(s)	2
Neighborhood(s)	Seward Neighborhood Group
Designated Future Land Use	Industrial
Land Use Features	The property is located within the boundaries of the Seward/Hiawatha Industrial Employment District (#6).
Small Area Plan(s)	Industrial Land Use and Employment Policy Plan

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The site is currently occupied by a single-story structure that includes a mezzanine level and is approximately 7,858 square feet in size. The subject property is an irregular shaped parcel located at the intersection of East 25th Street and Minnehaha Avenue. The property has been occupied by a contractor’s office since 2006.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The properties surrounding the site are almost entirely industrial in nature, with the exception of a large private institutional use, and correspondingly have industrial zoning designations; predominantly I1 and I2.

Date Application Deemed Complete	September 26, 2014	Date Extension Letter Sent	N/A
End of 60-Day Decision Period	November 25, 2014	End of 120-Day Decision Period	N/A

PROJECT DESCRIPTION. CART Ambulance proposes to relocate its operations from their currently facility that is located on the property at 2900 Clinton Avenue to the subject property located at 2501 Minnehaha Avenue. The establishment of an ambulance service on the subject property requires a conditional use permit in the I2 District. Further, an ambulance service is categorized as a transportation use in the Zoning Code and is therefore, subject to site plan review.

CART Ambulance was acquired by Regions Hospital in 2013 in order to improve access to medical transportation for patients upon hospital discharge and for the purposes of clinic appointments. CART serves various nursing homes and hospitals in the Twin Cities through non-emergency, inter-facility Basic Life Support (BLS) ambulance and wheelchair transportation, also known as Special Transportation Services (STS). CART does not respond to 911 calls, therefore, their ambulances do not operate with lights and sirens.

CART's operations are regulated by the Minnesota Emergency Medical Services Regulatory Board for its ambulance services and by the Minnesota Department of Transportation for its wheelchair vehicles.

CART currently employs a total of 15 individuals; an office manager/coordinator and 14 licensed Emergency Medical Technicians (EMT). Current hours of operation are from 6:30 am to 10 pm, Monday through Saturday. These hours could expand in the future depending on demand. The facility is not a destination for the public and dispatch of transport requests are handled on site and dispatch transpires directly to the vehicles. Most of the vehicles return to the garage for storage at the end of the shift and at the end of the day. CART estimates an average total of 15 daily round trips from this facility.

PUBLIC COMMENTS. Staff has not received official correspondence from the Seward Neighborhood Group or any neighborhood letters prior to the printing of this report. 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 for an ambulance service in the I2 District 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.*

It is Staff's position that allowing an ambulance service to operate out of the existing building on the subject property would not be detrimental to or endanger the public health, safety, comfort or general welfare. The subject property is located in an industrial area, has industrial zoning and is located in the Seward/Hiawatha Industrial Employment District (#6). The property has historically been utilized as a contractor's office with outdoor storage. The proposal would allow for aesthetic improvements to the site as the non-conforming parking area located in front of the building would be eliminated and landscaping would be planted. In addition the outdoor storage area would be converted to a parking lot and landscaped and screened in compliance with City requirements.

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 proposal to establish an ambulance service on the subject property would not be expected to be injurious to the use and enjoyment of other property in the vicinity or impede the normal and orderly development improvement of surrounding property for uses permitted in the district. The subject property is located in an industrial area and is primarily surrounded by industrial uses. Given that the ambulance service does not respond to 911 calls or run its ambulances with lights and sirens, and the operators expect an estimated average of 15 daily round trips from the facility, the proposed use is anticipated to have less of an impact than the previous use of the site as a contractor's office. Further, the applicant proposes to remove the non-conforming parking area located in front of the existing building, removing the outdoor storage from the site as well as establishing a parking lot that meets the City's landscaping and screening provisions to mitigate any potential impacts. The proposal is expected to result in an aesthetic improvement to the site.

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

Currently there are three curb cuts that serve the property; two off of Minnehaha Avenue that are approximately 16 feet in width and 24 feet in width and one off of East 25th Street which is approximately 84 feet in width. The applicant proposes to remove the curb cut closest to the intersection off of Minnehaha and reduce the width of the curb cut off of East 25th Street to approximately 25 feet. As such, two curb cuts to the site would be maintained.

The Public Works Department has reviewed the preliminary plan and will review the final plan for compliance with standards related to access and circulation, drainage, and sewer/water connections. The applicant would be required to work closely with the Public Works Department, the Plan Review Section of CPED and the various utility companies during the duration of the development should the plan be approved. This would be required to ensure that all procedures are followed in order to comply with City and other applicable requirements.

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

Adequate measures have been taken to minimize traffic congestion in the public streets as the proposed parking lot would accommodate parking in compliance with Chapter 541 of the Zoning Code. According to Chapter 541, an ambulance service requires 1 space per 500 square feet of gross floor area in excess of 4,000 square feet excluding service bays, which require 1 space per 2 service bays. The gross floor area of the building including the mezzanine levels is approximately 7,858 square feet in size. Therefore, a total of 8 spaces would be required. There are no service bays located in the building, although minor maintenance (preventative maintenance including oil changes and checks) would be performed on vehicles as needed and the vehicles would be stored within the building after business hours. The applicant proposes to provide a total of 13 off-street parking spaces within the parking lot located on the east side of the building.

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

In *The Minneapolis Plan for Sustainable Growth*, the land use designation for this parcel is industrial, and the property is located within the boundaries of the Seward/Hiawatha Industrial Employment District (#6). Industrial areas are those suited for industrial development and limited commercial uses. Parcels identified as industrial are generally found within Industrial Employment Districts, with a high level of policy protection and an emphasis on job retention and creation. Industrial uses have primacy over other uses. The following policies and implementation steps of *The Minneapolis Plan for Sustainable Growth* apply to this proposal to allow an ambulance service within the existing structure located on the premises:

- **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.”
- **Land Use Policy 1.3:** “Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.”
- **Land Use Policy 1.14:** “Maintain Industrial Employment Districts to provide appropriate locations for industrial land uses.”
 - 1.14.5 – “Encourage and implement buffering through the site plan review process to mitigate potential conflicts between industrial uses and adjacent other uses.”
- **Economic Development Policy 4.2:** “Promote business start-ups, retention and expansion to bolster the existing economic base.”
- **Economic Development Policy 4.10:** “Prioritize Industrial Employment Districts for industrial uses.”

The proposal to allow the establishment of an ambulance service on the subject property is consistent with the above listed policies and implementation steps of the Comprehensive Plan.

There is one additional plan that must be considered when evaluating the proposal; the *Industrial Land Use and Employment Policy Plan*, which was adopted in 2006, applies to the subject parcel given the location of the site within the boundaries of the Seward/Hiawatha Industrial Employment District (#6).

According to plan, the subject site is considered a potential redevelopment site. This was due to the fact that at the time the plan was written (2006) the subject parcel was vacant, had access to Minnehaha Avenue and Highway 55, proximity to recent Seward Industrial Park (SIP) investment, and isolation from residential uses. The small parcel size was identified as a barrier to redevelopment to marketing and redevelopment.

It is CPED Staff's position that the proposal is consistent with the applicable adopted policy documents as discussed above. While the parcel could be redeveloped in the future, the proposed tenant would provide employment opportunities for 15 individuals as well as activity within the building, formerly a contractor's office that is now currently vacant.

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

If the requested land use/zoning applications are approved, the proposal would comply with the applicable provisions of the I2 District.

SITE PLAN REVIEW

The Department of Community Planning and Economic Development has analyzed the application based on the required [findings](#) and [applicable standards](#) in the site plan review chapter:

I. Conformance to all applicable standards of Chapter 530, Site Plan Review.**Building Placement and Design – Requires alternative compliance**

- There is an existing single-story building that includes a mezzanine level and is approximately 7,858 square feet in size. No alterations to the building are proposed. The lot is irregular in shape and the location of the building is existing.
- The area between the building and lot lines along both East 25th Street and Minnehaha Avenue are currently paved. The applicant proposes to remove some of the paving and landscape those areas. Due to the location of overhead doors and driveways that provide ingress and egress to the site, there are limited opportunities for greenery on-site. Alternative compliance would be necessary along both street frontages. Although the applicant is proposing improvements to the site there are some additional refinements that could be made to improve the streetscape. Staff would recommend that the Planning Commission grant alternative compliance provided the curb cut along East 25th Street is shifted to the east to align with the parking lot, and correspondingly the landscaping extended along East 25th Street to correspond with the reconfigured curb cut while still allowing access to the overhead door located on that building elevation. In addition, Staff would recommend that the Planning Commission require that the green space along Minnehaha be better landscaped to include columnar landscaping adjacent to the building near the driveway as well as provide better landscaping in the southernmost landscape area abutting the subject property to the south.
- The principal entrance to the building is existing and is recessed and facing the intersection of Minnehaha Avenue and East 25th Street.
- A 13-space surface parking is proposed on the east side of the property with access off of East 25th Street. The parking lot would not be located entirely to the rear or interior of the site, but it is the most practical location despite the fact that it has frontage on East 25th Street. Alternative compliance would be necessary. Staff would recommend that the Planning Commission grant alternative compliance in this circumstance. It is the most practical location for parking given that the building is existing and there are site limitations. Should the applicant improve the overall landscaping proposed in the identified landscape areas on the subject property, Staff would consider it a fair tradeoff for the location of the proposed parking lot.
- The existing building provides some architectural detail and contains windows to create visual interest, and increase security of adjacent outdoor spaces.
- There are blank, uninterrupted walls on the existing building that exceed 25 feet in length. Given that the building is existing and no alterations to the building are proposed, no alternative compliance is necessary in this circumstance.
- Exterior materials are existing and durable and include brick and precast concrete.
- The materials and the appearance of the rear and side walls are similar to and compatible with the front of the building.
- No plain face concrete block is located on the existing building.
- The building is existing and therefore, the analysis of existing window percentages is not applicable; however, the building would likely be close to complying with the 30% requirement along East 25th Street but would be deficient along Minnehaha Avenue. Alternative compliance would not be necessary, given that the building and window openings are existing.
- The active functions provision would not apply in given that the use is industrial and the property is located in an industrial district.
- The existing form and pitch of roof lines within the development would be considered compatible with other buildings in the area as most of the roof lines in the vicinity are flat.
- There is no parking garage associated with the project. The applicant proposes to construct a 13-space surface parking lot on the east side of the building with access off of East 25th Street.

