
LAND USE APPLICATION SUMMARY

Property Location: 200 West Lake Street and 2910 Pillsbury Avenue
Project Name: Karmel Square
Prepared By: Andrew Liska, Sr. City Planner, (612) 673-2264
Applicant: Basim Sabri
Project Contact: Brian Houwman
Request: To construct a mixed-use building.

Dwelling Units	113 dwelling units
Non-Residential Uses	Commercial: 180,000 sq. ft.

Required Applications:

Rezoning	Petition to rezone the property located at 2910 Pillsbury from the I1, Light Industrial district to the C2, Neighborhood Corridor Commercial district and PO, Pedestrian Oriented Overlay Districts.
Conditional Use Permit	To allow a shopping center in the C2 District.
Conditional Use Permit	To increase height in the C2 District from 4 stories or 56 feet to 9 stories, 108.3 feet.
Variance	To increase the maximum permitted Floor Area Ratio from 1.95 to 3.28
Variance	To allow a retail use greater than 30,000 square feet in area in the C2 zoning district
Site Plan Review	For a new mixed-use building

SITE DATA

Existing Zoning	2910 Pillsbury – I1, Light Industrial District 200 West Lake – C2, Neighborhood Corridor Commercial District and PO, Pedestrian Oriented Overlay District
Lot Area	152,720 square feet / 3.5 acres
Ward(s)	10
Neighborhood(s)	Whittier
Future Land Use	2910 Pillsbury – Urban Neighborhood 200 West Lake – Community Mixed Use
Goods and Services Corridor	Lake Street

Date Application Deemed Complete	November 13, 2020	Date Extension Letter Sent	NA
End of 60-Day Decision Period	January 12, 2021	End of 120-Day Decision Period	NA

Built Form	Corridor 6
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BACKGROUND

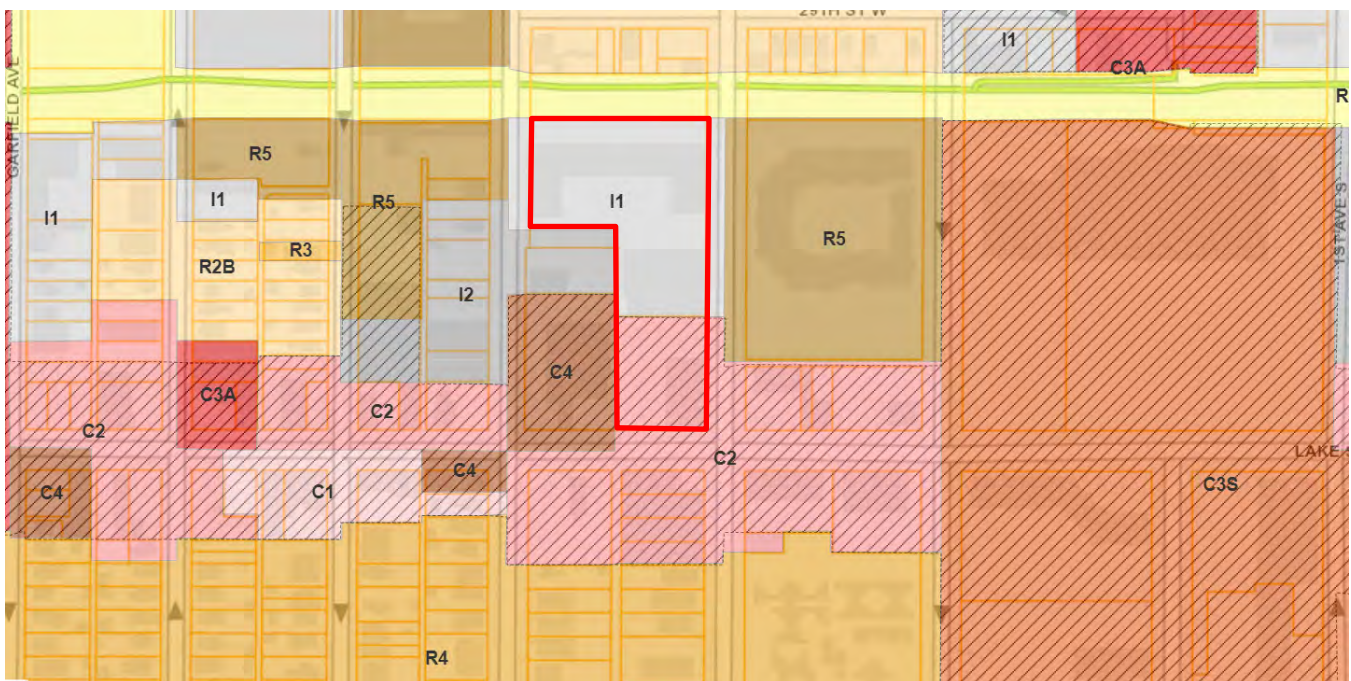
SITE DESCRIPTION AND PRESENT USE. The existing site features three structures – Karmel Plaza on the north side, Karmel Square mid-block and Walgreens on the south side fronting along Lake Street. A parking structure exists between Karmel Plaza and Karmel Square. Surface parking lots exist off Lake Street and between Walgreens and Karmel Square.

The uses associated with Karmel Plaza and Square include general retail sales and services uses, coffee shops, delicatessens, and sit-down restaurants with limited entertainment, offices, food and beverage production, and a developmental achievement center, all of which are bundled into the shopping center use. A shopping center is not a permitted use in the I1 district. The original development proposed an ethnic market. The ethnic market was classified as a farmers’ market. At the time, the zoning code did not include a definition for farmers’ markets. The farmers’ market that was approved for this site does not comply with the definition adopted in July of 2006, but the building was constructed, and the use was established prior to the code change. Under today’s code, the ethnic market that does not comply with the definition of farmers’ market and is considered a shopping center. The use is legally nonconforming.

Walgreens was damaged during the civil unrest following the death of George Floyd and has been vacant since.

The applicant brought a similar proposal to Committee of the Whole in the fall of 2019. That iteration featured a six-story proposal whereas the updated plans have expanded to nine stories as more Comprehensive Plan policy guidance has been solidified.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. There is a mix of residential and commercial uses in the immediate area. The Midtown Greenway is located to the north of the site and Lake Street on the south. The site is bordered by Pillsbury Avenue on the east and Pleasant Avenue on the west.



PROJECT DESCRIPTION. The applicant is proposing to demolish Karmel Square and Walgreens and construct a nine-story mixed-use structure that ties into Karmel Plaza on the north. The structure features eight floors of uses however the top story exceeds 14' from the floor to the peak and thus, is considered an additional story and is counted twice in terms of gross floor area. The proposal has commercial uses on the first floor, offices on the second and third floors, and 113 dwelling units in the five stories above. Auto parking is proposed to the interior of the structure that is both underground and above grade. The commercial uses along Lake Street and Pillsbury Avenue are small and have separate entrances along the street frontage. The main entrance to the shopping center is at the corner of the intersection and this provides access to the street accessible commercial uses as well as the new and existing shopping center.

Additional changes are proposed to Karmel Plaza as well. The existing mosque is expanding on the southeast side of the structure and two floors of the parking ramp (the first and the fourth) are proposed to be converted into additional shopping center, essentially rearranging the shopping center space from the previous Karmel Square building into space within Karmel Plaza. To the north of Karmel Plaza, a new promenade is proposed that will connect to the adjacent promenade to the west associated with the Rana development.

Two of the four curb cuts are proposed to be eliminated – the one off Lake Street and the southernmost cut along Pillsbury Avenue. Of the remaining two curb cuts, one off Pleasant Avenue is getting slightly reduced in width to comply with standards and the one off Pillsbury Avenue is new and proposed midblock; both lead to enclosed parking in the interior of the structures.

This proposal requires several land-use applications including: 1. Rezoning 2910 Pillsbury Avenue from I1 to C2 and PO to match 200 West Lake St; 2. A CUP to allow a shopping center in the C2 zoning district ; 3. A CUP to increase the maximum permitted height in C2; 4. A variance to increase the maximum permitted floor area ratio; 5. A variance to allow a retail use greater than 30,000 square feet in area in the C2 zoning district; and 6. Site plan review.

RELATED APPROVALS.

Planning Case #	Application(s)	Description	Action
BZZ-7324	Expansion of a non-conforming use; Site Plan Review	Building additions to floors 1-4	Approved with conditions (2015)
BZZ-7113	Site Plan Review	Construct a third floor to the existing parking structure	Approved with conditions (2015)
BZZ-6921	Site Plan Review	Clarifying previous Planning Commission approvals	Approved with conditions (2014)
BZZ-6524	Site Plan Review	Building additions and two-level parking structure	Approved with conditions (2014)
BZZ-6683	Shared loading (administratively reviewed)	Off-site loading lease with 2933 Pleasant Avenue	Approved with conditions (2014)

BZZ-6478	Shared parking (administratively reviewed)	Off-site parking lease with 2900 Pleasant Avenue	Approved with conditions (2014)
BZZ-5482	Expansion of non-conforming use and site plan review	Additional first floor additions to the shopping center and third floor addition for self-service storage	Approved with conditions (2012)
BZZ-4801	Expansion of non-conforming use and site plan review	First floor additions to the shopping center and third floor addition for self-service storage	Approved with conditions (2010)
BZZ-1361	Conditional use permit and site plan review	New 2-story farmer's market	Approved with conditions (2003)

PUBLIC COMMENTS. No comments have been received at this time; if any correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

REZONING

The Department of Community Planning and Economic Development has analyzed the application for a petition to rezone the property at 2910 Pillsbury Avenue from the I1, Light Industrial district to the C2, Neighborhood Corridor Commercial district and PO, Pedestrian Oriented Overlay district, based on the following findings:

1. *Whether the amendment is consistent with the applicable policies of the comprehensive plan.*

The proposed zoning would be consistent with the applicable guidance and policies of Minneapolis 2040 (2020):

Future Land Use	Guidance	Staff Comment
Urban Neighborhood	Urban Neighborhood is a predominantly residential area with a range of allowed building types. May include small-scale institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. Like the Neighborhood Mixed Use category, commercial uses can continue serving their existing commercial function. Commercial zoning is appropriate for these properties, while expansion of commercial uses and zoning into surrounding areas is not encouraged.	Karmel Plaza and Square are designated as Urban Neighborhood and both are existing commercial uses. Guidance notes that the commercial uses can continue to operate but should not expand into surrounding areas. All of the proposed commercial space in urban neighborhood will be contained within the existing site and structure.

<p>Community Mixed Use</p>	<p>Large-scale mixed use development is encouraged throughout these areas, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity, and are often a destination for customers coming from outside of the market area. Active uses that are accessible to the general public such as office, food service, retail, or medical establishments are required at the street level; therefore single-use residential development is not permitted. Contiguous expansion of commercial zoning is allowed.</p>	<p>The 200 West Lake Street property is designated Community mixed-use. The proposed mixed-use development aligns with this policy guidance. The first-floor plans demonstrate many small commercial uses with separate exterior entrances and the project is also seeking to add the Pedestrian Oriented Overlay. The plans reflect a design that is accommodating to pedestrians and foot traffic.</p>
<p>Goods and Services Corridor</p>	<p>Guidance</p>	<p>Staff Comment</p>
<p>Lake Street</p>	<p>Goods and Services Corridors serve two purposes: 1) To indicate where commercial uses should front in relation to properties guided for commercial future land uses, and 2) In addition to the guidance for the mixed use land use categories found in this section, Goods and Services Corridors identify where the establishment or expansion of commercial uses can be considered. Properties immediately adjacent to a Goods and Services Corridor may be considered for commercial activity, allowing for uses similar in scale and scope to the Neighborhood and Corridor Mixed Use categories.</p>	<p>The proposed mixed-use building with the proposed rezoning aligns with the goods and services corridor policy guidance.</p>
<p>Corridor 6</p>	<p>New and remodeled buildings in the Corridor 6 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 2 to 6 stories. Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Corridor 6 district. Requests to exceed 6 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.</p>	<p>The proposed height is evaluated in the CUP below for the increased height.</p>

The following goals from *Minneapolis 2040 (2020)* apply to this proposal:

Goal 2. More residents and jobs: In 2040, Minneapolis will have more residents and jobs, and all people will equitably benefit from that growth.

- Goal 3. Affordable and accessible housing: In 2040, all Minneapolis residents will be able to afford and access quality housing throughout the city.
- Goal 6. High-quality physical environment: In 2040, Minneapolis will enjoy a high-quality and distinctive physical environment in all parts of the city.
- Goal 8. Creative, cultural, and natural amenities: In 2040, Minneapolis will have the creative, cultural, and natural amenities that make the city a great place to live.
- Goal 9. Complete neighborhoods: In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.

The following policies and action steps from Minneapolis 2040 (2020) apply to this proposal:

Policy 1. Access to Housing: Increase the supply of housing and its diversity of location and types.

- a. Allow housing to be built in all areas of the city, except in Production and Distribution areas.
- c. Allow multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations.
- f. Encourage inclusion of units that can accommodate families in new and rehabilitated multifamily housing developments.

Policy 2. Access to Employment: Support employment growth downtown and in places well-served by public transportation.

- a. Establish minimum development densities for downtown and areas served by regional transit lines to ensure that enough land is available to accommodate projected employment growth.
- c. Guide new office and institutional uses to locations well-served by public transportation.
- d. Encourage large medical, educational, and cultural institutions to grow within their existing footprint, especially where territorial expansion would result in a reduction of housing stock.

Policy 4. Access to Commercial Goods and Services: Improve access to goods and services via walking, biking and transit.

- a. Allow commercial uses where they currently exist throughout the city.
- b. Designate additional areas for commercial uses in parts of the city where demand for retail goods and services exceeds the supply, and that are well-served by public transportation.
- c. Allow property owners to request expansion of commercial areas where such expansion would improve access to goods and services via walking, biking, and transit.
- d. Require commercial retail to be incorporated into new buildings in select areas of the city with the highest residential densities, highest pedestrian traffic, and most frequent transit service.
- e. Allow for increased housing supply within and adjacent to Commercial areas.
- f. Allow a full range of uses in Commercial areas intended to provide goods and services to surrounding communities.
- i. To ensure employment opportunities are provided in areas well-served by transit and mixed-use development, allow production and processing uses in Commercial Mixed Use areas while controlling for potential negative externalities through building and site design. This includes potentially designating certain identified areas to emphasize employment goals.

Policy 5. Visual Quality of New Development: Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements for both large and small projects.

- a. Allow and encourage a variety of architectural styles.
- c. Ensure that exterior building materials are durable, sustainable, create a lasting addition to the built environment, and contribute positively to the public realm and reflect existing context.
- e. Require adequate distribution of windows and architectural features in order to create visual interest.
- i. Regulate the height and bulk of buildings as represented on the built form map.
- k. Encourage roof lines and upper levels of tall buildings to be articulated with a distinguishable design.
- l. Require the podiums of tall buildings to reflect the human scale, with design elements and active uses on the ground level.
- m. Develop design guidance specific to encouraging high quality tall building construction.

Policy 6. Pedestrian-Oriented Building and Site Design: Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.

- a. Orient buildings and building entrances to the street. Encourage multiple entrances to multi-family residential buildings. The number of entrances in non-residential uses should increase in proportion to the length of the building and be located along main corridors or at the street corner.
- b. Encourage multiple storefront bays with direct connections to the sidewalk where active or commercial ground floor uses are required.
- e. Integrate components in building designs that offer seasonal protection to pedestrians, such as awnings and canopies, to encourage pedestrian activity along the street.
- i. Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, curb extensions, street trees, street lighting, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.
- k. Implement and expand regulations and incentives that promote bicycling, such as the provision of secured storage for bikes near building entrances, storage lockers, and changing and shower facilities.
- m. Discourage access to and egress from parking ramps off major corridors, instead encouraging access at mid-block locations and at right angles to minimize disruptions to pedestrian flow at the street level.
- n. Below grade parking is encouraged.
- q. Encourage the design of parking areas in ways that minimize their contribution to the urban heat island.
- t. Mitigate the impacts of auto repair and other auto-oriented uses on the pedestrian environment through building and site design requirements.
- u. Encourage safe and convenient pedestrian connections through development sites and mid-block connections in the downtown core.
- v. Limit, consolidate, and narrow driveways along pedestrian routes. In addition, discourage driveway access on Goods and Services Corridors.
- x. Discourage multiple curb cuts within a development for automobile passenger drop off and pick-up or any other use.
- y. Encourage building designs that reflect the unique site and context where they lie within the city.

2. *Whether the amendment is in the public interest and is not solely for the interest of a single property owner.*

The amendment is in the interest of the public and not solely for the interest of the property owner. The rezoning would allow for a large mixed-use structure and would expand housing options in the City and provide access to additional goods and services along a designated corridor. More, the Karmel Plaza and Square uses are a cultural hub in the City; the proposed rezoning would allow for the redevelopment of much of the site and tie into the existing mall. This rezoning would benefit the community.

3. *Whether the existing uses of property and the zoning classification of property within the general area of the property in question are compatible with the proposed zoning classification, where the amendment is to change the zoning classification of particular property.*

The existing uses of the property are legally non-conforming to the I1 zoning district and the proposed C2 zoning district with the PO overlay district better align the existing uses to the zoning district. More, the light industrial zoning does not align with policy guidance for this area. The proposed C2 zoning will be compatible with surrounding uses and zoning districts.

4. *Whether there are reasonable uses of the property in question permitted under the existing zoning classification, where the amendment is to change the zoning classification of particular property.*

There are reasonable uses for the existing zoning district, although the I1, Light Industrial zoning does not align with adopted land use policies for the area and is not compatible with adjacent uses and zoning designations. This area is between the Midtown Greenway and Lake Street – a light industrial use at this location with existing housing adjacent to the east and west does not align well with the traditional separation between industrial and residential uses. Further, the site is designated as Urban Neighborhood in the Comprehensive Plan where the Light Industrial zoning district would be more compatible with a Production and Processing or Production Mixed Use Future Land Use category.

5. *Whether there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its present zoning classification, where the amendment is to change the zoning classification of particular property.*

There have been changes to this area. While this area was more industrial in the past, those uses are moving out and more residential and commercial uses are moving in due to the proximity to the Greenway and Lake Street. With the adoption of *Minneapolis 2040*, policy guidance more clearly supports the higher-intensity mixed use development in this proposal.

