

LAND USE APPLICATION SUMMARY

Property Location: 801-829 Park Ave, 715-721 8th St S, and 816 Chicago Ave
Project Name: HCMC Ambulatory Outpatient Specialty Center
Prepared By: Janelle Widmeier, Senior City Planner, (612) 673-3156
Applicant: Hennepin Healthcare System
Project Contact: Michael Noonan, Hennepin County
Request: To allow an ambulatory outpatient specialty center.
Required Applications:

Conditional Use Permit	To allow an expansion of a hospital.
Conditional Use Permit	To allow surface parking (drop-off/pick-up area) in the DP Downtown Parking Overlay District.
Variance	To reduce the minimum off-street loading requirement from 3 spaces to 0 spaces.
Site Plan Review	For a new 7-story building.
Vacation	Of a public alley.

SITE DATA

Existing Zoning	B4N Downtown Neighborhood District DP Downtown Parking Overlay District
Lot Area	102,840 square feet / 2.3 acres
Ward(s)	7
Neighborhood(s)	Elliot Park Neighborhood, Inc.
Designated Future Land Use	Mixed Use
Land Use Features	Commercial Corridor (Chicago Avenue) Downtown Growth Center
Small Area Plan(s)	<u><i>Downtown East/North Loop Master Plan (2003)</i></u> <u><i>Elliot Park Neighborhood Master Plan (2003)</i></u>

Date Application Deemed Complete	July 24, 2015	Date Extension Letter Sent	August 11, 2015
End of 60-Day Decision Period	September 22, 2015	End of 120-Day Decision Period	November 21, 2015

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The proposed development site includes all of the properties located on the block bound by 8th Street South, Chicago Avenue South, 9th Street South and Park Avenue South, with the exception of one property at 706 9th Avenue South. The existing uses are two one-story commercial buildings and surface parking lots. The existing buildings will be demolished. The properties of 821 and 829 Park Avenue, currently occupied by surface lots, are located within the South Ninth Street Historic District.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The only property directly adjacent to the subject site is a 3-story multiple-family dwelling located in the historic district at the property of 706 9th Street South. Other nearby properties include 3-story multiple family dwellings to the south and west, a bank with a drive-through and surface parking to the northwest, the HCMC campus to the north, including the emergency room directly across 8th Street, and structured parking to the east.

PROJECT DESCRIPTION. Hennepin Healthcare System is proposing to expand the HCMC campus and construct a new 7-story, approximately 380,000 square foot ambulatory outpatient specialty center located at the properties of 801-829 Park Avenue, 715-721 8th Street South, and 816 Chicago Avenue. The new facility is intended to consolidate many of the outpatient services provided by HCMC. The building would be split into two heights with the 7 story portion located on the northerly side of the block and stepped down to 3 stories adjacent to 9th Street. The seventh level would be a mechanical penthouse. The main entrance and entry drop-off/pick-up area would be located adjacent to 8th Street. A ground floor café with access to an outdoor patio would be located at the corner of 8th Street and Chicago Avenue. A skyway and a tunnel would extend across 8th Street providing additional connections to the existing campus. Access to the 221 below-grade parking spaces would be provided from Park Avenue. A pocket park would be located at the corner of 9th Street and Park Avenue. A below-grade stormwater retention system would also be located at the southwest area of the site. This area is also within the historic district. A certificate of no change was determined to be required for the alterations proposed in the district, which primarily would be removing parking lots and replacing them with landscaped areas and a driveway.

The proposed development requires several land use applications. Because the proposal is part of a hospital campus, a conditional use permit to expand a hospital is required. The drop-off/pick-up area is considered short-term parking and is subject to the DP Downtown Parking Overlay District standards. Surface parking lots in the DP overlay district required a conditional use permit. Upon approval of the conditional use permits, the actions must be recorded with Hennepin County as required by state law. The proposal is subject to a minimum loading requirement of 3 large spaces. No on-site loading is proposed. A variance is requested to reduce the minimum loading requirement. Any new nonresidential building with 20,000 square feet or more of gross floor area is subject to site plan review. Because the building would occupy most of the site, the applicant is requesting to vacate the entire public alley.

Since the project was last reviewed at the May 14, 2015, Planning Commission Committee of the Whole meeting, the project team has made the following changes to the proposal:

- Raised planters along Chicago Avenue have been minimized. The raised planter/retaining wall that remains allows soil for planting above the underground tunnel and accommodates the grade change along Chicago Avenue (a transition of approximately 4 feet between 8th and 9th Street).

- Trees and additional landscaping have been added along Chicago Avenue.
- Current alley will be vacated and the property reallocated so that access by the apartment building for service will be maintained.
- Existing curb cuts will be redesigned as per Site Plan Sheet 220.CS.
- Stone mulch at south private patio has been replaced with patio paving and landscaping as per Landscape Plan Sheet 260.LP.
- Public gathering space at the corner of 9th Street and Park Avenue has been redesigned as a "Pocket Park" with landscaping, paving, furniture and lighting consistent with HPC suggestions as per Landscape Plan Sheet 260.LP.
- Safety and sightline concerns from Parking Ramp access drive at Park Avenue have been addressed. A level place at the entry and exit of the ramp has been created to allow motorists time to pause before crossing the public sidewalk. Ramp access from Park Avenue has good sightlines for pedestrians and motorists. Ramp exit drive has been held back from the building to improve sightlines for motorists exiting onto Park Avenue.
- Access drive along 8th Street has been narrowed to 18 feet and the geometry is now perpendicular to 8th Street per request. The drive exit to 8th Street has been narrowed per recommendation to allow one vehicle at a time to turn onto 8th Street.

The project team had considered other comments made by commissioners and provided the following responses:

- Street trees have not been added along 9th Street. This would require the loss of on-street parking at 9th Street.

PUBLIC COMMENTS. Correspondence from the neighborhood group has been received. 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 expansion of a hospital 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 expansion of the hospital would 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.

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 development is intended to consolidate many of the outpatient services provided by HCMC. It is designed to minimize adverse effects on the surrounding area. The site is located in a mixed use area. The only property directly adjacent to the subject site is a 3-story multiple-family dwelling located at the property of 706 9th Street South. Once the public alley is vacated, the property would be reallocated to maintain service access for the apartment building. The proposed building would be 7 stories on the northerly portion of the property and would step down to 3 stories along 9th Street where the surrounding context changes to low-rise residential. A pocket park with landscaping and seating would be provided at the corner of 9th Street and Park Avenue. Landscaping would also be provided along Chicago Avenue to help soften the east side of the development.

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

The site is served by existing infrastructure and has frontage on four streets. The Public Works Department will review the project for appropriate drainage and stormwater management as well as to ensure the safety of the position and design of improvements in or over the public right of way.

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

Adequate measures would be provided to minimize traffic congestion in the public streets. For a hospital, the maximum vehicle parking requirement and the minimum bicycle parking requirement is based on a study for the entire institution through the conditional use permit. The applicant has completed a travel demand management plan (TDMP) for the proposed 380,000 square foot building, which is attached to this report. In the proposed below-grade parking, a total of 221 vehicle spaces are proposed. Access to the garage would be from Park Avenue. Additional short-term parking would be available in the drop-off/pick-up area adjacent to the main entrance, accessed from 8th Street. Also near the main entrance, 19 short-term bicycle parking spaces are proposed. Loading will occur off-site at the centralized campus loading facility and would be connected to the new building by a tunnel.

According to the TDMP, the proposed project is expected to support an increase in clinic and outpatient volumes of approximately 15 percent compared to current campus-wide levels (201 patients per hour compared to 175 patients for the same services). On average, 1,800 patients and visitors are expected per day. The new below-grade parking is intended for the patients and visitors. The mode split goal identified in the TDMP for these users is 60 percent auto, 35 percent transit, and 5 percent walk or bike. Because existing out-patient services are proposed to be relocated to the new building, an increase in the number of employees is not expected. The TDMP indicates that the 775 employees to be located in the new building would continue to park in other existing campus parking facilities, which contain more than 2,600 parking spaces. Accounting for the non-auto modes, the TDMP concluded that the proposed and existing parking provided would be adequate to accommodate the mode split goals for employees, patients and visitors under peak parking demand conditions.

The site is within 2 blocks of 17 bus transit routes and is 3 blocks from the nearest light rail transit station. Many nearby streets contain bike lanes and the nearest Nice Ride station is one block away. Twenty bike lockers are located elsewhere on the campus adjacent to 7th Street. As outlined in the TDMP, other measures the applicant would take to encourage employees to use alternative forms of transportation include disseminating information on multimodal transit options and providing secure bicycle parking, lockers, and showers.

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

The proposed development would be consistent with the following general land use policies of *The Minneapolis Plan for Sustainable Growth*:

Land Use Policy 1.10: 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.

- 1.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low-impact light industrial – where compatible with the existing and desired character.
- 1.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.

Land Use Policy 1.15: Support development of Growth Centers as locations for concentration of jobs and housing, and supporting services.

- 1.15.1 Support development of Growth Centers through planning efforts to guide decisions and prioritize investments in these areas.
- 1.15.2 Support the intensification of jobs in Growth Centers through employment generating development.

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

The proposed use would conform to the applicable regulations upon the approval of the conditional use permits, variance, site plan review, and vacation.

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to allow surface parking (drop-off/pick-up area) in the DP Downtown Parking Overlay 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.*

The purpose of the short-term parking area is to provide a location for drop-off and pick-up adjacent to the main entrance. The parking area would not prove detrimental to public health, safety, comfort or general welfare provided the development complies with all applicable codes and life safety ordinances as well as Public Works Department standards.

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.*

Ingress and egress to the drop-off/pick-up area would be from 8th Street. The HCMC emergency room drop-off is located across the street. Landscaping would be located between the short-term parking area and the street. The use should have little effect on surrounding properties.

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

The site is served by existing infrastructure. The Public Works Department will review the project for appropriate drainage and stormwater management as well as to ensure the safety of the position and design of improvements in or over the public right-of-way. The vehicle access to the short-term parking area would be from 8th Street. Vehicles would exit through a second curb cut onto 8th Street.

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

The drop-off/pick-up area is designed for one-way circulation. Movements to and from 8th Street would be restricted to right-in and right-out through two 18 foot wide curb cuts. The applicant has worked with Public Works to minimize the width of the curb cuts to reduce the chance for conflicts with pedestrians. The drop-off/pick-up area would contain 2 parking lanes with the ability to accommodate approximately 10 spaces and a third bypass lane. Approximately 90 visitors per hour are expected to use the drop-off/pick-up area with loading/unloading taking an average of 10 minutes per visitor. The design is intended to prevent vehicles from waiting to pick-up/drop-off in 8th Street. HCMC operations and security personnel would also manage the traffic flow. Adequate measures would be provided to minimize traffic congestion in the public streets.

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

Please see the site plan review section of this report.

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

The proposed use would conform to the applicable regulations upon the approval of the conditional use permits, variance, site plan review, and vacation.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the minimum off-street loading requirement from 3 spaces to 0 spaces based on the following findings:

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

For a hospital development with 380,000 square feet of gross floor area, 3 large on-site loading spaces are required. Practical difficulties exist in complying with the ordinance because of circumstances unique to the property. The proposed use is an expansion of an existing hospital campus that occupies multiple City blocks. A centralized campus loading facility is located at the property of 626 10th Avenue South. The existing loading facility would be used by the new development and would be connected through the tunnel and skyway system connecting each block.

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

Parking and loading regulations are established to recognize the parking and loading needs of uses and structures, to enhance the compatibility between parking and loading areas and their surroundings, and to regulate the number, design, maintenance, use and location of off-street parking and loading spaces and the driveways and aisles that provide access and maneuvering space. The regulations promote flexibility and recognize that excessive off-street parking conflicts with the

city's policies related to transportation, land use, urban design, and sustainability. The existing loading facility would be used by the new development and would be connected through the tunnel and skyway system connecting each block. A centralized loading facility lessens the adverse impacts on the surrounding neighborhood by not introducing excessive delivery and loading functions in multiple locations. The request is reasonable and in keeping with the spirit and intent of the ordinance and the comprehensive plan.

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

Granting the variance would not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity and would not be detrimental to the health, safety, or welfare of the general public or of those utilizing the property or nearby properties. The existing loading facility would be used by the new development and would be connected through the tunnel and skyway system connecting each block. A centralized loading facility lessens the adverse impacts on the surrounding neighborhood by not introducing excessive delivery and loading functions in multiple locations.

SITE PLAN REVIEW

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

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

Building Placement and Design – Requires alternative compliance

- The building would not reinforce the street wall on each frontage. Alternative compliance is requested to allow the first floor of the building to be set back more than 8 feet from 8th Street, Chicago Avenue and 9th Street. Although alternative compliance is requested for the placement of the building, windows greatly exceeding the minimum requirements would be provided on each side of the building to maximize natural surveillance and visibility. Because the drop-off/pick-up area would be located between the entrance and 8th Street, walkways from the two adjacent street intersections would provide clear and direct connections to the entrance. For the new outpatient facility, 1,800 visitors a day are expected. To ensure that the walkways can accommodate the anticipated high levels of pedestrian and drop-off traffic (70 percent of all visitors are expected to use the main entrance), staff is recommending that the walkway be at least 8 feet in width and is continuously clear and unobstructed. As proposed, portions of the walkway are narrower where bollards and the canopy columns are shown.
- The first floor of the building would face four streets. The building wall would be within 8 feet of Park Avenue. Alternative compliance is requested to allow the first floor of the building to be set back more than 8 feet from 8th Street, Chicago Avenue and 9th Street.
- Landscaping, walkways, a patio, and a drop-off/pick-up area would be located between the building and the adjacent streets. A pocket park is also proposed at the corner of 9th Street and Park Avenue.
- The main entrance faces 8th Street.
- Building walls would provide architectural details and contain windows to create visual interest and increase security of adjacent outdoor spaces.
- Architectural elements, including recesses, projections, and windows, would be emphasized to divide the building into smaller identifiable sections.

- The building would not have any blank, uninterrupted walls that do not include architectural elements exceeding 25 feet in length.
- The proposed exterior materials would be durable and include metal panel, precast concrete and glass.
- The materials and appearance of each side of the building are similar and compatible to each other.
- Plain face concrete block is not proposed as an exterior material.
- The principal entrance would be surrounded by windows and sheltered to emphasize its importance. Because the drop-off/pick-up area would be located between the entrance and the street, walkways from the two adjacent street intersections would provide clear and direct connections to the entrance. For the new outpatient facility, 1,800 visitors a day are expected. To ensure that the walkways can accommodate the anticipated high levels of pedestrian and drop-off traffic (70 percent of all visitors are expected to use the main entrance), staff is recommending that the walkway be at least 8 feet in width and is continuously clear and unobstructed. As proposed, portions of the walkway are narrower where bollards and the canopy columns are shown.
- Windows exceeding the minimum requirements would be provided on each floor of the building facing an adjacent street or parking area, with the exception of the seventh floor penthouse level facing Chicago Avenue and 8th Street. See Table I. Alternative compliance is requested for those building elevations. All windows used to meet the minimum requirements would be vertical in proportion and distributed in a more or less even manner. The bottom of each ground floor window would not be more than 4 feet above the adjacent grade. The ground floor windows would be lightly tinted with a visible light transmittance of 0.6. A fixture plan has not been submitted as part of the application. Shelving, mechanical equipment or other similar fixtures will not be allowed to block windows used to meet the minimum requirements in the area between 4 and 7 feet above the adjacent grade.
- The ground floor is designed to accommodate active functions with less than 30 percent of each linear frontage occupied by storage and mechanical spaces.
- A flat roof is proposed, which is similar to surrounding buildings.
- All enclosed parking would be below-grade.

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

		Code Requirement		Proposed	
Nonresidential Uses					
8 th St (north)	1st Floor	30% minimum	756 sq. ft.	93%	2,344 sq. ft.
	2 nd -6 th Floors	10% minimum	451 sq. ft.	>60%	>3,000 sq. ft.
	7 th Floor	10% minimum	504 sq. ft.	0%	0 sq. ft.
9 th St (south)	1st Floor	30% minimum	331 sq. ft.	100%	1,100 sq. ft.
	2 nd -3 rd Floors	10% minimum	180 sq. ft.	>50%	>1,000 sq. ft.
Chicago Ave (east)	1st Floor	30% minimum	720 sq. ft.	>45%	>1,100 sq. ft.
	2 nd -3 rd Floors	10% minimum	430 sq. ft.	>30%	>1,300 sq. ft.
	4 th -6 th Floors	10% minimum	260 sq. ft.	>30%	>900 sq. ft.
	7 th Floor	10% minimum	304 sq. ft.	0%	0 sq. ft.
Park Ave (west)	1st Floor	30% minimum	367 sq. ft.	>95%	>1,200 sq. ft.
	2 nd -4 th Floors	10% minimum	219 sq. ft.	>30%	>700 sq. ft.
	5 th -6 th Floors	10% minimum	195 sq. ft.	>25%	>500 sq. ft.

Access and Circulation – Meets requirements with Conditions of Approval

- Clear and well-lit walkways at least 4 feet in width would connect the main building entrance to the adjacent public sidewalks and on-site parking. Because the drop-off/pick-up area would be located between the entrance and the street, walkways from the two adjacent street intersections would provide clear and direct connections to the entrance. For the new outpatient facility, 1,800 visitors a day are expected. To ensure that the walkways can accommodate the anticipated high levels of pedestrian and drop-off traffic (70 percent of all visitors are expected to use the main entrance), staff is recommending that the walkway be at least 8 feet in width and is continuously clear and unobstructed. As proposed, portions of the walkway are narrower where bollards and the canopy columns are shown.
- An existing transit shelter is located on Chicago Avenue. No changes are proposed to the shelter.
- Vehicular access and circulation is designed to minimize conflicts with pedestrians and surrounding residential uses. Vehicle access would not be located next to the adjacent residential property. The access to the below-grade parking would be located on Park Avenue, a one-way street. All circulation for the below-grade parking area is designed to occur on-site. Two curb cuts would be located on 8th Street to provide access to the drop-off/pick-up area. Circulation for the drop-off area would be one-way. The applicant has worked with Public Works and Planning staff to minimize the width of the curb cuts and the impact on the pedestrian realm.
- The public alley is proposed to be vacated and thus alley access is not proposed.
- Service vehicles will continue to utilize the centralized campus loading facility at the property of 626 10th Avenue South.
- To the extent practical, the site plan would minimize the use of impervious surfaces. Existing conditions are almost entirely impervious. Almost 18,000 square feet of the site would be landscaped, which is more than 47 percent of the net lot area. Other than the drop-off/pick-up area, no surface parking is proposed.

Landscaping and Screening – Meets requirements with Conditions of Approval

- Buildings containing more than 50,000 square feet of gross floor area in the downtown zoning districts are exempt from the general landscaping requirements. The drop-off/pick-up area is subject to the parking landscaping and screening requirements.
- A 7 to 20 foot wide landscaped yard would be provided and would be planted with trees and shrubs. However, the specific types of trees and shrubs are not identified. The final landscape plan will need to identify the type of plants proposed to ensure that the screening requirements will be met and that sufficient canopy cover will be provided.
- Areas not occupied by the building, parking area, walkways, and the patio cafe, would be covered with landscaping including trees, shrubs, perennials and rock mulch. The rock mulch would be located next the public sidewalks on 8th Street and Chicago Avenue. Rock mulch has proven problematic in the past when it migrates to the public right-of-way. Staff is recommending that the planning commission not allow rock mulch to be used.
- The landscape plan indicates that the landscape materials would comply with the installation and maintenance requirements.

Additional Standards – Meets requirements

- The drop-off/pick-up area and driveways would be designed with continuous concrete curbing to direct stormwater runoff to below-grade stormwater retention tanks.

- The proposed building would not impede views of important elements of the city, and would be located and arranged to minimize shadowing on public spaces and adjacent properties and to minimize the generation of wind currents at the ground level.
- The development includes environmental design elements to prevent crime. An abundant amount of windows that will promote natural observation and allow views into and out of the building at eye level would be provided on all sides of the building. A complete lighting plan has not been submitted as part of the application. A photometric plan will also need to be provided as part of the final plans. Landscaping, walkways and fencing would be used to distinguish between public and private spaces and to guide pedestrian movement through the site.
- Part of the site is located in the South 9th Street Historic District. No buildings exist on those parcels within the district. The existing structures on the site will be demolished in order to construct the new building. The buildings are not locally designated historic structures or potential historic resources.

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

The proposed use is *conditional* in the B4N District.

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

- For a hospital, the maximum vehicle parking requirement and the minimum bicycle parking requirement is based on a study for the entire institution through the conditional use permit (CUP). Please see the CUP findings above for additional analysis. In the proposed below-grade parking, a total of 221 vehicle spaces are proposed. Additional short-term parking would be available in the drop-off/pick-up area adjacent to the main entrance. Accessible parking must be provided as required by the Minnesota State Building Code. In order to utilize the existing central loading facility for the hospital campus, the applicant is requesting a variance for the minimum on-site loading requirement.

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

	Minimum Vehicle Parking	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
Hospital	None	--	0	As approved by CUP	221 enclosed

Table 3. Bicycle Parking and Loading Requirements (Chapter 54I)

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed	Loading Requirement	Proposed
Hospital	As approved by CUP	--	Not less than 50%	19 short-term on-site	Medium (3 large)	0 on-site

Building Bulk and Height – Meets requirements

Table 4. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	102,840 sq. ft.
Gross Floor Area (GFA)	--	379,920 sq. ft.
Minimum Floor Area Ratio (GFA/Lot Area)	2.0	3.69
Maximum Floor Area Ratio (GFA/Lot Area)	None	
Maximum Building Height	10 stories or 140 feet, whichever is less	7 stories, 112 ft.

Lot Requirements – Not applicable

Yard Requirements – Not applicable

Signs – Not applicable

- Signs are subject to Chapter 543 of the Zoning Code. All new signs are required to meet the requirements in Chapter 543.
- No signage is proposed at this time.

Refuse Screening – Meets requirements

- Refuse storage containers are required to be enclosed on all four sides by screening compatible with the principal structure not less than two 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. Refuse storage containers will be stored in the building and then brought to the existing central loading facility for the hospital campus where pick-up will occur.

Screening of Mechanical Equipment – Meets requirements with Conditions of Approval

- All mechanical equipment is required to be arranged so as to minimize visual impact by using screening and must comply with Chapter 535 and district requirements. Electrical switchgear will be located at the corner of Park Avenue and 8th Street. A four foot tall screen wall is proposed to screen the boxes from 8th Street. Additional screening may be needed to screen the boxes from Park Avenue. Rooftop mechanical equipment is also proposed and will be fully enclosed and screened in the penthouse level.

Lighting – Lighting plan required

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

Specific Development Standards – Meets requirements

- All new hospitals and expansions of existing hospitals must submit a master development plan that describes proposed physical development for a period of 5 years and a period from 5 to 10 years and must include a description of proposed development phases and plans, including development

priorities, the probable sequence for proposed development, estimated dates of construction, and anticipated interim use of property waiting to be developed. The master development plan is attached to this report for reference.

DP Downtown Parking Overlay District Standards – Requires conditional use permit

- The proposed development includes an accessory parking lot with approximately 10 spaces. A conditional use permit is required.

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

The Minneapolis Plan for Sustainable Growth identifies the site as mixed use on the future land use map. With the adoption of the staff recommendation, the proposed development would be consistent with the following principles and policies outlined in the comprehensive plan:

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

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

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

- 1.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.

Heritage Preservation Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.

- 8.1.2 Require new construction in historic districts to be compatible with the historic fabric.

Urban Design Policy 10.2: Integrate pedestrian scale design features into Downtown site and building designs and infrastructure improvements.

- 10.2.1 The ground floor of buildings should be occupied by active uses with direct connections to the sidewalk.
- 10.2.2 The street level of buildings should have windows to allow for clear views into and out of the building.
- 10.2.3 Ensure that buildings incorporate design elements that eliminate long stretches of blank, inactive building walls such as windows, green walls, architectural details, and murals.
- 10.2.4 Integrate components in building designs that offer protection to pedestrians, such as awnings and canopies, as a means to encourage pedestrian activity along the street.
- 10.2.5 Locate access to and egress from parking ramps mid-block and at right angles to minimize disruptions to pedestrian flow at the street level.
- 10.2.6 Arrange buildings within a site in order to minimize the generation of wind currents at ground level.

- 10.2.7 Locate buildings so that shadowing on public spaces and adjacent properties is minimized.
- 10.2.8 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

Urban Design Policy 10.3: Use skyways to connect buildings Downtown.

- 10.3.1 Provide maximum transparency of skyway walls in order to provide views to the outside that help users orient themselves.
- 10.3.6 Limit skyway expansion to the downtown core and at other key sites with high-intensity uses in order to minimize low-usage skyways and maximize street-level pedestrian activity in growing downtown neighborhoods and historic areas.

Urban Design Policy 10.13: Work with institutional and public partners to assure that the scale and form of new development or expansion will occur in a manner most compatible with the surrounding area.

- 10.13.1 Concentrate the greatest density and height in the interior of institutional campuses with stepped-down building design as it transitions to the neighborhood.
- 10.13.2 Develop building forms on the edges of institutional property which are most reflective of neighboring properties as the preferred option, while recognizing that in certain circumstances greater bulk and density may be preferable to expansion beyond existing campus boundaries.
- 10.13.3 Encourage institutional uses and public buildings and facilities to incorporate architectural and site design that is reflective of their civic importance and that identifies their role as focal points for the community.
- 10.13.4 Promote active uses at the ground floor level.

Urban Design Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.

- 10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.
- 10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.
- 10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.
- 10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

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.
- 10.18.4 Provide walkways within parking lots in order to guide pedestrians through the site.
- 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.

Urban Design Policy 10.19: Landscaping is encouraged in order to complement the scale of the site and its surroundings, enhance the built environment, create and define public and private spaces, buffer and screen, incorporate crime prevention principles, and provide shade, aesthetic appeal, and environmental benefits.

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

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

The subject site is located within the boundaries of two small area plans, the Downtown East/North Loop Master Plan and the Elliot Park Neighborhood Master Plan. With the adoption of the staff recommendation, the site plan will be consistent with the applicable policies of the small area plan.

In the Downtown East/North Loop Master Plan, the site is location within the Elliot Park West Development Precinct. The future land use is identified as mixed use—residential with height limits of 5 to 13 floors on the half of the block closest to HCMC and 1 to 4 floors on the remainder of the block. The plan also supports at-grade retail at the corner of 9th Street and Chicago Avenue. The plan calls for the creation of a retail node at this intersection. However, the existing uses (two medium-density residential properties and a 7-story parking ramp) on 3 of the 5 corners make the implementation of this goal unlikely. The applicant is proposing to locate a café on the ground floor with an outdoor patio adjacent to Chicago Avenue and 8th Street as a nod to a retail presence on Chicago Avenue.

In the Elliot Park Neighborhood Master Plan, the site is located in both the Downtown District and the Central Core District. Medium to large scale development is supported at this location with building heights stepping down to the neighborhood scale. The following guidelines also apply to this development:

- Explore additional opportunities for neighborhood green, pocket parks and community garden space.
- Develop streetscape improvements along Portland, Park and Chicago Avenues.
- Increased use of below grade and structured parking.
- Elimination of surface parking.

5. Alternative compliance.

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

- **Building Placement.** The first floor of the building would face four streets. Alternative compliance is requested to allow the first floor of the building to be set back more than 8 feet from 8th Street, Chicago Avenue and 9th Street.
 - *8th Street:* The placement of the first floor building wall from 8th Street would vary from 15 feet to 65 feet. The drop-off/pick-up area would be located between the building and 8th Street. Landscaping and a café patio are proposed in the remaining areas between the building and the street. As described in more detail in the applicant's narrative, the drop-off is needed to accommodate the various modes of transportation and a high volume of patients arriving at/leaving the building. Because the building needs to occupy most of the development site, there are no alternatives to locate the drop-off/pick-up area that wouldn't be between the building and the street. Because of these circumstances the building needs to be set back further than 8 feet from the street. For these reasons, staff is recommending that the Planning Commission grant alternative compliance.
 - *Chicago Avenue:* The placement of the first floor building wall from Chicago Avenue would be 17 feet. Landscaping would be provided between the building and the street. Also, the tunnel would be located in a portion of the area under the area between the building and the street. The tunnel connection to the existing campus is needed for staff, supplies and utilities. To be able to work around utilities in 8th Street, the tunnel needs to be at a certain height and cannot be sunk further. The tunnel roof does allow for landscaping to be planted above. In this case, a larger setback allows for more landscaping adjacent to the public sidewalk to prevent a canyon effect with two large scale buildings flanking Chicago Avenue, a commercial corridor. A 3 to 7-level parking ramp with no active ground floor uses is located across the street. For these reasons, staff is recommending that the Planning Commission grant alternative compliance.
 - *9th Street:* The placement of the first floor building wall from 9th Street would be 0 to 26 feet. Most of the first floor wall would be set back 0 feet. Where the first floor wall would be inset, landscaping would be provided. In addition to stepping down the building height, the variation in the building setback allows for another way to transition the scale of a large nonresidential building to the scale of the surrounding residential neighborhood. For these reasons, staff is recommending that the Planning Commission grant alternative compliance.
- **Windows.** Windows exceeding the minimum requirements would be provided on each floor of the building facing an adjacent street or parking area, with the exception of the seventh floor penthouse level facing Chicago Avenue and 8th Street. Alternative compliance is requested. The seventh floor would be occupied entirely by a mechanical penthouse. Providing windows on this level would provide no natural surveillance and would make the mechanical equipment visible from the surrounding area. In lieu of meeting the window requirements, the applicant is proposing to add recessed and projecting architectural elements. The north elevation is also recessed from the lower levels further reducing its visibility. Because providing the windows would be impractical, staff is recommending that the Planning Commission grant alternative compliance.

VACATION

RESPONSES FROM UTILITIES AND AFFECTED PROPERTY OWNERS. An easement was requested by Xcel Energy. CenturyLink has requested that the vacation be denied because the applicant has not yet relocated their facilities. Minneapolis Public Works has reviewed the vacation petition, but has not provided a recommendation letter. The Traffic Division has identified that a signal source of power (SOP) needs to be relocated. The applicant is working with Public Works and Xcel to find a new location and resolve other relocation requirements.

FINDINGS. If facilities have not yet been relocated by an applicant prior to a vacation being approved, it is typical for the City to include easements as part of the vacation resolution. Provided SOP relocation issues are resolved, the Department of Public Works has indicated, and the Department of Community Planning and Economic Development concurs, that the area proposed for vacation is not needed for any public purpose, and it is not part of a public transportation corridor, and that they can be vacated if any easements requested above are granted by the petitioner.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Hennepin Healthcare System for the properties located at 801-829 Park Ave, 715-721 8th St S, and 816 Chicago Ave:

A. Conditional Use Permit for an expansion of a hospital.

Recommended motion: **Approve** the application for a conditional use permit to allow an expansion of a hospital, 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.

B. Conditional Use Permit to allow surface parking in the DP Overlay District.

Recommended motion: **Approve** the application for a conditional use permit to allow surface parking (drop-off/pick-up area) in the DP Downtown Parking Overlay District, 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. Variance of the minimum loading requirement.

Recommended motion: **Approve** the application for a variance to reduce the minimum off-street loading requirement from 3 spaces to 0 spaces.

D. Site Plan Review for a new 7-story building.

Recommended motion: **Approve** the application for a site plan review application to allow a 7-story building, subject to the following conditions:

1. A clear and unobstructed walkway of at least 8 feet in width shall be provided continuously between the public sidewalk and the main building entrance.
2. Landscaping and screening shall be provided between the drop-off/pick-up area and 8th Street as required by section 530.170 of the zoning code.
3. Landscaped areas not covered with turf grass, native grasses or other perennial flowering plants, vines, mulch, shrubs, trees or edible landscaping shall be covered with wood mulch. Rock mulch shall not be used.

4. All mechanical equipment shall be screened as required by section 535.70 of the zoning code.
5. Department of Community Planning and Economic Development staff review and approval of the final building elevations, floor, site, lighting and landscape plans.
6. Site improvements required by Chapter 530 or by the City Planning Commission shall be completed by August 17, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.

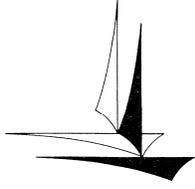
E. Vacation of a public alley.

Recommended motion: **Approve** the vacation of the public alley located on the block bound by 8th Street South, Chicago Avenue South, 9th Street South and Park Avenue South, subject to the following condition:

1. Easements shall be reserved for Xcel Energy and Century Link.

ATTACHMENTS

1. PDR report
2. Written description and findings submitted by applicant
3. Zoning map
4. Vacation maps
5. Aerial
6. Photos
7. Site survey
8. Floor plans
9. Building elevations
10. Shadow study
11. Site plan
12. Civil drawings
13. Landscape plan
14. Renderings
15. Travel demand management plan approved copy
16. Materials board
17. Public comments



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 *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001325
Applicant:	HENNEPIN COUNTY MEDICAL CENTER 701 PARK ABE MINNEAPOLIS, MN 55415
Site Address:	829 PARK AVE 821 PARK AVE 811 PARK AVE 801 PARK AVE 715 8TH ST S 721 8TH ST S 816 CHICAGO AVE
Date Submitted:	17-JUN-2015
Date Reviewed:	24-JUN-2015

Purpose

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

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

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

Project Scope

A new 7 story ambulatory outpatient clinic and surgery center for Hennepin County Medical Center with 2 levels of underground parking.

***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.

Review Findings (by Discipline)

□ Historical Preservation Committee

- Unless determined otherwise, a certificate of appropriateness application is required for the alterations proposed within the historic district.
- Upon submittal of the COA application, additional information may be requested.
- The HPC may require addition changes to the plans.

□ Business Licensing

- Continue to work with Matthew D. James (612) 673-2547 concerning a Food Plan Review, SAC determination and any Business License application submittal that may 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 HCMC Ambulatory Outpatient Specialty Center building will be 715 8th Street S. 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.
 - The last two digits of the suite sequence number will designate the unique ID for the unit (condo, suite, unit, or apartment).
 - 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.
 - Please provide each condo, suite, unit or apartment number.

