

LAND USE APPLICATION SUMMARY

Property Location: 2728-50 Nicollet Avenue, 10 West 28th Street and 2741 Blaisdell Avenue South
Project Name: Marissa’s Warehouse
Prepared By: Shanna Sether, Senior City Planner, (612) 673-2307
Applicant: Clarison Dutra
Project Contact: Clarison Dutra
Request: To allow for a two-story addition to an existing shopping center.
Required Applications:

Conditional Use Permit	Amendment to allow for an addition to an existing shopping center.
Variance	To increase the maximum gross floor area of an existing grocery store.
Variance	To reduce the minimum off-street loading requirement from one large space to zero.
Site Plan Review	For an addition to an existing grocery store use in an existing shopping center.

SITE DATA

Existing Zoning	C2 Neighborhood Corridor Commercial District PO Pedestrian Oriented Overlay District
Lot Area	62,070 square feet / 1.42 acres
Ward(s)	10
Neighborhood(s)	Whittier Alliance
Designated Future Land Use	Mixed Use – 2728-50 Nicollet Ave and 10 W 28 th St Urban Neighborhood – 2741 Blaisdell Ave S
Land Use Features	Commercial Corridor (Nicollet Avenue)
Small Area Plan(s)	<u>Nicollet Avenue: The Revitalization of Minneapolis Main Street (2000)</u>

Date Application Deemed Complete	January 18, 2016	Date Extension Letter Sent	Not applicable
End of 60-Day Decision Period	March 18, 2016	End of 120-Day Decision Period	Not applicable

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The subject property includes two brick structures and is known as Little Mexican Village, a shopping center located on Nicollet Avenue. Some of the uses include a grocery store, bakery, restaurant, delicatessen, reception meeting hall and a hair salon. An accessory parking lot located at 2741 Blaisdell Ave S was legalized in 2003.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The property is located on Nicollet Avenue, a commercial corridor. Nicollet Avenue has a range of commercial uses including restaurants, retail, grocery store and automobile services. Whittier Clinic, a Hennepin County Medical Center, is located across 28th Street West to the south. Minneapolis Fire Department Station No. 9 is located across the alley, also along 28th Street West. Multiple-family dwellings are located to the west, across the alley.

PROJECT DESCRIPTION. Marissa’s Bakery and Supermarket are located in the south building at the 28th Street West and Nicollet Avenue intersection. The applicant is proposing to add approximately 19,800 square feet to allow for a second and third floor addition over the existing building above Marissa’s Supermarket. The addition is to allow for a new warehouse for the supermarket on the second level and a new restaurant and reception hall on the third floor with a roof-top deck over the proposed second floor. The applicant has indicated that the restaurant and reception hall will be established in approximately five years. A reception meeting hall is a conditional use and a conditional use permit would expire in two years, if the use has not established. Therefore, the applicant will apply for the conditional use permit to allow for a reception or meeting hall, in the future.

The property is in the C2 District, which limits commercial uses to 20,000 square feet. Staff incorrectly identified an application to increase the maximum GFA for commercial uses in the C2 District and is returning the application. Upon further review of the floor plan, staff identified four uses each with the following floor areas: grocery to be 15,767 sq. ft., the tortilla manufacturing 11,575 sq. ft., the delicatessen is 2,792 sq. ft. and the bakery to be 7,792 sq. ft.

The proposed warehouse addition is to allow for storage for the grocery, tortilla manufacturer and bakery. The grocery store has a high rating for off-street loading and the proposed expansion of warehouse area will require one large loading space. The applicant had previously applied for a variance to reduce the off-street loading requirement from one small space to zero.

The proposed addition would add approximately 20,000 square feet of gross floor area. The new addition requires site plan review to determine compliance with Chapter 530 Site Plan Review.

RELATED APPROVALS.

Planning Case #	Application	Description	Action
BZZ-1395	Rezoning, CUP and variances to establish an accessory parking lot at 2741 Blaisdell Ave S.	New parking lot at 2741 Blaisdell Ave S.	City Planning Commission gave partial approval 11/14/2003. City Council approved the rezoning and denied the applicant’s appeal 12/15/2003 .
BZZ-4701	CUP for an existing	Relocating an existing	City Planning

	reception hall CUP to extend hours	reception hall within the shopping center	Commission approved <u>3/8/2010</u> .
<u>BZZ-5406</u>	CUP and variance to allow for tortilla manufacturing	Tortilla manufacturing accessory to existing grocery	City Planning Commission approved <u>12/12/2011</u> .
<u>BZZ-7289</u>	Variations and site plan review to allow for a cooler addition.	Variance of the PO standards and to reduce the loading requirement for a 1,236 sqft cooler addition to the existing grocery store.	City Planning Commission approved <u>8/3/2015</u> .

PUBLIC COMMENTS. Staff has not received correspondence at the time of writing the staff report. Any 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 for an existing shopping center 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 proposed changes to the property and continued operation of a shopping center on a commercial street at this location will not be detrimental to or endanger the public health, safety, comfort or general welfare.

- 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 changes to the property and operation of a shopping center on this site will continue provide an opportunity for several small businesses to offer goods and services to consumers. An expansion of the shopping center will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal or orderly development and improvement of surrounding property for uses permitted in the district.

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

Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided by the applicant. None of these facilities are proposed to change from the previously approved plans.

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

The proposed project is located in the Nicollet-Franklin Pedestrian Oriented Overlay District, which does not require additional off-street parking for non-residential uses. However, the zoning code requires that projects adding more than 10,000 square feet of gross floor area in this PO District provide a Travel Demand Management Plan (TDMP) outlining possible traffic impacts. The TDMP specifically addresses the potential traffic impacts with the future reception meeting hall and mitigation measures for the additional loading requirement. The applicant has informed staff that the reception hall will not be in operation for approximately five years. Therefore, staff has directed the applicant to apply for the conditional use permit and address the specific impacts of the use in the future, nearer to the time when the reception meeting hall would be in operation. The TDMP suggests that the applicant conduct loading/unloading during times of the day that the businesses are not in operation to reduce any potential impact. The applicant has no proposed changes to the size of trucks that have been and will continue to load in the alley and on-site, as appropriate.

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

The Minneapolis Plan for Sustainable Growth identifies the shopping center site as mixed use and the Blaisdell parking lot as urban neighborhood on the future land use map. The shopping center site is located on Nicollet Avenue, a commercial corridor. The proposed development is consistent with the following principles and policies outlined in the comprehensive plan:

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

1.4.1 Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served.

1.4.2 Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level.

1.4.3 Continue to implement land use controls applicable to all uses and structures located in commercial districts and corridors, including but not limited to maximum occupancy standards, hours open to the public, truck parking, provisions for increasing the maximum height of structures, lot dimension requirements, density bonuses, yard requirements, and enclosed building requirements.

1.4.4 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”.

Land Use Policy 1.5: Promote growth and encourage overall city vitality by directing new commercial and mixed use development to designated corridors and districts.

1.5.1 Support an appropriate mix of uses within a district or corridor with attention to surrounding uses, community needs and preferences, and availability of public facilities.

1.5.2 Facilitate the redevelopment of underutilized commercial areas by evaluating possible land use changes against potential impacts on the surrounding neighborhood.

I.5.3 Promote the preservation of traditional commercial storefronts wherever feasible.

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

I.10.1 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.

I.10.2 Encourage commercial development, including active uses on the ground floor, where Commercial Corridors intersect with other designated corridors.

I.10.3 Discourage uses that diminish the transit and pedestrian character of Commercial Corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.

I.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.

The shopping center property is located within the study boundary of the *Nicollet Avenue: The Revitalization of Minneapolis Main Street Plan*. The plan guidance for this project type and location primarily focuses on the need for urban design and the pedestrian environment. The plan offers the following recommendations that further the project and the staff recommended improvements:

Encourage a pedestrian-friendly environment along the entire stretch of Nicollet Avenue, but focus streetscape building design and maintenance, and site design and maintenance investments (public and private) at commercial nodes. New streetscape plans along Nicollet should consider existing streetscape elements but design should be allowed to vary according to different needs and character along the avenue. Establish pedestrian overlay districts at nodes with high potential for pedestrian activity.

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

If the requested land use applications are approved and the conditions of approval are met, the proposal will comply with all provisions of the C2 District.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to reduce the off-street loading requirement from one large space to zero based on the following findings:

7. *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.*

Staff finds that practical difficulties exist due to circumstances unique to the property. The subject property is immediately adjacent to a 20-foot wide public alley. The alley has been historically used

for loading for the existing buildings on this block of Nicollet Avenue. The applicant is proposing to continue to load from the alley and into a loading door at the south end of the building. Public Works also permits loading to occur in the alley. Staff finds that these circumstances have not been created by the applicant.

8. *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.*

The applicant is proposing to continue to load from the public alley, in lieu of providing a specific loading space on the property. There is a parking lot with a one-way drive aisle, accessed from the alley that turns out onto Nicollet Avenue. The applicant is proposing to close the curb cut and construct an addition to the building. According to the applicant this space is not used for loading. Staff observed loading occur in the alley on the last site visit and there did not appear to be any issue with traffic in the alley. The property received a variance to reduce from one small loading space to zero in August 2015; the net increase in storage area is approximately 4,360 square feet. Staff finds that this continued use of the alley will allow a reasonable use of the property that is consistent with the spirit and intent of the ordinance.

9. *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.*

Continuing to utilize the alley for loading will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity. The alley has historically been used by the subject and adjacent properties for off-street loading. The property received a variance to reduce from one small loading space to zero in August 2015; the net increase in storage area is approximately 4,360 square feet. Further, the Travel Demand Management Plan identifies a mitigation measure to conduct loading and unloading during off-hours of the business, in the existing parking lot, as appropriate. Therefore, 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 as long as the proposed loading plan complies with public works standards.

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

BUILDING PLACEMENT AND DESIGN

Building placement – Meets requirements

- The first floor of the building is located up to the front lot line along Nicollet Avenue and the corner lot line abutting 28th Street West.
- The addition will be constructed above the existing supermarket, interior to the site. The placement of the existing building and the proposed two-story addition reinforces the street wall, maximizes natural surveillance and visibility, and facilitates pedestrian access and circulation.

- The proposed third floor will be recessed from the front property line to allow for an outdoor patio facing Nicollet Ave.
- All on-site accessory parking is located to the rear or interior of the site.

Principal entrances – Meets requirements

- The existing bakery has a public entrance at the corner of Nicollet Ave and 28th St W, the deli has an entrance in the middle of the building, facing Nicollet Ave, and the supermarket has a principal entrance facing Nicollet Ave at the north end of the building. The land use of the property is a shopping center; the building on the north half of the property has entrances that face the on-site parking lot.
- All principal entrances are clearly defined and emphasized through the use of corner cuts, lighting and signage.

Visual interest – Requires alternative compliance

- The building walls of the addition provide sufficient architectural detail; however, staff has concerns that the window pattern is inconsistent with windows in the existing building. Staff is recommending that the planning commission direct the applicant to continue to work with staff to achieve the correct number and placement of the proposed windows.
- There are blank walls exceeding 25 feet in length on the second and third floor additions facing rear and south and the applicant is seeking alternative compliance. Staff is recommending that the applicant provide additional windows in this location and recommends that the planning commission direct the applicant to work with staff on the location and quantity.

Exterior materials – Meets requirements

- The applicant is proposing metal panel as the building’s primary exterior material on the addition. The applicant has offered two different color options: 1) dark bronze and tan or (2) copper and tan to contrast to the existing clay brick building. Each elevation would comply with the City’s durability standards for exterior materials (see Table 2). Please note that exterior material changes at a later date may require review by the Planning Commission and an amendment to the site plan review.
- In addition, the application is consistent with the City’s policy of allowing no more than three exterior materials per elevation, excluding windows, doors, and foundation materials.
- Plain face concrete block is not proposed along any public streets, sidewalks, or adjacent to a residence or office residence district.

Table 1. Percentage of Exterior Materials per Elevation

Material	Allowed Max	North	South	East	West
Brick (hand-laid) – first floor	100%	54%	24%	64%	65%
Metal Panel – second and third floors	75%	46%	61%	36%	35%
Stucco	75%	0%	13%	0%	0%
Tile – similar to burnished CMU	50%	0%	2%	0%	0%

Windows – Meets requirements with Conditions of Approval

- For nonresidential uses, the zoning code requires that no less than 30 percent of the walls on the first floor are windows with clear or lightly tinted glass with a visible light transmittance ratio of six-

tenths (0.6) or higher. In addition, at least 40 percent of the first floor façade of a nonresidential use facing a public street or sidewalk is required to be windows or doors with clear or tinted glass in the Pedestrian Oriented Overlay District. There are no proposed changes to the first floor of the existing building.

- Not less than ten percent of the walls on each floor above the first that face a public street, public sidewalk, public pathway, or on-site parking lot, shall be windows. Based on the floor plans, all proposed shelving, mechanical equipment, and other similar fixtures allow views into and out of the building between four and seven feet above the adjacent grade.
- Each individual ground level tenant complies with the minimum window requirements. Staff has concerns that the proposed window placement is not uniform with the existing windows. Staff is recommending that the planning commission direct the applicant to continue to work with staff to achieve a window pattern in the addition that is compatible with the existing building.

Table 2. Percentage of Windows per Applicable Elevation

	Code Requirement		Proposed	
Nonresidential Uses – facing 28th St W				
1st floor	No proposed changes			
2nd floor	10% minimum	142 sq. ft.	21.5%	258 sq. ft.
3 rd floor	10% minimum	120 sq. ft.	24%	288 sq. ft.
Nonresidential Uses – facing Nicollet Ave				
1st floor	No proposed changes			
2nd floor	10% minimum	44 sq. ft.	25%	111 sq. ft.
3 rd floor	10% minimum	44 sq. ft.	72%	318 sq. ft.
Nonresidential Uses – facing the on-site parking lot				
1st floor	No proposed changes			
2nd floor	10% minimum	142 sq. ft.	32%	456 sq. ft.
3 rd floor	10% minimum	120 sq. ft.	36.4%	437 sq. ft.

Ground floor active functions – Meets requirements

- The ground floor facing Nicollet Ave contains 100% percent (142 feet) active functions. At least 70 percent of the first floor building frontage facing the public street, public sidewalk, or public walkway contains active functions.
- The ground floor facing 28th St W contains 20% percent (36 feet) active functions. At least 70 percent of the first floor building frontage facing the public street, public sidewalk, or public walkway contains active functions. The previous land use application, BZZ 7289, granted alternative compliance to this requirement. There are no proposed changes to the existing ground floor.

Roof line – Meets requirements

- The principal roof line of the building will be flat, which is consistent with the surrounding buildings. The roof pitch of the proposed addition is compatible with the principal roof pitch of the existing building.

Parking garages – Not applicable

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

ACCESS AND CIRCULATION

Pedestrian access – Meets requirements

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

Transit access – Not applicable

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

Vehicular access – Meets requirements

- Vehicular access and circulation has been designed to minimize conflicts with pedestrian traffic and with surrounding residential uses.
- Curb cuts have been consolidated.
- Traffic in the adjacent alley has been directed as to minimize its impact on residential properties. There is an on-site parking lot access only from Nicollet Ave. There is an off-site parking lot off of Blaisdell Ave, which is current accessed from the public alley. There are no proposed changes to the existing parking lots or vehicular access.
- Service vehicle access does not conflict with pedestrian traffic. Truck loading areas are in the public alley and have been approved by Public Works.
- There are no proposed changes to the site plan or impervious surfaces.

LANDSCAPING AND SCREENING

General landscaping and screening – Meets requirements

- The overall composition and location of landscaped areas complement the scale of development and its surroundings.
- At least 30 percent of the site not occupied by the building is landscaped in the Nicollet-Franklin PO District. The applicant is not proposing any changes to the site plan (see Table 4). The previous land use application (BZZ 7289) included a variance of the PO standards to reduce the overall amount of landscaped area.
- The applicant is proposing at least one canopy tree per 500 square feet of the required landscaped area, including all required landscaped yards. The tree requirement for the site is 8 and the applicant is proposing a total of 0 trees. Alternative compliance has been previously granted by the city planning commission.
- The applicant is proposing at least one shrub per 100 square feet of the required landscaped area, including all required landscaped yards. The shrub requirement for the site is 60 and the applicant is proposing 60 shrubs.
- The remainder of the required landscaped area is covered with turf grass, native grasses, perennial flowering plants, vines, shrubs and other trees.

Table 3. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	54,664 sq. ft.
Building Footprint	--	34,447 sq. ft.
Remaining Lot Area	--	20,017 sq. ft.
Landscaping Required	6,065 sq. ft. (30% net)	1,539 sq. ft.
Canopy Trees (1:500 sq. ft.)	8 trees	0 trees

Shrubs (1:100 sq. ft.)	60 shrubs	60 shrubs
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Parking and loading landscaping and screening – *Not applicable*

- The parking and loading area facing the public street or public sidewalk contains an on-site landscaped yard of at least seven feet in width, where required.
- The property was reviewed for site plan review in 2004 and 2015; the site previously received alternative compliance.
- All other areas not occupied by buildings, parking and loading facilities, or driveways would be covered with turf grass, native grasses, perennials, wood mulch, shrubs, and trees.

ADDITIONAL STANDARDS

Concrete curbs and wheel stops – *Meets requirements*

- The Blaisdell parking lot and driveways are designed with discontinuous curbing to provide on-site retention and filtration of stormwater. The on-site parking lot is defined by a six-inch by six-inch continuous concrete curb.

Site context – *Meets requirements*

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

Crime prevention through environmental design – *Meets requirements*

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

Historic preservation – *Not applicable*

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

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

The proposed use is conditional in the C2 District.