Access and Circulation – *Meets requirements*

- A walkway is proposed that would connect the parking lot to the building it serves and to the public sidewalk.
- No transit shelters are included in the development.
- The proposed development has been somewhat designed to minimize conflicts with pedestrian traffic as the large existing curb cut located along East 25th Street has been reduced in size and the applicant has eliminated a northern curb cut located off of Minnehaha Avenue closest to the intersection. There are no surrounding residential uses.
- There is no public alley adjacent to the site.
- The site as proposed is primarily covered by the existing building, a proposed parking lot driveways/drive aisles and landscaping. Given that the site is an industrial use proposed on an industrially zoned parcel and meets perimeter landscaping and screening requirements, as well as the 20% requirement and the landscape quantities, provided the applicant better landscaped the areas identified as landscaped areas, the proposal is meeting the intent of reducing overall impervious surfaces on the site.

Landscaping and Screening – *Requires alternative compliance*

- The composition and location of landscaped areas somewhat complement the scale of the development and its surroundings.
- A 7-foot wide landscaped yard is required between the parking lot and East 25th Street. The applicant is proposing to provide a 7 foot, 3 inch landscape area between the parking and lot line along East 25th Street. The screening requirement is 3 feet in height and 60% opaque and not less than one tree shall be provided for each 25 linear feet of parking lot frontage. The applicant is proposing to provide a 3-foot tall hedge to meet the screening requirement and a canopy tree is being provided for each 25 linear feet of parking lot frontage.
- The Zoning Code requires that at least 20 percent of the site not occupied by buildings be landscaped. The total site area is 18,300 square feet. The existing building footprint is 7,310 square feet. A total of 2,198 square feet of landscaping would be necessary to meet the 20 percent requirement. The applicant is providing 2,440 square feet of landscaping, or 22% of the area not covered by buildings.
- The Zoning Code requires that at least 4 canopy trees and 22 shrubs be provided. The applicant is proposing to install 5 trees and a total of 25 shrubs.
- The corners of the on-site parking lot are not landscaped. Alternative compliance would be necessary. Staff would recommend that the Planning Commission grant alternative compliance due to the fact that the subject areas are located in awkward driveways/drive aisles given the shape of the lot and the location of the building on site as well as the location of the proposed parking.
- The surface parking lot consists of 13 spaces. There are 2 parking spaces within the interior of the parking lot that are more than 50 feet from an on-site deciduous tree. Alternative compliance is necessary. Staff would recommend that the Planning Commission require compliance with this provision as it would be practical to comply.
- No tree islands are proposed.
- The installation and maintenance of all landscape materials shall comply with 530.210

Table 1. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	N/A	18,300 sq. ft.
Building footprint	N/A	7,310 sq. ft.
Remaining Lot Area	N/A	10,990 sq. ft.
Landscaping Required	2,198 sq. ft.	2,440 sq. ft.
Canopy Trees (1: 500 sq. ft.)	4 trees	5 trees
Shrubs (1: 100 sq. ft.)	22 shrubs	25 shrubs

Additional Standards – Meets requirements with Conditions of Approval

- The proposed on-site parking lot has been somewhat designed to provide on-site retention and filtration of stormwater as no curbing is proposed.
- The proposal would not result in the blocking of views and it would not have impacts on blocking views of important city elements. The building is existing and it would therefore, not result in any shadowing impacts on adjacent properties and would not have any negative impacts on light, wind and air in relation to the surrounding area as well.
- The proposal appears to comply with standards regarding crime prevention through environmental design including but not limited to surveillance, space delineation, natural access control, etc. No lighting plan was submitted, however. The applicant will be required to submit a lighting plan prior to final approval to ensure that the subject site is being adequately lit.
- There are no eligible or designated historic structures on the subject site. Further, the property is not located in a historic district or identified as a historic resource. No changes are proposed to the existing building.

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

The proposed use of the site for an ambulance service is *conditional* in the I2 District.

Off-street Parking and Loading – Meets requirements

- The development is not subject to a minimum bicycle parking requirement for an ambulance service.

Table 2. Vehicle Parking Requirements Per Use (Chapter 54I)

	Minimum Parking Requirement	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
Ambulance Service	8	N/A	8	39	13
Total	8	N/A	8	39	13

Building Bulk and Height – Meets requirements

Table 5. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	N/A	18,300 sq. ft.
Gross Floor Area (GFA)	N/A	7,858 sq. ft.
Maximum Floor Area Ratio (GFA/Lot Area)	2.7	.43
Maximum Building Height	4 stories or 56 feet	1 story plus mezzanine level or 19 feet

Residential Lot Requirements – Not applicable

Yard Requirements – Not applicable

Signs – Not applicable

- No signs are proposed at this time. Signs are subject to Chapters [531](#) and [543](#) of the Zoning Code. Any future signs are required to meet the requirements of Chapter 543 of the Zoning Code.

Dumpster Screening – Meets requirements

- The applicant has stated that the trash will be stored inside the building.

Screening of Mechanical Equipment – Not applicable

- No new mechanical units are proposed at this time. Any new mechanical units would need to be reviewed and approved by Planning Staff and further screened in compliance with Section 535.70 of the Zoning Code.

Lighting – Meets requirements with Conditions of Approval

- The applicant has not provided any information regarding the proposed lighting of the parking lot. A photometric plan was not submitted as part of the application but would be required should the project be approved. All lighting must be downcast and shielded to avoid undue glare. All lighting would need to comply with Chapters 535 and 541 and Planning Staff would need to review the details of the fixtures in the final review prior to permit issuance.

Impervious Surface Area – Not applicable

Specific Development Standards – Not applicable

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

See the above listed response to finding #5 in the conditional use permit application to allow an ambulance service to operate on the subject property. The policies and implementation steps apply to the site plan review application as well.

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

See the above listed response to finding #5 in the conditional use permit application to allow an ambulance service to operate on the subject property. The policies outlined in the *Industrial Land Use and Employment Policy Plan* apply to the site plan review application as well.

5. Alternative compliance.

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

- **Area between the building and lot line.** The area between the building and lot lines along both East 25th Street and Minnehaha Avenue are currently paved. The applicant proposes to remove some of the paving and landscape those areas. Due to the location of overhead doors and driveways that provide ingress and egress to the site, there are limited opportunities for greenery on-site. Alternative compliance would be necessary along both street frontages. Although the applicant is proposing improvements to the site there are some additional refinements that could be made to improve the streetscape. Staff would recommend that the Planning Commission grant alternative compliance provided the curb cut along East 25th Street is shifted to the east to align with the parking lot, and correspondingly the landscaping extended along East 25th Street to correspond with the reconfigured curb cut while still allowing access to the overhead door located on that building elevation. In addition, Staff would recommend that the Planning Commission require that the green space along Minnehaha be better landscaped to include columnar landscaping adjacent to the building near the driveway as well as provide better landscaping in the southernmost landscape area abutting the subject property to the south.
- **Parking lot location.** A 13-space surface parking is proposed on the east side of the property with access off of East 25th Street. The parking lot would not be located entirely to the rear or interior of the site, but it is the most practical location despite the fact that it has frontage on East 25th Street. Alternative compliance would be necessary. Staff would recommend that the Planning Commission grant alternative compliance in this circumstance. It is the most practical location for parking given that the building is existing and there are site limitations. Should the applicant improve the overall landscaping proposed in the identified landscape areas on the subject property, Staff would consider it a fair tradeoff for the location of the proposed parking lot.
- **Corners of the parking lot.** The corners of the on-site parking lot are not landscaped. Alternative compliance would be necessary. Staff would recommend that the Planning Commission grant alternative compliance due to the fact that the subject areas are located in awkward driveways/drive aisles given the shape of the lot and the location of the building on site as well as the location of the proposed parking.
- **Proximity to a deciduous tree.** The surface parking lot consists of 13 spaces. There are 2 parking spaces within the interior of the parking lot that are more than 50 feet from an on-site deciduous tree. Alternative compliance is necessary. Staff would recommend that the Planning Commission require compliance with this provision as it would be practical to comply.

RECOMMENDATIONS

Recommendation of the Department of Community Planning and Economic Development for the Conditional Use Permit:

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the application for a conditional use permit to allow an ambulance service within the existing building on the property located at 2501 Minnehaha Avenue, subject to the following condition:

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.

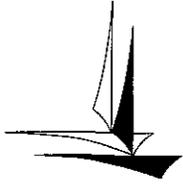
Recommendation of the Department of Community Planning and Economic Development for the Site Plan Review:

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt the above findings and **approve** the site plan review application to allow a transportation use (ambulance service) on the property located at 2501 Minnehaha Avenue subject to the following conditions:

1. All site improvements shall be completed by October 27, 2016, unless extended by the Zoning Administrator, or the permit may be revoked for noncompliance.
2. Approval of the final site, landscaping, and lighting plans by CPED.
3. The site plan shall be modified so that the curb cut along East 25th Street is shifted to the east to align with the parking lot, and correspondingly the landscaping extended along East 25th Street to correspond with the reconfigured curb cut while still allowing access to the overhead door located on that building elevation.
4. The landscape plan along Minnehaha Avenue shall be improved and enhanced to include columnar landscaping adjacent to the building near the driveway as well as additional landscaping in the southernmost landscape area abutting the subject property to the south.
5. The landscape plan along East 25th Street shall be improved and enhanced to include a wider variety and quantity of plantings. Further, the hedge shall meet the minimum screening height of 3 feet when planted.
6. All parking spaces shall be located within 50 feet of an on-site deciduous tree.