□ 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.
- There is also an administration fee that is 5% of the calculated park dedication fee.
- As proposed, for your PROJECT, the calculated dedication fee is as follows:
 - Park Dedication Fee Calculation =
 - Non-Residential Commercial Space = \$141,325
 - 5% of \$141,325 (Administration Fee, \$1000 max) = \$ 1,000
 - Total Park Dedication Fee: = \$142,325
- 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 regarding dedicated park land in lieu of the Park Dedication Fee please contact Adam Arvidson at the Minneapolis Parks and Recreation Board (aarvidson@minneapolisparks.org , 612-230-6470).

□ Zoning - Planning

- The following required applications have been identified: Conditional use permit to allow the expansion of a hospital; Conditional use permit to allow a surface parking lot in the DP Downtown Parking Overlay District; Variance to reduce the minimum off-site loading requirement to allow loading to occur in the central loading area for HCMC; Variance to increase the maximum driveway width from 35 feet to 37 feet; Variance to increase the maximum number of freestanding signs allowed from 1 to 4; Variance to increase the maximum area and height of wall signs; Variance to allow pole signs; Site plan review; Vacation of the public alley; and Travel demand management plan.
- Upon submittal of the land use application, additional information may be requested or additional required applications identified.
- The CPC may require addition changes to the plans.

□ 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.
- An encroachment permit shall be required for all skyways and tunnels. Proposed skyways require review and approval by the Minneapolis Skyway Advisory Committee, for further information go to:
- http://www.ci.minneapolis.mn.us/boards/other/boards-and-commissions_downtownskywayadvisorycommittee.
- 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 Project limits fall within the boundaries of the Downtown Improvement District (DID). Any improvements, modifications, and alterations to the streetscape are subject to the review and approval of the DID. Please contact Ben Shardlow at (612) 656-3830 for further information.

□ Street Design

- 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

- ADA compliant pedestrian ramps are required at each proposed crosswalk. Construct two (2) ADA compliant pedestrian ramps at each proposed location. Include the appropriate details and standard plans 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 Allan Klugman at (612) 673-2743 to discuss the requirements of a Travel Demand Management Plan (TDMP).
- Street lighting will be required as part of this Project; please contact Bill Prince at (612) 673-3901 regarding existing and proposed street lighting, and the requirements for a "street lighting plan". All street lighting (existing and proposed) shall be shown clearly on the site plan.
- 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 loading, parking or sanitation pick up for a private development shall occur on private property. Please provide a narrative explaining the deliveries and trash removal operations and show turning maneuvers for all truck type vehicles that will be using the loading dock/parking entrance areas. 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.
- The proposed 24' wide access point and double drive lane seems excessive for a dropped off area. Please revise the drop off area with a single lane and a 16' wide access point.
- The exit to the drop off bay should have enough room for one vehicle only and placement of the vehicle should be perpendicular to the sidewalk (not angled). The maximum width for one exiting vehicle should be 16'.
- The entrance and exit of the drop-off area should be aligned with the driveways on the other side of 8th St S for flow between the two facilities.
- The proposed skyway would likely create shadows on the pedestrians below. Adding a vehicle exit point to a location where a shadow is located is not advised as the drivers may have difficulty seeing the pedestrians. Please consider this in any redesign of the exit location.
- Note to the Applicant: Please add the following notes to the site plan:
 - Please contact Bill Prince at (612) 673-3901 regarding existing and proposed street lighting. All street lighting (existing and proposed) shall be shown clearly on the site plan.
 - Street lighting installed as part of the Project shall be inspected by the City. Contractors shall arrange for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information. Any lighting installations not meeting City specifications will be required to be reinstalled at Owner expense.
 - An obstruction permit is required anytime construction work is performed in the Public right-of-way. Please contact Scott Kramer at (612) 673-2383 regarding details of sidewalk and lane closures. Log on to <http://minneapolis.mn.roway.net/> for a permit.
 - Contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/temporary relocation of any City of Minneapolis signal system

□ Water

- The location of the meter shall be at the point of entry of the water service pipe into the building.

□ Sewer Design

- Groundwater: Please identify the lowest floor elevation on the grading plan and provide a copy of any geotechnical reports for the site. It must be adequately demonstrated that pumping of groundwater will not be necessary in order to keep the below grade areas dry.
- Stormwater Management: The water quality requirement identified in the Stormwater Management Plan that one inch of runoff from the new impervious surfaces created by the project be retained on site is no a City of Minneapolis requirement. Please clarify this in the document for clarity.
- In the narrative to the Stormwater Management Plan please describe how the site is meeting the water quality, 70% TSS removal requirement. Please also provide supporting documentation or modeling demonstrating compliance with the requirement.
- Please identify the location of any proposed foundation or drain tile connections or discharges.

- Where the underground portion of the structure is located beneath planting areas, the area should not be considered pervious for purposes of the stormwater modeling as the underlying structure will prevent infiltration. Please appropriately account for this the stormwater modeling.
- It appears that the underground stormwater treatment structures are modeled with 0.5' of stone located above the crown of the pipe. This should be identified in the plans or detail to ensure it is constructed that way. Similar comment for the stone below the pipe and end stone.
- The spacing of the perforated pipes in the underground stormwater treatment system as shown in the detail appears to differ from that shown in the plan view. Please revise to match and update the modeling to reflect the proposed conditions.
- It appears there are two storm sewer roof drain stubs directed towards 9th St S. One bypasses the treatment structure. Please identify how these function and demonstrate compliance with the stormwater treatment requirements with the bypass.
- The invert of the outlet for the underground stormwater treatment system near 8th St S (INF2) is modeled as 836.69, while the plan indicates 836.49.
- Please provide a copy of any geotechnical reports for the site. In the absence of field measured infiltration rates, the design infiltration rates from the MN Stormwater Manual (http://stormwater.pca.state.mn.us/index.php/Design_infiltration_rates) should be used for the design of the infiltration practice.
- An operations and maintenance plan is required for the stormwater treatment devices. The O&M plan shall define the maintenance regimen, including type and interval of maintenance and party to conduct such maintenance. Please provide a copy of the O&M Plan.
- Utility Connections: It is preferred that the proposed sanitary sewer connection in 8th St S be made at the existing manhole downstream of the current proposed connection location. Please evaluate if this is feasible, if not please contact Jeremy Strehlo, (612) 673-3973, for further requirements for the proposed connection directly to the main.
- The proposed sanitary sewer service connection to the City main in 9th St S 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 proposed storm sewer service connection to the City main in 9th St S 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 proposed storm sewer service connection to the City main in Chicago Ave S is quite shallow. It should be evaluated if this pipe is within the pavement structure of the street. It also does not appear that private utilities have been identified within the right-of-way here. Typical downtown streets are quite congested within the right-of-way with private utilities, many of which are also shallow. It may be highly unlikely that the pipe will be able to be installed as shown. The potential utility conflicts should be further evaluated.
- Utility: Please continue to work with Jeremy Strehlo, (612) 673-3973, on the proposed reconstruction of the City sanitary sewer main in 8th St S. The City would prefer RCP not be used for the sanitary main. Other alternatives should be explored.
- 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 or Contact Karon Cappaert at(651) 602-1118 or karon.cappaert@metc.state.mn.us.
http://www.ci.minneapolis.mn.us/mdr/docs/sac_availability_charge.pdf.

❑ Fire Safety

- Provide required fire suppression system throughout building.
- Fire department connection must be located on the address side of building & within 150 feet of a fire hydrant.
- Provide required fire alarm system throughout building.
- Maintain fire apparatus access at all times.

❑ Environmental Health

- Various parcels in the block have had fuel oil, gasoline or waste oil tanks and have been involved in clean-up programs at the Minnesota Pollution Control Agency. The parcel currently addressed as 721 8th Street South was a gasoline service station from 1925-1958 when it was demolished. The condition of the soil when the tanks were removed was not identified. With this parcels condition being unknown and the removal of other underground storage tanks identifying impacted soils it is recommended that the project entry the MPCA Voluntary Investigation and clean-up program. If additional tanks are found during site work along with impacted soils permits and approval from Environmental Services will be required, see below for these and other permit requirements.
- If dewatering is required during site construction see below for city permit requirements. Subgrade structures should be designed to prevent infiltration of groundwater without the need for a permanent dewatering system being installed. If a continuously operating permanent dewatering system is needed it must be approved as part of the sanitary sewer and storm drain site plan approval prior to construction beginning.
- No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or during any hours on Saturdays, Sundays and state and federal holidays, except under permit. Contact Environmental Services at (612) 673-3867 for permit information.
- Permits and approval are required from Environmental Services for the following activities: Temporary storage of impacted soils on site prior to disposal or reuse; Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water, underground or aboveground tank installation or removal, well construction or sealing. Contact Tom Frame at (612) 673-5807 for permit applications and approvals.
- 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

Project Narrative

Project Description

The new ambulatory clinic facility for Hennepin County Medical Center (HCMC) will fulfill the visioning statement and be "A new window of caring and hope embracing our diverse cultures and communities. A place of extraordinary care...delivered with the view of innovation, compassion and understanding."

The Project consists of construction of a Medical Office Building on a site south of the current HCMC hospital in downtown Minneapolis, Minnesota. The construction site is described as the Smith Block, bordered by South 8th Street to the northeast, Park Avenue South to the southeast, 9th Street South to the southwest, and Chicago Avenue South to the northwest. The site occupies the entire city block with the exception of the multi story residential building along 9th Street South.

The proposed Ambulatory Outpatient Specialty Center (AOSC) will have an east/west wing along 8th Street of 6 levels and a north/south wing along Chicago Avenue of 3 levels all of which contains an Outpatient Surgery Center and Medical Clinics with two levels of below-grade parking for approximately 260 cars and a mechanical penthouse on the seventh level. 221

A skyway will span over 8th St. connecting to the HCMC Red Building of the existing campus.

A tunnel connection for staff, supplies and utilities will be located below grade crossing 8th Street connecting to the HCMC Orange Building of the existing campus. This tunnel will provide service to the new AOSC via the current tunnel system connected to the existing HCMC Loading Facility at 6th Street and Bud Grant Way. The tunnel will also be used for inpatient access from the Hospital to the AOSC Cancer Clinic.

Project Size

Building footprint:	66,000 GSF
Building size consists of the following:	
6 Levels of Ambulatory Care Facilities	340,000 GSF
1 Level Mechanical Penthouse	<u>27,000 GSF</u>
Subtotal	367,000 GSF
2 Levels of Underground Parking	130,000 GSF
1 Lower Level Service Tunnel	3,000 GSF
1 Level 2 Skyway	3,000 GSF

Project Organization

Lower Level 2	Parking
Lower Level 1	Parking Service Tunnel
Level 1	Public Entry/Lobby Cafe' Pharmacy Child Drop-Off Conference Family Resource Clinics Radiology
Level 2	Clinics Education/Conference Skyway
Levels 3-5	Clinics Education/Conference
Level 6	Ambulatory Surgery Gastroenterology Lab Sterile Processing
Level 7	Penthouse (Mech/Elec)

HCMC Ambulatory Care Clinic

Responses to required findings

- Conditional Use Permit permitting hospital expansion – The City’s zoning ordinance permits hospitals within the B4N zoning district. As noted in the project narrative, the proposal of HCMC is seeking to establish an ambulatory outpatient clinic and surgery center. This facility will bring a number of clinic and patient functions within one facility and will advance a state of the art, leading facility in the provision of medical care. However, any expansions are subject to a conditional use permit. We would comment on the specific conditions of the City in considering a conditional use permit:
 - Will not be determinant to or endanger the public health, safety, comfort and general welfare – The proposal of HCMC has been carefully planned and designed by a diverse set of professionals. The plans that have been reviewed and advanced with the feedback of CPED and Elliot Park and others. This feedback has ensured that the project meets the considerations of this bullet. In all instances, we are of the opinion that the HCMC proposal will be a fitting development and positive addition to the City and the Elliot Park neighborhood.
 - Will not be injurious to the ... normal and orderly development of the surrounding area – HCMC has spent over a year engaged with CPED, adjacent land owners and the community. Each of these discussions has supported the development of the 8th/ Chicago/9th/Park block. We have involved the owner of the existing apartment building on 9th and have addressed concerns about the adjacent development. Over the past year, we have met with the community over a dozen times to discuss plans, seek feedback and refine plans. As noted, Elliot Park Neighborhood on June 18th recommended the adoption of a resolution supporting the HCMC development as proposed in this application. From our extensive consultations, HCMC has not been made aware of any concerns either with City staff or community about the appropriateness of the proposed development.
 - Adequate services provided – The design of the development will ensure that all utilities etc... are provided. The application material describes how these requirements are met. Further, the preliminary development review and ongoing interaction with staff ensure that these are being met. Also, members of our development team are meeting with private utility companies and public works staff on the provisions of these measures and meeting of requirements.
 - Adequate measures will be provided to minimize the congestion in the public streets – This is addressed in detail within the TDMP.
 - Consistent with the policies of the “Comprehensive Plan” – through a review of the plan and discussions with CPED staff we have not identified nor have been advised of any incompatibilities with the policies of the “Comprehensive Plan”. In fact, the redevelopment of surface parking lots and the bringing of new services and development to this area of the city are strongly supported.
 - Conforming to zoning district regulations – Other than what is specifically requested in this application the development proposal meets all requirements of the City.

- Conditional use permit permitting the establishment of a surface parking lot in the Downtown Parking Overlay District
 - The development proposal seeks to establish a one way driveway off of 8th Street.
 - This facility will not be a surface parking area as defined in the city's zoning ordinance but rather will be a drop off for patients visiting the clinic. It provides a measure of convenience for those individuals who have mobility challenges and who are delivered to the clinic by means other than private vehicular transportation.
 - Parking will not be permitted and the driveway will be actively managed by HCMC operations and security personnel.
 - In looking over the six findings of the city, we are of the opinion that the proposal positively meets each and no issues exist. The development team will continue to refine the driveway design in consultation with city staff.
 - The drop-off area contains 3 lanes because:
 - The AOSC is a consolidation of existing clinics throughout the HCMC Campus. The existing clinics currently have three drop-off points, one at each of the Red, Purple and Blue Buildings. These account for approximately 18 drop-off spots serving the existing clinics that will be relocated to the new AOSC. This volume of drop-off traffic will need to be accommodated at the new AOSC.
 - There are a variety of patient/visitor types which will be accessing the new AOSC and their method of transportation also varies. Ambulatory patients arrive via personal automobile, public transportation (taxis, medivans and Metro Mobility). Less ambulatory patients also arriving will require more loading/unloading time. Valet parking will also require loading and unloading time. While some patient/visitors will arrive and use the underground parking, the majority of these patient/visitor types will need access to the access drive/drop-off along 8th Street.
 - The TDMP indicates volumes could approach 1,800 patients/visitors per day. Assuming 50% will use public transportation or park in the ramp, the drop-off at 8th Street should accommodate approximately 90 visitors per hour, assuming a 10 hour day. With each arriving event taking approximately 10 minutes for loading or unloading the drop-off area would need 9 spots.
 - The three lane drop-off strategy is as follows:
 - Right lane for typical drop-off via private automobile or public transportation. This will accommodate approximately 6 vehicles at once.
 - A second lane for temporary drop-off when the first lane is fully occupied. This lane will accommodate approximately 4 vehicles at once.
 - A third bypass lane when the first two lanes are occupied or the second lane is blocked with a single vehicle dropping off. This bypass lane also allows vehicles which have finished the drop-off event to exit and bypass vehicles in the first two lanes.
 - Daily operational considerations will be overseen and addressed by HCMC security and parking personnel.
 - We believe that without three lanes the traffic flow will be impeded and congestion will back up onto 8th Street and possibly requiring drop-off to occur

along the curb at 8th Street. This is not the intent of the entry/drop off for the new AOSC.

- Variance to reduce the minimum off-site loading requirement to allow loading to occur in the central load facility of HCMC
 - The proposal is to provide loading and material handling and distribution from HCMC's existing, centralized campus loading facility. This will permit goods to be received, stored and distributed.
 - It also will function as the location where material leaving the clinic would be handled.
 - This centralizes all loading functions, focuses activities to an established location, does not introduce excessive deliver/loading functions into the neighborhood and takes advantage of existing hospital infrastructure (i.e. tunnel system and material handling infrastructure) for the distribution of materials.
 - In all cases, the requested variance provides an appropriate approach for loading, etc... - one that does not introduce impacts into the neighborhood, is reasonable in all respects and is supportive of the community character.

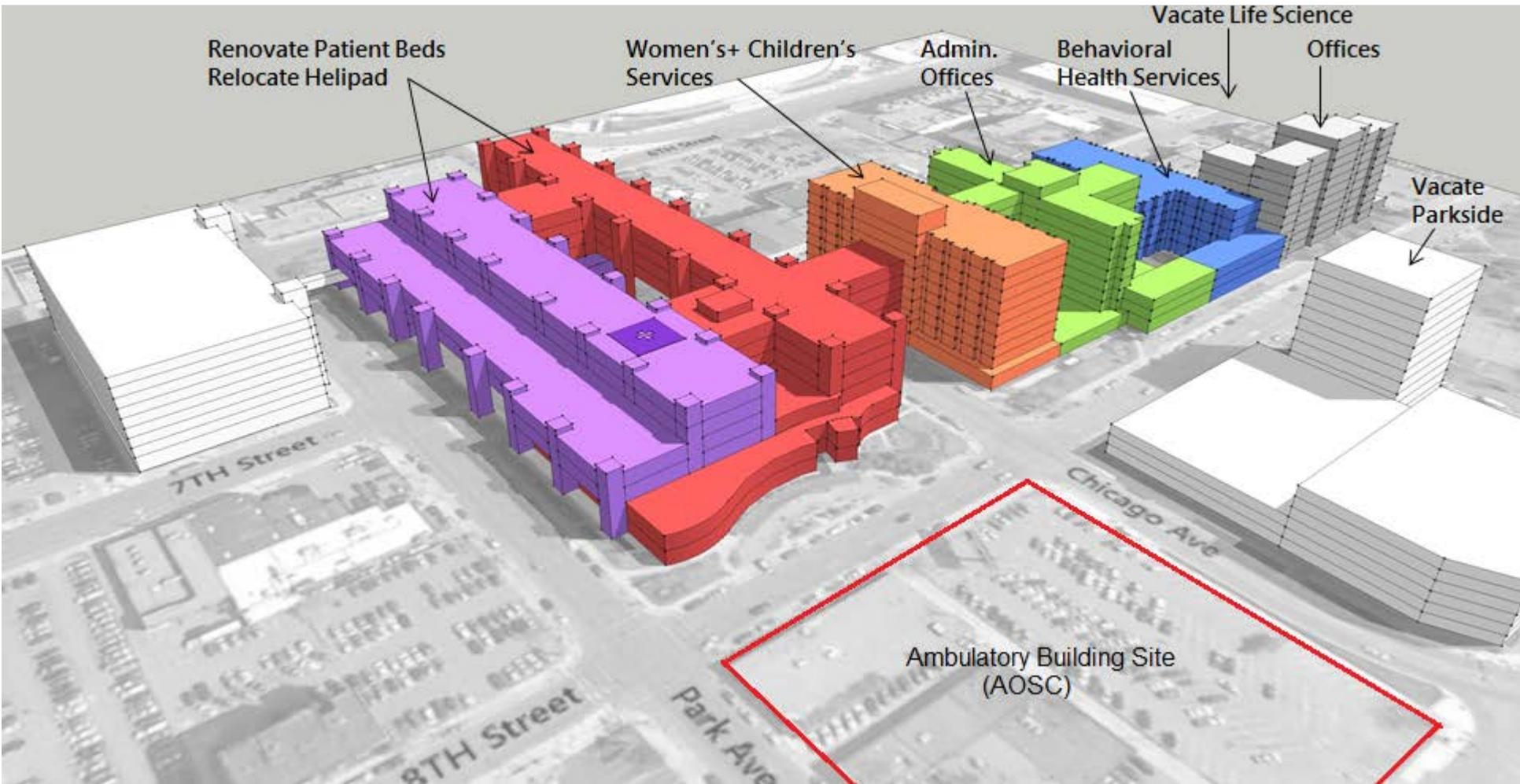
- **Master Development Plan.** The MDP describes proposed physical development for a period of 5 years and a period from 5 to 10 years which includes development phases and plans, development priorities, sequence of development, estimated dates of construction and interim use of property waiting to be developed.
 - HCMC does not have a Master Facility Plan in place at the present time. HCMC does have a strategic vision detailing planned activities over the next several year. This is referred internally as the HCMC B1 Plan. Please refer to plan attached to this letter.
 - The B1 plan covers campus planning, development and renovations over the next 7-10 years - present to 2023.
 - The first phase of the B1 plan envisions the construction of an Ambulatory building (the site subject to HCMC's current applications). This facility is scheduled to begin receiving patients in December 2017. This building consolidates the majority of the HCMC outpatient clinics, an outpatient imaging center, ambulatory surgery services and a comprehensive cancer center. Several outpatient clinics will remain on the main campus. These include: transplant clinic, adult psych, positive care, addiction medicine and comprehensive care.
 - With the completion of the Ambulatory building in 2017; the second planning phase will take place. This involves the remodeling of areas vacated by

outpatient clinics being moved to the Ambulatory building and includes: the consolidate inpatient beds (taking semi private rooms and converting them to private rooms), bringing HCMC functions currently in leased space adjacent to campus (Parkside, Life Sciences Building, Canadian Pacific Building and 811 Park – 97,486sf) within the campus, and the renovations to modernize inadequate and inefficient office space and administrative areas. The planning and construction/renovations will be accomplished over a two year period and be ready in 2020.

- Subsequent planning and remodeling call for the relocation of the laboratory services, consolidating inpatient surgical services and renovate the mental health services located in the Blue Building. Remodeling and relocation will take place with the current physical structure of the campus.
- A summary of the phases are:
 - Phase 1 – Ambulatory Outpatient Specialty Center
 - Phase 2 – Inpatient Bed consolidation
 - Phase 3 – Surgery expansion & consolidation/sterile processing relocation
 - Phase 4 – Blue Building – Psych renovation/Lab relocation
- At this point in time there are no plans for any development outside the current campus. HCMC over its planning period will be considering options. Beyond what is detailed here HCMC undoubtedly will continue to advance renovations on the inside of its current campus to respond to patient and operation needs and to remain competitive with the ever changing health care environment.

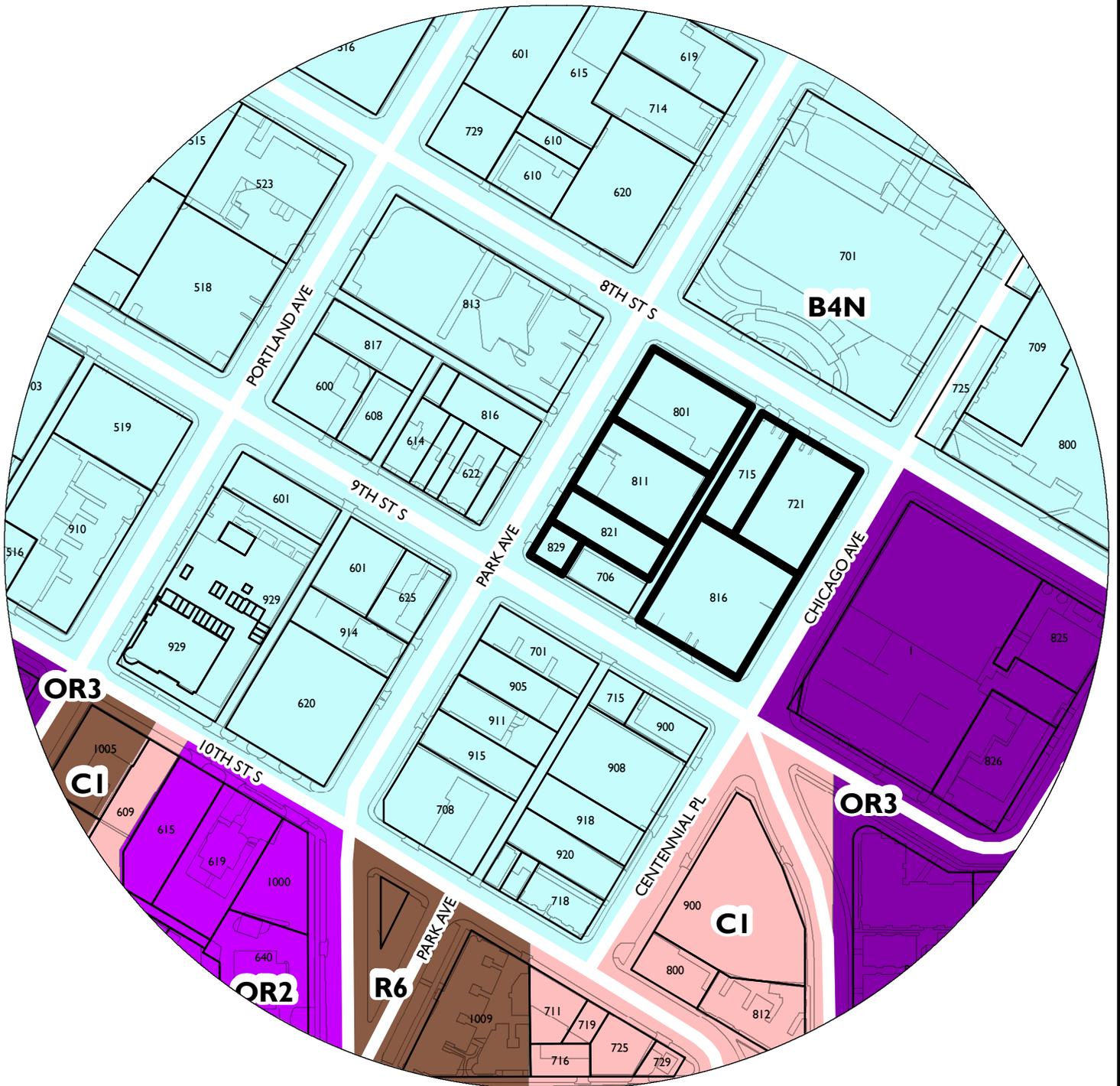
JMN/jmn

HCMC B1 Master Campus Plan



NAME OF APPLICANT

WARD

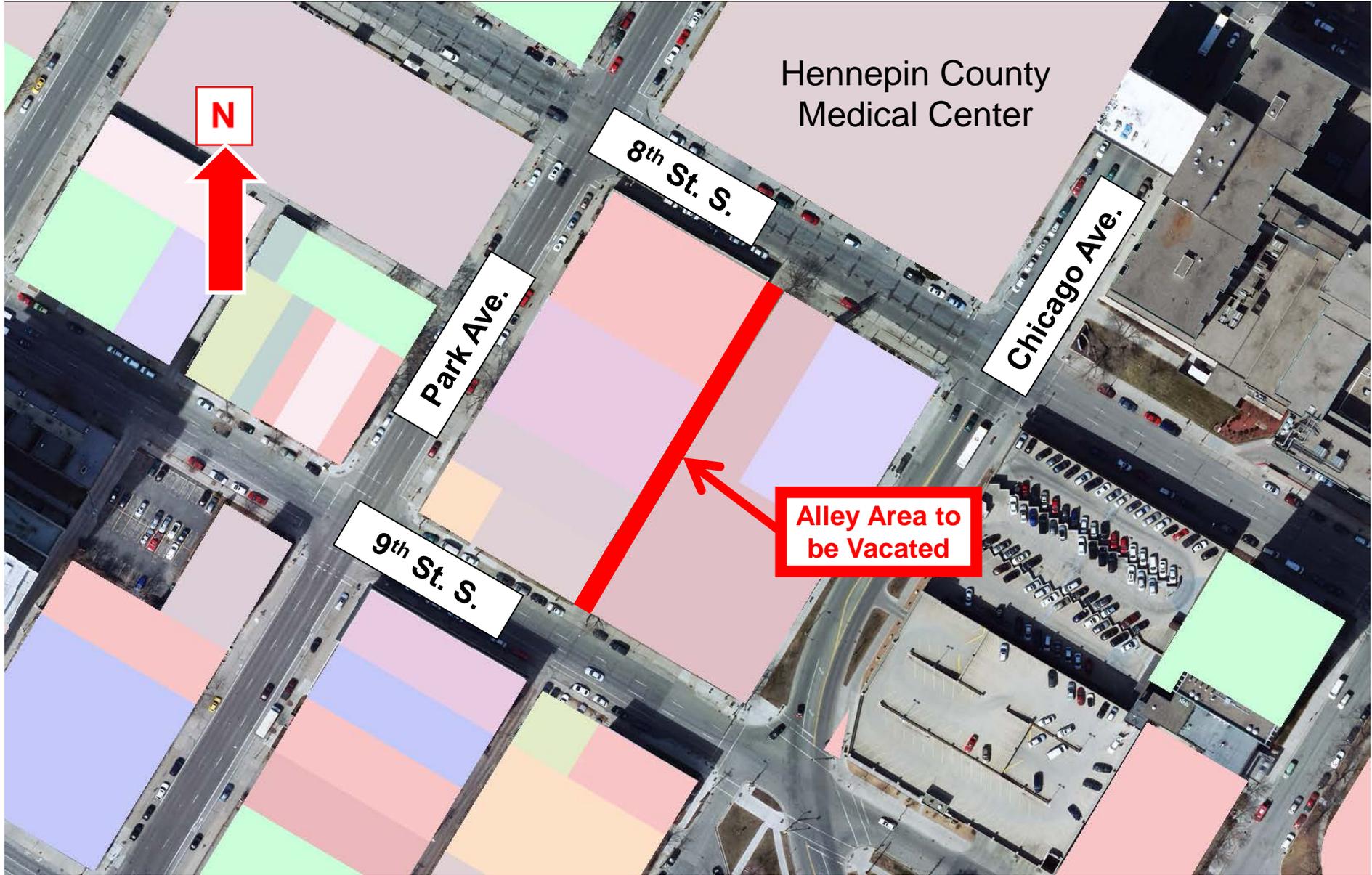


PROPERTY ADDRESS

801-829 Park Ave, 715-721 8th St S, and 816 Chicago Ave

FILE NUMBER

BZZ-7277



Hennepin County
Medical Center

8th St. S.

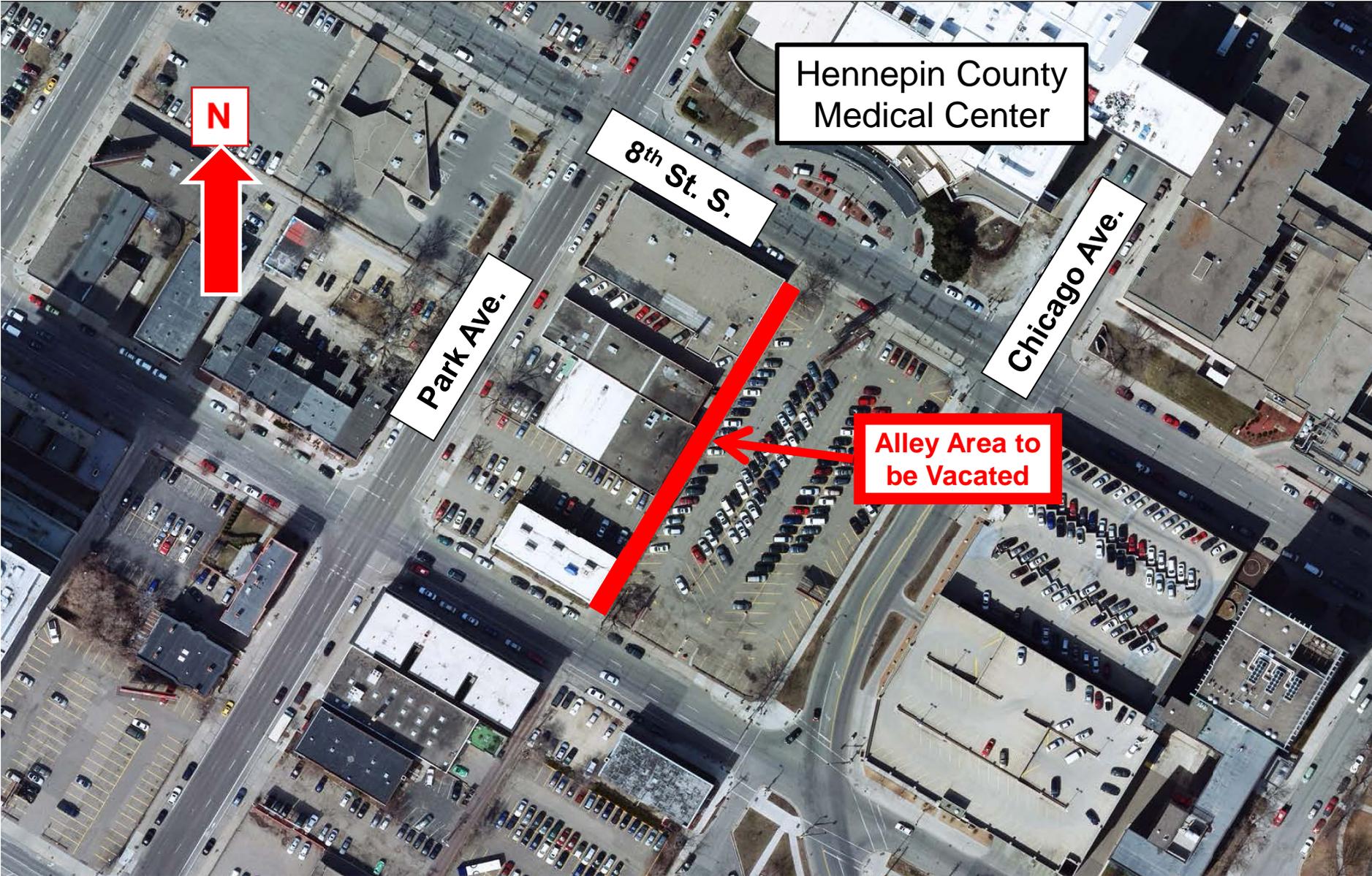
Park Ave.

Chicago Ave.

9th St. S.

Alley Area to
be Vacated

N



N

Hennepin County
Medical Center

8th St. S.

Park Ave.

Chicago Ave.

