

## LAND USE APPLICATION SUMMARY

*Property Location:* 2910 - 2936 Pillsbury Avenue South  
*Project Name:* Karmel Plaza and Square  
*Prepared By:* Andrew Liska, City Planner, 612.673.2264  
*Applicant:* Basim Sabri, Karmel Properties, LLC  
*Project Contact:* Scott Nelson, DJR Architecture Inc.  
*Request:* Additions to the 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> floors  
*Required Applications:*

<b>Expansion of a Non-Conforming Use</b>	Additions to the 1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> , and 4 <sup>th</sup> floors of approximately 15,000 square feet for new tenant space
<b>Site Plan Review</b>	Additions to the 1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> , and 4 <sup>th</sup> floors of approximately 15,000 square feet for new tenant space

## SITE DATA

<b>Existing Zoning</b>	II Light Industrial District
<b>Lot Area</b>	12,455 square feet / 2.58 acres
<b>Ward(s)</b>	10
<b>Neighborhood(s)</b>	Whittier Alliance
<b>Designated Future Land Use</b>	Urban Neighborhood
<b>Land Use Features</b>	Commercial Corridor (Lake Street ½ block away)
<b>Small Area Plan(s)</b>	Midtown Greenway Land Use and Development Plan

<b>Date Application Deemed Complete</b>	July 31, 2015	<b>Date Extension Letter Sent</b>	NA
<b>End of 60-Day Decision Period</b>	September 29, 2015	<b>End of 120-Day Decision Period</b>	NA

## BACKGROUND

**SITE DESCRIPTION AND PRESENT USE.** The existing development includes mixed use buildings with a shopping center. Karmel Plaza is located at 2910 Pillsbury Avenue and Karmel Square is located at 2936 Pillsbury Avenue. The commercial uses, including general retail sales and services uses, coffee shops, delicatessens, and sit down restaurants with limited entertainment, offices, food and beverage production, and a developmental achievement center, located on the first and second floors in Karmel Plaza, are part of a shopping center. A shopping center is not a permitted use in the II district. The original development proposed an ethnic market. The ethnic market was classified as a farmers' market. At the time, the zoning code did not include a definition for farmers' markets. The farmers' market that was approved for this site does not comply with the definition adopted in July of 2006, but the building was constructed and the use was established prior to the code change. Under today's code, the ethnic market that does not comply with the definition of farmers' market is considered a shopping center. The use is legally nonconforming.

**SURROUNDING PROPERTIES AND NEIGHBORHOOD.** There is a mix of residential and non-residential uses in the immediate area. The Midtown Greenway is located immediately north of the site. The site is bordered by Pillsbury Avenue on the east and Pleasant Avenue on the west.

**PROJECT DESCRIPTION.** The shopping center on the 1<sup>st</sup> and 2<sup>nd</sup> floors is a legal non-conforming use. With this, any expansion to any part of the structure requires an expansion of a non-conforming use and as well as site plan review. The most recent applications for expansion of the project did not include submittal of applications for expansion of a nonconforming use. Staff has determined that this was based on an incorrect interpretation of section 531.50(b) of the zoning code. The applicant is proposed to add to the 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> floors. The proposed expansion of Karmel Plaza by floor:

1<sup>st</sup>: 451 square feet (all square footage to south side)

2<sup>nd</sup>: 993 square feet (all square footage to south side)

3<sup>rd</sup>: 6,607 square feet (5,613 square feet to the north; 994 square feet to the south side)

4<sup>th</sup>: 6,826 square feet (6,006 square feet to the north; 820 square feet to the south side)

As proposed, additions to structure include new space to the inside of the courtyard on all floors. The applicant has also proposed additions to the north side of the structure to the 3<sup>rd</sup> and 4<sup>th</sup> floors. Currently, the 3<sup>rd</sup> and 4<sup>th</sup> floors are recessed from the 1<sup>st</sup> and 2<sup>nd</sup> floors, with the exception of the easterly 65 feet. The applicant is seeking to bring the 3<sup>rd</sup> and 4<sup>th</sup> floors flush with the 2<sup>nd</sup> floor. The proposal does not seek to increase overall height of the structure.

The City Planning Commission approved the construction of the 3<sup>rd</sup> and 4<sup>th</sup> stories in 2014 but conditioned that the increased stories of the structure be recessed as to not substantially increase shadowing of the Midtown Greenway. The Commission authorized the easterly 65 feet of the third and fourth floors to align with the second floor, with a setback from the north property line of 42 feet. With this application, the applicant has provided a shadow study of what is permitted today and also what is proposed. In addition, a cross-sectional shadow study has been provided.

With the application for the expansion of the non-conforming use, the applicant is seeking to expand the shopping center use onto the 3<sup>rd</sup> and 4<sup>th</sup> floors.

## RELATED APPROVALS.

The most recent approval for the building addition, BZZ-6524, the applicant sought to build a 3<sup>rd</sup> and 4<sup>th</sup> floor. The Commission granted the development of the 3<sup>rd</sup> and 4<sup>th</sup> floors with the condition of the step backs. The applicant did not appeal the ruling. Due to confusion about the Commission’s action, the project was considered by the Commission again in December of 2014, BZZ-6921. The Commission clarified the initial condition of approval and again, approved with the 3<sup>rd</sup> and 4<sup>th</sup> floors with the step back. The easterly 65 feet of the 3<sup>rd</sup> and 4<sup>th</sup> floors were allowed to align with the north setback of the 2<sup>nd</sup> floor. The applicant did not appeal this decision.

Planning Case #	Application	Description	Action
BZZ-7113	Site Plan Review	Construct a third floor to the existing parking structure	Approved with conditions (2015)
BZZ-6921	Site Plan Review	Clarifying previous Planning Commission approvals	Approved with conditions (2014)
BZZ-6524	Site Plan Review	Building additions and two-level parking structure	Approved with conditions (2014)
BZZ-6683	Shared loading (administratively reviewed)	Off-site loading lease with 2933 Pleasant Avenue	Approved with conditions (2014)
BZZ-6478	Shared parking (administratively reviewed)	Off-site parking lease with 2900 Pleasant Avenue	Approved with conditions (2014)
BZZ-5482	Expansion of non-conforming use and site plan review	Additional first floor additions to the shopping center and third floor addition for self-service storage	Approved with conditions (2012)
BZZ-4801	Expansion of non-conforming use and site plan review	First floor additions to the shopping center and third floor addition for self-service storage	Approved with conditions (2010)
BZZ-1361	Conditional use permit and site plan review	New 2-story farmer’s market	Approved with conditions (2003)

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

## ANALYSIS

### EXPANSION OF A NONCONFORMING USE

The Department of Community Planning and Economic Development has analyzed the application to expand the non-conforming uses located at 2910 and 2936 Pillsbury Avenue based on the following findings:

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

The future land-use map designates this property as Urban Neighborhood. The site is located half a block from Lake Street, which is designated as a commercial corridor. It is also located between the Lyn-Lake and Nicollet and Lake Activity centers. According to the Land-Use section of the comprehensive plan, urban neighborhoods are described as follows: “*Urban Neighborhood (UN) — predominantly residential area with a range of densities, with highest densities generally to be concentrated around identified nodes and corridors. May include undesignated nodes and some other small-scale uses, including neighborhood-serving commercial and institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. More intensive non-residential uses may be located in neighborhoods closer to Downtown and around Growth Centers. Not generally intended to accommodate significant new growth, other than replacement of existing buildings with those of similar density.*” This area is not identified as a growth center. The rezoning of this property would be inappropriate.

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

The only change to the buildings footprint will occur within the courtyard. The courtyard is occupied by the parking structure. The proposed additions within the courtyard are compatible. The expansion of the 3<sup>rd</sup> and 4<sup>th</sup> floor is not compatible with adjacent properties as the proposed additions would increase the shadowing of the Midtown Greenway. The Midtown Greenway has specific policy on the importance of preserving solar access and limiting shadowing. The proposed expansion to the 3<sup>rd</sup> and 4<sup>th</sup> floors would be direct conflict with this policy. While the non-conforming uses are bundled into the broader classification of “shopping center”, many are essentially small neighborhood serving retail sales and services uses and these businesses serve the neighborhood needs on a day to day basis. This use is compatible with adjacent properties and the neighborhood as a whole.

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

The proposed additional square footage has been included in the parking calculations, bicycle parking, and loading requirements. The existing parking structure provides more parking than the minimum required by Code. Bicycle parking existing is more than double required by Code. The loading requirement is also exceeded. With the exception of additional shadowing of the Midtown Greenway, the proposed expansion of non-conforming use would not result in significant adverse impacts.

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

The proposed expansion of non-conforming use to the interior courtyard will not be visible as the courtyard is primarily occupied by the parking structure. The proposed additions to the north side will be visible from the right-of way. The proposed 3<sup>rd</sup> and 4<sup>th</sup> floors do not step back from the Midtown Greenway in a manner that would minimize the impacts of the addition. The expansion of non-conforming uses will provide additional flexibility in terms of permitted uses and will allow for this area to change with time to better serve the neighborhood. The proposed addition matches the existing structure and will not detract from the appearance of the structure.

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

Not applicable.

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

Not applicable; the property is not located in the Floodway District.

## SITE PLAN REVIEW

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

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

#### **Building Placement and Design – Meets requirements with Conditions of Approval**

- Plain face concrete block would not be used as a primary exterior building material.
- On-site accessory parking will be located to the interior of the site.
- For the new construction, the walls will provide architectural detail and contain windows to create visual interest, increase security of adjacent outdoor spaces.
- Architectural elements, including recesses, projections and windows, would divide the building into smaller identifiable sections.
- The walls facing a public street or public pathway are subject to minimum window requirements. The courtyard is no longer subject to minimum windows as the parking structure occupies the site rather than a surface lot. The proposed addition to the east (Pillsbury Avenue) is also not subject as the pitched roof of the Place of Assembly blocks all windows. The amount of windows proposed for each addition wall is included in **Table I**. The proposed windows would be vertical in proportion and more or less evenly distributed.
- The applicant will need to add window coverage to the west elevation 3<sup>rd</sup> floor as the proposal demonstrates 8.9% coverage; 10% coverage is the minimum.
- There would not be any blank, uninterrupted walls exceeding 25 feet in length on the additions.
- The proposed primary exterior materials are stucco and glass, which are durable.
- The existing primary exterior materials are stucco and glass. All sides of the building would be compatible and similar to each other.
- A flat roof is proposed the building additions matching the existing roof of the majority of the structure. Only the Place of Assembly has a slightly pitched roof. The proposed flat roof does minimize overall height and thus, shadowing of the Greenway.

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

Location	Floor	Code Requirement / Square Footage	Proposed / Square Footage		
Midtown Greenway (North)	3	10% minimum	245.6 sq. ft.	11%	271.04 sq. ft.
	4	10% minimum	245.6 sq. ft.	11.5%	283.36 sq. ft.
Pleasant Avenue (West)	3	10% minimum	110.4 sq. ft.	8.9%	98.56 sq. ft.
	4	10% minimum	105.6 sq. ft.	10.5%	110.88 sq. ft.

**Access and Circulation – Not applicable**

- There is no change to this from the previous approvals – all access and circulation will remain the same.
- Vehicles enter through a curb cut on Pleasant Avenue and exit through a curb cut on Pillsbury Avenue. Circulation is designed to occur on-site. Some residential uses are located in the immediate area. Staff is not aware of any conflicts created by the existing access location and circulation on pedestrians and surrounding residential properties. Although congestion is an issue in the immediate area, the draft Travel Demand Management Plan indicates that the traffic impacts will not increase significantly as a result of the proposed development.
- The site is not adjacent to a public alley.

**Landscaping and Screening – Not applicable**

- There is no change to the landscaping and screening from the previous approval.

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

- Continuous concrete curbing is installed along the driveways. Curbing is discontinued at the east and west sides to allow water to drain to catch basins.
- The building additions should not impede any views of important elements of the city.
- The upper floor additions would not be located or arranged to minimize shadowing on the Midtown Greenway. The 3<sup>rd</sup> and 4<sup>th</sup> floors are proposed to be flush with the 2<sup>nd</sup> floor. The setback of the 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> floors would be 42.35 feet from the north property line. East to west, the total width of the building is 350 feet. The applicant has submitted a shadow study demonstrating the impact of the proposal to the Midtown Greenway and has also provided a cross sectional shadow study. Based on the cross-sectional shadow study, the proposed 3<sup>rd</sup> floor flush with the 2<sup>nd</sup> floor (setback 42.35' from north lot line) would very much resemble the existing shadowing of the Midtown Greenway due to the height of the 4<sup>th</sup> floor height recessed back 20 feet. The proposed 4<sup>th</sup> floor expansion does demonstrate increased shadowing of Midtown Greenway especially in the winter months. Although the cross section only shows shadows at noon, it appears that the greatest impacts of the proposed height would take place from late October through November and again in January and February. One nuance that is not evident in the cross-section is that the proposed 3<sup>rd</sup> and 4<sup>th</sup> floors would span approximately 350 feet along the Greenway, compared to the existing 65-foot segment that is set back 42 feet from the north property line. The months when the additional shadowing would cover the Greenway are during times of the year when cyclists rely on solar access to melt snow and ice, providing a safer riding surface. The importance of retaining solar access to the Greenway is emphasized in the *Midtown Greenway Land Use and Development Plan*. In 2010, 2012, and 2014, the Commission required the applicant to set the higher floors (3<sup>rd</sup> and 4<sup>th</sup>) back one structural bay, or approximately 20 feet, so that the shadow on the greenway is no more than the current two-story building. Some flexibility was granted for a 65-foot portion of the 3<sup>rd</sup> and 4<sup>th</sup> floors. This segment of the 3<sup>rd</sup> and 4<sup>th</sup> floors was constructed based on a misinterpretation of a City Planning Commission action.
- The provided shadow study does not demonstrate the 65 foot previously approved portion of the easterly wall. The shadow study should demonstrate increased shadowing to the east side due to the increased bulk on the northerly side.
- Staff has analyzed building setbacks of newer construction along south side of the Midtown Greenway of between the applicant's property and Hennepin Avenue. The portion of the existing 3<sup>rd</sup> and 4<sup>th</sup> floor with a setback of 42 feet from the north property line reflects a setback that is closer to the Midtown Greenway than most other 3<sup>rd</sup> and 4<sup>th</sup> floors. MoZaic is both taller and closer to the Midtown Greenway but it is also in the core of the Uptown Activity Center. Lime is another structure that is taller than the proposed structure but it too is in an Activity Center. Blue offers the best comparison to the proposal at Karmel Plaza as both are not located in

Activity Centers. While Blue is taller than Karmel Plaza, it is recessed 117 feet from the Midtown Greenway trail and is 130 feet wide. In comparison, Karmel Plaza is 48 feet from the Midtown Greenway trail and is 350 feet wide. The 350 foot width east to west along the Midtown Greenway is substantially greater than any of these other structures thus resulting in a longer segment of the Midtown Greenway being shadowed. Analysis of structures on the south side of the Midtown Greenway has been included in the attachments (Midtown Greenway Development Analysis Table). The table demonstrates each development's setback, height, width, distance to trail, land-use features, and more.

- Wind currents should not be a major concern.
- The site plan will employ best practices that increase natural surveillance and visibility, control and guide movement throughout the site, and distinguish between public and non-public spaces with crime prevention design elements.
- No demolition of existing structures is proposed.

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

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

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

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

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

All of the uses shown on the 1<sup>st</sup> and 2<sup>nd</sup> floor plans are collectively subject to the requirement of one space per 500 square feet of the gross floor area in excess of 4,000 square feet. These uses occupy 67,699 square feet; the proposed additions to the 1<sup>st</sup> and 2<sup>nd</sup> floors equal 1,444 square feet. The total proposed space is 69,143 square feet; therefore the minimum parking requirement for these uses is 130 spaces.

*Place of assembly:* The minimum parking requirement for a place of assembly is parking equal to 10 percent of the capacity of persons in the main auditorium and any rooms which can be added to the main auditorium by opening doors or windows to obtain audio or visual unity. The main auditorium

spaces of the places of assembly would occupy approximately 5,965 square feet; therefore the minimum parking requirement is 40 spaces.

*Offices and clinics:* The minimum requirement for these uses is one space per 500 square feet of gross floor area (for offices this is the floor area in excess for 4,000 square feet). The area of the third and fourth floors occupied by these uses is approximately 46,243; proposed is an additional 13,433 square feet for a total of 59,676 square feet, therefore the minimum parking requirement is 111 spaces.

*Total minimum requirement and parking reductions:* The total minimum parking requirement equals 302 spaces. A total of 311 spaces (not including emergency vehicles) are provided on site. The applicant is not seeking any parking reductions as the minimum number of spaces is already provided.

*Standard, compact and accessible spaces:* No change from the previous report; all minimums met.

*Maximum automobile parking requirements:* The maximum parking requirement for a shopping center is one space per 200 square feet of gross floor area. The shopping center would occupy a total of 69,143 square feet; therefore the maximum parking requirement is 345 spaces. The maximum parking requirement for a place of assembly is parking equal to 40 percent of the capacity of persons in the main auditorium and any rooms which can be added to the main auditorium by opening doors or windows to obtain audio or visual unity. Therefore the place of assembly has a maximum parking requirement of 159 spaces. For offices and clinics, the maximum requirement is one space per 200 square feet of gross floor area, which is equal to 298 spaces. Karmel Square would also be subject to the maximum requirement of one space per 200 square feet of gross floor area, which equals 150 spaces. The total maximum parking requirement is 949 spaces.

*Bicycle parking requirement:* The minimum bicycle parking requirement for each use is included in Table 4 below. Most of the tenant spaces of the shopping center were constructed before the minimum bicycle parking requirements took effect in 2009. However, providing bicycle lock-up facilities with a capacity of at least 20 bicycles was a condition of the previous site plan review approval. The applicant is providing more than the minimum bicycle parking on site.

*Loading:* The minimum loading requirement for office uses with a total floor area between 20,001 and 50,000 square feet is one large space. The minimum loading requirement for a shopping center is as determined by conditional use permit. Because the shopping center was originally established as a farmers' market and is a nonconforming use in the 11 district, the zoning administrator determined that the loading requirement would be based on the principal uses in the shopping center. When a development includes more than one nonresidential use with a low, medium, or high loading requirement, the square footage of uses within the same rating category are added together in order to determine the number of required loading spaces. The shopping center uses, the place of assembly and clinics fall into the low rating. When uses with a low rating occupy between 50,001 and 200,000 square feet of gross floor area, a minimum of two small loading spaces are required. Therefore, a total of one large and two small loading spaces are required. The applicant is providing two large and two small spaces on the adjacent property of 2933 Pleasant Avenue through a shared loading agreement. Off-site loading is necessary as the parking structure limits the vertical clearance to 12 feet 9 inches. The application for the off-site loading was reviewed administratively and was approved.

**Table 3. Vehicle Parking Requirements per Use (Chapter 541)**

	Minimum Parking Requirement	Applicable Reductions	Maximum Parking Allowed	Proposed
Shopping center	130	N/A	345	--
Place of assembly	40		159	--
Offices/clinics	111		298	--
Karmel Square	21		150	--
<b>Total</b>	<b>302</b>		<b>952</b>	<b>311</b>

Table 4. Bicycle Parking and Loading Requirements ([Chapter 541](#))

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed	Loading Requirement	Proposed
Shopping center	17	Not less than 50%	--	XX	Low (2 small)	2 small and 2 large
Clinic	3	Not less than 50%	--	XX		
Place of assembly	--	--	--	XX		
Office	6	--	Not less than 50%	XX	Medium (1 large)	
<b>Total</b>	<b>26</b>	<b>9</b>	<b>2</b>	<b>64</b>	<b>1</b>	<b>4</b>

**Building Bulk and Height – Meets requirements**

Table 5. Building Bulk and Height Requirements

	Code Requirement	Proposed
<b>Lot Area</b>	--	Karmel Plaza: 82,373 sq. ft. Karmel Square: 30,082 sq. ft. Total: 127,332 sq. ft. / 2.58 acres
<b>Gross Floor Area (GFA)</b>	--	Karmel Plaza: 134,976 sq. ft. Karmel Square: 29,716 sq. ft. Total: 164,692 sq. ft.
<b>Minimum Floor Area Ratio (GFA/Lot Area)</b>	--	--
<b>Maximum Floor Area Ratio (GFA/Lot Area)</b>	2.7	1.47
<b>Maximum Building Height</b>	4 stories or 56 feet, whichever is less	4 stories, 56 feet; no proposed height increase

**Lot Requirements – Not applicable**

**Yard Requirements – Not applicable**

**Signs – Not applicable**

**Refuse Screening – Not applicable**

**Screening of Mechanical Equipment – Not applicable**

**Lighting – Meets requirements**

- The applicant submitted a photometric plan following the land-use application constructing the 3<sup>rd</sup> and 4<sup>th</sup> floor additions. This approved plan still applies to the site today and the lighting is conforming to Code. Any change in lighting will require a new approvable lighting plan.

**Impervious Surface Area – Not applicable**

**Specific Development Standards – Meets requirements**

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

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

Shopping centers are also subject to two additional development standards:

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

The application for the expansion of non-conforming use is being sought to expand the shopping center/general retail sales and services uses to the 3<sup>rd</sup> and 4<sup>th</sup> floors.