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to allow a shopping center in the C2 District, based on the following findings:

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

The establishment of the shopping center in C2 zoning will not be detrimental to or endanger the public health, safety, comfort or general welfare. The Karmel Plaza shopping center will largely continue operating as it has for several years. The new shopping center accessed off Lake Street will blend well the commercial uses in the area. The shopping center will be contiguous from Lake Street to Karmel Plaza – the proposed redevelopment will be a vast improvement to the site and aims to solve the traffic and parking issues through the elimination of curb cuts while also providing parking to the interior of the site.

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 shopping center ties into the existing mall to the north, Karmel Plaza. This development will not be injurious to the use or enjoyment of other properties in the vicinity nor impede the normal and orderly development of the area. The shopping center use allows the existing Karmel Plaza to be rezoned as well as tie the new development proposal into that space through an entrance on Lake Street. Commercial uses fronting on Lake Street and Pillsbury Avenue will have separate entrances on the exterior and will have access into the shopping center as well.

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.*

The development proposal has gone through the Preliminary Development Review process with the relevant city departments and has received initial approvals; the applicant will need to apply for a building permit for this construction as well and any issues that may be discovered would be addressed before approval.

The applicant has provided a travel demand management plan and relevant city departments have reviewed and given initial approval.

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

The proposed development calls for the removal of two curb cuts – one on Lake Street and the southernmost one on Pillsbury Avenue. Removing the driveway onto the goods and services corridor and the one closest on Pillsbury will allow for better traffic management. The proposed development will affect two intersections, Lake Street/Pillsbury Avenue and Lake Street/Pleasant Avenue. The Lake/Pillsbury intersection is signal controlled and the TDMP shows this intersection can accommodate high traffic demands. The Lake/Pleasant is stop controlled and while the intersection as a whole provides a high level of service according to the TDMP, vehicles will need to find a break in traffic to enter onto Lake Street. The signal-controlled intersections at Lake Street/Grand Avenue and Lake Street/Pillsbury Avenue – aid in creating breaks in traffic.

This development has a parking requirement of 86 spaces and the applicant is providing 529 spaces. There are over 200 bicycle parking spaces and the development is on high frequency bus lines.

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

The proposed use would be consistent with the applicable guidance and policies of Minneapolis 2040 (2020):

Future Land Use	Guidance	Staff Comment
Urban Neighborhood	Urban Neighborhood is a predominantly residential area with a range of allowed building types. May include small-scale institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. Like the Neighborhood Mixed Use category, commercial uses can continue serving their	The shopping center at Karmel Plaza is existing commercial space and policy guidance allows for existing commercial uses to continue serving their commercial function. The commercial uses are not expanding beyond the existing structure at Karmel Plaza.

	existing commercial function. Commercial zoning is appropriate for these properties, while expansion of commercial uses and zoning into surrounding areas is not encouraged.	
Community Mixed Use	Large-scale mixed use development is encouraged throughout these areas, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity, and are often a destination for customers coming from outside of the market area. Active uses that are accessible to the general public such as office, food service, retail, or medical establishments are required at the street level; therefore single-use residential development is not permitted. Contiguous expansion of commercial zoning is allowed.	The proposed mixed-use development features commercial uses along Lake Street and Pillsbury Avenue with separate ground floor entrances, office space on floors two and three, and multi-family residential above. This development proposal aligns with policy guidance.
Goods and Services Corridor	Guidance	Staff Comment
Lake Street	Goods and Services Corridors serve two purposes: 1) To indicate where commercial uses should front in relation to properties guided for commercial future land uses, and 2) In addition to the guidance for the mixed use land use categories found in this section, Goods and Services Corridors identify where the establishment or expansion of commercial uses can be considered. Properties immediately adjacent to a Goods and Services Corridor may be considered for commercial activity, allowing for uses similar in scale and scope to the Neighborhood and Corridor Mixed Use categories.	Both aspects of the policy guidance for goods and services corridor are met with this development proposal. First, small commercial uses are proposed to front on Lake Street and Pillsbury Avenue – along the corridor and adjacent street. Second, the mixed-use proposal provides significant commercial, office, and residential space. The elimination of curb cuts near Lake Street associated with this proposal further strengthen the alignment of this proposal to the policy guidance.
Built Form Guidance	Guidance	Staff Comment
Corridor 6	New and remodeled buildings in the Corridor 6 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 2 to 6 stories. Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Corridor 6 district.	The proposed mixed-use structure provides commercial, office, and residential uses while integrating a design that allows for the existing structure, Karmel Plaza, on the north side of the site to seamlessly transition into the new proposed development. Building heights for

	<p>Requests to exceed 6 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.</p>	<p>this site will range from 4 to 9 stories with most of the height on the southern portion of the site. The residential component features affordable housing and large dwelling units with 55 of the 113 units being 3 or 4 bedrooms – furthering goals of the comprehensive plan.</p>
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The following goals from *Minneapolis 2040 (2020)* apply to this proposal:

- Goal 2. More residents and jobs: In 2040, Minneapolis will have more residents and jobs, and all people will equitably benefit from that growth.
- Goal 3. Affordable and accessible housing: In 2040, all Minneapolis residents will be able to afford and access quality housing throughout the city.
- Goal 6. High-quality physical environment: In 2040, Minneapolis will enjoy a high-quality and distinctive physical environment in all parts of the city.
- Goal 8. Creative, cultural, and natural amenities: In 2040, Minneapolis will have the creative, cultural, and natural amenities that make the city a great place to live.
- Goal 9. Complete neighborhoods: In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.

The following policies and action steps from *Minneapolis 2040 (2020)* apply to this proposal:

Policy 1. Access to Housing: Increase the supply of housing and its diversity of location and types.

- a. Allow housing to be built in all areas of the city, except in Production and Distribution areas.
- c. Allow multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations.
- f. Encourage inclusion of units that can accommodate families in new and rehabilitated multifamily housing developments.

Policy 2. Access to Employment: Support employment growth downtown and in places well-served by public transportation.

- a. Establish minimum development densities for downtown and areas served by regional transit lines to ensure that enough land is available to accommodate projected employment growth.
- c. Guide new office and institutional uses to locations well-served by public transportation.
- d. Encourage large medical, educational, and cultural institutions to grow within their existing footprint, especially where territorial expansion would result in a reduction of housing stock.

Policy 4. Access to Commercial Goods and Services: Improve access to goods and services via walking, biking and transit.

- a. Allow commercial uses where they currently exist throughout the city.
- b. Designate additional areas for commercial uses in parts of the city where demand for retail goods and services exceeds the supply, and that are well-served by public transportation.
- c. Allow property owners to request expansion of commercial areas where such expansion would improve access to goods and services via walking, biking, and transit.

- d. Require commercial retail to be incorporated into new buildings in select areas of the city with the highest residential densities, highest pedestrian traffic, and most frequent transit service.
- e. Allow for increased housing supply within and adjacent to Commercial areas.
- f. Allow a full range of uses in Commercial areas intended to provide goods and services to surrounding communities.
- i. To ensure employment opportunities are provided in areas well-served by transit and mixed-use development, allow production and processing uses in Commercial Mixed Use areas while controlling for potential negative externalities through building and site design. This includes potentially designating certain identified areas to emphasize employment goals.

Policy 5. Visual Quality of New Development: Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements for both large and small projects.

- a. Allow and encourage a variety of architectural styles.
- c. Ensure that exterior building materials are durable, sustainable, create a lasting addition to the built environment, and contribute positively to the public realm and reflect existing context.
- e. Require adequate distribution of windows and architectural features in order to create visual interest.
- i. Regulate the height and bulk of buildings as represented on the built form map.
- k. Encourage roof lines and upper levels of tall buildings to be articulated with a distinguishable design.
- l. Require the podiums of tall buildings to reflect the human scale, with design elements and active uses on the ground level.
- m. Develop design guidance specific to encouraging high quality tall building construction.

Policy 6. Pedestrian-Oriented Building and Site Design: Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.

- a. Orient buildings and building entrances to the street. Encourage multiple entrances to multi-family residential buildings. The number of entrances in non-residential uses should increase in proportion to the length of the building and be located along main corridors or at the street corner.
- b. Encourage multiple storefront bays with direct connections to the sidewalk where active or commercial ground floor uses are required.
- e. Integrate components in building designs that offer seasonal protection to pedestrians, such as awnings and canopies, to encourage pedestrian activity along the street.
- i. Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, curb extensions, street trees, street lighting, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.
- k. Implement and expand regulations and incentives that promote bicycling, such as the provision of secured storage for bikes near building entrances, storage lockers, and changing and shower facilities.
- m. Discourage access to and egress from parking ramps off major corridors, instead encouraging access at mid-block locations and at right angles to minimize disruptions to pedestrian flow at the street level.
- n. Below grade parking is encouraged.

- q. Encourage the design of parking areas in ways that minimize their contribution to the urban heat island.
 - t. Mitigate the impacts of auto repair and other auto-oriented uses on the pedestrian environment through building and site design requirements.
 - u. Encourage safe and convenient pedestrian connections through development sites and mid-block connections in the downtown core.
 - v. Limit, consolidate, and narrow driveways along pedestrian routes. In addition, discourage driveway access on Goods and Services Corridors.
 - x. Discourage multiple curb cuts within a development for automobile passenger drop off and pick-up or any other use.
 - y. Encourage building designs that reflect the unique site and context where they lie within the city.
6. *The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.*

If all the requested land use applications are approved, the proposal will comply with all provisions of the C2 Zoning District.

CONDITIONAL USE PERMIT

The Department of Community Planning and Economic Development has analyzed the application to increase height in the C2 District from 4 stories or 56 feet to 9 stories, 108.3 feet, 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 increase in height of this development will not be detrimental to or endanger the public health, safety, comfort, or general welfare. The proposed mixed-use development would revitalize this area on Lake Street and would create commercial space as well as multi-family residential along a Goods and Services Corridor. Height, in general, has no impact on public health or safety.

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 requested increase to the height would not be injurious to the use and enjoyment of other properties in the vicinity. When tall structures are proposed shadowing can be an issue. However, the proposed north-south orientation of the structure minimizes negative shadowing. Much of the shadowing associated with the structure would shadow itself compared to a structure oriented east-west. The height is distributed in a way where most is along Lake Street and the southern section of Pillsbury Avenue. The height is reduced as you approach the Midtown Greenway.

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

The development proposal has gone through Preliminary Development Review with the relevant city departments and has received initial approvals; the applicant will need to apply for a building permit for construction and any issues that may be discovered would be addressed before approval.

The applicant has provided a transportation demand management plan and appropriate city departments have reviewed and given initial approval.

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

The proposed development calls for the removal of two curb cuts – one on Lake Street and the southernmost one on Pillsbury Avenue. Removing the driveway onto the goods and services corridor and the one closest on Pillsbury will allow for better traffic management. The proposed development will affect two intersections, Lake Street/Pillsbury Avenue and Lake Street/Pleasant Avenue. The Lake/Pillsbury intersection is signal controlled and the TDMP shows this intersection can accommodate high traffic demands. The Lake/Pleasant is stop controlled and while the intersection as a whole provides a high level of service according to the TDMP, vehicles will need to find a break in traffic to enter onto Lake Street. The signal-controlled intersections at Lake Street/Grand Avenue and Lake Street/Pillsbury Avenue – aid in creating breaks in traffic.

This development has a parking requirement of 86 spaces and the applicant is providing 529 spaces. There are over 200 bicycle parking spaces and the development is on high frequency bus lines.

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

The proposed use would be consistent with the applicable guidance and policies of Minneapolis 2040 (2020):

Future Land Use	Guidance	Staff Comment
Urban Neighborhood	Urban Neighborhood is a predominantly residential area with a range of allowed building types. May include small-scale institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. Like the Neighborhood Mixed Use category, commercial uses can continue serving their existing commercial function. Commercial zoning is appropriate for these properties, while expansion of commercial uses and zoning into surrounding areas is not encouraged.	The urban neighborhood portion of the site is where Karmel Plaza exists. The commercial uses are expanding with the structure and not expanding into other areas. The notable change in height within this future land use designation is to allow for a small expansion of the existing mosque. This aligns with the policy guidance.
Community Mixed Use	Large-scale mixed-use development is encouraged throughout these areas, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity, and are often a destination for customers coming from outside of the market area. Active uses that are accessible to the general public such as office, food service, retail, or medical establishments are required at the street level; therefore single-use residential development is not permitted. Contiguous expansion of commercial zoning is allowed.	The large mixed-use proposal with small commercial spaces fronting Lake Street and Pillsbury Avenue aligns with policy guidance. The increased height allows for three stories of commercial and office space as well as five stories of residential. The proposed height increase allows for larger units that can house families as opposed to single person occupancy.
Goods and Services Corridor	Guidance	Staff Comment

<p>Lake Street</p>	<p>Goods and Services Corridors serve two purposes: 1) To indicate where commercial uses should front in relation to properties guided for commercial future land uses, and 2) In addition to the guidance for the mixed use land use categories found in this section, Goods and Services Corridors identify where the establishment or expansion of commercial uses can be considered. Properties immediately adjacent to a Goods and Services Corridor may be considered for commercial activity, allowing for uses similar in scale and scope to the Neighborhood and Corridor Mixed Use categories.</p>	<p>The commercial uses along Lake Street and Pillsbury Avenue comply with the policy guidance. Most of the small commercial spaces have separate entrances while the interior space is a shopping center with additional amenities. The proposal has ground floor commercial uses, second and third floor office uses with residential above. The increased height allows for significantly larger dwelling units - three and four bedroom units account for 55 of the 113 units. This allows for families to live in the proposed development.</p>
<p>Built Form Guidance</p>	<p>Guidance</p>	<p>Staff Comment</p>
<p>Corridor 6</p>	<p>New and remodeled buildings in the Corridor 6 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 2 to 6 stories. Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Corridor 6 district. Requests to exceed 6 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.</p>	<p>The mixed-use development contains three stories of commercial and office uses and five stories of residential. The proposed increase in height allows the project to provide a significant number of dwelling units while also providing large dwelling units where families can reside –55 of the 113 units are three or four bedrooms.</p>

The increase in height from 4 stories to 9 stories is seen as a means for further achieving the following goals from *Minneapolis 2040 (2020)*:

- Goal 2. More residents and jobs: In 2040, Minneapolis will have more residents and jobs, and all people will equitably benefit from that growth.
- Goal 3. Affordable and accessible housing: In 2040, all Minneapolis residents will be able to afford and access quality housing throughout the city.
- Goal 6. High-quality physical environment: In 2040, Minneapolis will enjoy a high-quality and distinctive physical environment in all parts of the city.
- Goal 8. Creative, cultural, and natural amenities: In 2040, Minneapolis will have the creative, cultural, and natural amenities that make the city a great place to live.
- Goal 9. Complete neighborhoods: In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.

The draft built form regulations include a premium structure for height increases. Projects can increase height by one story for each premium provided. In this case, the applicant would be required to provide three

premiums to increase height from 6 stories (Corridor 6) to 9 stories. While this work has not been approved by City Council, the proposed project would qualify for several premiums under the draft proposal. Those premiums are as follows:

- **Enhanced Public Realm:** The proposed promenade along the north side of the site will connect to the promenade to the west associated with the Rana development. The promenade will feature water features, landscaping, benches, and more that will add to the pedestrian scale improvements associated with this project.
- **Grocery Store:** The proposed grocery store near the Lake Street entrance will serve both residents of the structure and the surrounding area.
- **Mixed Use building:** The proposed mixed-use building features three stories of commercial and five stories of residential. The commercial space features a grocery store as well as a shopping center. The shopping center allows for economic opportunities for small business ownership especially for minorities and allows people to live near a goods and services corridor with transit options. The proposed structure will connect to Karmel Plaza and further strengthen the cultural hub this use is known for.

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

If all the requested land use applications are approved, the proposal will comply with all provisions of the C2 Zoning District and the PO Pedestrian Oriented Overlay District.

Additional Standards to Increase Maximum Height

In addition to the conditional use permit standards, the Planning Commission shall consider, but not be limited to, the following factors when determining the maximum height of principal structures in commercial districts:

1. *Access to light and air of surrounding properties.*

The proposed nine story structure will not negatively impact the access to light and air for surrounding properties. The north-south orientation of the structure contributes to the preservation of both light and air for surrounding properties. Most of the shadowing on adjacent properties is in the winter months and the low sun angle from the south can cast long shadows to the north. The north-south orientation of the building will essentially shadow itself and Karmel Plaza to the north. The proposed structure will be over 230 feet from the lot line that borders the Midtown Greenway. Any southern shadowing would be minimal as the east-west depth of the proposed structure is fairly narrow.

2. *Shadowing of residential properties, significant public spaces, or existing solar energy systems.*

There is no significant shadowing of residential properties, significant public spaces, including the Midtown Greenway, or existing solar energy systems.

3. *The scale and character of surrounding uses.*

The proposed project would be somewhat taller than surrounding structures. Most structures in the vicinity are single story commercial uses or 3 to 4 story residential uses. The land use and built form guidance for the site supports a change in height and character for the surrounding area with policy support for Corridor 6 built form with the ability to go higher as a means of further addressing comprehensive plan goals. Most of the height associated with the proposal is along Lake Street and the southern portion of Pillsbury Avenue – as you move north, the building steps down to the existing four-story structure. This area that is four stories is closest to existing adjacent residential uses.

4. *Preservation of views of landmark buildings, significant open spaces or water bodies.*

The proposal will not affect views of landmark buildings, significant open space or water bodies.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to increase the maximum permitted floor area ratio from 2.975 to 3.28, based on the following findings:

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

Practical difficulties exist in complying with the ordinance. This site is large in terms of area although not overly wide especially on the southern portion of the site. This unique shaped parcel creates a practical difficulty from a redevelopment standpoint. The proposal aims to provide a mixed-use structure while also furthering comprehensive plan goals. The narrow site and unique shape of the lot does not allow for defined façade breaks as a deeper site would allow for due to the lack of overall building depth. The structure reflects the lack of depth of the site through the proposed design. The design features smaller façade breaks and visual interest on the upper floor to accommodate the narrow section of the parcel; this results in a higher floor area ratio and the design is a result of the unique narrowness of this site. The visual interest in the upper most floor of the proposed structure exceeds fourteen (14) feet from floor to roof peak and is counted twice as gross floor area. (At Committee of the Whole, the commission expressed interest in having the applicant make changes to enhance the uppermost floor for visual interest and this is reflected on the plans.)