ATTACHMENTS

1. PDR report
2. Written description and findings submitted by applicant
3. Correspondence
4. Zoning map
5. Site survey
6. Plans
7. Building elevations
8. Photos



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

Preliminary Development Review Report

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

Status *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001239
Applicant:	ACME TUCKPOINTING & RESTORATION 2501 MINNEHAHA AVE MINNEAPOLIS, MN 55404
Site Address:	2501 MINNEHAHA AVE
Date Submitted:	08-SEP-2014
Date Reviewed:	19-SEP-2014

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

Site improvements.

Review Findings (by Discipline)

Business Licensing

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

Construction Code Services

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

*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.

❑ Historical Preservation Committee

- There is no HPC flag on this property. HPC review is not required at this time.

❑ Zoning - Planning

- Based on a cursory review of the proposal, the following land use applications appear necessary:
- Conditional Use Permit to allow an ambulance service.
- Site Plan Review for a transportation use.
- These comments are for preliminary purposes only. The site plan will likely require additional modifications and the landscape plan as proposed is currently inadequate. Please be sure that the General Land Use Application Checklist is utilized when compiling information for the formal City submittal.

❑ Parks - Forestry

- Contact Craig Pinkalla (612-499-9233 cpinkalla@minneapolisparcs.org) regarding any questions related to planting, removal or the process for protection of trees during construction in the city right of way.

❑ Right of Way

- The site plan submitted does not accurately depict existing conditions; rather the plans submitted are a mixture of existing conditions and proposed elements without clear indications of what stays intact, what is to be removed/demolished and what is to be constructed. It is recommended that the applicant provide a plan that depicts existing conditions, a demolition plan, and a proposed site plan.
- Existing trees along E. 25t St. are not shown; a tree located in the boulevard along E. 25th St. would appear to be impacted and require removal. Please contact the Minneapolis Park Board at (612) 499-9209 prior to the removal of any trees.

❑ Street Design

- Note to the Applicant: Reconstruction of Minnehaha Ave. S. is included in the 2015 Capital Improvement Program (CIP) by the City's Public Works Department. Current proposed layout designs for Minnehaha Ave. S. do not extend down E. 25th St.; all references to City responsibilities of roadway changes on E. 25th St. shall be removed from the plans. If the Applicant desires to change the Public infrastructure along E. 25th St. (such as removal and/or modification to existing curb cuts) those changes are solely the responsibility of the Applicant and the plans shall be noted appropriately.
- In general it is expected that the City will be responsible for construction of public infrastructure along Minnehaha Ave. S. as part of the Minnehaha reconstruction project. The Applicant shall coordinate Public infrastructure design elements with the Transportation Planning & Engineering Division; please contact Bev Warmka at (612) 673-3762 for further information. If street design elements along Minnehaha are intended to be modified or removed by the City (such as existing curb cuts) please provide the appropriate detailed notes on the plans.
- 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. All driveway aprons shall be shown graphically correct on all related plan sheets. Please refer to the following: http://www.minneapolismn.gov/publicworks/plates/public-works_road. Add the appropriate details from the ROAD-2000 Series: Driveways (ROAD-2000, ROAD-2001, ROAD-2002, ROAD-2003) to the plans.
- 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 appropriate details from the ROAD-1000 Series - Curbs and Gutters (ROAD-1003, and ROAD-1010) to the plans.

Sidewalk

- See Street Design comments.

Traffic and Parking

- Current ordinance states that all maneuvers associated with loading, parking or sanitation pick up for a private development shall occur on private property. Please provide a narrative explaining the trash removal operations and show turning maneuvers for all vehicles that will be using the loading/parking entrance areas.

Water

- The plan as submitted meets the requirements of the Public Works Water Maintenance & Distribution Division.

Sewer Design

- **Surface Drainage:** Please identify the location of any existing or proposed roof drain or drain tile connections or discharges. Please note concentrated discharges from downspouts and sump pumps shall not be discharged directly to the public sidewalk.
- **Erosion Control:** Please identify the construction limits of the land disturbing activity and identify the square footage of land disturbance. If more than 5,000 square feet or 500 cubic yards is disturbed, an erosion and sediment control plan in conformance with Chapter 52 of the Minneapolis Code of Ordinances is required.. Please provide a copy of the erosion and sediment control plan for review if applicable.
- **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.

END OF REPORT

Statement of Use

Regions Hospital purchased CART Ambulance in 2013 to improve access to safe and reliable medical transportation for patients upon hospital discharge and clinic appointments. CART serves a growing list of nursing homes and hospitals in the Twin Cities through non-emergency, inter-facility Basic Life Support (BLS) ambulance and wheelchair transportation, also known as Special Transportation Services (STS).

CART's operations are regulated by the Minnesota Emergency Medical Services Regulatory Board for its ambulance services and by Minnesota Department of Transportation (MNDOT) for its wheelchair vehicles.

CART Ambulance CART does not respond to 911 calls and so does not run it's ambulances with lights and sirens.

Currently, CART employs a total of 15 staff. Fourteen of these are licensed Emergency Medical Technicians (EMT). EMT's cover both the BLS transport as well as wheelchair runs. The additional employee is the office coordinator. We anticipate parking needs of up to 12 at any given time. While a majority of staff drive to work, some periodically bike or utilize public transportation.

There is no need for public parking as CART is not a destination for the public.

CART Ambulance operates from 6:30 AM to 10:00 PM. Monday through Saturday and is closed on Sunday. We anticipate expanding those hours in the future to better accommodate growing demand. Evening hours operate with a minimal crew of one ambulance and one wheelchair vehicle.

Dispatch of transport requests are handled onsite. Communication is handled by dispatch directly to the vehicles through two-way radio.

Several trucks are deployed at remote sites and remain offsite, seldom returning to home base. Some may stay out most of the day due to a full schedule. Others transport and rerun to the CART offices to await the next dispatch. Most vehicles return to the garage for storage at end of shift and end of the day. CART estimates an average total of 15 daily round trips from this facility. CART currently operates out of a residential zoned neighborhood with no known issues or complaints regarding traffic.

Preventative maintenance (oil changes and checks) and minor repairs are performed onsite by a contracted company that hauls all byproduct away. Other major repairs are performed offsite.

During afterhours, the property is locked and gated. In the upgrade planned, the property will be monitored for both fire and security by Regions Hospital security department.

By first quarter 2015, CART management anticipates a dba name change for the business to HealthPartners Medical Transportation.

Conditional Use Permit

Answers to questions:

(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 future intended maintenance or operation of the building will not be detrimental or endanger the public health, safety, comfort or general welfare. The updates to the landscaping and better delineation between pedestrian traffic and auto traffic created by the site plan alterations will make it safer and also more aesthetically appealing.

(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 proposed conditional use will be less traffic intensive than the current use or many of the allowed uses in the I-1 zoning district. With 16 employees, the level of traffic will be minimal as compared to uses such as construction, manufacturing, warehousing, etc. The levels of noise, dust or other externalities will be minimal and will not negatively impact surrounding property.

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

All needs are currently met by the proposed site plan. No additional needs or changes are expected. The change from gravel to bituminous as well as the removal of several concrete areas in favor of landscaped and green areas will provide for much more effective access, drainage and flow at the site.

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

The level of traffic for the proposed use is less than the current use in the building or many other allowed uses in the I-1 zoning district. The vehicles at the site are generally non-emergency and therefore do not cause congestion due to sirens, lights or speed. The truck movement to and from the site will be relatively minimal and the current levels have worked for several years at their existing site in a Minneapolis residential zoning district. Additionally, a majority of the current curb cut areas will be eliminated, creating a more orderly traffic flow to and from the site.

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

The future land use as described in the comprehensive plan is Industrial. Per the comprehensive plan, "Industrial (IN)—Includes areas suited for industrial

development and limited supporting commercial uses. Generally found within Industrial Employment Districts with a high level of policy protection and an emphasis on job retention and creation. Industrial uses have primacy over other uses." With the planned growth in this organization, the CART use supports the comprehensive plan in providing a South Minneapolis location for employment, job retention and creation.

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

Yes, the conditional use shall conform to the applicable regulation of the district in which it is located.

The I-1 zoning district requires that all production, processing, storage, sales, display or other business activity in the I1 District shall be conducted within a completely enclosed building. This will be accomplished with the CART use at the site given that the vehicles will be stored within the existing building.

No live slaughter or the production or processing of cereals, vegetable oil or vinegar will take place at the site thus conforming to the food requirements in the I1 District.

, As required by the zoning code there will be less than 30,000 square feet of warehousing or distribution and there will not be a health or sports facility located on the site.

Answered to the best of my ability.



Date: 10/1/14



Administrative Office:
8170 33rd Ave. South
Bloomington, MN 55425

Mailing Addresses:
Attn: James McClean
Mail stop: 21106R
P.O. Box 1309,
Minneapolis, MN 55440-1309

September 11, 2014

Dear Council Member Gordon,

As you may know, HealthPartners is an award-winning integrated health care system based in Bloomington, Minnesota, with a team of 22,500 people in facilities across the Twin Cities and western Wisconsin, dedicated to a mission to improve the health of members, patients and the community. We are writing today to update you about a planned relocation of CART Ambulance service currently located at 2900 Clinton Ave, Minneapolis, MN 55408. Our desire is to keep CART Ambulance in the South Minneapolis area at a new site, 2501 Minnehaha Avenue, Minneapolis MN 55404. This proposed move requires us to secure a conditional use permit (CUP).