**Zoning Overlay District Standards – Not applicable**

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

*The Minneapolis Plan for Sustainable Growth* identifies the future land use for this site as urban neighborhood. The site is located half a block from Lake Street, which is designated as a commercial corridor. It is also located between the Lyn-Lake and Nicollet and Lake Activity centers. These activity centers are located 5 blocks apart. With the adoption of the staff recommendation, the proposal will be consistent with the following policies of the comprehensive plan:

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

- 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.
- 1.3.2 Ensure the provision of high quality transit, bicycle, and pedestrian access to and within designated land use features.
- 1.3.3 Encourage above-ground structured parking facilities to incorporate development that provides active uses on the ground floor.

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

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

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

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

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

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

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

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

Relationship to the Greenway

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

*Staff comment:* The proposed 3<sup>rd</sup> and 4<sup>th</sup> floor expansions to the north side of the structure will increase the shadowing on the Midtown Greenway. On page 6 above, the shadowing is analyzed as is a demonstration of other buildings along the south side of the Midtown Greenway relating to height, setbacks, the overall length of the structure and similar findings. The cross-sectional shadow study demonstrates minimal increased shadowing of the Greenway associated with the proposed 3<sup>rd</sup> floor addition. The proposed 4<sup>th</sup> floor addition does significantly increase the shadowing of the Greenway.

**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 requirement:

- **Windows for the 3<sup>rd</sup> Floor facing Pleasant Avenue:** Alternative compliance is requested for the 3<sup>rd</sup> floor walls facing Pleasant Avenue. No alternatives are proposed and it is not infeasible to meet these requirements therefore staff is recommending that the Planning Commission not grant alternative compliance.

**RECOMMENDATIONS**

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the application by Basim Sabri of Karmel Properties, LLC for the properties located at 2910 -2936 Pillsbury Avenue:

**A. Expansion of a Nonconforming Use.**

Recommended motion: **Approve** the application for an expansion of non-conforming use to allow the proposed expansion to the 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> floors, subject to the following conditions:

1. Unless otherwise authorized or required by the City Planning Commission, the conditions of approval for BZZ-1361, BZZ-4801, BZZ-5482, and BZZ-6524, BZZ-6921, and BZZ-7113 shall remain in effect.
2. The easternmost 65 feet of the third and fourth floors shall be set back not less than 42 feet from the north property line. The remainder of the third fourth floors shall be set back not less than 62 feet from the north property line.
3. CPED staff review and approval of the final site, floor, and building elevation plans.
4. All site improvements shall be completed by September 8, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for noncompliance.

**B. Site Plan Review.**

Recommended motion: **Approve** the application to expand the 1<sup>st</sup> floor approximately 451 square feet, the 2<sup>nd</sup> floor approximately 993 square feet, the 3<sup>rd</sup> floor approximately 6,607 square feet, and the 4<sup>th</sup> floor approximately 6,826 square feet, subject to the following conditions:

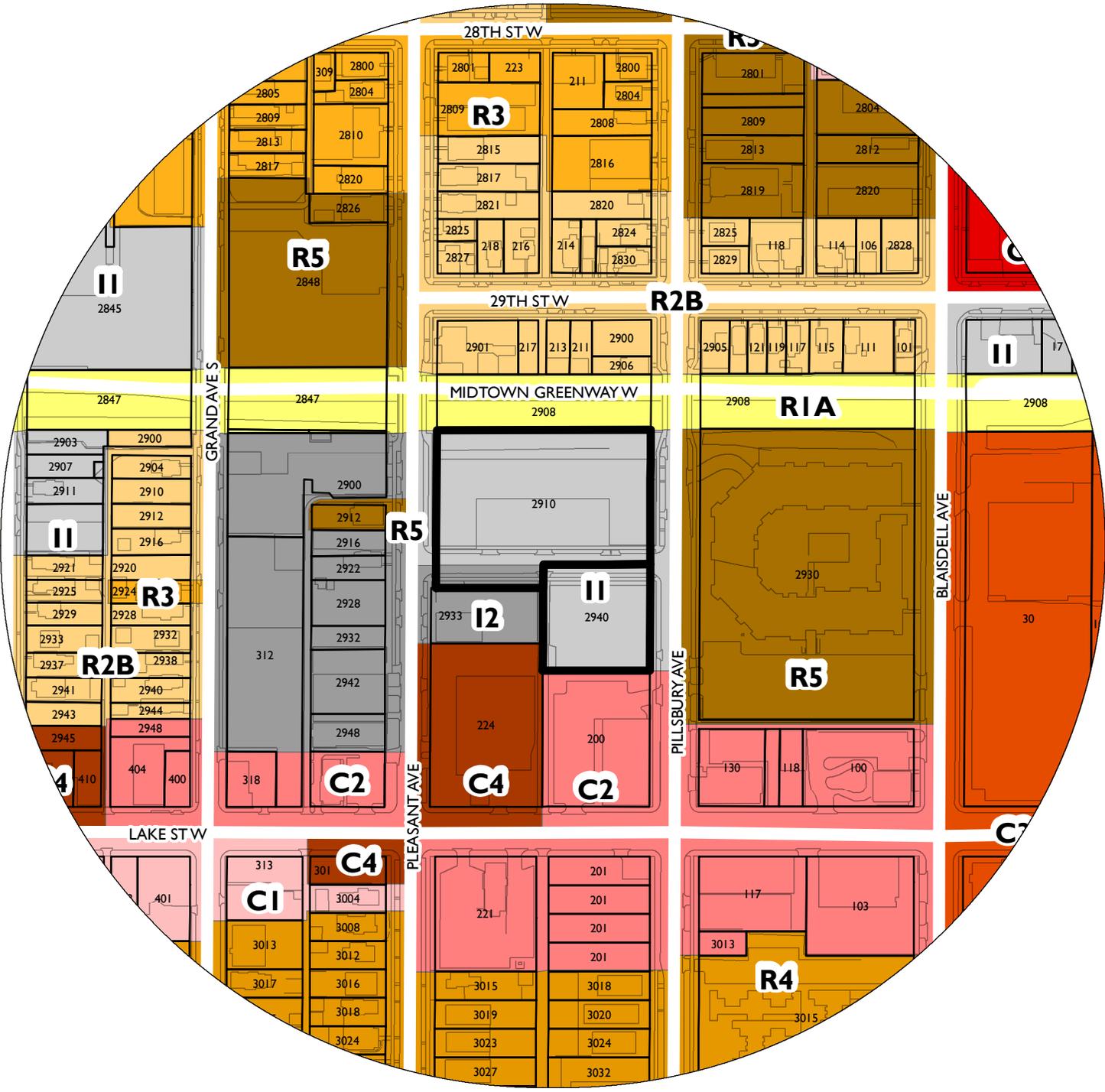
1. Unless otherwise authorized or required by the City Planning Commission, the conditions of approval for BZZ-1361, BZZ-4801, BZZ-5482, and BZZ-6524, BZZ-6921, and BZZ-7113 shall remain in effect.
2. The easternmost 65 feet of the third and fourth floors shall be set back not less than 42 feet from the north property line. The remainder of the third fourth floors shall be set back not less than 62 feet from the north property line.
3. All walls shall comply with the minimum window requirements from section 530.120 of the Zoning Code.
4. CPED staff review and approval of the final site, floor, and building elevation plans.
5. All site improvements shall be completed by September 8, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for noncompliance.

**ATTACHMENTS**

1. Zoning map
2. Written description and findings submitted by applicant
3. Site plan
4. Landscape plan
5. Floor plans
6. Building elevations
7. Shadow Study – Permitted
8. Shadow Study – Proposed
9. Shadow Study – Cross Sectional
10. Photos provided by Applicant of Nearby Structures South of the Midtown Greenway
11. Photos of the Structure currently
12. Midtown Greenway Development Analysis Table
13. Correspondence

NAME OF APPLICANT

WARD



PROPERTY ADDRESS

2910 & 2936 Pillsbury Avenue South

FILE NUMBER

BZZ-7324



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

### **STATEMENT OF PROPOSED USE**

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

The proposal is to allow the construction of additional square footage on the 1st floor (451 sf), 2nd floor (993 sf), 3rd floor (6607 sf) and 4th floor (6826 sf). The additional square footage includes various tenant spaces throughout the building for the use of offices and outdoor seating.



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

The site is zoned I1 Light Industrial District. The *Minneapolis Plan for Sustainable Growth* designates the future land use for this site as urban neighborhood. The site is located half a block from Lake Street, which is designated as a commercial corridor. It is also located between the Lyn-Lake and Nicollet and Lake activity centers. These activity centers are located five blocks apart. The *Midtown Greenway Land Use and Development Plan*, adopted by the City Council in 2007 (after the original site plan approval was obtained), calls for high density housing (40-120 units per acre) on this site. The Midtown Greenway Rezoning Study was completed in April of 2010. Although Planning staff and the City Planning Commission recommended rezoning the site to the R5 Multifamily Residential District, the City Council did not change the zoning. If the site were to be rezoned, a high density residential district would be most appropriate to be consistent with the adopted policies affecting this site. Shopping centers are not permitted uses in the residence districts; therefore the nonconforming status of the use would not change. For this proposal, a rezoning is not appropriate.

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

There is a mix of residential and nonresidential uses in the immediate area. The Midtown Greenway is located immediately north of the site. The additional tenant spaces will be consistent and compatible with the other uses in the building and surrounding neighborhood.

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

The additional floor area will not have any adverse effects since there is ample parking with the newly constructed 4 level parking ramp. The new parking ramp should, in fact, lessen the traffic congestion in the neighborhood. There should not be significant increases in adverse, off-site impacts such as traffic, noise, dust, odors, and parking congestion.

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

Additional windows will be added with the expansion which will increase views onto the Midtown Greenway. This will also be an extension of the existing facade of the building which will improve the appearance. The additional wall area should allow tenants more display area without covering up windows. This should improve the appearance of the development. Opening up the windows would allow views into and out of the building.

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

No additional dwelling units are proposed.

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

The property is not located in the Floodway District.

# KARMEL PLAZA 4TH FLOOR ADDITION & PARKING RAMP

2910 PILLSBURY AVE S. MINNEAPOLIS, MN



## PROJECT DESCRIPTION

ADDITION OF 21,506 SF FOURTH FLOOR TO AN EXISTING 3-STORY BUILDING AS WELL AS CONSTRUCTION OF A 2-LEVEL PARKING RAMP.

## DRAWING INDEX

GENERAL	
G000	COVER SHEET
CIVIL	
C-1	GRADING PLAN
C-2	UTILITY PLAN
ARCHITECTURAL	
AS100	ARCHITECTURAL SITE PLAN
AL100	ARCHITECTURAL LANDSCAPE PLAN
A100	EXISTING GARAGE FLOOR PLAN
A110	FIRST FLOOR PLAN
A120	SECOND FLOOR PLAN
A130	THIRD FLOOR PLAN
A140	PROPOSED FOURTH FLOOR PLAN

## PROJECT TEAM

**OWNER**  
 SABRI PROPERTIES  
 207 EAST LAKE STREET  
 SUITE 300  
 MINNEAPOLIS, MN 55408  
 CONTACT: BASIM SABRI  
 (612) 825-4433

**ARCHITECT**  
 DJR ARCHITECTURE, INC.  
 333 WASHINGTON AVE N  
 UNION PLAZA, SUITE 210  
 MINNEAPOLIS, MINNESOTA 55401  
 CONTACT: SCOTT NELSON, RA  
 (612) 676-2700

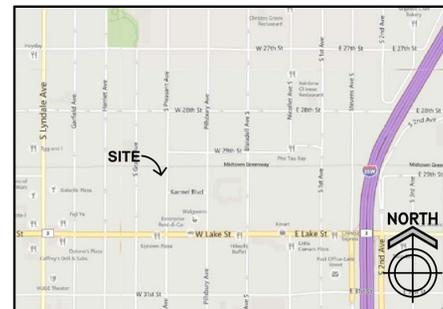
**STRUCTURAL ENGINEER**  
 MATTSO MACDONALD YOUNG, INC.  
 BASSETT CREEK BUSINESS CENTER  
 901 NORTH 3RD STREET, SUITE 100  
 MINNEAPOLIS, MN 55401  
 CONTACT: KEN GREEN, PE  
 (612) 827-7825

**CIVIL ENGINEER**  
 ALLIANT ENGINEERING, INC.  
 233 PARK AVE. S, SUITE 300  
 MINNEAPOLIS, MN 55415  
 CONTACT: MARK KRONBECK, PLA, ASLA  
 (612) 767-9338

## DRAFTING SYMBOLS

SYMBOL	DESCRIPTION
	NORTH ARROW
	ROOM NAME
	ROOM NUMBER
	SECTION REFERENCE
	ELEVATION REFERENCE
	DETAIL REFERENCE BUBBLE
	ELEVATION REFERENCE
	PARTITION TYPE REFERENCE
	KEYNOTE REFERENCE
	WINDOW TYPE REFERENCE
	REVISION REFERENCE

## SITE LOCATION MAP



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

KARMEL PLAZA 4TH FLR & PARKING RAMP  
 2910 Pillsbury Ave S, Minneapolis

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

Issue	Date	Project #	Date	Drawn by	Checked by
1	10/06/2014	13-0048.0	01/05/2015	DP	SN
2	10/27/2014				
3	11/03/2014				
4	11/06/2014				
5	12/30/2014				
6	01/22/2015				
7	01/22/2015				
8	01/22/2015				
9	2/05/2015				
10	3/11/2015				
11	3/11/2015				
12	3/11/2015				
13	4/07/2015				
14	4/07/2015				
15	7/08/15				
16					
17					

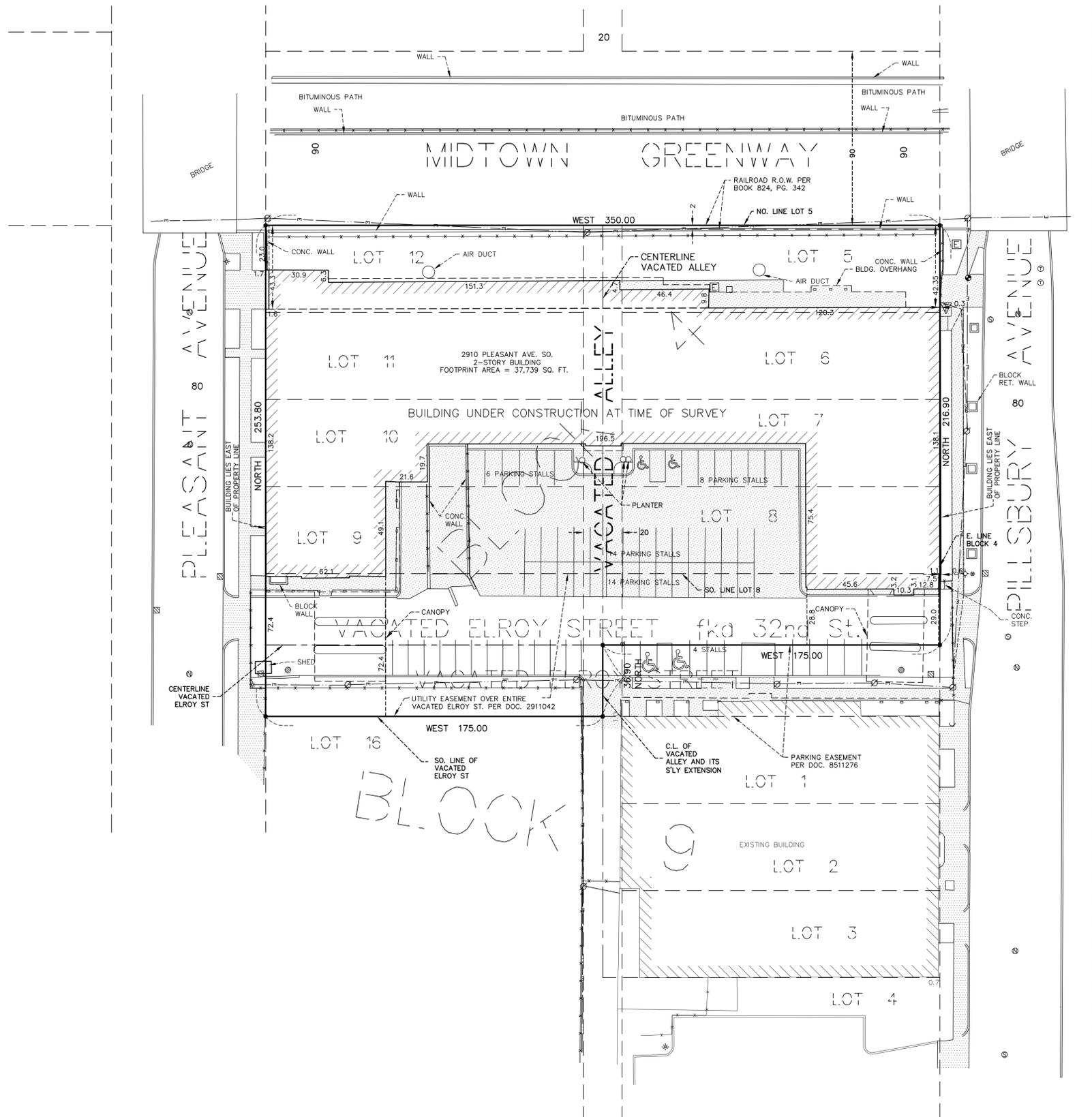
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer in the State of Minnesota.

SCOTT NELSON  
 RA  
 REGISTERED PROFESSIONAL ENGINEER  
 REGISTRATION NUMBER: 2,05,2015  
 DATE

**NOT FOR CONSTRUCTION**

**G000**

COVER SHEET



**LEGAL DESCRIPTION:**

Lots 5, 6, 7, 8, 9, 10, 11 and 12, Block 4, Lindley & Lingenfelter's Addition to Minneapolis;

That part of the vacated alley dedicated in said Block 4 lying between the westerly extensions of the north line of said Lot 5 and the south line of said Lot 8; That part of the northerly half of vacated Elroy Street, dedicated in the plat of Lindley & Lingenfelter's Addition to Minneapolis as 32nd Street, which lies westerly of the southerly extension of the east line of Block 4, said addition, and easterly of the southerly extension of the west line of said Block 4;

Also,

An easement for parking, pedestrian and vehicular ingress and egress and landscaping over the following: That part of the Southerly half of vacated Elroy Street, dedicated in the plat of Lindley & Lingenfelter's Addition to Minneapolis as 32nd Street, which lies Easterly of the Southerly extension of the West line of Block 4, said addition, and Westerly of the Southerly extension of the center line of the vacated alley dedicated in Block 4, as contained in Deed Document No. 8511276.

Also,

That part of the Southerly half of vacated Elroy Street, dedicated in the plat of Lindley & Lingenfelter's Addition to Minneapolis as 32nd Street, which lies Easterly of the Southerly extension of the West line of Block 4, said addition, and Westerly of the Southerly extension of the center line of the vacated alley dedicated in said block.

All in Hennepin County, Minnesota.

Note: This legal description has been taken from Lawyers Title Insurance Corporation Commitment Number 53059 dated February 21, 2007.

**GENERAL NOTES:**

1. The bearing system used is assumed.
2. The location of the underground utilities shown herein, if any, are approximate only. PURSUANT TO MSA 216D CONTACT GOPHER STATE ONE CALL AT (612) 454-0002 PRIOR TO ANY EXCAVATION.
3. This survey was made on the ground.
4. No current title work was furnished for the preparation of this survey, legal description, recorded or unrecorded easements and encumbrances are subject to revision upon receipt of current title work.