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 property owner is proposing to use the property in a reasonable manner that is keeping with the spirit and intent of the ordinance and the comprehensive plan. The comprehensive plan policy guidance calls for buildings up to 6 stories in height with the ability to increase height beyond when goals of the comp plan are furthered. The intent of the FAR maximum is to regulate bulk and create a compatible built form. The proposal aims to further comp plan goals (see CUP findings for height increase) and with this comes a higher floor area ratio. This is providing a new mixed-use structure along a goods and services corridor while also providing affordable housing that includes three-or four-bedroom units in 55 of the 113 dwelling units. The proposed FAR is within the maximum proposed for the Corridor 6 Built Form district in the draft built-form text amendment. The proposed base FAR maximum in the Corridor 6 Built Form District is 3.4.

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

The proposed floor area ratio increase will be greater than much of the older, existing, single story commercial structures with surface parking lots in the immediate area although the general essential character of the area is a bit more diverse in bulk and size. There are taller structures as you move along Lake Street and also along the southern side of the Midtown Greenway. The proposed variance will not be injurious to the use or enjoyment of other properties nor will it be detrimental to health, safety, or welfare of the general public.

VARIANCE

The Department of Community Planning and Economic Development has analyzed the application for a variance to increase the size of a single use in the C2 district from 30,000 square foot to 143,600 square feet, based on the following findings:

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

There are two practical difficulties that exist in complying with the ordinance that are unique to this property. First, Karmel Plaza and Square were lawfully established prior to a code change that made these uses legally non-conforming. The legal non-conforming use that exists makes redeveloping this site very challenging. The existing and proposed shopping center are unique to this site and the use is not based on economic considerations.

Second, the site is very large. Spanning a city block and occupying over 152,000 square feet in size, the size of the site creates a practical difficulty in complying with code. While code's maximum square footage of 30,000 square feet may regulate smaller lots and smaller developments, it presents a practical difficulty when large lots are being developed.

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 variance request is reasonable and is keeping with the spirit and intent of the ordinance. The legal non-conforming use associated with the Karmel Square structure is being rearranged into Karmel Plaza; this rearrangement will allow for the development of the rest of the site into a bringing a culture hub, affordable housing, and a grocery/cooperative to an underserved area. While the use is over 30,000 square feet, the shopping center is comprised of several smaller uses. These smaller uses meet the spirit and intent of the ordinance.

Being located along Lake Street, a goods and services corridor, the shopping center has an entrance at the corner of Lake and Pillsbury, with other entry points off Pillsbury Avenue as well as from the internal parking. The Zoning Code aims to provide a variety of uses by limiting any single use to 30,000 square feet but the code set this limit with the intent that most sites would be significantly smaller than this site. When the size of the site is taken into consideration, this request is reasonable and aligns with code.

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

The proposed variance will not alter the essential character of the area or be injurious to the use or enjoyment of other properties in the area. The proposed development will significantly improve function and flow of customers in the shopping center. Overall, the amount of shopping center use on site will increase but the redevelopment of the site will result in an improved traffic and parking situation.

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:

Applicable Standards of Chapter 530, Site Plan Review

BUILDING PLACEMENT AND DESIGN

Building placement – Meets requirements

- The proposed project would comply with the building placement standards.

- The first floor of the building is located within eight feet of the front lot line on Lake Street and Pillsbury Avenue.
- The placement of the building reinforces the street wall, maximizes natural surveillance and visibility, and facilitates pedestrian access and circulation.
- All on-site accessory parking is located to the interior of the structure and is wrapped by active uses; additional parking is located below grade.

Principal entrances – Meets requirements

- The proposed project would comply with the principal entrances standards.
- The building is on the corner of Pillsbury Avenue and Lake Street and the main entrance is located on the corner and is clearly defined by architectural features.
- Additional commercial entrances front along Lake Street and Pillsbury Avenue.

Visual interest – Requires alternative compliance

- The proposed project would comply with the visual interest standards.
- The building walls provide architectural detail and contain windows in order to create visual interest.
- The proposed building emphasizes architectural elements – including recesses, projections, windows, and entries – to divide the building into smaller identifiable sections.
- There is a section of blank, uninterrupted wall on the north elevation. This requires alternative compliance.

Exterior materials – Meets requirements

- The applicant is proposing brick and fiber cement as the building’s primary exterior materials. Exterior material changes at a later date may require review by the Planning Commission and an amendment to the site plan review.
- Each elevation would comply with the City’s durability standards for exterior materials.
- 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.
- The exterior materials and appearance of the rear and side walls of the building are similar to and compatible with the front of the building.

Percentage of Exterior Materials per Elevation

Material	Allowed Max	North	South	East	West
Brick (face)	100%	27%	44%	28%	9%
Glass	100%	13%	33%	31%	20%
Stucco	75%	--	--	--	28%
Fiber Cement (≥ 5/8")	75%	60%	21%	33%	43%
Metal Panel	75%	--	8%	6%	--

Windows – Meets requirements

- The proposed project would comply with the minimum window requirements.
- For residential uses, the zoning code requires that no less than 20 percent of the walls on the first floor, and no less than ten percent of the walls on each floor above the first that face a public street, public sidewalk, public pathway, or on-site parking lot, shall be windows. The project is in compliance with the minimum window requirement.
- 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. No less than ten percent of the walls on each floor above the first that face a public street, public

sidewalk, public pathway, or on-site parking lot, shall be windows. Based on the floor plans, all proposed shelving, mechanical equipment, and other similar fixtures allow views into and out of the building between four and seven feet above the adjacent grade. The project is in compliance with the minimum window requirement.

- Each individual ground level tenant complies with the minimum window requirements.
- All windows are vertical in proportion and are evenly distributed along the building walls.

Window Requirements for Residential Uses

Floor	Code		Proposed	
4 th – 8 th – Lake St	10% minimum	130 sq. ft.	41%	528 sq. ft.
4 th – 8 th - Pillsbury	10% minimum	288 sq. ft.	36%	1026 sq. ft.

Window Requirements for Non-Residential Uses

Floor	Code		Proposed	
1 st – Lake St	40% minimum	518 sq. ft.	77%	994 sq. ft.
2 nd and 3 rd – Lake St	10% minimum	130 sq. ft.	59%	758 sq. ft.
1 st – Pillsbury	40% minimum	1152 sq. ft.	64%	1855 sq. ft.
2 nd and 3 rd – Pillsbury	10% minimum	288 sq. ft.	59%	1698 sq. ft.

Ground floor active functions – Requires alternative compliance

- The ground floor facing Lake Street contains 100 percent (164 feet) active functions.
- The ground floor facing Pillsbury Avenue is a combination of the proposed structure and the existing Karmel Plaza. The proposed development contains 84 percent (300 feet) active functions however, when adding the existing Karmel Plaza into the calculations, the ground floor facing Pillsbury Avenue contains 69 percent (393 feet of active functions) – this requires alternative compliance.

Roof line – Meets requirements

- The principal roof line of the building would be similar to that of surrounding buildings.

Parking garages – Meets requirements

- The proposed parking garage complies with the minimum ground floor active functions requirements.
- Above the ground floor, none of the parking abuts building walls facing public streets, sidewalks, or public pathways.
- Vehicles and internal garage lighting would be screened as viewed from the public right-of-way and nearby properties.
- The top level of the parking ramp associated with Karmel Plaza is screened as viewed from above.
- The applicant is proposing exterior materials and adding windows that cover and diminish the visibility of any sloping floor.

ACCESS AND CIRCULATION

Pedestrian access – Meets requirements

- There would be clear and well-lit walkways at least four feet in width connecting building entrances to the adjacent public sidewalk and on-site parking facilities.
- The promenade proposed on the north side of the lot will connect to the promenade associated with the Rana development that exists on the west side of Pleasant Avenue.

Transit access – Not applicable

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

Vehicular access – Meets requirements

- The proposed project would comply with the vehicular access requirements.
- Vehicular access and circulation has been designed to minimize conflicts with pedestrian traffic and with surrounding residential uses.
- Curb cuts have been consolidated along Pillsbury Avenue going from two large curb cuts to one 25-foot wide curb cut; the curb cut on Lake Street has been eliminated. The curb cut on Pleasant Avenue will be reduced to comply with width requirements.
- There is no public alley adjacent to the site. The alley between Pillsbury Avenue and Pleasant Avenue is owned by the applicant.
- Service vehicle access does not conflict with pedestrian traffic. Truck loading areas are not located next to residence or office residence districts.
- There is no maximum impervious surface requirement in the C2 zoning district.

LANDSCAPING AND SCREENING

General landscaping and screening – Meets requirements

- The proposed project would comply with the general landscaping and screening requirements.
- The overall composition and location of landscaped areas complement the scale of development and its surroundings.
- At least 20 percent of the site not occupied by the building is landscaped. The applicant is proposing approximately 9,808 square feet of landscaping on site, or approximately 35 percent of the site not occupied by buildings.
- 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 11 and the applicant is proposing a total of 14 trees on site. Additional trees are proposed in the public right-of-way as well.
- 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 56 and the applicant is proposing 62 shrubs. Additional shrubs are proposed in the right-of-way as well.
- The remainder of the required landscaped area is covered with turf grass, native grasses, perennial flowering plants, vines, shrubs and other trees.

Landscaping and Screening Requirements

Requirement	Required	Proposed
Lot Area	--	152,720 sq. ft.
Building Footprint	--	124,640 sq. ft.
Area Not Covered by Buildings	--	28,080 sq. ft.
Landscaped Area	5,616 sq. ft.	9,820 sq. ft.
Canopy Trees (1:500 sq. ft.)	11 trees	14 trees
Shrubs (1:100 sq. ft.)	57 shrubs	62 shrubs

Parking and loading landscaping and screening – Not applicable

- There is no surface parking proposed, so the site is not subject to the screening and landscaping requirements for parking areas per section 530.170.

Additional landscaping requirements – Meets requirements

- The project appears to comply with the additional landscaping requirements in sections 530.180, 530.190, 530.200, and 530.210 of the zoning code.
- All other areas not occupied by buildings, parking and loading facilities, or driveways would be covered with turf grass, native grasses, perennials, wood mulch, shrubs, and trees.

ADDITIONAL STANDARDS

Concrete curbs and wheel stops – Not applicable

- There are no surface parking spaces proposed on the site.

Site context – Meets requirements

- The proposed project would comply with the site context requirements.
- The Midtown Greenway exists to the north of the site. Karmel Plaza, the structure closest greenway, is not being altered in a way that will negatively impact the trail through increased shadowing. The mosque area will be added onto but this expansion is to the southeast side of the structure, minimizing any potential shadowing.
- There is a proposed promenade between Karmel Plaza and the Midtown Greenway which will enhance the site and public realm associated with this project. The proposed promenade aligns with the promenade associated with the Rana development on the opposite side of Pleasant Avenue.
- 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 proposed project would comply with crime prevention through environmental design (CPTED) standards.
- 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

- The applicant received a historic review letter for the Karmel Square structure and the building was determined not to be of historic significance.

Applicable Regulations of the Zoning Ordinance

The proposed shopping center use associated with this project is a conditional use in the C2 District.

Off-street Parking and Loading – Requires conditional use permit

- The proposed project complies with the applicable vehicle parking, bicycle parking, and a CUP is required for the loading requirements as a shopping center is a conditional use in the C2 zoning district.
- The minimum off-street vehicle parking requirement is 86 spaces; the applicant is proposing 529 spaces.

- The minimum bicycle parking requirement is 119 spaces; the applicant is proposing 214 spaces.
- The off-street loading requirement for a shopping center is as determined by conditional use permit. Karmel Plaza (the existing shopping center) was originally established as a farmers’ market and was a nonconforming use in the I1 district, the zoning administrator determined that the loading requirement would be based on the principal uses in the shopping center. When a development includes more than one nonresidential use with a low, medium, or high loading requirement, the square footage of uses within the same rating category are added together in order to determine the number of required loading spaces. The shopping center uses, the place of assembly and clinics fall into the low rating. When uses with a low rating occupy between 50,001 and 200,000 square feet of gross floor area, a minimum of two small loading spaces are required.

Vehicle Parking Requirements Per Use (Chapter 541)

Use	Minimum	Reductions	Minimum	Maximum	Proposed
Shopping Center	200	(PO)	0	516	--
Place of Assembly	54	(PO)	0	217	--
Offices/Clinics	129	(PO)	0	339	--
Residential Dwellings	113	Transit Incentives (17)	86	--	--
	497	411	86	1072	529

Bicycle Parking Requirements (Chapter 541)

Use	Minimum	Short-Term	Long-Term	Proposed
Shopping Center	28	110	--	110
Place of Assembly	0	-	--	
Offices / Clinics	6	41	--	41
Residential Dwellings	85	--	83	83
	119	151	83	234

Loading Requirements (Chapter 541)

Use	Loading Requirement	Loading Spaces	Proposed
Shopping Center	As approved by C.U.P.	2 small spaces	2 small spaces
Place of Assembly	Low	--	
Offices / Clinics	Medium	1 large space	1 large space
Residential Dwellings	1 small space for multi-family 100 – 250 dwelling units	1 small space	1 small space
	4 spaces (3 small, 1 large)		4 spaces (3 small, 1 large)

Building Bulk and Height – Requires conditional use permit and variance

- The proposed project requires a conditional use permit to increase height in the C2 zoning district from 4 stories / 56 feet to 9 stories / 108.3 feet.

- The proposed project is seeking a variance to increase the maximum permitted floor area ratio from 1.95 to 3.28.
- Included in this GFA calculation is the sections on the highest roof on the top floors of Karmel Square and Karmel Plaza that exceed the 14 feet height maximum.

Building Bulk and Height Requirements

Requirement	Code	Bonuses	Total	Proposed
Lot Area	--	--	--	152,720 square feet / 3.5 acres
Gross Floor Area	--	--	--	501,440 sq. ft
Min. Floor Area Ratio	1.0	--	--	3.28
Max. Floor Area Ratio	1.7	+ 0.425 for enclosed parking +0.425 for affordable housing +.425 for mixed commercial-residential	2.975	3.28
Max. Building Height	4 stories or 56 feet, whichever is less	--	--	9 stories; 108.3 feet

Lot and Residential Unit Requirements – Meets requirements

- The proposed project would meet the applicable lot and residential unit requirements.
- The proposed dwelling units meet the minimum gross floor area requirement of 500 sq. ft. per unit or 350 sq. ft. per efficiency unit.
- The application is subject to Inclusionary Zoning per section 535.90(a) of the zoning code.
- Inclusionary housing is required based on the unit count. The applicant will be required to work with CPED Housing to ensure that the applicable requirements are met.

Lot and Residential Unit Requirements Summary

Requirement	Code	Proposed
Lot Area	none	152,720 sq. ft.
Lot Width	none	175 ft to 350 ft.
Impervious Surface Area	NA	94%
Lot Coverage	NA	82%
Dwelling Units (DU)	--	113 DUs
Net Residential Area	--	174,440 sq. ft.

Yard Requirements – Not applicable

- The project is not subject to required yards with the proposed rezoning to C2 and not having any adjacent residential properties or uses that would require a reflective setback.

Signs – Not applicable

- There is no signage proposed at this time.
- The applicant notes that future commercial tenant signage is to be located on the awnings along Lake Street and Pillsbury Avenue.
- The applicant will be required to submit a separate sign permit application for any signage that is proposed.

Screening of Mechanical Equipment – Meets requirements

- All mechanical equipment is enclosed within the building or is screened from the public street by the building itself.

Refuse Screening – Meets requirements

- All refuse and recycling storage containers are located within the building.
- The cardboard compactor is fully screened from view.

Lighting – Meets requirements with Conditions of Approval

- Existing and proposed lighting must comply with Chapter 535 and Chapter 541 of the zoning code; a condition of approval has been added for this aspect of the project.

Fences – Not applicable

- There is no fencing proposed.

Specific Development Standards – Not applicable

PO Overlay District Standards – Meets requirements

- The proposal is in compliance with the PO Overlay District standards associated with the Hennepin, Lyndale, Lagoon, Lake area.

Applicable Policies of the Comprehensive Plan

The proposed use would be consistent with the applicable guidance and policies of *Minneapolis 2040 (2020)*:

Future Land Use	Guidance	Staff Comment
<p>Urban Neighborhood</p>	<p>Urban Neighborhood is a predominantly residential area with a range of allowed building types. May include small-scale institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. Like the Neighborhood Mixed Use category, commercial uses can continue serving their existing commercial function. Commercial zoning is appropriate for these properties, while expansion of commercial uses and zoning into surrounding areas is not encouraged.</p>	<p>The northern portion of the site is designated as urban neighborhood. This area of the site is the existing shopping center that is proposed to remain. Additional commercial uses are proposed to be relocated within the existing structure. Policy guidance supports this rearrangement of commercial space within the existing structure as the commercial uses are not physically expanding beyond the confines of the structure or zoning lot.</p>

<p>Community Mixed Use</p>	<p>Large-scale mixed use development is encouraged throughout these areas, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity, and are often a destination for customers coming from outside of the market area. Active uses that are accessible to the general public such as office, food service, retail, or medical establishments are required at the street level; therefore single-use residential development is not permitted. Contiguous expansion of commercial zoning is allowed.</p>	<p>The mixed-use development aligns with this policy guidance. The ground floor on Lake Street and Pillsbury Avenue is lined with commercial uses with separate exterior entrances. The interior space is a shopping center that allows for additional small-scale commercial tenants. On floors two and three, there are office uses. On floors four through eight, multi-family residential.</p>
<p>Goods and Services Corridor</p>	<p>Guidance</p>	<p>Staff Comment</p>
<p>Lake Street</p>	<p>Goods and Services Corridors serve two purposes: 1) To indicate where commercial uses should front in relation to properties guided for commercial future land uses, and 2) In addition to the guidance for the mixed use land use categories found in this section, Goods and Services Corridors identify where the establishment or expansion of commercial uses can be considered. Properties immediately adjacent to a Goods and Services Corridor may be considered for commercial activity, allowing for uses similar in scale and scope to the Neighborhood and Corridor Mixed Use categories.</p>	<p>The proposed ground floor commercial uses front along Lake Street and Pillsbury Avenue. Beyond this, the main entrance to the shopping center is on the corner of the intersection and allows for access into the new development as well as to the existing mall at Karmel Plaza.</p>
<p>Built Form</p>	<p>Guidance</p>	<p>Staff Comment</p>
<p>Corridor 6</p>	<p>New and remodeled buildings in the Corridor 6 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 2 to 6 stories. Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Corridor 6 district. Requests to exceed 6 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.</p>	<p>The applicant is proposing a 9-story mixed-use structure that is furthering goals of the comprehensive plan. The multi-family residential on floors four through eight are not only affordable units but 55 of the 113 are 3 or 4 bedrooms – this allows the units to accommodate families. See above for a detailed analysis of how the proposed height aligns with comprehensive plan goals.</p>

The following policies and action steps from *Minneapolis 2040 (2020)* apply to this proposal:

Policy 1. Access to Housing: Increase the supply of housing and its diversity of location and types.