Alley Area to
be Vacated

LAND USE SUBMITTAL

JULY 1, 2015



Hennepin County Medical Center

Ambulatory Outpatient Specialty Center

8th Street South
Minneapolis, MN 55404

PROJECT DIRECTORY

OWNER

HCMC
701 PARK AVENUE
P.O. BOX 730
MINNEAPOLIS, MN 55415
T: 612.873.2659

ARCHITECT

BWBR
380 ST. PETER STREET
SUITE 400
SAINT PAUL, MN 55102
T: 651.222.3701
F: 651.222.8961

CONSTRUCTION MANAGER

M. A. MORTENSON
701 MEDCOW LANE NORTH
P.O. BOX 710
MINNEAPOLIS, MN 55440-0710
T: 763.424.5505
F: 763.424.5822

LANDSCAPE ARCHITECT

LOUCKS ASSOCIATES
7200 HEMLOCK LANE
SUITE 300
MAPLE GROVE, MN 55633
T: 763.424.5505
F: 763.424.5822

CIVIL ENGINEER

LOUCKS ASSOCIATES
7200 HEMLOCK LANE
SUITE 300
MAPLE GROVE, MN 55633
T: 763.424.5505
F: 763.424.5822

MECHANICAL / ELECTRICAL ENGINEER

DUNHAM ASSOCIATES INC
50 SOUTH SIXTH STREET
SUITE 1100
MINNEAPOLIS, MN 55402
T: 612.465.7550
F: 612.465.7551

STRUCTURAL ENGINEER

ERICKSEN ROED & ASSOCIATES
3500 UNIVERSITY AVENUE, WEST
SUITE 201-S
ST. PAUL, MN 55114
T: 651.251.7570
F: 651.521.7578

Project Description

The new ambulatory clinic facility for Hennepin County Medical Center (HCMC) will fulfill the visioning statement and be "A new window of caring and hope embracing our diverse cultures and communities. A place of extraordinary care...delivered with the view of innovation, compassion and understanding."

The Project consists of construction of a Medical Office Building on a site south of the current HCMC hospital in downtown Minneapolis, Minnesota. The construction site is described as the Smith Block, bordered by South 8th Street to the northeast, Park Avenue South to the southeast, 9th Street South to the southwest, and Chicago Avenue South to the northwest. The site occupies the entire city block with the exception of the multi-story residential building along 9th Street South.

The proposed Ambulatory Outpatient Specialty Center (AOSC) will have an east/west wing along 8th Street of 6 levels and a north/south wing along Chicago Avenue of 3 levels all of which contains an Outpatient Surgery Center and Medical Clinics with two levels of below-grade parking for approximately 260 cars and a mechanical penthouse on the seventh level.

A skyway will span over 8th St. connecting to the HCMC Red Building of the existing campus.

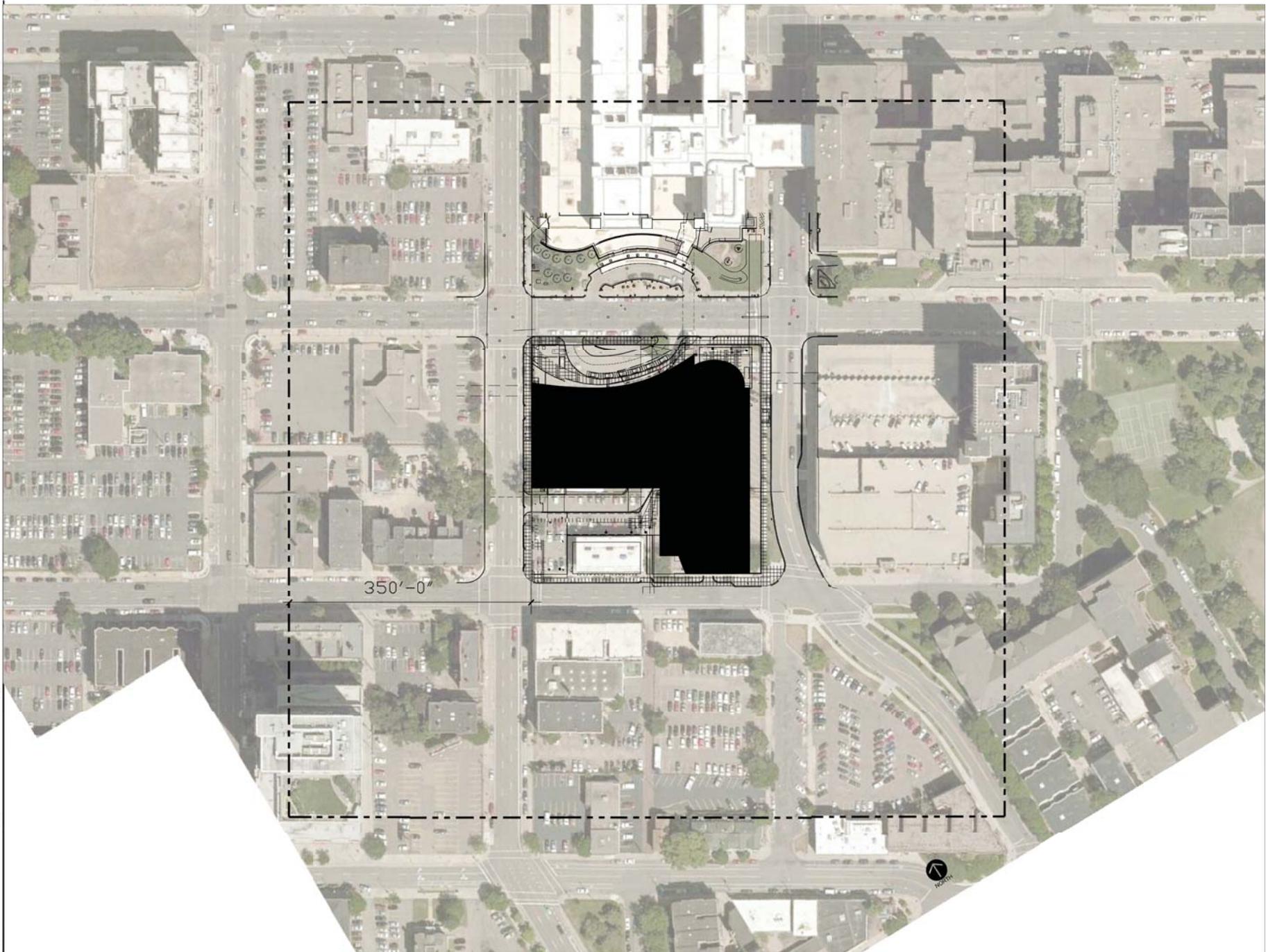
A tunnel connection for staff, supplies and utilities will be located below grade crossing 8th Street connecting to the HCMC Orange Building of the existing campus. This tunnel will provide service to the new AOSC via the current tunnel system connected to the existing HCMC Loading Facility at 6th Street and Bud Grant Way. The tunnel will also be used for inpatient access from the Hospital to the AOSC Cancer Clinic.

GENERAL LAND USE APPLICATION WORKSHEET

Property Owner/Applicant	Name	Nicholas Balagurichik, Hennepin Healthcare System
	Mailing Address Including City, State and Zip Code	701 Park Avenue, P.O. Box 730 Minneapolis, MN 55415
	Phone Number	612.873.2659
	Fax	
	Email	nicholas.balagurichik@hennepin.org
Applicant's Representative (This person will be the primary contact for staff, and is the authorized agent of the applicant or their primary contact)	Name	J. Michael Noonan, Hennepin County
	Mailing Address Including City, State and Zip Code	701 Fourth Avenue South, Suite 400 Minneapolis, MN 55415
	Phone Number	612.348.8537
	Fax	612.348.9710
	Email	j.michael.noonan@hennepin.us
Neighborhood Group Contact (Please to indicate a copy of the letter or email that was sent)	Organization	Elliot Park Neighborhood
	Contact Name	Lynn Rogner
	Phone Number	612.335.5846, ext.18
	Date letter/email sent	
Council Member Contact (Please to indicate a copy of the letter or email that was sent)	Name	Lisa Goodman
	Ward	Ward 7
	Phone Number	612.679.2207
	Date letter/email sent	
Property Information	Address(es)	715 South 8th Street, Minneapolis, MN 55415
	Assessor's Number(s)	See attached
	Legal Description (include an electronic copy in a Microsoft Word document if applying for a rezoning or conditional use permit)	See attached
	Lot Area (sq ft)	102,840 SF (2.3 acres)
	Zoning Classification(s)	BAU
Name of Proposed Project (if applicable)	Ambulatory Outpatient Specialty Center	

Property History	Name of current business (None found)	Beginning/end dates	Type of business/use
	Name of former business: Apartment building at 833 Park	Beginning/end dates: 1988-1991	Type of business/use: Apartment
	Name of former business: (Business located at 833 Park)	Beginning/end dates:	Type of business/use:
Building Data (Fill in multiple if proposed construction or change)	General area (in square feet)	Existing (square feet)	Proposed (sq ft)
	None	None	378,920 GSF
	Building type/structure (in square feet)	Existing (square feet)	Proposed (sq ft)
	None	None	65,425 GSF
	Building height	Existing stories	Proposed stories
	N/A	Existing	15'
	Existing units	Existing	Proposed
	N/A	Existing	Proposed
Special Use (if applicable)	Current	Number of animals/bays	General area including service bay square footage
	N/A	None	None
	Height	Setting/visibility area (in square feet)	General area
	N/A	None	None
	Number of assembly or reception or meeting hall	Auditorium area (in square feet)	None
	None	None	None
	None	Number of classrooms	Number of students of least driving age (18 and over)
	N/A	None	None
Parking Data	Number of standard spaces	Existing: N/A	Proposed: 211
	Number of compact spaces	Existing: N/A	Proposed: 0
	Number of handicap spaces	Existing: N/A	Proposed: 10
	Food space	Existing: N/A	Proposed: 221
	Number of bicycle spaces	Existing: N/A	Proposed: 19
	Number of loading berths	Existing: 3 at Central Dock	Proposed: 1 at Central Dock
Landscaping Data	Landscaping area (in square feet)	Existing: N/A	Proposed: 43,796 SF
	Impervious surface area (in square feet)	Existing: N/A	Proposed: 5,311 SF
Fence Data	First fence (in square feet)	Type/material (in wood, chain-link, steel picket fence, black)	Length (feet)
	Existing / Proposed	None / Steel Picket Fence (Black)	249 LF
	Second fence (in square feet)	Type/material (in wood, chain-link, steel picket fence, black)	Length (feet)
	Existing / Proposed	None / Steel Picket Fence (Black)	88 LF
		Height (feet)	4'-0"

Sign Data	Number of signs	Existing	Proposed
NOTE: Signage package will be submitted separately at a later time.	First sign (in square feet)	Type of sign (billboard, freestanding / murals)	Length x width (feet)
	Existing / Proposed	Billboard?	Area (square feet)
		Height above grade (feet)	
	Second sign (in square feet)	Type of sign (billboard, freestanding / murals)	Length x width (feet)
	Existing / Proposed	Billboard?	Area (square feet)
		Height above grade (feet)	



A Ambulatory
Outpatient
Specialty Center

B | W | B | R

380 St. Peter Street, Ste. 402
Saint Paul, MN 55102
612.222.2100
bwbr.com

Consultants

C

This document may be an electronic file or may be printed from an electronic file provided for the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the original documents. See file # 201501.

Name _____
Date _____ Day No. _____

Board No. _____ Date _____

Land Use Application _____

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

This sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Drawn By: _____
Date: 3/20/15 10:00 AM
Scale: 1/8" = 1'-0"

Sheet No. _____

EX000



1 8TH & PARK STREET LOOKING EAST
EX200



2 CHICAGO AVENUE LOOKING SOUTH
EX200



3 9TH & CHICAGO CORNER
EX200

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the original document on file at BWBR.

Name: _____
Date: _____
Sheet No.: _____
Sheet For: _____

Item: _____ Date: _____
Land Use Application: _____ 07-03-2015

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

This Sheet may be a Reduced Copy
The bar above is 1" long on a Full Size Sheet
Drawing Scale: apply to Full Size Sheets

Current File: _____
A 2015.03.03
Sheet Title: _____

EXISTING SITE

Sheet No.:

EX200



1 8TH STREET VIEW OF EXISTING ED DROP-OFF
EX300



2 PARK AVENUE LOOKING NORTHEAST
EX300



3 9TH STREET & CHICAGO CORNER
EX300

Consultants

This document may be an electronic file or may be printed from an electronic file provided by the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the original document as of 07/03/2015.

Name _____
Date _____ Day _____

Issued For _____

Item _____ Date _____
Land Use Application _____ 07-03-2015

NOT FOR
CONSTRUCTION
FOR REFERENCE ONLY

This sheet may be a Reduced Copy
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Current No. _____
A 2015.06.01
Sheet No. _____
KC

EXISTING SITE

Sheet No. _____

EX300



1 EXISTING PARKING NORTH OF APARTMENT
EX400



2 9TH STREET LOOKING WEST AT APARTMENT
EX400



3 PARK & 9TH STREET CORNER LOOKING NORTHEAST
EX400



4 NORTH SIDE VIEW OF APARTMENT
EX400



5 PARK & 8TH STREET CORNER LOOKING EAST
EX400



6 8TH STREET & CHICAGO AVENUE INTERSECTION
EX400

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the printed document on file at BWBR.

Name _____
Date _____ Day No. _____
Issued For _____
Date _____
Land Use Application _____ 07-03-2015

**NOT FOR
CONSTRUCTION
FOR REFERENCE ONLY**

This drawing may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Current File: _____
A 2015.03.03
Drawn By: _____
Date: _____

EXISTING SITE

Sheet No. _____

EX400

Certification

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.


 Marcus F. Hampton
 Registration No. 47485 Date: 2/15/2015

Summary

Designed: DZM:ics
 Approved: nus Book / Page: 107/20
 Phase: Initial Issued: 2/10/2015

Revision History

No. Date By Submittal / Revision

LEGEND

● FOUND MONUMENT	—○— WATERMAIN	- - - EASEMENT LINE
○ MARKED 1/4 CORNER	—○— SANITARY SEWER	- - - SETBACK LINE
○ ELECTRIC METER	—○— STORM SEWER	- - - RESTRICTED ACCESS
○ LIGHT	—○— FLARED END SECTION	▨ CONCRETE CURB
○ AIR CONDITIONER	—○— TELEPHONE TRANSFORMER	▨ BUILDING LINE
○ GUY ANCHOR	—○— TELEPHONE PEGS/STAY	▨ BUILDING CANOPY
○ HANDBIC STALL	—○— GAS METER	▨ BITUMINOUS SURFACE
○ UTILITY POLE	—○— OVERHEAD WIRE	▨ CONCRETE SURFACE
○ POST	—○— CHAIN LINK FENCE	▨ LANDSCAPE SURFACE
○ SIGN	—○— WIRE FENCE	▨ DECIDUOUS TREE
○ PAY STATION	—○— WOOD FENCE	▨ CONIFEROUS TREE
	—○— CONCRETE WALL	

DESCRIPTION

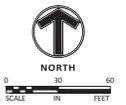
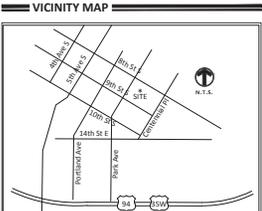
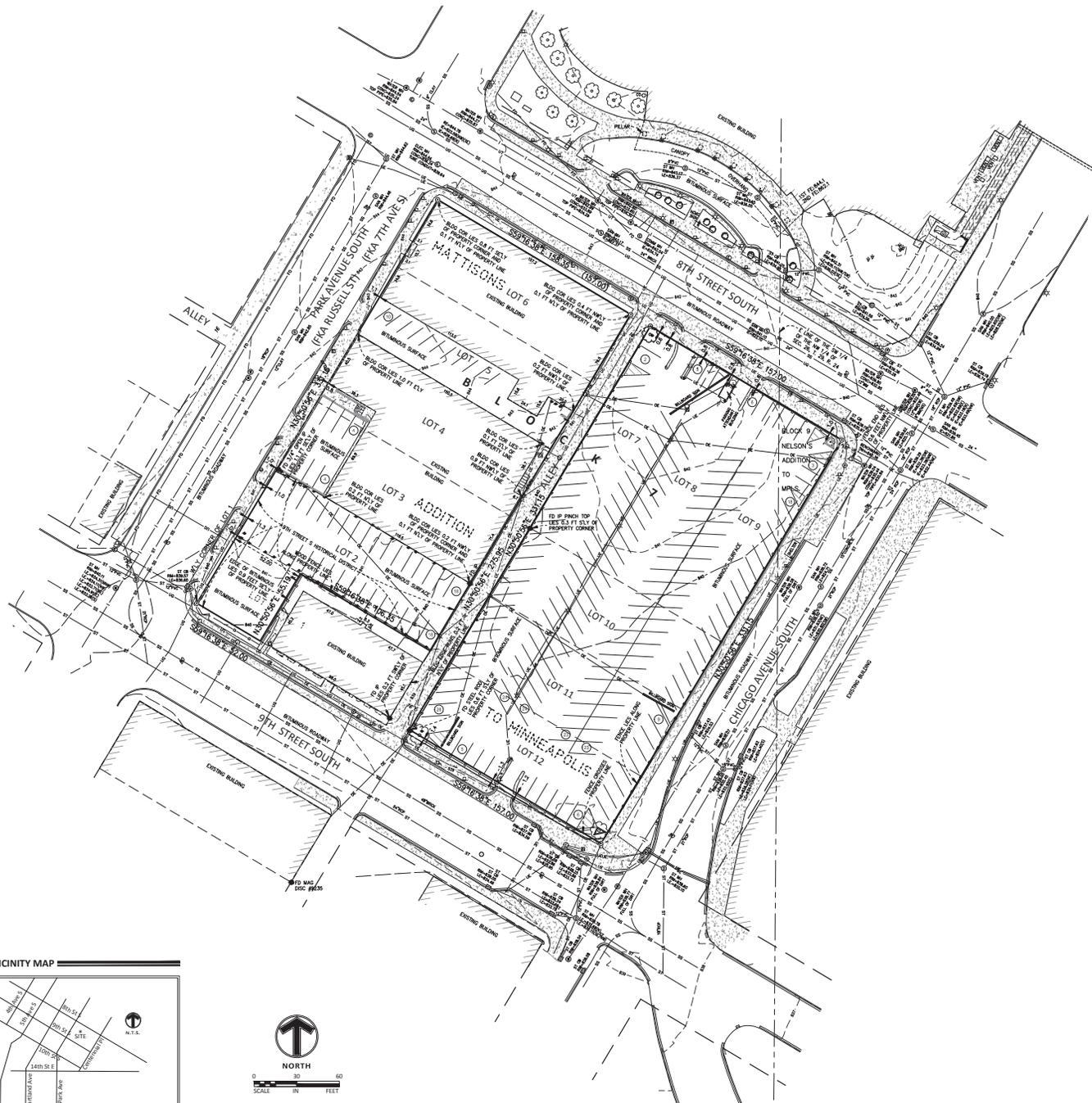
Lots 3 and 4, Block 7, Mattison's Addition to Minneapolis.
 (Abstract property)

AND:
 Parcel A:
 Lots 5 and 6, Block 7, Mattison's Addition to Minneapolis.

Parcel B:
 The front or northerly 52 feet of Lot 1, Block 7, Mattison's Addition to Minneapolis, described and bounded as follows: Commencing at the westerly point or corner of said Lot 1, formed by the intersection of Russell Street (now 7th Avenue South) and 8th Street; thence southeasterly along line dividing said Lot from said 5th Street 52 feet; thence northeasterly parallel to the line dividing said Lot from said Russell Street (now 7th Avenue South) 55 feet more or less to the line dividing said Lot 1 from Lot 2, said Block; thence northeasterly along said last mentioned dividing line 52 feet more or less to said Russell Street (now 7th Avenue South); thence southeasterly along the line dividing said Lot 1 from said Russell Street (now 7th Avenue South) 55 feet more or less to beginning.
 (Abstract property)

PROPERTY SUMMARY

- The bearing system is based on the southwesterly line of Block 7, MATTISSON'S ADDITION TO MINNEAPOLIS having an assumed bearing of S59°43'38"E.
- The vertical datum is based on NAVD83.
- BENCHMARK #1
 Intersection of Chicago Ave and 8th Street south (NE 1/4 corner of property).
 Elev. = 642.38
- Subject property address's and property identification numbers are as follows:
 Lot 1, Block 7: 829 Park Ave, Minneapolis, MN 55404, 26-029-24-23-0025
 Lot 2, Block 7: 821 Park Ave, Minneapolis, MN 55404, 26-029-24-23-0026
 Lots 3 and 4, Block 7: 811 Park Ave, Minneapolis, MN 55404, 26-029-24-23-0027
 Lots 5 and 6, Block 7: 803 Park Ave, Minneapolis, MN 55404, 26-029-24-23-0028
 Lot 7, Block 7: 715 8th St S, Minneapolis, MN 55404, 26-029-24-23-0099
 Lots 8 and 9, Block 7: 713 8th St S, Minneapolis, MN 55404, 26-029-24-23-0100
 Lots 10, 11, and 12, Block 7: 818 Chicago Ave, Minneapolis, MN 55404, 26-029-24-23-0101
- Field work was completed on 1/30/2015.



This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the original document on file at BWBR.

Name: _____
Date: _____
Drawn by: _____
Checked by: _____
Date: _____
Land Use Application: _____ Date: 07-03-2015

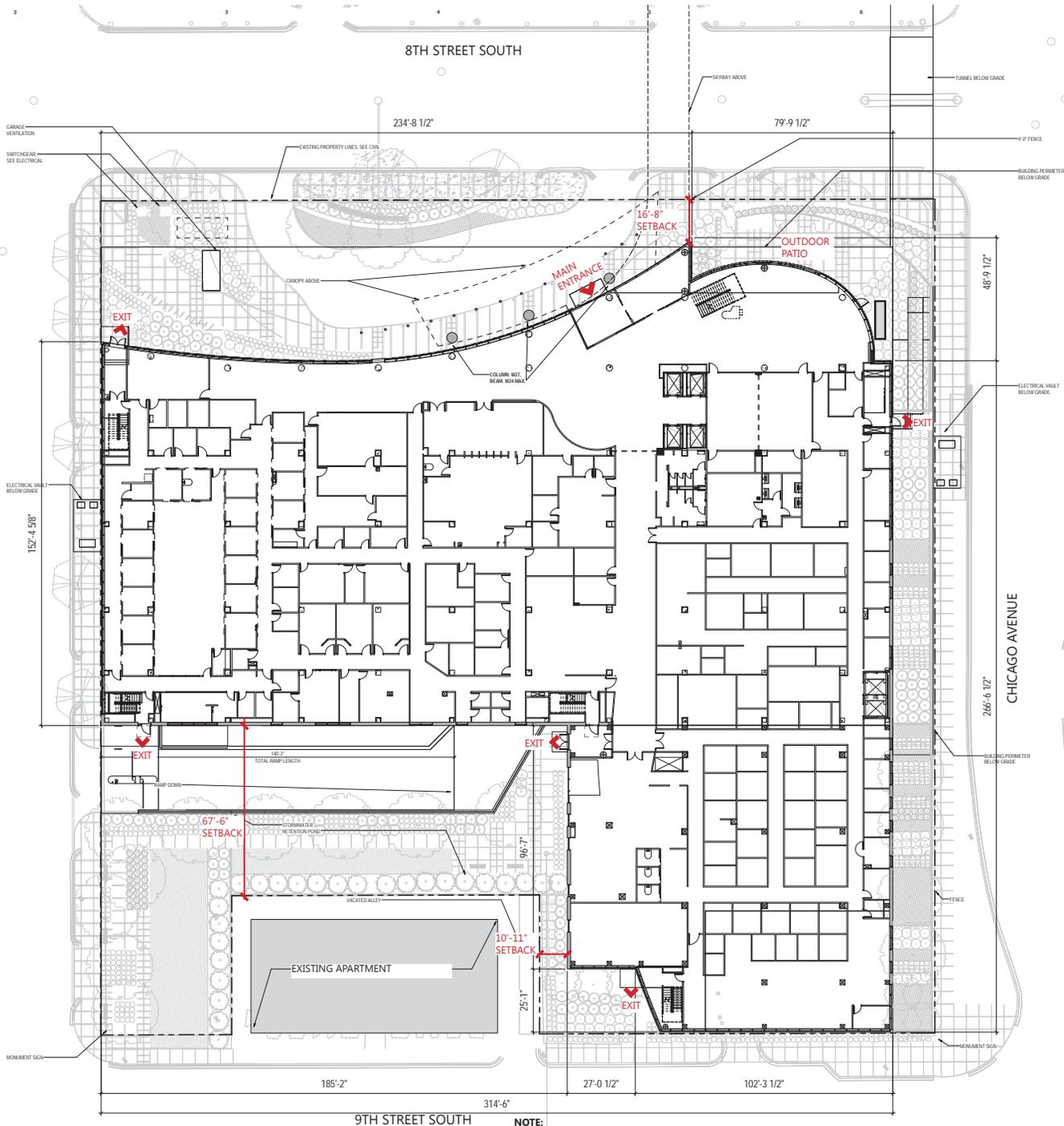
**NOT FOR
CONSTRUCTION**
FOR REFERENCE ONLY

This Sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Current File: _____
Drawn: _____
Checked: _____
Sheet Title: _____

FIRST FLOOR PLAN

Sheet No.: _____
A400



BUILDING FOOTPRINT 65,884 SF

GROSS BUILDING AREA

AMBULATORY CARE FACILITIES
 CANCER CTR LOWER LEVEL 1: 15,964 SF
 FIRST LEVEL: 65,665 SF
 SECOND LEVEL: 61,596 SF
 THIRD LEVEL: 64,044 SF
 FOURTH LEVEL: 50,766 SF
 FIFTH LEVEL: 47,477 SF
 SIX LEVEL: 47,300 SF
 PENTHOUSE: 31,102 SF

SUBTOTAL: 383,914 SF

GARAGES & ACCESSORY STRUCTURES
 LOWER LEVEL 2 GARAGE: 64,064 SF
 LOWER LEVEL 1 GARAGE: 64,069 SF
 TUNNEL: 6,194 SF
 SKYWAY: 3,176 SF

SUBTOTAL: 137,503 SF

1 FIRST LEVEL FLOOR PLAN
 A400 1/16" = 1'-0"



NOTE:

- OFF-SITE LOADING SERVICES ACCOMMODATED AT AN EXISTING HCMC LOADING DOCK AT 6TH AND BUD GRANT WAY. A ZONING VARIANCE IS REQUESTED.
- PLAN AND ELEVATION WINDOW LOCATIONS WILL BE COORDINATED TO MEET SECTION 530.120(B)(2), ONCE PLANS ARE APPROVED AND FINALIZED.
- GROUND FLOOR CURTAIN WALL GLASS, TINTED WITH A VISIBLE LIGHT TRANSMITTANCE RATIO OF 60% (OR, 0.60).

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the paper documents on file at BWBR.

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

Name	
Date	Reg. No.
Issued For	
Item	Date
Land Use Application	07-01-2015
Updated Land Use Application Information	
	07-24-2015

**NOT FOR
CONSTRUCTION
FOR REFERENCE ONLY**

This Sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Comm. No.	Drawn
3.2013136.01	BC
Sheet Title	

FIRST FLOOR PLAN
Indicating Active and
Inactive Space

Sheet No.

A400.1

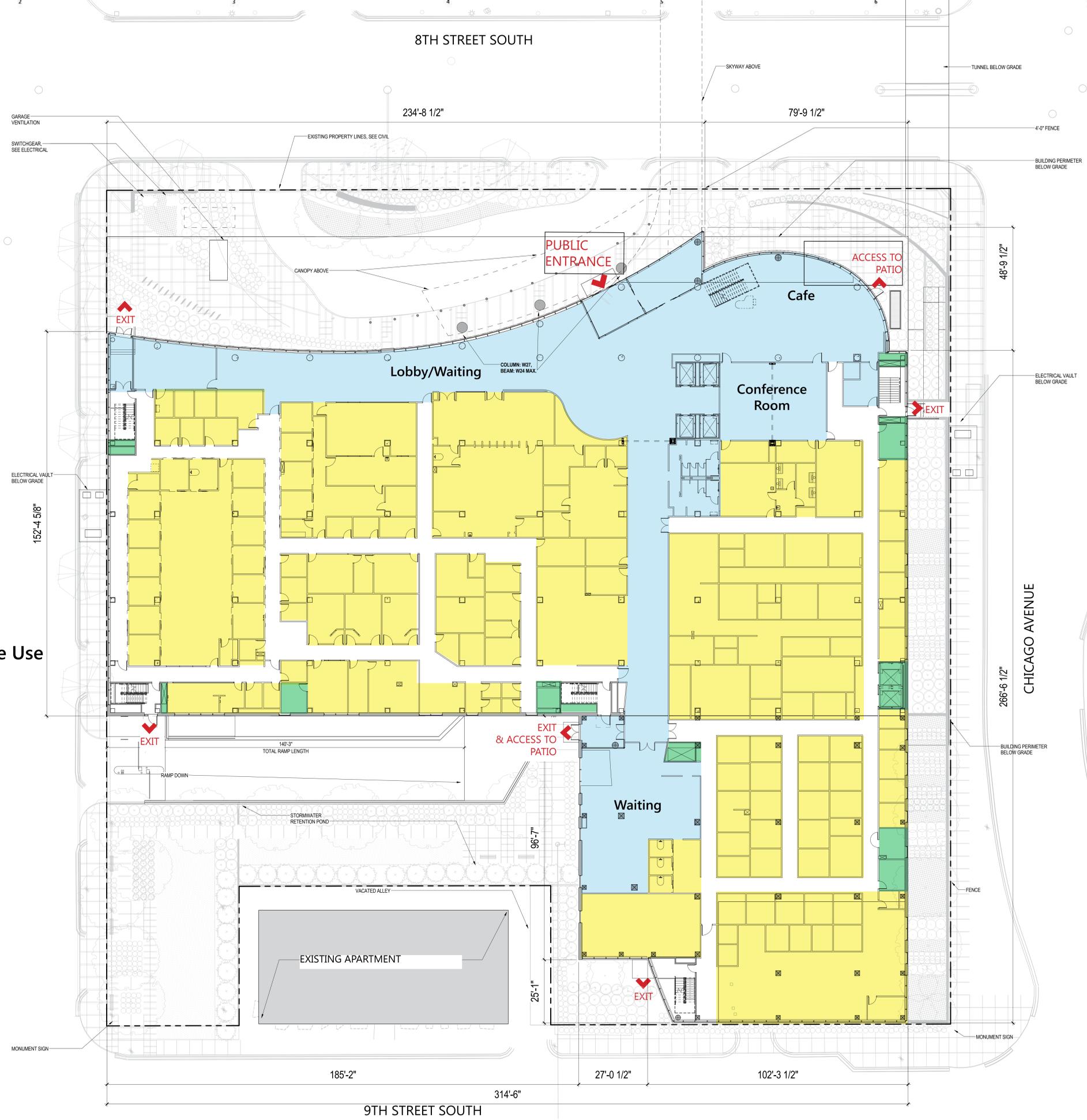
- Active Public Use
- Active Clinic Use
- Inactive Mech/Elec/Storage Use
- Circulation

1 FIRST LEVEL FLOOR PLAN
A400 1/16" = 1'-0"



6/10/2015 1:35:57 PM

Copyright BWBR



This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the original document on file at BWBR.

Name _____
Date _____

Issued for _____

Item _____ Date _____
Land Use Application 07-03-2015

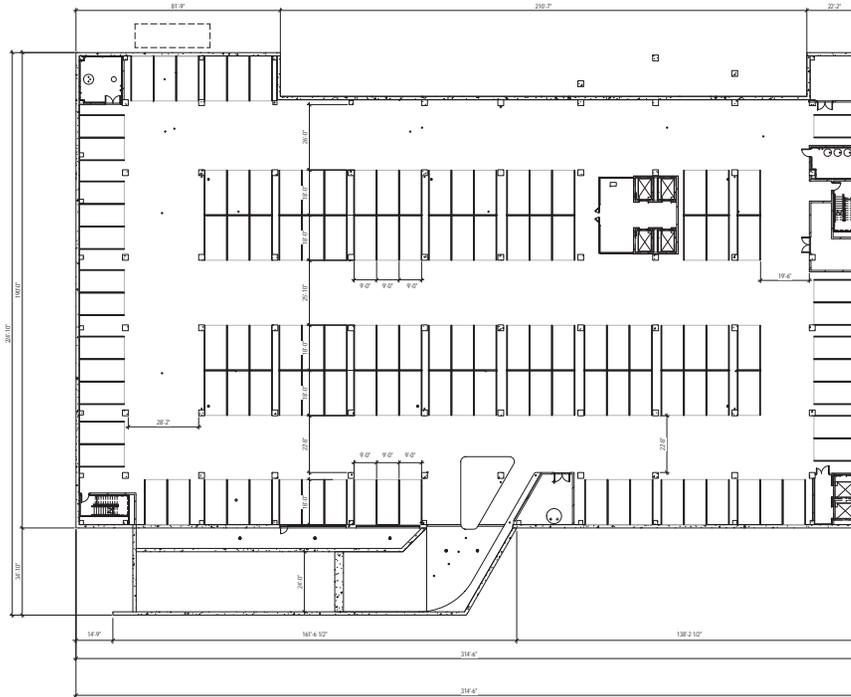
**NOT FOR
CONSTRUCTION
FOR REFERENCE ONLY**

This sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Current File _____
3-2015-08-05
Sheet File _____

LOWER LEVEL 2 FLOOR PLAN

A401



1 LOWER LEVEL 2 FLOOR PLAN
A401 1"=20'-0"

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the original document on file at BWBR.