**LEGEND**

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



SCALE: 1 INCH = 30 FEET

**REVISIONS**

Date:	Description:

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota

*Thomas E. Hodorff*  
 Thomas E. Hodorff, L.S.  
 Minnesota Reg. No. 23677

Date: October 20, 2014

**KARMEI PLAZA AS-BUILT UPDATE SURVEY**

**For:**

SABRIS PROPERTIES

**SITE:**

2910 PILLSBURY AVENUE SOUTH

MINNEAPOLIS, MINNESOTA

**HENNEPIN COUNTY**

**HARRY S. JOHNSON CO., INC.**  
**LAND SURVEYORS**

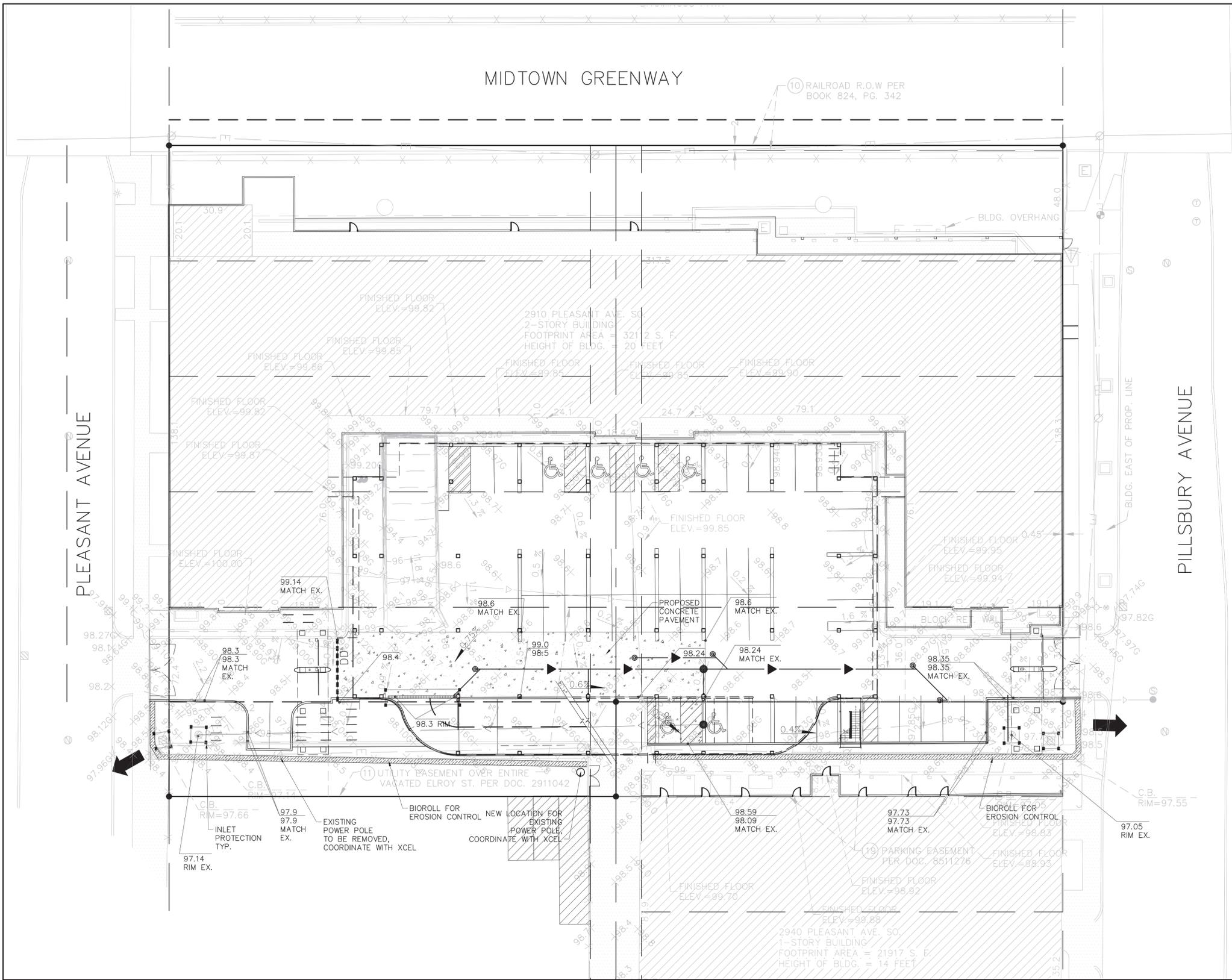
9063 Lyndale Avenue South  
 Bloomington, MN. 55437  
 Tele. 952-884-5341 Fax 952-884-5344

www.hsjsurveyors.com

Book <b>640</b>	File No. <b>1-3-7915AB</b>
Page <b>64</b>	W.O. Number <b>2014455</b>
CAD Technician <b>CT</b>	
Sheet No. <b>1 OF 1</b>	

**SURVEY PERFORMED BY:**  
**HARRY S. JOHNSON CO. INC.**  
 LAND SURVEYORS & CONSULTANTS  
 9063 Lyndale Avenue South  
 Bloomington, Mn. 55420  
 (952) 884-5341  
 (952) 884-5344 Fax  
 Email: tom@hsjsurveyors.com  
 Web: www.hsjsurveyors.com

Drawing name: X:\2014\140083\plan\_sheets\Preliminary Development\_Review\140083-grad.dwg Feb 05, 2015 - 8:09am



**SITE DATA**

LOT AREA	82,372 SF
EXISTING IMPERVIOUS	72,102 SF (87.5% OF SITE)
PROPOSED IMPERVIOUS	72,054 SF (87.5% OF SITE)
DISTURBANCE AREA	28,500 SF 0.65 ACRES
(STORM WATER MANAGEMENT PLAN NOT REQUIRED SINCE LAND DISTURBING ACTIVITIES TO BE LESS THAN ONE ACRE)	

**GRADING LEGEND:**

	EXISTING CONTOUR		2.00% DIRECTION OF DRAINAGE
	PROPOSED CONTOUR		FFE FIRST FLOOR ELEVATION
	TOP OF CURB		BIOROLL
	FLOW LINE		INLET PROTECTION
	PROPOSED CATCH BASINS		EMERGENCY OVERFLOW ROUTING
	PROPOSED STORM SEWER		
	EXISTING SANITARY SEWER		
	DRAINAGE DIVIDE		

**GRADING NOTES:**

1. ALL PAVEMENTS SHALL SLOPE AWAY FROM EXISTING BUILDINGS.
2. ACCESSIBLE PARKING SPACES AND ACCESS AISLE NOT TO EXCEED 2.0% IN ANY DIRECTION.
3. THE CONTRACTOR SHALL KEEP THE ADJACENT ROADWAYS FREE OF DEBRIS AND PREVENT THE OFF-SITE TRACKING OF SOIL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY/COUNTY.
4. NOTIFY GOPHER STATE ONE CALL, AT (800)252-1166, 48 HOURS PRIOR TO START OF CONSTRUCTION.
5. ALL IMPROVEMENTS TO CONFORM WITH CITY AND COUNTY CONSTRUCTION STANDARDS SPECIFICATION, LATEST EDITION.
6. 50' OF BITUMINOUS OR ROCK CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
7. CONTRACTOR TO KEEP A COPY OF THE FINAL DRAINAGE REPORT ON SITE AT ALL TIMES.
8. CONTRACTOR TO SEED ALL ROUGH GRADED AREAS & FUTURE PAD SITES W/ APPROVED DOT TEMPORARY SEED MIX.
9. SURVEYOR TO VERIFY BENCHMARK ELEVATION PRIOR TO START OF CONSTRUCTION.
10. REFER TO GEOTECHNICAL REPORT AND PROJECT MANUAL, FOR SOIL CORRECTION REQUIREMENTS AND TESTING REQUIREMENTS.
11. STRIP TOPSOIL PRIOR TO ANY CONSTRUCTION. REUSE STOCKPILE ON SITE.
12. REFER TO SITE DESIGN CRITERIA SECTION OF PROJECT MANUAL FOR ADDITIONAL REQUIREMENTS.
14. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.

**EROSION PREVENTION AND SEDIMENT CONTROL NOTES:**

- 1) CONTRACTOR MUST NOTIFY CITY OF MINNEAPOLIS ENGINEERING AND DESIGN (612-673-2738) 48 HOURS PRIOR TO ANY LAND DISTURBANCES. FAILURE TO DO SO MAY RESULT IN THE REVOCATION OF PERMIT AND A STOP WORK ORDER BEING ISSUED.
- 2) Install perimeter erosion control at the locations shown on the plans prior to beginning construction. (Hay Bales are not an acceptable perimeter control)
- 3) Before beginning construction, install a TEMPORARY ROCK CONSTRUCTION ENTRANCE at each point where vehicles exit the construction site. Use 3 inch or greater diameter rock in a layer at least 6 inches thick across the entire width of the entrance. Extend the rock entrance at least 50 feet into the construction zone. Use a geotextile fabric beneath the aggregate in order to prevent migration of soil into the rock from below
- 4) Remove all soils and sediments tracked or otherwise deposited onto public and private pavement areas. Removal shall be on a daily basis when tracking occurs. Sweeping may be ordered by at any time if conditions warrant. Sweeping shall be maintained throughout the duration of the construction and done in a manner to prevent dust being blown to adjacent properties.
- 5) Install inlet protection at all public and private catch basin inlets, which receive runoff from the disturbed areas. Catch basin inserts are required in undisturbed areas. Staked silt fence or other approved BMP's in disturbed areas. NOTE: HAY BALES OR FILTER FABRIC UNDER THE GRATES ARE NOT EFFECTIVE OR AN ACCEPTABLE FORM OF INLET PROTECTION.
- 6) Locate soil or dirt stockpiles no less than 25 feet from any public or private roadway or drainage channel. If remaining for more than seven days, stabilize the stockpiles by mulching, vegetative cover, tarps, or other means. Control erosion from all stockpiles by placing silt fence barriers around the piles. Temporary stockpiles located on paved surface must be no less than two feet from the drainage/gutter line and shall be covered if left more than 24 hours.
- 7) Maintain all temporary erosion and sediment control devices in place until the contributing drainage area has been stabilized. Inspect temporary erosion and sediment control devices on a daily basis and replace deteriorated, damaged, or rotted erosion control devices immediately.
- 8) Temporarily or permanently stabilize all denuded areas which have been finish-graded, and all denuded areas in which grading or site building construction operations are not actively underway against erosion due to rain, wind and running water within 14 days. Use seeding and mulching, erosion control matting, and/or sodding and staking in green space areas. Use early application of gravel base on areas to be paved.
- 9) Remove all temporary synthetic, structural, non-biodegradable erosion and sediment control devices after the site has undergone final stabilization and permanent vegetation has been established, minimum vegetation establishment is 70% cover, maintain all temporary erosion control devices until 70% established cover is achieved.
- 10) Ready mixed concrete and concrete batch plants prohibited within the public right of way, designate concrete mixing/washout locations in the erosion control plan. Under no circumstances may washout water drain onto the public right of way or into the public storm sewer.

**ALLIANT ENGINEERING**  
 233 Park Ave S, Ste 300  
 Minneapolis, MN 55415  
 612.758.3080 MAIN  
 612.758.3099 FAX  
 www.alliant-inc.com

**KARMEZ PLAZA - PARKING RAMP**  
 PILLSBURY AVENUE SOUTH  
 MINNEAPOLIS, MN  
**BUILDING PERMIT**  
**GRADING AND EROSION CONTROL PLAN**

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

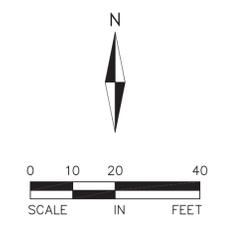
*Clark Wicklund*  
 CLARK WICKLUND, PE  
 2-4-15 Date 40922 License No.

**QUALITY ASSURANCE/CONTROL**

BY	DATE
8-13-14	PDR SUBMITTAL
1-12-15	PDR COMMENTS
2-4-15	REVISED BUILDING PERMIT

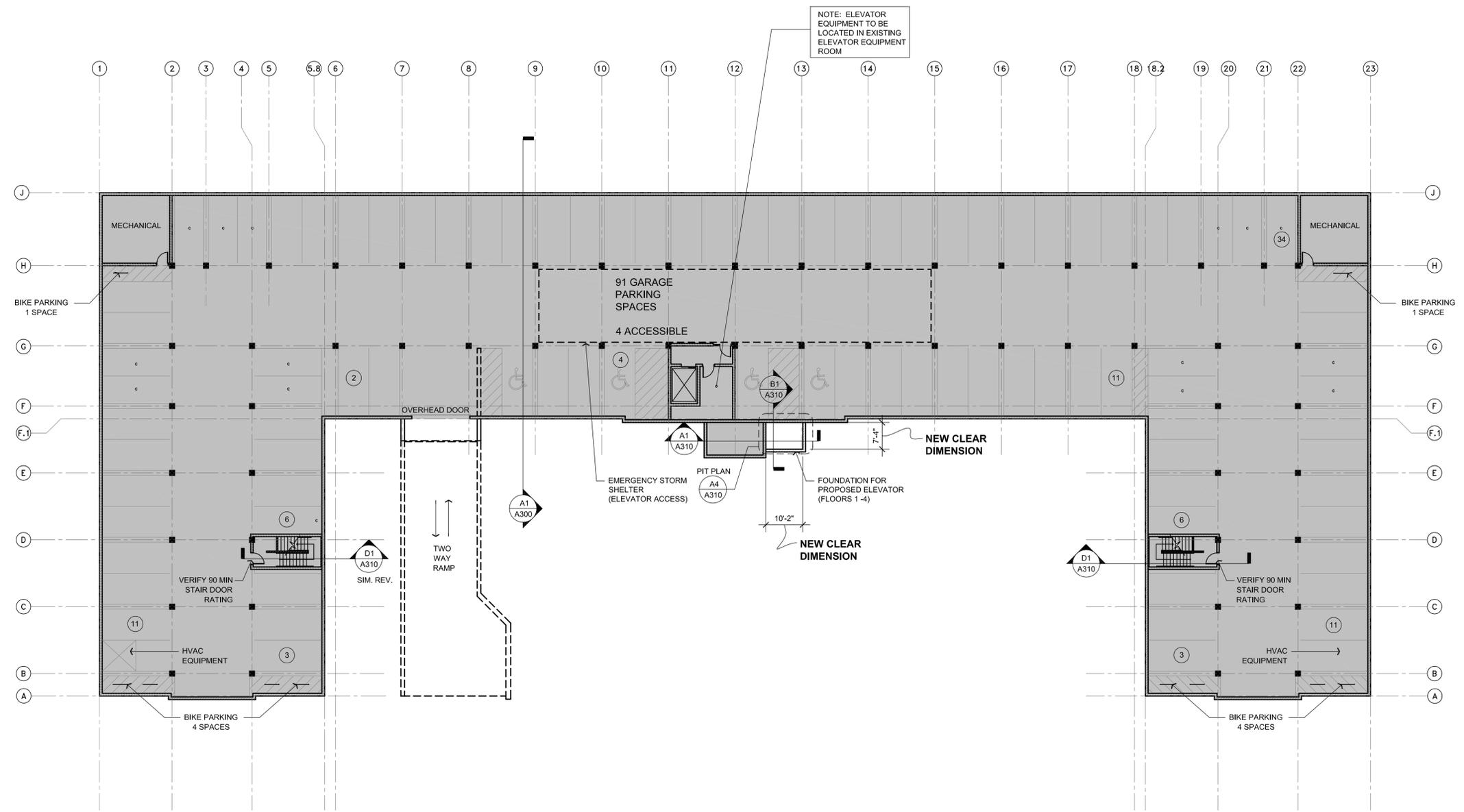
**PROJECT TEAM DATA**  
 DESIGNED: MK  
 DRAWN: MK  
 PROJECT NO: 214-0083

**C-1**



SHEET





NOTE: ELEVATOR EQUIPMENT TO BE LOCATED IN EXISTING ELEVATOR EQUIPMENT ROOM

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

NO CHANGES TO THIS LEVEL

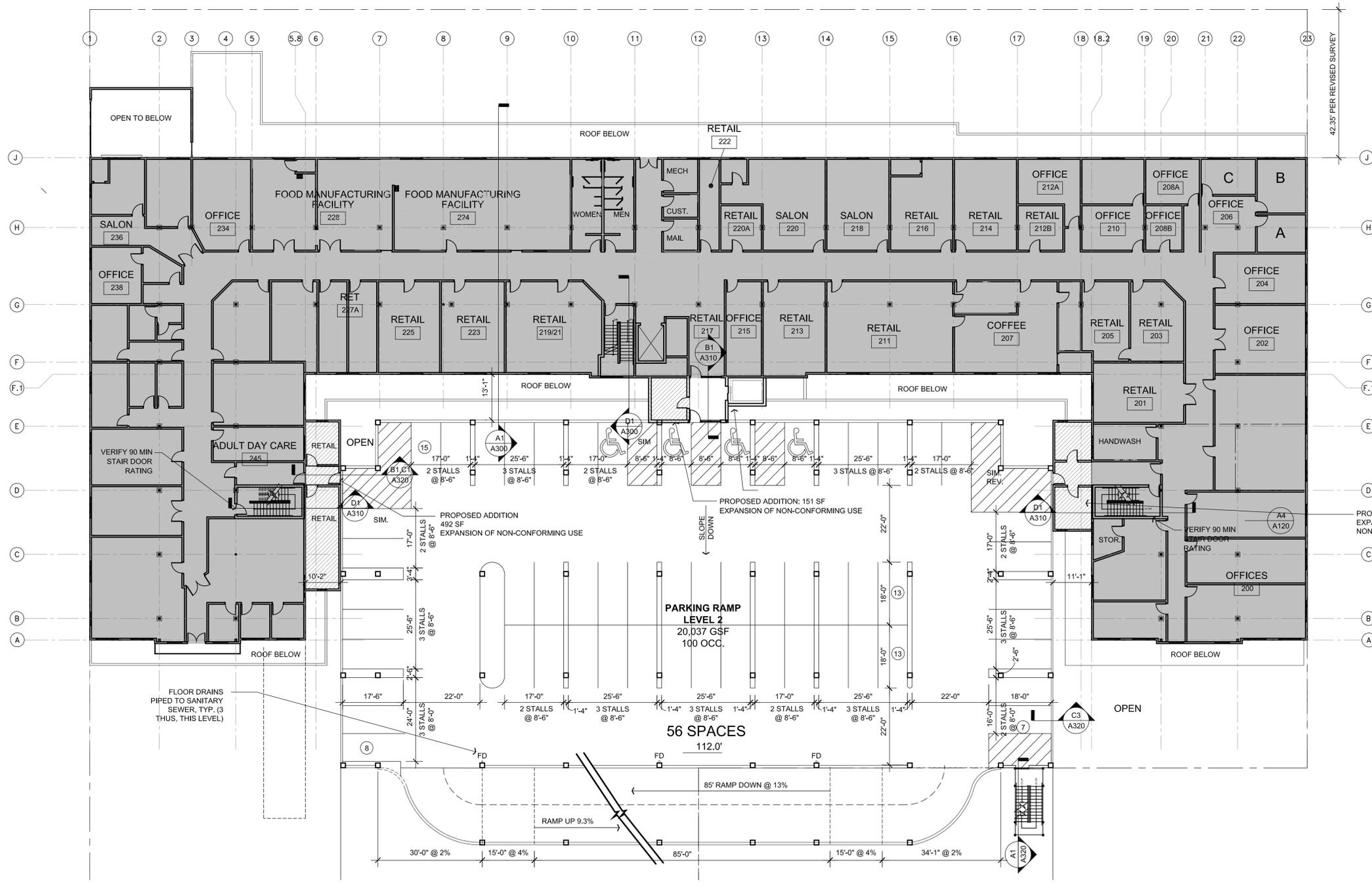
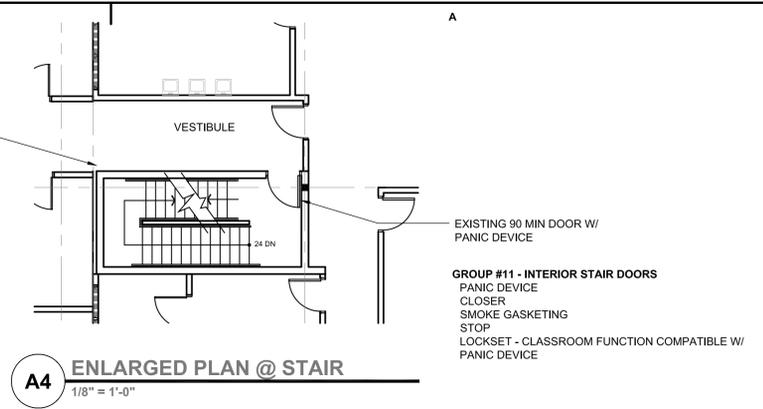
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the State of Minnesota.  
**SCOTT NELSON**  
Professional Engineer  
**NOT FOR CONSTRUCTION**  
SIGNATURE: \_\_\_\_\_ DATE: 2.05.2015  
REGISTRATION NUMBER: \_\_\_\_\_

Issue:	Date:	Project #:	Date:	Drawn by:	Checked by:
2	10.06.2014	13-0046.0	01.05.2015	DP	SN
3	10.27.2014				
4	11.03.2014				
5	11.03.2014				
6	12.30.2014				
7	01.02.2015				
8	01.02.2015				
9	2.05.2015				
10	3.18.2015				
11	3.18.2015				
12	4.07.2015				
13	4.07.2015				
14	4.07.2015				
15	5.18.2015				
16	7.08.15				
17	LOA - 3RD FLOOR ADDN				

**KARMELO PLAZA 4TH FLR & PARKING RAMP**

**EXISTING GARAGE FLOOR PLAN**





**A1 SECOND FLOOR PLAN**  
 1/16" = 1'-0"

EXISTING AREA: 31,567 SF EXISTING  
 PROPOSED ADDITIONS: 993 SF  
 TOTAL AREA: 32,560 SF W/ ADDITION

**KARMEL PLAZA 4TH FLR & PARKING RAMP**

2910 Pillsbury Ave S, Minneapolis

**SECOND FLOOR PLAN**

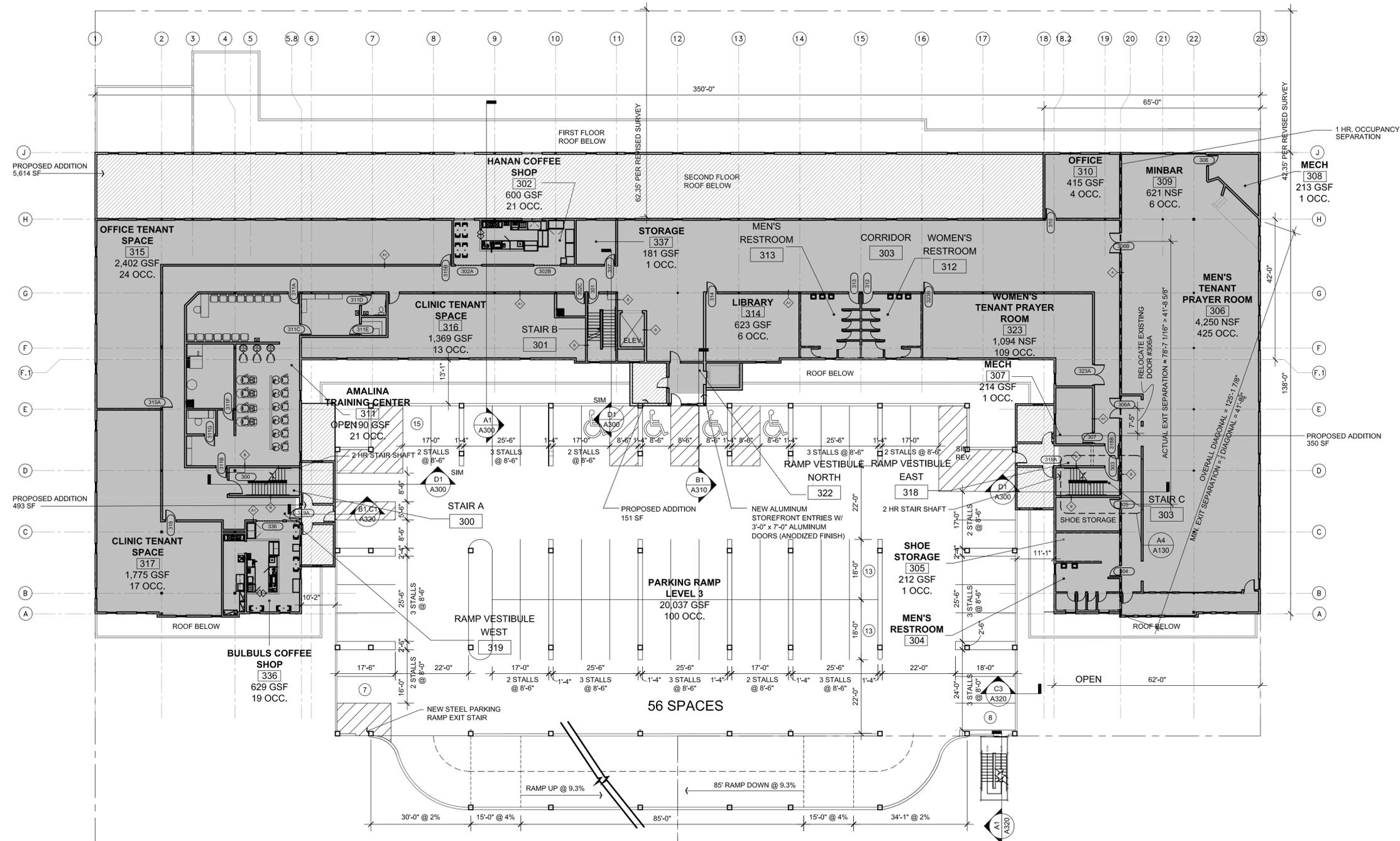
I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.