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

- The off-street vehicle parking requirement in the Nicollet-Franklin PO District is zero for non-residential uses (see Table 5).

- The minimum bicycle parking requirement is 3 short-term spaces and the applicant is providing 14 short-term spaces. (see Table 6).
- The off-street loading requirement for the grocery is one large space. A variance was granted in August 2015 to reduce the off-street loading from one small space to zero. The applicant is now seeking a variance to reduce the off-street loading requirement from one large space to zero.

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

	Minimum Vehicle Parking	Applicable Reductions	Total Minimum Requirement	Maximum Parking Allowed	Proposed
Grocery	24	PO (24)	0	79	--
Bakery	7	PO (7)	0	38	--
Tortilla Manf.	8	PO (8)	0	29	--
Deli	7	PO (7)	0	37	--
Restaurant (existing), sit down with general entertainment	27	PO (27)	0	51	--
Hair Salon	4	PO (4)	0	5	--
Office	4	PO (4)	0	5	--
Laundromat	4	PO (4)	0	16	--
Total	--	--	0	164	61

Table 5. Bicycle Parking Requirements (Chapter 54I)

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed
General retail sales and services	4	Not less than 50%	--	4
Grocery store	3	Not less than 50%	--	4
Offices	3	--	3	3
Restaurant, sit down	3	Not less than 50%	--	3
Total	10	3	0 (non-conforming rights)	14 short-term

Table 6. Loading Requirements (Chapter 541)

Use	Loading Requirement	Minimum Requirement	Proposed
Grocery Store	High	1 Large	None (alley)
	High	1 Large	None (alley)

Building Bulk and Height – Meets requirements

Table 7. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	54,664 sq. ft. / 1.25 acres
Gross Floor Area	--	54,427 sq. ft.
Floor Area Ratio (Minimum)	--	--
Floor Area Ratio (Maximum)	2.7	1.0
Building Height (Maximum)	4 stories or 56 feet, whichever is less	3 stories, 41 feet 3 inches

Lot Requirements – Meets requirements

Table 8. Lot Requirements Summary

	Code Requirement	Proposed
Dwelling Units (DU)	--	0 DUs
Density (DU/acre)	--	0 DU/acre
Minimum Lot Area	--	0 sq. ft. per DU
Maximum Impervious Surface Area	--	95% of total site
Maximum Lot Coverage	--	55% of total site
Minimum Lot Width	--	284 ft.

Yard Requirements – Meets requirements

Table 9. Minimum Yard Requirements

Setback	Zoning District	Overriding Regulations	Total Requirement	Proposed
Front (East)	0 ft.	--	0 ft.	0 ft.
Interior Side (North)	0 ft.	--	0 ft.	0 ft.
Corner Side	0 ft.	--	0 ft.	0 ft.

(South)				
Rear (West)	0 ft.	--	0 ft.	0 ft.

Signs – Not applicable

- All new signs are subject to Chapter 543, On-Premise Signs. The applicant will be required to submit a separate sign permit application for any new signage that is proposed.

Screening of Mechanical Equipment – Meets requirements with Conditions of Approval

- All of the proposed mechanical equipment is required to be screened in a manner consistent with section 535.70 of the zoning code. Staff had previously identified several mechanical systems on the roof of the existing building; however, there are new additions to the building and the applicant has not shown the new location of the mechanical equipment. Staff recommends that the applicant provide a consistent metal screen above the parapet to effectively screen the mechanical systems, if proposed to be located on the roof.

Refuse Screening – Meets requirements with Conditions of Approval

- There is an existing trash enclosure at the northwest corner of the shopping center site. The dumpsters and grease barrel are located in the parking area and outside of the trash enclosure, which is not accessible due to the curb. Further, staff had previously observed recycling materials stored outside of the loading area in the south parking lot. Therefore, staff is recommending that the applicant comply with section 535.80 of the zoning code and provide all of the trash and recycling material within an enclosed structure.

Lighting – Meets requirements with Conditions of Approval

- Lighting must comply with Chapter 535 and Chapter 541 of the zoning code. Lighting information has not been provided for the site. A full lighting plan will need to be provided.

Fences – Not applicable

- Fences must comply with the requirements in Chapter 535. The applicant is not proposing any fencing.

Specific Development Standards – Meets requirements

- The applicant’s proposal meets the specific development standards for a shopping center in Chapter 536.

Shopping center.

- (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.
- (3) 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.

PO Overlay District Standards – Meets requirements

- The proposal is in compliance with the Nicollet-Franklin PO Overlay District standards.

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

See Finding #5 under Conditional Use Permit.

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

See Finding #5 under Conditional Use Permit.

5. Alternative compliance.

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

- **Blank Walls:** There are blank wall exceeding 25 feet in length on the second and third floor additions facing rear and south and the applicant is seeking alternative compliance. Staff is recommending that the applicant provide additional windows in this location and recommends that the planning commission directs the applicant to work with staff on the location and quantity.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the application(s) by Clarison Dutra for the properties located at 2728-50 Nicollet Avenue, 10 West 28th Street and 2741 Blaisdell Avenue South:

A. Conditional Use Permit amendment for an existing shopping center in the C2 District.

Recommended motion: **Approve** the application for an amendment of a conditional use permit for a shopping center, subject to the following condition:

- I. 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. Variance of the off-street loading requirement.

Recommended motion: **Approve** the application for a variance to reduce the minimum off-street loading requirement from one large loading space to none for an existing grocery store, subject to the following condition:

- I. The applicant shall comply with the terms of the Travel Demand Management Plan.

C. Variance to increase the maximum gross floor area.

Recommended motion: **Return** the application for a variance to increase the maximum gross floor area.

D. Site Plan Review for an addition to an existing commercial building.

Recommended motion: **Approve** the application for site plan review to allow for an addition of approximately 20,000 square feet to an existing commercial building, subject to the following conditions:

1. The applicant shall provide a window pattern that is compatible with the first floor windows and they shall be vertical in proportion, per section 530.120(b)(2) of the zoning code.
2. Staff shall continue to work with the applicant on exterior materials, including color, and window design, placement and location to ensure the compatibility between the existing building and the proposed addition.
3. The dumpsters, grease barrels and recycling materials shall be screened from view, consistent with section 535.80 of the zoning code.
4. All mechanical equipment shall be arranged so as to minimize visual impact by using screening consistent with section 535.70 of the zoning code.
5. Lighting shall comply with section 535.590 of the zoning code.
6. Department of Community Planning and Economic Development staff review and approval of the final building elevations, floor, site, lighting and landscape plans.

ATTACHMENTS

1. Written description and findings submitted by applicant
2. Zoning map
3. Site plan
4. Site survey
5. Plans
6. Building elevations
7. Renderings
8. Draft Travel Demand Management Plan
9. Photos
10. Oblique aerials

Addresses:

2728 Nicollet Av. S, 2738 Nicollet Av. S, 2740 Nicollet Av. S, 2744 Nicollet Av S. 2750 Nicollet Av S, 10 W 28th Street, 2741 Blaisdell Av. S.

Identification Numbers:

34-029-24-31-0110; 34-029-24-31-0111, 34-029-24-31-0112, 34-029-24-31-0113, 34-029-24-31-0115, 34-029-24-31-0114, 34-029-24-31-0117

Legal Description:

Lot 8 and the south 14.89 feet of lot 7, also Lots 9, 10, 11 and the west 42feet of Lots 12 and 13, also that part of Lots 12 and 13 lying east of the west 42 feet of Lots 12 and 13, all in Block 18. J.T. Blaisdells Revised Addition to Minneapolis

Lot Area (sq ft):

62,069.61 sqft

Existing area:

31,232.20 sqft

Proposed new area:

19,980.00 sqft

Total area after addition:

51,212.20 sqft

DESCRIPTION OF THE PROJECT

The project consists in an addition of area (2 floor levels) above the North portion of the building located on 2750 Nicollet Avenue South, Minneapolis. This building is currently used by Marissa's Inc. for Marissa's Bakery, Deli, Tortilla Maker and Grocery.

The addition consists in two different floor levels to be built above the north third of the existent building (58.00 feet North-South on North side) and front to back from Nicolet Avenue to the Alley (190.00 feet East-West):

The first one, right above the existent Marissa's Grocery, will attend the need for storage area for the grocery store. The whole floor will be used only as a warehouse for dry goods.

The second added floor right above the warehouse floor will accommodate a restaurant facility with outdoor seating and roof top amenities (landscape with grass, flowers, small trees, gardens). The outdoor seating will also have a gas fire pit and other components using materials like glass and metal that will increase drastically the look appealing of this building and the area. This floor level also propose to accommodate a reception room with capacity of 450 people.

The current gross area of the building is 31,232.2 square feet and the proposed addition have 19,980.00 square feet of area. The footprint area will remain the same.

The design propose the use of exterior elements like frameless glass windows and metal siding with concrete structure. One of the goals with this building and material choices is to improving the look of the whole area.

This project is being analyzed by City of Minneapolis Planning Commission for: Site Plan review.

Addresses of the property: 2728, 2738, 2740, 2744, 2750 Nicollet Avenue South and 10 W 28th Street and 2741 Blaisdell Avenue South, Minneapolis MN.

Applicants Name: Clairson Dutra

Address: 3412 10th Avenue South, Minneapolis MN- 55407

Telephone: 952-220-5902

e-mail: ingauge.eng@gmail.com

PROJECT : MARISSA'S WAREHOUSE
ADDRESS : 2750 NICOLLET AVENUE SOUTH, MINNEAPOLIS, MN – 55407.

Six required findings for a conditional use permit (to allow for expansion of the shopping center):

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 proposed addition will not be detrimental to or endanger the public health, safety, comfort or general welfare. It will actually improve the existing conditions by offering safer storage for the food sold at the shopping center, improved and code compliant restrooms, elevators and emergency routes. The project will also improve the look of the area with an elegant design and more amenities offered.

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.

Most of the surrounding is currently used as commercial, and the addition will only rise 2 floors and will be built above the existing building, built with current modern material technology improving sound and thermal insulation in comparison to the old building. There will not be any negative impact and 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.

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

The addition will not increase roof area and is mostly warehouse. The site is served by existing infrastructure and The Public Works Department has reviewed and approved recent projects on the site for appropriate drainage and stormwater management 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.

A Traffic Demand Management Plan was developed for this site considering this project.

Please find attached TDMP.

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

The Minneapolis Plan for Sustainable Growth designates this part of Nicollet Avenue as a commercial corridor. The plan states the following about uses on commercial corridors:

“The corridors support all types of commercial uses, with some light industrial and high density residential uses as well. Commercial uses on these streets will be supported insofar as they do not create excessive negative impacts relative to the location and its surroundings. The use intended on this addition is consistent with the following policy of the comprehensive plan: Policy 1.4: Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.

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

All other applicable regulations of the district where the site is located conform with the use of the site. Chapter 536 - Shopping center: (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. (3) 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. The building and intended use shall comply with all of the development standards.

VARIANCES

1. Reduce the loading requirement from 1 space to 0;

The loading space available for deliveries at Marissa's Inc. is not sufficiently large enough to receive the larger delivery trucks arriving at present time. The bigger trucks are currently using part of the Alley for their deliveries and only smaller trucks use the loading space.

It is therefore reasonable to legalize the activity currently taking place. This will allow the present activities and future needs with the addition to be legal.

In addition, the alley is extra wide, 20 feet, with sufficient space for trucks to drive through and or stop for a short period of time with minimum interference on the regular Alley traffic and no impact on safety, health or welfare of the public. This block consists of mostly commercial sites. Deliveries are also made into the north side door of the building, through the parking lot on alternative hours.

2. Variance to increase the maximum GFA for commercial uses in the C2 District.):

The building is a shopping center used by several different types of businesses, some using the same common areas. The proposed addition will provide shared storage space for all the businesses and an additional two business, thus the increase on the area will not be configured as one large commercial business but several smaller businesses using the same building. A significant driver for this addition that triggered this variance to increase the maximum GFA for commercial use is to supply a second floor, dry, clean, safer storage for the food businesses, minimizing if not extinguishing the common pest problem with food storage.

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.

All the necessary conditions required by this project are to accommodate a design that prioritizes improvements on the health, safety, architectural, and environmental areas. The design concept used existing conditions and requires these compliance adjustments to be able to solidify the addition while ensuring the look of the building blends with the surrounding buildings.

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.

The intent of the proposed addition is to provide a safer storage space for the existing business and a space for a restaurant and reception room designed to improve the existing without compromising the surrounding neighbors.

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 nearby properties.

Section 543.30 of the zoning code describes limited production and processing uses as those that include activities that are consistent and compatible with retail sales and services. These uses produce minimal off-site impacts due to their limited nature and scale. The activities related to the proposed project will be conducted completely within the building. Therefore, no off-site impacts are expected and the use is not expected to be injurious to the use or enjoyment of other property in the area. The granting of the variance is not expected to be detrimental to the public welfare or endanger the public safety.



Addresses of the property: 2728, 2738, 2740, 2744, 2750 Nicollet Avenue South and 10 W 28th Street and 2741 Blaisdell Avenue South, Minneapolis MN.

Applicants Name: Clairson Dutra

Address: 3412 10th Avenue South, Minneapolis MN- 55407

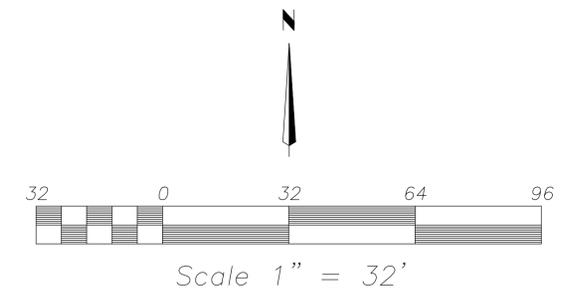
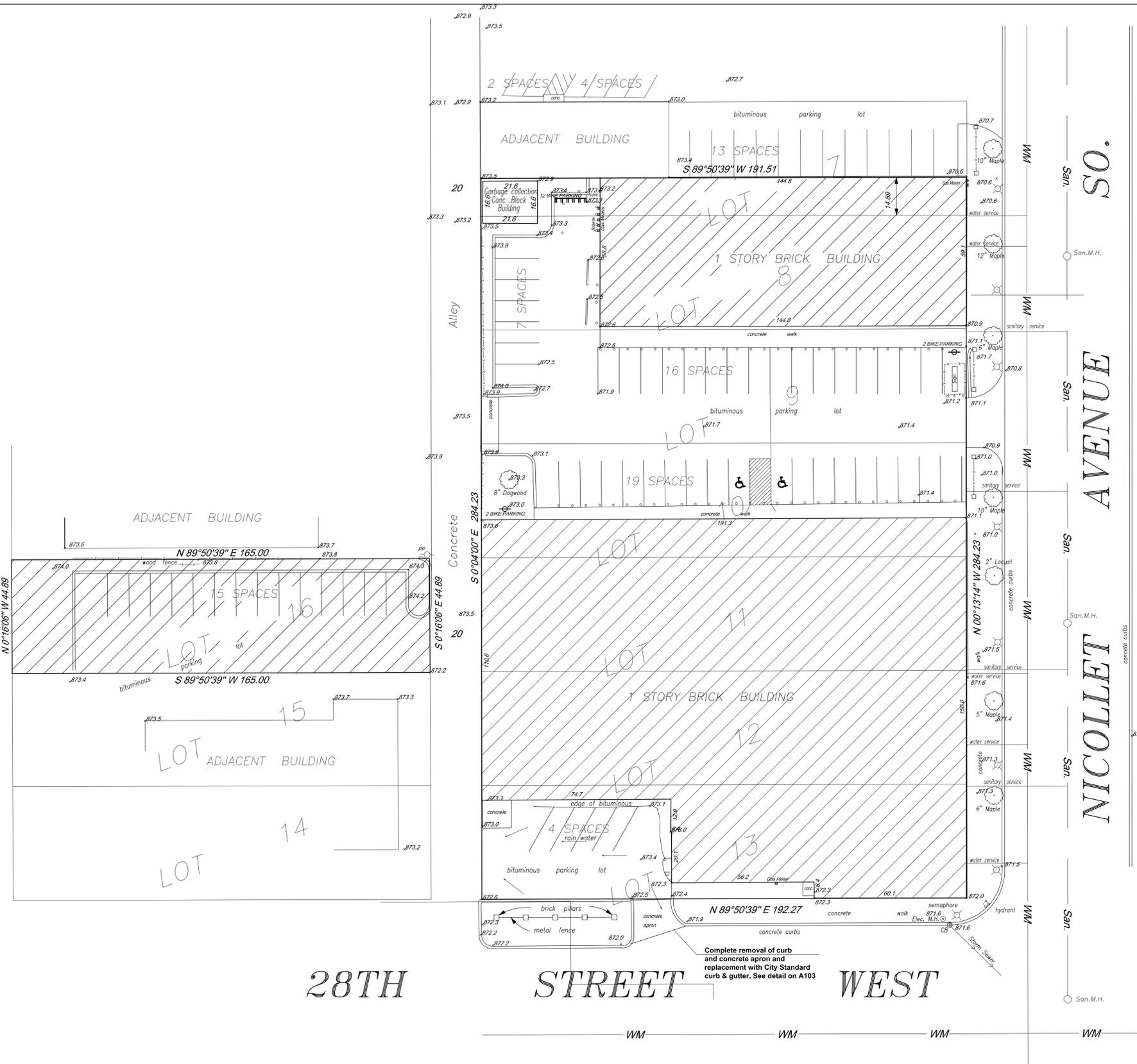
Telephone: 952-220-5902

e-mail: ingauge.eng@gmail.com

07/08/2015



BLAISDELL AVENUE SO.