Name _____
Date _____ Day No. _____

Issued For: _____
Item: _____ Date: _____
Land Use Application: _____ 07-03-2015

**NOT FOR
CONSTRUCTION
FOR REFERENCE ONLY**

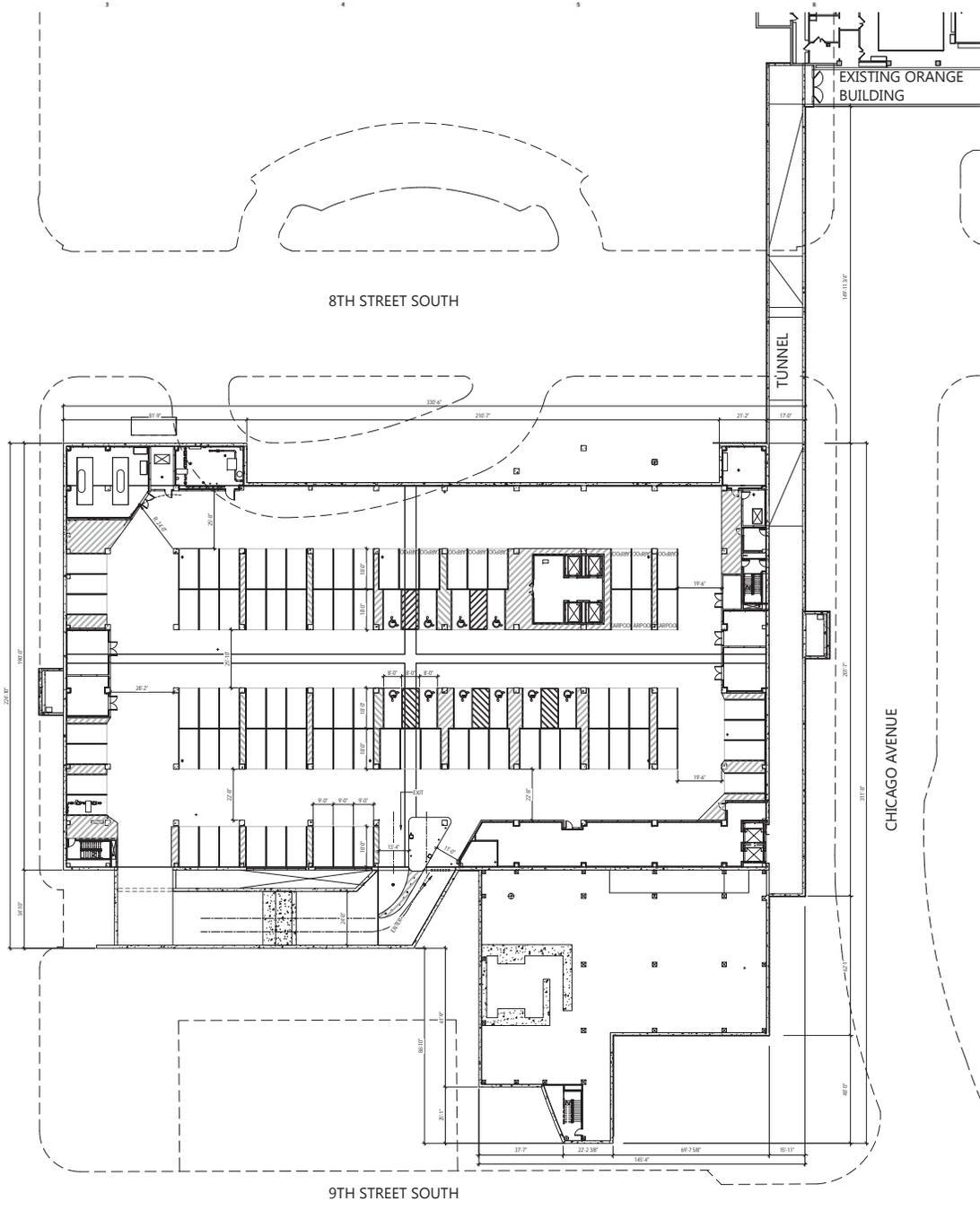
This Sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Current No. _____
3-2013-08-03
Sheet Title _____

LOWER LEVEL 1 FLOOR PLAN

Sheet No. _____

A402



1 LOWER LEVEL 1 FLOOR PLAN
A402 1"=20'-0"

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the original document on file at BWBR.

It is the user's responsibility to ensure that the content and quality of the original document on file at BWBR is consistent with the content and quality of the original document on file at BWBR.

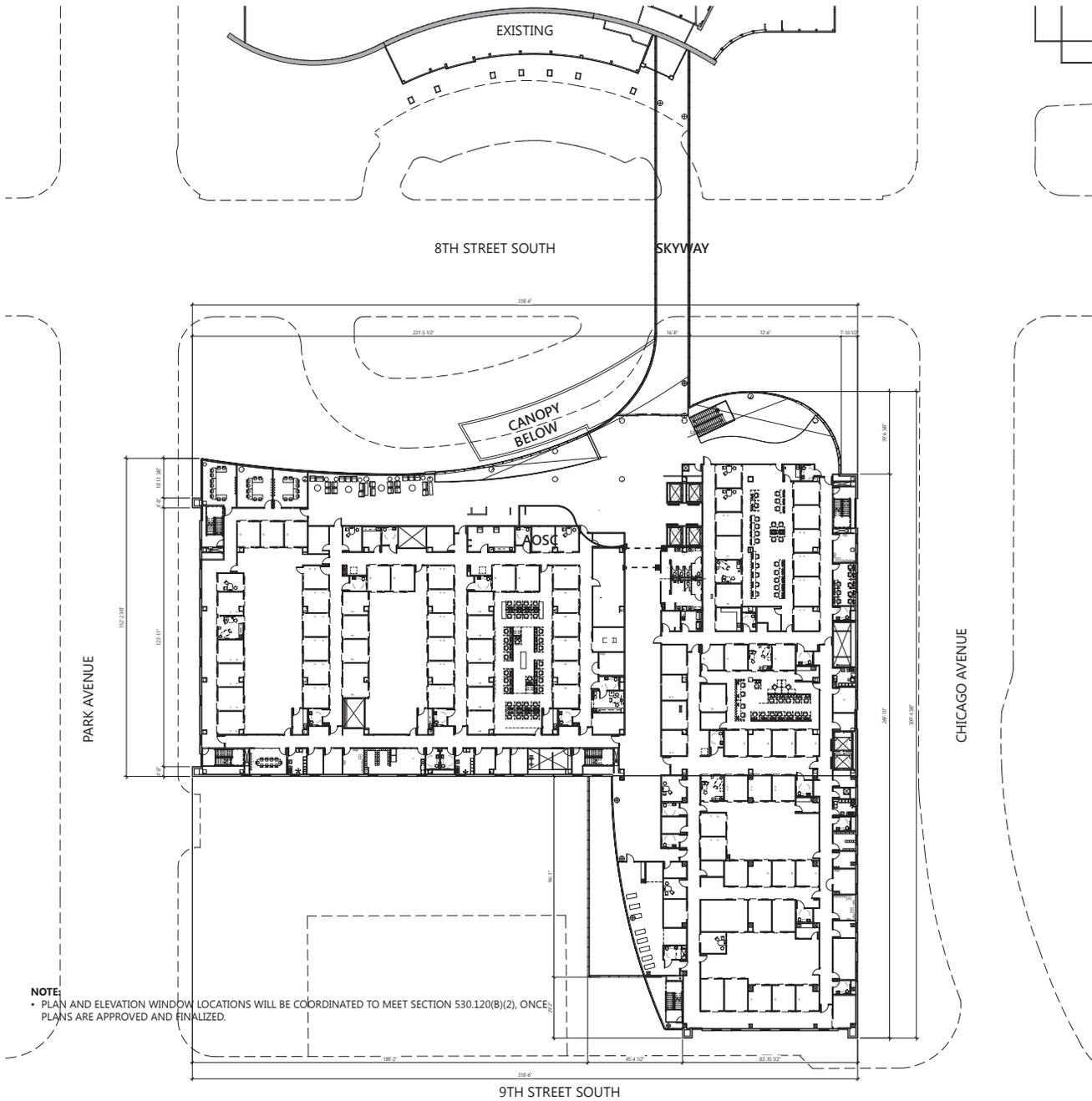
Name _____

Date _____ Day _____

Issued For _____

Item _____ Date _____

Land Use Application _____ 07-03-2015



NOTE:
 • PLAN AND ELEVATION WINDOW LOCATIONS WILL BE COORDINATED TO MEET SECTION 530.120(B)(2), ONCE PLANS ARE APPROVED AND FINALIZED.

1 SECOND LEVEL FLOOR- SKYWAY PLAN
 A403 1"=20'-0"



This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the original document on file at BWBR.

Name: _____
Date: _____
Issued For: _____
Item: _____ Date: _____
Land Use Application: _____ 07-03-2015

**NOT FOR
CONSTRUCTION
FOR REFERENCE ONLY**

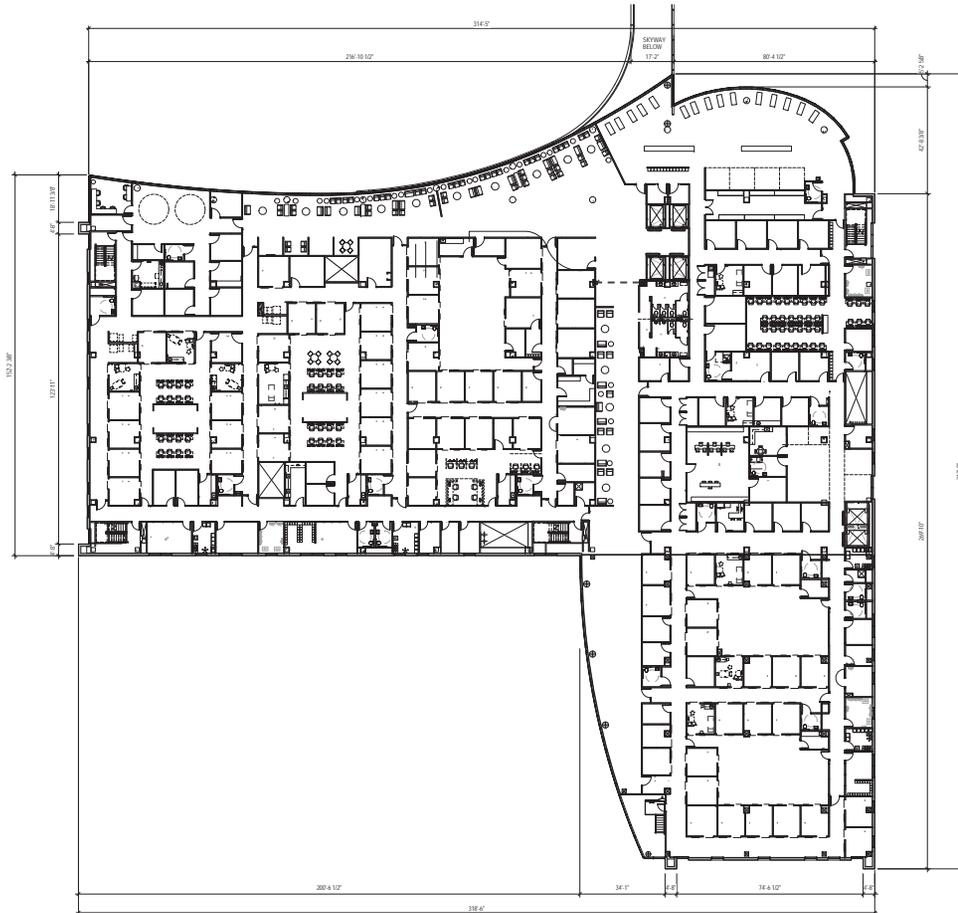
This Sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Current File: _____
3-2015.03.03
Sheet Title: _____

THIRD FLOOR PLAN

Sheet No. _____

A404



NOTE:
• PLAN AND ELEVATION WINDOW LOCATIONS WILL BE COORDINATED TO MEET SECTION 530.120(B)(2), ONCE PLANS ARE APPROVED AND FINALIZED.

1 THIRD LEVEL FLOOR PLAN
A404 1"=20'-0"



This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the original document on file at BWBR.

Name: _____
Date: _____
Revised for: _____
Date: _____

Item: _____ Date: _____
Land Use Application: _____ 07-03-2015

NOT FOR
CONSTRUCTION
FOR REFERENCE ONLY

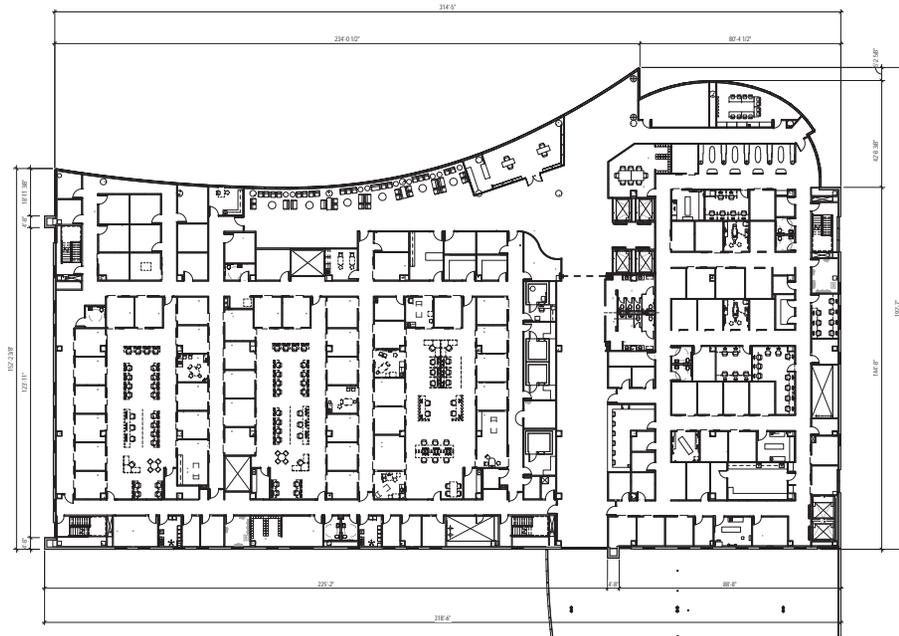
This Sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Current File: _____
A 2015.03.03
Sheet Title: _____

FOURTH & FIFTH FLOOR
PLAN

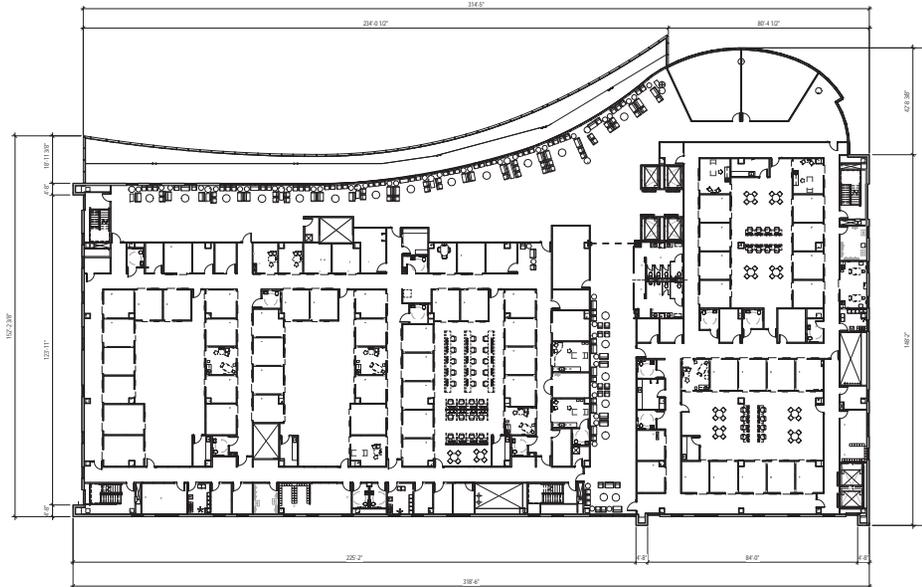
Sheet No. _____

A405



1 FOURTH LEVEL FLOOR PLAN
1"=20'-0"

NOTE:
• PLAN AND ELEVATION WINDOW LOCATIONS WILL BE COORDINATED TO MEET SECTION 530.120(B)(2), ONCE PLANS ARE APPROVED AND FINALIZED.



2 FIFTH LEVEL FLOOR PLAN
1"=20'-0"



1 CAFE
A407/ N.T.S.



2 CLINIC WAITING
A407/ N.T.S.



3 ELEVATOR LOBBY
A407/ N.T.S.



4 ENTRY
A407/ N.T.S.



5 LOBBY/WELCOME DESK
A407/ N.T.S.



6 LOBBY/ENTRY
A407/ N.T.S.

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the paper document on file at BWBR.

Name: _____
Date: _____

Issued For: _____
Item: _____ Date: _____
Land Use Application: _____ 07-03-2015

NOT FOR
CONSTRUCTION
FOR REFERENCE ONLY

This Sheet may be a
Reduced Copy
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Current File: _____
A 2015.03.03
Sheet Title: _____

INTERIOR PERSPECTIVES

Sheet No. _____

A407

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the original document on file at BWBR.

When used for construction, please refer to the approved construction documents and not this rendering. The user shall be responsible for any errors or omissions.

Name _____
Date _____ Day _____

Issued for _____ Date _____

Item _____ Date _____
Land Use Application _____ 07-03-2015

NOT FOR CONSTRUCTION
FOR REFERENCE ONLY

This sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Client No. _____
3-2015-08-01
Sheet No. _____
HC

ELEVATIONS

Sheet No. _____
A500



1 EXTERIOR ELEVATION - NORTH
A500 1/16"=1'



NOTE:
STREET-FACING WINDOW/WALL RATIO (CODE OF ORDINANCES SECTION 530.120(B)(2)):
TOTAL

- 1ST FLOOR: 10,625/15,688=67.7% > 30%
- 2ND FLOOR: 7,628/12,865=59.2% > 10%
- 4TH FLOOR: 6,590/9,936=66.3% > 10%

2 EXTERIOR ELEVATION - SOUTH
A500 1/16"=1'

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the paper documents on file at BWBR.

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

Name: _____
Date: _____ Reg. No. _____

Issued For: _____
Item: _____ Date: _____
Land Use Application: _____ 07-01-2015
Updated Land Use Application Information: _____ 07-24-2015

NOT FOR CONSTRUCTION
FOR REFERENCE ONLY

This Sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Comm. No. _____ Drawn _____
3.2013136.01 BC
Sheet Title _____

ELEVATIONS

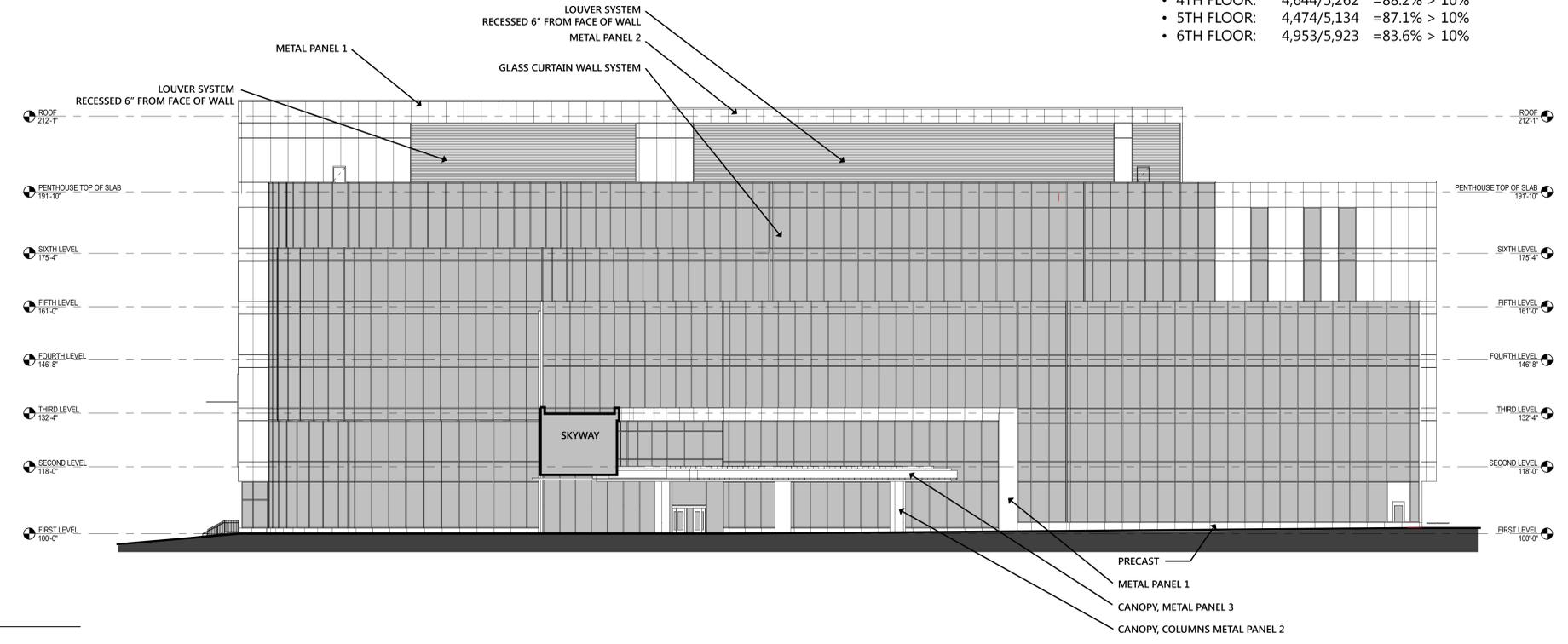
Sheet No. _____

A500.1

STREET-FACING WINDOW/WALL RATIO (CODE OF ORDINANCES SECTION 530.120(B)(2)):

NORTH

- 1ST FLOOR: 5,410/6,110 = 88.5% > 30%
- 2ND FLOOR: 4,314/4,868 = 88.6% > 10%
- 3RD FLOOR: 4,644/5,262 = 88.2% > 10%
- 4TH FLOOR: 4,644/5,262 = 88.2% > 10%
- 5TH FLOOR: 4,474/5,134 = 87.1% > 10%
- 6TH FLOOR: 4,953/5,923 = 83.6% > 10%

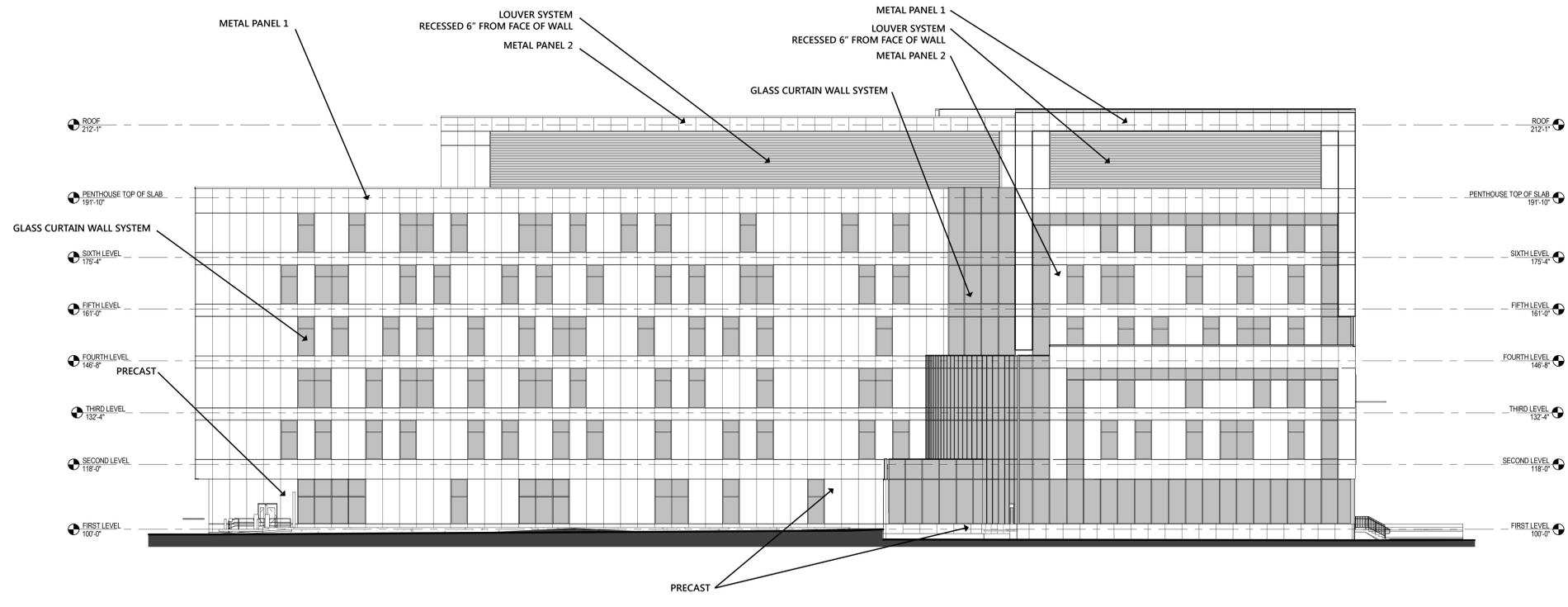


1
A500 EXTERIOR ELEVATION - NORTH
1/16"=1'

STREET-FACING WINDOW/WALL RATIO (CODE OF ORDINANCES SECTION 530.120(B)(2)):

SOUTH

- 1ST FLOOR: 2,367/5,498 = 43.0% > 30%
- 2ND FLOOR: 1,224/4,202 = 29.1% > 10%
- 3RD FLOOR: 1,186/4,195 = 28.2% > 10%
- 4TH FLOOR: 1,370/4,565 = 30.0% > 10%
- 5TH FLOOR: 1,370/4,565 = 30.0% > 10%
- 6TH FLOOR: 1,488/5,096 = 29.2% > 10%



2
A500 EXTERIOR ELEVATION - SOUTH
1/16"=1'

This document may be an electronic file or may be printed from an electronic file provided for the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the hard copy document, as the case may be.

Name _____
Date _____

Issued for _____

Item _____ Date _____
Land Use Application _____ 07-03-2015

**NOT FOR
CONSTRUCTION
FOR REFERENCE ONLY**

This sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Current No. _____
3-2015-18-03
Drawn By _____
HC

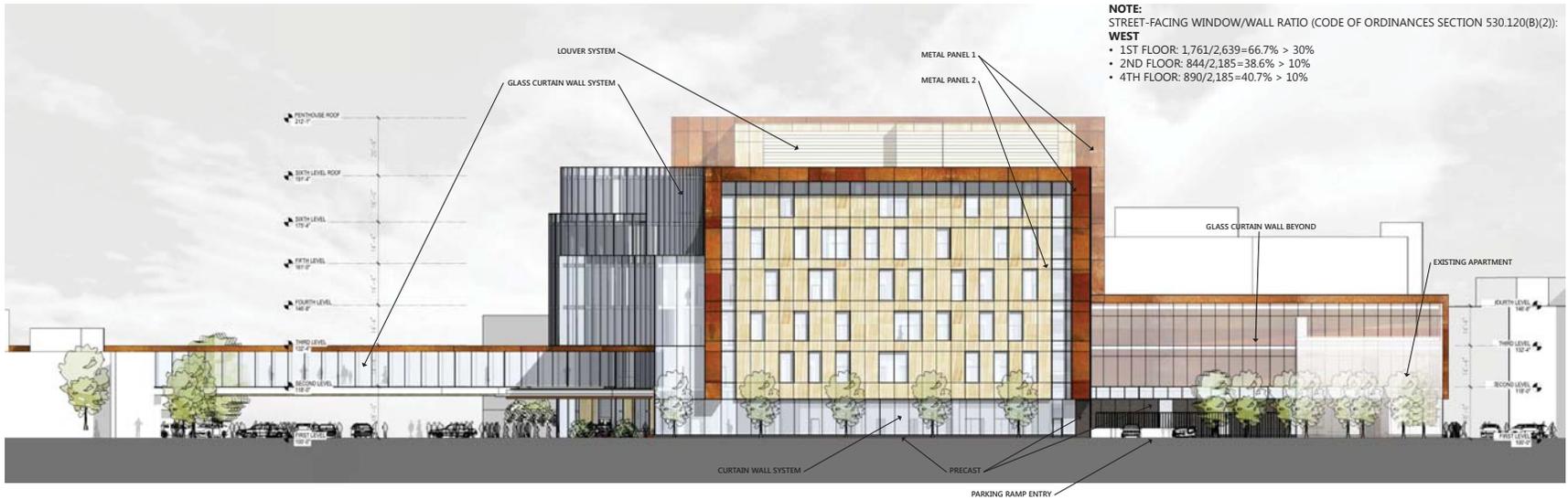
ELEVATIONS

Sheet No. _____

A502



1 EXTERIOR ELEVATION - EAST
A502/ 1/16"=1'



2 EXTERIOR ELEVATION - WEST
A502/ 1/16"=1'

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the paper documents on file at BWBR.

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

Name: _____
Date: _____ Reg. No. _____

Item: _____ Date: _____
Issued For: **Land Use Application** 07-01-2015
Updated Land Use Application Information: 07-24-2015

NOT FOR CONSTRUCTION
FOR REFERENCE ONLY

This Sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

Comm. No. 3.2013136.01 Drawn BC
Sheet Title

ELEVATIONS

Sheet No.

A502.1

STREET-FACING WINDOW/WALL RATIO (CODE OF ORDINANCES SECTION 530.120(B)(2)):

EAST

1ST FLOOR:	1,870/4,808	=38.9% > 30%
2ND FLOOR:	1,041/3,867	=26.9% > 10%
3RD FLOOR:	1,141/3,867	=29.5% > 10%
4TH FLOOR:	783/2,123	=36.8% > 10%
5TH FLOOR:	558/2,123	=26.2% > 10%
6TH FLOOR:	700/2,370	=29.5% > 10%

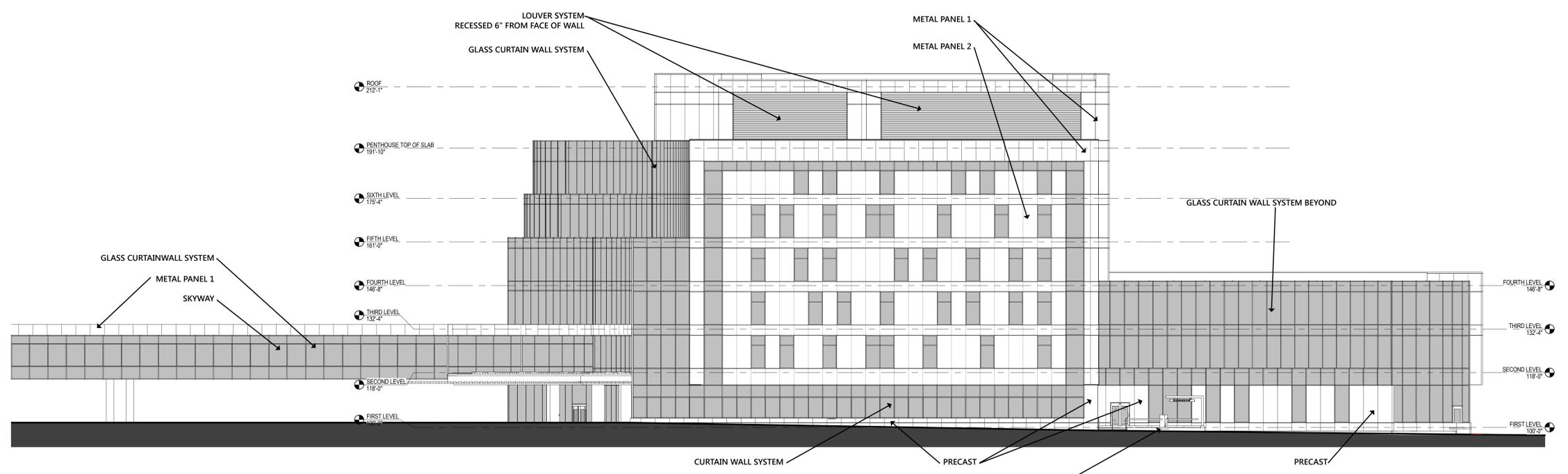


1 EXTERIOR ELEVATION - EAST
A502 1/16"=1'

STREET-FACING WINDOW/WALL RATIO (CODE OF ORDINANCES SECTION 530.120(B)(2)):

WEST

1ST FLOOR:	3,450/4,648	=74.2% > 30%
2ND FLOOR:	2,330/3,651	=63.8% > 10%
3RD FLOOR:	2,512/3,833	=65.5% > 10%
4TH FLOOR:	594/1,915	=31.0% > 10%
5TH FLOOR:	594/1,915	=31.0% > 10%
6TH FLOOR:	773/2,156	=35.8% > 10%



2 EXTERIOR ELEVATION - WEST
A502 1/16"=1'



June 21 9 am



June 21 12 noon



June 21 3 pm



September 21 9 am



September 21 12 noon



September 21 3 pm



December 21 9 am



December 21 12 noon



December 21 3 pm

This document may be an electronic file or may be printed from an electronic file provided for the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the original document. See the full disclaimer on the project website.

Name: _____ Date: _____
 Title: _____
 Board for: _____
 Item: _____ Date: 07-03-2015
 Land Use Application

**NOT FOR
CONSTRUCTION
FOR REFERENCE ONLY**

This Street may be a Reduced Copy
 The bar above is 1" long on a Full Size Sheet.
 Clearing Rules apply to Full Size Sheets.

Current File: _____ Date: _____
 A 2015.08.05 RC
 Sheet Title: _____

CONTEXT SHADOW STUDIES

Sheet No. _____

A550

Consultants

**LOUCKS
ASSOCIATES**

Planning • Civil Engineering • Land Surveying
Landscape Architecture • Environmental

7300 Hennepin Lane - Suite 300
Minneapolis, Minnesota 55418
Hennepin County, MN
Tel: (763) 424-5822
www.loucks.com

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the user's responsibility to ensure that the content and quality of the printed document is consistent with the content and quality of the electronic document on file at BWBR.

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

Name: _____
Date: 07/03/2015
Sheet No.: 44613

Issued For: _____

Item	Date
5D ISSUE	02/19/2015
FOR ISSUE	06/23/2015
BLUM MEETING	06/26/2015
5D REVISION	06/18/2015
LAND USE APPLICATION	07/03/2015

**NO FOR
CONSTRUCTION**

This Sheet may be a
Revised Copy
The bar above is 1" long on a Full Size Sheet.
Drawing Copies apply to Full Size Sheets.