CART Ambulance was established in the early 1990s to provide Basic Life Support Ambulance (BLS) and Wheelchair inter-facility transport. CART does not provide 911 emergency service. It provides patients in Minneapolis and the West Metro nursing care, hospice facilities, and discharging hospital patients with quality transportation. CART is known for outstanding service and commitment to patient safety. Regions Hospital, a part of the HealthPartners care delivery family, purchased CART Ambulance in October of 2013 and continues to make significant investments in vehicles and infrastructure. CART's business has grown by 25% over the past two years and the current site no longer meets HealthPartners' standards in terms of quality and space. CART employs 16 people with plans for moderate growth in 2015. HealthPartners would like to maintain this service in the South Minneapolis area and has identified a viable new building at 2501 Minnehaha Avenue. In order to relocate to the new site CART will need approval of a conditional use permit (CUP).

The property owner/applicant for the 2501 Minnehaha Avenue site is:
2501 Minnehaha Property LLC
2501 Minnehaha Avenue, Minneapolis MN 55404
612-623-8018
bnorelius@acmetuckpointing.com

CART's real estate representative is:
Ross Hedlund
7101 W 78th Street, Bloomington, MN 55439
952-829-3460
ross.hedlund@frauenshuh.com

Attached are the site plan and survey for the project. We presented the plan to the Seward Neighborhood Group Community Development Committee on September 9 and received a unanimous vote of support for the proposal. We plan to make a formal application for the CUP before the planning commission on October 14. We look forward to working with you to ensure the relocation is a successful one for CART and the community. Please feel free to contact me with any questions, comments, or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "James McClean", written over a horizontal line.

James McClean
Government Relations Manager
James.M.McCclean@HealthPartners.com
Direct 952-883-7201 Cell 612-805-9670

From: McClean, James M
Sent: Tuesday, September 02, 2014 12:47 PM
To: 'Doug Wise'
Cc: 'cam.gordon@minneapolismn.gov'
Subject: RE: Seward Neighborhood Development Reveiw Committee

Hi Doug,

I hope we are still on the agenda for Sept. 9. I provided a little narrative below to remind you about the project, and the site plan and survey documents are attached. Please let me know if you need any more information prior to the meeting. I've also CCed Council Member Gordon's office to keep them in the loop. Thanks!

-James

As you may know, HealthPartners is an award-winning integrated health care system based in Bloomington, Minnesota, with a team of 22,500 people in facilities across the Twin Cities and western Wisconsin, dedicated to a mission to improve the health of members, patients and the community. We are writing today to inform you about a planned relocation of CART Ambulance service currently located at 2900 Clinton Ave, Minneapolis, MN 55408. We hope to keep CART Ambulance in in the South Minneapolis area at a new site, 2501 Minnehaha Avenue, Minneapolis MN 55404, that will require a conditional use permit (CUP).

CART Ambulance was established in the early 1990s to provide Basic Life Support Ambulance (BLS) and Wheelchair inter-facility transport. CART does not provide 911 emergency service. It provides patients in the West Metro nursing care, hospice facilities, and HCMC with quality transports. CART is known for outstanding service and commitment to patient safety. Regions Hospital, a part of the HealthPartners care delivery family, purchased CART Ambulance in October of 2013 and made significant investments in ambulance wheelchair vans, and equipment. CART's business has grown by 25% over the past two years and the current site no longer meets HealthPartners' standards in terms of quality and space. CART currently employs 16 people with plans for moderate growth in 2015. HealthPartners would like to maintain this service in the South Minneapolis area and has identified a viable new building at 2501 Minnehaha Avenue. In order to relocate to the new site CART will need approval of a conditional use permit (CUP).

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2501 Minnehaha Property LLC
2501 Minnehaha Avenue, Minneapolis MN 55404
612-623-8018
bnorelius@acmetuckpointing.com

The property owner/applicant is being represented by:
Ross Hedlund
7101 W 78th Street, Bloomington, MN 55439

952-829-3460
ross.hedlund@frauenshuh.com

Attached are the site plan and survey for the project. We are scheduled to present the plan to the Seward Neighborhood Group Community Development Committee on September 9. We look forward to working with you to ensure the relocation is a successful one for CART and the community. Please feel free to contact me with any questions, comments, or concerns.

Sincerely,

James

James McClean
Government Relations Manager
James.M.McCclean@HealthPartners.com
Direct 952-883-7201 Cell 612-805-9670



From: Doug Wise [<mailto:doug@sng.org>]
Sent: Monday, August 25, 2014 1:26 PM
To: McClean, James M
Subject: RE: Seward Neighborhood Development Reveiw Committee

Hi James,

The next meeting of the Community Development Committee will be Tuesday, September 9th, at 7:00 p.m. at the Matthews Park building. I would appreciate receiving the materials a week before the meeting, by September 2nd.

Please feel free to contact me if you have further questions.

Thanks,

--Doug Wise
Housing Coordinator
Seward Neighborhood Group
2323 East Franklin Avenue
Minneapolis, MN 55406
(612) 338-6205, ext. 102

From: McClean, James M [<mailto:James.M.McCclean@HealthPartners.Com>]
Sent: Friday, August 22, 2014 4:46 PM
To: 'Doug Wise'
Subject: Seward Neighborhood Development Reveiw Committee

Hi Doug,

Thanks for meeting with us a few weeks ago for an initial discussion about the proposed CART Ambulance relocation. I think the property owner is almost finished with the new site plan proposal. Could you please let me know the date of the next Seward Community Development Committee meeting that we would be able to be added to the agenda to present the proposal?

Thanks!

-James

James McClean
Government Relations Manager
James.M.McCclean@HealthPartners.com
Direct 952-883-7201 Cell 612-805-9670



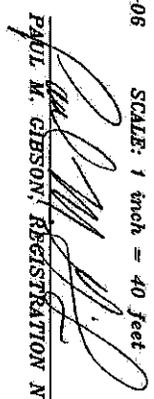
This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient or the individual responsible for delivering the e-mail to the intended recipient, please be advised that you have received this e-mail in error and that any use, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited.

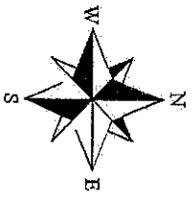
If you have received this communication in error, please return it to the sender immediately and delete the original message and any copy of it from your computer system. If you have any questions concerning this message, please contact the sender. Disclaimer R001.0

LAKES AREA SURVEYING
P.O. BOX 572
LINDSTROM, MN 55045
PHONE: 651-213-1164
FAX: 651-213-1165

CERTIFICATE OF SURVEY

I HEREBY CERTIFY THAT THIS SURVEY, PLAN OR REPORT WAS PREPARED
BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED
LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.
DATE: 02-13-08 SCALE: 1 inch = 40 feet


PAUL M. GIBSON, REGISTRATION NO. 40987



The bearing orientation for this survey is assumed.

SURVEY FOR: BRIAN NORELIUS, ACME TUCKPOINTING CO.

DESCRIPTION: (As Supplied by Client)

Lots 2, 3, 4 and 5, Block 3, Stewarts Addition to Minneapolis, according to the recorded plat thereof, and situated in Hennepin County, Minnesota.

Part of the above being registered land as evidenced by Certificate of Title No. 581844.

Note: The Torrens portion being more particularly described as follows:

Lots 2, 3, and all that part of Lot 4 lying North of a line drawn through said lot from a point on the Westerly lot line and 25 feet Northerly from the Southwest corner of said lot to a point on the East line of said lot, 22 feet North of the Southeast corner, Block 3, Stewarts Addition to Minneapolis.

SURVEYOR'S NOTES: This survey was performed without the benefit of a Title Opinion or any other Title work. Therefore, any encumbrances on the subject property not listed in the above supplied description are not shown on this survey.

- DENOTES FOUND IRON MONUMENT
- DENOTES DRILL HOLE IN CONCRETE
- DENOTES EXISTING CHAIN LINK FENCE

TWENTY FIFTH STREET

156.6 (PLAT)
N 89°54'03" E 156.38 (MEAS.)

2501 MINNEHABA AVE.
MINNEAPOLIS, MN

TORRENS LINE

LOADING RAMP

ADJACENT BUILDING

MINNEHABA AVENUE

S 25°52'55" E 184.74

N 00°06'27" W 110.80

N 89°54'03" E 38.90 (MEAS.) 40 (PLAT)

N 64°06'29" E 127.66

25.00

22.00



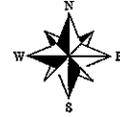
PROJECT NO. 06-003

LAKES AREA SURVEYING
P.O. BOX 572
LINDSTROM, MN 55045
PHONE: 651-213-1164
FAX: 651-213-1165

CERTIFICATE OF SURVEY

I HEREBY CERTIFY THAT THIS SURVEY, PLAN OR REPORT WAS PREPARED
BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED
LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.
DATE: 02-18-06 SCALE: 1 inch = 40 feet

Paul M. Gibson
PAUL M. GIBSON, REGISTRATION NO. 40987



The bearing orientation for this survey is assumed.

SURVEY FOR: BRIAN NORELIUS, ACME TUCKPOINTING CO.

DESCRIPTION: (As Supplied by Client.)

Lots 2, 3, 4 and 5, Block 3, Stewarts Addition to Minneapolis, according to the recorded plat thereof, and situated in Hennepin County, Minnesota.