LEGAL DESCRIPTION:

Lot 8 and the south 14.89 feet of Lot 7, also Lots 9, 10, 11 and the west 42 feet of Lots 12 and 13, also that part of Lots 12 and 13 lying east of the west 42 feet of Lots 12 and 13, all in Block 18, J.T.Blaisdells Revised Addition to Minneapolis

- LEGEND
- - Found Iron Pipe
 - * - Coniferous Tree
 - - Deciduous Tree
 - ⊕ - Hydrant
 - ⊙ - Catch Basin
 - - Ballard

28TH STREET WEST

DEMARS-GABRIEL
LAND SURVEYORS, INC.
6875 Washington Ave., So.
Suite 209
Edina, MN 55439
Phone: (763) 559-0908
Fax: (952) 767-0490

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.
David E. Crook
Date: June 24, 2015 Minn. Reg. No. 22414

File No.
14297 D
Book-Page
Scale
1"=40'

CERTIFICATE OF SURVEY

SURVEY FOR:
IN GAUGE ENGINEERING AND TECHNOLOGY, INC.

C001

2750 NICOLLET AVENUE SOUTH MINNEAPOLIS, MN



CONTACT LIST

OWNER: ISIDRO PEREZ
CONTACT: PAOLA TORRES
PHONE: 612-871-3628
E-MAIL: MARISSASINC@GMAIL.COM

DESIGNER / CONTRACTOR: INGAUGE ENGINEERING AND TECHNOLOGY, INC.
CONTACT: CLAIRSON DUTRA
PHONE: 952-220-5902
E-MAIL: INGAUGE.ENG@GMAIL.COM

REVISED CODES AND ORDINANCE:

2006 INTERNATIONAL BUILDING CODE - IBC (PER 2007 MINNESOTA STATE BUILDING CODE)
2006 INTERNATIONAL FIRE CODE - IFC 2000 INTERNATIONAL MECHANIC CODE - IMC (PER 2009 MINNESOTA STATE BUILDING CODE)
2011 NATIONAL ELECTRIC CODE - NEC (PER MINNESOTA STATE BUILDING CODE CHAPTER 1315)
2003 ANSI 117.1 - (PER MINNESOTA STATE BUILDING CODE CHAPTER 1341)
MINNESOTA ENERGY CODE - CHAPTERS 7670, 7672, 7674, 7676, 7678
2004 ASME 17.1, 2005 ASME 17.1S (PER MINNESOTA RULES, CHAPTER 1307)

SPRINKLED BULDING

GENERAL NOTES:

All services must be in accordance with International Residential Code, Uniform Mechanical Code, Uniform Plumbing Code, National Electric Code and Local Codes.

1. GENERAL BUILDING:

Remodel to be done according to the plans with permit and inspection by City of Minneapolis. The General Building Contractor need to present proof of insurance and License.

2. ELECTRIC:

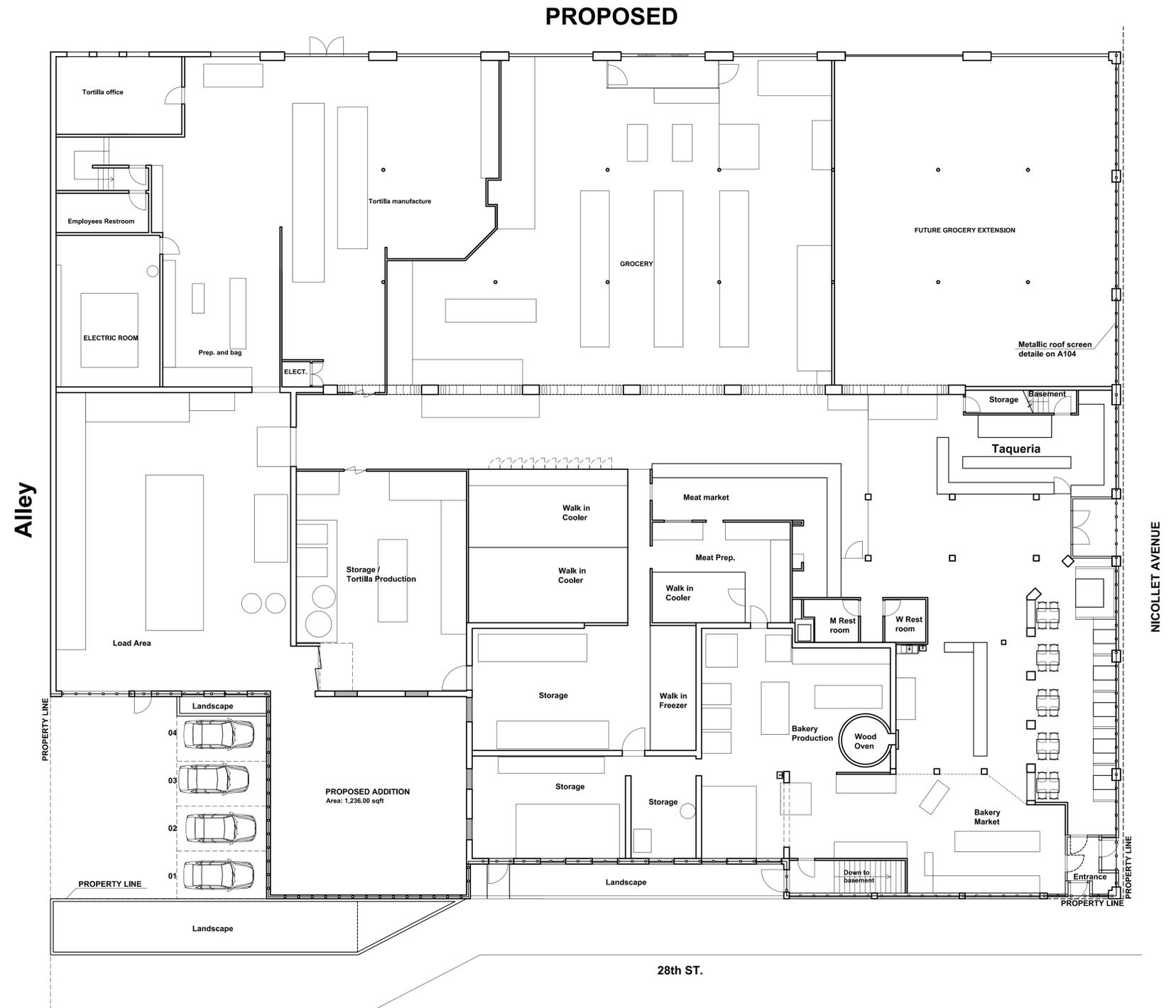
Rewire entire house from main panel in the basement according to plan desight and obeying minimum code requirements. All the Electric job to be done by licensed Electrician with required permit and inspections. The Electrical Contractor need to present proof of insurance and License.

3. PLUMBING:

All new plumbing for 1 bathroom, kitchen, laundry and basement sink to be done by licensed Plumber with required permit and inspections. The Plumbing Contractor need to present proof of insurance and License.

4. HVAC:

New Electric water heater and all new Heating and cooling system - Air Furnace with all new duct work and new air conditioning. Work to be done by licensed Professional with permit and inspections. The HVAC Contractor need to present proof of insurance and License.

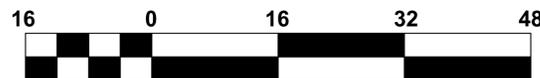


EXISTENT FLOOR PLAN

Area: 27,000.00 sqft

SITE DATA

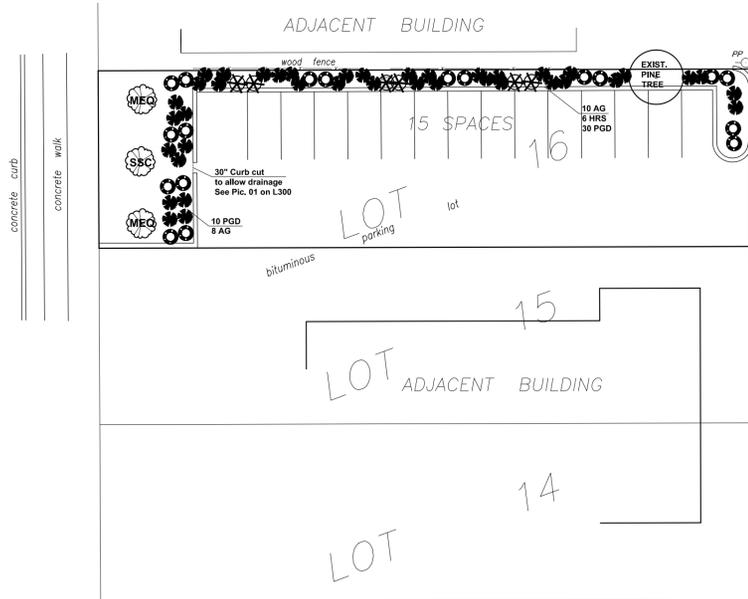
EXISTING ZONING: C2 - NEIGHBORHOOD CORRIDOR COMMERCIAL DISTRICT
PO PEDESTRIAN ORIENTED OVERLAY DISTRICT
LOT AREA: 62,070.00 SQFT / 1.42 ACRES
NEIGHBORHOOD: WHITTIER ALLIANCE
DESIGNATED FUTURE LAND USE: MIXED USE - 2728-50 NICOLLET AVE. AND 10 W 28TH STREET
URBAN NEIGHBORHOOD - 2741 BLAISDELL AVE. S.
LAND USE FEATURES: COMMERCIAL CORRIDOR (NICOLLET AVENUE)



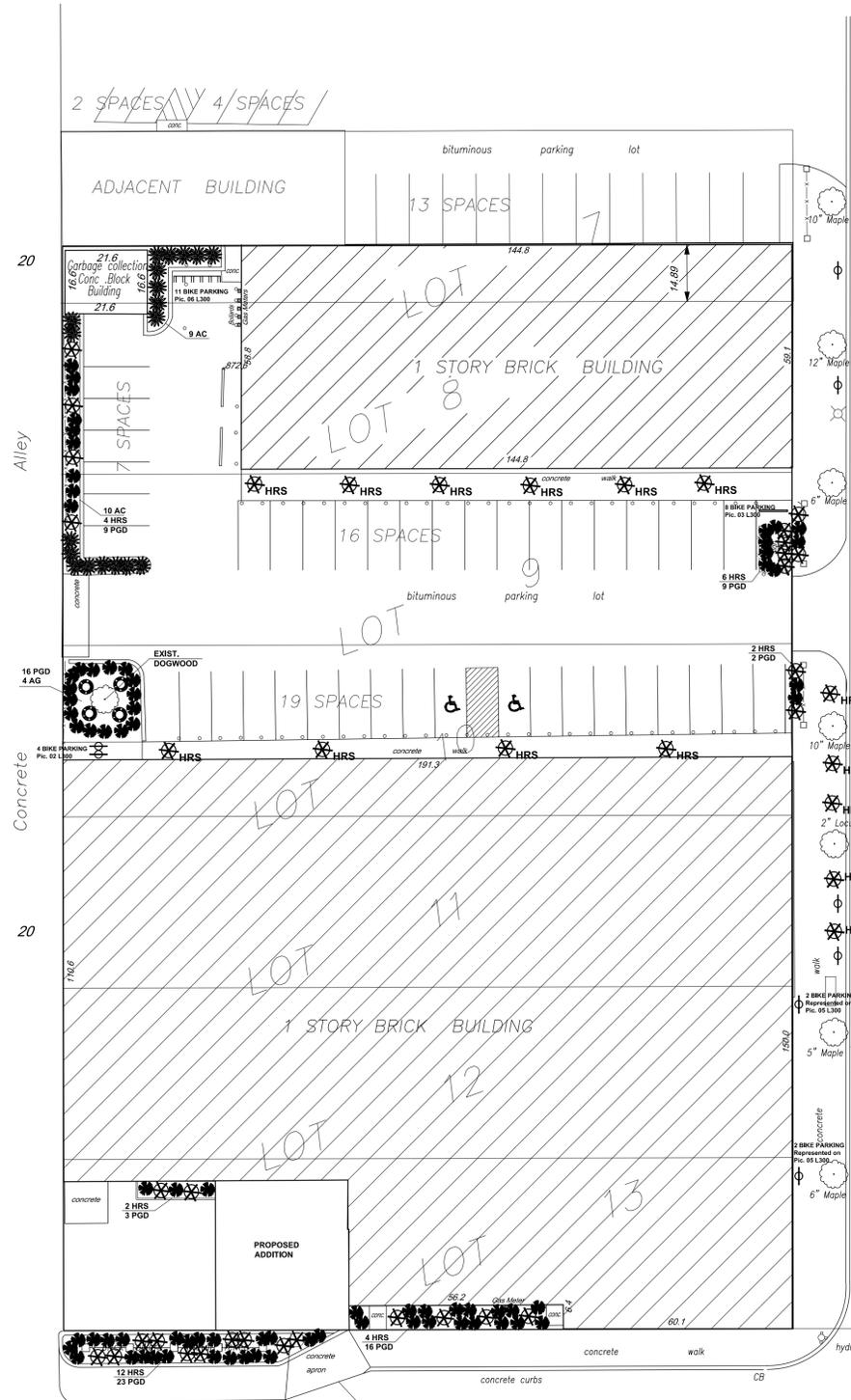
INGAUGE
ENGINEERING AND TECHNOLOGY, INC.
3412 10TH AVENUE SOUTH
MINNEAPOLIS - MN, 55407
Phone: 952.220.5902

EXISTENT FLOOR PLAN - ID	SCALE: 1"= 1/16"	SHEET
Address: 2750 NICOLLET AVENUE, MINNEAPOLIS, MN. Project: MARISSAS STORAGE ADDITION		A100
COMMERCIAL ADDITION		DATE: AGO 2015

BLAISDELL AVENUE SO.



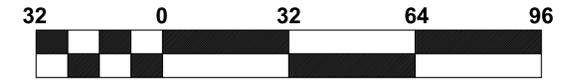
28TH



STREET

WEST

SO. AVENUE NICOLLET



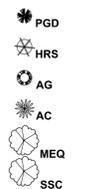
Scale 1"=32'

GENERAL NOTES:

- 1- 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.
- 2- Contact Doug Maday at (612) 673-5755 prior to construction for the removal of any City of Minneapolis right of way signs that may be in the way of construction.
- 3- All landscape areas to be installed per landscape plan and maintain.
- 4- Paved area on 2741 Blaisdell Ave. parking lot to be refaced with a 1.5" minimum layer to level and drain properly the water to the front of the lot into the green area.
- 5- Remove not used dumpster from site and enclose properly the recycling and grease/oil container in the garbage building.
- 6- Remove signs that do not meet City requirements (4' or under and 7' or above) or more than 30% of the window area.
- 7- Required short-term bicycle parking spaces shall be located in a convenient and visible area within fifty (50) feet of a principal entrance and shall permit the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position without damage to the wheels, frame or components. With the permission of the city engineer, required bicycle parking may be located in the public right-of-way. Public bicycle parking spaces may contribute to compliance with required bicycle parking when located adjacent to the property in question.

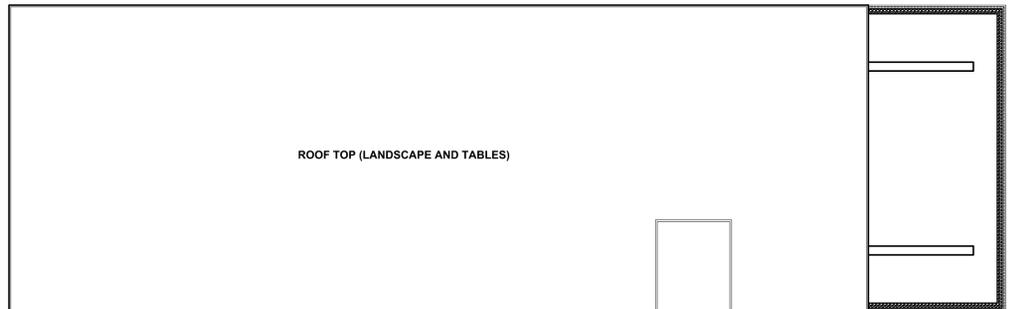
LANDSCAPING NOTES

- 1 - B & B = Balled and Burlap
- 2 - At planting areas:
Edger - 6" black vinyl
Rock - 1 1/2" to 2" river rock
Weed barrier - Permeable fabric
- 3 - 4" layer of black dirt at all sodded areas
- 4 - 2 feet diameter x 4" deep shredded hardwood mulch at all trees
- 5 - On the table below on column QTY, first number represents previous plan and plant already planted. To be checked replaced if not on site. Second number represents plants to be added to the landscaping.