**SCOTT J. NELSON**  
 ARCHITECT

**NOT FOR CONSTRUCTION**

REGISTRATION NUMBER: 2,05,2015  
 DATE

ISSUE:	DATE:	PROJECT #:	DATE:	BY:	DATE:
1	10.06.2014	13-00460	01.05.2015	DP	SN
2	10.27.2014				
3	11.03.2014				
4	11.03.2014				
5	12.30.2014				
6	01.22.2015				
7	01.22.2015				
8	2.05.2015				
9	3.11.2015				
10	3.11.2015				
11	4th FL PRKNG - PLANNING SBMTL				
12	4th FL PRKNG - PLANNING SBMTL				
13	4th FL PRKNG - PLANNING SBMTL				
14	4th FL PRKNG - PLANNING SBMTL				
15	4th FL PRKNG - PLANNING SBMTL				
16	4th FL PRKNG - PLANNING SBMTL				
17	4th FL PRKNG - PLANNING SBMTL				



**A1 THIRD FLOOR PLAN**  
 1/16" = 1'-0"  
 PREVIOUS AREA: 25,867 SF EXISTING  
 PROPOSED ADDITION: 6,607 SF  
 TOTAL AREA: 32,474 SF W/ ADDITION

**KARMELO PLAZA 4TH FLR & PARKING RAMP**

2910 Pillsbury Ave S, Minneapolis

PROPOSED THIRD FLOOR PLAN

**NOT FOR CONSTRUCTION**

DATE: 2.05.2015  
 REGISTRATION NUMBER: 20052015

ISSUE:	DATE:	PROJECT #:	DATE:	ISSUE:	DATE:
1	10.06.2014	13-0048.0	10.06.2014	1	10.06.2014
2	10.27.2014		10.27.2014	2	10.27.2014
3	11.06.2014		11.06.2014	3	11.06.2014
4	12.30.2014		12.30.2014	4	12.30.2014
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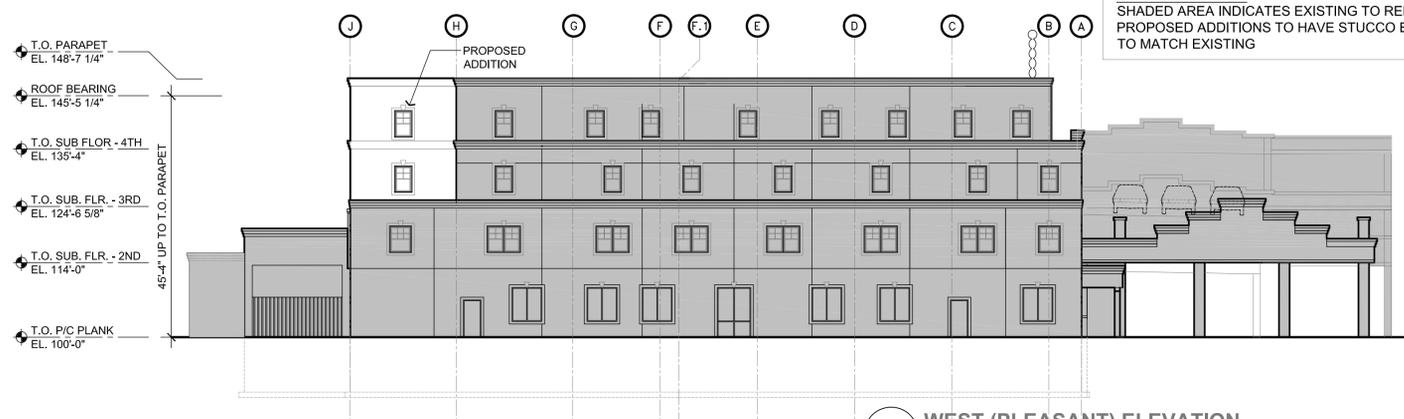
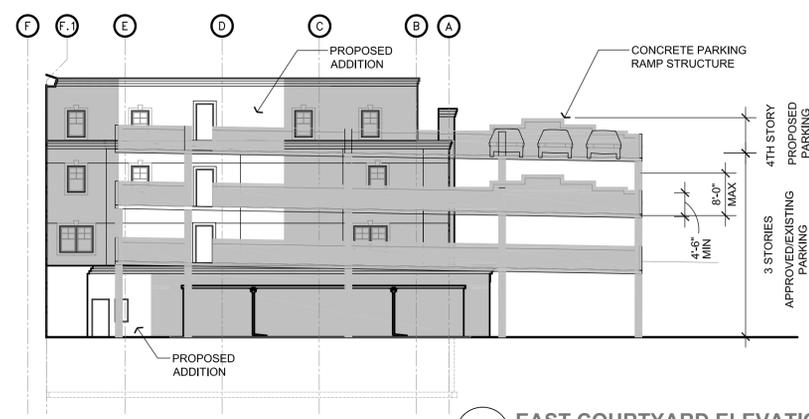
DATE: 01.05.2015  
 DRAWN BY: DP  
 CHECKED BY: SN



ELEVATION NOTES:  
 SHADED AREA INDICATES EXISTING TO REMAIN.  
 PROPOSED ADDITIONS TO HAVE STUCCO EXTERIOR  
 TO MATCH EXISTING

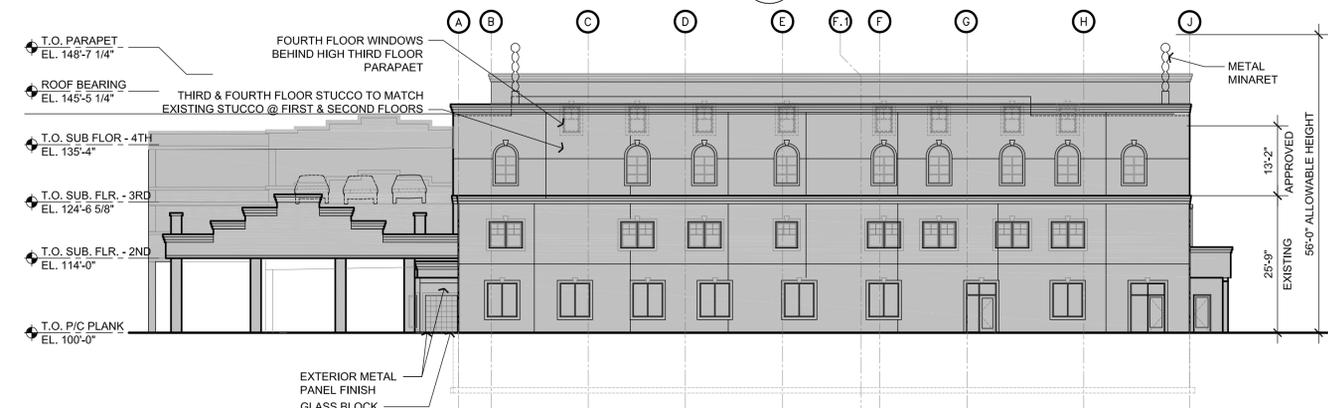
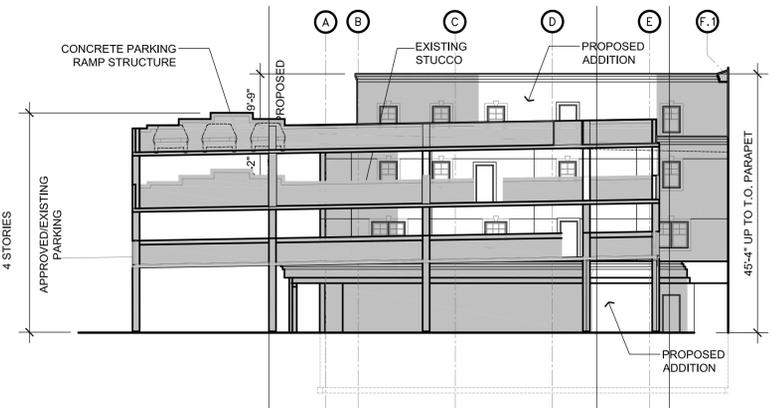
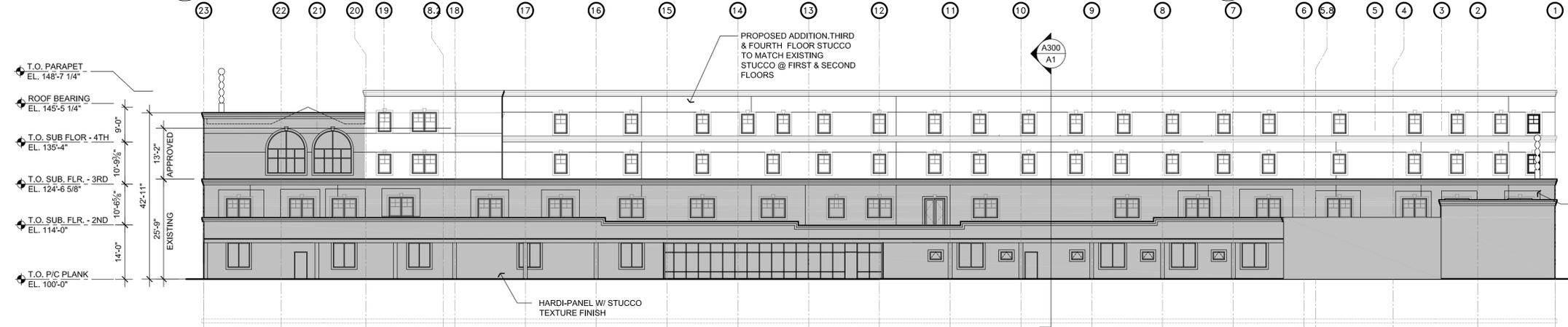
**DJR**  
 ARCHITECTURE, INC  
 333 Washington Ave N, Suite 2110  
 612.676.2700 www.djr-inc.com

APPROVED/EXISTING/PROPOSED



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

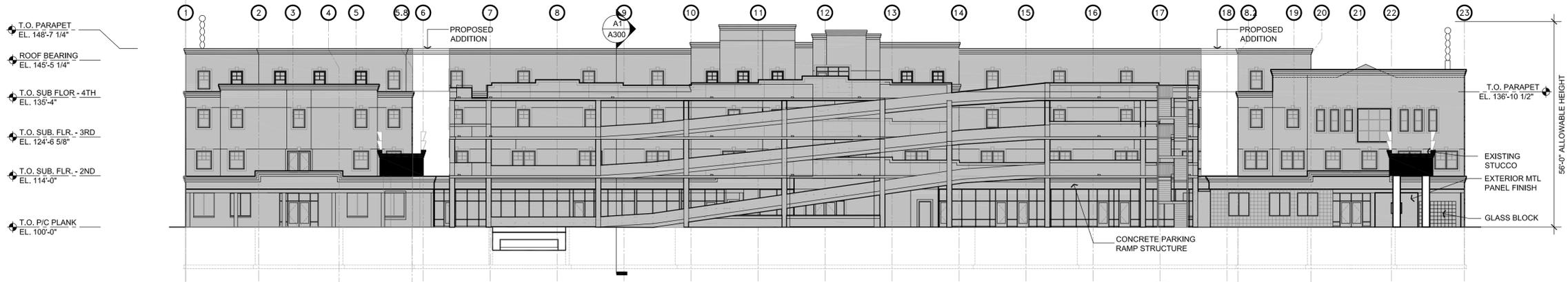
**5 WEST (PLEASANT) ELEVATION**  
 1/16" = 1'-0"



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

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

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



**1.2 WINDOW GLAZING AREA**  
 3/8" = 1'-0"

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

**KARMEL PLAZA 4TH FLR & PARKING RAMP**

2910 Pillsbury Ave S, Minneapolis

EXTERIOR ELEVATIONS

ISSUE	DATE	PROJECT #	DATE	BY	CHECKED BY
1	10.06.2014	13-0048.0	01.05.2015	DP	SN
2	10.06.2014				
3	11.03.2014				
4	11.06.2014				
5	01.08.2015				
6	01.08.2015				
7	01.22.2015				
8	01.22.2015				
9	01.22.2015				
10	01.22.2015				
11	01.22.2015				
12	01.22.2015				
13	01.22.2015				
14	01.22.2015				
15	01.22.2015				
16	01.22.2015				
17	01.22.2015				

NOT FOR CONSTRUCTION

SCOTT NELSON

REGISTERED ARCHITECT

2.05.2015

DATE

REGISTRATION NUMBER

SIGNATURE

13-0048.0

01.05.2015

DP

SN

01.05.2015

DATE

REGISTRATION NUMBER

10.06.2014

11.03.2014

11.06.2014

01.08.2015

01.22.2015

01.22.2015

01.22.2015

REVISOR

DATE

PROJECT #

DATE

BY

CHECKED BY

REVISOR

DATE

PROJECT #

DATE

BY

CHECKED BY

REVISOR

DATE

PROJECT #

DATE

BY

CHECKED BY

13-0048.0

01.05.2015

DP

SN

01.05.2015

DATE

REGISTRATION NUMBER

10.06.2014

11.03.2014

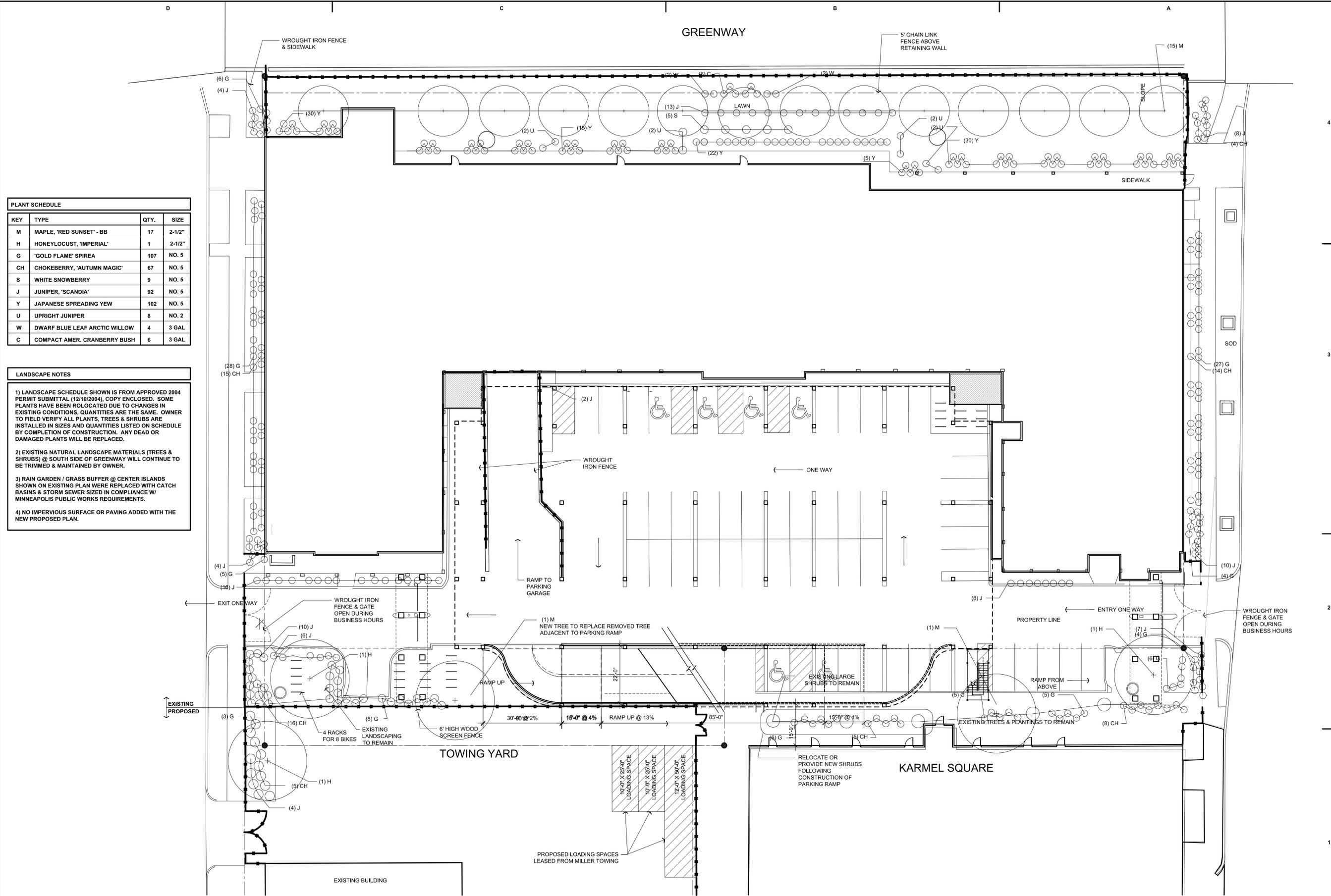
11.06.2014

01.08.2015

01.22.2015

01.22.2015

01.22.2015



PLANT SCHEDULE			
KEY	TYPE	QTY.	SIZE
M	MAPLE, 'RED SUNSET' - BB	17	2-1/2"
H	HONEYLOCUST, 'IMPERIAL'	1	2-1/2"
G	'GOLD FLAME' SPIREA	107	NO. 5
CH	CHOKEBERRY, 'AUTUMN MAGIC'	67	NO. 5
S	WHITE SNOWBERRY	9	NO. 5
J	JUNIPER, 'SCANDIA'	92	NO. 5
Y	JAPANESE SPREADING YEW	102	NO. 5
U	UPRIGHT JUNIPER	8	NO. 2
W	DWARF BLUE LEAF ARCTIC WILLOW	4	3 GAL.
C	COMPACT AMER. CRANBERRY BUSH	6	3 GAL.