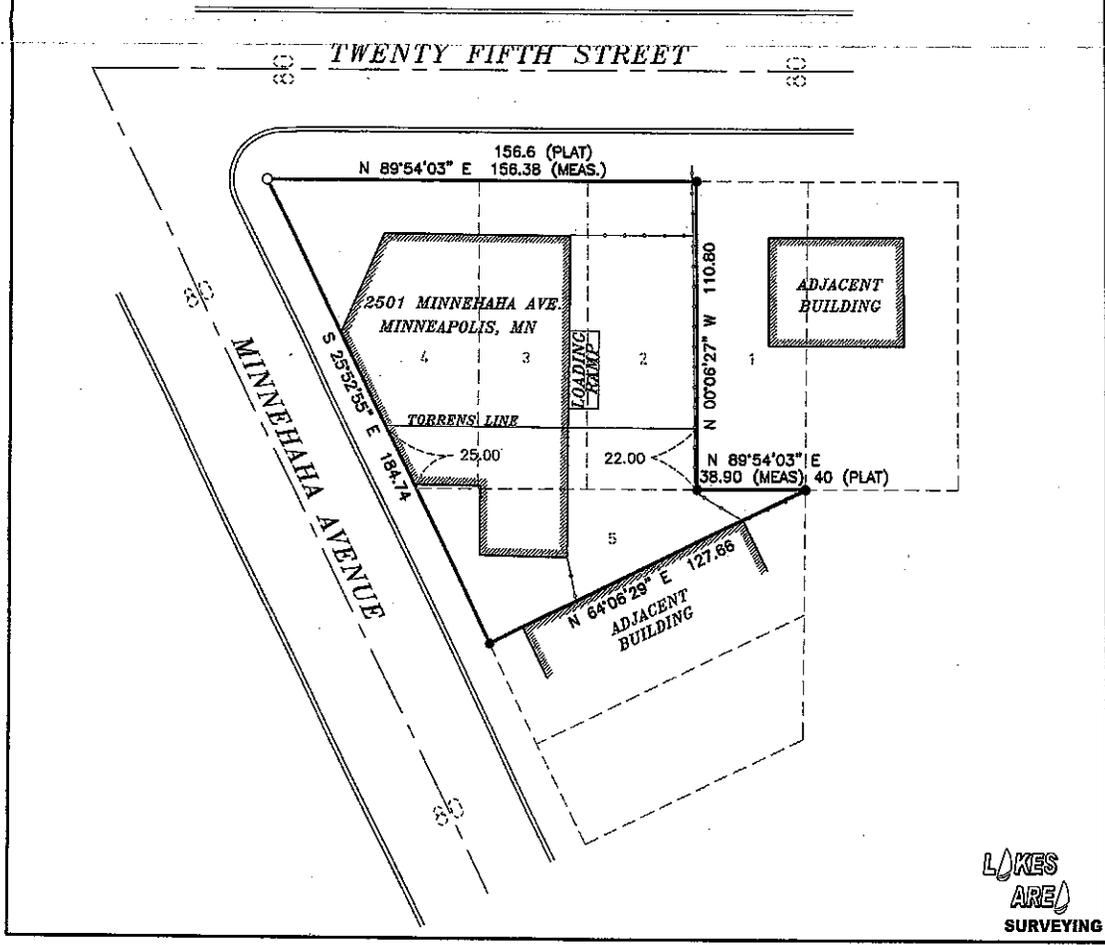
Part of the above being registered land as evidenced by Certificate of Title No. 581844.

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Lots 2, 3, and all that part of Lot 4 lying North of a line drawn through said lot from a point on the Westerly lot line and 25 feet Northerly from the Southwest corner of said lot to a point on the East line of said lot, 22 feet North of the Southeast corner, Block 3, Stewarts Addition to Minneapolis.

SURVEYOR'S NOTES: This survey was performed without the benefit of a Title Opinion or any other Title work. Therefore, any encumbrances on the subject property not listed in the above supplied description are not shown on this survey.

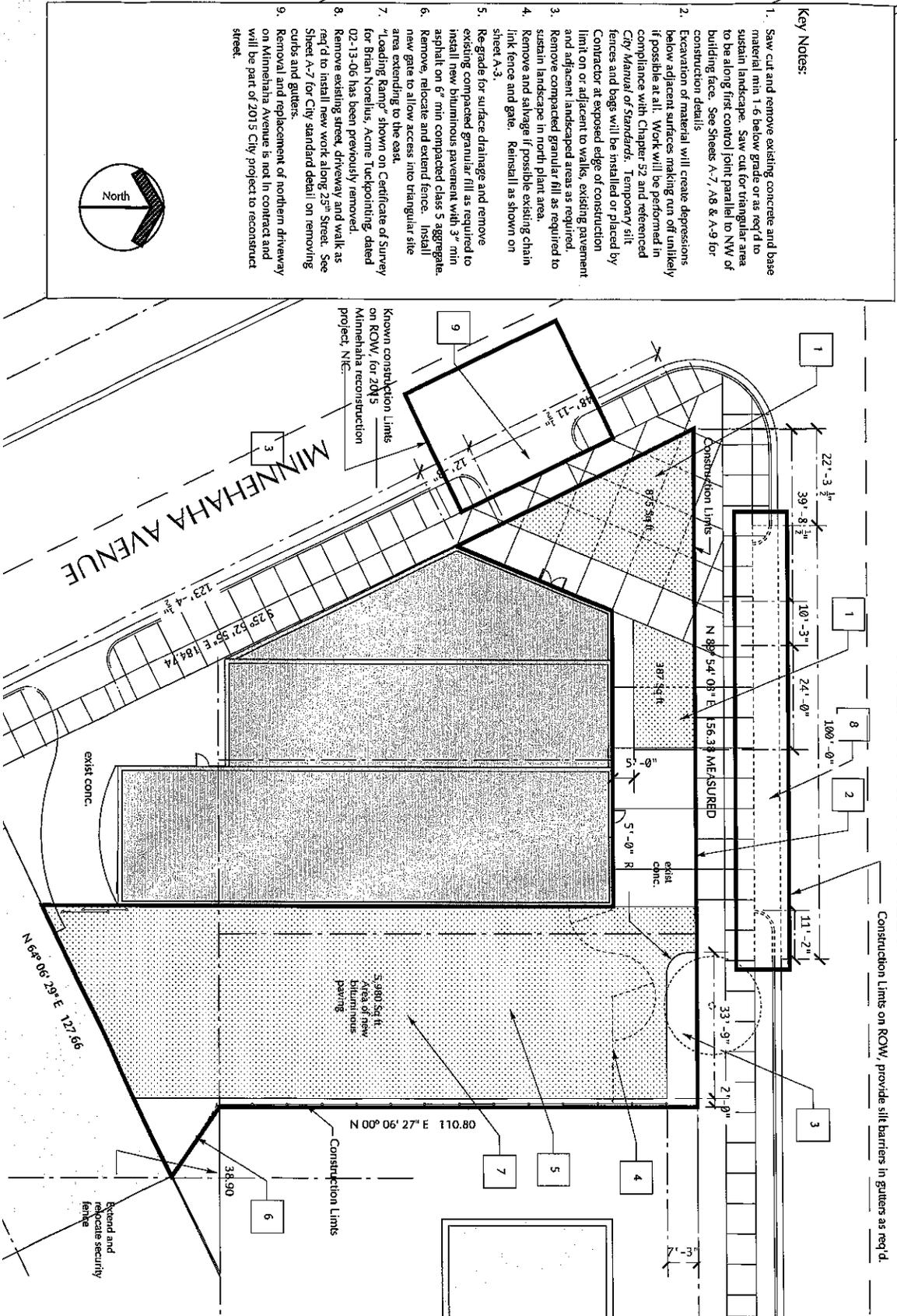
- DENOTES FOUND IRON MONUMENT
- DENOTES DRILL HOLE IN CONCRETE
- DENOTES EXISTING CHAIN LINK FENCE



LAKES
AREA
SURVEYING

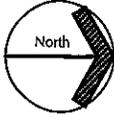
PROJECT NO. 06-008

SEVENTY-FIFTH STREET



Key Notes:

1. Saw cut and remove existing concrete and base material min 1'-6" below grade or as req'd to sustain landscape. Saw cut for triangular area to be along first control joint parallel to NW of building face. See Sheets A-7, A-8 & A-9 for construction details.
2. Excavation of material will create depressions below adjacent surfaces making run off unlikely if possible at all. Work will be performed in compliance with Chapter 52 and referenced City Manual of Standards. Temporary silt fences and bags will be installed or placed by Contractor at exposed edge of construction limit on or adjacent to walks, existing pavement and adjacent landscaped areas as required.
3. Remove compacted granular fill as required to sustain landscape in north plant area.
4. Remove and salvage if possible existing chain link fence and gate. Reinstall as shown on sheet A-3.
5. Re-grade for surface drainage and remove existing compacted granular fill as required to install new bituminous pavement with 3" min asphalt on 6" min compacted class 5 aggregate.
6. Remove, relocate and extend fence. Install new gate to allow access into triangular site area extending to the east.
7. "Loading Ramp" shown on Certificate of Survey for Brian Norelius, Acme Truckpointing, dated 02-13-06 has been previously removed.
8. Remove existing street, driveway and walk as req'd to install new work along 25th Street. See Sheet A-7 for City standard detail on removing curbs and gutters.
9. Removal and replacement of northern driveway on Minnehaha Avenue is not in contract and will be part of 2015 City project to reconstruct street.