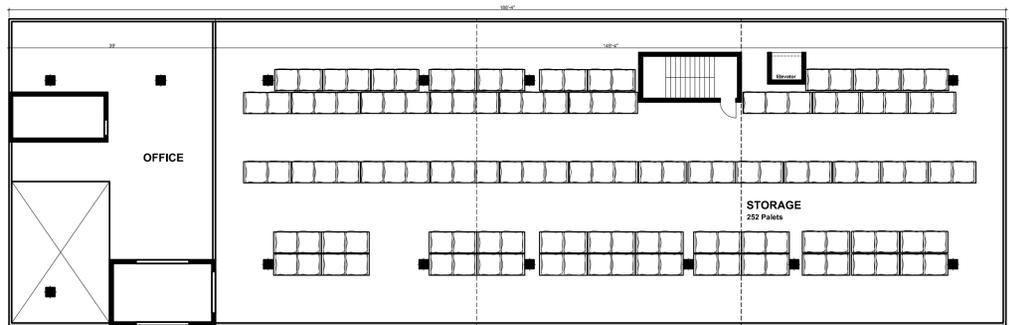


PLANTING SCHEDULE						
FIG.	CODE	QTY.	COMMON NAME	BOTANICAL NAME	MATURE SIZE	PLANTING SIZE & ROOT TYPE
PGD	PGD	118	Potentilla, Gold drop	Potentilla fruticosa	24"	#2 POT
HRS	HRS	46	Hardy shrub rose	Explorer series	38"	24 - POT
AG	AG	22	Arbortiva, Globe	Thuja occidentalis "woodwardi"	36"	24 - POT
AC	AC	19	Currant, Alpine	Ribes alpinum	12" to 36"	24 - POT
MEQ	MEQ	2	Maple Emerald queen	Acer plananoides	50' to 60'	B & B 3" D
SSC	SSC	2	Flowering crab, Spring snow	Malus "Spring snow"	15' to 18"	B & B 2 1/2" D

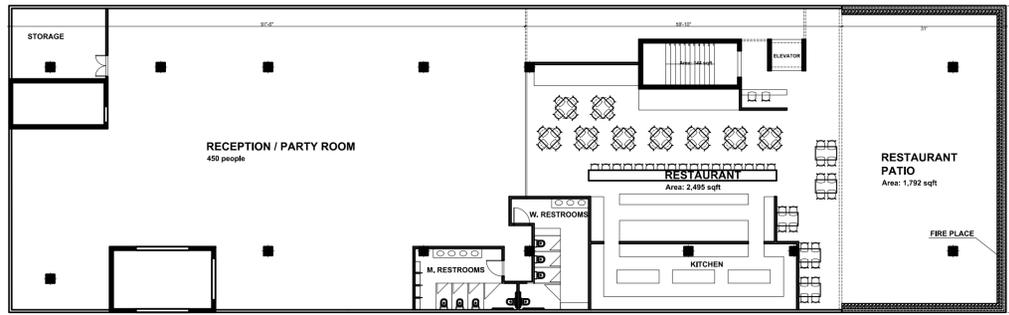
5780 Lincoln Drive, Suite 103, Londonderry Office Building Edina - MN, 55436 Phone: 952 933 4722	LANDSCAPE PLAN	SCALE: 1"= 1/32"	SHEET
	Address: 2750 NICOLLET AVENUE, MINNEAPOLIS, MN. Project: MARISSAS STORAGE ADDITION		L300
	COMMERCIAL ADDITION	DATE: JULY 2015	



1 PROPOSED ROOF TOP
SCALE: 1/16" = 1'-0" N



2 PROPOSED SECOND FLOOR - WAREHOUSE
SCALE: 1/16" = 1'-0" N

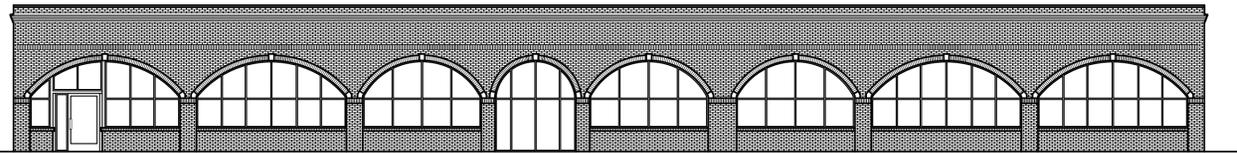


3 PROPOSED THIRD FLOOR - RESTAURANT / RECEPTION ROOM
SCALE: 1/16" = 1'-0" N

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ENGINEERING AND TECHNOLOGY, INC.
3412 17th Ave. South, Minneapolis - MN, 55407 952.220-5902

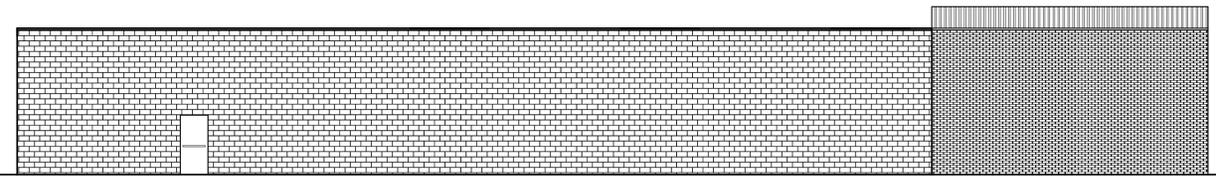
SECOND, THIRD AND ROOF PLAN
Address: 2750 NICOLLET AVENUE, MINNEAPOLIS, MN.
Project: MARISAS STORAGE ADDITION
COMMERCIAL
SCALE: 1/16" = 1'-0" DATE: NOV 04, 2015

SHEET
A103



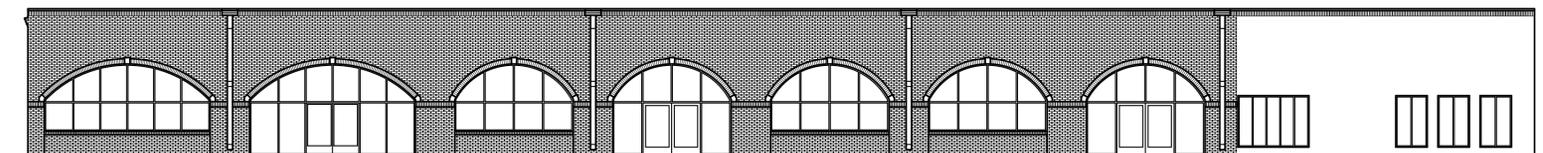
EXISTENT EAST ELEVATION

Nicollet Avenue South



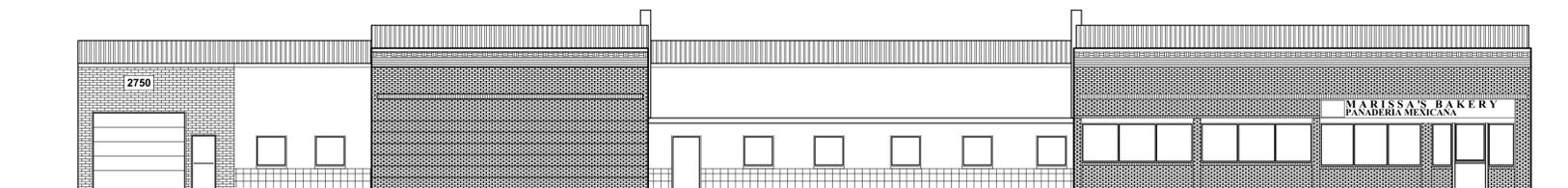
EXISTENT WEST ELEVATION

Alley



EXISTENT NORTH ELEVATION

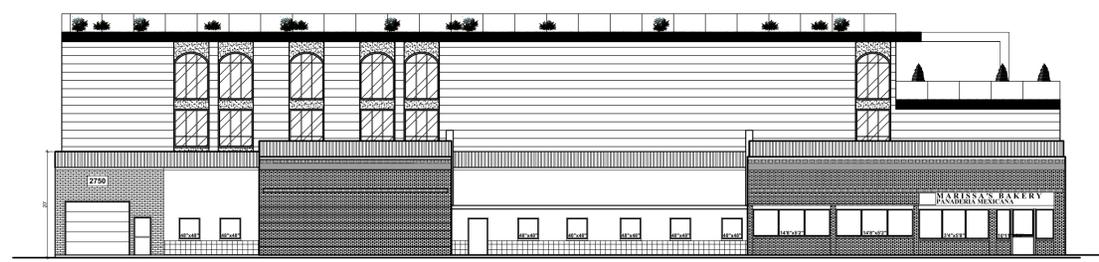
Parking lot



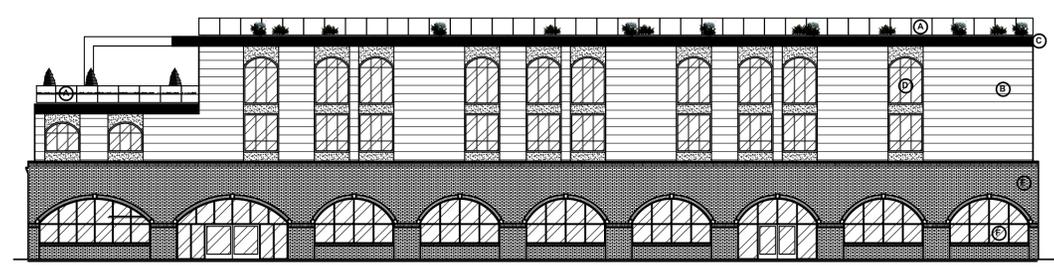
EXISTENT SOUTH ELEVATION

28th Street

Revised 2/1/2016

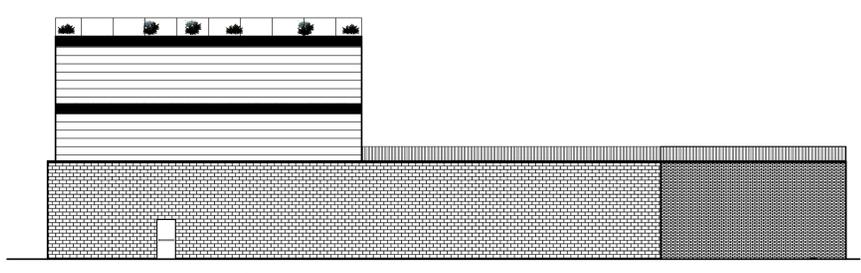


1 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

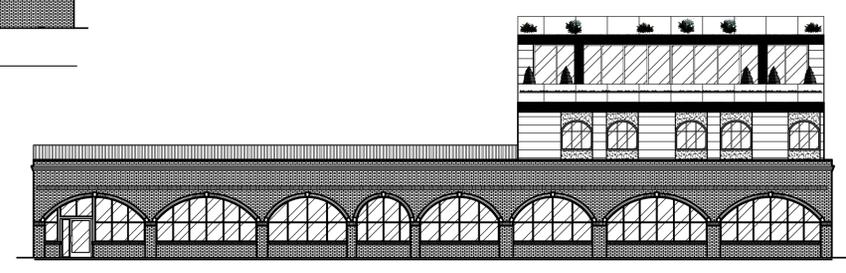


2 NORTH ELEVATION
SCALE: 1/16" = 1'-0"

- LIST OF EXTERIOR MATERIALS:
- A GLASS GUARD RAIL
 - B METAL TRIM (FIRESTONE UC-501)
 - C METAL SIDING (FIRESTONE UC-501)
 - D GLASS WINDOW
 - E EXISTING CLAY BRICK
 - F EXISTING GLASS WINDOW
 - G METAL SCREENING



3 WEST ELEVATION
SCALE: 1/16" = 1'-0"



4 EAST ELEVATION
SCALE: 1/16" = 1'-0"

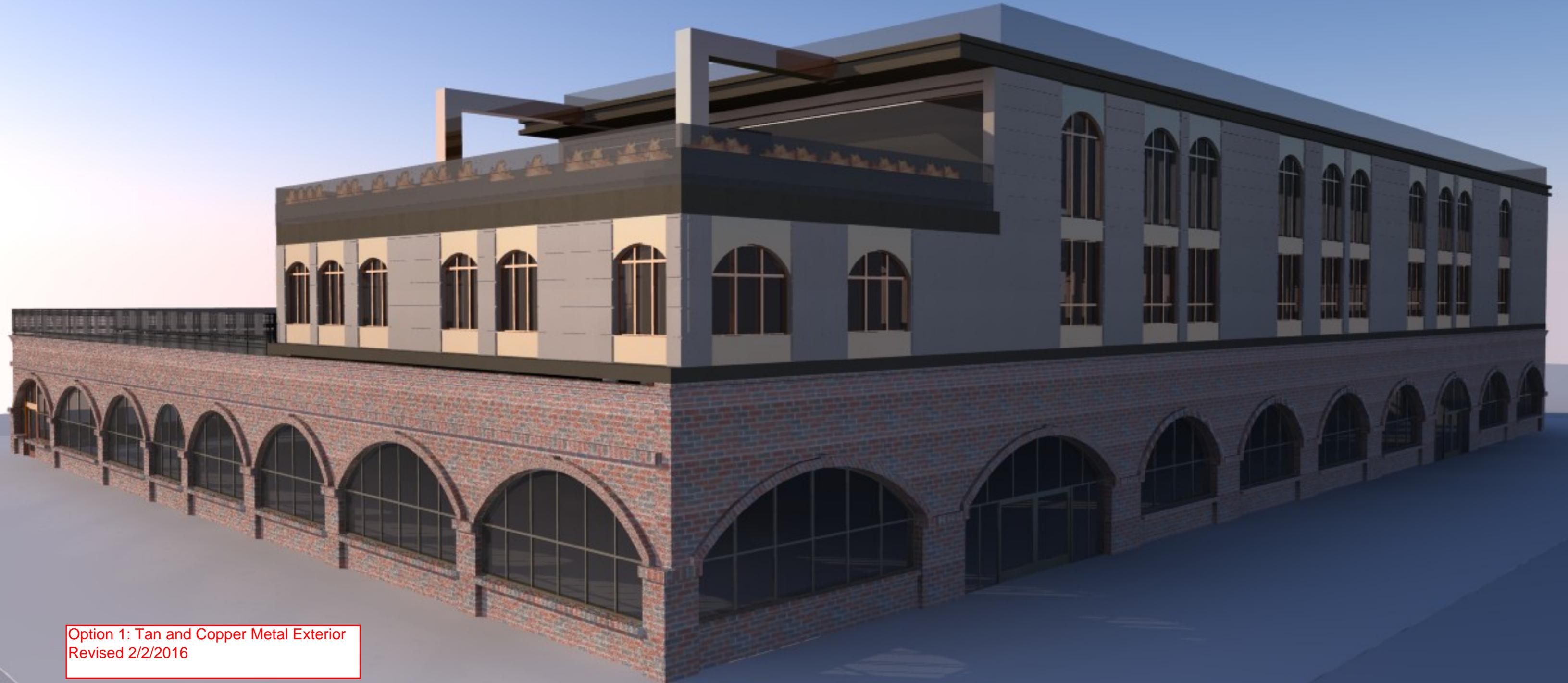
INGAUGE
ENGINEERING AND TECHNOLOGY, INC.
3412 10th Ave. South, Minneapolis - MN, 55407 952-220-5902

PROPOSED ELEVATIONS
Address: 2750 NICOLLET AVENUE, MINNEAPOLIS, MN.
Project: MARISSA'S BAKERY ADDITION
COMMERCIAL
SCALE: 1/16" = 1'-0"
DATE: NOV 04, 2015

SHEET
A104



Option 1: Tan and Copper Metal Exterior
Revised 2/2/2016



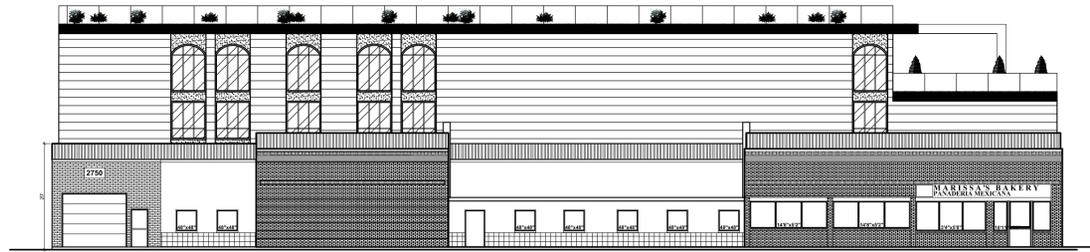
Option 1: Tan and Copper Metal Exterior
Revised 2/2/2016



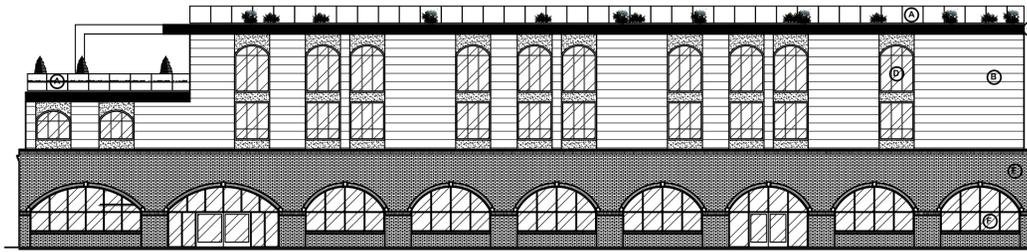
Option 2: Tan and Bronze Metal Exterior
Revised 2/2/2016



Option 2: Tan and Bronze Metal Exterior
Revised 2/2/2016



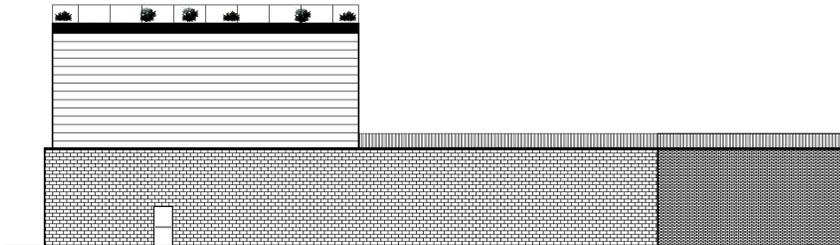
1 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



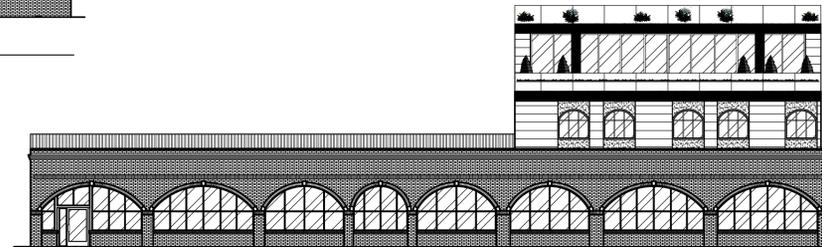
2 NORTH ELEVATION
SCALE: 1/16" = 1'-0"