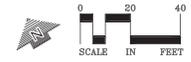
Kaylann

Corr. No. _____
3.2015136.01
Sheet Title: MDC

EXISTING
CONDITIONS

LOUCKS PROJECT NO. 12399
Sheet No. _____

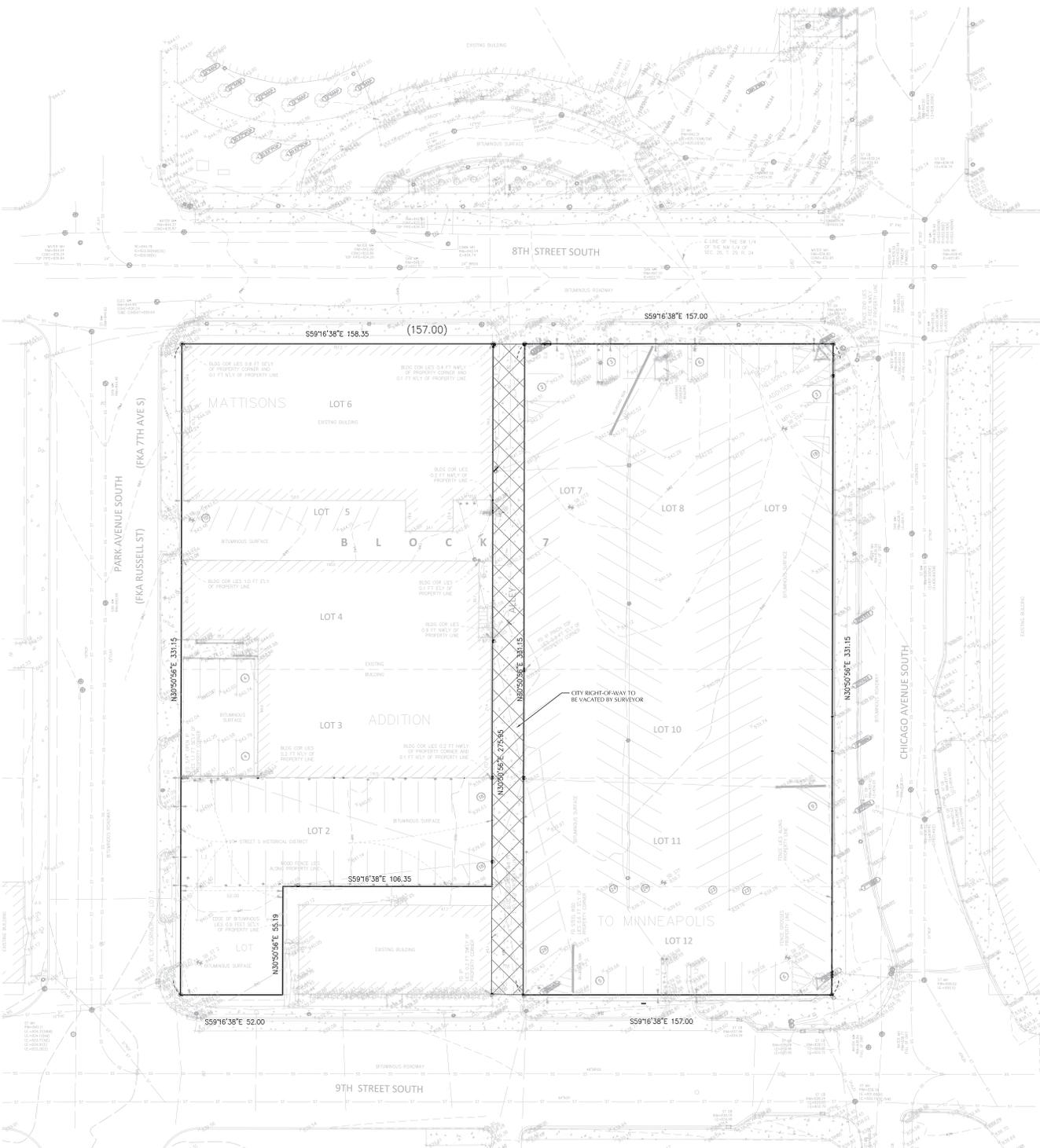
200.EX



NOTE:
EXISTING SURVEY INFORMATION PROVIDED BY
SAMBATEK. REFER TO TOPOGRAPHIC SURVEY DATED
FEBRUARY, 2015 FOR COMPLETE SURVEY INFORMATION.

- FOUND MONUMENT
- MARKED IS 47481
- ⊕ ELECTRIC METER
- ⊕ LIGHT
- ⊕ AIR CONDITIONER
- ⊕ GAS METER
- ⊕ HANDICAP STALL
- ⊕ UTILITY POLE
- ⊕ POST
- ⊕ SIGN
- ⊕ PAY STATION
- WATERMAIN
- STORM SEWER
- FRAMED END SECTION
- TELEPHONE PEDestal
- OVERHEAD WIRE
- CHAIN LINK FENCE
- IRON FENCE
- WIRE FENCE
- WOOD FENCE
- CONCRETE WALL
- EASEMENT LINE
- SETBACK LINE
- RESTRICTED ACCESS
- CONCRETE CURB
- BUILDING LINE
- BUILDING CANOPY
- BITUMINOUS SURFACE
- CONCRETE SURFACE
- LANDSCAPE SURFACE
- DECIDUOUS TREE
- CONIFEROUS TREE

CITY RIGHT-OF-WAY TO BE
VACATED BY SURVEYOR



10/13/2016 12:47:40 PM

Copyright 2015

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the paper documents on file at BWBR.

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

Name: Kristian E. Stovman - PE
Date: 07/30/2015 Reg. No. 44613

Issued For:

Item	Date
SD ISSUE	02/19/2015
PDR ISSUE	06/12/2015
BLUH MEETING	06/16/2015
SD REISSUE	06/18/2015
HERITAGE PRESERVATION	
APPLICATION	07/01/2015
DD QA	07/16/2015
BP1 QA	07/30/2015
LUA Clarification	08/03/2015

NOT FOR CONSTRUCTION

This Sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Scales apply to Full Size Sheets.

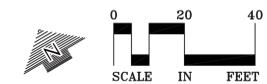
Keyplan

Comm. No. 32013136.01 Drawn MDC
Sheet Title

SITE PLAN

LOUCKS PROJECT NO. 13398
Sheet No.

220.CS



NOTE:
EXISTING SURVEY INFORMATION PROVIDED BY
SAMBATEK. REFER TO TOPOGRAPHIC SURVEY
DATED FEBRUARY, 2015 FOR COMPLETE SURVEY
INFORMATION.

EXISTING	CIVIL LEGEND	PROPOSED
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	CULVERT	
	HYDRANT	
	GATE VALVE	
	POST INDICATOR VALVE	
	LIGHT POLE	
	POWER POLE	
	SIGN	
	BENCHMARK	
	SOIL BORINGS	
	WATER MANHOLE	
	TELEPHONE MANHOLE	
	UTILITY MANHOLE	
	ELECTRIC MANHOLE	
	WATER SERVICE	
	SANITARY SERVICE	
	HANDICAP PARKING	
	DIRECTION OF FLOW	
	SPOT ELEVATION	
	CONTOURS	
	SANITARY SEWER	
	STORM SEWER	
	WATERMAIN	
	FIREMAN	
	DRANTILE	
	SILT FENCE	
	CURB & GUTTER	
	RETAINING WALL	
	TREE LINE	
	EASEMENT LINE	
	BENCHMARK LINE	
	FENCE LINE	
	UNDERGROUND TELE	
	UNDERGROUND GAS	
	OVERHEAD UTILITY	
	UNDERGROUND FIBER OPTIC	
	UNDERGROUND ELECTRIC	
	UNDERGROUND CABLE TV	
	PROPERTY LINE	
	CONIFEROUS TREE	
	DECIDUOUS TREE	
	PARKING COURTS	

*REFER TO EXISTING CONDITIONS PLAN
FOR COMPLETE SURVEY LEGEND

SITE DATA

AREA SUMMARY:	
SITE AREA:	2.39 AC (100%)
EXISTING IMPERVIOUS AREA:	2.39 AC (100%)
PROPOSED IMPERVIOUS AREA:	1.98 AC (83%)

PARKING SUMMARY

NO SURFACE PARKING PROVIDED. REFER TO ARCHITECTURAL PLANS FOR UNDERGROUND PARKING INFO.

SITE NOTES

- MINNESOTA STATE STATUTE REQUIRES NOTIFICATION PER "GOPHER STATE ONE CALL" PRIOR TO COMMENCING ANY GRADING, EXCAVATION OR UNDERGROUND WORK.
- CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
- ALL PAVING, CONCRETE CURB, GUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN PER THE DETAIL SHEETS AND CITY STANDARDS.
- A SIGNIFICANT PORTION OF SITE IMPROVEMENTS NOT SHOWN ON THIS SHEET ARE DESCRIBED AND PROVIDED IN FURTHER DETAIL ON THE ARCHITECTURAL AND LANDSCAPE PLANS.
- ALL CURB DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF WALL UNLESS OTHERWISE NOTED.
- BITUMINOUS IMPREGNATED FIBER BOARD TO BE PLACED AT FULL DEPTH OF CONCRETE ADJACENT TO EXISTING STRUCTURES AND BEHIND CURB ADJACENT TO DRIVEWAYS AND SIDEWALKS.
- SNOW STORAGE AREAS ARE NOT PROVIDED ON SITE; ALL SNOW TO BE TRUCKED OFF SITE.

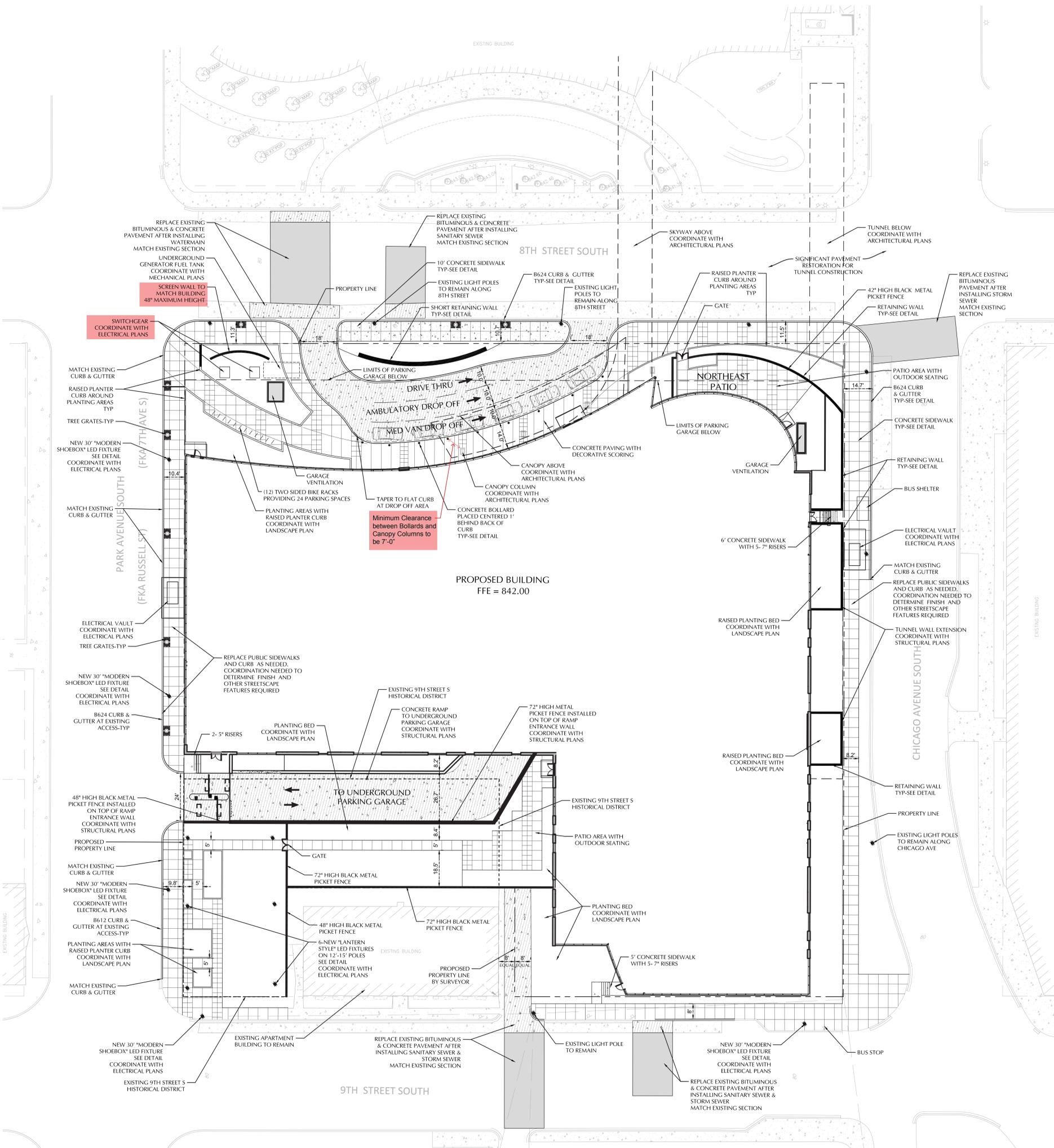
PAVEMENT TYPES

	CONCRETE SIDEWALK
	CONCRETE PAVEMENT
	BITUMINOUS PAVEMENT

NOTE:
SEE PAVEMENT SECTIONS ON SHEET 250.CD OR 251.CD FOR TYPE AND DEPTH INFORMATION.

CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-292-1066

WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.
THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.



Consultants

LOOKERS
ASSOCIATES

Planning • Civil Engineering • Land Surveying
Landscape Architecture • Environmental

7200 Hennepin Lane, Suite 300
Minneapolis, Minnesota 55412
Phone: 763.424.8822
www.lookersassociates.com

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the paper document on file at BWRB.

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

Name: _____
Date: 07/03/2015
Title: _____
Sheet No.: 44613

Issued For: _____

Item	Date
SO ISSUE	02/19/2015
FOR ISSUE	06/23/2015
PLAN MEETING	06/26/2015
SO REVISION	06/26/2015
LAND USE APPLICATION	07/03/2015

NO FOR
CONSTRUCTION

This Sheet may be a
Revised Copy
The bar above is 1" long on a Full Size Sheet.
Drawing Scale only for Full Size Sheets.

Keyplan

Corr. No. _____
3.2015136.01 MDC

Street File: _____

STORM WATER
POLLUTION
PREVENTION PLAN
(SWPPP)
LOCAL PROJECT NO. 22399

Sheet No. _____

231.SW



NOTE:
EXISTING SURVEY INFORMATION PROVIDED BY
SAMBATEK. REFER TO TOPOGRAPHIC SURVEY
DATED FEBRUARY, 2015 FOR COMPLETE SURVEY
INFORMATION.

STORM WATER POLLUTION PREVENTION PLAN (SWPPP) NOTES

- THE NATURE OF THIS PROJECT WILL CONSIST OF CONSTRUCTING A MEDICAL CENTER, UNDERGROUND PARKING GARAGE, COURT/REPAIR AREA, STORMWATER FACILITIES AND ASSOCIATED UTILITIES.
- THE INTENDED SCHEDULING OF MAJOR CONSTRUCTION ACTIVITIES ARE AS FOLLOWS:
 - INSTALL STABILIZED ROCK CONSTRUCTION ENTRANCE
 - INSTALL BIO ROLLS AROUND SITE
 - REMOVE PAVEMENTS AND UTILITIES
 - ROUGH GRADE SITE
 - IMPORT CLEAN FILL FOR REPLACEMENT AND BALANCE
 - INSTALL UTILITIES
 - INSTALL BUILDING FOUNDATIONS
 - INSTALL CURB AND GUTTER
 - INSTALL PAVEMENTS AND SIDEWALKS
 - FINAL GRADE SITE
 - REMOVE ACCUMULATED SEDIMENT FROM UNDERGROUND STORMWATER SYSTEMS
 - SEED AND MULCH
 - WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED, REMOVE BIO ROLLS AND INLET PROTECTION AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.
- SITE DATA:

AREA TO BE DISTURBED = 3.31 AC.	PRIOR TO CONSTRUCTION	POST CONSTRUCTION
IMPERVIOUS AREA	2.39 AC.	1.98 AC.

SOIL TYPES: SEE SOILS REPORT

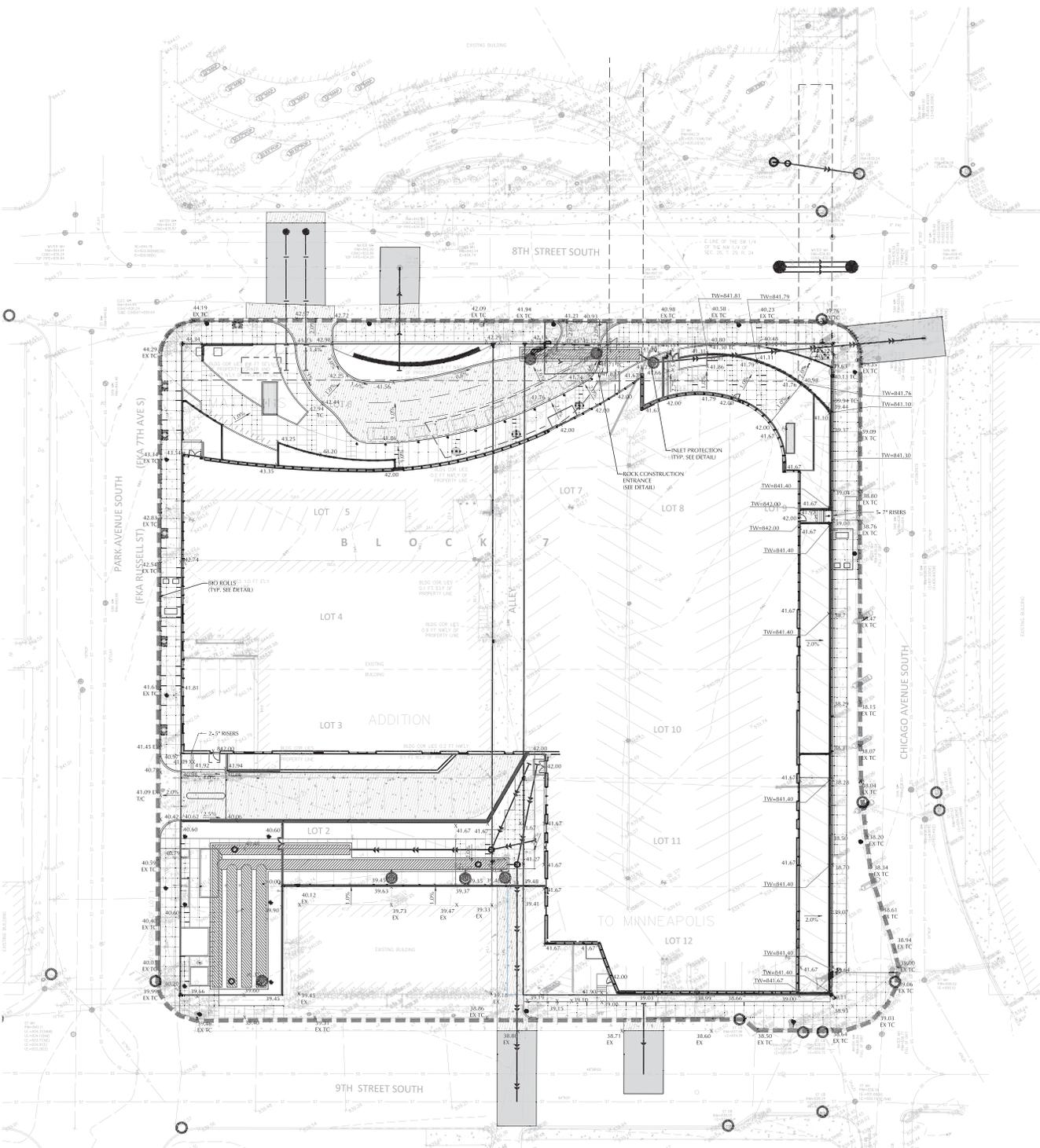
POST CONSTRUCTION RUNOFF COEFFICIENT: CN=96
- THE LOCATION OF AREAS NOT TO BE DISTURBED MUST BE IDENTIFIED WITH FLAGS, STAKES, SIGNS, SILT FENCE, ETC. BEFORE CONSTRUCTION BEGINS.
- CONSTRUCTION ACTIVITY - EROSION PREVENTION PRACTICES
STABILIZATION MUST BE INITIATED IMMEDIATELY TO LIMIT SOIL EROSION.
WHENEVER ANY CONSTRUCTION ACTIVITY HAS PERMANENTLY OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR 14 CALENDAR DAYS.

TIME AN AREA CAN REMAIN UNPROTECTED FROM CONSTRUCTION ACTIVITIES	TYPE OF SLOPE	STEEPNESS	MIN. WORKED
14 DAYS	1:1 TO 3:1	3:1	14 DAYS
14 DAYS	FLATTER THAN 1:1	1:1	14 DAYS
- ON SLOPES 3:1 OR GREATER MAINTAIN SHEET PILE AND MINIMIZE BILLS AND/OR COLLIES. SLOPE LENGTHS CAN NOT BE GREATER THAN 75 FEET. INSTALL EROSION CONTROL BANNETS ON ALL SLOPES 3:1 OR STEEPER.
- ALL STORM DRAINS AND INLETS MUST BE PROTECTED UNTIL ALL SOURCES OF POTENTIAL DISCHARGE ARE STABILIZED.
- CONTRACTOR TO PERFORM DAILY STREET SWEEPING TO REMOVE DUST, SEDIMENT, AND ANY MATERIAL FROM THE ONSITE CONSTRUCTION. DUST CONTROL MEASURES MUST BE PERFORMED DURING OPERATIONS.
- TEMPORARY SOIL STOCKPILES MUST HAVE EFFECTIVE SEDIMENT CONTROL AND CAN NOT BE PLACED IN SURFACE WATERS OR STORM WATER CONVEYANCE SYSTEMS. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT AMOUNT OF SILT, CLAY, OR ORGANIC COMPOUNDS ARE EXCEPTED. CLEAN AGGREGATE STOCKPILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES.
- SEDIMENT LAKEN WATER MUST BE DISCHARGED TO A SEDIMENTATION BASIN WHENEVER POSSIBLE. IF NOT POSSIBLE, IT MUST BE TREATED WITH THE APPROPRIATE BMP'S.
- SOLID WASTE MUST BE DISPOSED OF PROPERLY AND MUST COMPLY WITH MPCA DISPOSAL REQUIREMENTS.
- EXTERNAL WASHING OF CONSTRUCTION VEHICLES MUST BE LIMITED TO A DEFINED AREA OF THE SITE. AREA MUST BE IN A CONTAINED LOCATION WITH A LEAK, WASHWATER WASTE TO BE RECOVERED AND PROPERLY DISPOSED OF FOLLOWING ALL STATE AND LOCAL REGULATIONS.
- NO ENGINE DEGRASSING IS ALLOWED ON SITE.
- THE OWNER WHO SIGNS THE NPDES PERMIT APPLICATION IS A PERMITTEE AND IS RESPONSIBLE FOR COMPLIANCE WITH ALL TERMS AND CONDITIONS OF THE PERMIT. THE OPERATOR/CONTRACTOR WHO SIGNS THE NPDES PERMIT APPLICATION IS A PERMITTEE FOR PARTS III, PART IV, AND PART V OF THE NPDES PERMIT AND IS JOINTLY RESPONSIBLE WITH THE OWNER FOR COMPLIANCE WITH THOSE PORTIONS OF THE PERMIT.
- TERMINATION OF COVERAGE PERMITTEES WISHING TO TERMINATE COVERAGE MUST SUBMIT A NOTICE OF TERMINATION (N.O.T.) TO THE MPCA. ALL PERMITTEES MUST SUBMIT A N.O.T. WITHIN 30 DAYS AFTER ONE OR MORE OF THE FOLLOWING CONDITIONS HAVE BEEN MET:
 - A FINAL STABILIZATION PER NPDES PERMIT PART D, E, AND DEFINITION IN APPENDIX B HAS BEEN ACHIEVED ON ALL PORTIONS OF THE SITE FOR WHICH THE PERMITTEE IS RESPONSIBLE.
 - ANOTHER OWNER HAS ASSUMED CONTROL OVER ALL AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED.
- INSPECTIONS
 - INITIAL INSPECTION FOLLOWING SILT FENCE INSTALLATION BY CITY REPRESENTATIVE IS REQUIRED.
 - EXPOSED SOIL AREAS: ONCE EVERY 7 DAYS AND WITHIN 24 HOURS FOLLOWING A D-27 OR 24 HOURS RAIN EVENT.
 - STABILIZED AREAS: ONCE EVERY 30 DAYS
 - FROZEN GROUND: AS SOON AS SNOW OCCURS OR PRIOR TO RESUMING CONSTRUCTION.
- OWNER MUST KEEP RECORDS OF ALL PERMITS REQUIRED FOR THE PROJECT, ALL INSPECTIONS AND MAINTENANCE, PERMANENT OPERATION AND MAINTENANCE AGREEMENTS, AND REQUIRED CALCULATIONS FOR TEMPORARY AND PERMANENT STORM WATER MANAGEMENT SYSTEMS. THESE RECORDS MUST BE RETAINED FOR THREE YEARS.
- SWPPP MUST BE AMENDED WHEN:
 - THERE IS A CHANGE IN DESIGN, OPERATION, MAINTENANCE, WEATHER OR SEASONAL CONDITIONS THAT HAS SIGNIFICANT EFFECT ON DISCHARGE.
 - INSPECTIONS INDICATE THAT THE SWPPP IS NOT EFFECTIVE AND DISCHARGE IS EXCEEDING WATER QUALITY STANDARDS.
 - THE BMP'S IN THE SWPPP ARE NOT CONTROLLING POLLUTIONS IN DISCHARGES OR IS NOT CONSISTENT WITH THE TERMS AND CONDITIONS OF THE PERMIT.
- THE RESPONSIBLE PARTY FOR MAINTAINING THE SITE DURING AND AFTER THE CONSTRUCTION CONTRACT IS TO BE DETERMINED.

BIO ROLL SILT FENCE REQUIRED MAINTENANCE:
1. WHEN SEDIMENT REACHES 1/2 THE HEIGHT OF SILT FENCE IT MUST BE REMOVED WITHIN 24 HOURS.
2. REPAIR OR REPLACE DYSFUNCTIONAL SILT FENCE WITHIN 24 HOURS.

CALL BEFORE YOU DIG
Gopher State One Call
TOLL FREE AREA: 800-484-0002
TOLL SERVICE: 651-292-1196

WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COORDINATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.
THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-484-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND UTILITIES. CABLE, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES SHOULD BE MARKED. THE CONTRACTOR SHALL REPAIR OR REPLACE THE MARKER WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.



Consultants

LOUIS ASSOCIATES

Planning • Civil Engineering • Land Surveying
Landscape Architecture • Environmental

7200 Hennepin Lane, Suite 300
Minneapolis, Minnesota 55412
Telephone: 763.424.4100
Fax: 763.424.4822
www.louisassociates.com

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the sole responsibility of the user to ensure that the content and quality is consistent with the content and quality of the paper document on file at BWBR.

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

Name	Date
Date: 07/03/2015	Rev. No.: 20037
Issued For	
Item	Date
SD ISSUE	02/19/2015
FOR ISSUE	06/23/2015
BLUM MEETING	06/26/2015
SD REVISION	06/26/2015
LANDSCAPE APPLICATION	07/01/2015

NO FOR CONSTRUCTION

This Sheet may be a Reduced Copy
The bar above is 1" long on a Full Size Sheet
Drawing Codes apply to Full Size Sheets

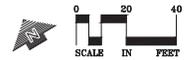
Keyplan

Corr. No. _____
3.2015.12.16.01 MDC
Sheet Title

LANDSCAPE PLAN

LOUIS PROJECT NO. 12399

260.LP



NATIVE PLANT PALETTE: _____
PLANT TYPE / POTENTIAL SPECIES LIST

PLANT TYPE / POTENTIAL SPECIES LIST	PLANT TYPE / POTENTIAL SPECIES LIST	PLANT TYPE / POTENTIAL SPECIES LIST	PLANT TYPE / POTENTIAL SPECIES LIST	PLANT TYPE / POTENTIAL SPECIES LIST	PLANT TYPE / POTENTIAL SPECIES LIST	PLANT TYPE / POTENTIAL SPECIES LIST	PLANT TYPE / POTENTIAL SPECIES LIST	PLANT TYPE / POTENTIAL SPECIES LIST	PLANT TYPE / POTENTIAL SPECIES LIST
101	102	103	104	105	106	107	108	109	110
111	112	113	114	115	116	117	118	119	120
121	122	123	124	125	126	127	128	129	130
131	132	133	134	135	136	137	138	139	140
141	142	143	144	145	146	147	148	149	150
151	152	153	154	155	156	157	158	159	160
161	162	163	164	165	166	167	168	169	170
171	172	173	174	175	176	177	178	179	180
181	182	183	184	185	186	187	188	189	190
191	192	193	194	195	196	197	198	199	200

- SOD
- STONE MULCH

GENERAL NOTES

CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID. INSPECT SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.

VERIFY LAYOUT AND ANY DIMENSIONS SHOWN AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN AND/OR INTENT OF THE PROJECT'S LAYOUT.

ASSURE COMPLIANCE WITH ALL APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK OR MATERIALS SUPPLIED.

CONTRACTOR SHALL PROTECT ALL EXISTING ROADS, CURBS, UTILITY TRAILS, TREES, LAWNS AND SITE ELEMENTS DURING PLANTING OPERATIONS. ANY DAMAGE TO SAME SHALL BE REPAIRED AT NO COST TO THE OWNER.

CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF ALL UNDERGROUND AND ABOVE GROUND UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION. MATERIAL INSTALLATION BEGINS MINIMUM 10' OF CLEARANCE.

ALL UNDERGROUND UTILITIES SHALL BE LAID SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF ANY EXISTING TREES TO REMAIN.

EXISTING CONTROLS, TRAILS, VEGETATION, CURBS, CUTTERS AND OTHER EXISTING ELEMENTS BASED UPON INFORMATION SUPPLIED TO LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY ANY AND ALL DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.

THE ALIGNMENT AND GRADES OF THE PROPOSED WALKS, TRAILS AND/OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. ANY CHANGE IN ALIGNMENT MUST BE APPROVED BY LANDSCAPE ARCHITECT.

PROVIDE IRRIGATION SYSTEM FOR ALL PLANTING BED AND SOCCDED AREAS. CONFIRM COMPLETE LIMITS OF IRRIGATION PRIOR TO SUPPLYING SHOP DRAWINGS.

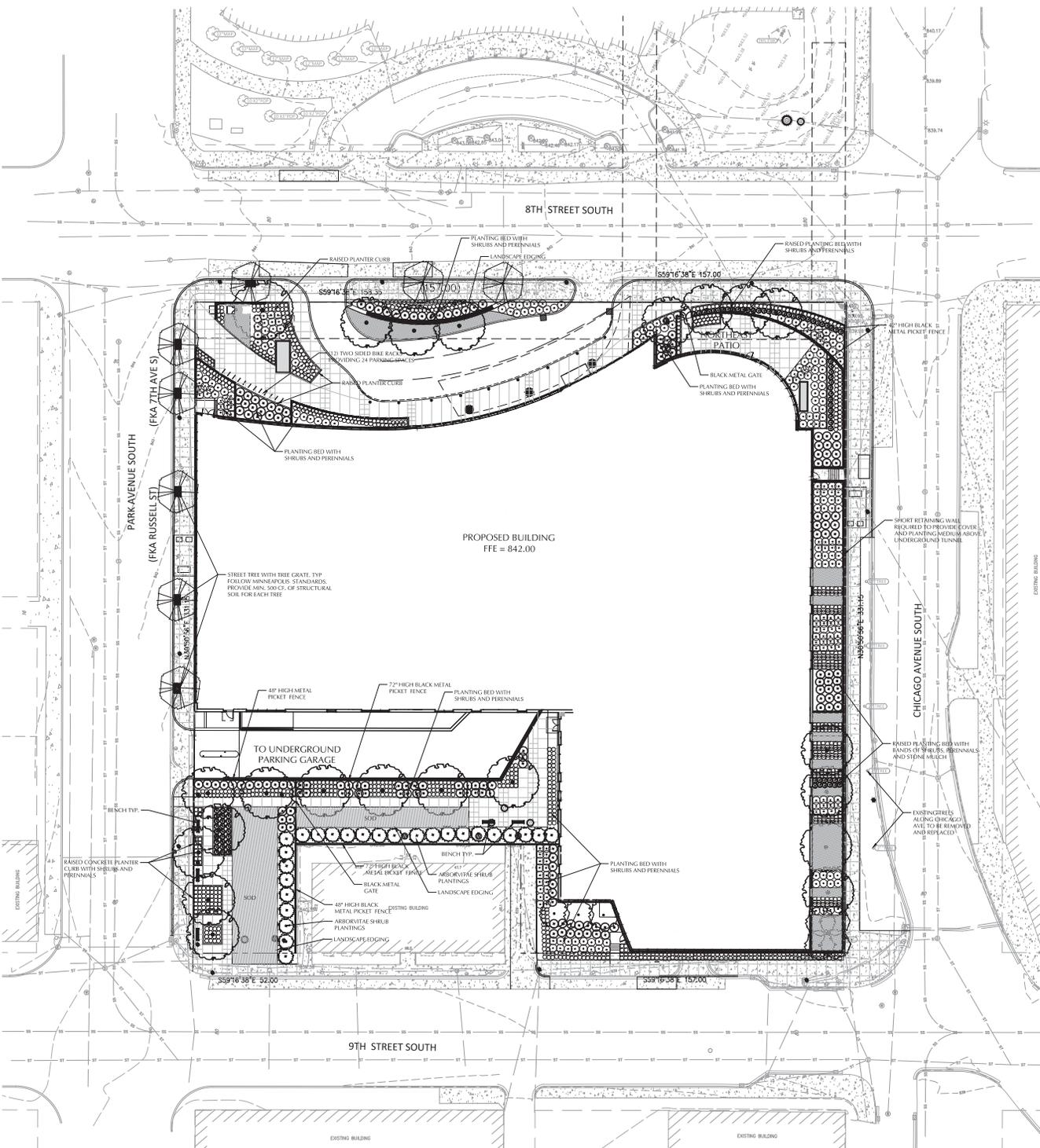
LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN IRRIGATION LAYOUT PLAN AND SPECIFICATION AS A PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE OWNER PRIOR TO ORDER AND/OR INSTALLATION. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL SCHEDULED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ADJUTING BUILDING FOUNDATION.

THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH A WATERING PLAN, IRRIGATION SCHEDULE, APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIAL GROWTH REQUIREMENTS.

CONTRACTOR IS NOT TO SPRINKLE ACROSS PAVEMENT.

CONTRACTOR TO INCORPORATE RAIN SENSOR INTO IRRIGATION SYSTEM.

CONTRACTOR TO CONTACT CRAIG PINAKALLA REGARDING ANY QUESTIONS RELATED TO PLANTING OR THE REMOVAL PROCESS OF EXISTING TREES.



2015/06/12 09:47 PM

DATE PLOTTED



June, 2015



HCMC HEALTHCARE CAMPUS

SITE PLAN



June, 2015



HCMC HEALTHCARE CAMPUS

POCKET PARK CONCEPT



June, 2015

HCMC HEALTHCARE CAMPUS

PERSPECTIVE VIEWS



June, 2015

HCMC HEALTHCARE CAMPUS

PERSPECTIVE VIEWS

Consultants:



Planning & Civil Engineering • Land Surveying
Landscape Architecture & Environmental
7200 Hennepin Lane, Suite 300
Minneapolis, Minnesota 55412
Minneapolis, MN 55412
Tel: (763) 424-0822
www.loouis.com

This document may be an electronic file or may be printed from an electronic file provided to the user. It is the user's responsibility to ensure that the content and quality of the printed document is consistent with the content and quality of the electronic document on file at BWBR.

I hereby verify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.

Name: _____ Registration No.: _____
Date: 07/03/2015 Exp. No.: 20317

Issued For: _____

Item	Date
SD ISSUE	02/19/2015
FOR ISSUE	06/23/2015
BLUM MEETING	06/26/2015
SD REVISION	06/28/2015
LAND USE APPLICATION	07/03/2015

NOT FOR
CONSTRUCTION

This Sheet may be a Reduced Copy.
The bar above is 1" long on a Full Size Sheet.
Drawing Gates apply to Full Size Sheets.

Keyplan

Corr. No. _____ Drawn _____
3.2015126.01 MDC
Sheet Title _____

SITE PLAN
RENDERINGS

LOUIS PROJECT NO. 12298

Sheet No. _____

EXHIBIT



**Department of
Public Works**

Steven A Kotke, P.E.
City Engineer
Director

350 South 5th Street – Room 203
Minneapolis MN 55415

Office 612 673-3000
Fax 612 673-3565
TTY 612 673-2157

July 30, 2015

Nicholas Balagurchik
Ambulatory Administration
Hennepin County Medical Center
701 Park Avenue, P1.704
Minneapolis, MN 55415

**RE: Travel Demand Management Plan
HCMC Ambulatory Outpatient Specialty Center
TDM File #2015-14**

Dear Mr. Balagurchik:

Enclosed please find a signed copy of the approved Travel Demand Management Plan for the HCMC Ambulatory Center project.

Should you have any questions, please feel free to contact Allan Klugman at (612) 673-2743.

Sincerely,

CITY OF MINNEAPOLIS

Jacob Brown
Program Assistant
Parking & Traffic Services

Enclosure

Cc: Allan Klugman, City of Minneapolis
Dan MacLaughlin, Downtown TMO





TRAVEL DEMAND MANAGEMENT PLAN

HENNEPIN COUNTY MEDICAL CENTER AMBULATORY OUTPATIENT SPECIALTY CENTER

MINNEAPOLIS, MINNESOTA

Prepared for:

Hennepin County Medical Center

701 Fourth Avenue South
Minneapolis, Minnesota 55415

Prepared By:

Kimley-Horn and Associates, Inc.

2550 University Avenue West, Suite 238N
St. Paul, MN 55114

JUNE 2015 | V4

Kimley»»Horn

TRAVEL DEMAND MANAGEMENT PLAN

**HENNEPIN COUNTY MEDICAL CENTER
AMBULATORY OUTPATIENT SPECIALTY
CENTER**

MINNEAPOLIS, MINNESOTA

PLAN APPROVAL

Hennepin County Medical Center

By: Nikhil Dabgulkar Dated: July 15, 2015

Minneapolis Community Planning and Economic Development Department

By: Steve Poon Dated: 7/27/15

Minneapolis Public Works Department

By: Allan Klugman Dated: 7/20/2015

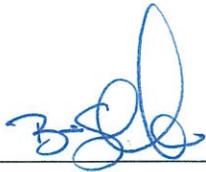
TRAVEL DEMAND MANAGEMENT PLAN

HENNEPIN COUNTY MEDICAL CENTER AMBULATORY OUTPATIENT SPECIALTY CENTER

MINNEAPOLIS, MINNESOTA

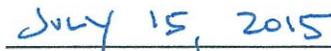
REPORT CERTIFICATION

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



Brian Smalkoski, P.E., AICP, PTP, PTOE

License No. 47531



Date

Contents

1.0	Background	6
	City of Minneapolis Transportation Goals	6
	Travel Demand Management Goals	8
2.0	Zoning and Land Uses	9
3.0	Pedestrian, Bicycle, and Transit	9
	Pedestrian	9
	Bicycle	10
	Transit	12
4.0	Parking/Loading	15
	Existing Site	15
	Existing Public Parking.....	16
	HCMC Parking Supply	17
	Redeveloped Site.....	17
5.0	Traffic Operations	20
	Existing Traffic Conditions.....	20
	Projected Future Traffic Conditions	26
	Analysis Results	28
	Recommendations	32
6.0	Travel Demand Management Strategies	32
	Strategy Commitments.....	33
7.0	Appendix	33

Tables

Table 1-1 - Project Mode Split Goals.....	8
Table 4-1 - Parking Demand Survey – Nearby Public Parking Stalls.....	16
Table 4-2 - Average Available Peak Parking Supply	17
Table 4-3 - Peak Parking Demand Characteristics – AOSC Patients & Visitors	19
Table 5-1 - Peak Hour Trip Generation for AOSC Patients & Visitors.....	24
Table B-1 - 2015 Existing Conditions SimTraffic Summary – AM and PM Peak Hour Delay	38
Table B-2 - 2015 Existing Conditions SimTraffic Summary – AM and PM Peak Hour Queuing	39
Table B-3 - Future Year (2018) No-Build Conditions – AM and PM Peak Hour Delay	40
Table B-4 - Future Year (2018) No-Build Conditions – AM and PM Peak Hour Queuing.....	41
Table B-5 - Future Year (2018) Full-Build Conditions – AM and PM Peak Hour Delay	42
Table B-6 - Future Year (2018) Full-Build Conditions – AM and PM Peak Hour Queuing.....	43

Tables

Figure 1-1: Project Location	7
Figure 3-1 - Bicycle Infrastructure	11
Figure 3-2 - Transit Routes near the Site	13
Figure 4-1 - HCMC Parking Locations.....	18
Figure 5-1 - Existing (2015) Lane Geometry	23
Figure 5-2 - Existing (2015) Peak Hour Turning Movement Volumes	25
Figure 5-3 - Future Year (2018) No-Build Turning Movement Volumes.....	27
Figure 5-4 - Future Year (2018) Build Lane Geometry	29
Figure 5-5 - Future Year (2018) Full-Build Turning Movement Volume	30
Figure A-1 - Future Year (2018) Full-Build Turning Movement Volume	34
Figure A-2 - Site Trip Assignment – AM Peak Hour	35
Figure A-3 - Site Trip Assignment – PM Peak Hour	36
Figure A-4 - Existing Parking Lot Trip Projections	37

1.0 BACKGROUND

Hennepin County Medical Center (HCMC) is proposing the construction of an Ambulatory Outpatient Specialty Center (AOSC) on a site south of the current HCMC hospital. The AOSC (designed by BWBR Architects) will be located within the Elliot Park Neighborhood, and the surrounding area contains a mix of multi-family residences, office buildings, and institutional uses related to the medical center. **Figure 1-1** shows the project location, and a more detailed site plan is included in Appendix C. The construction site is described as the Smith Block, which is bordered by South 8th Street to the northeast, Park Avenue South to the northwest, South 9th Street to the southwest, and Chicago Avenue South to the southeast. The site occupies the entire city block with the exception of a multi-story residential building along South 9th Street. For the purpose of this study, Park Avenue and Chicago Avenue are referred to as north-south streets and 8th and 9th Street are referred to as east-west streets.

The proposed Ambulatory Outpatient Specialty Center (AOSC) is currently nearing the final stages of architectural design and is expected to be 380,000 square feet, containing an Outpatient Surgery Center and Medical Clinics. Two levels of below-grade parking with up to 221 stalls will be provided for patient use, and the top level will contain a mechanical penthouse. A skyway will span over 8th Street in order to connect the AOSC to the Red Building of the existing campus. A tunnel connection for staff, supplies, and utilities will be located below grade at 8th Street connecting to the Orange Building of the existing campus.

Vehicular access to and from the site's underground parking supply will be provided via a single access driveway to Park Avenue. Because Park Avenue is a one-way northbound street along the site frontage, this access will function as a right-in/right-out driveway. A one-way circular driveway will also be provided for pick-up and drop-off at the AOSC front door on 8th Street, with the entrance and exit located a respective 100 feet and 260 feet east of Park Avenue (measured centerline-to-centerline). A site plan illustrating the proposed access configuration for the AOSC is provided in the appendix.

CITY OF MINNEAPOLIS TRANSPORTATION GOALS

The following policies for transportation are included in Chapter 2 of the Minneapolis Plan for Sustainable Growth, adopted by the Minneapolis City Council on October 2, 2009:

Policy 2.1: Encourage growth and reinvestment by sustaining the development of a multimodal transportation system.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

Policy 2.4: Make transit a more attractive option for both new and existing riders.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

Policy 2.6: Manage the role and impact of automobiles in a multimodal transportation system.

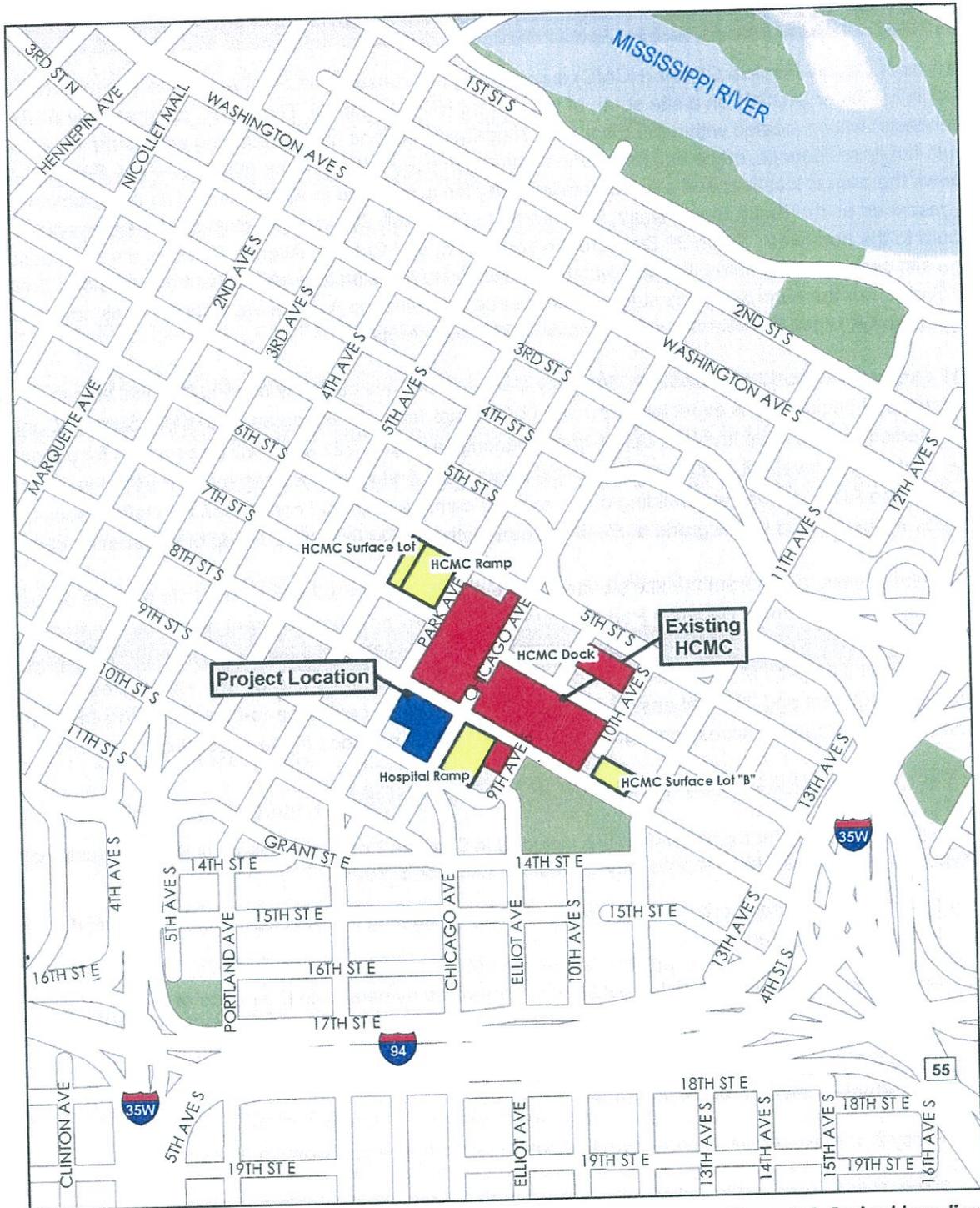


Figure 1-1. Project Location

Kimley»Horn  0 350 700 Feet HCMC Ambulatory Outpatient Specialty Center TDMP

Figure 1-1 - Project Location

Policy 2.7: Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.

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

Policy 2.9: Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.

Policy 2.10: Support the development of a multimodal Downtown transportation system that encourages an increasingly dense and vibrant regional center.

Policy 2.11: Minneapolis recognizes the economic value of Minneapolis-St. Paul International Airport and encourages its healthy competition to reach global markets in an environmentally responsible manner.

Based on these goals, previous TDMPs in the area, availability of transit and bicycle infrastructure, and the location of the development, HCMC has identified mode split goals for this project as shown in **Table 1-1**.

Table 1-1 - Project Mode Split Goals

User Group	Mode	Mode Split Goal
Employees	Auto	55%
	Transit	30%
	Bike/Walk	15%
Patients/Visitors	Auto	60%
	Transit	35%
	Bike/Walk	5%

TRAVEL DEMAND MANAGEMENT GOALS

In an effort to work toward these goals, the City of Minneapolis requires the preparation of a Travel Demand Management Plan (TDMP) for all non-residential development or additions over 100,000 square feet or more of gross floor area or any development or redevelopment projects deemed to have a potential substantial traffic impact.

This TDMP details the proposed project, including the site's design, location, and proposed amenities that will promote the use of alternate transportation modes by residents, employees, and patrons. It also references the anticipated traffic and parking changes and any potential impacts of these changes. Finally, the plan outlines specific demand management strategies that HCMC proposes as part of the expansion into the new AOSC building. These strategies are intended to reinforce the site design and amenities proposed to encourage use of alternate modes of travel, enhance pedestrian friendliness, and create a balance between all users of the local transportation system.

2.0 ZONING AND LAND USES

The existing primary zoning of the site is B4N, Downtown Neighborhood District. The City of Minneapolis describes B4N zoning districts as follows:

"The B4N Downtown Neighborhood District is established to provide an environment that promotes the development of higher density neighborhoods surrounding the Downtown office core with a variety of goods and services to support Downtown living."

The site is also located within a Downtown Parking (DP) Overlay District. The City of Minneapolis describes the Downtown Parking Overlay District as follows:

"The DP Downtown Parking Overlay District is established to preserve significant and useful buildings and to protect the unique character of the downtown area and the mixed-use downtown neighborhoods by restricting the establishment or expansion of surface parking lots and establishing certain minimum and maximum off-street parking standards in the downtown area."

Because the AOSC will serve as an expansion to the existing hospital campus, hospital parking requirements apply. As stated in Chapter 541, Off-Street Parking and Loading, of the Minneapolis Code of Ordinances, the maximum number of parking stalls shall be determined based on a parking study and approved by Conditional Use Permit (C.U.P.). No minimum parking requirement is specified.

3.0 PEDESTRIAN, BICYCLE, AND TRANSIT

PEDESTRIAN

The site is located in the Elliot Park Neighborhood, which is a walkable neighborhood containing residential, office, and institutional uses. The existing HCMC buildings and parking ramps are connected with skyways and tunnels to encourage users to travel the campus on foot year-round.

The four study intersections (Chicago/8th, Chicago/9th, Park/8th, and Park/9th) all include clearly marked crosswalks and flashing pedestrian walk/don't walk signals on all legs. At both Chicago/8th and Chicago/9th, the pedestrian signals also include countdown timers in addition to the flashing walk/don't walk indications.

BICYCLE

The site is well-situated to promote bicycling as a viable mode of transportation, due in large part to the bike lanes located on several of the surrounding roads, including Park Avenue and 9th Street. Additionally, a number of pedestrian and bicycle improvements are envisioned north of 6th Street as documented in the East Downtown Pedestrian Realm Augmentation Study, potentially further enhancing the bicycling environment in the area. **Figure 3-1** shows the existing bicycle infrastructure accessible from the site, including bike lanes, paved trails, and Nice Ride stations.

To promote bicycle use, HCMC plans to provide secure bicycle storage space and explore the potential to provide space for a new Nice Ride station adjacent to the proposed development. As required in Chapter 541, Off-Street Parking and Loading, within the Minneapolis Code of Ordinances, the minimum number of bicycle spaces shall be approved by C.U.P., and not less than 50 percent of the required bicycle parking shall meet the standards for long-term bicycle parking. Because no new employees will be added to serve the AOSC, the existing secure bicycle storage located on 7th Street will remain sufficient to serve long-term employee demands. HCMC will provide no less than 19 short-term bicycle parking spaces near the entrance to the AOSC, which is equivalent to the remaining 50 percent of the need using an assumption of 1 space per 10,000 sq. ft. of GFA. While zoning standards do not require a development of this size to provide additional amenities for users who travel via bicycle, HCMC will provide showers and lockers as a part of the proposed project to encourage employees to bike to and from the AOSC.



Kimley»Horn



Figure 3-1. Bicycle Infrastructure

Figure 3-1 - Bicycle Infrastructure

TRANSIT

Transit is widely available in the project area, with a METRO Transit light rail station located nearby, service via numerous METRO Transit bus routes, and the potential for a future Modern Streetcar line. **Figure 3-2** shows the project area with all current transit routes displayed.

LIGHT RAIL SERVICE

METRO Transit's Downtown East Station is located approximately four blocks north of the subject site on the block bounded by S 4th Street, Park Avenue S, S 5th Street, and Chicago Avenue. The METRO Blue and Green Lines are both serviced out of the Downtown East Station. The Green Line currently runs from Target Field to Union Depot. The Southwest Light Rail Transit (LRT) project—planned for 2020—will extend Green Line service southwest of Target Field to Eden Prairie, where the line will terminate near Mitchell Road and State Highway 5. The Blue Line runs from Mall of America to Target Field, and a 13-mile extension to Brooklyn Park (also referred to as the Bottineau LRT) is planned for 2021 and would serve areas northwest of Target Field.

BUS SERVICE

Four METRO Transit bus routes stop adjacent to the site. Five additional routes stop one block away from the site, and eight additional routes stop two blocks away. Details for each route are provided below.

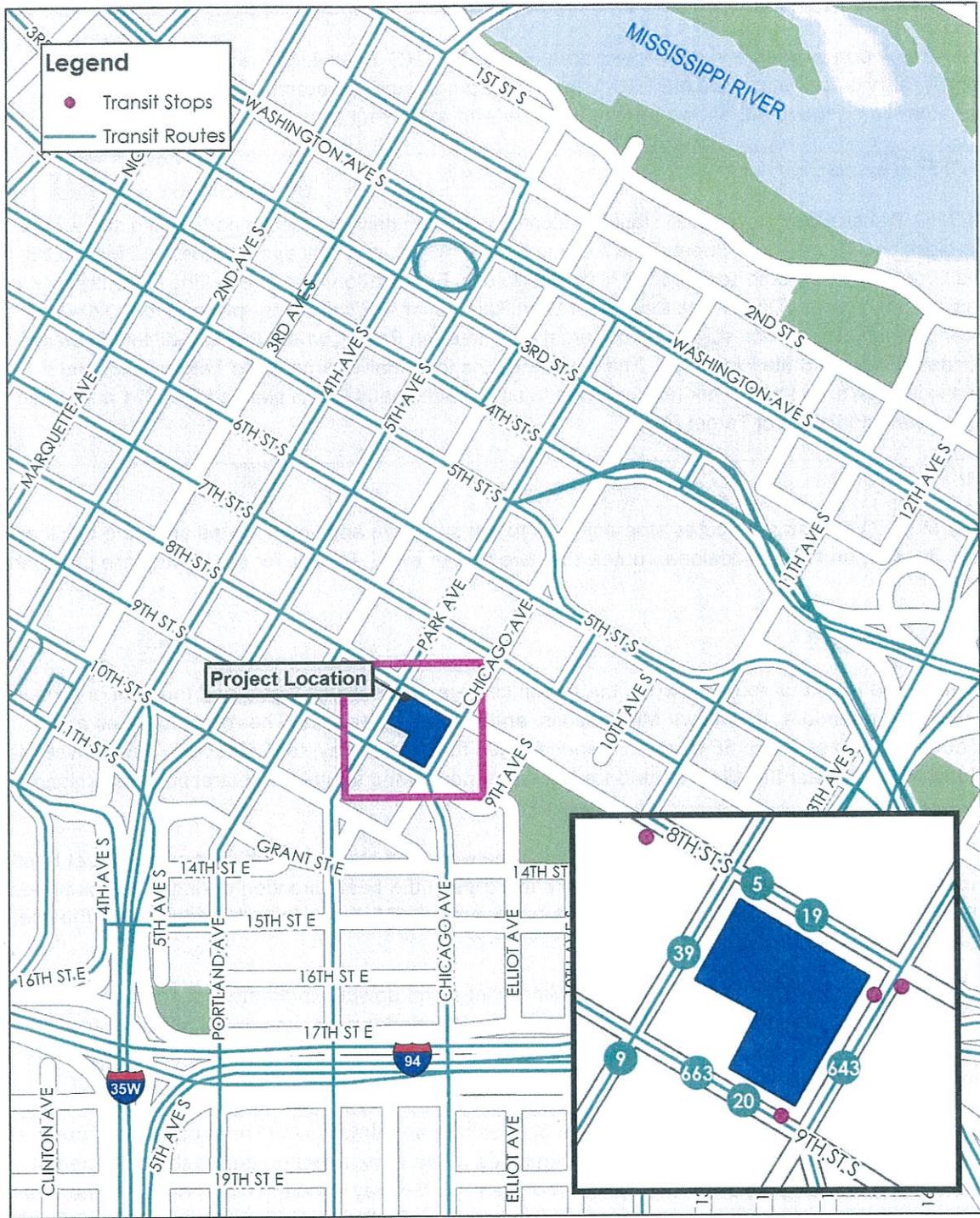
Adjacent Routes

Route 5 is a local bus route between the transit centers at Brooklyn Center and the Mall of America, via north Minneapolis, downtown Minneapolis, and south Minneapolis. The route operates at a frequency between 5 and 60 minutes, depending on the time of day, for 24 hours a day on weekdays and weekends. Near the site, Route 5 travels in the north- and southbound directions on Chicago Avenue.

Route 20 is a local bus route providing a shuttle between the Northstar Rail station at Target Field and Downtown Minneapolis. This route offers five trips in the peak direction during the peak period (southbound in the morning and northbound in the evening) Monday through Friday. Near the site, Route 20 runs westbound on 9th Street.

Route 643 is a limited-stop route between Minnetonka and downtown Minneapolis. This route offers five trips in the reverse-peak direction during the peak period (westbound in the morning and eastbound in the evening) Monday through Friday. Near the site, Route 643 runs southbound on Chicago Avenue and westbound on 9th Street.

Route 663 is an express bus route between Minnetonka and downtown Minneapolis. The route operates at a frequency between 15 and 30 minutes in the peak direction during the peak period (eastbound in the morning and westbound in the evening). Monday through Friday. Near the site, Route 663 runs southbound on Chicago Avenue and westbound on 9th Street.



Kimley»Horn



Figure 3-2. Transit Routes HCMC Ambulatory Outpatient Specialty Center TDMP

Figure 3-2 - Transit Routes Near the Site

Routes One Block Away

Route 14 is a local bus route between Robbinsdale/Golden Valley and south Minneapolis/Richfield via downtown Minneapolis. The route operates at a frequency between 10 and 30 minutes, depending on the time of day, from approximately 4:30AM to 1:30AM Monday through Saturday and from approximately 5:30AM to 12:30AM on Sundays. Near the site, Route 14 runs westbound on 7th Street and eastbound on 6th Street.

Route 19 is a local bus route between the transit center in Brooklyn Center and downtown Minneapolis via north Minneapolis. The route operates at a frequency between 8 and 60 minutes, depending on the time of day, for 24 hours a day on weekdays and weekends. Near the site, Route 19 runs eastbound on 8th Street before turning left and heading northbound on Chicago Avenue.

Route 94 is an express bus route between downtown Minneapolis and downtown St. Paul via Interstate 94. The route operates at a frequency between 10 and 30 minutes, depending on the time of the day, from approximately 5:00AM to 7:30PM on weekdays. Near the site, Route 94 runs westbound on 7th Street and eastbound on 6th Street.

Route 721 is a limited-stop route between Hennepin Technical College and the transit center at Brooklyn Center, plus trips to downtown Minneapolis at select times of day. The route operates at a frequency between 30 and 60 minutes, from approximately 5:30AM and 9:30PM, Monday through Friday, and from approximately 7:30AM and 6:30PM on Saturday and Sunday. Service to and from downtown Minneapolis is provided during peak periods on weekdays only. Near the site, Route 721 runs westbound on 7th Street and eastbound on 6th Street.

Route 724 is a limited-stop route between Brooklyn Park and the transit center at Brooklyn Center, plus trips to downtown Minneapolis at select times of day. The route operates at a frequency between 30 and 60 minutes, from approximately 3:30AM and 2:00AM, Monday through Friday; from approximately 4:00AM to 2:00AM on Saturday; and from approximately 5:00AM to 1:00AM on Sunday. Service to and from downtown Minneapolis is provided on weekdays only from approximately 7:00AM to 4:30PM. Near the site, Route 724 runs westbound on 7th Street and eastbound on 6th Street.

Routes Two Blocks Away

Route 9 is a local route between Minnetonka/St. Louis Park and south Minneapolis via downtown Minneapolis. The route operates at a frequency between 15 and 60 minutes, depending on the time of day, from approximately 4:30AM to 2:00AM on weekdays and weekends. Near the site, Route 9 runs westbound on 9th Street and southbound on Portland Avenue. While Route 9 runs northbound on Park Avenue before turning westbound on 9th Street, there are no proximate stops for this route on Park Avenue.

Route 39 is a local route between downtown Minneapolis and Chicago Avenue/26th Street. The route operates at a frequency between 15 and 30 minutes in the reverse-peak direction during the peak period (southbound in the morning and northbound in the evening) Monday through Friday. Near the site, Route 39 runs southbound on Portland Avenue. While Route 39 runs northbound on Park Avenue adjacent to the site, there are no proximate stops for this route on Park Avenue.

Route 134 is a limited-stop route between Cleveland Avenue in St. Paul and downtown Minneapolis via I-94. The route operates at a frequency between 15 and 30 minutes during peak hours Monday

through Friday. Near the site, Route 134 runs eastbound on 6th Street and westbound on 7th Street, with a stop on 6th Street immediately adjacent to HCMC hospital.

Route 353 is an express route between Woodbury, St. Paul, and Minneapolis. A single trip operates during peak hours Monday through Friday, traveling westbound in the morning and eastbound in the evening. Near the site, Route 353 runs eastbound on 6th Street and westbound on 7th Street, with a stop on 6th Street immediately adjacent to HCMC hospital.

Route 355 is an express route between Woodbury and Minneapolis. The route operates at a frequency between 10 and 20 minutes during peak hours Monday through Friday, traveling westbound in the morning and eastbound in the evening. Near the site, Route 355 runs eastbound on 6th Street and westbound on 7th Street, with a stop on 6th Street immediately adjacent to HCMC hospital.

Route 365 is an express route between Cottage Grove and Minneapolis. The route operates at a frequency between 10 and 30 minutes during peak hours Monday through Friday, traveling northbound in the morning and southbound in the evening. Near the site, Route 365 runs eastbound on 6th Street and westbound on 7th Street, with a stop on 6th Street immediately adjacent to HCMC hospital.

Route 375 is an express route between Oakdale and Minneapolis. The route operates at a frequency between 10 and 25 minutes during peak hours Monday through Friday, traveling westbound in the morning and eastbound in the evening. Near the site, Route 375 runs eastbound on 6th Street and westbound on 7th Street, with a stop on 6th Street immediately adjacent to HCMC hospital.

Route 452 is an express route between West St. Paul and Minneapolis. The route every 30 minutes during peak hours Monday through Friday, traveling westbound in the morning and eastbound in the evening. Near the site, Route 452 runs eastbound on 6th Street and westbound on 7th Street, with a stop on 6th Street immediately adjacent to HCMC hospital.

MODERN STREETCAR

Chicago Avenue was identified as a Candidate Streetcar Corridor in the *Minneapolis Streetcar Feasibility Study* completed in December 2007. In this study, it is shown that Stage I of the Chicago Avenue South streetcar would travel between 5th Street/Nicollet Mall and Chicago/14th via 9th and 10th Streets. Later stages would travel on Chicago Avenue as far south as 38th Street. Though this route has been identified, formal steps toward implementation of this streetcar route have not yet been initiated. Should this streetcar route be provided in the future, the proposed design for this project will not preclude the installation of a streetcar stop on 9th Avenue along the project's southwestern border.

4.0 PARKING/LOADING

EXISTING SITE

The existing site is occupied by two buildings, each with its own dedicated parking lot providing a combined 17 stalls. A public parking lot that contains 162 stalls is also currently located on the subject site.

EXISTING PUBLIC PARKING

The area near the proposed site offers a variety of parking options, including on-street metered parking stalls and several public parking lots. Within a two-block radius of the site, on-street metered parking stalls largely fall into one of two enforcement categories: Group “E” (enforced daily from 8AM-10PM) and Group “K” (enforced Monday through Friday from 9AM-6PM). On 8th Street west of 9th Street, a small portion of the area’s on-street metered parking stalls are Group “F” and are enforced Monday through Saturday from 8AM-10PM. Vehicles are permitted to park for up to 8-10 hours in these spaces, depending on location. On the north side of 9th Street between Chicago Avenue and Park Avenue, there are 10 on-street (non-metered) parking stalls that are subject to a one-hour maximum duration.

In order to assess how many public parking stalls may be available to AOSC users, a parking demand survey was conducted for all public parking options within a two-block radius of the subject site. Based on information provided in the Institute of Transportation Engineers (ITE) manual Parking Generation, Fourth Edition, for Medical-Dental Office uses (Land Use Code 720), facilities such as the AOSC typically experience peak parking demand from 10:00AM until 12:00PM on weekdays. Area parking demand was therefore documented during this time period and categorized based on distance from the AOSC front door. A summary of this demand survey is provided in **Table 4-1**.

Table 4-1 - Parking Demand Survey – Nearby Public Parking Stalls

Distance from Site	Parking Location	Number of Stalls Provided	Number of Stalls in Use (10AM-12PM)	Number of Empty Stalls Reserved for Monthly Parking and/or Slated for Potential Development	Number of Public Parking Stalls Available
One-Block Radius	On Street	121	108	–	13
	Surface Lot	225	194	26	5
Two-Block Radius	On Street	235	216	–	19
	Surface Lot	405	220	138	47
Total		986	738	164	84

The results of this parking survey reveal that 986 public parking stalls are provided within a two-block radius of the site (excluding curbside parking areas that were under construction at the time of data collection), and 738 of these stalls were occupied between 10:00AM and 12:00PM. Of the stalls that were empty, several are reserved for monthly parkers only and were therefore excluded from the number of public parking stalls that are assumed to be available to AOSC users. Additionally, it is understood that the First Covenant Church at Chicago Avenue and 7th Street is in the process of exploring various redevelopment options. For the sake of a conservative analysis, it was assumed that the empty parking stalls observed in the public parking lot adjacent to the church may no longer be available to AOSC users. Vehicles parked in the public parking lot currently located on the subject property are assumed to be related to uses that will be displaced as a result of the subject development and were therefore excluded from the area parking demand survey.

Based on these assumptions, it is anticipated that up to 84 public parking stalls would be available for AOSC patients and visitors within a two-block radius of the site location.

HCMC PARKING SUPPLY

The existing network of HCMC buildings is served by several parking facilities, including two parking ramps and two surface parking lots, illustrated on **Figure 4-1**. Based on information provided by the project team, these parking facilities provide a combined capacity of over 2,600 parking stalls and have roughly 380 available stalls during peak occupancy. Approximately 175 of these available stalls are located in the Hospital Ramp immediately east of the AOSC site.

REDEVELOPED SITE

The site is currently located in the B4N zoning district. According to Chapter 541, Off-Street Parking and Loading, within the Minneapolis Code of Ordinances, the maximum number of parking stalls for the entire HCMC hospital campus, including the AOSC, shall be determined based on a parking study and approved by Conditional Use Permit (CUP). No minimum parking requirement is specified. For comparison, medical facilities in downtown districts not connected to a hospital facility are subject to a maximum of 1 space for 1,000 sq. ft., which would be equivalent to a maximum of 380 parking stalls for the AOSC site.