- a. Allow housing to be built in all areas of the city, except in Production and Distribution areas.
- c. Allow multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations.
- f. Encourage inclusion of units that can accommodate families in new and rehabilitated multifamily housing developments.

Policy 2. Access to Employment: Support employment growth downtown and in places well-served by public transportation.

- a. Establish minimum development densities for downtown and areas served by regional transit lines to ensure that enough land is available to accommodate projected employment growth.
- c. Guide new office and institutional uses to locations well-served by public transportation.
- d. Encourage large medical, educational, and cultural institutions to grow within their existing footprint, especially where territorial expansion would result in a reduction of housing stock.

Policy 4. Access to Commercial Goods and Services: Improve access to goods and services via walking, biking and transit.

- a. Allow commercial uses where they currently exist throughout the city.
- b. Designate additional areas for commercial uses in parts of the city where demand for retail goods and services exceeds the supply, and that are well-served by public transportation.
- c. Allow property owners to request expansion of commercial areas where such expansion would improve access to goods and services via walking, biking, and transit.
- d. Require commercial retail to be incorporated into new buildings in select areas of the city with the highest residential densities, highest pedestrian traffic, and most frequent transit service.
- e. Allow for increased housing supply within and adjacent to Commercial areas.
- f. Allow a full range of uses in Commercial areas intended to provide goods and services to surrounding communities.
- i. To ensure employment opportunities are provided in areas well-served by transit and mixed-use development, allow production and processing uses in Commercial Mixed Use areas while controlling for potential negative externalities through building and site design. This includes potentially designating certain identified areas to emphasize employment goals.

Policy 5. Visual Quality of New Development: Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements for both large and small projects.

- a. Allow and encourage a variety of architectural styles.
- c. Ensure that exterior building materials are durable, sustainable, create a lasting addition to the built environment, and contribute positively to the public realm and reflect existing context.
- e. Require adequate distribution of windows and architectural features in order to create visual interest.
- i. Regulate the height and bulk of buildings as represented on the built form map.
- k. Encourage roof lines and upper levels of tall buildings to be articulated with a distinguishable design.
- l. Require the podiums of tall buildings to reflect the human scale, with design elements and active uses on the ground level.

m. Develop design guidance specific to encouraging high quality tall building construction.

Policy 6. Pedestrian-Oriented Building and Site Design: Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.

- a. Orient buildings and building entrances to the street. Encourage multiple entrances to multi-family residential buildings. The number of entrances in non-residential uses should increase in proportion to the length of the building and be located along main corridors or at the street corner.
- b. Encourage multiple storefront bays with direct connections to the sidewalk where active or commercial ground floor uses are required.
- e. Integrate components in building designs that offer seasonal protection to pedestrians, such as awnings and canopies, to encourage pedestrian activity along the street.
- i. Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, curb extensions, street trees, street lighting, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.
- k. Implement and expand regulations and incentives that promote bicycling, such as the provision of secured storage for bikes near building entrances, storage lockers, and changing and shower facilities.
- m. Discourage access to and egress from parking ramps off major corridors, instead encouraging access at mid-block locations and at right angles to minimize disruptions to pedestrian flow at the street level.
- n. Below grade parking is encouraged.
- q. Encourage the design of parking areas in ways that minimize their contribution to the urban heat island.
- t. Mitigate the impacts of auto repair and other auto-oriented uses on the pedestrian environment through building and site design requirements.
- u. Encourage safe and convenient pedestrian connections through development sites and mid-block connections in the downtown core.
- v. Limit, consolidate, and narrow driveways along pedestrian routes. In addition, discourage driveway access on Goods and Services Corridors.
- x. Discourage multiple curb cuts within a development for automobile passenger drop off and pick-up or any other use.
- y. Encourage building designs that reflect the unique site and context where they lie within the city.

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:

Standard	Description	Staff Recommendation
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<p>Blank Walls</p>	<p>There is are large sections of blank wall on multiple floors of the new structure’s northern elevation exceeding 25’ in length.</p>	<p>Staff finds this blank wall should be addressed through windows or façade breaks. <u>Staff recommends denying the alternative compliance.</u></p>
<p>Ground Floor Active Functions</p>	<p>The ground floor facing Pillsbury Avenue is a combination of the existing structure of Karmel Plaza and the proposed Karmel Square. The Karmel Square portion contains 84 percent (300 feet) active functions. When adding the existing Karmel Plaza structure into the calculations, the ground floor facing Pillsbury Avenue is at 69 percent (393 feet of active functions) – whereas 70% is required.</p>	<p>The proposed structure greatly exceeds the 70% ground floor active function; the existing use at Karmel Plaza is the reason this is below the minimum. The reconfigured entrance midblock to the existing mall at will be a significant enhancement to the Karmel Plaza. <u>Staff recommends granting alternative compliance.</u></p>

FOR REZONINGS ONLY

ZONING PLATE NUMBER. 25

LEGAL DESCRIPTION. LOTS 1, 2, AND 3, BLOCK 9, LINDLEY & LINGENFELTER\’S ADDITION TO MINNEAPOLIS; INCLUDING THE ADJACENT VACATED HALF OF ALLEY AND STREET ALSO LOTS 5, 6, 7, 8, 9, 10, 11 AND 12, BLOCK 4, LINDLEY & LINGENFELTER\’S ADDITION TO MINNEAPOLIS; AND THAT PART OF THE VACATED ALLEY DEDICATED IN SAID BLOCK 4 LYING BETWEEN THE WESTERLY EXTENSIONS OF THE NORTH LINE OF SAID LOT 5 AND THE SOUTH LINE OF SAID LOT 8; AND THAT PART OF THE NORTHERLY HALF OF VACATED ELROY STREET, DEDICATED IN THE PLAT OF LINDLEY & LINGENFELTER\’S ADDITION TO MINNEAPOLIS AS 32ND STREET, WHICH LIES WESTERLY OF THE SOUTHERLY EXTENSION OF THE EAST LINE OF BLOCK 4, SAID ADDITION, AND EASTERLY OF THE SOUTHERLY EXTENSION OF THE WEST LINE OF SAID BLOCK 4 INCLUDING THE WEST HALF OF THE VACATED ALLEY ADJOINING LOTS 15 & 16, BLOCK 9, LINDLEY & LINGENFELTER\’S ADDITION TO MINNEAPOLIS

AND

LOTS 4 THRU 8 INCL ALSO INCL ADJ ½ OF VAC ALLEY, LINDLEY & LINGENFELTER\’S ADDITION TO MINNEAPOLIS

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Basim Sabri for the properties located at 200 West Lake Street and 2910 Pillsbury Avenue:

A. Rezoning.

Recommended motion: **Approve** the petition to rezone 2910 Pillsbury Avenue from the I1, Light Industrial district to the C2, Neighborhood Corridor Commercial district and PO, Pedestrian Oriented overlay district.

B. Conditional Use Permit.

Recommended motion: **Approve** the conditional use permit to allow a shopping center in the C2 District, subject to the following conditions:

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

C. Conditional Use Permit.

Recommended motion: **Approve** the conditional use permit to increase height in the C2 District from 4 stories/56 feet to 9 stories/108.3 feet, subject to the following conditions:

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

D. Variance to increase the maximum permitted floor area ratio.

Recommended motion: **Approve** the variance to increase the maximum floor area ratio from 2.975 to 3.28, subject to the following conditions:

1. All site improvements shall be completed by December 7, 2022, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
2. CPED staff shall review and approve the final site, elevation, landscaping, and lighting plans before building permits may be issued.

E. Variance to allow a use more than 30,000 square feet in the C2 zoning district.

Recommended motion: **Approve** the variance to increase the size of the shopping center from 30,000 square feet to 143,600 square feet, subject to the following conditions:

1. All site improvements shall be completed by December 7, 2022, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
2. CPED staff shall review and approve the final site, elevation, landscaping, and lighting plans before building permits may be issued.

F. Site Plan Review.

Recommended motion: **Approve** the site plan review for a new mixed-use building with 113 dwelling units and 180,000 square feet of commercial space, subject to the following conditions:

1. All site improvements shall be completed by December 7, 2022, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
2. CPED staff shall review and approve the final site, elevation, landscaping, and lighting plans before building permits may be issued.
3. The applicant shall submit the tax parcel division, combination, or lot line adjustment request form to CPED and submit proof of the filing with Hennepin County.
4. All signs shall comply with Chapter 543 of the zoning code. All signage requires a separate permit from CPED.
5. All existing and proposed lighting must comply with Chapter 535 and Chapter 541 of the zoning code
6. All blank walls exceeding 25 feet in width shall be broken up to comply with 530.120.
7. All mechanical shall be screened from public streets and pathways.
8. All final site plan approvals subject to conditions of inclusionary housing shall be filed with the Office of the Hennepin County Recorder or Registrar of Titles and evidence of proper filing shall be submitted to the zoning administrator prior to the issuance of any building permits.

ATTACHMENTS

1. Rezoning ordinance
2. Zoning map
3. Oblique aerial photo
4. Written description and findings submitted by applicant
5. Survey
6. Site plan
7. Plans
8. Building elevations
9. Renderings
10. Photos
11. Travel Demand Management Plan
12. Public comments

ORDINANCE

By Schroeder

Amending Title 20, Chapter 521 of the Minneapolis Code of Ordinances relating to Zoning Code: Zoning Districts and Maps Generally.

The City Council of the City of Minneapolis do ordain as follows:

Section 1. That Section 521.30 of the above-entitled ordinance be amended by changing the zoning district for the following parcels of land, pursuant to MS 462.357:

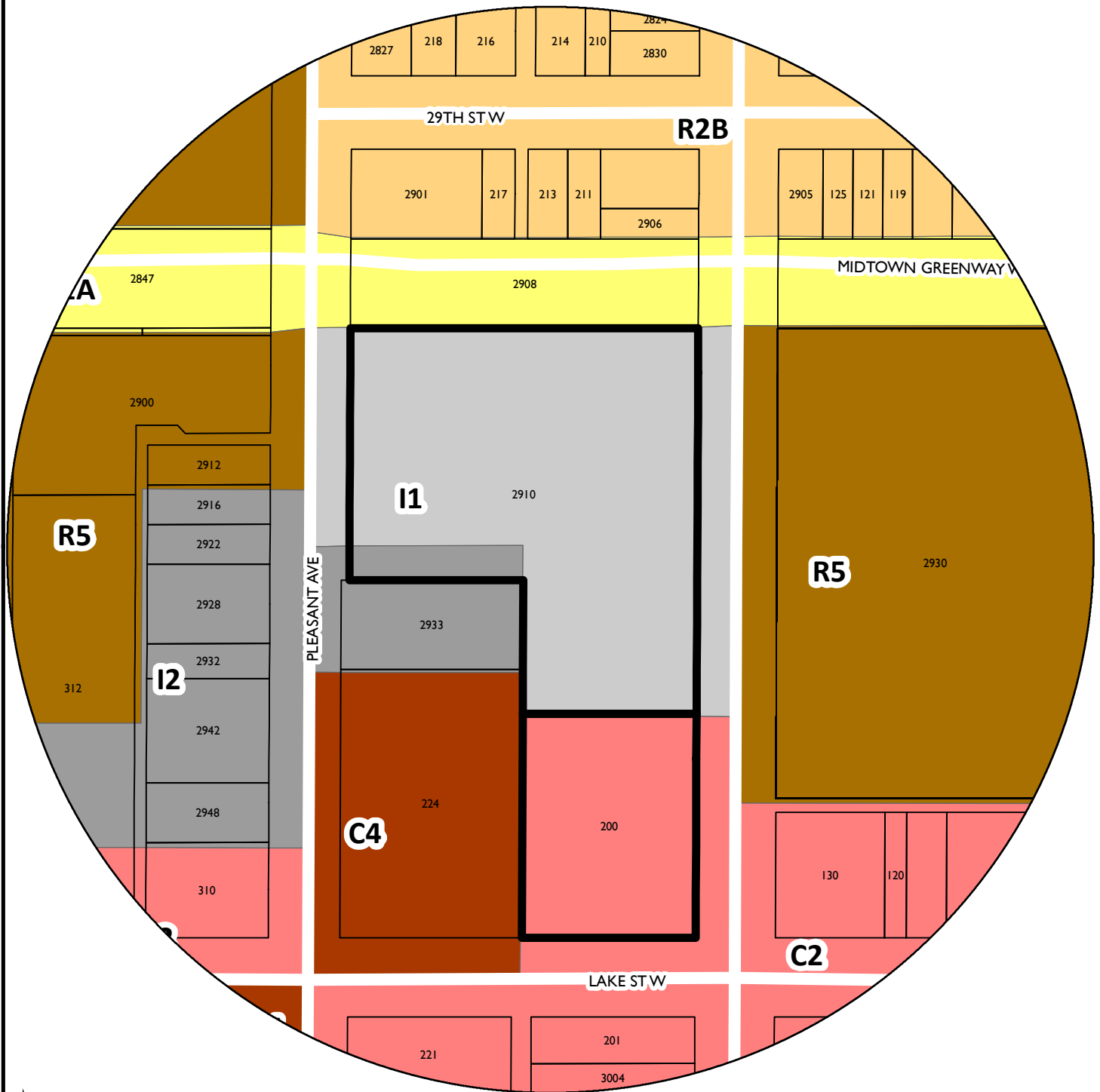
Parcel 1 (2910 Pillsbury Avenue – Plate #25 – LOTS 1, 2, AND 3, BLOCK 9, LINDLEY & LINGENFELTER\’S ADDITION TO MINNEAPOLIS; INCLUDING THE ADJACENT VACATED HALF OF ALLEY AND STREET ALSO LOTS 5, 6, 7, 8, 9, 10, 11 AND 12, BLOCK 4, LINDLEY & LINGENFELTER\’S ADDITION TO MINNEAPOLIS; AND THAT PART OF THE VACATED ALLEY DEDICATED IN SAID BLOCK 4 LYING BETWEEN THE WESTERLY EXTENSIONS OF THE NORTH LINE OF SAID LOT 5 AND THE SOUTH LINE OF SAID LOT 8; AND THAT PART OF THE NORTHERLY HALF OF VACATED ELROY STREET, DEDICATED IN THE PLAT OF LINDLEY & LINGENFELTER\’S ADDITION TO MINNEAPOLIS AS 32ND STREET, WHICH LIES WESTERLY OF THE SOUTHERLY EXTENSION OF THE EAST LINE OF BLOCK 4, SAID ADDITION, AND EASTERLY OF THE SOUTHERLY EXTENSION OF THE WEST LINE OF SAID BLOCK 4 INCLUDING THE WEST HALF OF THE VACATED ALLEY ADJOINING LOTS 15 & 16, BLOCK 9, LINDLEY & LINGENFELTER\’S ADDITION TO MINNEAPOLIS, according to the recorded plat thereof, Hennepin County, Minnesota.

Basim Sabri

10th

NAME OF APPLICANT

WARD



PROPERTY ADDRESS
200 West Lake Street and 2910 Pillsbury Avenue

FILE NUMBER
PLAN11869





November 4, 2020

City of Minneapolis
Attn: Andrew Liska
Senior City Planner, City of Minneapolis
Community Planning and Economic Development
250 South 4th Street, Room 300
Minneapolis, MN

RE: Karmel Plaza @ 2910 Pillsbury Ave, Minneapolis, MN
Karmel Square @ 2940 Pillsbury Ave & 200 West Lake Street, Minneapolis, MN

Project description:

2910 Pillsbury Ave.. Karmel Plaza Shopping Center to have the open 4 level parking ramp enclosed. A roof & walls to be set around the parking ramp with the main floor level & the 4th floor level of the parking ramp to be changed into shopping spaces.

2910 Pillsbury Ave.. Karmel Plaza Shopping Center to also have a small 4 story addition where the existing automobile exit for the ramp is located.

2940 Pillsbury Ave., Karmel Square & 200 Lake Street, the Walgreens buildings are to be torn down. In their place is to be a 8-story mixed use building. Main floor to be commercial uses. 2nd & 3rd floor to have office spaces. 4th – 8th floor to be apartments.

Proposed Use & Description of the Project:

Karmel Plaza Shopping Center. Existing 4-stories of shopping & Coffee Shops to remain. 2 floors of the parking ramp to remain as parking. 2 floors of the parking ramp to be converted into shopping & Coffee Shops. The 4-story addition to expand the Men's Mosque & create a new Women's Mosque.

New 8-story Karmel Square to cover the existing area of the 2-story Karmel Square & 1-story Walgreens buildings. The building will be a mixed use for commercial & residential. Commercial in the 1st 3 floors with residential on the top 5 floors.

November 4, 2020

City of Minneapolis
Attn: Andrew Liska
Senior Planner, City of Minneapolis
Community Planning and Economic Development
250 South 4th Street, Room 300
Minneapolis, MN

RE: Karmel Plaza @ 2910 Pillsbury Ave, Minneapolis, MN
Karmel Square @ 2940 Pillsbury Ave & 200 West Lake Street, Minneapolis, MN

Dear Andrew:

This letter is to identify required findings for the above addresses for:

- Conditional Use Permit for Expansion of Existing Shopping Center @ Karmel Plaza
- Conditional Use Permit to increase the height from 56' to highest roof of 96' / dome @ 108'-4"
- Rezoning Site – existing I1 to C2 & C2 to PO
- Site Plan Review
- Variance for FAR from 1.95 to 4.05
- Variance for Max Floor area of a single use in C2 over 30,000 s.f.

Following findings for:

Conditional Use Permit for Expansion of Existing Shopping Center - check list numbered items 1 through 6.

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.*
Answer: The conditional use permit is to expand and continue the current use of the Karmel Plaza. Also to provide expanded parking and better traffic flow to the area.
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.*
Answer: The main part of the Expansion of Karmel Plaza is to create a space for those current tenants in Karmel Square that will be displaced as the existing Karmel Square building will be torn down in this project.
3. *Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.*
Answer: The existing water supply & sewer utilities are adequate for the proposed project. Additional toilet facilities are planned in the expansion. The access roads are to be modified to meet the demand of the project.
4. *Adequate measures have been or will be taken to minimize traffic congestion in the public street.*
Answer: The access to and exiting for parking has been designed to help minimize congestion on the public streets.
5. *The conditional use is consistent with the applicable policies of the comprehensive plan.*
Answer: The project remains consistent with the comprehensive plan.
6. *The conditional use shall in all other respects, conform to the applicable regulations of the district in which it is located.*
Answer: All applicable regulations are met.