LIST OF EXTERIOR MATERIALS:

- A GLASS GUARD RAIL
- B METAL TRIM (FIRESTONE UC-501)
- C METAL SIDING (FIRESTONE UC-501)
- D GLASS WINDOW
- E EXISTING CLAY BRICK
- F EXISTING GLASS WINDOW
- G METAL SCREENING



3 WEST ELEVATION
SCALE: 1/16" = 1'-0"

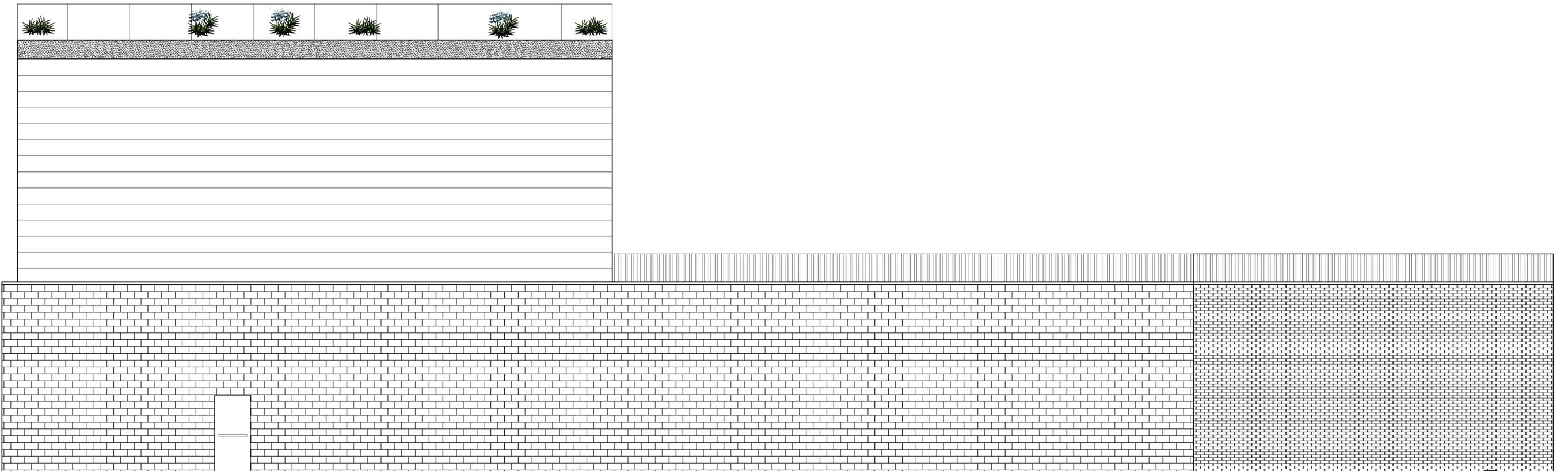


4 EAST ELEVATION
SCALE: 1/16" = 1'-0"

INGAUGE
ENGINEERING AND TECHNOLOGY, INC.
3412 15th Ave. South, Minneapolis - MN, 55407 952-220-5902

PROPOSED ELEVATIONS
Address: 2750 NICOLLET AVENUE, MINNEAPOLIS, MN.
Project: MARISSA'S BAKERY STORE ADDITION
COMMERCIAL
SCALE: 1/16" = 1'-0" DATE: NOV 04, 2015

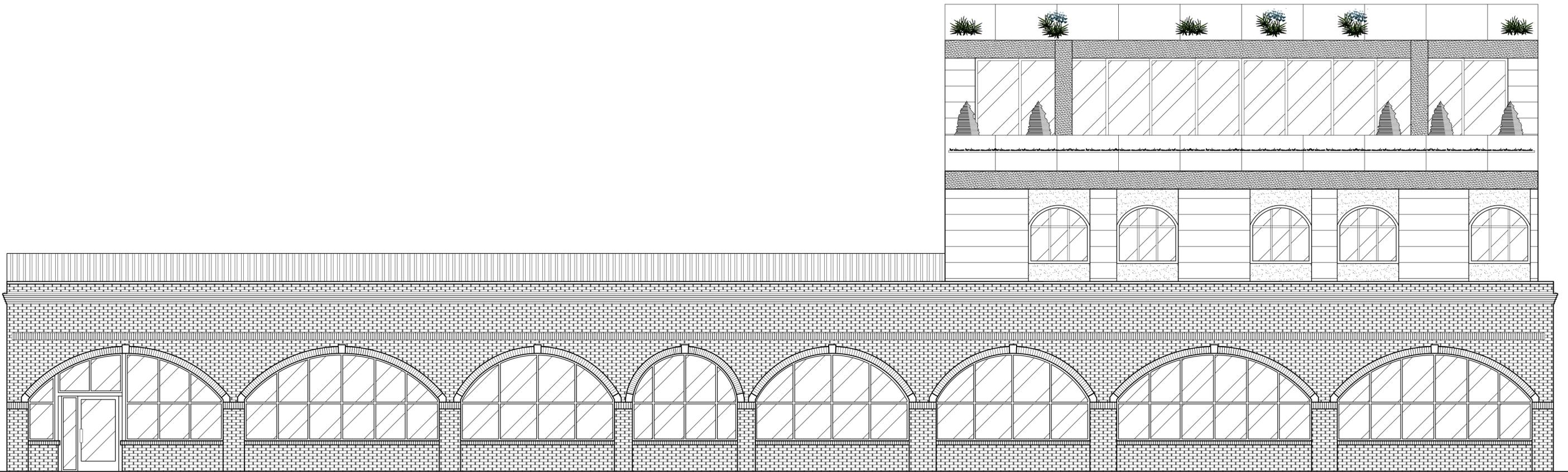
SHEET
A104



3

WEST ELEVATION

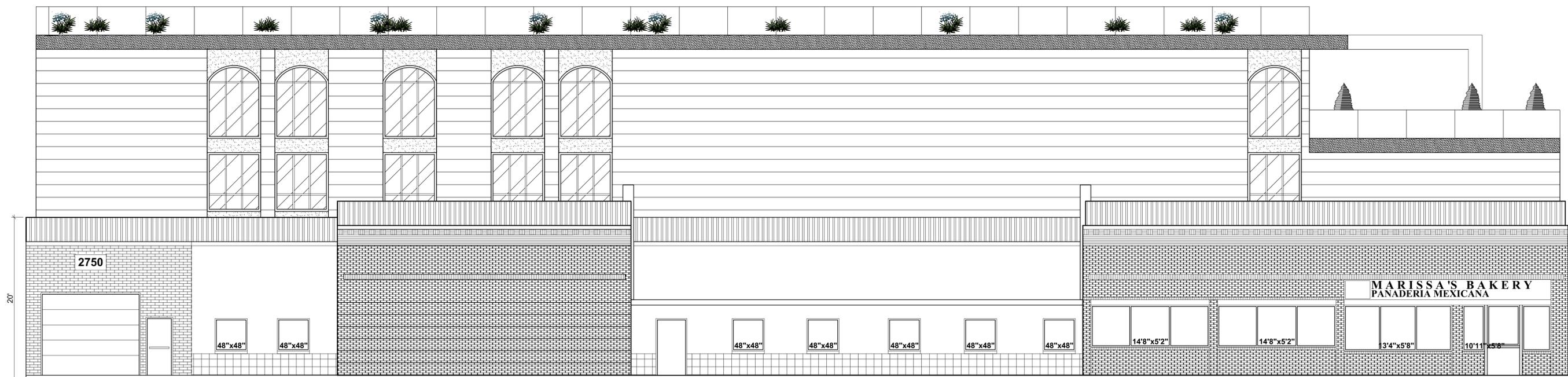
SCALE: 1/16" = 1'-0"



4

EAST ELEVATION

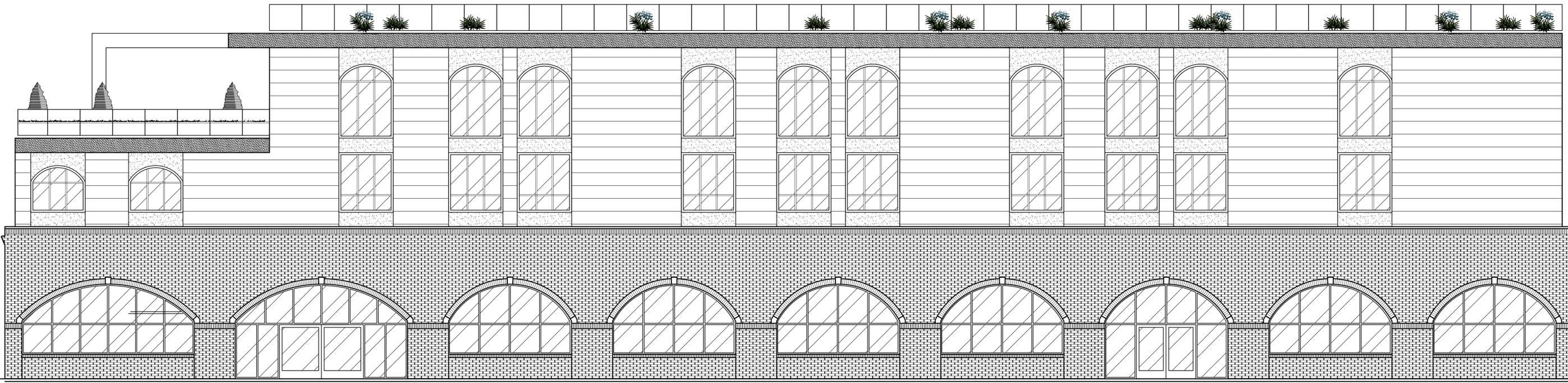
SCALE: 1/16" = 1'-0"



1

SOUTH ELEVATION

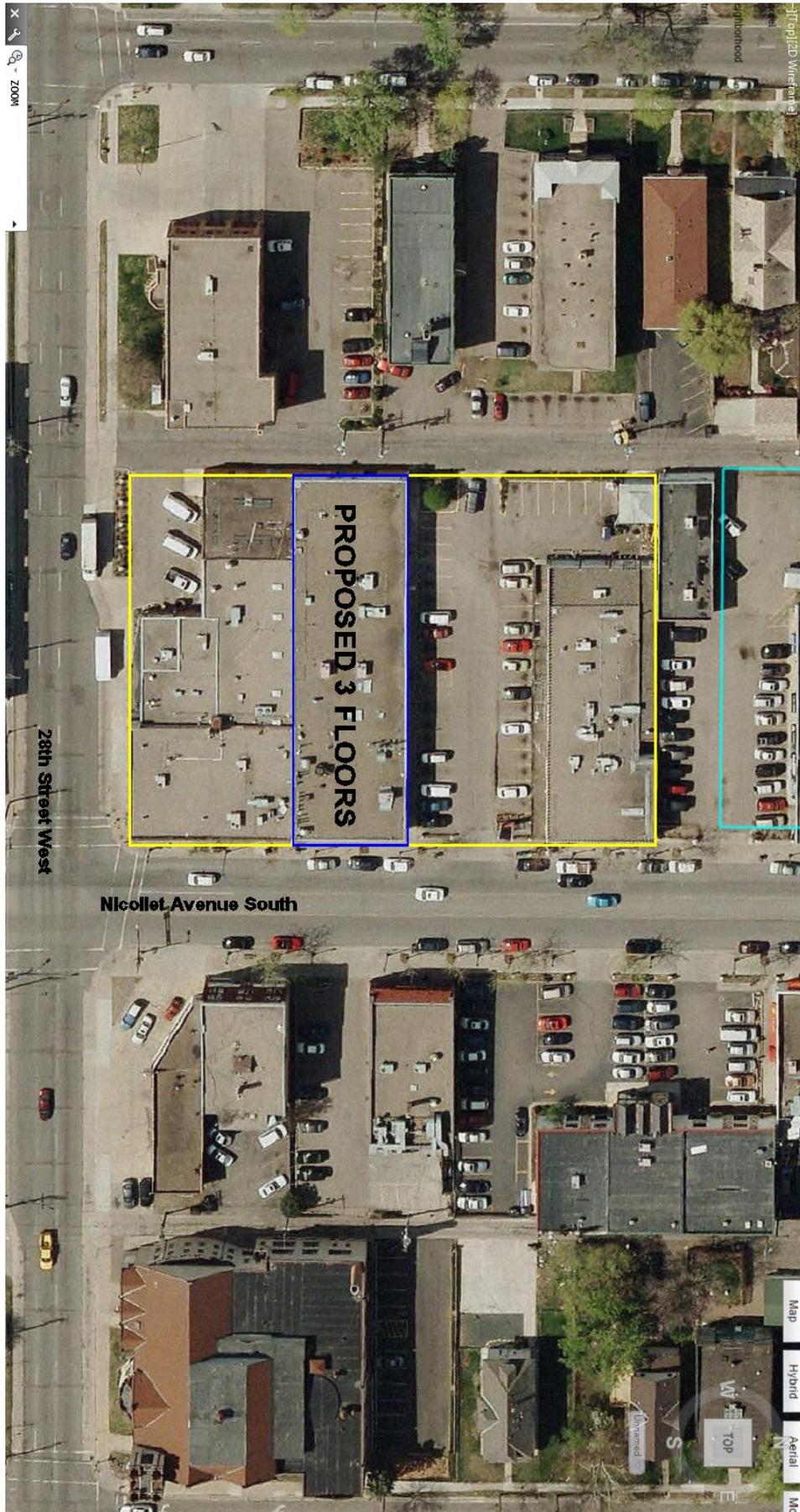
SCALE: 1/16" = 1'-0"