**LANDSCAPE NOTES**

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

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

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.  
**ROBERT NELSON**  
 ARCHITECT  
 NOT FOR CONSTRUCTION  
 REGISTRATION NUMBER: 2.05.2015  
 DATE

**KARMEI PLAZA 4TH FLR & PARKING RAMP**  
 LANDSCAPE PLAN  
 2910 Pillsbury Ave S, Minneapolis  
 Project #: 13-0048.0  
 Date: 01.05.2015  
 Drawn by: DP  
 Checked by: SN  
 ISSUE:  
 1 REVISION FOR SUBMITTAL  
 2 REVISION FOR SUBMITTAL  
 3 REVISION FOR SUBMITTAL  
 4 REVISION FOR SUBMITTAL  
 5 REVISION FOR SUBMITTAL  
 6 REVISION FOR SUBMITTAL  
 7 REVISION FOR SUBMITTAL  
 8 REVISION FOR SUBMITTAL  
 9 REVISION FOR SUBMITTAL  
 10 REVISION FOR SUBMITTAL  
 11 4TH FLR PARKING - PLANNING SBMTL  
 12 4TH FLR PARKING - PLANNING SBMTL  
 13 4TH FLR PARKING - PLANNING SBMTL  
 14 4TH FLR PARKING - PLANNING SBMTL  
 15 4TH FLR PARKING - PLANNING SBMTL  
 16 4TH FLR PARKING - PLANNING SBMTL  
 17 4TH FLR PARKING - PLANNING SBMTL

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

BASEMENT GARAGE	91
SURFACE LEVEL	52
RAMP - LEVEL 2	56
RAMP - LEVEL 3	56
RAMP - LEVEL 4	56
<b>TOTAL</b>	<b>311</b>

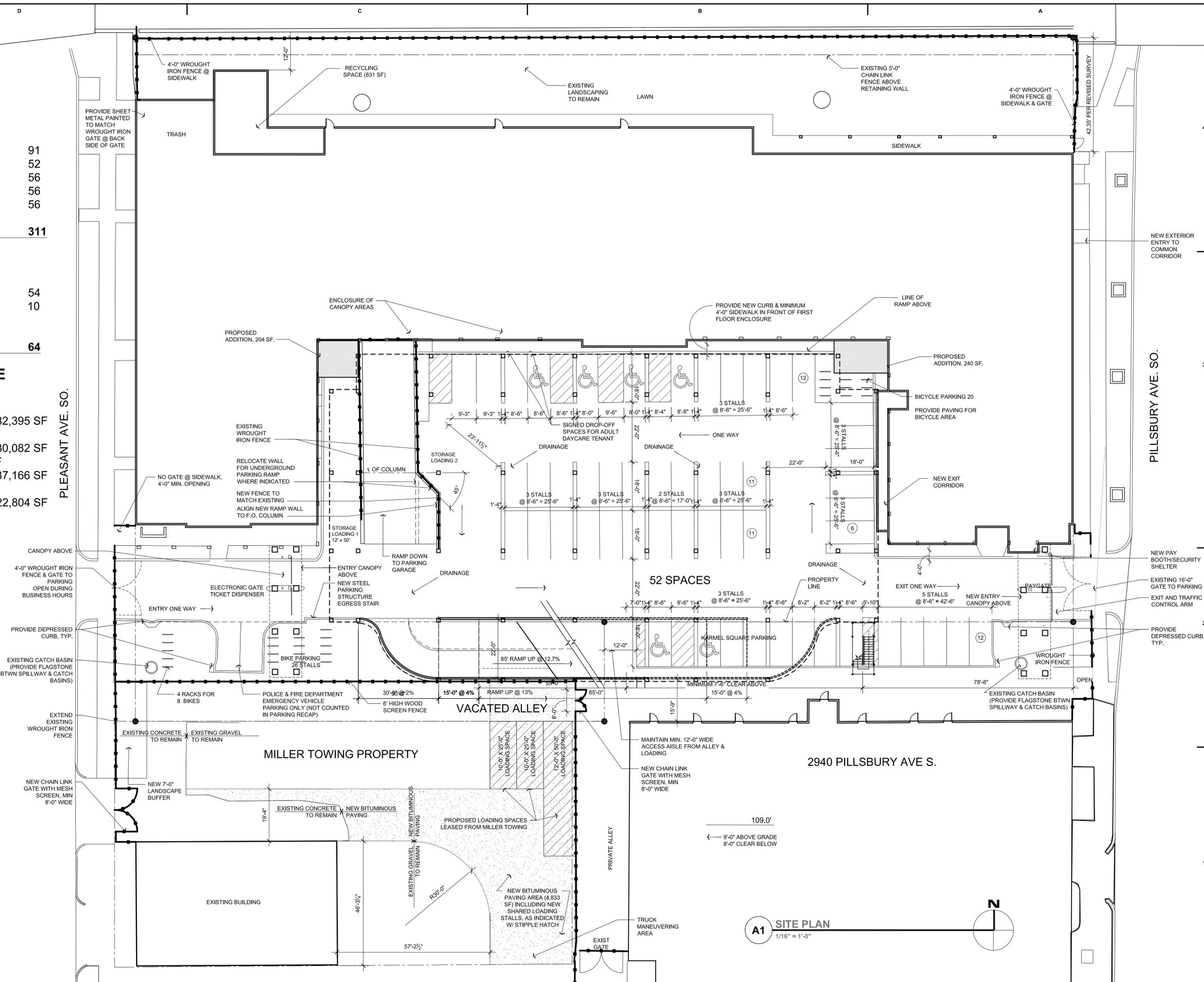
**BICYCLE PARKING**  
SPACES OUTSIDE  
10 SPACES INSIDE  
(GARAGE LEVEL)

<b>TOTAL</b>	<b>64</b>
--------------	-----------

**PROJECT SQUARE FOOTAGE RECAP**

LOT AREA OF 2910 PILLSBURY	82,395 SF
LOT AREA OF 2940 PILLSBURY	30,082 SF
GROSS FLOOR AREA OF 2910 PILLSBURY	37,166 SF
FOOTPRINT AREA OF 2940 PILLSBURY	22,804 SF

PLEASANT AVE. SO.



**DJR**  
ARCHITECTURE, INC.  
333 Washington Ave N, Suite 210  
Minneapolis, MN 55401  
612.676.7200 www.djr-arc.com

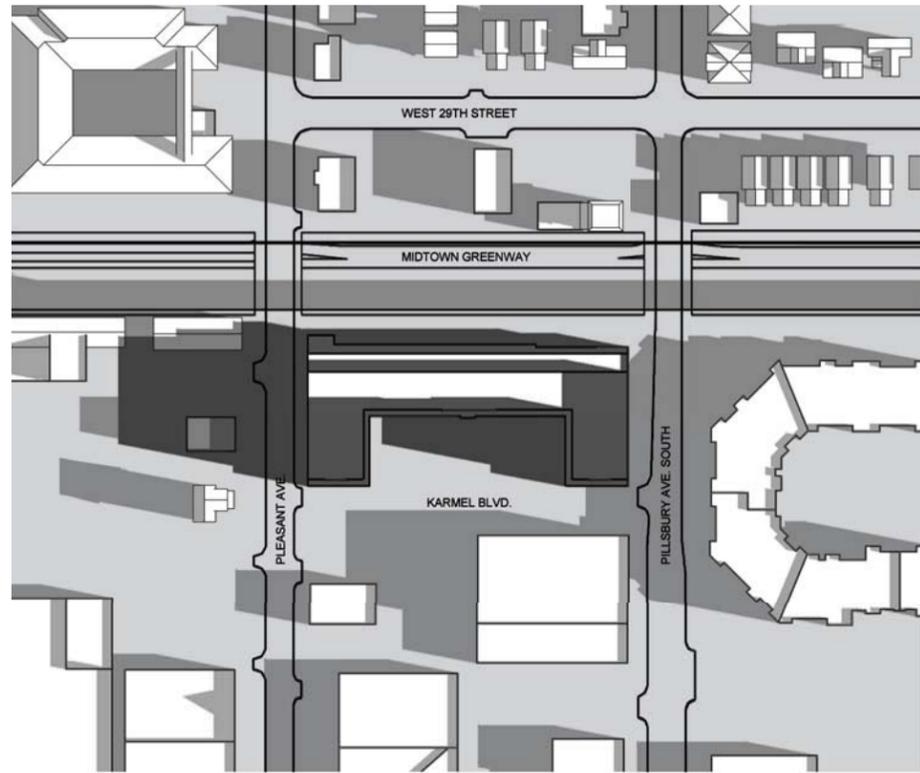
NOT FOR CONSTRUCTION  
SCOTT NELSON  
REGISTERED PROFESSIONAL ENGINEER  
REGISTRATION NUMBER: 2.05.2015  
DATE: 01.05.2015

**KARMEI PLAZA 4TH FLR & PARKING RAMP**  
SITE PLAN / PROPOSED LOADING SPACES  
ON ADJACENT PROPERTY

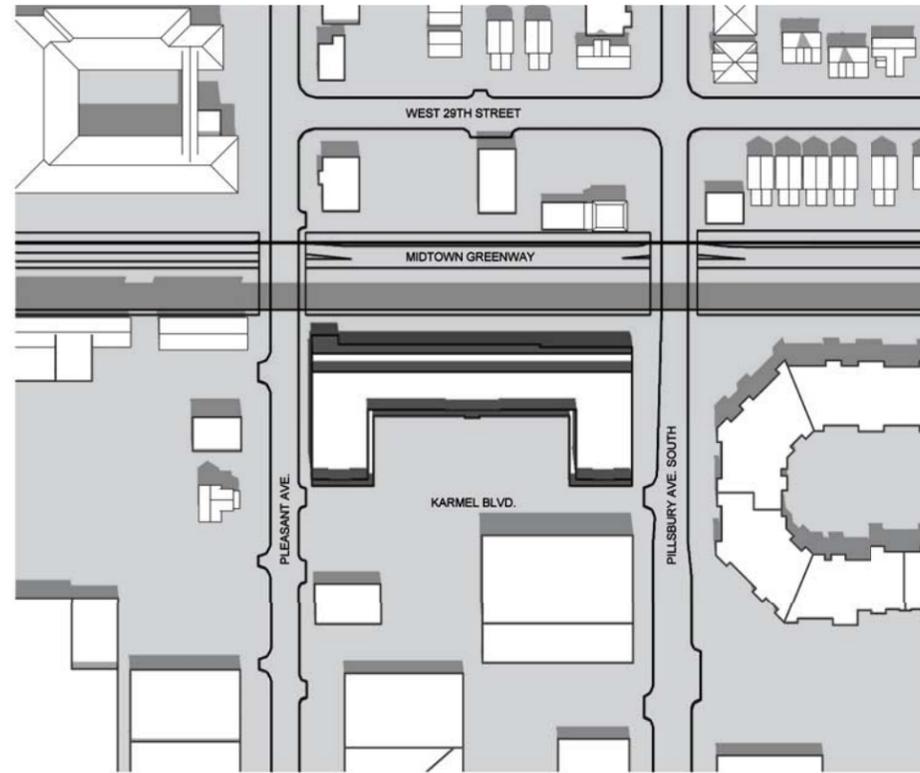
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	2	Date:	10.27.2014				
	3	Date:	11.03.2014				
	4	Date:	12.30.2014				
	5	Date:	01.05.2015				
	6	Date:	01.05.2015				
	7	Date:	01.05.2015				
	8	Date:	01.05.2015				
	9	Date:	01.05.2015				
	10	Date:	01.05.2015				
	11	Date:	01.05.2015				
	12	Date:	01.05.2015				
	13	Date:	01.05.2015				
	14	Date:	01.05.2015				
	15	Date:	01.05.2015				
	16	Date:	01.05.2015				
	17	Date:	01.05.2015				

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

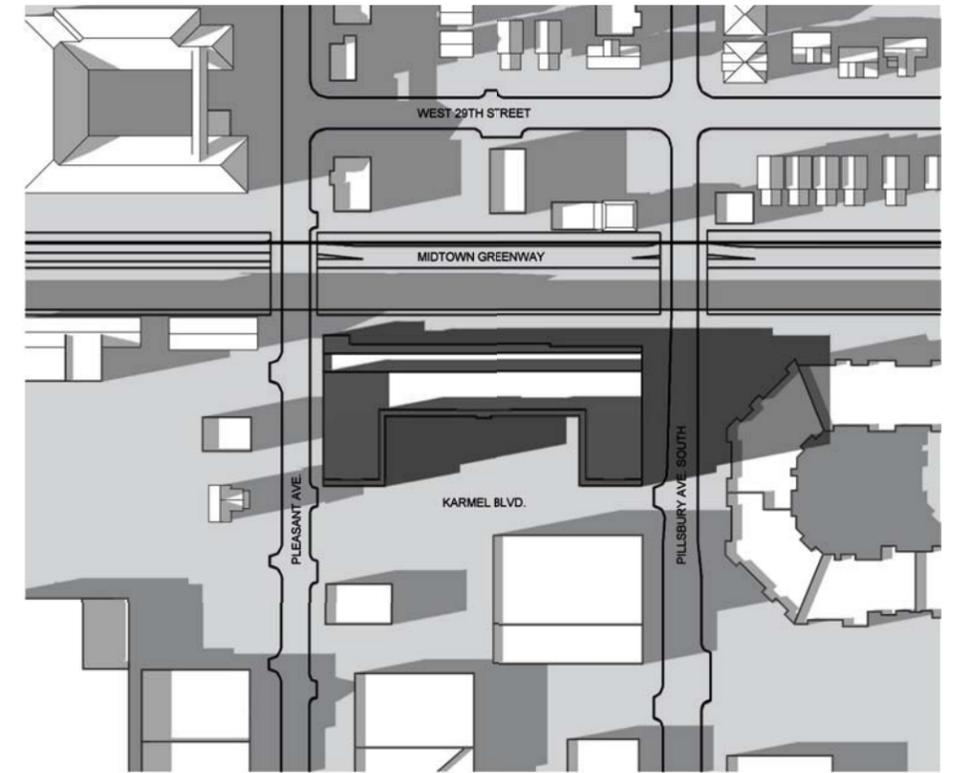
**AS100**



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



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



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



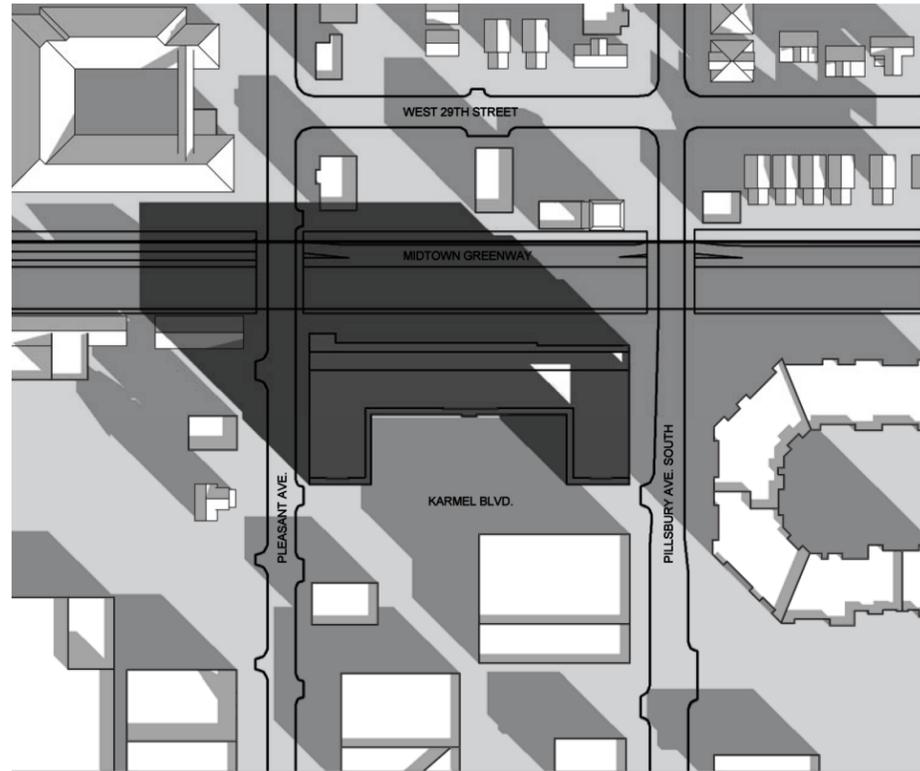
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Minneapolis, Minnesota

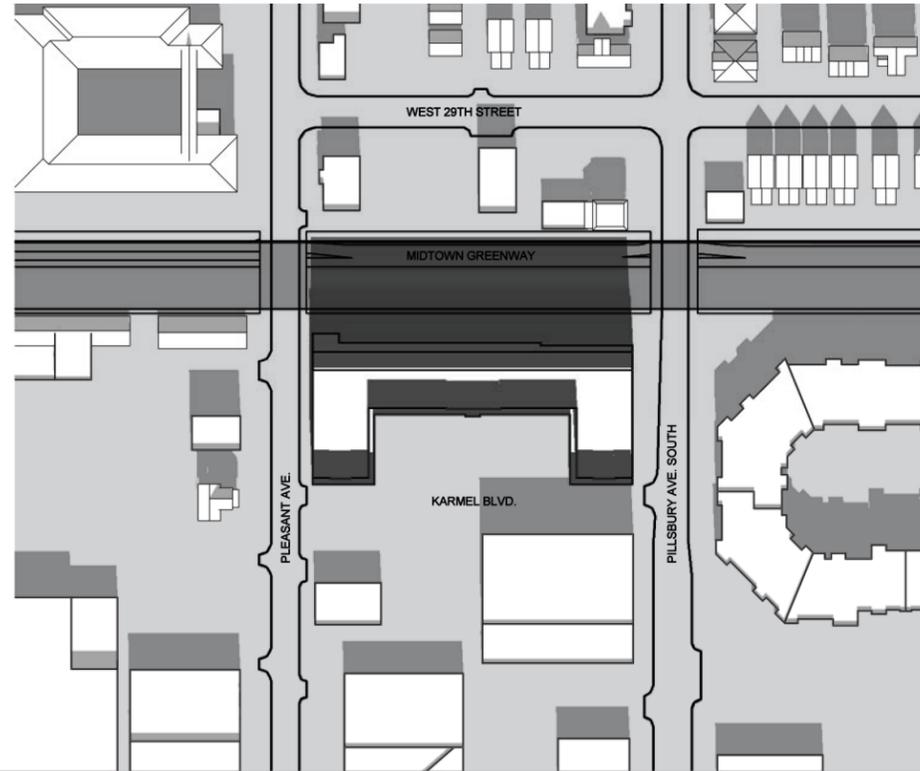
May 20, 2014

SHADOW STUDY MARCH 20

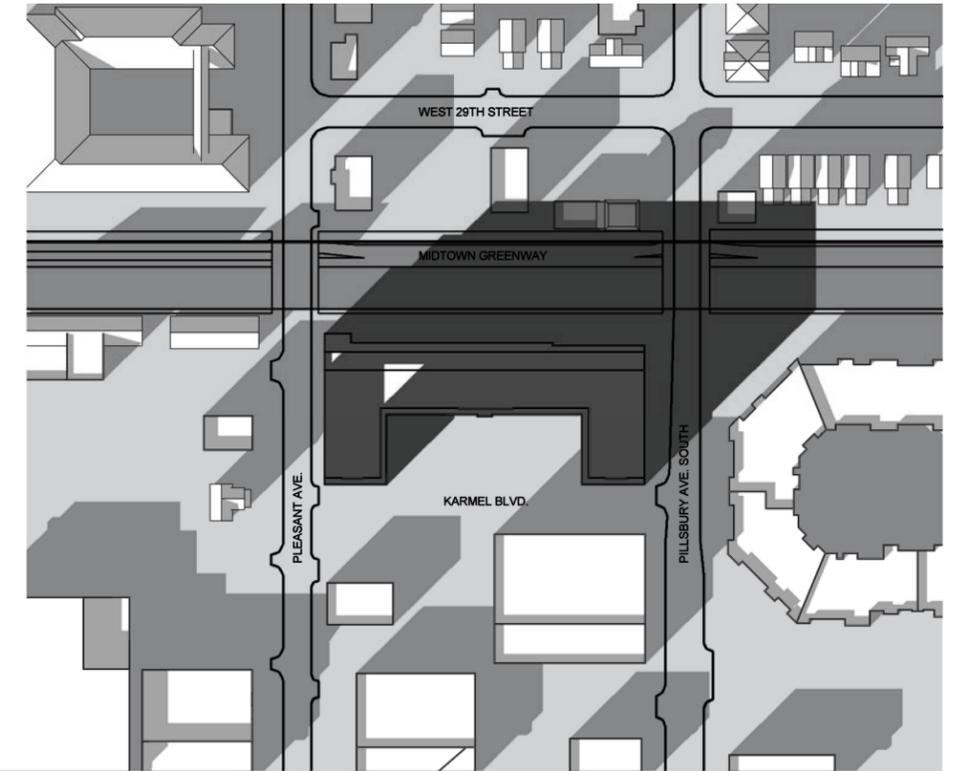
113-0048.0



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



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



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



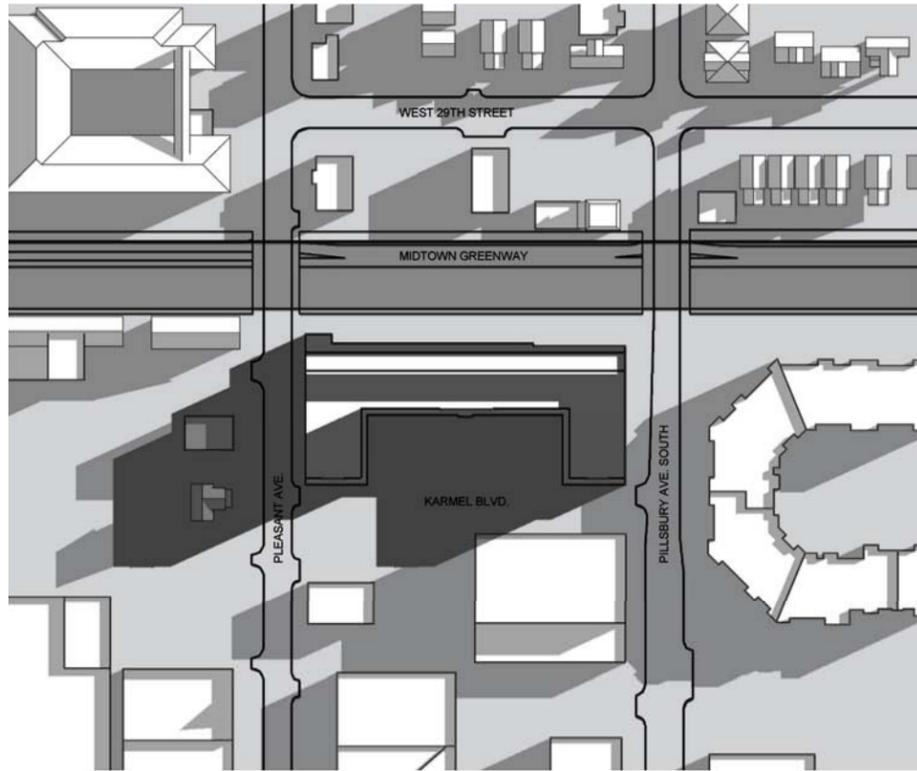
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Minneapolis, Minnesota