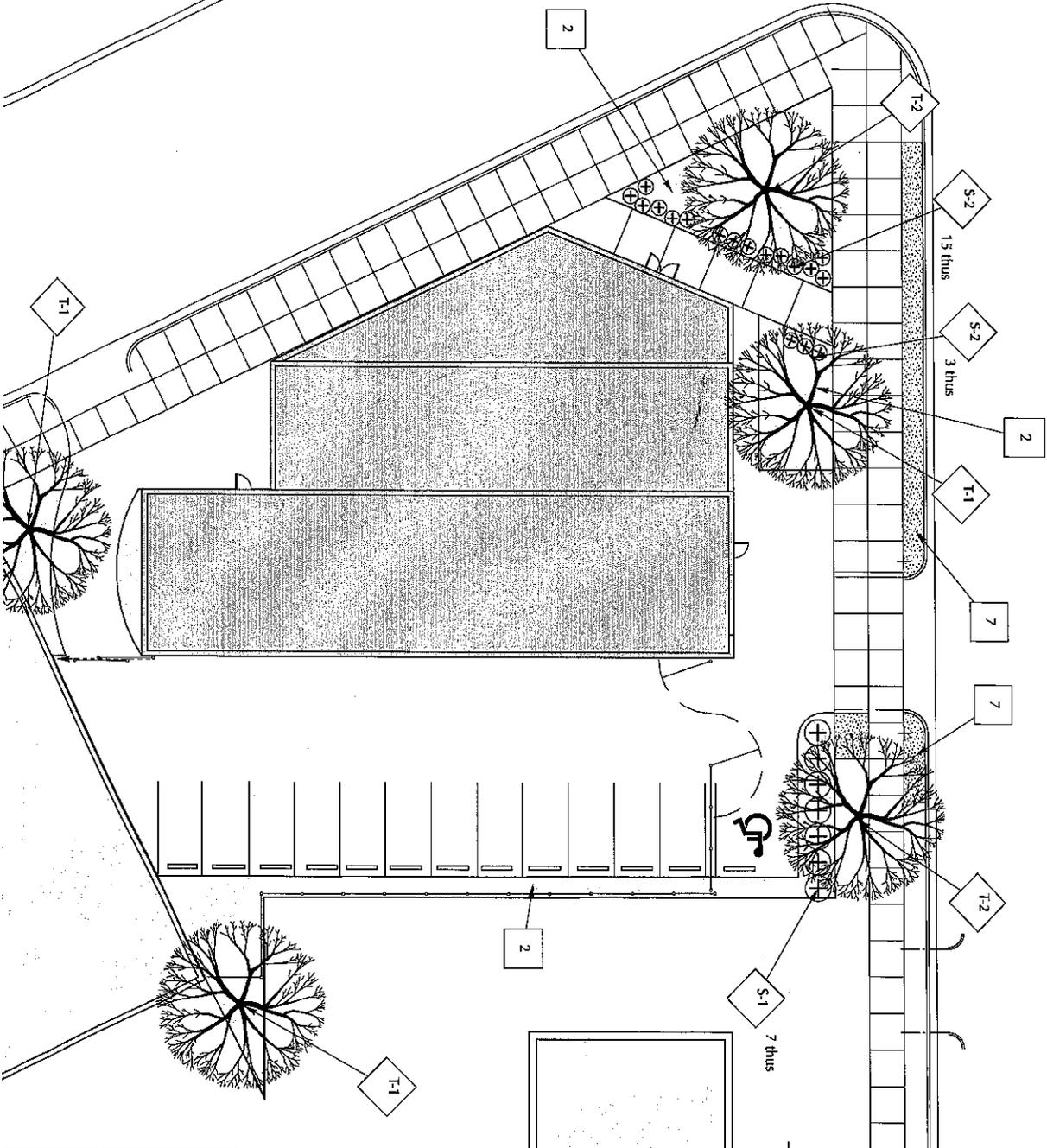
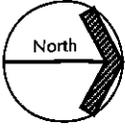
Drawing A.2	DATE: September 2, 2014 Revised Sept. 25, 2014 Sept 29, 2014 SCALE 1" = 20'-0"	Site Demolition Plan	Carlsen & Frank Architects, LLC 524 Selby Avenue Saint Paul, Minnesota 55102 Phone 227-4576	Regions Hospital dba CART Ambulance 2501 Minnehaha Avenue Minneapolis, Minnesota
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Landscape notes

- S-1 Teahy Arborvitae, Min 1 gal container....
- S-2 Alpine Currant, Min 1 gal container.....
- T-1 Emerald Queen Norway Maple 2 1/2" B&B
- T-2 Hackberry 2 1/2" B&B

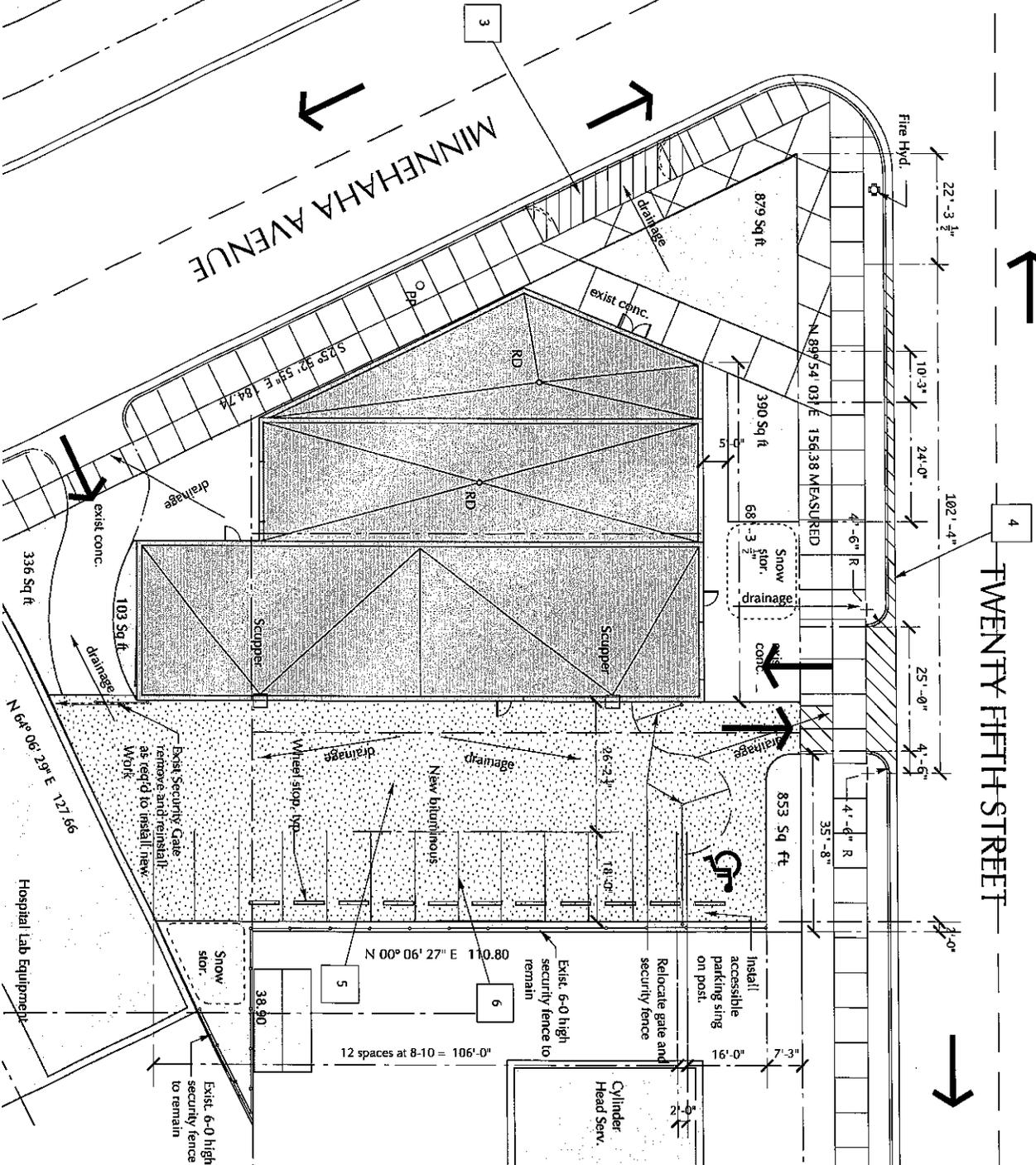
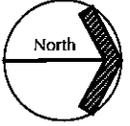
Notes:

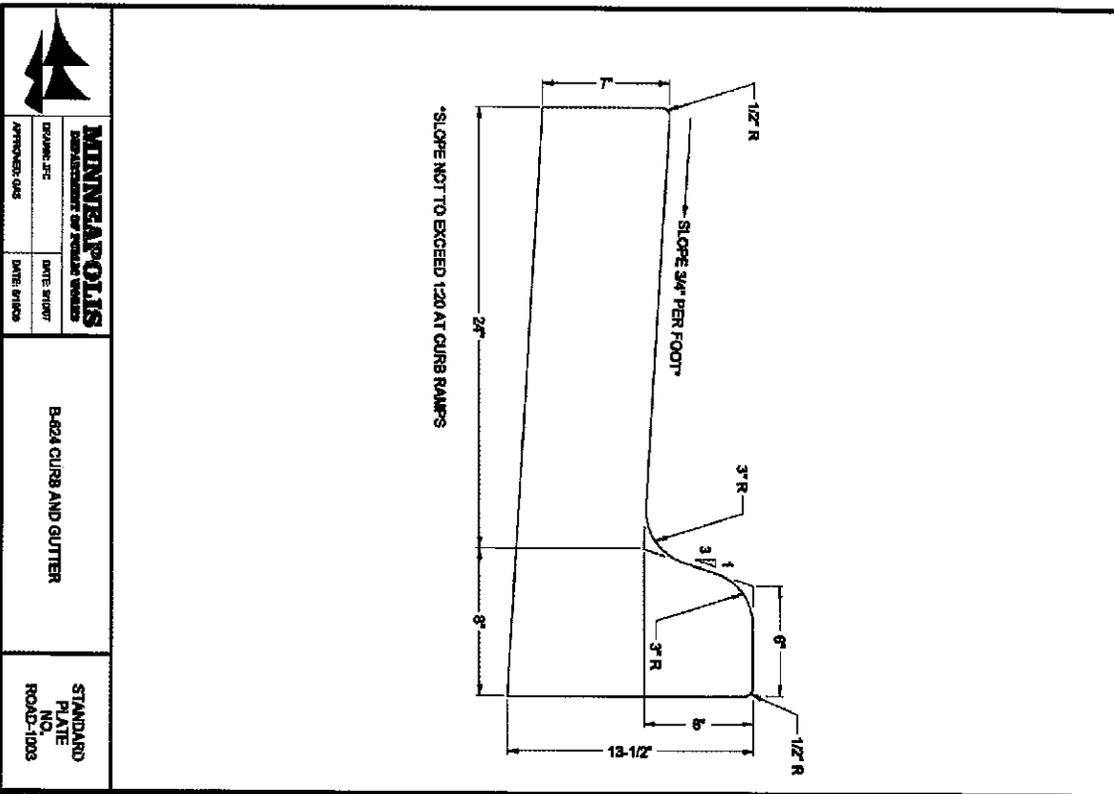
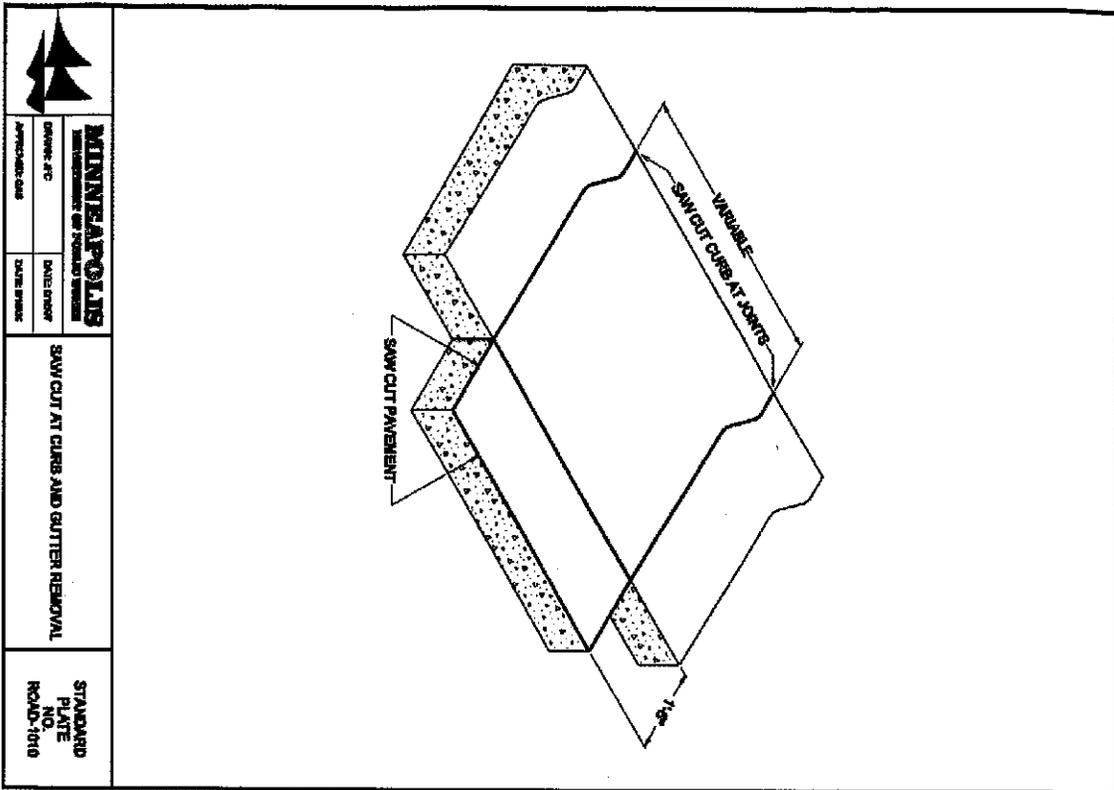
1. Landscape sub to provide mulch around trees and shrubs.
2. Landscape sub to install low maintenance ground cover or turf grass at the approval of the Owner
3. Landscape sub shall properly plant, stake and maintain all landscape elements for a period of two months or per agreement with Owner
4. Coordinate scheduling with City forester Craig Pinkalla (612-499-9233 cpinkalla@minneapolis.gov) for planting of Hackberry tree where ash has been removed.
5. Installation and maintenance of all landscape materials shall comply with the following standards:
 - (A) Areas to be landscaped shall be prepared and improved as specified by current Minnesota Department of Transportation standards for soil preparation and drainage.
 - (B) All landscape materials shall be installed to current industry standards.
 - (C) Maintenance and replacement of landscape materials shall be the responsibility of the applicant or property owner including the maintenance of any trees planted in the public right-of-way. An adequate water supply shall be indicated in the site plan. Landscape maintenance should incorporate environmentally sound management practices, including the following:
 1. The use of water and energy efficient systems such as drip irrigation.
 2. Pruning primarily for plant health and replacing dead materials annually.
 3. Anticipating and allowing plant community succession.
6. Install landscape in accordance with City standards and regulations.
7. Establish turf grass in boulevard where curbs removed.



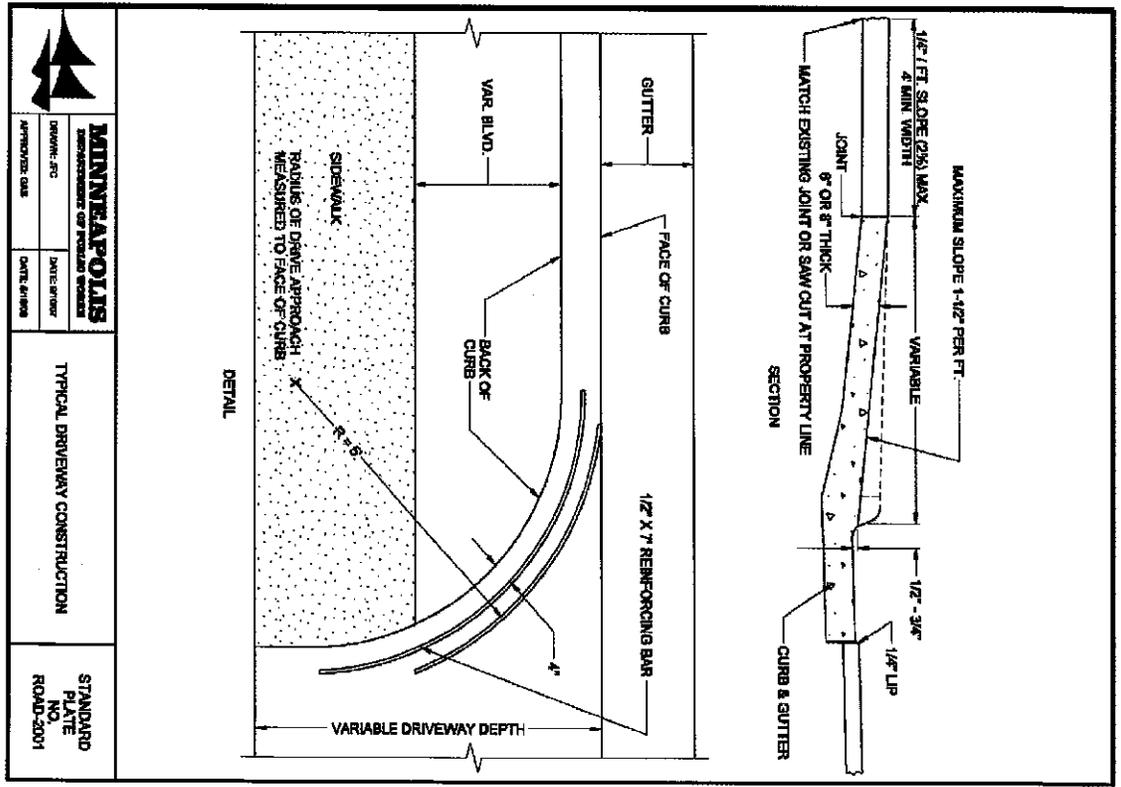
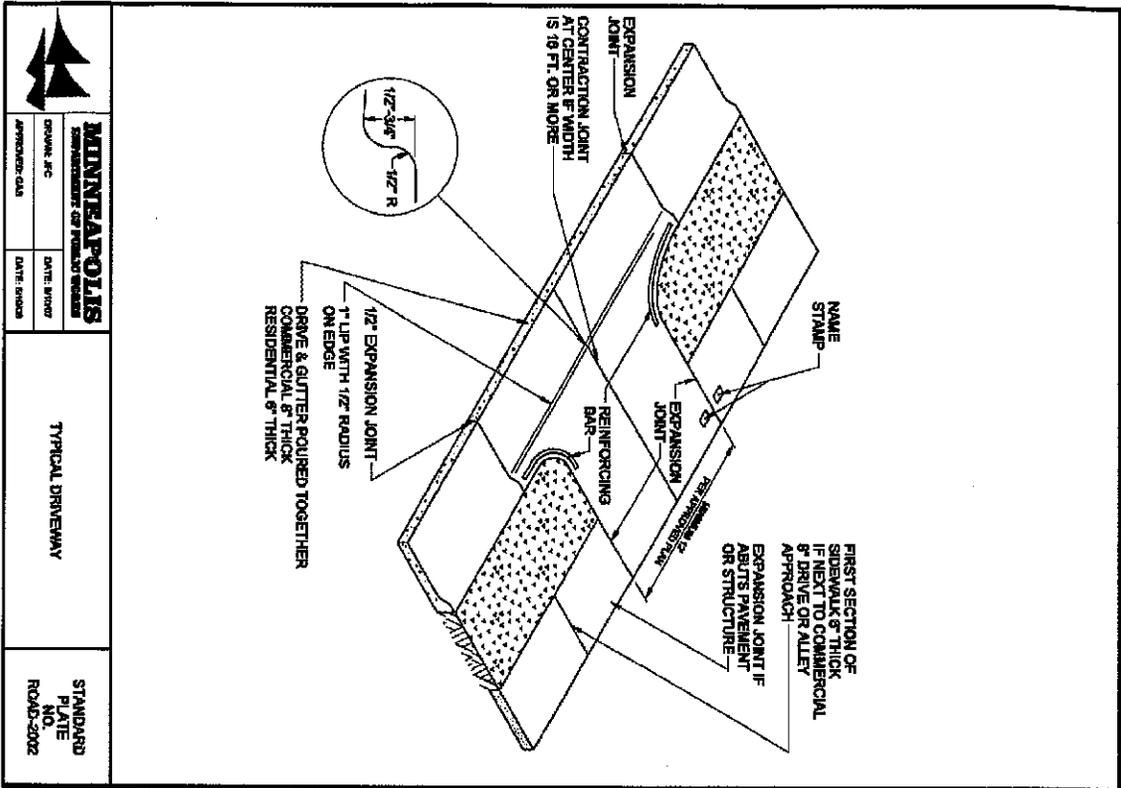
	DATE: September 2, 2014 Revised Sept 25, 2014 Sept 29, 2014 SCALE 1" = 20'-0"	Landscape Plan	Carlsen & Frank Architects, LLC 524 Selby Avenue Saint Paul, Minnesota 55102 Phone 227-4576	Regions Hospital dba CART Ambulance 2501 Minnehaha Avenue Minneapolis, Minnesota
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- Notes:**
1. Plan is for site improvements for Tenant Regions Hospital dba CART Ambulance.
 2. Plans are based on plans by David C Darrell, Inc. Architecture and Development dated 7/5/06 and attached survey.
 3. Reconstruction of Minnehaha Ave. S. is included in the 2015 Capital Improvement Program (CIP) by the City's Public Works Department. The City will be responsible for construction of public infrastructure along Minnehaha Ave. S. as part of the Minnehaha reconstruction project. The Applicant will coordinate Public Infrastructure design elements with the Transportation Planning & Engineering Division and Bev Warrnka at (612) 673-3762. The City is notified that the northern driveway along Minnehaha will be removed and replaced with City designed standard sidewalk, curb and gutter.
 4. Install new 8624 curb and gutter, driveway walk as shown. See sheets A-7, A-8 and A-9 for approved details to be used in completing work on ROW. Refer also to City code sections 437.10, 437.20, 437.30 and 437.40 for additional requirements on work.
 5. Install new asphalt surface. See notes on Sheet A-2 about suggested pavement profile.
 6. Mark paving with 4" wide painted stripes.
 7. Trash is to be stored inside the building and moved out at times to be picked up by truck moving through site from Minnehaha to 25th Street.
 8. Zoning Information
 - Site Area 18,300 s.f.
 - Building Area 7,310 s.f.
 - Site Area w/o Building 10,990 s.f.
 - Impervious Surface 8,550 s.f.
 - Required landscape area 2,200 s.f.
 - Landscape proposed 2,440 s.f.
 - Required Trees 5
 - Required Shrubs 25 shrubs
 - Minimum Parking required 7 spaces
 - Maximum Parking allowed 37 spaces
 - Parking provided 13 spaces