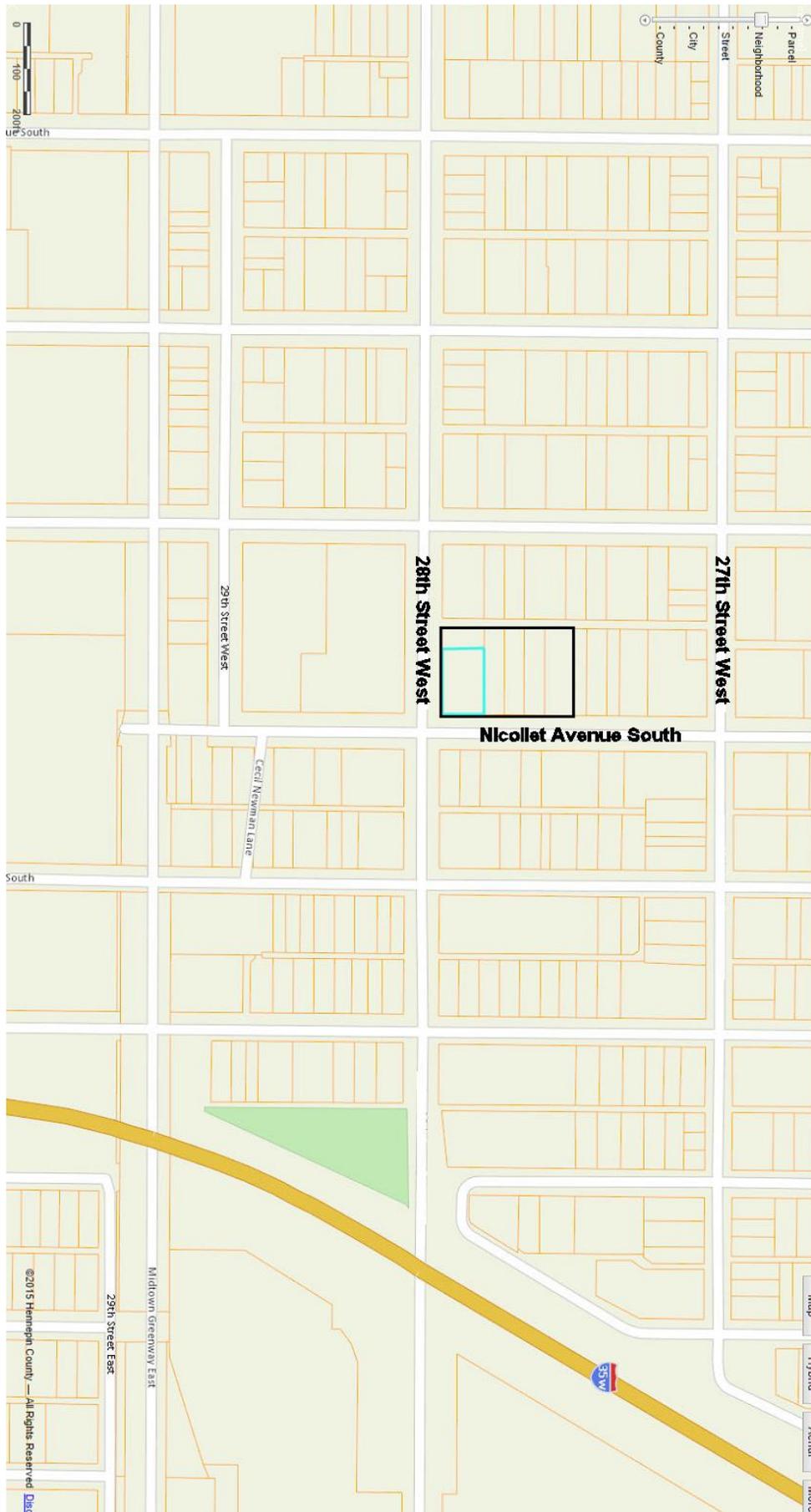
2

NORTH ELEVATION

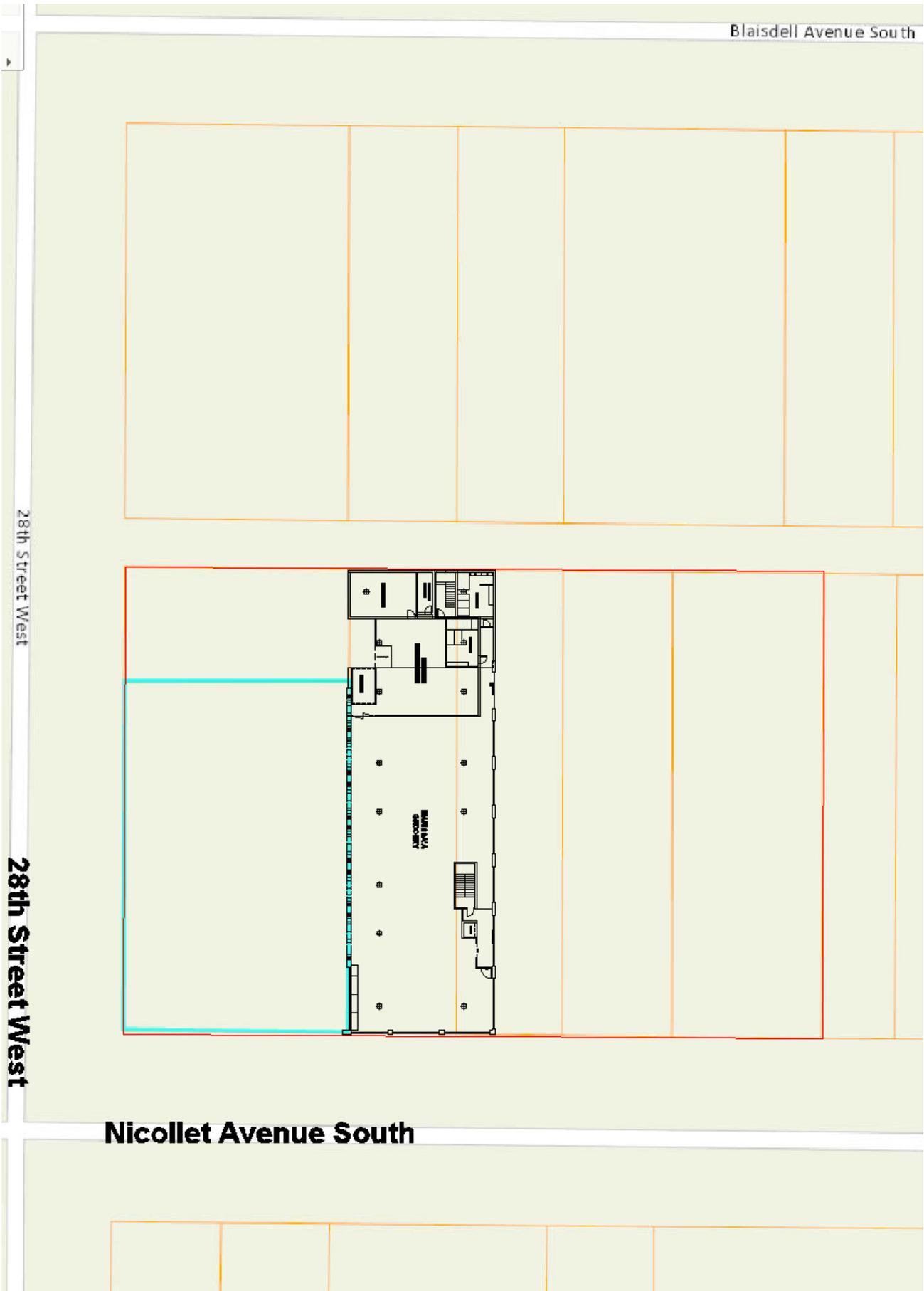
SCALE: 1/16" = 1'-0"



AERIAL VIEW OF THE PROPERTY. Property limits (yellow). 2nd and 3rd floor addition (blue).



MAP SHOWING STREETS AND PROPERTY



ZOOM OF PROPERTY MAP WITH PORTION OF FLOOR PLAN UNDER PROPOSED FLOOR ADITONS

Travel Demand Management Plan

2750 Nicollet Avenue South
Minneapolis, MN

AUTHORIZED PROPERTY REPRESENTATIVE:

By _____ Dated: _____
INGAUGE Engineering & Technology
c/o Clairson Dutra
5780 Lincoln Drive, Suite 103
Edina, MN 55436

MINNEAPOLIS COMMUNITY PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT:

By _____ Dated: _____
Steve Poor, CPED Development Services Director

MINNEAPOLIS PUBLIC WORKS DEPARTMENT:

By _____ Dated: _____
Steve Mosing, P.E., P.T.O.E., Traffic Operations Engineer

PREPARED BY:

Spack
CONSULTING
THE TRAFFIC STUDY COMPANY

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.

By: 
Maxwell R. Moreland, P.E.
License No. 52665

Dated: December 18, 2015

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1. Introduction and Summary

a. Purpose of Report and Study Objectives

The building at 2750 Nicollet Avenue South in Minneapolis, Minnesota is currently occupied by a one story grocery store. An additional two stories are proposed to be added to the northern half of the building which will include storage for the remodeled first floor grocery, a restaurant and an event/reception space.

The proposed restaurant will have 4,287 square feet of space including 1,792 square feet of patio space. The reception space will have 5,703 square feet of available space to be rented out that can accommodate up to 450 people.

The purpose of this report is to determine if the completion of the restaurant and reception hall as well as the grocery renovation will significantly impact the adjacent transportation and parking systems. The report will satisfy the City of Minneapolis' requirements for the development to have a Travel Demand Management Plan in place.

The study objectives are:

- i. Document existing parking capacity and occupancy within reasonable walking distance of the site on a weekday evening and a Saturday evening.
- ii. Document the restaurant and reception hall's expected traffic generation.
- iii. Determine if and how large of an event will trigger the need to deploy the valet parking system.
- iv. Develop and implement strategy measures to encourage non-single occupancy vehicle modes of transportation with the goal of attaining a 55% automobile, 35% transit, 10% pedestrian/bicycle mode split.

b. Executive Summary

This report reviewed the traffic and parking impacts and transportation related design elements of the proposed development. The findings of this study are:

- i. Traffic from the proposed development is not anticipated to have a significant impact on area traffic. No additional off-street parking is required to be constructed as part of this development project.
- ii. Parking for the remodeled grocery and proposed restaurant will likely be able to be accommodated in the existing off-street lots or in nearby on-street parking spaces. Nearby on-

street parking will accommodate events at the proposed reception hall of 75 people or less on weekends and 150 people or less on weekdays. A valet parking system is recommended for events that are expected to have more than 75 attendees on weekends and 150 attendees on weekdays.

- iii. A minimum of 15 bicycle parking spaces are needed on site to meet City of Minneapolis requirements. Public bicycle parking spaces may contribute to the 15 required bicycle parking spaces if they are adjacent to the building.
- iv. The existing loading space/system can be used to accommodate the loading zone required for the grocery store by the City of Minneapolis Code of Ordinances.
- v. It is recommended the travel demand management measures documented in Section 4 of this report be implemented to encourage non-single occupancy vehicle modes of transportation for the site's customers and employees.

2. Proposed Development

a. Site Location

The proposed development is located on the northwest corner of Nicollet Avenue South and 28th Street West in Minneapolis, MN. Figure 2.1 shows the development location.

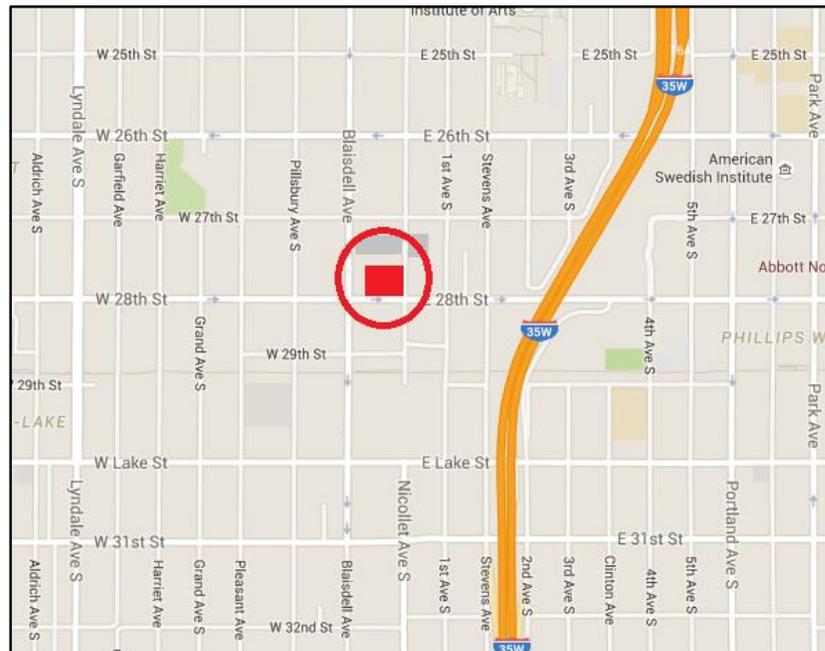


Figure 2.1 – Project Location

b. Land Use and Development Plan

The site is zoned C2 – Commercial District and is in the Nicollet Franklin area Pedestrian Oriented Overlay District. The current building at 2750 Nicollet Avenue is a one story building occupied by a grocery store. There are three off-street parking lots with a total of 61 parking spaces that the building uses and shares with the building just to the north.

An additional two stories are proposed to be added to the northern half of the 2750 Nicollet Avenue building which will include second floor storage for the remodeled first floor grocery, a third floor restaurant and a third floor event/reception space. A rooftop space is also proposed.

The proposed restaurant will have 4,287 square feet of space including 1,792 square feet of patio space. The reception space will have 5,703 square feet of available space to be rented out that can accommodate up to 450 people. The added grocery storage space will be 9,990 square feet, while the 10,332 square feet of the existing first floor grocery store will be remodeled.

3. Traffic and Parking Analyses

a. Site Parking Supply/Demand

There are currently three parking lots open to users of this site with a total of 61 spaces. Most of these parking spaces are shared between the site building and the building across the parking lot to the north of the site. This other building contains several commercial spaces including a restaurant and hair salon.

The parking lot on the north side of the building contains 42 parking spaces that are shared between the site building and the building across the parking lot. The parking lot west of the site just to the north of the fire station contains 15 spaces that are shared between the site building and the building across the parking lot. There is also a small lot on the southwest side of the building that contains four parking spaces.

Figure 3.1 shows the current off-street parking available to the existing site.

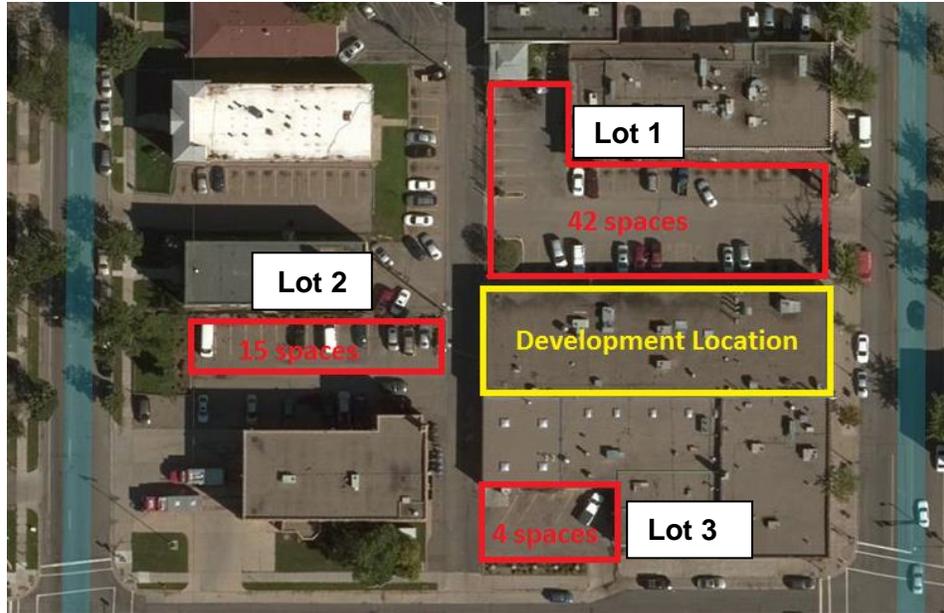


Figure 3.1 – Parking at Site

Parking counts were conducted every 30 minutes on Saturday, December 5, 2015 from 6:00 to 9:00 p.m. and on Thursday, December 11, 2015 from 5:00 to 8:00 p.m. These periods were selected as they were most likely to coincide with the restaurant and event rental space’s peak parking demand for a Saturday and a weekday. Tables 3.1 and 3.2 show the off-street parking count data.

Table 3.1 – Off-Street Parking Demand on a Saturday

12/5/2015	Lot 1	Lot 2	Lot 3	Total	% Occupied	Available Spaces
Capacity	42	15	4	61		
6:00 pm	24	10	2	36	59%	25
6:30 pm	27	11	2	40	66%	21
7:00 pm	26	13	2	41	67%	20
7:30 pm	29	12	3	44	72%	17
8:00 pm	35	9	2	46	75%	15
8:30 pm	32	8	2	42	69%	19

Table 3.2 – Off-Street Parking Demand on a Weekday

12/10/2015	Lot 1	Lot 2	Lot 3	Total	% Occupied	Available Spaces
Capacity	42	15	4	61		
5:00 pm	12	8	1	21	34%	40
5:30 pm	18	8	1	27	44%	34
6:00 pm	21	10	1	32	52%	29
6:30 pm	13	9	1	23	38%	38
7:00 pm	15	9	1	25	41%	36
7:30 pm	15	9	1	25	41%	36

The results of the off-street count indicate that the current demand for parking covers approximately 75% of off-street space during the Saturday evening peak period and approximately 52% of the off-street space during the weekday evening peak period. At the peak, the number of off-street parking spaces that would be available for the restaurant/reception hall are 15 on a Saturday evening and 29 on a weekday evening.

b. On-Street Parking Supply/Demand

In addition to the off-street parking available for the site, on-street parking is also available on most roads near the site.

The supply of public on-street parking was counted within approximately 500 feet of the site building. This is the public parking available within a reasonable walking distance to the proposed grocery store/restaurant/ reception hall.

The area where on-street parking was counted covers portions of W 27th Street, W 28th Street, Blaisdell Avenue S, Nicollet Avenue S and 1st Avenue S. Figure 3.2 outlines the area covered.

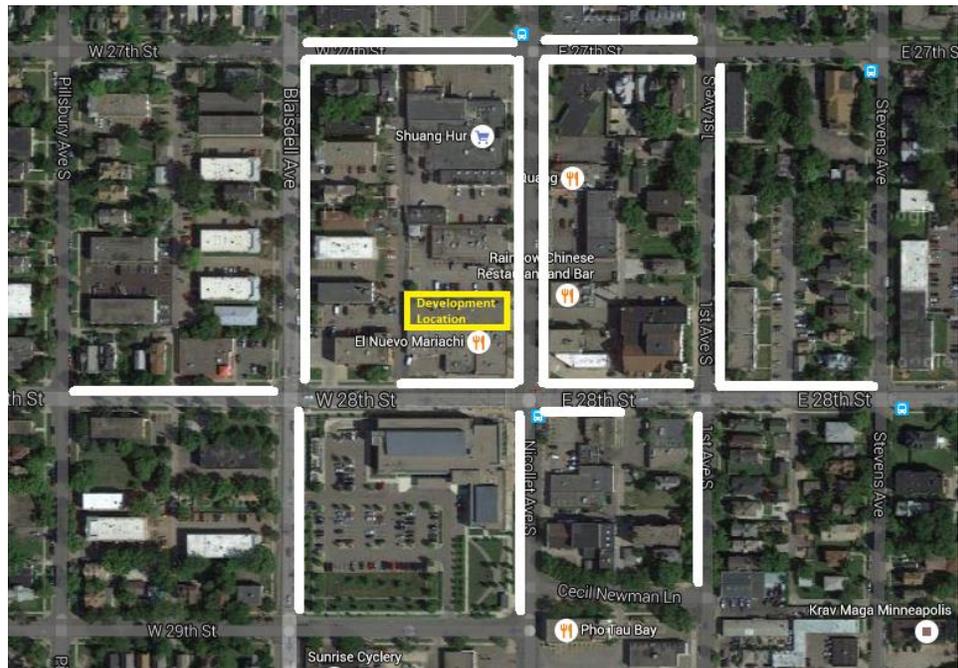


Figure 3.2 – On-Street Parking Count Locations

The area counted has a supply of approximately 225 on-street parking spaces. All of these on-street spaces are free, but the spaces on Nicollet Avenue north of 28th Street have one hour parking restrictions. There is also one dedicated handicap accessible space on 27th Street west of Nicollet Avenue. This study counted vehicles parked every 30 minutes on Saturday, December 5, 2015 from 6:00 to 9:00 p.m. and on Thursday, December 11, 2015 from 5:00 to 8:00 p.m. These periods were selected as they were most likely to coincide with the restaurant and event rental space's peak parking demand for a Saturday and a weekday. The parking data is shown in Tables 3.3 and 3.4.