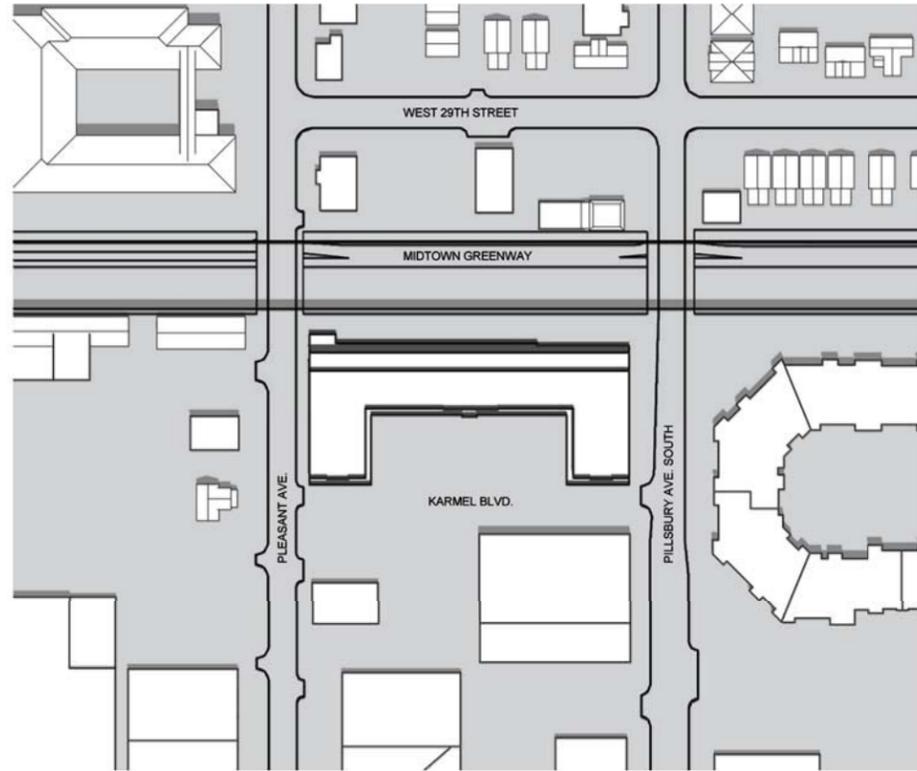
May 20, 2014

SHADOW STUDY **DECEMBER 22**

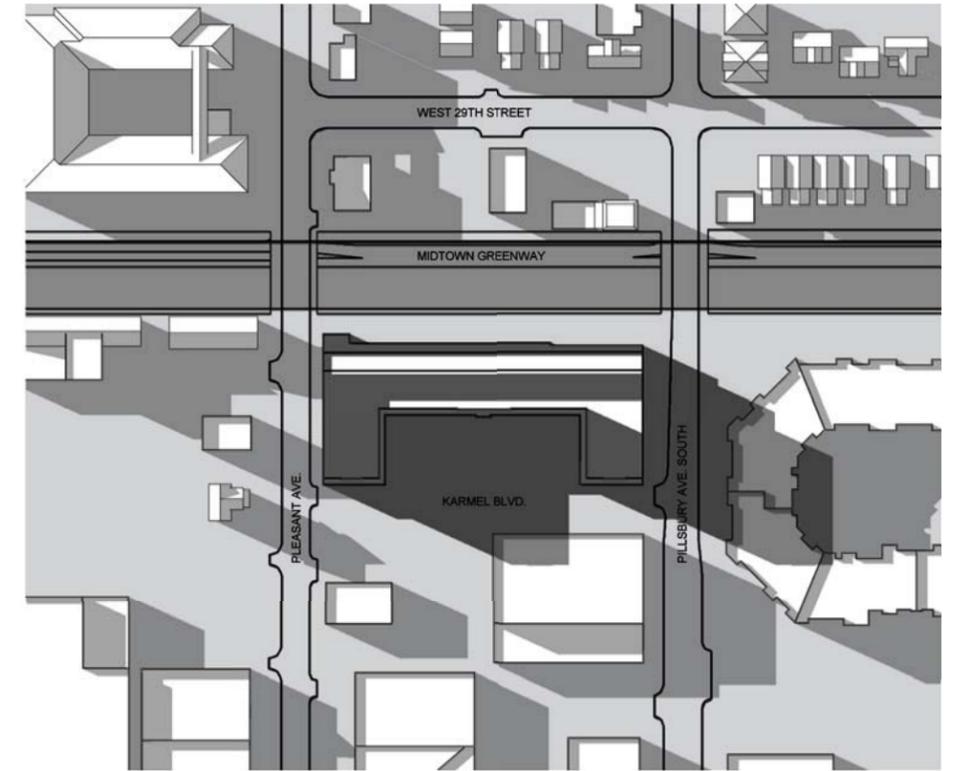
113-0048.0



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



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



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



# KARMEL PLAZA (CURRENTLY PERMITTED)

Minneapolis, Minnesota

May 20, 2014

SHADOW STUDY **JUNE 21**

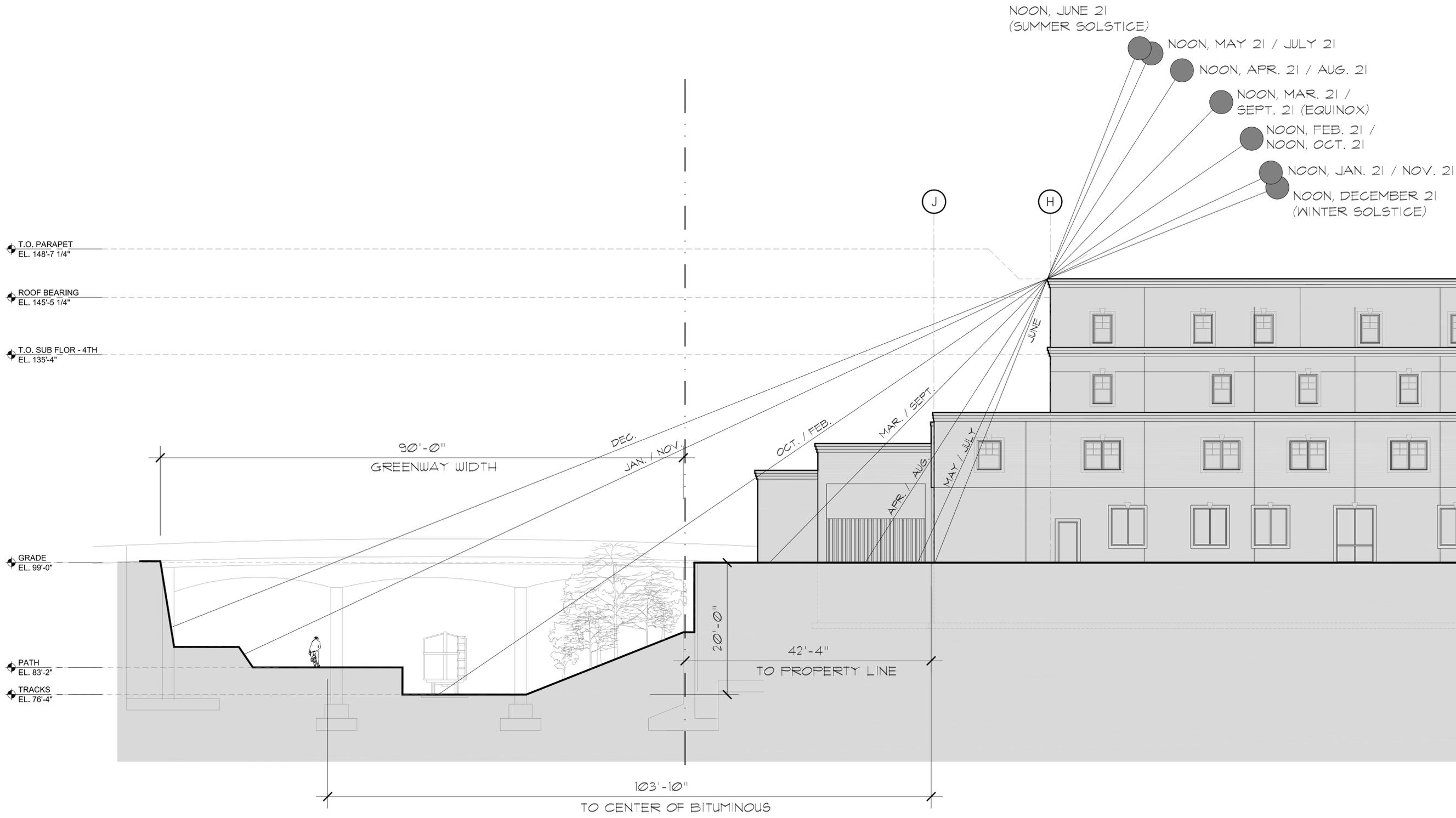
113-0048.0

D

C

B

A



NOON, JUNE 21  
(SUMMER SOLSTICE)

NOON, MAY 21 / JULY 21

NOON, APR. 21 / AUG. 21

NOON, MAR. 21 / SEPT. 21 (EQUINOX)

NOON, FEB. 21 / NOON, OCT. 21

NOON, JAN. 21 / NOV. 21

NOON, DECEMBER 21  
(WINTER SOLSTICE)

T.O. PARAPET  
EL. 148'-7 1/4"

ROOF BEARING  
EL. 145'-5 1/4"

T.O. SUB FLOR - 4TH  
EL. 135'-4"

GRADE  
EL. 99'-0"

PATH  
EL. 83'-2"

TRACKS  
EL. 76'-4"

90'-0"  
GREENWAY WIDTH

DEC.  
JAN. / NOV.

OCT. / FEB.

MAR. / SEPT.

APR. / AUG.

MAY / JULY

20'-0"  
42'-4"  
TO PROPERTY LINE

103'-10"  
TO CENTER OF BITUMINOUS

1 SECTION THRU GREENWAY - CURRENTLY PERMITTED  
1/8" = 1'-0"

KARMEI WEST GREENWAY SOLAR STUDIES

Issue: GREENWAY SOLAR STUDIES  
Date: 08-20-2015  
Project #: 13-00460  
Date: 8.20.2015  
Drawn by:  
Checked by:

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

CLIENT  
ADDRESS 1  
ADDRESS 2  
PHONE NUMBER  
CITY  
STATE  
ZIP CODE

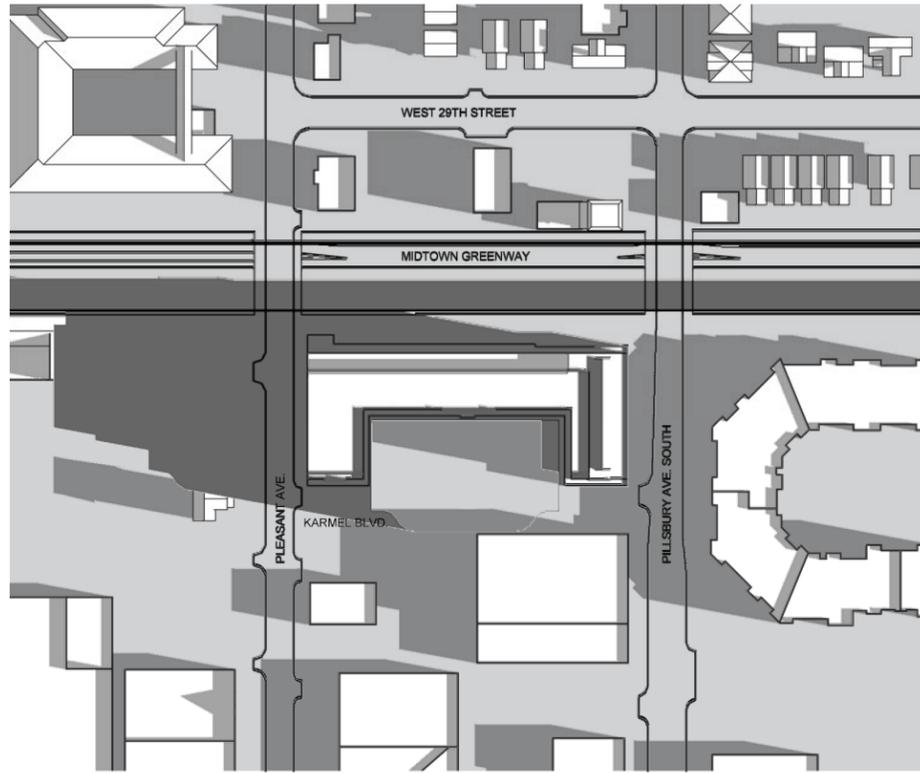
CONTRACTOR  
ADDRESS 1  
ADDRESS 2  
PHONE NUMBER  
CITY  
STATE  
ZIP CODE

STRUCTURAL  
ADDRESS 1  
ADDRESS 2  
PHONE NUMBER  
CITY  
STATE  
ZIP CODE

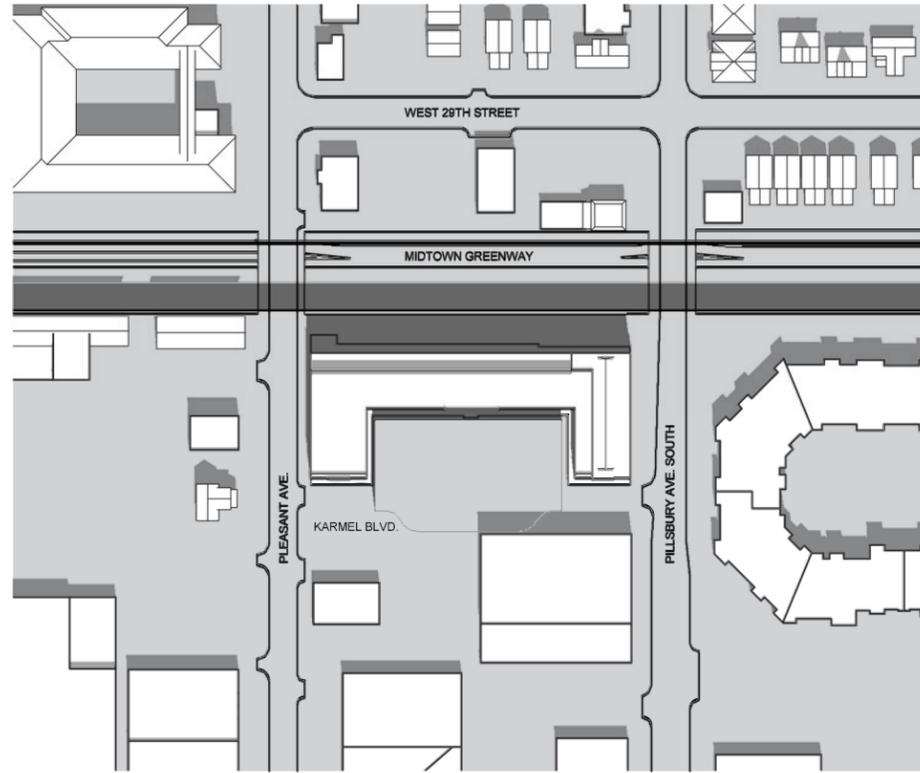
MECHANICAL  
ADDRESS 1  
ADDRESS 2  
PHONE NUMBER  
CITY  
STATE  
ZIP CODE

CIVIL  
ADDRESS 1  
ADDRESS 2  
PHONE NUMBER  
CITY  
STATE  
ZIP CODE

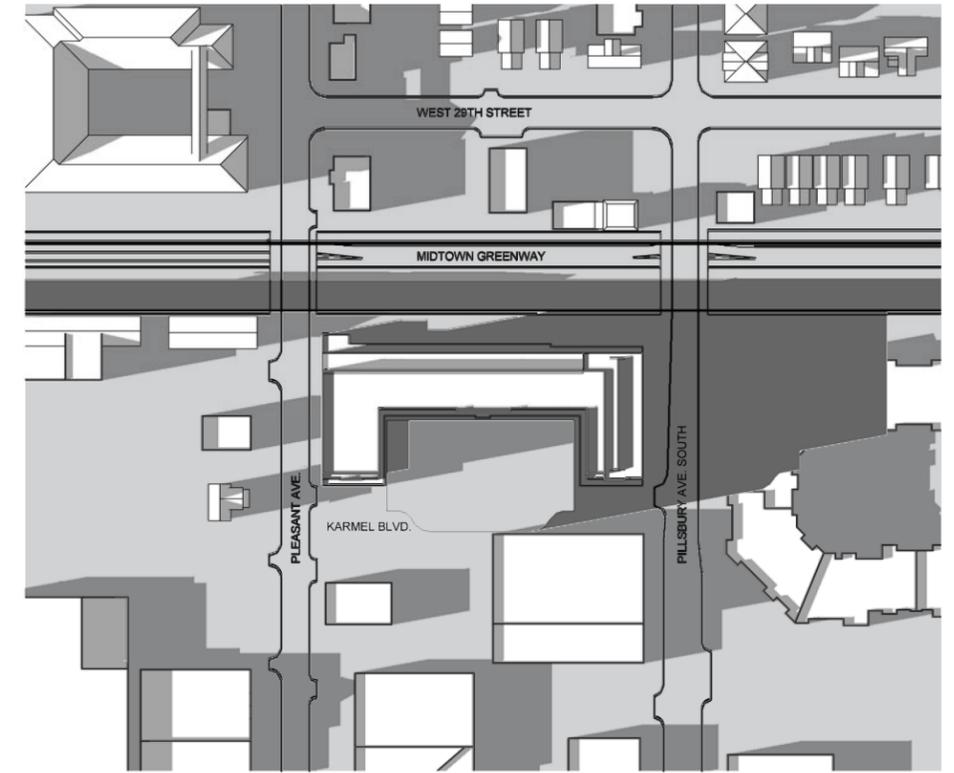
DJR ARCHITECTURE, INC  
333 Washington Ave N, Suite 210  
St. Paul, MN 55102  
612.676.2700 www.djr-inc.com



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



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



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



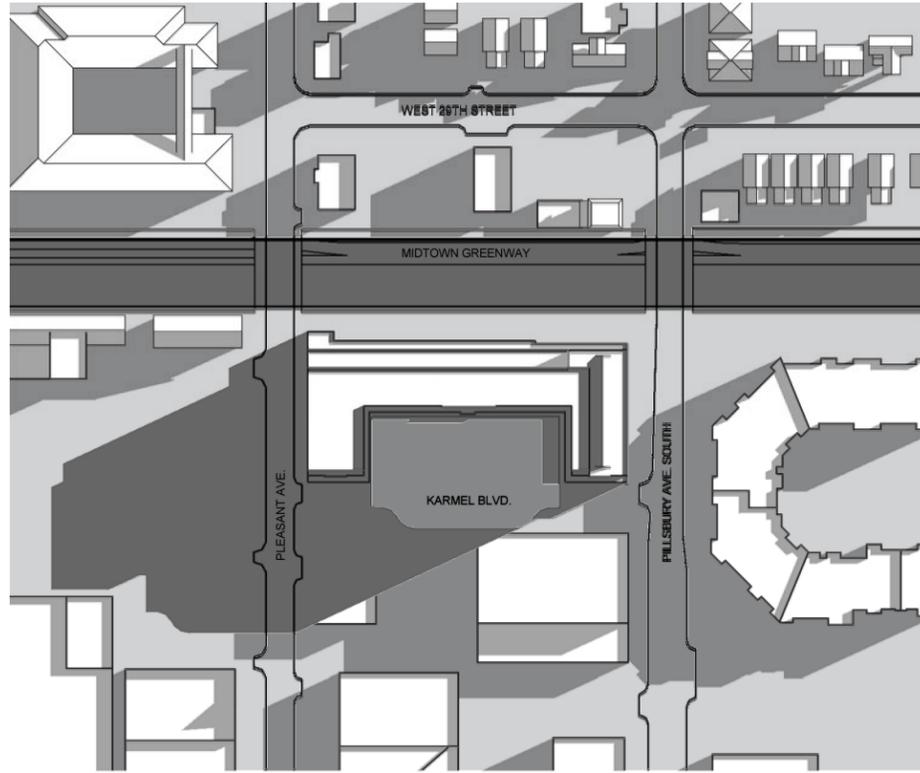
# KARMEL PLAZA (PROPOSED)