Conditional Use Permit to Increase Maximum Height - check list numbered items 1 through 4.

1. *Access to light and air of surrounding properties.*
Answer: The project does not block light and air to the surroundings.
2. *Shadowing of residential properties, significant public space, or existing solar energy systems.*
Answer: The project does not cast a shadow on the neighboring residential project to the northeast. There are no significant public spaces or existing solar energy systems adjacent to the project.
3. *The scale and character of surrounding uses.*
Answer: The neighborhood is evolving. A new 5 story building has just been completed to the west across Pleasant Ave. On the west side of Pleasant is a 6 story building. 2 blocks west of the site will be 2 – 6 story buildings and 1 – 7 story. 1 block to the east is a prime site for renovation in the future that is also 1 block west of 35W. This site will create the opportunity for multiple buildings with an even taller structure.

4. *Preservation of views of landmark buildings, significant open space or bodies of water.*

Answer: There are no landmark buildings, significant open spaces or bodies of water. This site has the opportunity to be a landmark for the neighborhood – with the tower on the corner.

Rezoning - existing I1 to C2 & C2 to PO

1. *Project requires forms to be completed*

Answer: forms attached

Site Plan Review

2. *Chapter 530 Site Plan Review Standards*

Answer: project designed with requirements as guideline

Variance - for FAR from 1.95 to 4.05 - check list numbered items 1 through 3.

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.*

Answer: The design of the project creates density that is in line with the comprehensive plan.

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*

Answer: The project meets these requirements.

3. *The proposed variance will not alter the essential character of the locality or be injurious to the user 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.*

Answer: The project enhances the character of Lake Street and creates a "Destination Place" for the Somali Community.

Variance - for Max Floor area of a single use in C2 over 30,000 s.f. - check list numbered items 1 through 3.

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.*

Answer: The project requires moving the tenants in Karmel Square over to Karmel Plaza. The existing parking ramp is to be converted into the shopping spaces. The "footprint" for the existing parking ramp creates the space for the shops.

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*

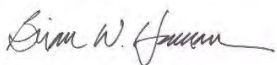
Answer: This project is keeping the Somali shops together to keep the community together.

4. *The proposed variance will not alter the essential character of the locality or be injurious to the user 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.*

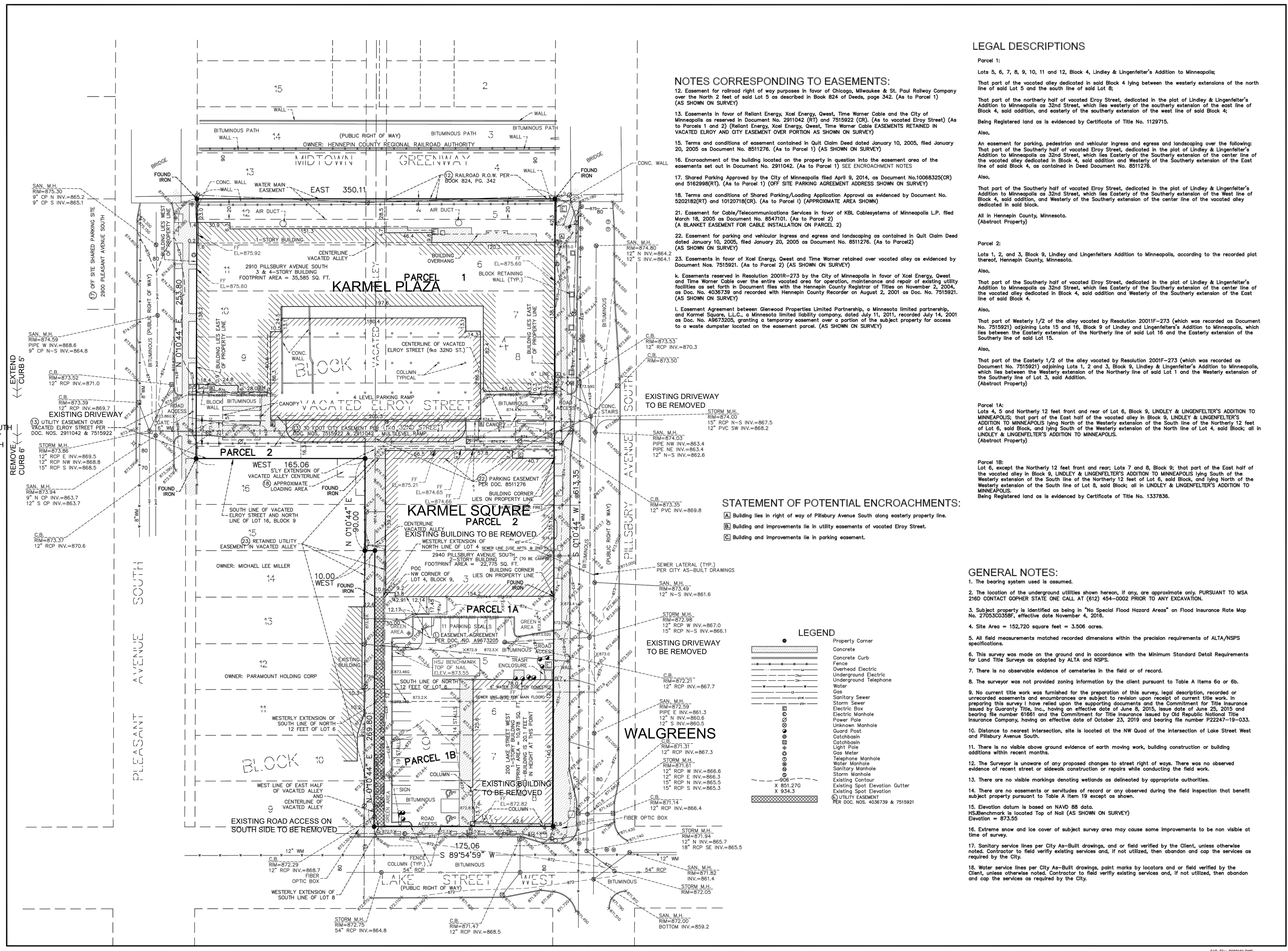
Answer: The project does not alter the existing neighborhood.

Please contact me with any questions or comments.

Sincerely,



EXISTING SITE CONDITIONS -
KARMEI PLAZA - KARMEI SQUARE - WALGREENS (SABRI PROPERTIES PURCHASED WALGREENS PROPERTY - 2020)
 KARMEI PLAZA - SCOPE OF PROJECT / ENCLOSE PARKING RAMP WITH WALLS/RAMP
 KARMEI SQUARE & WALGREENS - SCOPE OF PROJECT / REMOVE BUILDINGS - CONSTRUCT NEW 8 STORY BUILDING



NOTES CORRESPONDING TO EASEMENTS:

12. Easement for railroad right of way purposes in favor of Chicago, Milwaukee & St. Paul Railway Company over the North 2 feet of said Lot 5 as described in Book 824 of Deeds, page 342. (As to Parcel 1) (AS SHOWN ON SURVEY)
13. Easements in favor of Reliant Energy, Xcel Energy, West, Time Warner Cable and the City of Minneapolis as reserved in Document No. 2911042 (RT) and 7515922 (CR). (As to vacated Eloy Street) (As to Parcels 1 and 2) (Reliant Energy, Xcel Energy, West, Time Warner Cable EASEMENTS RETAINED IN VACATED ELOY STREET AND CITY EASEMENT OVER PORTION AS SHOWN ON SURVEY)
15. Terms and conditions of easement contained in Quit Claim Deed dated January 10, 2005, filed January 20, 2005 as Document No. 8511276. (As to Parcel 1) (AS SHOWN ON SURVEY)
16. Encroachment of the building located on the property in question into the easement area of the easements set out in Document No. 2911042. (As to Parcel 1) (SEE ENCROACHMENT NOTES)
17. Shared Parking Approved by the City of Minneapolis filed April 9, 2014, as Document No.10068325(CR) and 5162998(RT). (As to Parcel 1) (OFF SITE PARKING AGREEMENT ADDRESS SHOWN ON SURVEY)
18. Terms and conditions of Shared Parking/Loading Application Approved as evidenced by Document No. 5202182(RT) and 10120718(CR). (As to Parcel 1) (APPROXIMATE AREA SHOWN)
21. Easement for Cable/Telecommunications Services in favor of KBL Cablesystems of Minneapolis L.P. filed March 18, 2005 as Document No. 8547101. (As to Parcel 2)
22. Easement for parking and vehicular ingress and egress and landscaping as contained in Quit Claim Deed dated January 10, 2005, filed January 20, 2005 as Document No. 8511276. (As to Parcel 2)
23. Easements in favor of Xcel Energy, West and Time Warner retained over vacated alley as evidenced by Document Nos. 7515921. (As to Parcel 2) (AS SHOWN ON SURVEY)
- k. Easements reserved in Resolution 2001R-273 by the City of Minneapolis in favor of Xcel Energy, West and Time Warner Cable over the entire vacated area for operation, maintenance and repair of existing utility facilities as set forth in Document files with the Hennepin County Registrar of Titles on November 2, 2004, as Doc. No. 4036739 and recorded with Hennepin County Recorder on August 2, 2001 as Doc. No. 7515921. (AS SHOWN ON SURVEY)
- l. Easement Agreement between Greenwood Properties Limited Partnership, a Minnesota limited partnership, and Karmel Square, LLC, a Minnesota limited liability company, dated July 11, 2011, recorded July 14, 2001 as Doc. No. A9673205, granting a temporary easement over a portion of the subject property for access to a waste dumpster located on the easement parcel. (AS SHOWN ON SURVEY)

STATEMENT OF POTENTIAL ENCROACHMENTS:

- Building lies in right of way of Pillsbury Avenue South along easterly property line.
- Building and improvements lie in utility easements of vacated Eloy Street.
- Building and improvements lie in parking easement.

LEGAL DESCRIPTIONS

Parcel 1:
 Lots 5, 6, 7, 8, 9, 10, 11 and 12, Block 4, Lindley & Lingenfelter's Addition to Minneapolis;
 That part of the vacated alley dedicated in said Block 4 lying between the westerly extensions of the north line of said Lot 5 and the south line of said Lot 8;
 That part of the northerly half of vacated Eloy Street, dedicated in the plat of Lindley & Lingenfelter's Addition to Minneapolis as 32nd Street, which lies westerly of the southerly extension of the east line of Block 4, said addition, and easterly of the southerly extension of the west line of said Block 4;
 Being Registered land as is evidenced by Certificate of Title No. 1129715.
 Also,
 An easement for parking, pedestrian and vehicular ingress and egress and landscaping over the following: That part of the Southerly half of vacated Eloy Street, dedicated in the plat of Lindley & Lingenfelter's Addition to Minneapolis as 32nd Street, which lies Easterly of the Southerly extension of the center line of the vacated alley dedicated in Block 4, said addition and Westerly of the Southerly extension of the East line of said Block 4, as contained in Deed Document No. 8511276.
 Also,
 That part of the Southerly half of vacated Eloy Street, dedicated in the plat of Lindley & Lingenfelter's Addition to Minneapolis as 32nd Street, which lies Easterly of the Southerly extension of the West line of Block 4, said addition, and Westerly of the Southerly extension of the center line of the vacated alley dedicated in said block.
 All in Hennepin County, Minnesota.
 (Abstract Property)

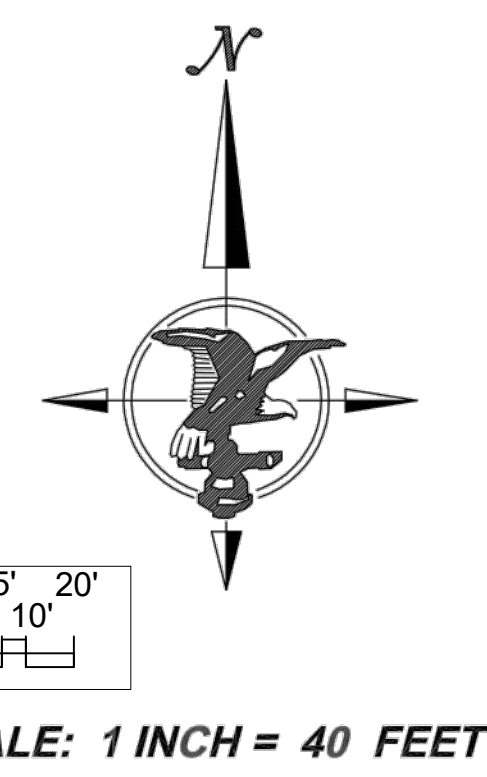
Parcel 2:
 Lots 1, 2, and 3, Block 9, Lindley and Lingenfelter's Addition to Minneapolis, according to the recorded plat thereof, Hennepin County, Minnesota.
 Also,
 That part of the Southerly half of vacated Eloy Street, dedicated in the plat of Lindley & Lingenfelter's Addition to Minneapolis as 32nd Street, which lies Easterly of the Southerly extension of the center line of the vacated alley dedicated in Block 4, said addition and Westerly of the Southerly extension of the East line of said Block 4.
 Also,
 That part of the Easterly 1/2 of the alley vacated by Resolution 2001F-273 (which was recorded as Document No. 7515921) adjoining Lots 15 and 16, Block 9 of Lindley and Lingenfelter's Addition to Minneapolis, which lies between the Easterly extension of the Northerly line of said Lot 16 and the Easterly extension of the Southerly line of said Lot 15.
 Also,
 That part of the Easterly 1/2 of the alley vacated by Resolution 2001F-273 (which was recorded as Document No. 7515921) adjoining Lots 15 and 16, Block 9 of Lindley & Lingenfelter's Addition to Minneapolis, which lies between the Easterly extension of the Northerly line of said Lot 1 and the Westerly extension of the Southerly line of Lot 3, said Addition.
 (Abstract Property)

Parcel 1A:
 Lots 6, 7 and Northerly 12 feet front and rear of Lot 6, Block 9, LINDLEY & LINGENFELTER'S ADDITION TO MINNEAPOLIS; that part of the East half of the vacated alley in Block 9, LINDLEY & LINGENFELTER'S ADDITION TO MINNEAPOLIS lying South of the Westerly extension of the South line of the Northerly 12 feet of Lot 6, said Block, and lying North of the Westerly extension of the South line of Lot 8, said Block; all in LINDLEY & LINGENFELTER'S ADDITION TO MINNEAPOLIS.
 (Abstract Property)

Parcel 1B:
 Lot 6, except the Northerly 12 feet front and rear; Lots 7 and 8, Block 9; that part of the East half of the vacated alley in Block 9, LINDLEY & LINGENFELTER'S ADDITION TO MINNEAPOLIS lying South of the Westerly extension of the South line of the Northerly 12 feet of Lot 6, said Block, and lying North of the Westerly extension of the South line of Lot 8, said Block; all in LINDLEY & LINGENFELTER'S ADDITION TO MINNEAPOLIS.
 Being Registered land as is evidenced by Certificate of Title No. 1337836.

GENERAL NOTES:

- The bearing system used is assumed.
- The location of the underground utilities shown herein, if any, are approximate only, PURSUANT TO MSA 2180 CONTACT CORNER STATE ONE CALL AT (612) 454-0002 PRIOR TO ANY EXCAVATION.
- Subject property is identified as being in "No Special Flood Hazard Areas" on Flood Insurance Rate Map No. 27053C0358F, effective date November 4, 2016.
- Site Area = 152,720 square feet = 3.506 acres.
- All field measurements matched recorded dimensions within the precision requirements of ALTA/NSPS specifications.
- This survey was made on the ground and in accordance with the Minimum Standard Detail Requirements for Land Title Surveys as adopted by ALTA and NSPS.
- There is no observable evidence of cemeteries in the field or of record.
- The surveyor was not provided zoning information by the client pursuant to Table A Items 6a or 6b.
- No current title work was furnished for the preparation of this survey, legal description, recorded or unrecorded easements and encumbrances are subject to revision upon receipt of current title work. In preparing this survey I have relied upon the supporting documents and the Commitment for Title Insurance issued by Guaranty Title, Inc., having an effective date of June 8, 2015, issue date of June 25, 2015 and bearing file number 61661 and the Commitment for Title Insurance issued by Old Republic National Title Insurance Company, having an effective date of October 23, 2019 and bearing file number P22247-18-033.
- Distance to nearest intersection, site is located at the NW Quad of the intersection of Lake Street West and Pillsbury Avenue South.
- There is no visible above ground evidence of earth moving work, building construction or building additions within recent months.
- The Surveyor is unaware of any proposed changes to street right of ways. There was no observed evidence of recent street or sidewalk construction or repairs while conducting the field work.
- There are no visible markings denoting wetlands as delineated by appropriate authorities.
- There are no easements or servitudes of record or any observed during the field inspection that benefit subject property pursuant to Table A Item 19 except as shown.
- Elevation datum is based on NAVD 88 data. HSBenchmark is located top of Nail (AS SHOWN ON SURVEY) Elevation = 873.55
- Extreme snow and ice cover of subject survey area may cause some improvements to be non visible at time of survey.
- Sanitary service lines per City As-Built drawings, and/or field verified by the Client, unless otherwise noted. Contractor to field verify existing services and, if not utilized, then abandon and cap the services as required by the City.
- Water service lines per City As-Built drawings, point marks by locators and/or field verified by the Client, unless otherwise noted. Contractor to field verify existing services and, if not utilized, then abandon and cap the services as required by the City.



REVISIONS

Date:	Description:
6/10/20	update utility info.
6/16/20	update utility info.

ARCHITECT:

HOUZMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENNINGLY, MN 55775
 651-631-0200

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT 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.