Table 3.3 – On-Street Parking Demand on a Saturday

12/5/2015	27 th St	28 th St	Blaisdell Ave	Nicollet Ave	1 st Ave	Total	% Occupied	Available Spaces
Capacity	51	47	42	47	38	225		
6:00 pm	43	26	29	38	29	165	73%	60
6:30 pm	45	31	34	36	28	174	77%	51
7:00 pm	48	35	36	29	29	177	79%	48
7:30 pm	41	32	34	31	31	169	75%	56
8:00 pm	38	34	33	26	34	165	73%	60
8:30 pm	37	29	31	26	35	158	70%	67

Table 3.4 – On-Street Parking Demand on a Weekday

12/10/2015	27 th St	28 th St	Blaisdell Ave	Nicollet Ave	1 st Ave	Total	% Occupied	Available Spaces
Capacity	51	47	42	47	38	225		
5:00 pm	31	30	31	15	18	125	56%	100
5:30 pm	35	31	31	23	23	143	64%	82
6:00 pm	35	30	30	33	23	151	67%	74
6:30 pm	38	25	30	29	22	144	64%	81
7:00 pm	40	25	29	25	21	140	62%	85
7:30 pm	41	23	28	26	21	139	62%	86

The results of the on-street count indicate that the current demand for parking covers approximately 79% of on-street space during the Saturday evening peak period and approximately 67% of the on-street space during the weekday evening peak period. At the peak, the number of on-street parking spaces that would be available for the restaurant/reception hall within roughly a 500 foot walk are 48 on a Saturday evening and 74 on a weekday evening.

c. Total Parking Supply/Demand

Combining the off-street and on-street capacities and demands, the total parking availability for both the Saturday and the weekday p.m. periods was found. These numbers are shown in Table 3.5.

Table 3.5 – Total Parking Availability

	Saturday Availability			Weekday Availability		
	Off-Street	On-Street	Total	Off-Street	On-Street	Total
5:00 pm	--	--	--	40	100	140
5:30 pm	--	--	--	34	82	116
6:00 pm	25	60	85	29	74	103
6:30 pm	21	51	72	38	81	119
7:00 pm	20	48	68	36	85	121
7:30 pm	17	56	73	36	86	122
8:00 pm	15	60	75	--	--	--
8:30 pm	19	67	86	--	--	--

Table 3.5 shows that the highest parking demand times were approximately 7:00 p.m. on a Saturday and 6:00 p.m. on a weekday. During these peak times, 68 spaces and 103 spaces remain available, respectively for each time period.

d. Vehicle Parking Forecasting & Analysis

The site will need to accommodate parking for the proposed restaurant and reception hall. Since the grocery store already exists on site and was in operation during the parking surveys, the current parking options accommodate that existing use. However, the proposed renovation to the grocery store may cause an increase in traffic to the site. Therefore, the renovated portion of the grocery store is included in forecasted parking needs for the site along with the restaurant and reception hall.

This section looks at the potential parking demand of the renovated grocery store, restaurant and reception hall and compares those demands to the parking supply.

Parking Required by Minneapolis Code

The City of Minneapolis' Code of Ordinances has parking requirements for different land uses that are built in the city. Since this development is located within the Nicollet Franklin area Pedestrian Oriented Overlay District, *Section 551.155 – Nicollet Franklin Area* states that non-residential uses in this area are not required to provide off-street parking. **That means that no additional off-street parking is required to be constructed as part of this development project.**

Expected Parking Demand – Minneapolis Code

Chapter 541 of the Minneapolis Code of Ordinances lists minimum and maximum parking requirements for different land uses. Since this site is in the Nicollet Franklin area Pedestrian Oriented Overlay District, no parking is required to be provided. However, looking at standard City of Minneapolis minimum parking requirements can give a good estimate of how much parking demand can be expected at the site.

For a grocery store, a minimum of one parking space per 500 square feet in excess of 4,000 square feet is required. For a sit-down restaurant, a minimum of one parking space per 500 square feet up to 2,000 square feet plus one parking spaces for each additional 300 square feet is required. For a reception hall, the minimum number of parking spaces required is equal to 30% of the person capacity.

Since this site is in a Pedestrian Oriented Overlay District, Section 551.140 of the Minneapolis Code allows for a 25% reduction in the minimum parking requirements. Factoring in that 25% reduction, the minimum off-street parking required for the additional 10,332 square feet of grocery store is nine spaces. The original 15,702 square feet of the grocery store that is to remain unchanged is not factored into this calculation. The minimum off-street parking required with a 25% reduction for a 4,287 square foot sit-down restaurant is 11 spaces. The minimum off-street parking required with a 25% reduction for a 450 person reception hall is 101 spaces.

All total, for the renovated portion of the grocery store and the restaurant, a minimum of 20 parking spaces would be required. For the 450 person reception hall, a minimum of 101 parking spaces would be required.

Expected Parking Demand - ITE

The Institute of Transportation Engineers (ITE) has put together a document that compiled parking demand data from different land uses. This document, *ITE Parking Generation, 4th Edition*, lists that for a supermarket in an urban area during a weekday the average peak period parking demand is 2.27 vehicles per 1,000 square feet. For the proposed 10,332 square feet of renovated supermarket, that totals to an expected weekday peak hour demand of 23 parking spaces. No data is available for parking demand at an urban supermarket on a Saturday, but for a suburban supermarket the weekday and Saturday averages are quite close. Therefore it can be assumed the Saturday peak hour parking demand is also around 23 vehicles.

For a quality restaurant, the *ITE Parking Generation, 4th Edition*, lists an average peak period parking demand per 1,000 square feet of 10.60 vehicles on a non-Friday weekday and 16.40 vehicles on a Saturday. For the 4,287 square feet of restaurant (including patio space) this puts the average peak period parking demand at 45 spaces on a weekday and 70 spaces on a weekend. These numbers are likely higher than can be expected at this site since some of this data was collected from suburban areas. Also, the patio space is not likely to be used all year, so there will likely be lower demand in colder times of the year.

Industry data for trip or parking generation at reception halls is not available, so a vehicle occupancy estimate of 2.5 people per vehicle is used. Typically, gatherings and celebrations such as might occur for this site could average three or four people per car since families and groups that tend to travel to reception halls together. This estimate was reduced slightly to account for event employees, who would typically travel alone. Given this ratio, the maximum allowed event of 450 people would need 180 parking stalls.

Totaling up the *ITE Parking Generation, 4th Edition* supermarket and restaurant land uses, the average peak period parking demand for both land uses would be a total of 68 vehicle spaces on a weekday and 93 vehicle spaces on a weekend. If there is an event in the reception hall, up to 180 additional parking stalls may be needed.

While good for comparison purposes, it is unlikely that parking demand will ever be this high for these sites. The ITE rates do not account for combined uses, like a customer stopping at both the restaurant and the grocery store. In addition, given the characteristics of the area, some patrons and employees are likely to walk, bike or use transit to access the site.

Parking Analysis – Restaurant & Grocery

Looking at the City of Minneapolis Code of Ordinances standard required minimum parking, which does not apply here, a minimum of 20 parking spaces are necessary to account for the grocery renovation and restaurant use. The survey results, shown in Tables 3.1 and 3.2, indicate a minimum of 15 spaces available in the existing parking lots during the peak times. At the same time that the parking lots had only 15 available spaces, Table 3.3 shows there were over 20 available on-street parking spaces on Nicollet Avenue near the site. These numbers suggest that there is

adequate room existing in the parking lots and close by on-street to meet expected demand based on City of Minneapolis requirements for the expanded grocery and new restaurant.

From the raw *ITE Parking Generation, 4th Edition* numbers, if the peak parking demand period for the grocery and restaurant lined up on a Saturday, 93 vehicles could be expected. Comparing this with Table 3.5, approximately two hours on a typical Saturday evening would fall short of accommodating these vehicles with the existing off-street parking lots and on-street parking within a short walking distance. As mentioned, the ITE numbers are likely excessive due to multi-purpose trips and customers who will not drive to the site.

Parking Analysis – Reception Hall

Since no additional off-street parking is proposed to be added with this development, valet services may need to be used when there are large enough events held in the reception hall. For the purposes of these calculations, it is assumed the off-street parking in the lots surrounding the building will be occupied with restaurant and grocery vehicles.

On a Saturday evening there are, at a minimum, 48 available on-street parking spaces within a short walking distance of the site (see Table 3.3). This includes 18 one-hour parking spots on Nicollet Avenue (from 8:00 a.m. to 6:00 p.m.). Since it is assumed people will be at the reception hall longer than one hour, these spaces are ignored for the reception hall parking use. That leaves 30 on-street parking spaces available for the reception hall. Using the previously discussed ratio of 2.5 people per vehicle, for 30 vehicles that equates to 75 people. Therefore, on a Saturday evening, there is enough on-street parking within a short walking distance for up to 75 people at the reception hall.

Using the same logic for a weekday there are, at a minimum, 74 available on-street parking spaces within a short walking distance of the site (see Table 3.4). This includes 14 one-hour parking spots on Nicollet Avenue. That leaves 60 on-street parking spaces available for the reception hall. With 2.5 people per vehicle, for 60 vehicles that equates to 150 people. Therefore, on a weekday evening there is enough on-street parking within a short walking distance for up to 150 people at the reception hall.

Based on this, it is recommended the reception hall hire a valet service for events planned to have more than 75 people in attendance on a weekend and 150 people in attendance on a weekday.

One option for a valet parking lot could be the Whittier Clinic lot located one block south of the development site. Though it is open on weekdays until 8:30 p.m., it is currently closed after 5:00 p.m. on Fridays and after 12:00 p.m. on Saturdays.

e. Development Traffic Forecasting & Analysis

A trip generation analysis was performed for the site based on the methods and rates published in the *ITE Trip Generation Manual, 9th Edition*. The resultant trip generation for the proposed development is shown in Table 3.6. No trip generation data is available for the reception hall land use, so the reception hall trip generation was determined by using the previously discussed rate of 2.5 people per vehicle and assuming a full capacity of 450 people coming to the event. The trip generation includes a 45% reduction for pedestrian, bicycle and transit trips. This 45% reduction is consistent with the goals of the travel demand management plan.

Table 3.6 – Vehicles Generated by Development

ITE Land Use Code	Description	Daily			AM Peak Hour			PM Peak Hour		
		In	Out	Pass by	In	Out	Pass by	In	Out	Pass by
850	Grocery (10,332 SF)	186	186	209	8	5	7	18	17	19
931	Restaurant (4,287 SF)	59	59	93	1	1	1	7	3	8
n/a	Reception Hall (450 people)	99	99	0	0	0	0	99	0	0
Total		344	344	302	9	6	8	124	20	27

To be able to assign site generated trips to the roadway network, a directional trip distribution of the site traffic was developed. The following distribution took into account existing roadway traffic and access to the regional transportation system:

- 30% to/from the north via Nicollet Avenue
- 20% from the east and to the west via 28th Street
- 20% from the west and to the east via 26th Street
- 15% from the north and to the south via Blaisdell Avenue
- 15% from the south to the north via 1st Avenue

f. Daily Traffic Volume Capacity

Using the daily volume of new trips of 688 vehicles from Table 3.6 and using the developed trip distribution, that results in a daily addition of:

- 206 vehicles on Nicollet Avenue to the north of the site
- 69 vehicles on 28th Street east of the site
- 69 vehicles on 28th Street west of the site
- 69 vehicles on 26th Street east of the site
- 69 vehicles on 26th Street west of the site
- 52 vehicles on Blaisdell Avenue north of the site
- 52 vehicles on Blaisdell Avenue south of the site
- 52 vehicles on 1st Avenue north of the site
- 52 vehicles on 1st Avenue south of the site

Existing daily traffic volumes were found for Nicollet Avenue and 28th Street using MnDOT’s Traffic Mapping Application. The forecasted daily trip generation was added to the existing daily volumes to get a Build volume for the roads. The Build volumes can be seen in Table 3.7. Table 3 also shows estimated capacity volumes based on the *Highway Capacity Manual 2010*. As shown in Table 3, no road segments near the site are expected to exceed capacity through the Build scenario.

Table 3.7 – Daily Traffic Volumes

Road Name	Segment Location	Capacity*	Existing*	Volume due to Project	Build
Nicollet Ave	North of 28 th St	12,700 – 16,400	10,200	210	10,410
28 th St	West of Nicollet Ave	31,900 – 37,000	8,500	70	8,570
28 th St	East of Nicollet Ave	31,900 – 37,000	12,100	70	12,170

Numbers rounded to the nearest 10.

* LOS D to LOS E Range for Urban Streets – From 2010 Highway Capacity Manual

* 2012 Daily Volumes. Source: MnDOT Traffic Mapping Application

g. Bicycle Parking Forecasting & Analysis

Section 551.155 of the City of Minneapolis Code of Ordinances list minimum requirements for bicycle parking in the Nicollet Franklin area Pedestrian Oriented Overlay District. For non-residential uses, a minimum of four bicycle parking spaces or one per 2,000 square feet of gross floor area are required to be provided. For the 19,980 square feet being added to the second and third floors plus the 10,332 square feet of renovated grocery, that totals to 30,312

total square feet. At one bicycle parking space per 2,000 square feet, 15 bicycle parking spaces are required to be provided on site for the grocery and restaurant use.

There is no requirement for reception halls to have bicycle parking spaces, but the developer may want to consider installing some since this is in a bicycle friendly area.

All total, a minimum of 15 bicycle parking spaces are needed on site to meet City of Minneapolis requirements. Public bicycle parking spaces may contribute to the 15 required bicycle parking spaces if they are adjacent to the building.

h. Alternate Transportation Modes

There are several bus routes near the site that are served by Metro Transit within walking distance, including routes 11 and 18. Route 11 travels from South Minneapolis to Columbia Heights approximately every 30 minutes throughout the day. Route 18 travels from Bloomington to Downtown Minneapolis approximately every 15 minutes throughout the day.

Additionally, there is a Nice Ride bicycle sharing station on 28th Street on the south side of the site. Bicycle facilities (shared use markings, bike lanes, etc.) including the Midtown Greenway exist throughout this part of Minneapolis.

i. Loading Zones

Minneapolis Code of Ordinances Section 541.480 requires a large sized loading zone of at least 12 feet by 50 feet for the renovated grocery use. Since the grocery is already in use, the existing loading space/system can continue to be used. No loading zone is required for this restaurant or reception hall.

j. Valet Parking System

The building owner will designate an employee or contractor to act as the Transportation Coordinator who will then hire and coordinate with a professional valet service to operate the reception hall valet system. The professional valet service will determine appropriate staffing levels of the valet based on the anticipated size of an event.

The Transportation Coordinator will record the number of attendees and the number of cars using the valet system at each event. The Transportation Coordinator will submit a report with this data six months and twelve months after the first rental event. If the valet is being underutilized, the owner agrees to work with City staff to modify the valet plan to encourage valet use and will continue to monitor usage.

4. Travel Demand Management (TDM) Plan

The purpose of this section is to provide a description of the 2750 Nicollet Avenue South TDMP Plan and related programs to support the use of alternative methods of transportation other than a single occupancy vehicle. Building owners will develop and implement measures to encourage non-single occupancy vehicle modes of transportation with the goal of having at least 45% of its transportation trips being made by transit, bicycling or walking. Building owners are responsible for and specifically commit to the implementation of the following actions.

a. Designate a Transportation Coordinator

The building owner will designate an employee or contractor to act as the Transportation Coordinator. That employee or contractor will maintain and monitor TDM activities. The Transportation Coordinator will serve as the conduit for providing up-to-date information for reception hall events. At a minimum, the Transportation Coordinator will:

- Work with caterers to provide information on alternative transportation modes for catering event staff.
- Keep any reception hall website up-to-date with parking information and valet service information.
- Record the number of attendees and number of cars using the valet system. Report the findings to the City six and twelve months after reception hall operation begins.
- Provide a packet to reception hall customers containing:
 - Contact information for hotels that provide free shuttle service to/from the building.
 - A map of the area showing available off-street and on-street parking, bike racks, the nice ride station, and bus stops.
 - Details of how to use Nice Ride and route information from Metro Transit.

In addition to this, the Transportation Coordinator can assist other building employees and patrons by:

- Make available information on various bus incentive programs (e.g Metro Transit Go-To Cards, U-Pass and Commuter Challenge program) as well as vanpool incentives (e.g Metro Vanpool program).
- Set up and maintain a display of commuter information at the entrance of the building or in an employee break room. This information, which will be supplied by Metro Transit, will include transit schedules, rideshare applications, bike information, Guaranteed Ride Home Program brochures, etc. To maintain an awareness of

alternative modes of transportation, information may be distributed through e-mail, flyers, posters in frequented locations, etc.

- Distribute information on Mn/DOT's real-time traveler information program: 5-1-1 or www.511mn.org.

b. Promote Walking

Well-lit sidewalks will be provided on each side of the site. The site will meet Minneapolis' requirements for on-site lighting to provide a pedestrian friendly environment. If any existing sidewalks are impacted by construction, the sidewalks shall be rebuilt with ADA-compliant tactile dome curb ramps to assist the visually impaired.

c. Promote Bicycling

The building will provide convenient and safe bicycle storage for at least six bicycles. This will meet requirements in Minneapolis' Code of Ordinances *Table 541-3 Minimum Bicycle Parking Requirements*. Additional bicycle parking may be provided to accommodate reception hall guests.

A Nice Ride bike-sharing station is located on 28th Street on the south side of the site. This will be promoted for events at the reception hall.

d. Minimize the Impact of Trucks

To the extent possible, the developer or their successors will encourage truck and service vehicles (not including small package deliveries) to access the site outside of the weekday peak hours (from 7-9 a.m. and 4-6 p.m.). Loading/unloading of deliveries as well as garbage trucks can be accommodated on-site within the loading zone area.

5. Conclusions & Recommendations

Traffic from the proposed development is not anticipated to have a significant impact on area traffic. No additional off-street parking is required to be constructed as part of this development project.