Minneapolis, Minnesota

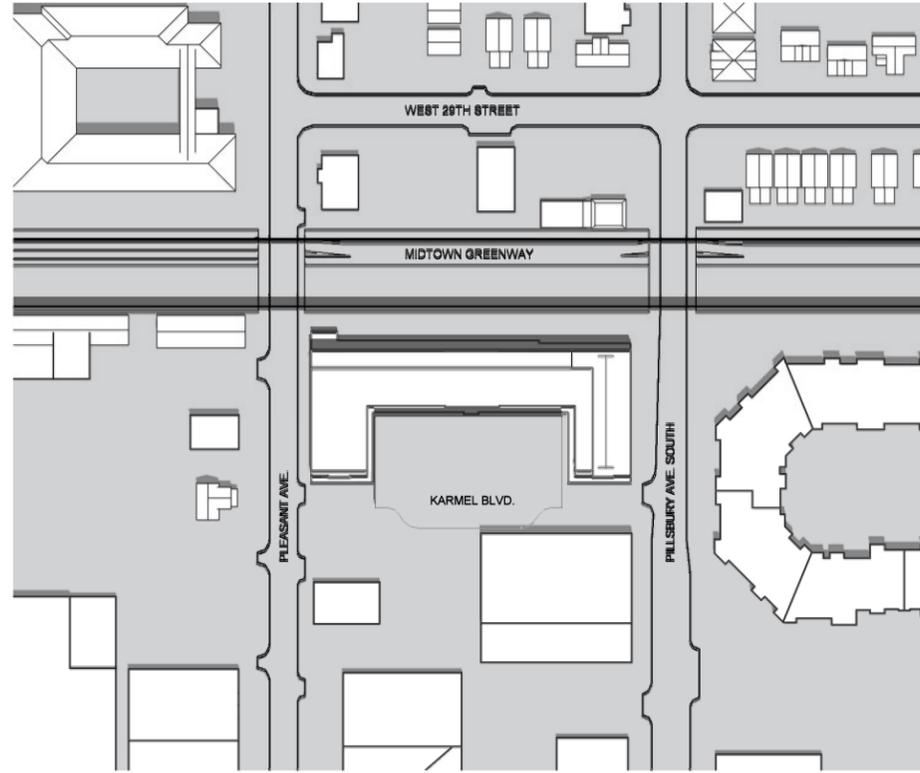
July 10, 2015

SHADOW STUDY MARCH 20

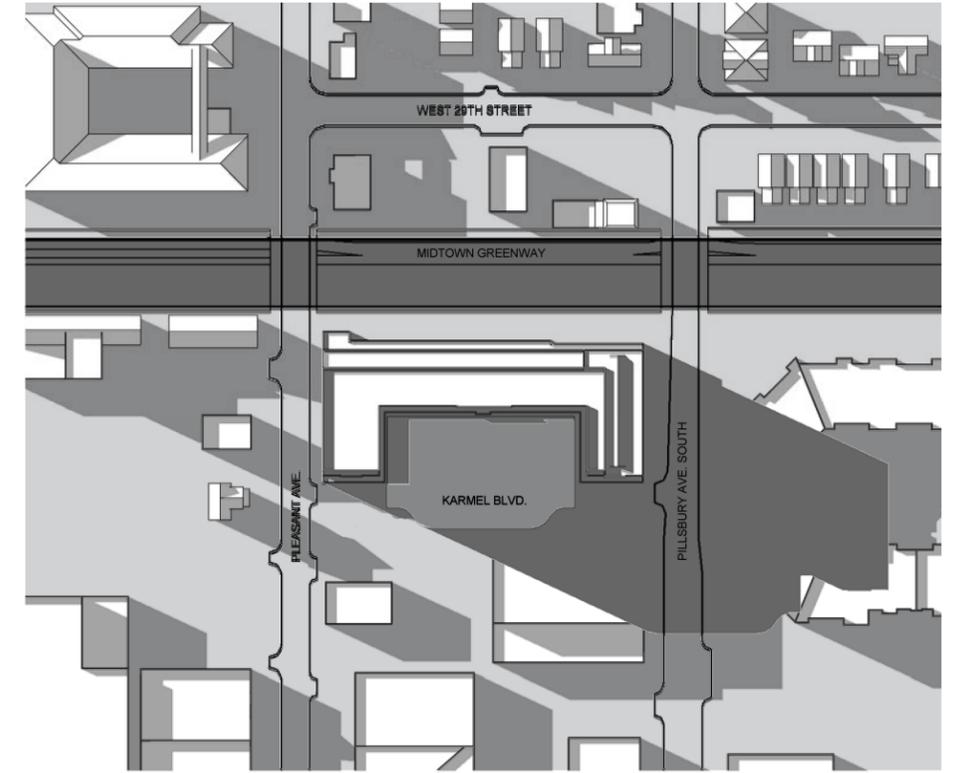
113-0048.0



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



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



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



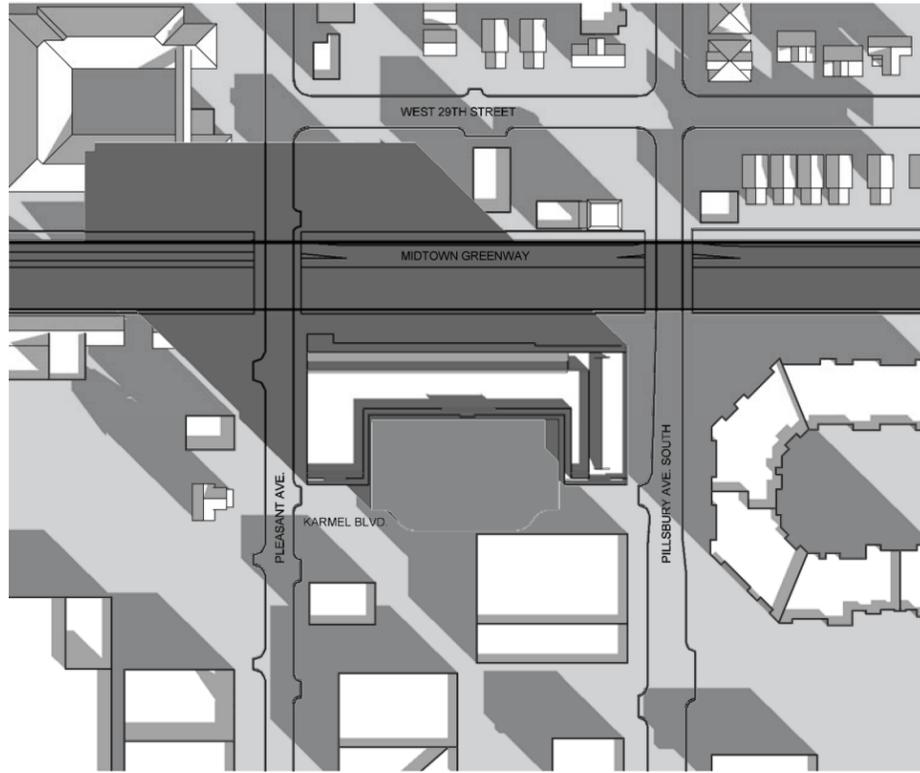
**KARMEL PLAZA (PROPOSED)**

Minneapolis, Minnesota

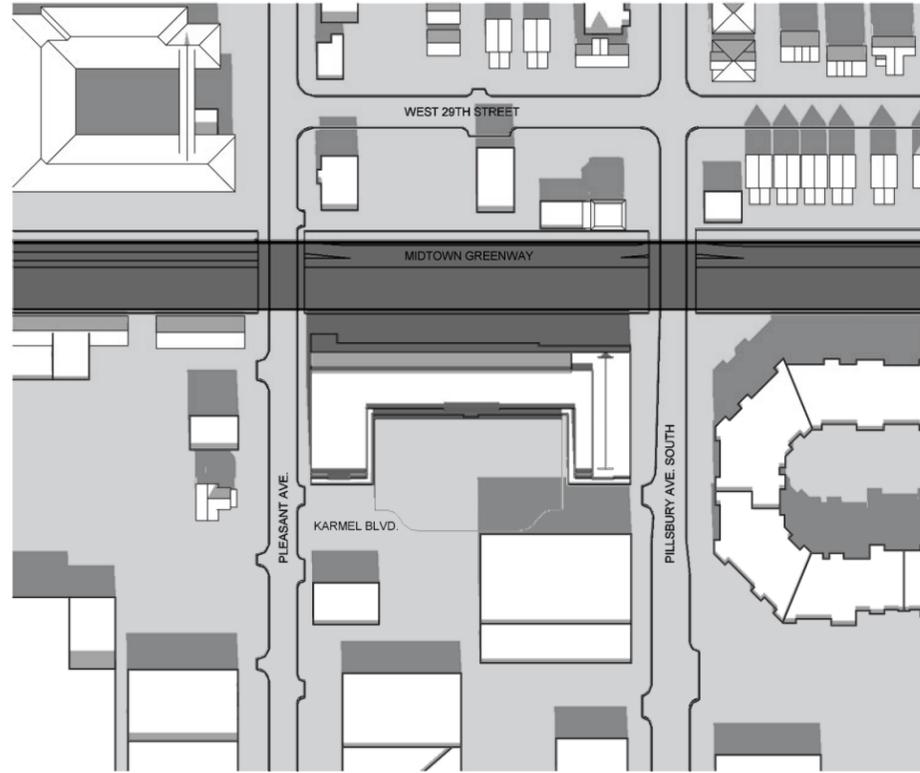
July 10, 2015

**SHADOW STUDY JUNE 21**

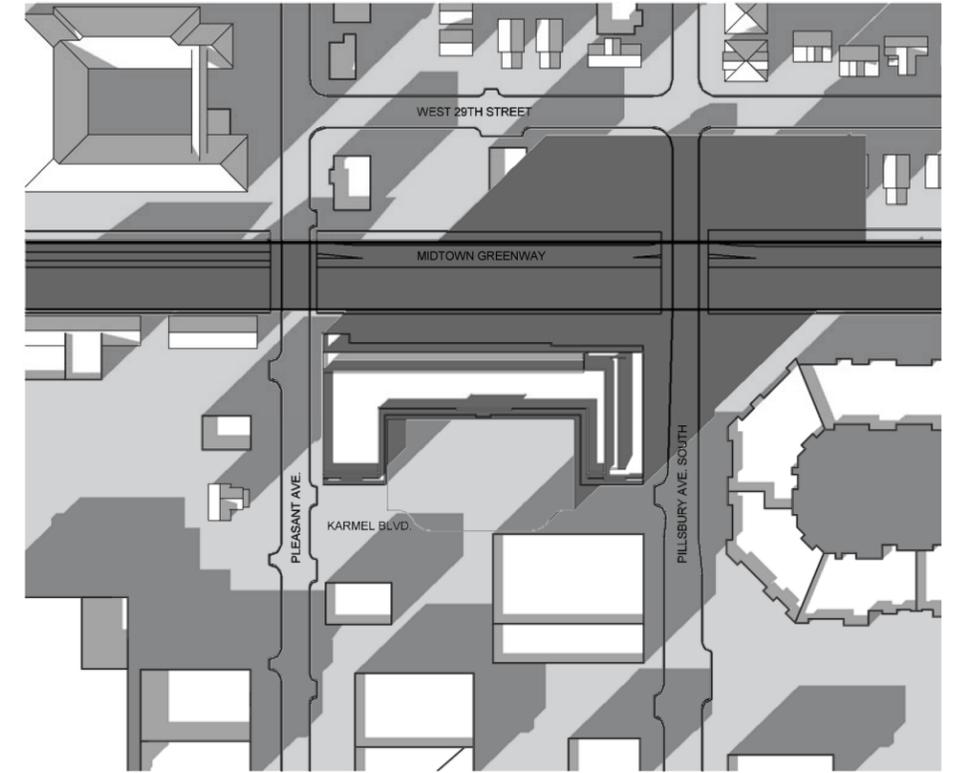
113-0048.0



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



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



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



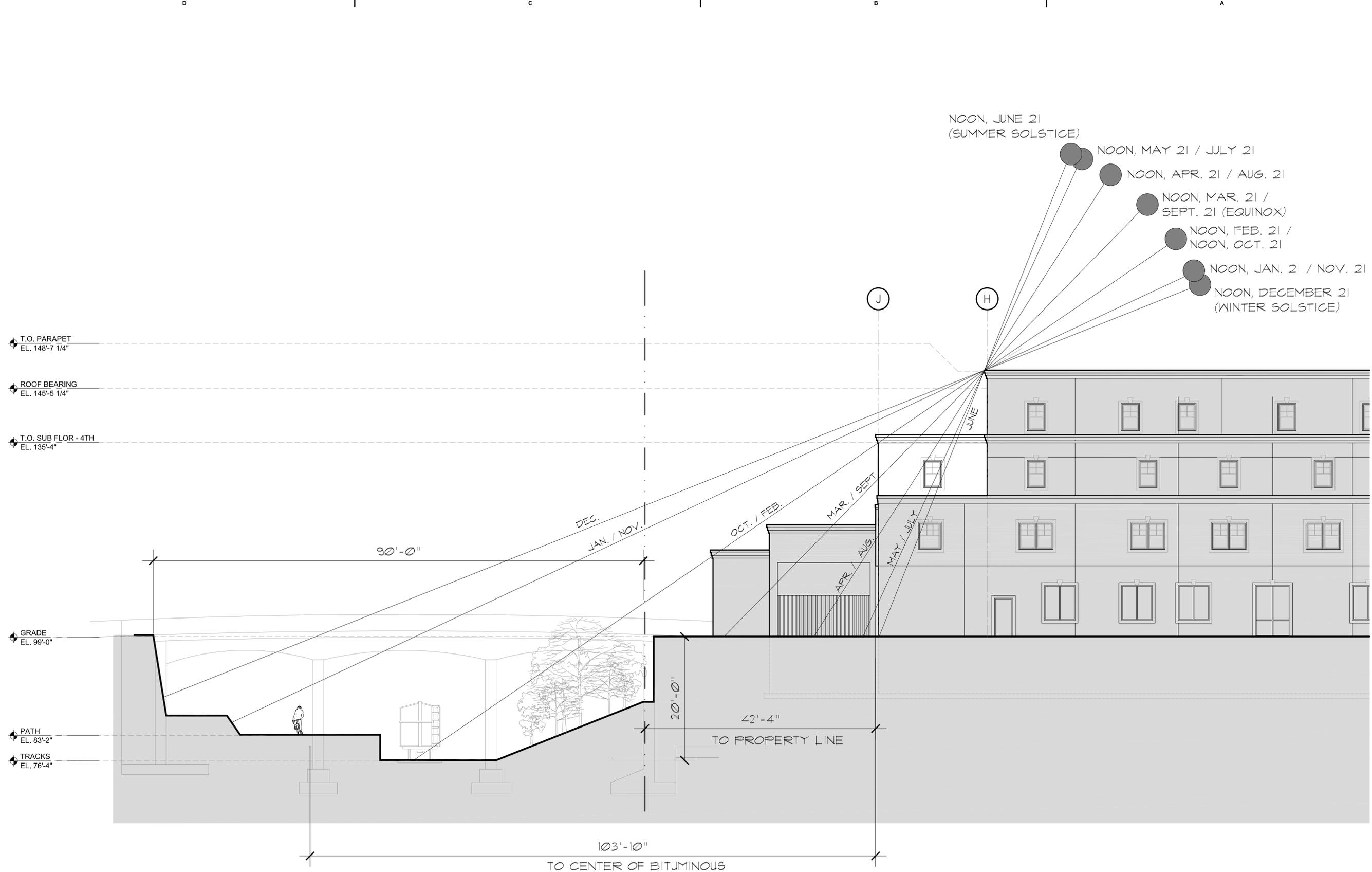
**KARMEL PLAZA (PROPOSED)**

Minneapolis, Minnesota

July 10, 2015

**SHADOW STUDY DECEMBER 22**

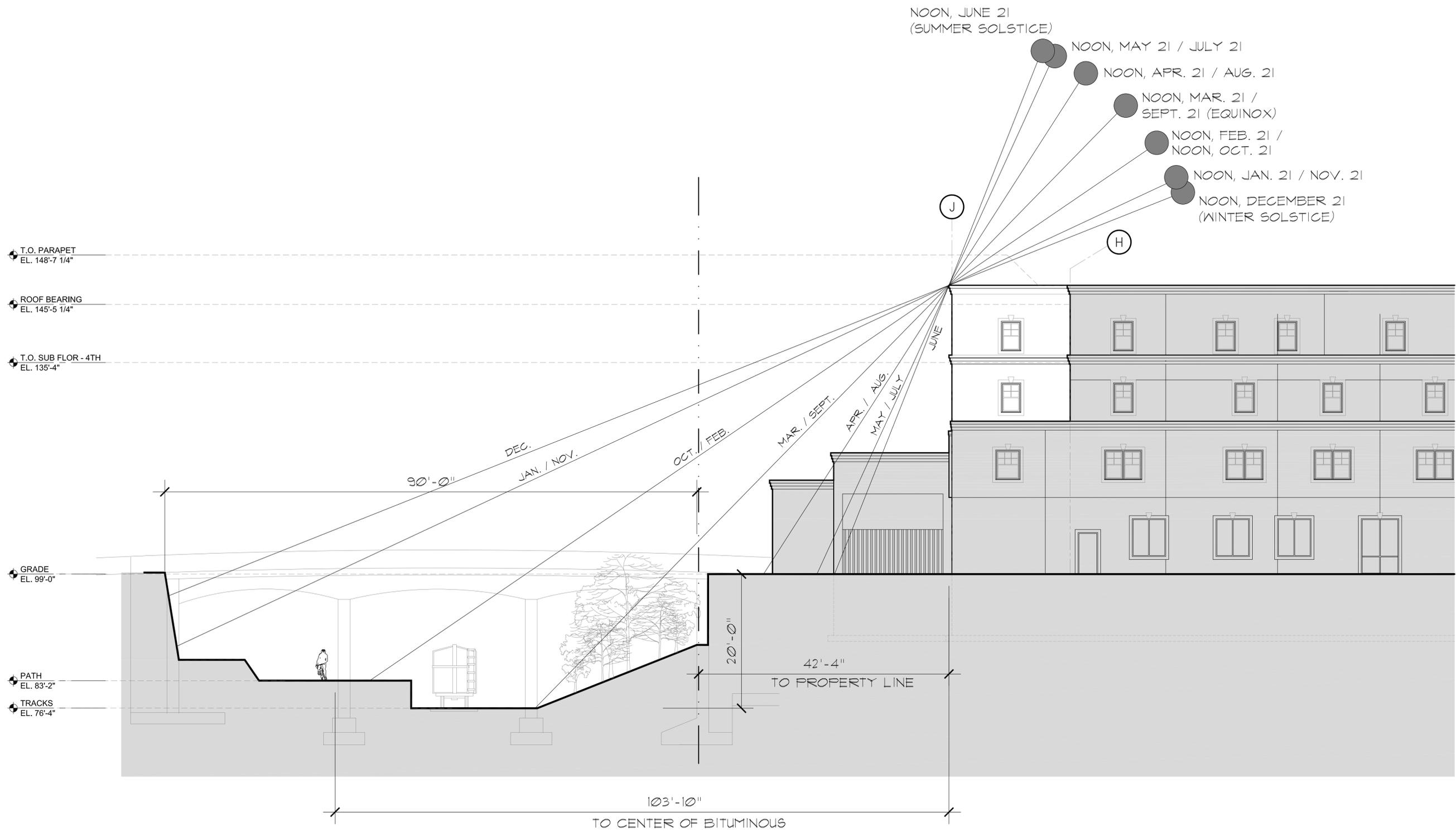
113-0048.0



1 SECTION THRU GREENWAY - 3RD STORY  
 1/8" = 1'-0"

<b>CIVIL</b>	ADDRESS 1	ADDRESS 2	PHONE NUMBER
<b>MECHANICAL</b>	ADDRESS 1	ADDRESS 2	PHONE NUMBER
<b>STRUCTURAL</b>	ADDRESS 1	ADDRESS 2	PHONE NUMBER
<b>CONTRACTOR</b>	ADDRESS 1	ADDRESS 2	PHONE NUMBER
<b>CLIENT</b>	ADDRESS 1	ADDRESS 2	PHONE NUMBER

PROJECT NAME	DATE
ISSUE:	REGISTRATION NUMBER
<b>GREENWAY SOLAR STUDIES</b>	13-00460
ISSUE DATE:	DATE
08-20-2015	8-20-2015
DRAWN BY:	CHECKED BY:



NOON, JUNE 21  
(SUMMER SOLSTICE)

NOON, MAY 21 / JULY 21

NOON, APR. 21 / AUG. 21

NOON, MAR. 21 / SEPT. 21 (EQUINOX)