A summary of total peak period parking availability is summarized in **Table 4-2**.

Table 4-2 - Average Available Peak Parking Supply

Parking Supply Location	Number of Available Stalls for AOSC Patients & Visitors
AOSC Parking Ramp	221 stalls
Hospital Ramp	175 stalls
Other HCMC Parking	205 stalls
Total HCMC Parking Availability	601 stalls
Public (Non-HCMC) Parking	84 stalls
Total Study Area Parking Availability	685 stalls

While the proposed project is expected to support an increase in clinic and outpatient volumes of approximately 15 percent compared to current campus-wide levels (201 patients per hour compared to 175 patients per hour currently for the AOSC services), the estimated 775 employees at the AOSC are largely expected to be existing HCMC staff that relocate to the new building. In order to reserve on-site AOSC parking for patients, it is the intent of HCMC that staff continue to park where they do today. Staff and patients who park more than a block from the AOSC in the HCMC Ramp, HCMC Surface Lot, or HCMC Surface Lot B will be able to walk through existing HCMC buildings and take advantage of skywalks and tunnel connections as they walk to their ultimate destination.



Kimley»Horn



Figure 4-1. HCMC Parking Locations
HCMC Ambulatory Outpatient Specialty Center TDMP

Figure 4-1 - HCMC Parking Locations

Parking needs for new developments are typically determined with the use of data provided in one of two reference manuals: ITE's Parking Generation and the Urban Land Institute (ULI) manual Shared Parking. Both manuals provide parking demand projections for a variety of land uses based on national-average data, including information for Medical-Dental Office (ITE Land Use Code 720). The data used to produce these national averages, however, are typically collected in auto-oriented areas that exhibit few, if any, of the non-auto modes of transportation that are readily available in the area surrounding the subject site (such as transit, walking, and biking). It is therefore necessary to incorporate the anticipated proportion of non-auto mode split into parking demand calculations for the subject site.

Based on the parking demand rates provided in these manuals and the anticipated use of transit by patients and visitors, the potential range of parking demand for the proposed development was assessed, as summarized in Table 4-3. It should be noted that the peak parking demand rate referenced from Parking Generation corresponds to average conditions, whereas the demand rate in Shared Parking is an 85th percentile value. As noted below the table, estimated employee parking demand was removed because no net increase in employment is anticipated.

Table 4-3 - Peak Parking Demand Characteristics – AOSC Patients & Visitors

Proposed Square Footage	Resource Manual	Peak Parking Demand Rate	Projected Peak Parking Demand with Non-Auto Mode Share at:		
			30%	35%	40%
380,000 sq. ft.	ITE <u>Parking Generation, Fourth Edition</u> ¹	2.1 vehicles per 1,000 sq. ft.	560	520	480
	(Average of Methods)	2.55 vehicles per 1,000 sq. ft.	680	630	580
	ULI <u>Shared Parking, Second Edition</u> ²	3.0 vehicles per 1,000 sq. ft.	800	740	680

¹The average peak period parking demand rate of 3.2 vehicles/1,000 sq. ft. was reduced by 33 percent to exclude employee parking demand. This reduction mirrors the proportion of employee vehicles in Shared Parking, which provides demand rates of 3.0 vehicles/1,000 sq. ft. for patients/visitors and 1.5 vehicles/1,000 sq. ft. for employees.

²Corresponds to patient/visitor parking demand only.

As shown in the preceding table, the available HCMC parking supply should be adequate to accommodate peak AOSC parking demand assuming the combined average demand rate and a 35 percent non-auto mode share. For example, the projected range of parking demand calculated with the use of ITE's rate suggests that the 685 HCMC parking stalls and nearby public parking available under peak conditions would adequately accommodate patients and visitors at the AOSC with up to an 18 percent cushion, depending on the rate of transit utilization.

Using ULI's more conservative peak parking demand assumptions, on-site parking combined with nearby public parking availability is approximately sufficient with a non-auto mode share of 35 percent or more. Parking supply would only be a concern using the most conservative assumptions, that is, a combination of ULI's demand rate and 35 percent or less non-auto share. However, under this scenario it is anticipated that patients and visitors would dynamically respond to reduced parking availability by increasing their utilization of transit and other non-auto modes of transportation. Given the City's goals of

managing demand and increasing travel by other modes, the proposed parking supply represents a reasonable amount to meet the anticipated needs without oversupplying and encouraging driving alone.

Drop-Off Area

In addition to the area parking supply available to AOSC patients and visitors, a semi-circular driveway will be available on 8th Street for pick-up and drop-off. The design of this driveway is such that up to eight vehicles can stage without obstructing driveway circulation or traffic flow on the adjacent streets, and a queue of up to seven outbound vehicles could be accommodated without spillback onto 8th Street.

Loading

The loading facility for the entire HCMC campus is located at the intersection of S. 6th Street and Carew Drive, connected to the rest of campus through the tunnel and skyway system. Based on discussions with HCMC's distributor, truck traffic to the loading dock will not increase from current levels with the AOSC addition. **The AOSC does not add any new services, and the distributor already utilizes a just-in-time inventory management system (Low Unit of Measure, or LUM) that will remain in place. The three existing loading docks are therefore anticipated to meet all current and future needs.**

5.0 TRAFFIC OPERATIONS

An analysis of the potential traffic impacts associated with the proposed development site was completed. The assumptions, methodology, results, and recommended improvements are detailed in this section. The following intersections were analyzed for traffic impacts:

- Park Avenue South and South 8th Street
- Park Avenue South and South 9th Street
- Park Avenue South and proposed site access (Future Year Full-Build Conditions only)
- Chicago Avenue South and South 8th Street
- Chicago Avenue South and South 9th Street

The traffic conditions at these intersections were analyzed under three scenarios during the morning and evening peak hours of traffic using Synchro 9 and SimTraffic 9:

- 2015 Existing Conditions
- Future Year (2018) No-Build Conditions
- Future Year (2018) Full-Build Conditions

Street types listed below are based on the street types defined in *Access Minneapolis*.

EXISTING TRAFFIC CONDITIONS

Park Avenue South is a three-lane north-south A-minor arterial street adjacent to the development site. Park Avenue extends from Downtown East to the Diamond Lake neighborhood in south Minneapolis. Within the vicinity of the site, Park Avenue is a one-way northbound street, complementing the one-way southbound direction on Portland Avenue South to the immediate west. At its intersection with 9th Street, the westernmost lane is 20 feet wide due to a No Parking restriction between 9th Street and the next alley to the south. It is assumed that motorists take advantage of this additional width and use this approach as though a dedicated left-turn lane is provided. The posted speed limit is 30 mph south of the study area,

and there are multiple access points on both sides of the street to serve the private parking lots of commercial and residential buildings. The 2014 annual average daily traffic (AADT) volume on Park Avenue in the vicinity of the development was 5,767 vehicles per day, according to data provided on the City of Minneapolis Transportation Data Management System. The count station was located between 10th Street and Park Avenue Frontage Road. On-street parking is permitted in the study area on both sides of the roadway between 8th and 9th Street, and a bike lane is provided along the east side of the street. The Park Avenue intersections at 8th Street and 9th Street are both signalized.

Chicago Avenue South is a two-way, north-south, undivided collector street that, like Park Avenue, extends from Downtown East to the Diamond Lake neighborhood in south Minneapolis. In the vicinity of the site, Chicago Avenue is a two-lane roadway, and dedicated left-turn lanes are provided on both approaches of Chicago Avenue at 9th Street. At its intersection with 8th Street, the north and south approach lanes on Chicago Avenue are each 20 feet wide. It is assumed that motorists take advantage of this additional width and use these lanes as though a dedicated left-turn lane is provided on the north leg and a dedicated right-turn lane is provided on the south leg. No speed limit is posted in the vicinity of the site, so 30 mph was assumed per City Ordinance. The 2014 AADT volume on Chicago Avenue is 6,108 vehicles per day north of 8th Street and 5,562 vehicles per day south of 9th Street, according to data provided on the City of Minneapolis Transportation Data Management System. Parking is not allowed on either side of Chicago Avenue between 8th Street and 9th Street, nor are any access points located on this block. On-street parking is permitted on both sides of Chicago Avenue north of 8th Street and on the east side of the street south of 9th Street. The Chicago Avenue intersections at 8th Street and 9th Street are both signalized.

South 8th Street is a one-way east-west A-minor arterial street that stems from 7th Street North near Target Field and terminates at Hiawatha Avenue to the southeast of the site. In the vicinity of the site, 8th Street is a three-lane, one-way eastbound roadway. At its intersection with Chicago Avenue, the southernmost lane on 8th Street is 23 feet wide due to a No Parking zone along the public parking lot frontage. It is assumed that motorists take advantage of this additional width and use this lane as though a dedicated right-turn lane is provided. No speed limit is posted in the vicinity of the site, so 30 mph was assumed per City Ordinance. On-street parking is permitted on both sides of the roadway within the study area, and access points are located on 8th Street along the site frontage to serve a public parking lot and the HCMC Red Building pick-up/drop-off driveway. The AADT volume on 8th Street was 10,277 vehicles per day between Chicago Avenue and 9th Street (collected in 2010) and 7,047 vehicles per day between Portland Avenue South and Fifth Avenue South (collected in 2014) according to data provided on the City of Minneapolis Transportation Data Management System.

South 9th Street is a two-way east-west collector roadway that extends from 8th Avenue northeast of the site and terminates at Hawthorne Avenue near Target Field. 9th Street is a two-lane, two-way roadway between 8th Avenue and Chicago Avenue. West of Chicago Avenue, 9th Street provides three lanes for one-way westbound travel. No speed limit is posted in the vicinity of the site, so 30 mph was assumed per City Ordinance. On-street parking is permitted on both sides of the roadway within the study area, and an access point is provided to serve a public parking lot. The 2014 AADT volume on 9th Street was 4,413 vehicles per day between Park Avenue and Portland Avenue South according to data provided on the City of Minneapolis Transportation Data Management System. A bike lane is provided along the south side of 9th Street immediately adjacent to the site.

The existing lane geometry for each of the study intersections is provided in **Figure 5-1**.

EXISTING TRAFFIC VOLUMES

To analyze traffic operations at the four study intersections, turning movement counts were obtained via the City of Minneapolis Transportation Data Management System. The network peak hour of these four intersections was determined. The network peak hours were determined to occur from 7:45-8:45AM and from 4:30-5:30PM. The average Peak Hour Factor during these hours was calculated at 0.92 in the morning and 0.90 in the evening.

To determine the 2015 existing turning movement volumes, the turning movement counts were grown from their base year by a compounded annual growth rate of 0.5 percent. This growth rate was determined based on guidance provided by the City of Minneapolis. Turning movement count data at the four study intersections were collected in April and May 2011 and were therefore grown by four years. The grown turning movement volumes were then rounded to the nearest multiple of five. Traffic volumes were balanced along Chicago Avenue due to the lack of access points on this roadway between 8th Street and 9th Street. The remaining traffic volumes were left as is (with volume changes of less than 100 vehicles on any given segment), reflecting the presence of several access points and on-street parking stalls on the study roadways. The final 2015 Existing Conditions scenario turning movement volumes for the morning and evening peak hours are provided in **Figure 5-2**.



Kimley»Horn



0 350 700 Feet

Figure 5-1. Existing (2015) Lane Geometry HCMC Ambulatory Outpatient Specialty Center TDMP

Figure 5-1 - Existing (2015) Lane Geometry

TRIP GENERATION

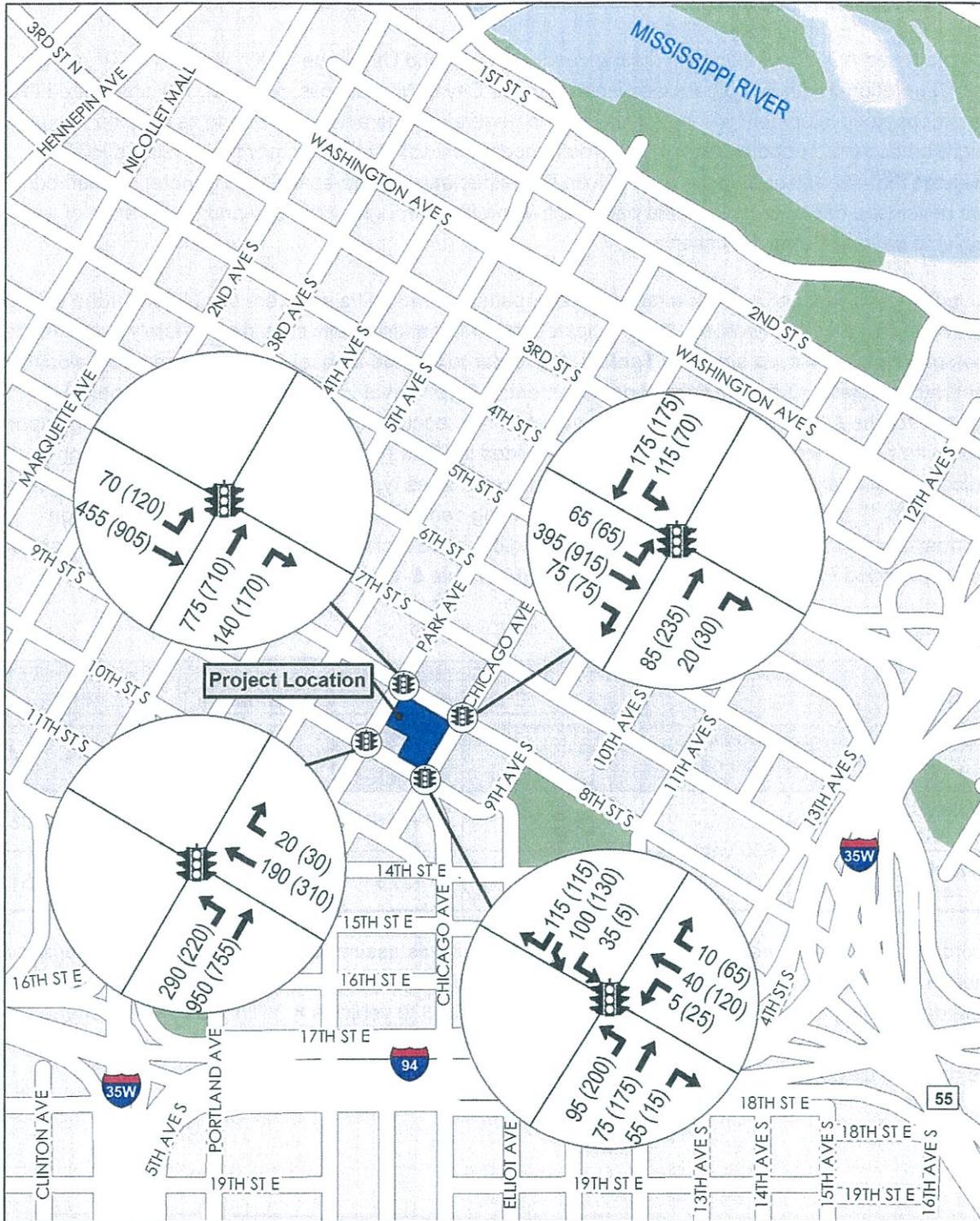
The proposed AOSC development fits the description of Land Use Code (LUC) 720 in the ITE manual Trip Generation, Ninth Edition. As discussed with the City of Minneapolis, however, it is anticipated that the proposed development will exhibit unique trip generation characteristics due to its location in an urban neighborhood that supports travel via alternate modes, as well as its proximity to the related HCMC buildings that already exist in the area. Given this expectation, a site-specific trip generation methodology was developed based on anticipated patient travel profiles throughout the day and the location of available parking supply for patients.

In *Section 4.0. Parking/Loading*, a range of peak parking demand values were calculated for the subject site. Based on these projections, it is anticipated that 630 parking stalls should adequately accommodate peak parking demand, as shown in **Table 4-3**. In order to provide a baseline from which to develop trip generation projections for the subject development, it is conservatively assumed that peak parking demand for the AOSC is equivalent to 630 vehicles, fully occupying the available HCMC parking supply and some nearby street parking. Information provided in ITE's Parking Generation, Fourth Edition indicates that peak parking demand at medical office facilities typically occurs mid- to late morning from 10:00AM to 12:00PM. With reference to hourly parking demand profiles and directional distribution information provided in these ITE manuals for medical office facilities, estimated trip generation values were developed for the subject facility, as detailed in **Table 5-1**.

Table 5-1 - Peak Hour Trip Generation for AOSC Patients & Visitors

Peak Hour	Peak Weekday Parking Demand	Net Parking Occupancy Change		Directional Distribution		Estimated Trip Generation		
		% of Peak Parking Demand	Number of Vehicles	In	Out	In	Out	Total
Weekday Morning (7:45-8:45AM)	630 vehicles	+35%	+225	79%	21%	305	80	385
Weekday Evening (4:30-5:30PM)		-35%	-225	28%	72%	145	370	515

In order to develop the estimated values shown above, it was assumed that the net parking occupancy change during the morning and evening peak hours would be equivalent to 35 percent of the peak weekday parking demand, or approximately 225 vehicles (630 vehicles × 35%). Using directional distribution values for LUC 720 from Trip Generation, inbound and outbound trip values were derived for the morning and evening peak hours in order to arrive at this net change in parking occupancy.



Kimley»Horn



0 350 700 Feet

Figure 5-2. Existing (2015) Turning Movement Volumes
HCMC Ambulatory Outpatient Specialty Center TDMP

Figure 5-2 - Existing (2015) Peak Hour Turning Movement Volumes

For context, the trip generation values calculated in **Table 5-1** were compared to data in ITE's Trip Generation, Ninth Edition. With an expected density of 380,000 sq. ft., data in Trip Generation suggests that the subject site would generate 590 trips during the Weekday Morning Peak Hour and 630 trips during the Weekday Evening Peak Hour (with 35 percent reduction for non-auto modes). Acknowledging that **Table 5-1** presents patient/visitor trips only, the projected trip generation values appear to be reasonable.

The proposed AOSC will be staffed largely by existing HCMC employees, and only modest staff growth is expected to result from this development. Based on this understanding, the peak hour trip projections detailed in **Table 5-1** reflect anticipated patient and visitor demand only. It is assumed that the background traffic growth incorporated in to Future Year scenarios helps to account for some increase in staff traffic volumes. It is also worth noting that patient demand at the proposed AOSC has the potential to occupy much of the available HCMC parking supply during peak periods, as discussed in *Section 4.0. Parking/Loading*. HCMC staff are the most likely users to be aware of daily parking supply constraints and shift their travel behaviors accordingly, therefore limiting the number of new trips that will be generated by staff at the AOSC.

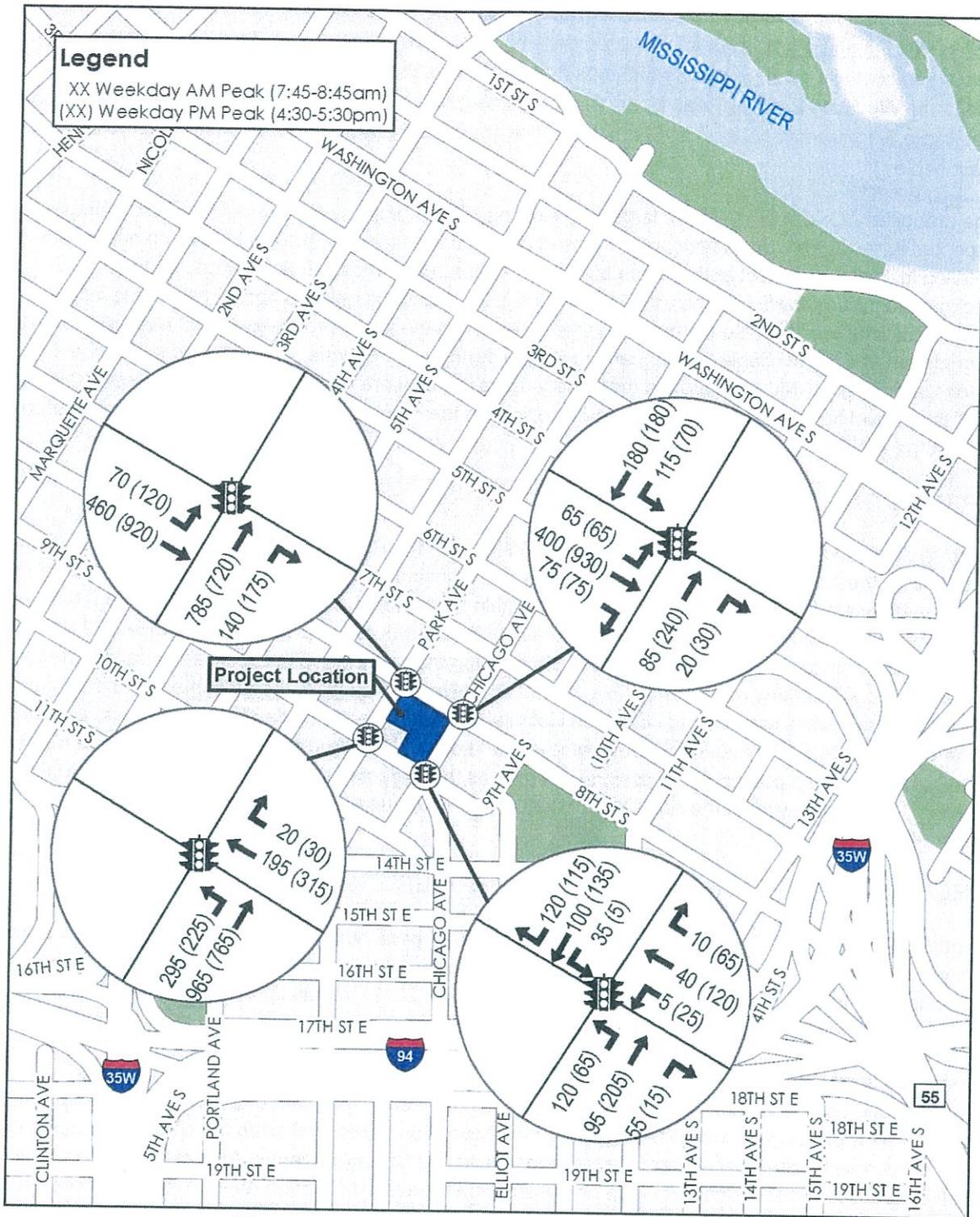
TRIP DISTRIBUTION

The trip distribution for the site-generated traffic is shown in the Appendix on **Figure A-1**. This distribution is based on the current traffic patterns in the area and adjusted to reflect the anticipated utilization of one-way streets immediately adjacent to the site and within the larger study area. A map displaying the site-generated trip assignment for the morning and evening peak hours are provided in **Figures A-2 and A-3**, respectively. This trip distribution reflects the expectation that vehicles will be inclined to park in the on-site underground parking ramp, if possible, but that the available supply will limit some users from doing so. These users were assumed to utilize the Hospital Ramp on the east side of Chicago Avenue between 8th and 9th Streets, and the split between vehicles parked on site and off site was assumed to be roughly 60/40. Additionally, a portion of trip assignment reflects the expectation that some vehicles will stop in the pick-up/drop-off driveway at the AOSC's front door on 8th Avenue as a part of their arrival and/or departure.

PROJECTED FUTURE TRAFFIC CONDITIONS

In order to analyze traffic operations in the future, the 2015 peak hour turning movement volumes were grown using an annual exponential background growth rate of 0.5 percent. The Full-Build analysis year was assumed to be one year following full lease of the site (2017), resulting in a Full-Build analysis year of 2018. The grown Future Year (2018) No-Build turning movement volumes are provided in **Figure 5-3**.

Based on information provided by the City of Minneapolis, it is understood that 8th Street will be reconstructed from Hennepin Avenue to Chicago Avenue in 2019 as a part of the Capital Improvement Program. This project will involve the construction of curb bumpouts to shorten the pedestrian crossing distance across 8th Street at several intersections, including Chicago Avenue. As a result of this modification, the de facto right-turn lane on eastbound 8th Street at Chicago Avenue that was noted in a discussion of existing roadway geometry will be eliminated. In order to anticipate this change in lane geometry at the 8th Street/Chicago Avenue intersection, analyses of the Future Year (2018) No-Build and Future Year (2018) Full-Build scenarios will include this modification.



Kimley»Horn 0 350 700 Feet **Figure 5-3. No-Build (2018) Turning Movement Volumes** HCMC Ambulatory Outpatient Specialty Center TDMP

Figure 5-3 - Future Year (2018) No-Build Turning Movement Volumes

FUTURE YEAR (2018) FULL-BUILD CONDITIONS

With construction of the proposed AOSC, two existing buildings (with dedicated parking lots) and a public parking lot will be demolished. As a result, the trips currently generated by these uses will be removed from the study area. In order to estimate the number of vehicles traveling to and from these uses, a trip generation methodology similar to that applied to the proposed AOSC was applied. Assuming that the peak demand value for each existing parking lot is equivalent to full occupancy (17 stalls in the small parking lots accessible from Park Avenue and 162 stalls in the public parking lot), inbound morning trips and outbound evening trips were calculated as 35 percent of the peak parking demand. Outbound morning trips and inbound evening trips were then derived using the same directional distribution values detailed previously in Table 5-1. These trips were assigned using a similar trip distribution to that employed for the subject site (modified as needed based on access location and directionality, as well as the one-way nature of the study roadways), yielding the estimated trips shown in **Figure A-4**. It should be noted that six existing curb cuts to 8th Street, 9th Street, and Park Avenue would be removed as a part of the proposed project. With one access driveway to Park Avenue and the semi-circular pick-up/drop-off area on 8th Street, the three curb cuts proposed as a part of the AOSC would yield an overall reduction in conflict points within the study area.

The Future Year (2018) Full-Build design scenario was evaluated based on existing lane geometry at each of the four study intersections, excepting the anticipated elimination of the de facto right-turn lane on eastbound 8th Street at Chicago Avenue. At the proposed site access on Park Avenue, a single outbound lane will be provided and will operate under minor-leg stop control. No inbound right-turn lane is recommended on Park Avenue at the site access location. Future Year (2018) lane geometry is displayed in **Figure 5-4**. The grown Future Year (2018) Full-Build scenario turning movement volumes—equivalent to 2018 No-Build plus site trips and minus existing parking lot trips—are provided in **Figure 5-5**.

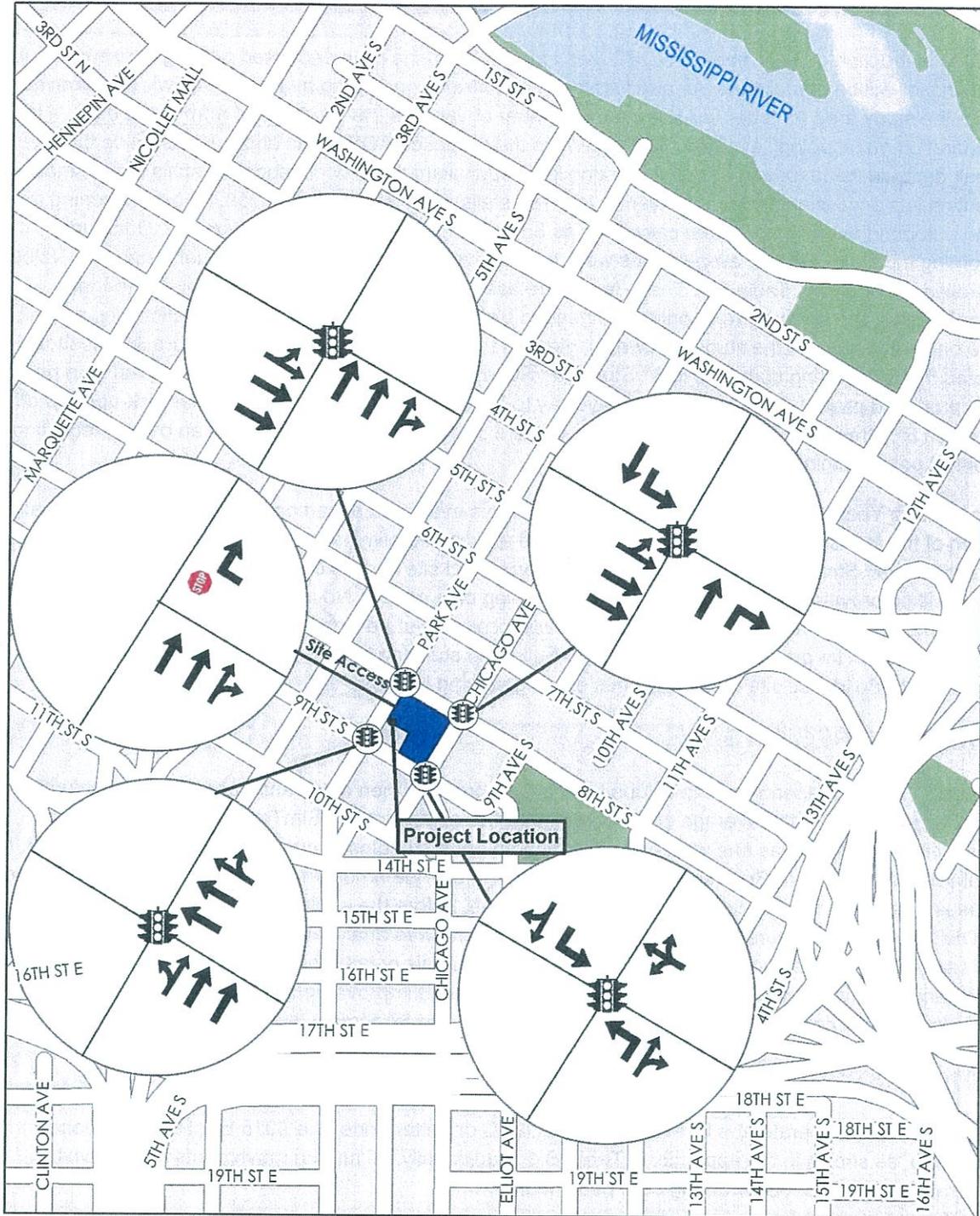
ANALYSIS RESULTS

Models of each scenario were developed using Synchro, and then delay and queuing were evaluated for each scenario using the average output value from five simulations in SimTraffic. The 2015 Existing Conditions scenario was analyzed first to provide an understanding of current traffic operations. Next, the Future Year (2018) No-Build scenario was analyzed to provide an understanding of potential delay and queuing resulting from background traffic growth alone, before the addition of trips generated by the AOSC. Finally, the Future Year (2018) Full-Build scenario was analyzed to determine the potential impact of site traffic on the adjacent study intersections. For analysis of both the No-Build and the Full-Build scenarios, traffic signal timings were optimized and planned improvements to the 8th Street corridor were considered with changes to the eastbound lane geometry at 8th Street/Chicago Avenue.

2015 EXISTING CONDITIONS RESULTS

All intersections operate at a level of service (LOS) C or better under the 2015 Existing Conditions scenario, as shown in the appendix in **Table B-1**. Additionally, all turning movements are shown to operate at LOS D or better during both peak hours.

As noted previously, some assumptions were made about the functional lane geometry in locations where the available lane width would allow motorists to create de facto turn lanes. In these instances, the available storage was assumed based on the presence of upstream access locations or intersections, the geometry created by on-street parking or curblines, and/or assumptions about how vehicles would likely



Kimley»Horn  0 350 700 Feet **Figure 5-4. Proposed (2018) Build Lane Geometry**
 HCMC Ambulatory Outpatient Specialty Center TDMP

Figure 5-4 - Future Year (2018) Build Lane Geometry



Kimley **Horn**



Figure 5-5. Build (2018) Turning Movement Volumes
 HCMC Ambulatory Outpatient Specialty Center TDMF

Figure 5-5 - Future Year (2018) Full-Build Turning Movement Volume

line up at the stop bar to use the existing lane width. These assumed storage lengths are marked in **Table B-2** with an asterisk (*) to indicate that a striped turn lane is not provided. The striped turn lanes provided at Chicago Avenue and 9th Street are shown to accommodate projected 95th percentile queues during both peak hours. Some of the de facto turn lanes are shown to be shorter than the 95th percentile queue projection, but in all cases, the effective “spillback” from these de facto turn lanes does not cause the through lanes on the corresponding approach to spill back into the next intersection.

It was noted in the analysis of 2015 Existing Conditions that the progression of northbound traffic on Park Avenue and on Chicago Avenue may not be ideal, with the existing offsets on both corridors causing the majority of northbound vehicles released from the 9th Street to arrive on red at 8th Street. Because these intersections are a part of a larger coordinated signal system, it is assumed that any modifications to the existing timings or offsets would require a larger evaluation of signal timings and progression along the entire Park Avenue and Chicago Avenue corridors. For a conservative analysis of site traffic impacts, it was assumed that the offsets in both Future Year scenarios would remain the same as Existing.

FUTURE YEAR (2018) NO-BUILD RESULTS

Signal timings in the Future Year (2018) No-Build scenario were optimized for analysis of each study intersection, yielding the level of service results and queue projections shown in **Tables B-3** and **B-4** in the study appendix. This scenario is expected to operate similarly to the 2015 Existing Conditions scenario, with all intersections operating at LOS C or better and all movements at LOS D or better. These results are despite the increase in background traffic volumes and the modifications on eastbound 8th Street at Chicago Avenue that eliminate the de facto right-turn lane currently used by vehicles on this approach.

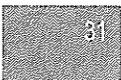
The movements that were noted with queue spillback under 2015 Existing Conditions are expected to perform similarly under the Future Year (2018) No-Build Conditions.

FUTURE YEAR (2018) FULL-BUILD RESULTS

The results of Future Year (2018) Full-Build capacity analyses are shown in **Tables B-5** and **B-6** in the appendix. All intersections are expected to operate at LOS C or better under the Full-Build Conditions, and all movements are projected at LOS D or better. Due to signal optimization, it is anticipated that the intersection of Park Avenue and 8th Street will improve from an overall LOS C during the morning peak hour to LOS B under Future Year (2018) Full-Build Conditions. The proposed site access location is expected to operate acceptably with LOS A or B projected for all movements.