Brian J. Houzman
 NAME: BRIAN HOUZMAN
 REGISTRATION NO.: 22864 DATE: 9-10-20

PROJECT LOCATION:
KARMEI PLAZA
KARMEI SQUARE
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:

 207 E LAKE ST. SUITE 300
 MINNEAPOLIS, MN 55408
 612-825-4433

BOUNDARY AND TOPOGRAPHICAL SURVEY

For:
 SABRI PROPERTIES

SITE:
 200 LAKE STREET WEST &
 2910 PILLSBURY AVENUE SOUTH

MINNEAPOLIS, MINNESOTA
HENNEPIN COUNTY

HARRY S. JOHNSON CO., INC.
LAND SURVEYORS

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

Book: B59
 Page: 51
 CAD Technician: CT

File No.: **1-3-10248**
 W.O. Number: **2020161**

Sheet No.: 1 OF 1

KARMEI PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEI SQUARE - NEW 8 STORY BLDG

PDR 7-14-20
 PDR REVISION #1 9-10-20
 PDR REVISION #2 10-20-20

JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

EXISTING SITE SURVEY
002-A1.1
 (FULL SIZE SHEET 30"x42")



2 AERIAL VIEW - NORTHWEST CORNER
NO SCALE



3 NORTHWEST KARMEL PLAZA
NO SCALE



4 PARKING ENTRANCE KARMEL PLAZA
NO SCALE



5 AERIAL VIEW - WEST SIDE - PLEASANT AVE
NO SCALE

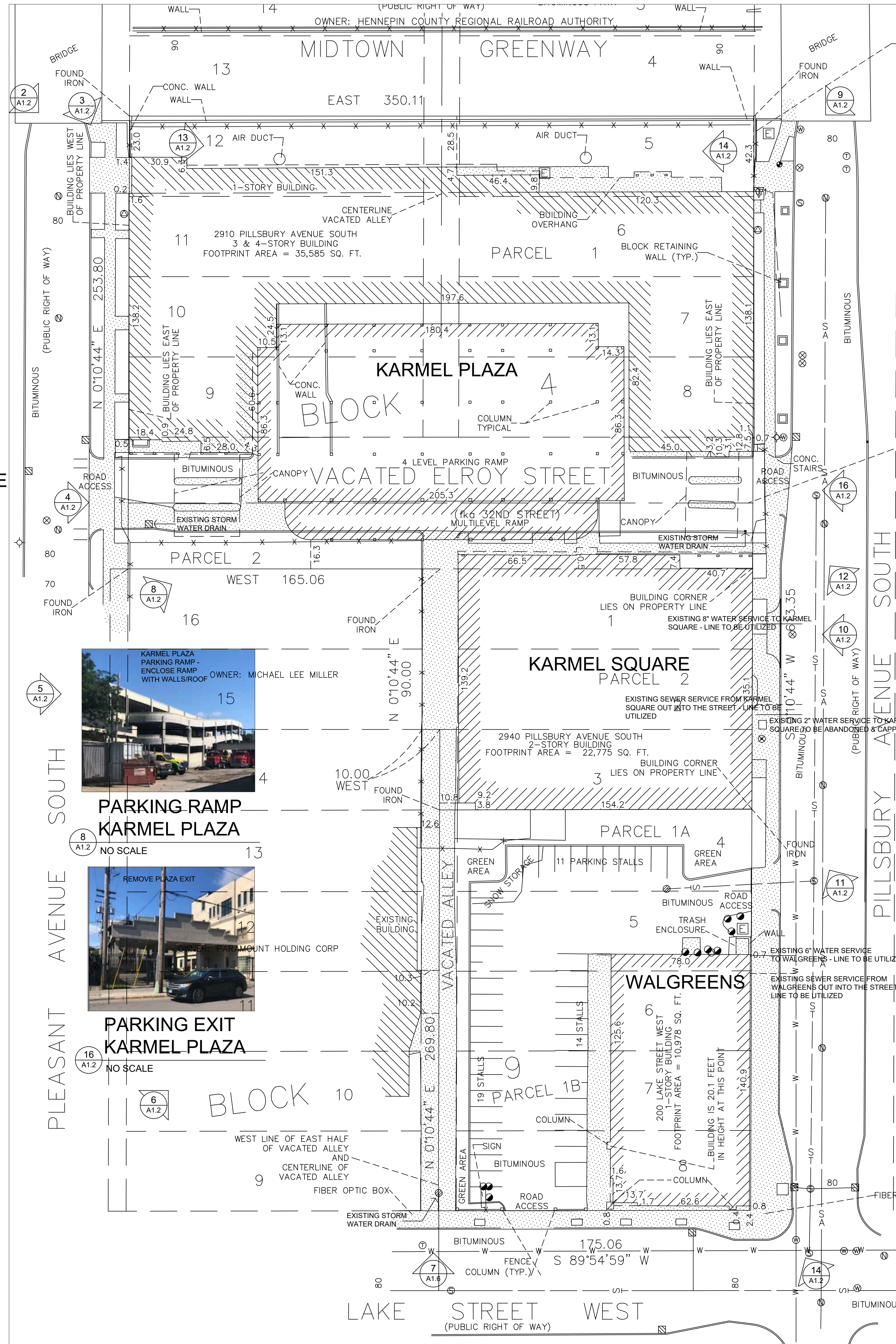
EXISTING CONDITIONS PROJECT DESCRIPTION



6 AERIAL VIEW - SOUTHWEST CORNER
NO SCALE

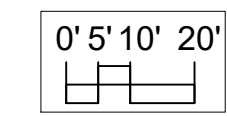


7 AERIAL VIEW - SOUTH SIDE - LAKE STREET
NO SCALE

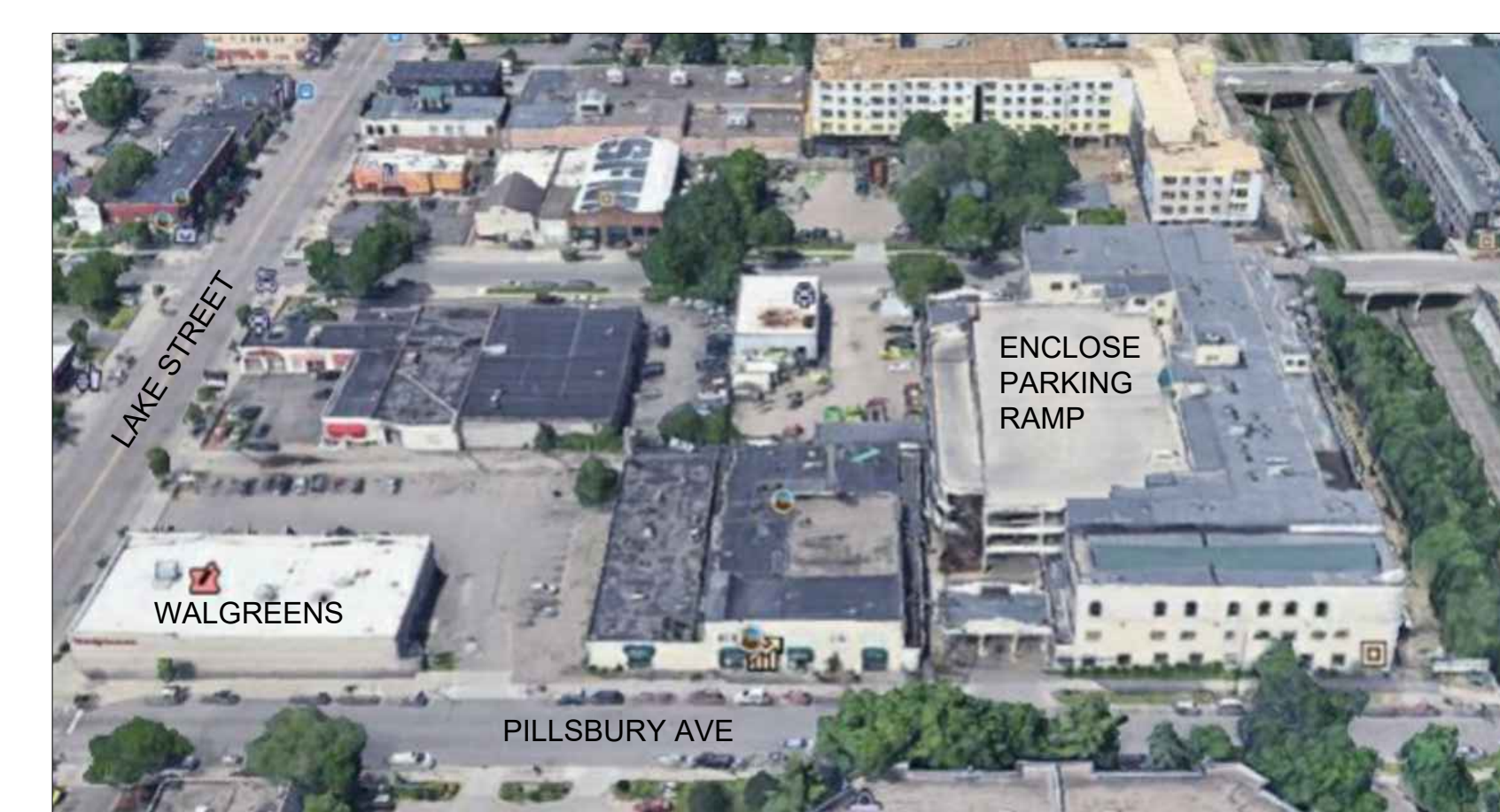


KARMEL PLAZA - KARMEL SQUARE EXISTING SITE

SCALE: 1" = 30'-0"



9 AERIAL VIEW - NORTHEAST CORNER
NO SCALE



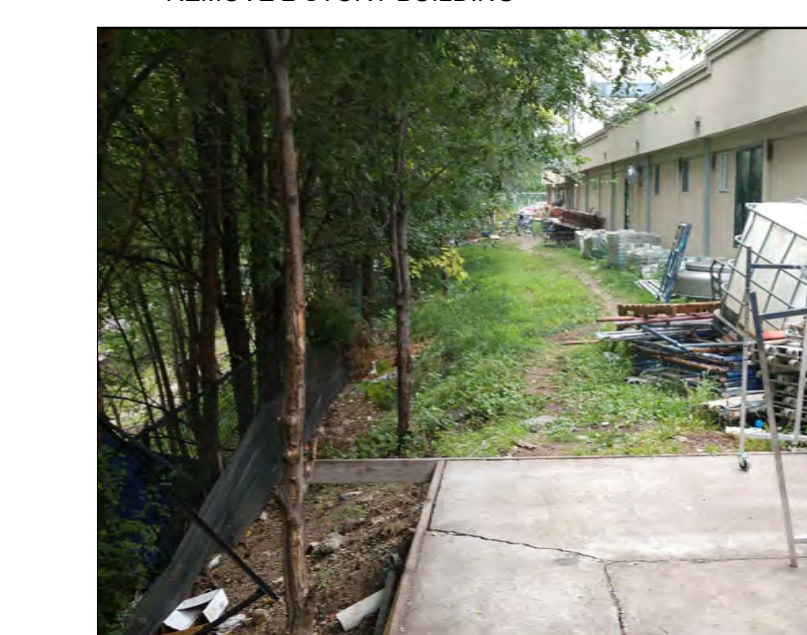
10 AERIAL VIEW - EAST SIDE - PILLSBURY AVE
NO SCALE



11 SOUTHEAST KARMEL SQUARE
NO SCALE



12 PARKING EXIT KARMEL PLAZA
NO SCALE



13 NORTHWEST CORNER KARMEL PLAZA
NO SCALE

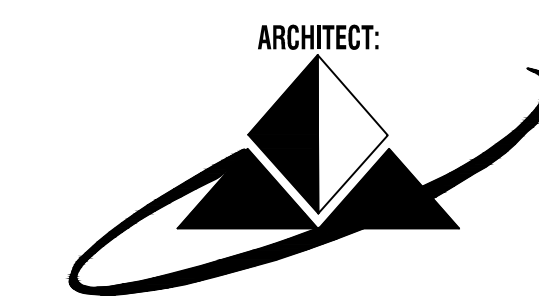


14 NORTHEAST CORNER KARMEL PLAZA
NO SCALE



15 SOUTHEAST CORNER - LAKE STREET
NO SCALE

FOR CITY USE



ARCHITECT:
HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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Brian J. Houwman
NAME: BRIAN HOUWMAN
REGISTRATION NO.: 22861 DATE: 9-10-20

PROJECT LOCATION:

**KARMEL PLAZA
KARMEL SQUARE**

2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:



207 E LAKE ST., SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

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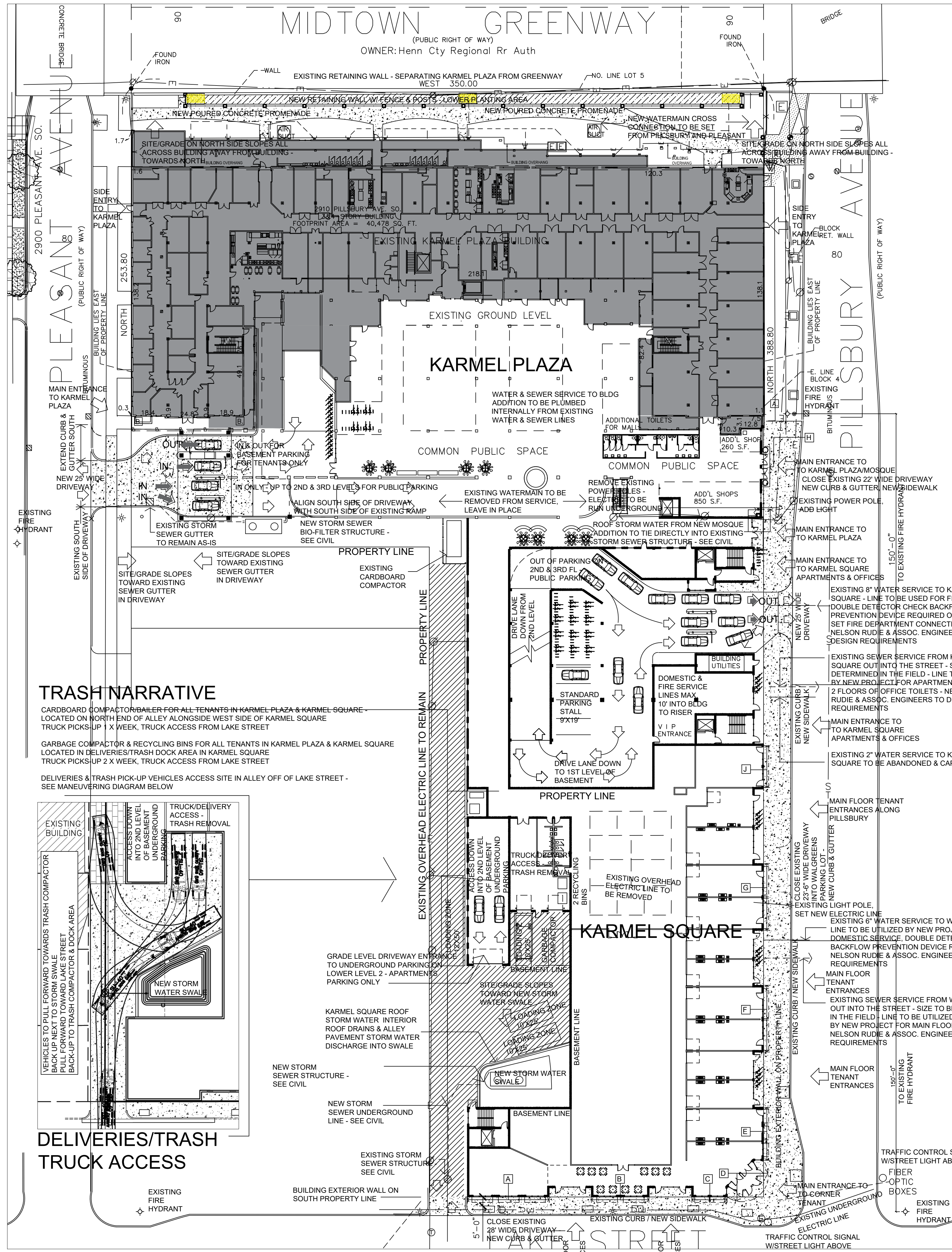
KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEL SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20
PDR REVISION #2 10-20-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

EXISTING SITE PHOTO'S
003-A1.2

(FULL SIZE SHEET 30"x42")



**KARMEI PLAZA - KARMEI SQUARE
PROPOSED SITE PLAN**
SCALE: 1" = 30'-0"

- PROJECT DESIGNED WITH 2 LEVELS OF UNDERGROUND PARKING APPROXIMATELY 20' DEEP SOIL BORING INDICATES GROUND WATER MORE THAN 20' BELOW SURFACE PHASE 2 COMMENT FOR GROUND WATER IN AREA AROUND 40' DEEP
- SIDEWALK ENCROACHMENT FOR AWNINGS ACROSS WINDOWS
- A) 3'-0" X 45'-0"
 - B) 3'-0" X 32'-0"
 - C) 3'-0" X 20'-0"
 - D) L-SHAPED 3'-0" X 20'-0" / 3'-0" X 20'-0"
 - E) 3'-0" X 30'-0"
 - F) 3'-0" X 37'-0"
 - G) 3'-0" X 37'-0"
 - H) 3'-0" X 23'-0"
- SIDEWALK ENCROACHMENT FOR PLANTERS, DOORS & BAY WINDOW
- I) 3'-6" DEEP X 22' LONG ACROSS ENTRANCE

SOIL BORING FOR KARMEI PLAZA - 2003

Karmel Plaza
STS Project 99268
September 15, 2003

3.3 Groundwater Conditions

We did not observe free groundwater or saturated soils in our borings. At the time of our exploration, the groundwater level at this site was more than 20 feet below ground surface. Even though there will be some seasonal and annual fluctuations of the groundwater level, it is at sufficient depth that it will not affect the proposed construction.