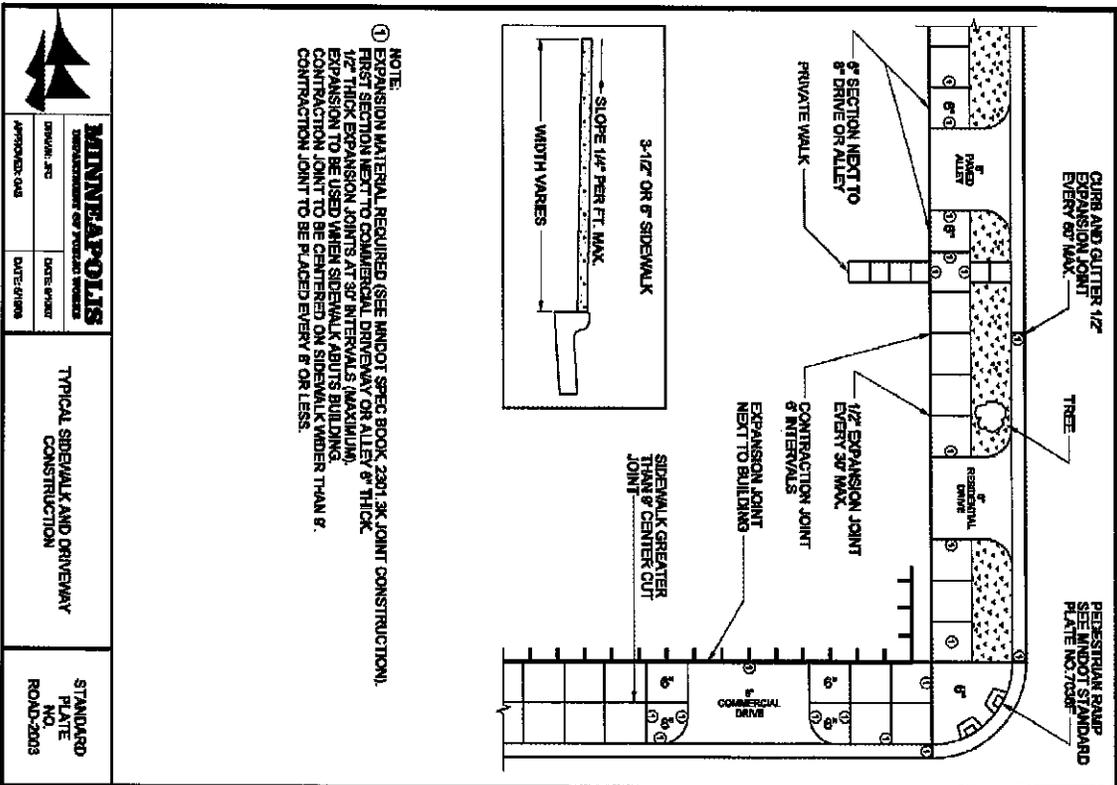




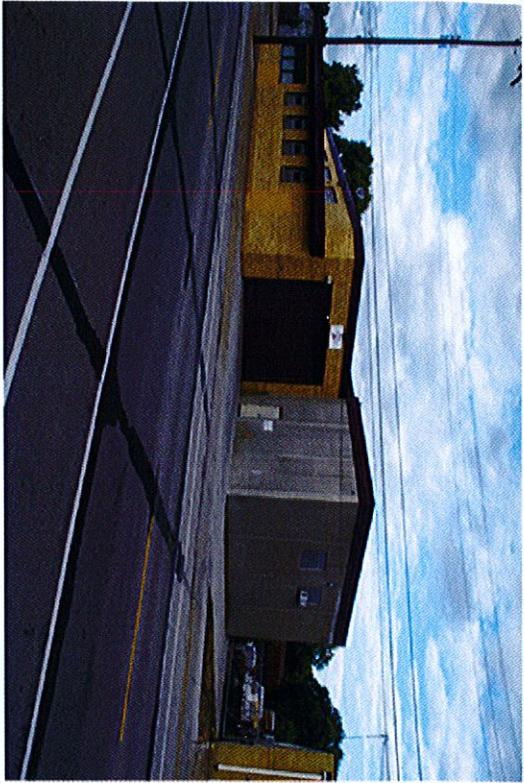
 MINNEAPOLIS DEPARTMENT OF PUBLIC WORKS	DRAWN: JFC DATE: 9/29/14 APPROVED: GAB	B&B CURB AND GUTTER	STANDARD PLATE NO. ROAD-1003
	DATE: September 29, 2014 Revised SCALE none		



Drawing A.8	DATE: September 29, 2014 Revised	Minneapolis Typical Driveway and Typical Driveway Construction	Carlsen & Frank Architects, LLC 524 Selby Avenue Saint Paul, Minnesota 55102 Phone 227-4576	Regions Hospital dba CART Ambulance 2501 Minnehaha Avenue Minneapolis, Minnesota
	SCALE 1" = 20'-0"			



Drawing A.9	DATE: September 29, 2014 Revised SCALE none	Minneapolis Typical Sidewalk and Driveway Construction Detail	Carlsen & Frank Architects, LLC 524 Selby Avenue Saint Paul, Minnesota 55102 Phone 227-4576	Regions Hospital dba CART Ambulance 2501 Minnehaha Avenue Minneapolis, Minnesota
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From Southwest across Minnehaha Avenue



From West across Minnehaha Avenue



From Northeast across 25th Street



From North across 25th Street

<p>Drawing A.6</p>	<p>DATE: September 25, 2014 Revised SCALE 1" = 20'-0"</p>	<p>Building Plan for Conditional Use Permit</p>	<p>Carlsen & Frank Architects, LLC 524 Selby Avenue Saint Paul, Minnesota 55102 Phone 227-4576</p>	<p>Regions Hospital dba CART Ambulance 2501 Minnehaha Avenue Minneapolis, Minnesota</p>
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