Movements with projected queue spillback under No-Build Conditions are expected to experience these same issues under Full-Build Conditions. In this scenario, it is anticipated that the eastbound approach of 8th Street at Park Avenue has the potential to experience some queue spillback into the Portland Avenue/8th Street intersection. It should be noted, however, that the queue projections provided by SimTraffic indicate that the highest 95th percentile queue was observed in the shared eastbound left-turn/through lane, while the other through lanes had queue lengths as short as 179 feet for the 320-foot segment. It is anticipated that motorists will exhibit better lane utilization in reality than in the model, resulting in more balanced queue lengths across the three travel lanes on this roadway. As such, this potential queue spillback is not expected to adversely impact traffic operations under Future Year (2018) Full-Build Conditions.

On Park Avenue, projected queues from the 8th Street intersection are expected to extend through the site access intersection at times. Turning movements into and out of the site are right turns, which can be



performed more easily from a stop-controlled minor street than left turns or through movements under congested conditions. It is therefore anticipated that this spillback will not have a significant impact on traffic operation at the site access. Some extended minor-leg queuing on the Site Access is anticipated during the evening peak hour, but these queues will remain within the on-site parking ramp and would not be expected to adversely impact area traffic operation. As noted in **Table B-5**, outbound site traffic is expected to operate at LOS A or B during the two peak hours.

In summary, traffic operations are expected to be satisfactory under Full Build conditions, and queue spillback is not expected to have a significant impact within the study area.

RECOMMENDATIONS

It is anticipated that the existing area lane geometry will be adequate to support future traffic growth and the addition of site traffic at the area study intersections.

The proposed parking ramp exit should be designed to include a relatively flat surface to allow departing vehicles to stop and look for oncoming traffic as well as pedestrians. A stop sign should be posted to encourage drivers to pause for pedestrians. Consideration may be given to other measures during final design, such as a sign that encourages drivers to watch for pedestrians, or an audible warning to alert pedestrians of an approaching vehicle.

In addition, following improvements should be considered to minimize project-related transportation impacts.

- Post wayfinding signage directing site users to the Park Avenue access driveway for the AOSC and to other area parking facilities that are expected to be used by AOSC patients, including the Hospital Ramp on the east side of Chicago Avenue between 8th and 9th Streets. This signage would be expected to minimize the circulation of vehicles in the search for available parking.
- Post signs at the entrance and exit to the AOSC pick-up/drop-off lane on 8th Avenue indicating one-way traffic flow on this driveway.

Overall, traffic operations under the Future Year (2018) Full-Build conditions are expected to operate acceptably.

6.0 TRAVEL DEMAND MANAGEMENT STRATEGIES

The purpose of this TDMP is to assist the City of Minneapolis to achieve their overall transportation goals as they relate specifically to the HCMC AOSC by managing and minimizing the vehicle trips generated by the development.

This section outlines specific travel demand management strategies that may be considered by HCMC as a part of the proposed project. HCMC, by accepting the responsibility of exploring the items below, desires to help the City of Minneapolis achieve their goal of enhancing the local transportation system by lowering peak hour demand, helping to achieve a balance in the needs of all users of the transportation system.

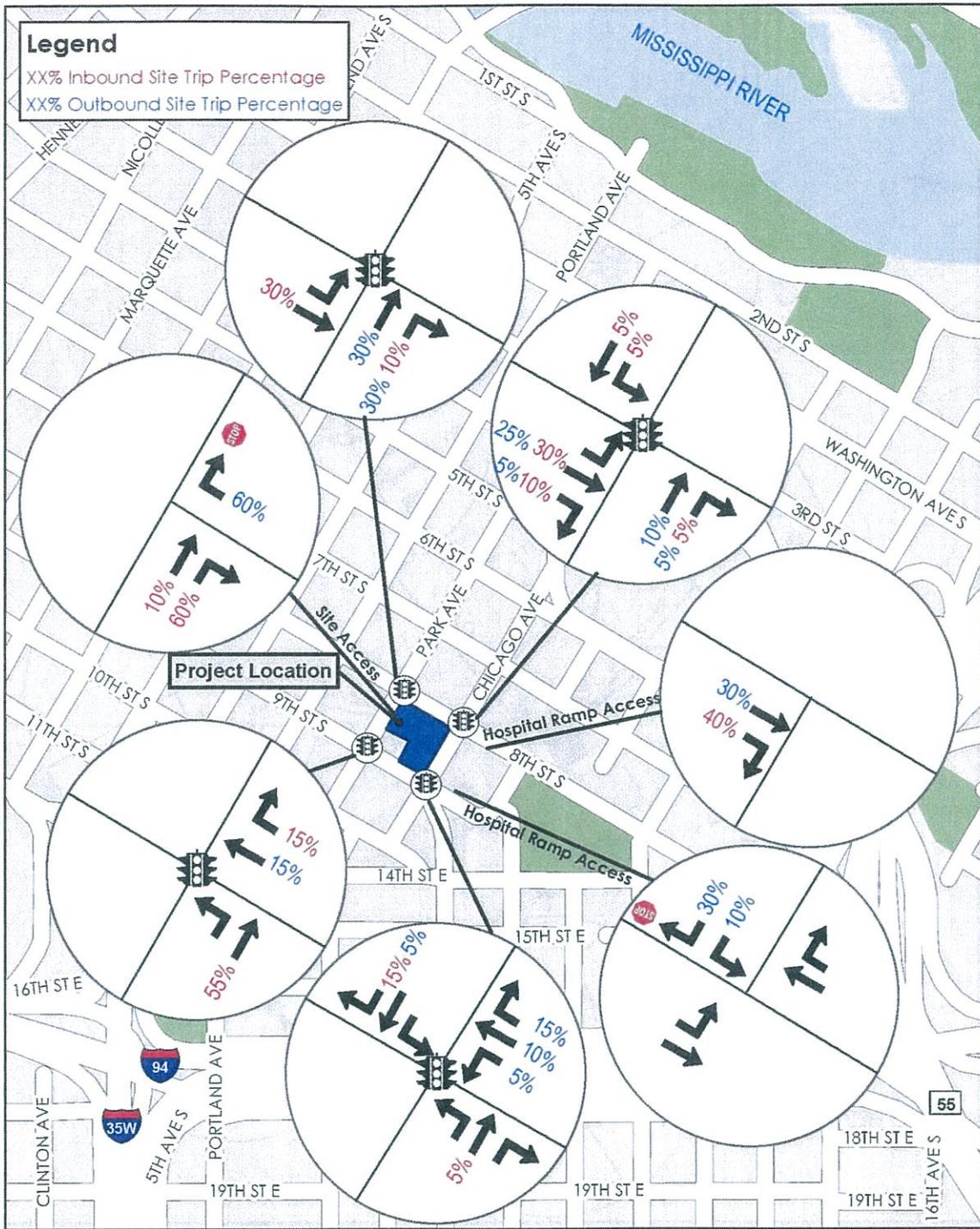
STRATEGY COMMITMENTS

HCMC will implement the following measures as part of the AOSC project:

1. Designate an employee to act as the Transportation Coordinator, monitoring TDM activities and serving as a liaison to Metro Commuter Services and Metro Transit.
2. Design the proposed project such that a future Nice Ride station is not precluded.
3. Install pedestrian countdown timers at the signalized Park Avenue/9th Street and Park Avenue/8th Street intersections.
4. Post materials designed to share transit, bicycle, carsharing (HOURCAR, Car2Go, etc.), Nice Ride, and Commuter Connection information to at least one highly visible or otherwise frequently traveled corridor on site.
5. Distribute a small packet of multimodal information (either printed, digital, or both) to all AOSC employees to promote the use of alternate modes of transportation.
6. Provide a flyer outlining the multimodal options around the site in each new AOSC employee's paperwork.
7. Rebuild sidewalks impacted by construction with ADA-compliant tactile truncated dome curb ramps to facilitate use by all pedestrians.
8. Maintain clear sidewalks along the building frontage on Park Avenue, Chicago Avenue, 8th Street, and 9th Street to facilitate a walkable downtown neighborhood environment.
9. Maintain the current secure employee bicycle parking on 7th Street, and provide at least 19 easily accessible bike parking spaces on site.
10. Provide showers and lockers for use by AOSC employees who commute by bike.
11. Continue to use centralized loading for the entire HCMC campus through the dock near the intersection of S. 6th Street and Carew Drive, and maintain a policy that encourages truck and service deliveries to occur outside of peak traffic times.
12. With the assistance of Commuter Connection (<http://www.commuterconnection.org/>), conduct a baseline commuting survey of AOSC staff within the first 6 months after 50% occupancy of the site. Continue to conduct this survey every two years after that, for ten years or until the TDM Plan mode split goals are achieved.

7.0 APPENDIX

- A. Supplemental Exhibits
- B. Level of Service Results and Queue Projections
- C. Site Plan



Kimley » Horn



Feet HCMC Ambulatory Outpatient Specialty Center TDMP

Figure A-1 - Future Year (2018) Full-Build Turning Movement Volume

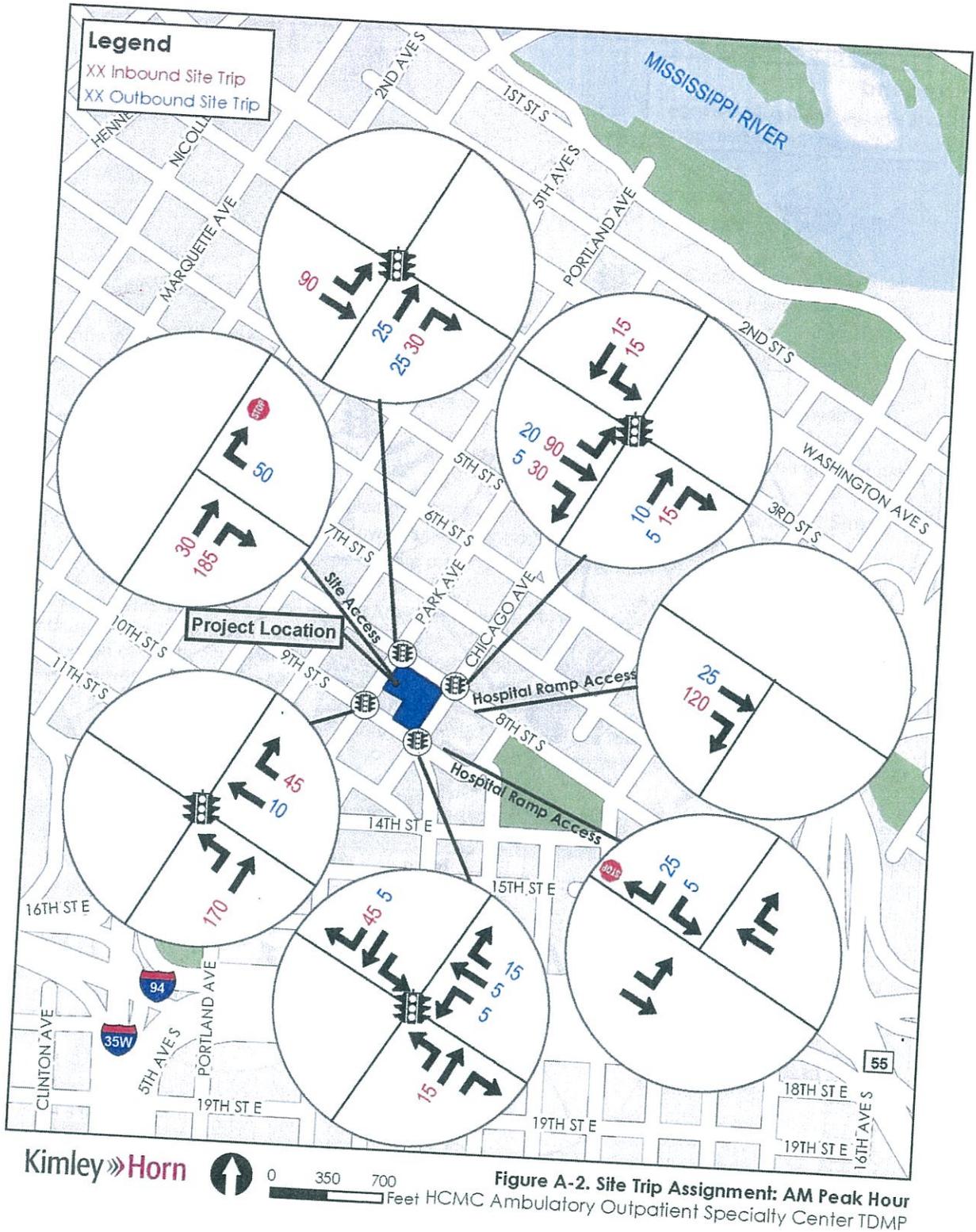
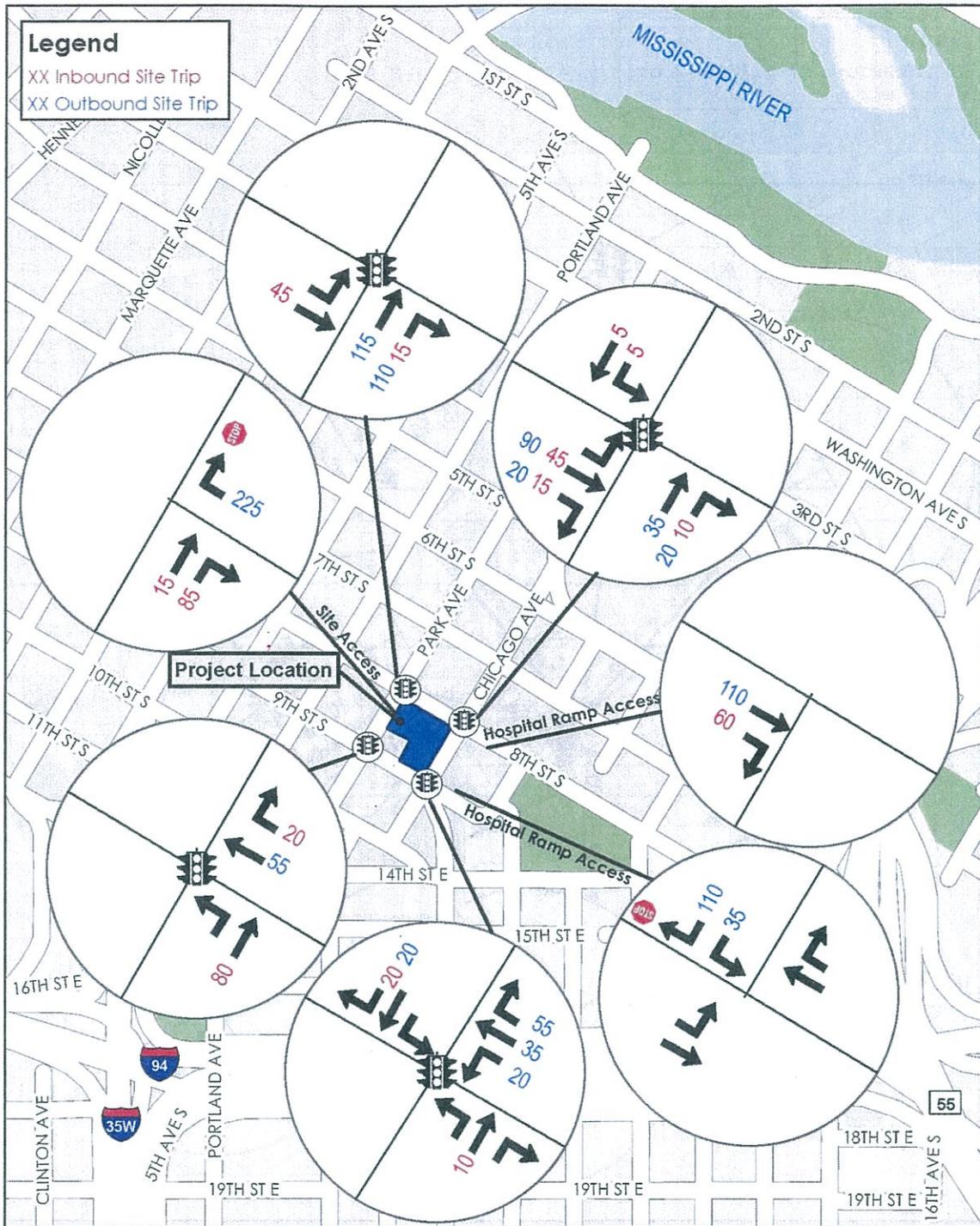


Figure A-2 - Site Trip Assignment – AM Peak Hour



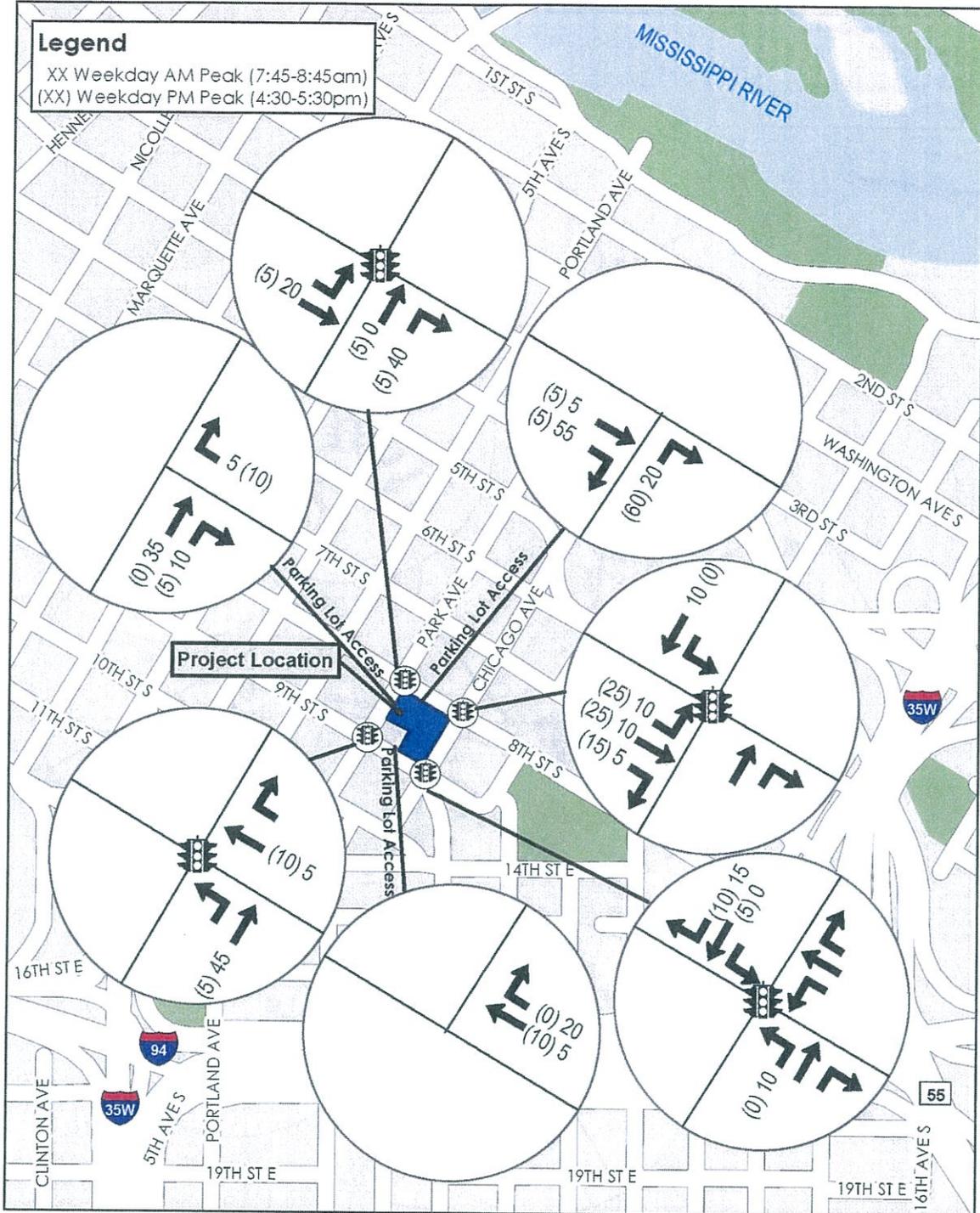
Kimley»Horn



0 350 700 Feet

Figure A-3. Site Trip Assignment: PM Peak Hour
 HCMC Ambulatory Outpatient Specialty Center TDMP

Figure A-3 - Site Trip Assignment – PM Peak Hour



Kimley»Horn



Figure A-4. Existing Parking Lot Trip Projections
 HCMC Ambulatory Outpatient Specialty Center TDMP

Figure A-4 - Existing Parking Lot Trip Projections

Table B-1 - 2015 Existing Conditions SimTraffic Summary – AM and PM Peak Hour Delay

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right		Delay (sec/veh)	LOS
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
Weekday AM Peak Hour										
Park Ave & 9 th Street	Signal	WB	–	–	25.1	C	14.1	B	8.4	A
		NB	4.6	A	4.9	A	–	–		
Park Ave & 8 th Street	Signal	EB	11.8	B	11.7	B	–	–	20.6	C
		NB	–	–	26.4	C	18.8	B		
Chicago Ave & 8 th Street	Signal	EB	7.0	A	4.8	A	3.1	A	16.5	B
		NB	–	–	28.3	C	5.2	A		
		SB	41.3	D	32.3	C	–	–		
Chicago Ave & 9 th Street	Signal	WB	40.4	D	42.2	D	10.8	B	7.8	A
		NB	6.5	A	4.4	A	1.7	A		
		SB	7.9	A	6.5	A	3.8	A		
Weekday PM Peak Hour										
Park Ave & 9 th Street	Signal	WB	–	–	37.1	D	18.6	B	13.4	B
		NB	5.0	A	5.8	A	–	–		
Park Ave & 8 th Street	Signal	EB	13.8	B	12.5	B	–	–	19.2	B
		NB	–	–	29.1	C	16.1	B		
Chicago Ave & 8 th Street	Signal	EB	7.7	A	6.2	A	3.6	A	13.9	B
		NB	–	–	28.2	C	6.3	A		
		SB	43.9	D	31.7	C	–	–		
Chicago Ave & 9 th Street	Signal	WB	38.8	D	37.7	D	23.8	C	15.3	B
		NB	9.0	A	7.7	A	5.1	A		
		SB	18.1	B	10.8	B	5.7	A		

Table B-2 - 2015 Existing Conditions SimTraffic Summary – AM and PM Peak Hour Queuing

Intersection	Control	Approach	Queue Length by Movement					
			Left		Through		Right	
			Storage	95 th %	Storage	95 th %	Storage	95 th %
Weekday AM Peak Hour								
Park Ave & 9 th Street	Signal	WB	–	–	323	98	–	–
		NB	90*	108	328	148	–	–
Park Ave & 8 th Street	Signal	EB	–	–	320	203	–	–
		NB	–	–	320	271	–	–
Chicago Ave & 8 th Street	Signal	EB	–	–	320	78	60*	55
		NB	–	–	322	111	150*	28
		SB	75*	148	314	207	–	–
Chicago Ave & 9 th Street	Signal	WB	–	–	370	55	–	–
		NB	70	52	408	61	–	–
		SB	65	37	322	73	–	–
Weekday PM Peak Hour								
Park Ave & 9 th Street	Signal	WB	–	–	323	137	–	–
		NB	90*	93	328	145	–	–
Park Ave & 8 th Street	Signal	EB	–	–	320	296	–	–
		NB	–	–	320	276	–	–
Chicago Ave & 8 th Street	Signal	EB	–	–	320	159	60*	82
		NB	–	–	322	245	150*	85
		SB	75*	114	314	174	–	–
Chicago Ave & 9 th Street	Signal	WB	–	–	370	175	–	–
		NB	70	43	408	133	–	–
		SB	65	9	322	118	–	–

Storage distances marked with an asterisk (*) indicate that a striped turn lane is not provided, but it is assumed that the available lane width is such that motorists are likely to behave as though a dedicated turn lane is present. Storage lengths are assumed based on existing geometry and the presence of upstream access points.

Table B-3 - Future Year (2018) No-Build Conditions – AM and PM Peak Hour Delay

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right		Delay (sec/veh)	LOS
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
Weekday AM Peak Hour										
Park Ave & 9 th Street	Signal	WB	–	–	24.3	C	14.4	B	8.6	A
		NB	4.5	A	5.3	A	–	–		
Park Ave & 8 th Street	Signal	EB	11.2	B	11.9	B	–	–	20.3	C
		NB	–	–	26.1	C	18.1	B		
Chicago Ave & 8 th Street	Signal	EB	7.2	A	4.5	A	4.4	A	16.6	B
		NB	–	–	25.8	C	5.0	A		
		SB	41.7	D	35.3	D	–	–		
Chicago Ave & 9 th Street	Signal	WB	26.2	C	41.0	D	14.1	B	8.0	A
		NB	6.2	A	4.6	A	2.0	A		
		SB	9.0	A	7.3	A	3.7	A		
Weekday PM Peak Hour										
Park Ave & 9 th Street	Signal	WB	–	–	36.7	D	21.0	C	13.3	B
		NB	5.0	A	5.8	A	–	–		
Park Ave & 8 th Street	Signal	EB	14.1	B	12.7	B	–	–	19.3	B
		NB	–	–	29.3	C	17.7	B		
Chicago Ave & 8 th Street	Signal	EB	8.2	A	6.1	A	4.7	A	14.8	B
		NB	–	–	31.0	C	6.5	A		
		SB	49.6	D	34.7	C	–	–		
Chicago Ave & 9 th Street	Signal	WB	36.9	D	40.2	D	27.8	C	16.4	B
		NB	8.8	A	7.8	A	5.2	A		
		SB	10.7	B	10.5	B	6.5	A		

Table B-4 - Future Year (2018) No-Build Conditions – AM and PM Peak Hour Queuing

Intersection	Control	Approach	Queue Length by Movement					
			Left		Through		Right	
			Storage	95 th %	Storage	95 th %	Storage	95 th %
Weekday AM Peak Hour								
Park Ave & 9 th Street	Signal	WB	–	–	323	106	–	–
		NB	90*	97	328	138	–	–
Park Ave & 8 th Street	Signal	EB	–	–	320	211	–	–
		NB	–	–	320	267	–	–
Chicago Ave & 8 th Street	Signal	EB	–	–	320	86	–	–
		NB	–	–	322	130	150*	37
		SB	75*	142	314	219	–	–
Chicago Ave & 9 th Street	Signal	WB	–	–	370	58	–	–
		NB	70	58	408	86	–	–
		SB	65	28	322	86	–	–
Weekday PM Peak Hour								
Park Ave & 9 th Street	Signal	WB	–	–	323	123	–	–
		NB	90*	96	328	137	–	–
Park Ave & 8 th Street	Signal	EB	–	–	320	316	–	–
		NB	–	–	320	265	–	–
Chicago Ave & 8 th Street	Signal	EB	–	–	320	158	–	–
		NB	–	–	322	249	150*	82
		SB	75*	114	314	213	–	–
Chicago Ave & 9 th Street	Signal	WB	–	–	370	195	–	–
		NB	70	45	408	115	–	–
		SB	65	11	322	140	–	–

Storage distances marked with an asterisk (*) indicate that a striped turn lane is not provided, but it is assumed that the available lane width is such that motorists are likely to behave as though a dedicated turn lane is present. Storage lengths are assumed based on existing geometry and the presence of upstream access points.

Table B-5 - Future Year (2018) Full-Build Conditions – AM and PM Peak Hour Delay

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right		Delay (sec/veh)	LOS
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
Weekday AM Peak Hour										
Park Ave & 9 th Street	Signal	WB	–	–	27.8	C	18.1	B	9.3	A
		NB	4.7	A	5.8	A	–	–		
Park Ave & Site Access	TWSC	WB	–	–	–	–	6.5	A	N/A ¹	
		NB	–	–	1.6	A	1.1	A		
Park Ave & 8 th Street	Signal	EB	15.1	B	13.7	B	–	–	18.6	B
		NB	–	–	22.2	C	16.8	B		
Chicago Ave & 8 th Street	Signal	EB	5.2	A	5.1	A	4.4	A	15.5	B
		NB	–	–	27.3	C	5.8	A		
		SB	41.3	D	34.1	C	–	–		
Chicago Ave & 9 th Street	Signal	WB	44.9	D	46.4	D	20.6	C	9.4	A
		NB	6.4	A	5.2	A	2.1	A		
		SB	7.7	A	7.2	A	3.7	A		
Weekday PM Peak Hour										
Park Ave & 9 th Street	Signal	WB	–	–	38.6	D	26.4	C	14.8	B
		NB	5.3	A	6.2	A	–	–		
Park Ave & Site Access	TWSC	WB	–	–	–	–	13.6	B	N/A ¹	
		NB	–	–	1.6	A	1.0	A		
Park Ave & 8 th Street	Signal	EB	23.2	C	19.5	B	–	–	20.7	C
		NB	–	–	22.4	C	19.2	B		
Chicago Ave & 8 th Street	Signal	EB	9.3	A	6.6	A	6.4	A	14.6	B
		NB	–	–	32.1	C	8.4	A		
		SB	45.7	D	31.3	C	–	–		
Chicago Ave & 9 th Street	Signal	WB	36.3	D	38.3	D	27.6	C	20.2	C
		NB	12.4	B	10.7	B	5.7	A		
		SB	19.3	B	17.2	B	10.4	B		

¹Overall intersection delay and level of service is not reported for two-way stop-controlled intersections.

Table B-6 - Future Year (2018) Full-Build Conditions – AM and PM Peak Hour Queuing

Intersection	Control	Approach	Queue Length by Movement					
			Left		Through		Right	
			Storage	95 th %	Storage	95 th %	Storage	95 th %
Weekday AM Peak Hour								
Park Ave & 9 th Street	Signal	WB	–	–	323	123	–	–
		NB	90*	98	328	152	–	–
Park Ave & Site Access	TWSC	WB	–	–	–	–	125	54
		NB	–	–	90	32	–	–
Park Ave & 8 th Street	Signal	EB	–	–	320	249	–	–
		NB	–	–	205	253	–	–
Chicago Ave & 8 th Street	Signal	EB	–	–	320	101	–	–
		NB	–	–	322	130	150*	61
		SB	75*	145	314	219	–	–
Chicago Ave & 9 th Street	Signal	WB	–	–	370	90	–	–
		NB	70	47	408	84	–	–
		SB	65	26	322	83	–	–
Weekday PM Peak Hour								
Park Ave & 9 th Street	Signal	WB	–	–	323	159	–	–
		NB	90*	96	328	144	–	–
Park Ave & Site Access	TWSC	WB	–	–	–	–	125	148
		NB	–	–	90	41	–	–
Park Ave & 8 th Street	Signal	EB	–	–	320	399	–	–
		NB	–	–	205	261	–	–
Chicago Ave & 8 th Street	Signal	EB	–	–	320	163	–	–
		NB	–	–	322	298	150*	144
		SB	75*	125	314	217	–	–
Chicago Ave & 9 th Street	Signal	WB	–	–	370	264	–	–
		NB	70	50	408	164	–	–
		SB	65	37	322	199	–	–

Storage distances marked with an asterisk (*) indicate that a striped turn lane is not provided, but it is assumed that the available lane width is such that motorists are likely to behave as though a dedicated turn lane is present. Storage lengths are assumed based on existing geometry and the presence of upstream access points.

EXTERIOR MATERIALS



METAL PANEL 1 - LIGHT



SOUTH ELEVATION - MATERIAL REFERENCE



METAL PANEL 1 - MEDIUM



GLASS CURTAINWALL SYSTEM



METAL PANEL 1 - DARK



METAL PANEL 2



METAL PANEL 3
(WINDOW FRAMES
& CANOPY)



METAL PANEL 4
(PENTHOUSE
LOUVERS)



PRECAST



July 14, 2015

Janelle Widmeier, Senior City Planner
Department of Community Planning & Economic Development
250 South 4* Street, Room 300
Minneapolis, MN 55415-1385

RE: HCMC Ambulatory Outpatient Specialty Center

Dear Janelle:

Since early 2014 a designated team from the Hennepin County Medical Center has been meeting with the Elliot Park Neighborhood about their proposed clinic development. On June 18th HCMC presented final drawings to the community at the regularly scheduled Building, Land Use & Housing Committee (BLUH) meeting as reported in the Minutes:

HCMC CLINIC

Michael Noonan pointed out that the previous designs depicted a 'curtain wall' that is actually windows; the conference room/training center space has been moved from the northwest corner of the main floor to the northeast corner, adjacent to the café area; the pharmacy has been moved near the welcome area; details of the parking ramp entrance included overhead trellis signage that serves as a cautionary reminder for ramp ceiling height restrictions; six-foot fencing behind the existing apartment building and four-foot fencing for the pocket park; location of four proposed monument signs, 8-10 feet high; the retained but reduced-in-height landscape planter gardens along the Chicago Avenue side of the building; the added sidewalk trees in front of the cancer clinic on South 9th Street; and the reconfigured green space (previously stone mulch) on the west side of the cancer clinic behind the apartment building...It was noted by a community member that a future addition of floors 4-5-6 above the three-story attached building at Chicago and 9th would need further review and consideration by the neighborhood. (Previously the task force had encouraged a step-back of any additional height at this location.) Noonan noted that any future addition would require a Phase I Environmental Review due to increased square footage. ***Motion to approve the HCMC clinic plans dated June 12, 2015 as presented and updated with the exception of any signage which will be reviewed separately when detailed drawings are available. M. Beissel/Schafer.***

Motion Passed Unanimously.

EPNI has moved to 609 South 10th Street, Suite 170

Subsequently this motion was forwarded to the EPNI Board of Directors and ratified by that body at their regular meeting on July 13, 2015.

The Elliot Park Neighborhood is excited about this expansion of medical services in the community and very pleased with the handsome building design. We believe that the commitment by HCMC to locate their outpatient services in this location will bring much needed vibrancy and interest to the neighborhood. Please contact me if you have any questions or require any further information.

Sincerely,



Lynn Regnier
Executive Director

cc: Ward 7 Council Member Lisa Goodman
Scott Wordelman, VP of Ambulatory Administration, HCMC
J. Michael Noonan, Manager, Real Estate Division, Hennepin County
Tom Hayes, Director of Public Relations & Marketing, HCMC