Parking for the remodeled grocery and proposed restaurant will likely be able to be accommodated in the existing off-street lots or in nearby on-street parking spaces. Nearby on-street parking will accommodate events at the proposed reception hall of 75 people or less on weekends and 150 people or less on weekdays. A valet parking system is recommended for events that are expected to have more than 75 attendees on weekends and 150 attendees on weekdays.

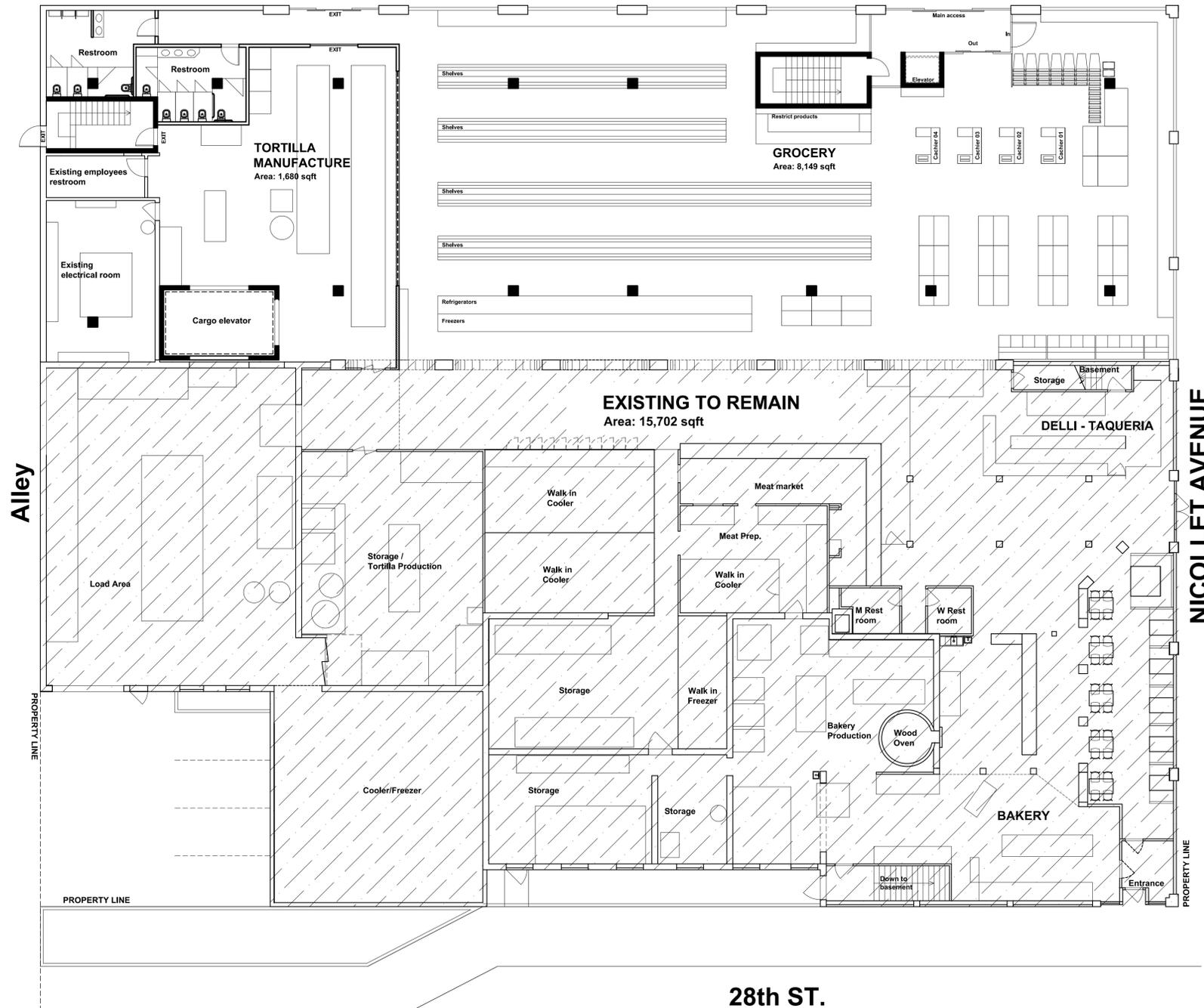
A minimum of 15 bicycle parking spaces are needed on site to meet City of Minneapolis requirements. Public bicycle parking spaces may contribute to the 15 required bicycle parking spaces if they are adjacent to the building.

The existing loading space/system can be used to accommodate the loading zone required for the grocery store by the City of Minneapolis Code of Ordinances.

It is recommended the travel demand management measures documented in Section 4 of this report be implemented to encourage non-single occupancy vehicle modes of transportation for the site's customers and employees.

6. Appendix

Concept Plan
Parking Count Data

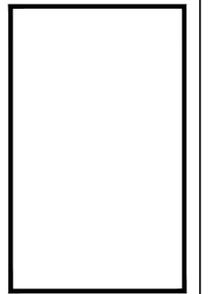


1 PROPOSED FIRST FLOOR
SCALE: 1/16" = 1'-0"

H Architects
Commercial | Retail | Mixed Use Residential | Restaurants
2924 W. St. Germain St.
St. Cloud, MN 56301
320-237-7411 Email: hungly@charter.net

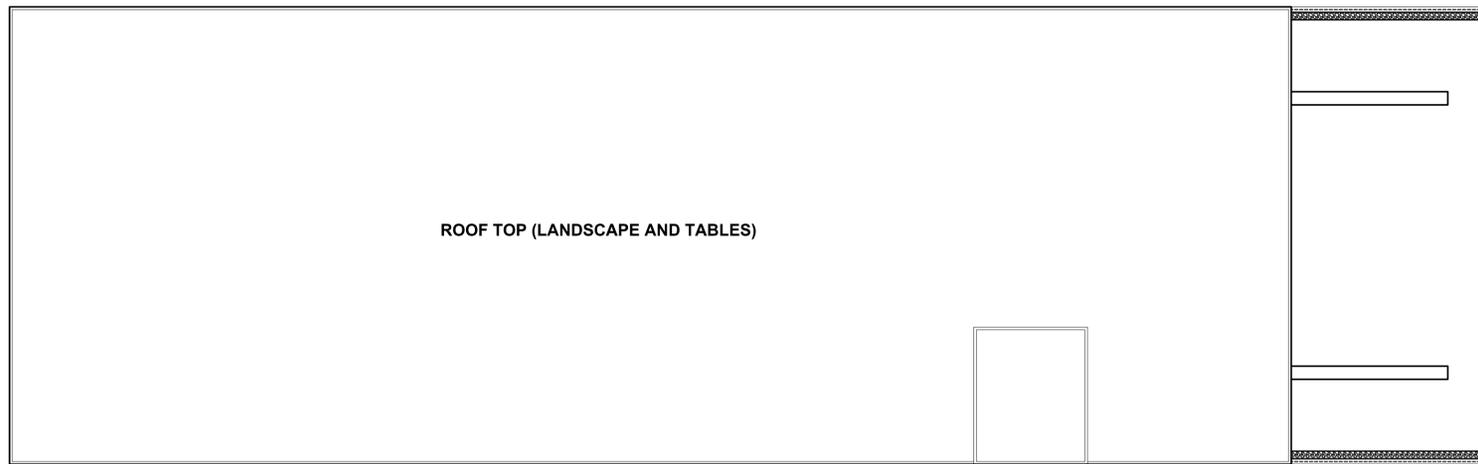
I hereby certify that this drawing was prepared by me or under my direct supervision and that I am a duly registered architect under the laws of the State of Minnesota.

INGAUGE
ENGINEERING AND TECHNOLOGY INC.
3412 10th Ave. South, Minneapolis - MN, 55407
952-220-5902

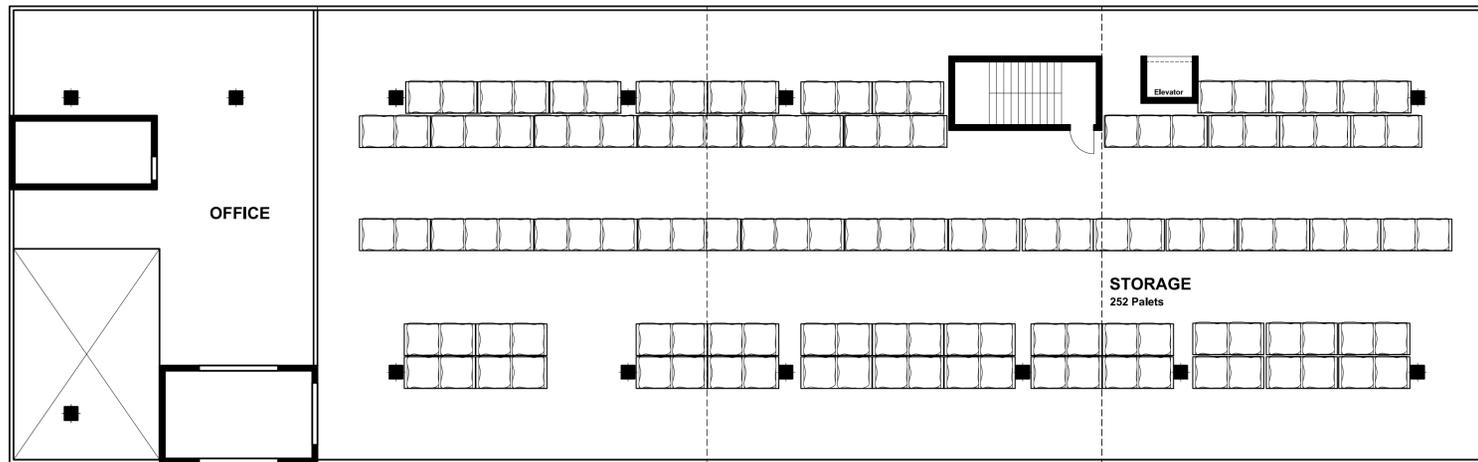


MAIN FLOOR REMODELING PLAN
Address: 2750 NICOLLET AVENUE, MINNEAPOLIS, MN.
Project: MARISSAS STORAGE ADDITION
COMMERCIAL
SCALE: 1/16" = 1'-0"
DATE: NOV 04, 2015

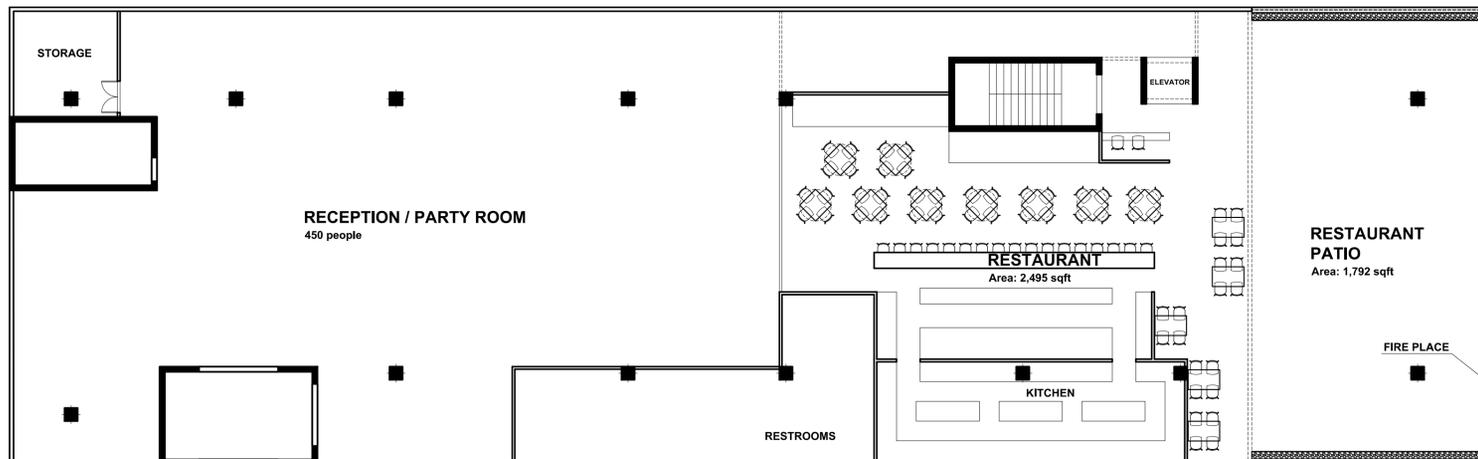
SHEET
A102



1 PROPOSED ROOF TOP
SCALE: 1/16" = 1'-0"



2 PROPOSED SECOND FLOOR - WAREHOUSE
SCALE: 1/16" = 1'-0"



3 PROPOSED THIRD FLOOR - RESTAURANT / RECEPTION ROOM
SCALE: 1/16" = 1'-0"



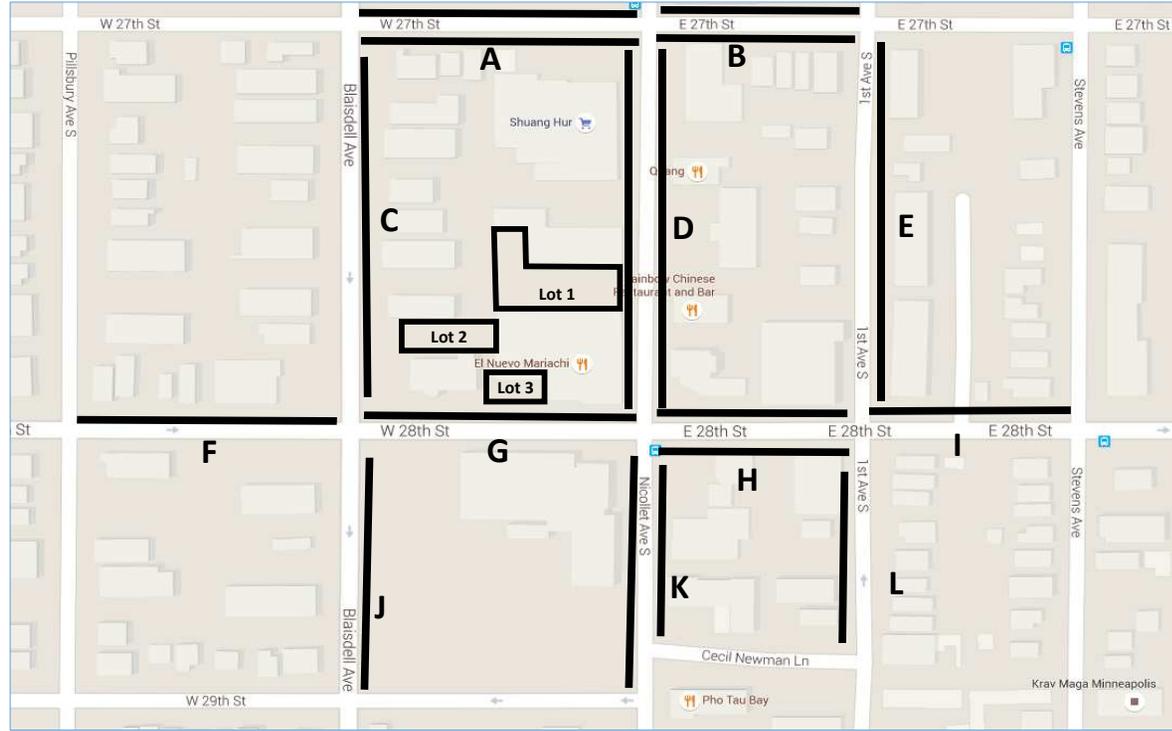
Appendix - Parking Count Data



Saturday 12/5/2015	A	B	C	D	E	F	G	H	I	J	K	L	Lot 1	Lot 2*	Lot 3
6:00	28	15	20	35	20	10	5	5	6	9	3	9	24	10	2
6:30	28	17	21	33	19	14	5	6	6	13	3	9	27	11	2
7:00	29	19	23	26	20	15	4	7	9	13	3	9	26	13	2
7:30	26	15	23	28	21	14	4	6	8	11	3	10	29	12	3
8:00	24	14	22	23	22	14	4	7	9	11	3	12	35	9	2
8:30	24	13	21	23	23	11	3	6	9	10	3	12	32	8	2
Capacity	30	21	26	37	28	15	7	14	11	16	10	10	42	15	4

*North side of lot only. South side of lot is parking for fire station.

Appendix - Parking Count Data



Thursday 12/10/2015	A	B	C	D	E	F	G	H	I	J	K	L	Lot 1	Lot 2*	Lot 3
5:00	17	14	16	10	12	13	4	7	6	15	5	6	12	8	1
5:30	18	17	16	17	16	12	4	8	7	15	6	7	18	8	1
6:00	20	15	17	28	17	12	4	8	6	13	5	6	21	10	1
6:30	23	15	18	28	17	13	0	6	6	12	1	5	13	9	1
7:00	25	15	17	24	16	12	2	6	5	12	1	5	15	9	1
7:30	25	16	18	26	16	11	1	5	6	10	0	5	15	9	1
Capacity	30	21	26	37	28	15	7	14	11	16	10	10	42	15	4

*North side of lot only. South side of lot is parking for fire station.



Picture shows view from 28th Street pointing West showing (Existing building).



Picture shows view from 28th Street and Nicollet Avenue corner pointing North-West (Existing building).



Picture shows view from Nicollet Avenue pointing North (Whittier Clinic and Existing building).



Picture shows view from Nicollet Avenue pointing South (Existing building and Whittier Clinic).



Picture shows view from Nicollet Avenue pointing West (Existing building).



Picture shows view from Nicollet Avenue pointing South-West (Existing building).



Picture shows view from Nicollet Avenue pointing South (Existing property).



Picture shows view from 28th Street pointing East (Existing property).



Picture shows view from Alley pointing Southeast (Existing property).

INGAUGE
ENGINEERING AND TECHNOLOGY

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Minneapolis, MN, 55407