NOON, FEB. 21 / NOON, OCT. 21

NOON, JAN. 21 / NOV. 21

NOON, DECEMBER 21  
(WINTER SOLSTICE)

T.O. PARAPET  
EL. 148'-7 1/4"

ROOF BEARING  
EL. 145'-5 1/4"

T.O. SUB FLOR - 4TH  
EL. 135'-4"

GRADE  
EL. 99'-0"

PATH  
EL. 83'-2"

TRACKS  
EL. 76'-4"

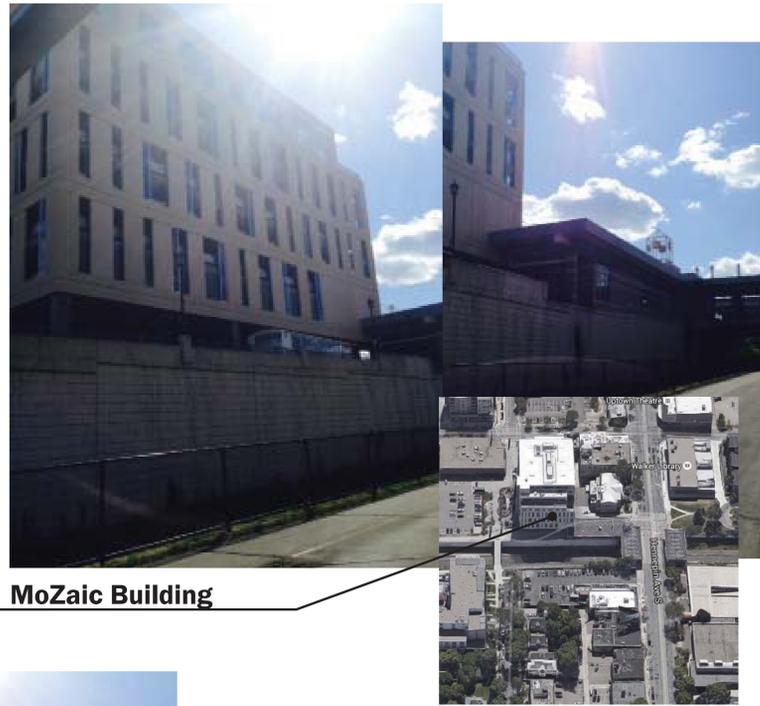
103'-10"  
TO CENTER OF BITUMINOUS

42'-4"  
TO PROPERTY LINE

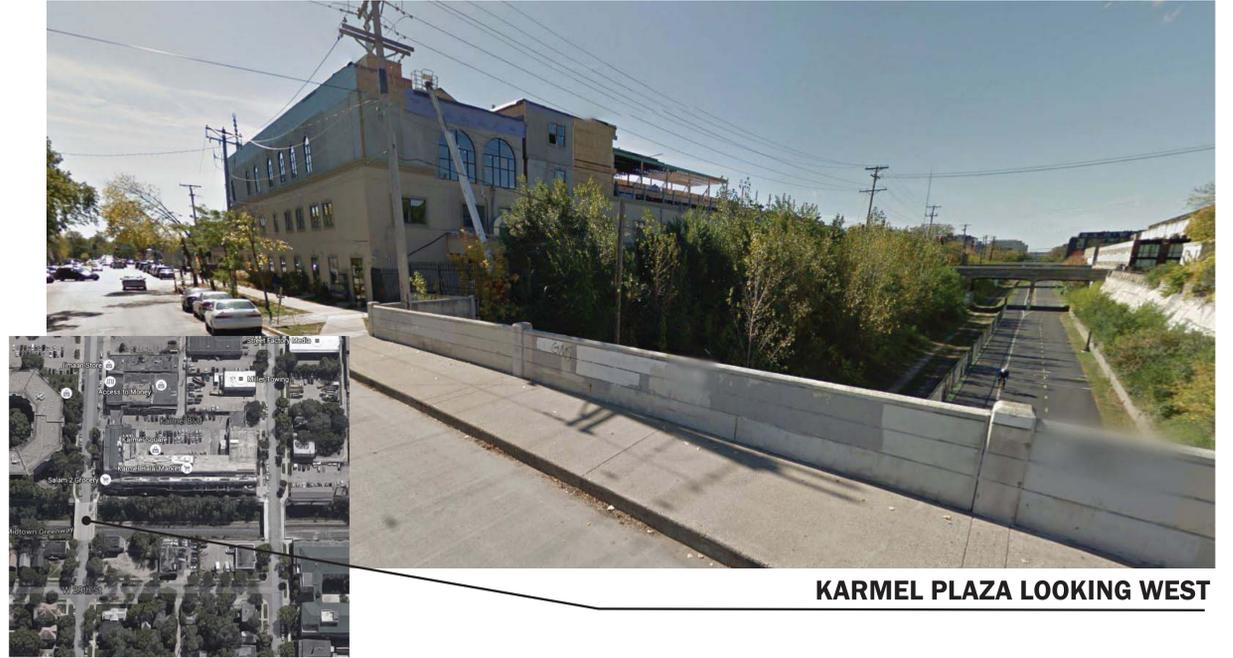
1 SECTION THRU GREENWAY - W/ REAR 4TH STORY  
1/8" = 1'-0"



**Lime Apartments**



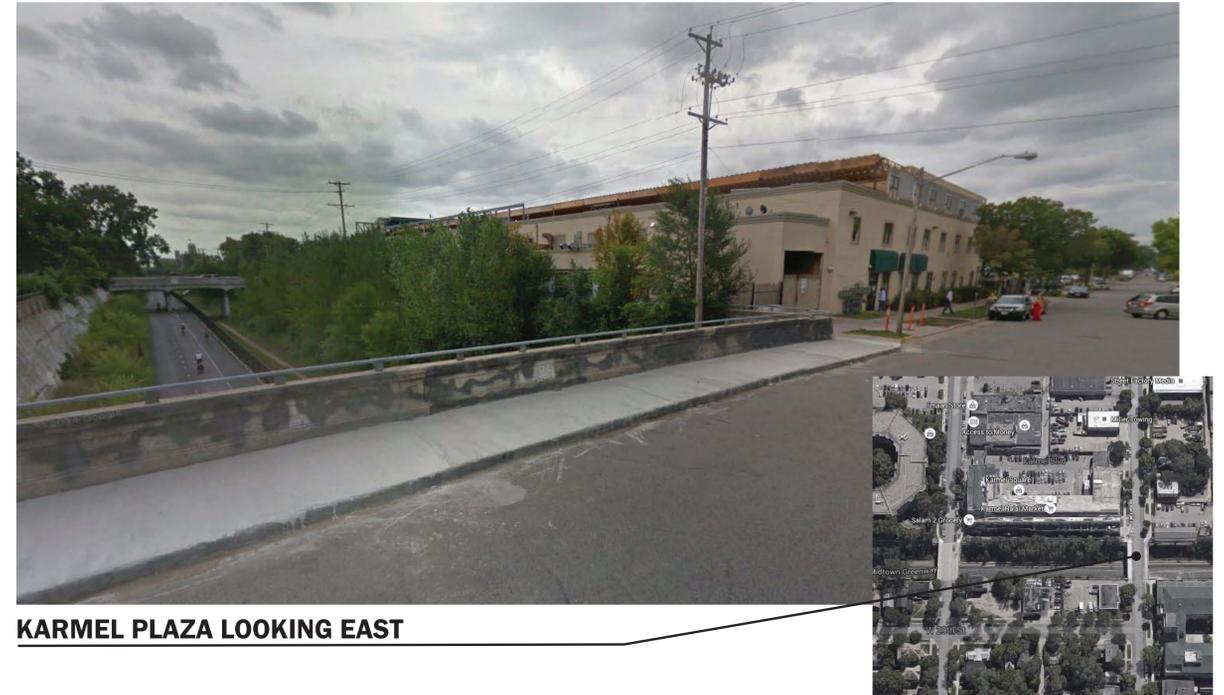
**MoZaic Building**



**KARMEI PLAZA LOOKING WEST**



**2710 WEST LAKE ST**



**KARMEI PLAZA LOOKING EAST**

# KARMEI PLAZA GREENWAY SHADOW STUDY

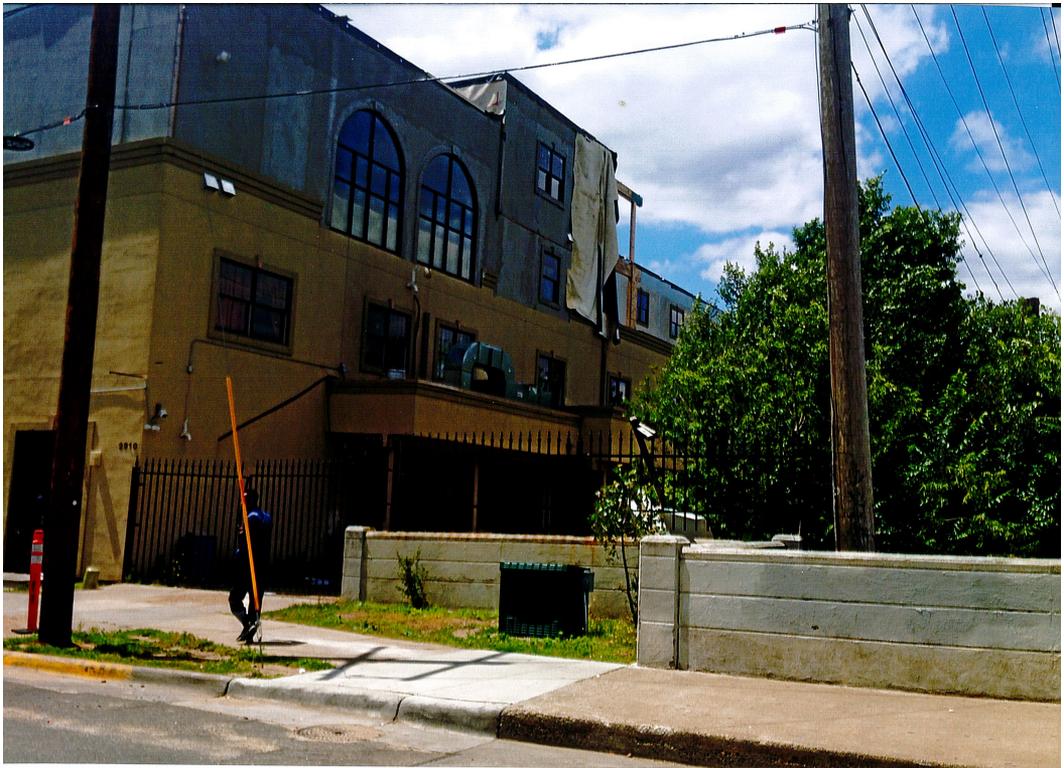
Minneapolis, MN

August 20, 2015

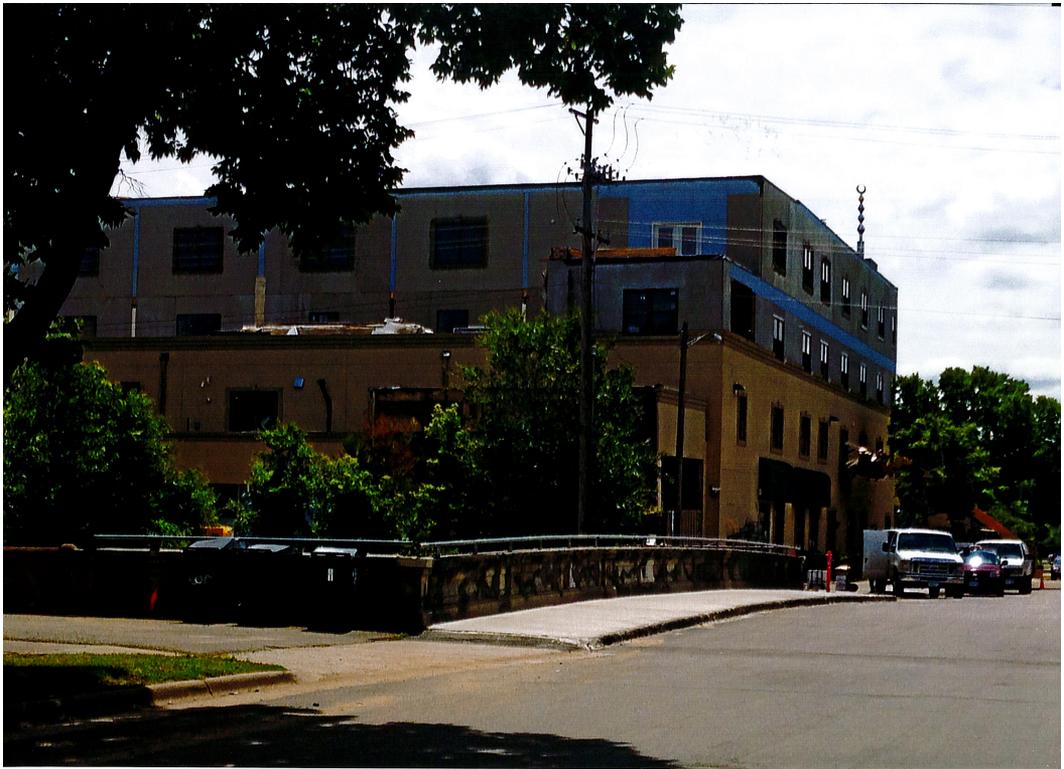
Existing Conditions Along Greenway

113-0048

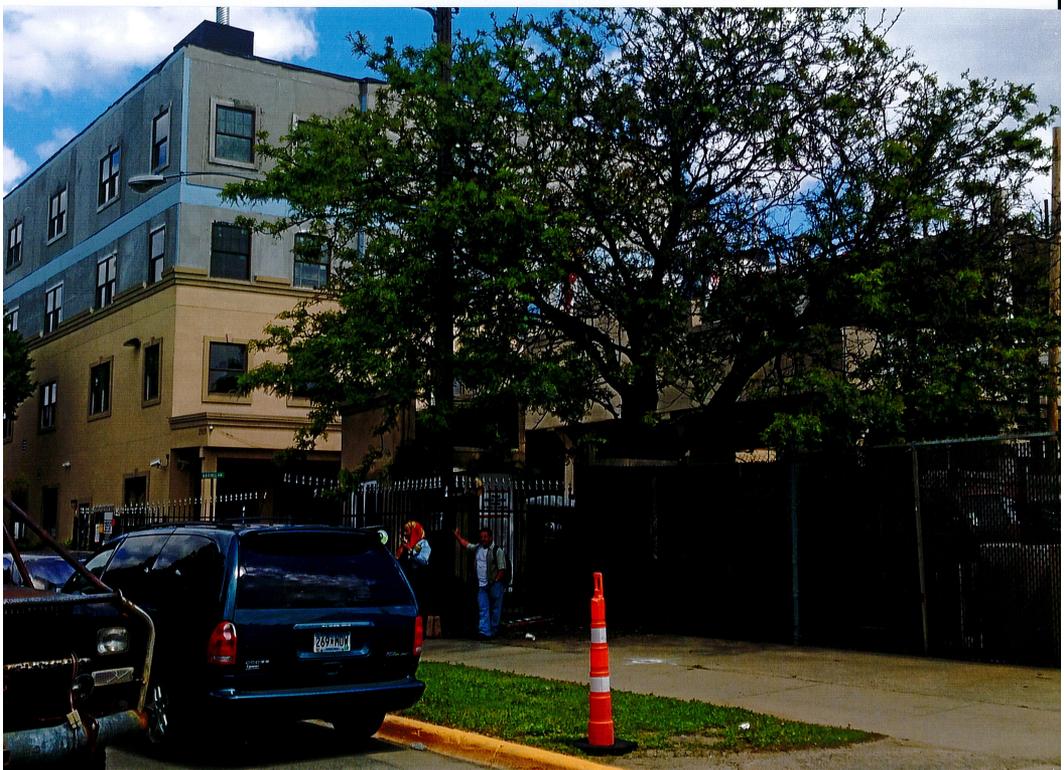
















	Property Line Distance from Greenway <u>path</u>	Property Line Distance from Greenway <u>south property line</u>	Overall Height	North property line Setback from <u>property line</u>	Upper stories setback from <u>property line</u>	Setback from Greenway <u>south property line</u>	Project E-W width	Land Use Features	29 <sup>th</sup> Street present?
<b>Mozaic Phase 1</b> <b>2900 Fremont Ave S</b> <b>BZZ-4954</b>	48'	0'	10 stories / 112 feet	Floors 1 – 8 (84' – 6 stories) – 5'	Floor 9 – 23' Floor 10 – 35'6"	Floors 1 – 8 (6 stories) – 5' Floor 9 – 28' Floor 10 – 40'6"	PUD (building approx. 145')	Uptown Activity Center Future Land Use: Mixed Use	Historically yes (rerouted - bus)
<b>Mozaic Phase 3</b> <b>2900 Fremont Ave S</b> <b>BZZ-6767</b>	48'	0'	8 stories / 111 feet	Ground floor - 18' Floors 2 – 3 – 3'5" Floor 4 – 19'	Floors 5-6 – 68' Floors 7-8 – 108'	Floor 1 – 18' Floors 2-3 – 3'5" Floor 4 – 19' Floors 5-6 – 68' Floors 7-8- 108'	PUD (building approx. 262')	Uptown Activity Center Future Land Use: Mixed Use	Historically yes (rerouted - bus)
<b>Blue</b> <b>2900 Aldrich Ave S</b> <b>BZZ-3284</b> <b>BZZ-3283</b>	117'	44'	6 stories / 65 feet	Floors 1-4 – 17'	5 <sup>th</sup> – 31' 6 <sup>th</sup> – 58'	Floors 1-4 – 61' Floor 5 – 75' Floor 6 – 102'	130'	None Future Land Use: Mixed Use	Yes
<b>Lime</b> <b>2900 Lyndale Ave S</b> <b>BZZ-5447</b>	119'	41'	7 stories / 87 feet	Floors 1-4 - 15-17'	5 <sup>th</sup> – 25' 6 <sup>th</sup> – 35'	Floors 1-4 – 56' to 58' Floor 5 – 66' Floor 6 – 76'	252'	Lyn-Lake Activity Center, Commercial Corridor (Lyndale) Future Land Use: Mixed Use	Yes
<b>Karmel Plaza</b> <b>2910 Pillsbury Ave S</b> <b>BZZ-6921</b>	48'	0'	4 stories / 46 feet	Existing ground floor – 23' - to 42' Ground floor recycling Center addition – 12 feet	Second floor – 42' 3 <sup>rd</sup> and 4 <sup>th</sup> – majority 62' (42' easterly 45 feet of building)	Ground floor – 23' -42', Recycling addition 12' Floor 2 – 42' Floor 3 – 42' to 62' Floor 4 – 42' to 62'	350'	None Future Land Use: Urban Neighborhood	No



August 25, 2015

Andrew Liska, City Planner  
City of Minneapolis CPED  
250 South 4th Street - Room 300  
Minneapolis, MN 55415

Dear Mr. Liska,

The Midtown Greenway Coalition would like to submit this letter regarding the proposed Karmel Plaza Expansion at 2910 and 2940 Pillsbury Avenue South.

As noted in your August 20 cover memo to the City Planning Commission, Committee of the Whole, the applicant has proposed significant additions to both the third and fourth floors. Those areas were subject to conditions the Commission ruled on in a previous land-use application due to concerns over shadowing the Midtown Greenway. We see no significant change in the submitted expansion plan that would suggest a reversal of the previous ruling is in order.

We take no position on the proposed expansion of the first and second floors; however, we oppose the expansion of the third and fourth floors toward the Greenway, due to the aforementioned concern about shadowing.

Shadowing of the Midtown Greenway is particularly harmful in the winter, as it can create dangerous patches of ice and snow on the Greenway. In contrast, where the sun hits the Greenway, the ice and snow melt much more quickly. As a major bike commuter trail even in the winter, the Greenway needs to be clear of ice and snow as quickly as possible. However, even in the warmer months, our goal is to have a sunny Greenway, not one that is covered in shadows.

We urge the City Planning Commission to again reject the proposed expansion of the third and fourth floors of Karmel Plaza toward the Midtown Greenway.

Sincerely,

A handwritten signature in black ink, appearing to be "Soren Jensen".

Soren Jensen  
Executive Director

cc: Council Member Lisa Bender; Marian Biehn, Whittier Alliance

**From:** [Jeffery S. Ostrem](#)  
**To:** [Liska, Andrew](#)  
**Subject:** Notice of Public Hearing -- Karmel Properties, LLC  
**Date:** Tuesday, September 01, 2015 10:02:30 AM

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Mr. Liska:

I am writing in regard to the above-referenced hearing. I have lived at Park Square Condominiums for 26 years and I am against any further expansion by Karmel Properties. Currently there are already too many cars as it is which causes major congestion daily on Pillsbury Ave. I have also seen construction going on (which I was informed they were to stop until this hearing) as I have seen lights on in the upper floors and men working on weekends and later in the evening. Simply put, expanding the building will only draw more people and there is not enough parking in the area as it is.

If you have any questions, please contact me at the email or phone number below.

*Jeffery S. Ostrem  
Legal Assistant to  
Barbara A. Bagdon, Esq.  
Jeffery S. Haff, Esq.*

**Dady & Gardner, P.A.**

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