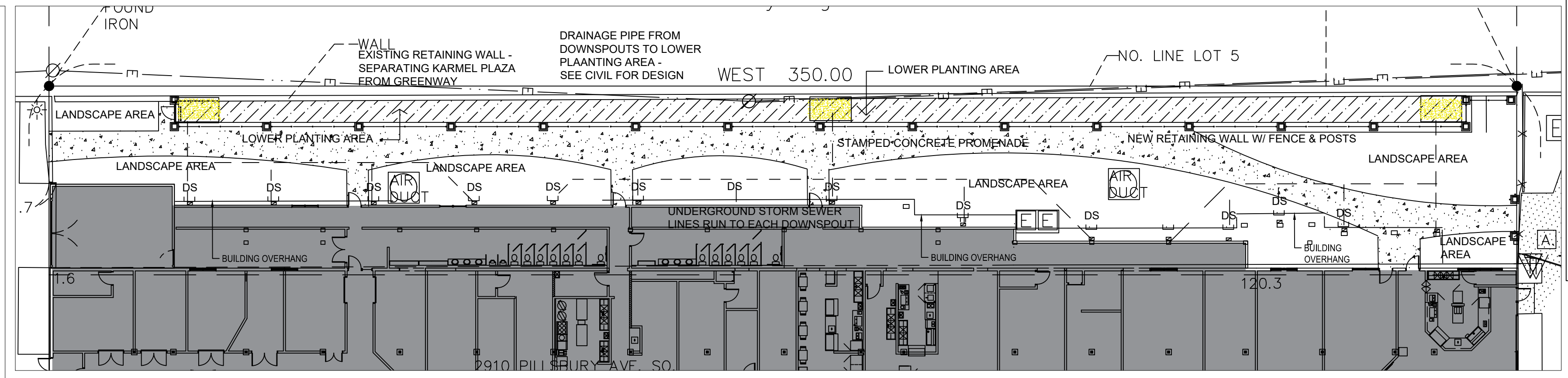
PHASE 2 FOR WALGREENS SITE - 2020

BRAUN INTERTEC
The Science You Build On.
March 27, 2020

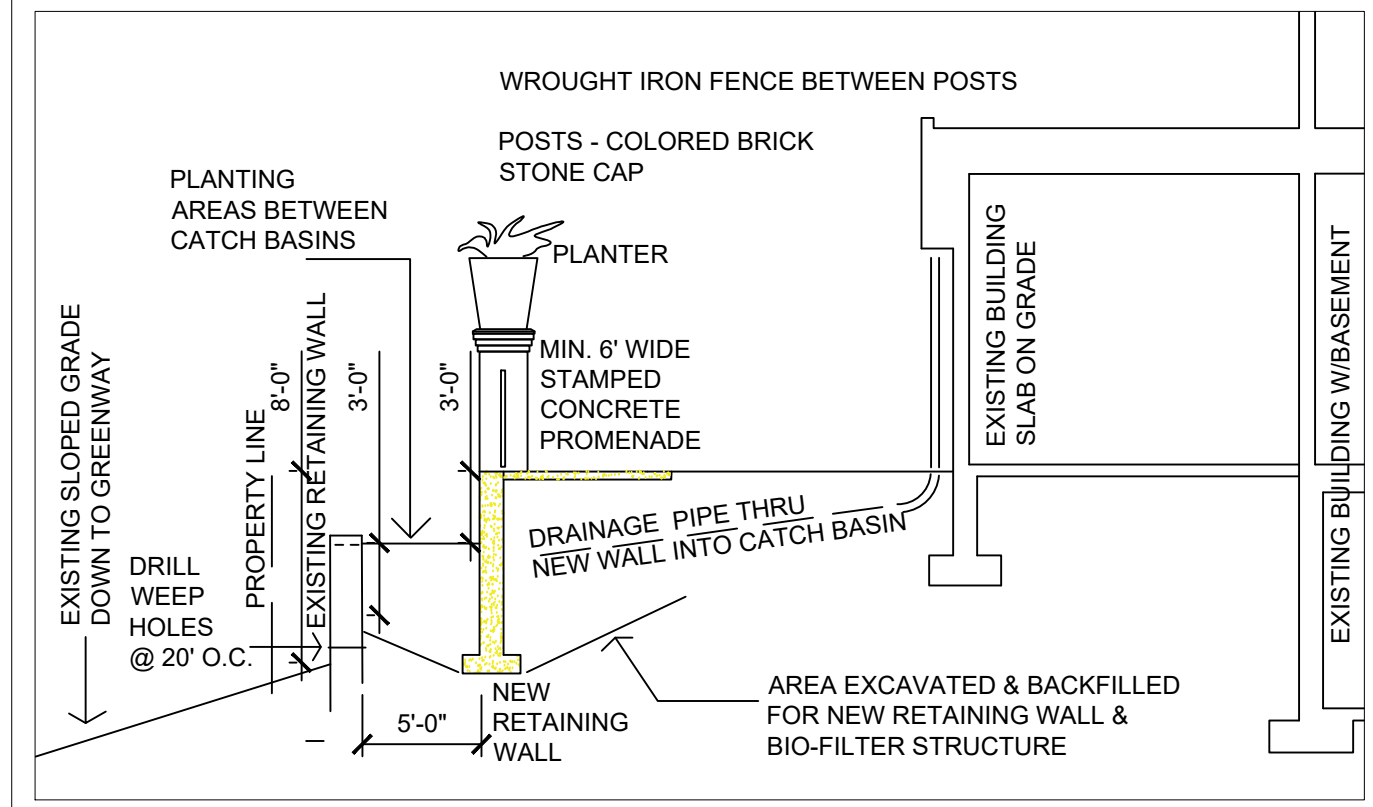
B.3.c. Hydrogeology

The reported depth to the water table in the Site vicinity is approximately 40 feet bgs (2019 Phase I ESA).

Braun Intertec Corporation
11001 Hampshire Avenue S
Minneapolis, MN 55438
Phone: 952.995.2000
Fax: 952.995.2020
Web: braunintertec.com



KARMEI PLAZA - NORTH SIDE
SCALE: 1" = 20'-0" DS - DOWNSPOUT, ROOF DRAINAGE FOR KARMEI PLAZA



SECTION - PROMENADE
SCALE: 1/8" = 1'-0"



PLANTER/FENCE DETAIL
NO SCALE

CITY OF MINNEAPOLIS NOTES:

- o Street lighting installed as part of the Project shall be inspected by the City. Contractors shall arrange for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information. Any lighting installations not meeting City specifications will be required to be reinstalled at Owner expense.
- o 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.
- o Any metered parking spaces needed to facilitate project work must be hooded at project expense for the length of disruption required. If sidewalk is removed and parking lane is closed, the meter and space delineators must be removed and reinstalled upon project completion at project expense. This can be requested at the same time that the "Obstruction Permit" is obtained via www.minneapolis.mn.roway.net. Contact Scott Kramer at scott.kramer@minneapolismn.gov if you have any questions regarding obstruction permits or meter removal.
- o Contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/temporary relocation of any City of Minneapolis lighting or traffic signal system that may be in the way of construction.
- o Pavement markings that exist prior to the start of the Project must be re-placed in kind. If it is latex or epoxy paint then it must go back in with that type of paint unless otherwise directed by City of Minneapolis Traffic Division. All costs associated with pavement marking replacement shall be borne by the Contractor and/or Property Owner.
- o All costs for relocation and/or repair of City Traffic facilities including traffic signal systems, street lighting, traffic signs, parking meters, and pavement markings shall be borne by the Contractor and/or Property Owner.
- o Contact Doug Maday at (612) 673-5755 prior to construction for the removal of any City of Minneapolis right of way signs or pavement markings that may be in the way of construction.

Fire Safety:

- Website: <http://www.minneapolismn.gov/fire/>
- Fire Department connections must be within 150 feet of a hydrant for new construction. Identify availability/distance to fire hydrants.
- Identify access to building for emergency vehicles (fire trucks, ambulances).
- Identify size and location of fire connection to the water service for fire suppression system (combined domestic/fire water supply lines).
- Verify that utility plan includes water supply line for any sprinkler systems.
- Identify access to alarm panels, fire key boxes, etc.

CONTACT ROBERT BOBLETT AT 612-673-2428 FOR ENCHROACHMENT PERMITTING & RIGHT OF WAY ISSUES.

ANY CONSTRUCTION OPERATIONS SUCH AS AN EARTH RETENTION SYSTEM OR CONSTRUCTION CRANE BOOM-SWING THAT FALL WITHIN THE PUBLIC RIGHT-OF-WAY WILL REQUIRE AN ENCROACHMENT PERMIT. CONTACT MATT HANAN 612-673-3607

ALL TRAFFIC INFRASTRUCTURE WITHIN PROJECT LIMITS TO BE PROTECTED. SIGNALIZED INTERSECTION AT PILLSBURY AND LAKE STREET HAS ADA COMPLIANT CURB RAMPS & APS PUSH BUTTON CONTROLLER ON STREET POLE. IF DISTURBED, ALL COSTS FOR RELOCATION AND/OR REPAIR SHALL BE BORNE BY THE PROPERTY OWNER. CONTACT SHAI.COMAY@MINNEAPOLISMN.GOV OR TILAHUN.HAILU@MINNEAPOLISMN.GOV FOR FURTHER INFORMATION - ANY EXISTING CONCRETE INFRASTRUCTURE IN THE PUBLIC RIGHT OF WAY, INCLUDING BUT NOT LIMITED TO PUBLIC SIDEWALKS, CURBS AND GUTTER, AND ADA PEDESTRIAN RAMPS, THAT IS EITHER CURRENTLY DEFECTIVE OR THAT IS DAMAGED DURING THE TIME OF SITE REDEVELOPMENT, MUST BE REMOVED AND REPLACED AT THE TIME OF SITE RE-DEVELOPMENT

PROJECT TO REMOVE AND REPLACE ALL PUBLIC SIDEWALKS WITHIN PROJECT LIMITS.

ALL PROPOSED WORK IN THE PUBLIC RIGHT-OF-WAY SHALL COMPLY WITH THE CURRENT EDITION OF THE CITY OF MINNEAPOLIS STANDARD SUPPLEMENTAL SPECIFICATIONS FOR CONSTRUCTION AND MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION

A SIDEWALK CONSTRUCTION PERMIT MUST BE OBTAINED PRIOR TO THE START OF ANY WORK IN THE PUBLIC RIGHT-OF-WAY ANY CONCRETE CONSTRUCTION WORK WITHIN THE PUBLIC RIGHT-OF-WAY MUST BE PERFORMED BY A CONTRACTOR WHO HAS A CERTIFICATE OF LIABILITY INSURANCE ON FILE WITH PUBLIC WORKS SIDEWALK INSPECTIONS PRIOR TO THE START OF ANY WORK WITHIN THE PUBLIC RIGHT OF WAY. FOR MORE INFORMATION CALL 612-673-2420.

SIDEWALK ENCROACHMENT PERMIT REQUIRED FOR PLANTERS & DOORS (3'-6" DEEP X 22' LONG) ACROSS ENTRANCE TO KARMEI PLAZA ON EAST SIDE / PILLSBURY. CONTACT MATT HANAN 612-673-3607

PERMITS AND APPROVAL ARE REQUIRED FROM ENVIRONMENTAL SERVICES FOR THE FOLLOWING ACTIVITIES: TEMPORARY STORAGE OF IMPACTED SOILS ON SITE PRIOR TO DISPOSAL OR REUSE, REUSE OF IMPACTED SOILS ON SITE, DEWATERING AND DISCHARGE OF ACCUMULATED STORM WATER OR GROUND WATER, UNDERGROUND OR ABOVE TANK INSTALLATION. CONTACT TOM FRAME 612-673-5807 FOR PERMIT APPLICATIONS AND APPROVALS.

WATER METERS SHALL BE SET AT THE POINT OF WHERE THE SERVICE LINE ENTERS THE BUILDING AND SET IN A LOCATION WHERE IT IS EASILY ACCESSIBLE.

ARCHITECT:

HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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Brian J. Houman
NAME: BRIAN HOUWMAN
REGISTRATION NO.: 22864
DATE: 9-10-20

PROJECT LOCATION:
**KARMEI PLAZA
KARMEI SQUARE**

2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER /
GENERAL CONTRACTOR:

SABRI PROPERTIES

207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

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KARMEI PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEI SQUARE - NEW 8 STORY BLDG

PDR	7-14-20
PDR REVISION #1	9-10-20
PDR REVISION #2	10-20-20

JOB#	17-121
DATE	11/7/17
DRAWN	BH/NH
CHECKED	BH

PROPOSED
SITE PLAN
004-A1.3
(FULL SIZE SHEET 30"x42")

KARMEL PLAZA

ENCLOSE EXISTING PARKING RAMP
2 LEVELS OF EXISTING PARKING CHANGED INTO SHOPS
4 STORY ADDITION FOR MEN & WOMEN MOSQUES

KARMEL SQUARE

NEW 8 STORY BUILDING
SET ON EXISTING KARMEL SQUARE & WALGREENS SITES

2 LEVELS OF BASEMENT PARKING
MAIN FLOOR COMMERCIAL RETAIL & PARKING
2ND & 3RD FLOOR PARKING & COMMERCIAL OFFICE SPACE
4TH, 5TH, 6TH, 7TH & 8TH FLOORS APARTMENTS -

ALTERNATE - ADD 2ND SUB-LEVEL OF PARKING
ACCEPTED BY OWNER 7-28-20



1 PROJECT DESCRIPTION
A1.0 NO SCALE

ENCLOSE EXISTING PARKING RAMP
CONVERT GROUND FLOOR & 4TH FLOOR OF PARKING RAMP INTO RETAIL SHOPS
4 STORY ADDITION FOR MENS & WOMENS MOSQUES

BUILD 8 STORY BUILDING PARKING, RETAIL, OFFICES & APARTMENTS ON KARMEL SQUARE AND WALGREENS LAND
SABRI PROPERTIES PURCHASED WALGREENS PROPERTY

AERIAL PHOTO'S SHOW EXISTING SITE



2 PROJECT SITE
A1.0 NO SCALE



SITE PLAN REVIEW						
PDR #	SHT #	SHEET INDEX	CoW	PDR	PDR REV 1	PDR REV 2
001	A1.0	PROJECT INFORMATION / SHEET INDEX	1/30/20	7/14/20	9/10/20	10-20-20
002	A1.1	EXISTING SITE SURVEY	1/30/20	7/14/20	9/10/20	10-20-20
003	A1.2	EXISTING SITE PLAN & PHOTO'S	1/30/20	7/14/20	9/10/20	10-20-20
004	A1.3	PROPOSED SITE PLAN	1/30/20	7/14/20	9/10/20	10-20-20
005	A1.4	ROOF PLAN	1/30/20	7/14/20	9/10/20	10-20-20
006	A1.5	PROJECT DESCRIPTION	1/30/20	7/14/20	9/10/20	10-20-20
007	A1.6	PROJECT DESCRIPTION	1/30/20	7/14/20	9/10/20	10-20-20
008	A1.7	EXTERIOR PERSPECTIVES	1/30/20	7/14/20	9/10/20	10-20-20
009	A1.8	TRAFFIC PATTERNS	1/30/20	7/14/20	9/10/20	10-20-20
010	A1.9	PLAZA LANDSCAPING PLAN	1/30/20	7/14/20	9/10/20	10-20-20
011	A1.10	SQUARE LANDSCAPING PLAN	1/30/20	7/14/20	9/10/20	10-20-20
012	A2.0	PLAZA BASEMENT PLAN	1/30/20	7/14/20	9/10/20	10-20-20
013	A2.0.1	SQUARE SUB-LEVEL 1 BASEMENT PLAN	1/30/20	7/14/20	9/10/20	10-20-20
014	A2.1	PLAZA MAIN FLOOR PLAN	1/30/20	7/14/20	9/10/20	10-20-20
015	A2.1.1	SQUARE MAIN FLOOR PLAN	1/30/20	7/14/20	9/10/20	10-20-20
016	A2.2	PLAZA 2ND FLOOR PLAN	1/30/20	7/14/20	9/10/20	10-20-20
017	A2.2.1	SQUARE 2ND FLOOR PLAN	1/30/20	7/14/20	9/10/20	10-20-20
018	A2.3	PLAZA 3RD FLOOR PLAN	1/30/20	7/14/20	9/10/20	10-20-20
019	A2.3.1	SQUARE 3RD FLOOR PLAN	1/30/20	7/14/20	9/10/20	10-20-20
020	A2.4	PLAZA 4TH FLOOR PLAN	1/30/20	7/14/20	9/10/20	10-20-20
021	A2.4.1	SQUARE 4TH FLOOR PLAN	1/30/20	7/14/20	9/10/20	10-20-20
022	A2.5	PLAZA ROOF PLAN	1/30/20	7/14/20	9/10/20	10-20-20
023	A2.5.1	SQUARE 5TH, 6TH, 7TH, 8TH FLOOR PLAN	1/30/20	7/14/20	9/10/20	10-20-20
024	A3.0	EAST & SOUTH EXTERIOR ELEVATION	1/30/20	7/14/20	9/10/20	10-20-20
025	A3.1	NORTH & WEST EXTERIOR ELEVATION	1/30/20	7/14/20	9/10/20	10-20-20
026	C-1	CIVIL ENGINEER - SITE AND UTILITY PLAN	1/30/20	7/14/20	9/10/20	10-20-20
027	C-2	CIVIL ENGINEER - DEMOLITION PLAN	1/30/20	7/14/20	9/10/20	10-20-20
028	C-3	CIVIL ENGINEER - GRADING AND EROSION	1/30/20	7/14/20	9/10/20	10-20-20
029	C-4	CIVIL ENGINEER - DETAILS	1/30/20	7/14/20	9/10/20	10-20-20
030	A1.11	KARMEL PLAZA SITE LIGHTING	1/30/20	7/14/20	9/10/20	10-20-20
031	A1.12	KARMEL SQUARE SITE LIGHTING	1/30/20	7/14/20	9/10/20	10-20-20
032	A1.2.1	SITE DEMOLITION PLAN	1/30/20	7/14/20	9/10/20	10-20-20
033	A2.0.2	SQUARE SUB-LEVEL 2 BASEMENT PLAN	1/30/20	7/14/20	9/10/20	10-20-20
034	C-5	TRUCK TURNING PLAN	1/30/20	7/14/20	9/10/20	10-20-20



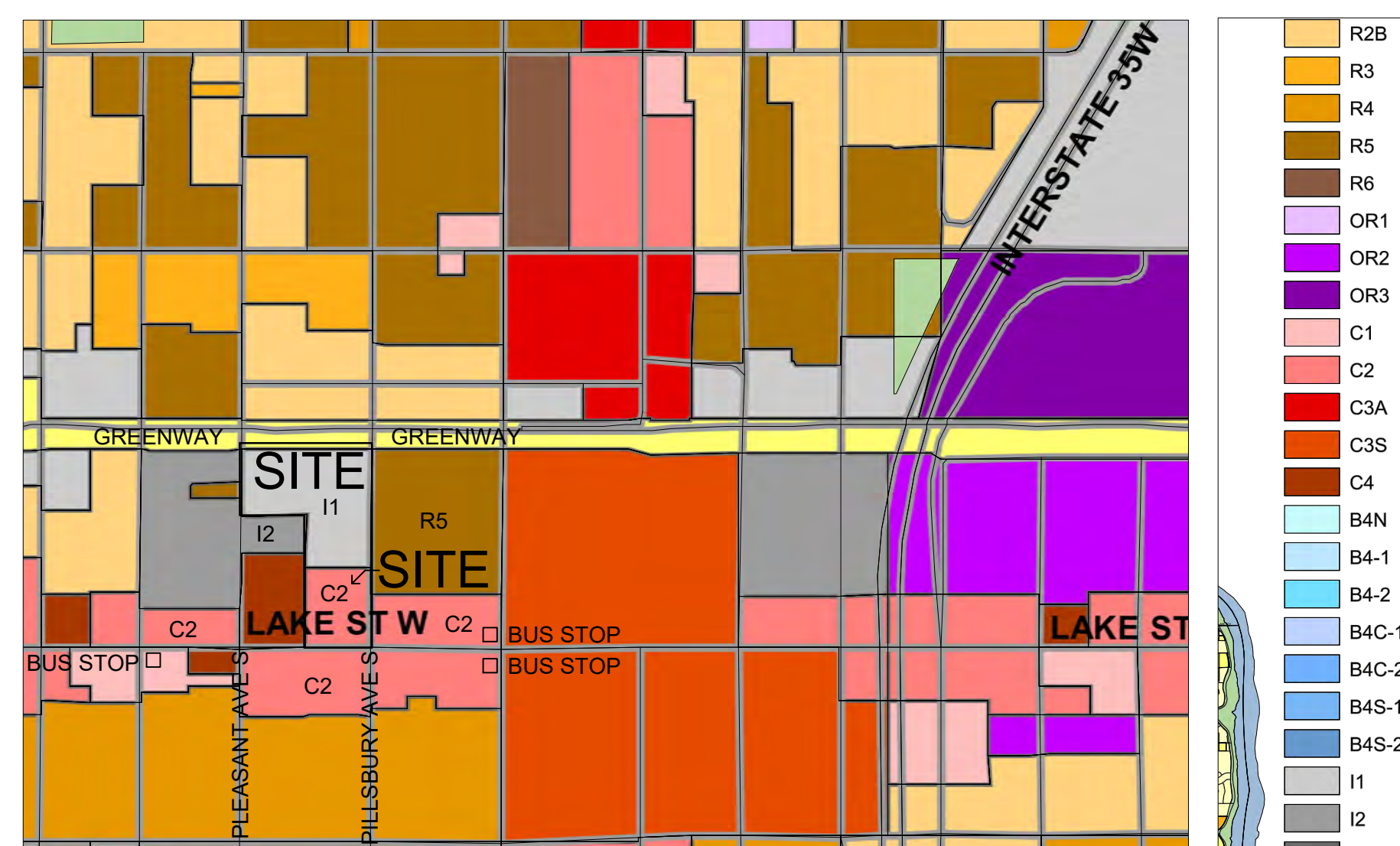
6 SOUTHEAST VIEW
A1.0 NO SCALE



7 SOUTHWEST VIEW
A1.0 NO SCALE



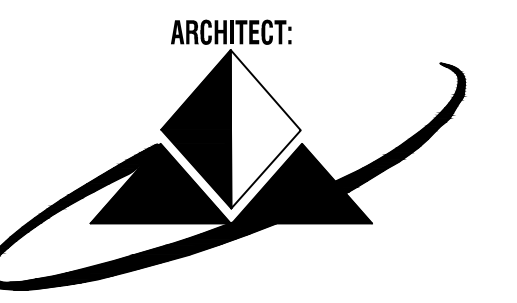
3 PROJECT OVERVIEW
A1.0 NO SCALE



4 ZONING MAP
A1.0 NO SCALE



FOR CITY USE



HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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Brian J. Houwman
NAME

BRIAN HOUWMAN
REGISTRATION NO. 22861 DATE 9-10-20

PROJECT LOCATION:

**KARMEL PLAZA
KARMEL SQUARE**

2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER /
GENERAL CONTRACTOR:



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KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP, CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEL SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20
PDR REVISION #2 10-20-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

PROJECT INFO.
SHEET INDEX
001-A1.0

(FULL SIZE SHEET 30"X42")

KARMEI PLAZA

ENCLOSE EXISTING PARKING RAMP
2 LEVELS OF EXISTING PARKING CHANGED INTO SHOPS
4 STORY ADDITION FOR MEN & WOMEN MOSQUE
SITE: 86,884 S.F.

KARMEI SQUARE

NEW 8 STORY BUILDING
SET ON EXISTING KARMEI SQUARE & WALGREENS SITES
SITE: 65,836 S.F.

2 LEVELS OF BASEMENT PARKING
MAIN FLOOR COMMERCIAL RETAIL & PARKING
2ND & 3RD FLOOR PARKING & COMMERCIAL OFFICE SPACE
4TH, 5TH, 6TH, 7TH & 8TH FLOORS APARTMENTS -

ALTERNATE - ADD 2ND SUB-LEVEL OF PARKING
ACCEPTED BY OWNER 7-28-20

EXISTING CONDITIONS

KARMEI PLAZA EXISTING PARKING RAMP
BASEMENT GARAGE LEVEL: 91 STALLS
SURFACE LEVEL: 51 STALLS
RAMP - LEVEL 2: 56 STALLS BICYCLE PARKING
RAMP - LEVEL 3: 56 STALLS SURFACE OUTSIDE 64
RAMP - LEVEL 4: 57 STALLS INSIDE GARAGE LEVEL 10
TOTAL: 311 PARKING STALLS TOTAL: 64 BICYCLE SPACES

KARMEI PLAZA EXISTING BUILDING S.F.
2910 PILLSBURY - EXISTING 4 FLOORS - 134,976 S.F.
SHOPPING - 69,143 S.F. OFFICES/CLINICS - 53,670 S.F. ASSEMBLY - 5,965 S.F.

KARMEI SQUARE EXISTING BUILDING S.F.
2940 PILLSBURY - EXISTING 2 STORY BUILDING - 29,716 S.F.

WALGREENS
200 LAKE STREET WEST - EXISTING 1 STORY BUILDING - 10,978 S.F.

PROPOSED CONDITIONS

KARMEI PLAZA
2910 PILLSBURY - EXISTING 4 FLOORS - 134,976 S.F.
+ 27,238 S.F. NEW SHOPS IN 2 EXISTING PARKING LEVELS
+ 15,892 S.F. NEW MOSQUE/CONNECTIONS / 4 LEVELS
NEW BUILDING AREA 134,976 S.F. + 16,892 S.F. = 179,106 S.F.

KARMEI SQUARE
2940 PILLSBURY / 200 LAKE STREET WEST - 433,584 S.F.
NEW 8 STORY BUILDING - 327,094 S.F. + 106,490 S.F. 2 LEVELS OF BASEMENT
MAIN FLOOR - RETAIL SPACE - 21,146 S.F. TOTAL - 52,070 S.F. TOTAL
2ND FLOOR - OFFICE SPACE - 18,325 S.F. TOTAL - 50,292 S.F. TOTAL
3RD FLOOR - OFFICE SPACE - 18,325 S.F. TOTAL - 50,292 S.F. TOTAL
4TH, 5TH, 6TH, 7TH & 8TH FLOOR APARTMENTS - 34,888 S.F. EACH FLOOR (174,444 S.F.)
4TH FLOOR - 22 UNITS
5TH, 6TH, 7TH - 23 UNITS PER FLOOR
8TH FLOOR - 22 UNITS
TOTAL - 113 APARTMENTS

PROPOSED CONDITIONS

KARMEI PLAZA BUILDING / PARKING RAMP INFORMATION
BASEMENT GARAGE LEVEL: 91 STALLS TO REMAIN AS-IS
SURFACE LEVEL: 51 STALLS - DELETE STALLS - CONVERT TO RETAIL SPACE
RAMP - LEVEL 2: 56 STALLS - TO REMAIN AS-IS
RAMP - LEVEL 3: 56 STALLS - TO REMAIN AS-IS
RAMP - LEVEL 4: 57 STALLS - DELETE STALLS - CONVERT TO RETAIL SPACE
TOTAL: 311 PARKING STALLS - 108 PARKING STALLS TO BE DELETED
203 PARKING STALLS TO REMAIN

KARMEI SQUARE PROJECT INFORMATION:
TOTAL NEW PARKING STALLS: 218 PARKING STALLS
2 BASEMENT LEVELS: - 4 PARKING STALLS
MAIN FLOOR / PARKING: - 50 PARKING STALLS
2ND FLOOR / PARKING & OFFICE SPACE: - 50 PARKING STALLS
3RD FLOOR / PARKING & OFFICE SPACE: - 50 PARKING STALLS
TOTAL: 326 PARKING STALLS

TOTAL PARKING STALLS FOR PROJECT - 203 + 322 = 525 PARKING STALLS

RETAIL SPACES:

KARMEI PLAZA:
69,143 S.F. + 27,238 = 96,381 S.F.

KARMEI SQUARE:
21,146 S.F. ON MAIN FLOOR
NEW TOTAL FOR RETAIL 96,381 + 21,146 S.F. = 117,527 S.F.
NEW OFFICE SPACE = 36,650 S.F.

113 APARTMENT UNITS
4TH FLOOR - 23 APARTMENT UNITS
22 APARTMENT UNITS
5TH, 6TH, 7TH FLOORS - 22 APARTMENT UNITS
3 FLOORS = 69 UNITS
4 - 1 BEDROOM
7 - 2 BEDROOM
7 - 3 BEDROOM
4 - 4 BEDROOM

8TH FLOOR - 22 APARTMENT UNITS
4 - 1 BEDROOM
7 - 2 BEDROOM
7 - 3 BEDROOM
4 - 4 BEDROOM

PARKING REQUIREMENTS FOR KARMEI PLAZA / KARMEI SQUARE

KARMEI PLAZA
EXISTING = SHOPPING - 69,143 S.F. OFFICES/CLINICS - 53,670 S.F. ASSEMBLY - 5,965 S.F.
289 SPACES
NEW SHOPPING CENTER - 27,238 / 500 = 55 SPACES
PLACE OF ASSEMBLY -
NEW MENS - 2300 S.F. + NEW WOMENS - 2300 S.F. = 4635 S.F.
NEW 4635 S.F. / 15 = 309 OCCUPANTS X 10% = 31 SPACES
TOTAL PARKING REQUIRED FOR NEW KARMEI PLAZA (269 + 55 + 31) = 355 PARKING STALLS

KARMEI SQUARE
EXISTING = 21 SPACES REQUIRED FOR SHOPPING / OFFICES - THIS AREA IS REMOVED FROM THE PROJECT
PARKING REQUIRED FOR NEW KARMEI SQUARE:
GROUND FLOOR COMMERCIAL 21,146 SQUARE FEET - 4000 S.F. = 17,146 S.F.
17,146 S.F. / 500 = 34 PARKING SPACES
2ND & 3RD FLOOR COMMERCIAL OFFICES - 36,650 S.F. - 4,000 S.F. = 32,650 S.F.
32,650 S.F. / 500 = 65 PARKING SPACES
DWELLINGS - 1 SPACE / UNIT 113 UNITS = 113 PARKING SPACES (REZONING TO PO. 113 X .75 = 85)
DIFFERENCE OF 27
1 BICYCLE SPACE / 2 UNITS = 57 BICYCLE SPACES / 83 SPACES PROVIDED
TOTAL PARKING REQUIRED FOR NEW KARMEI SQUARE (34 + 65 + 85) = 184 PARKING STALLS

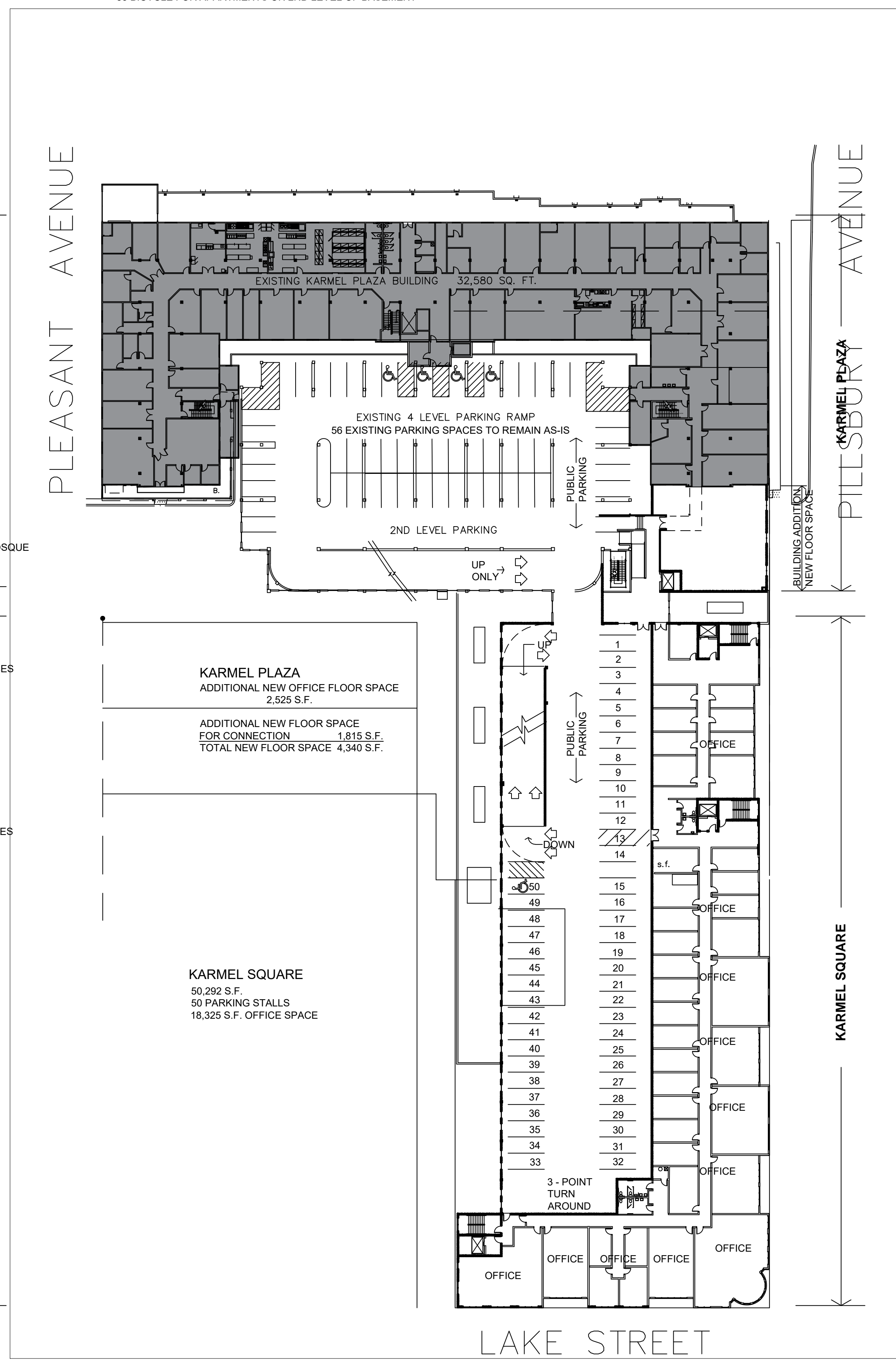
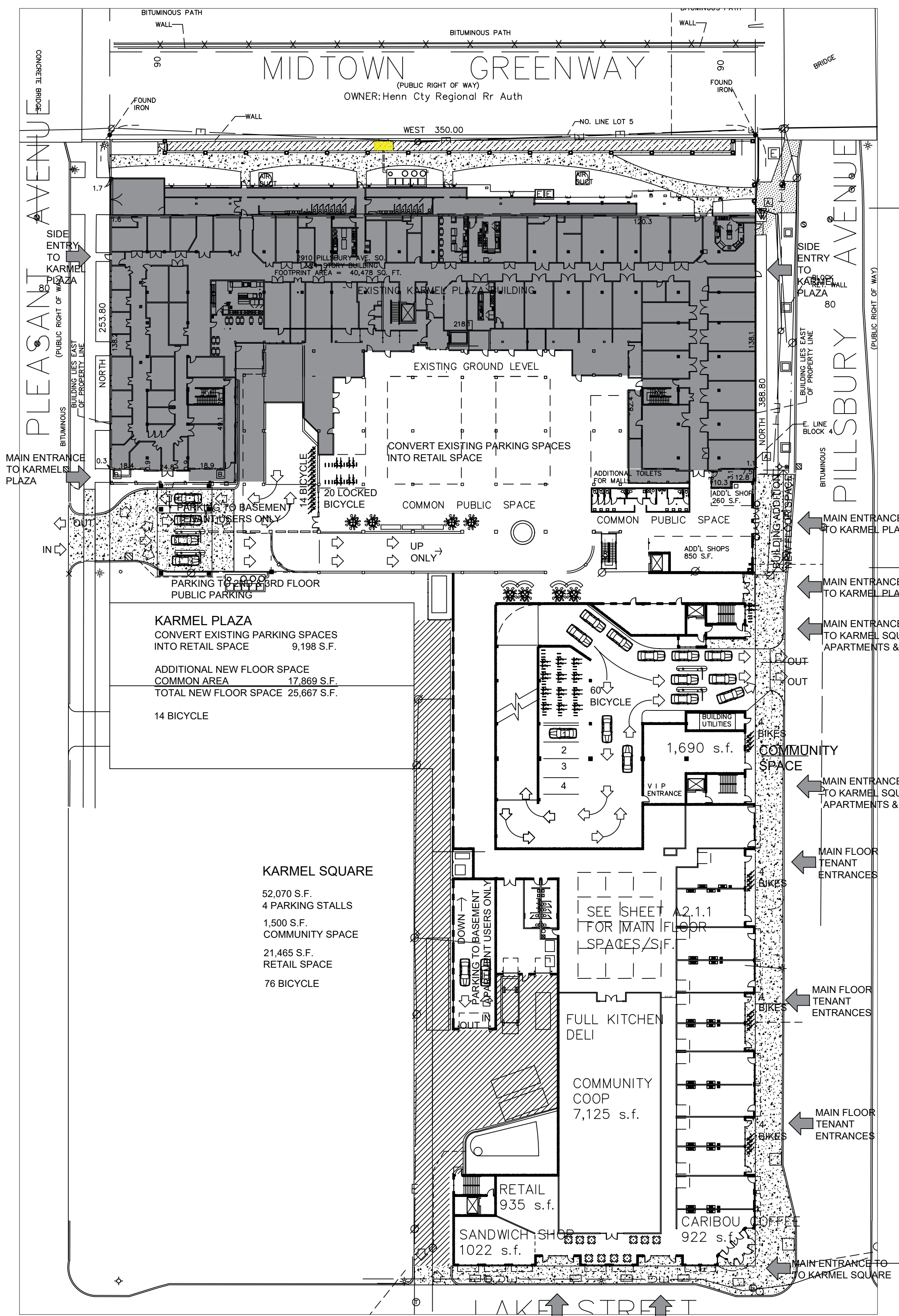
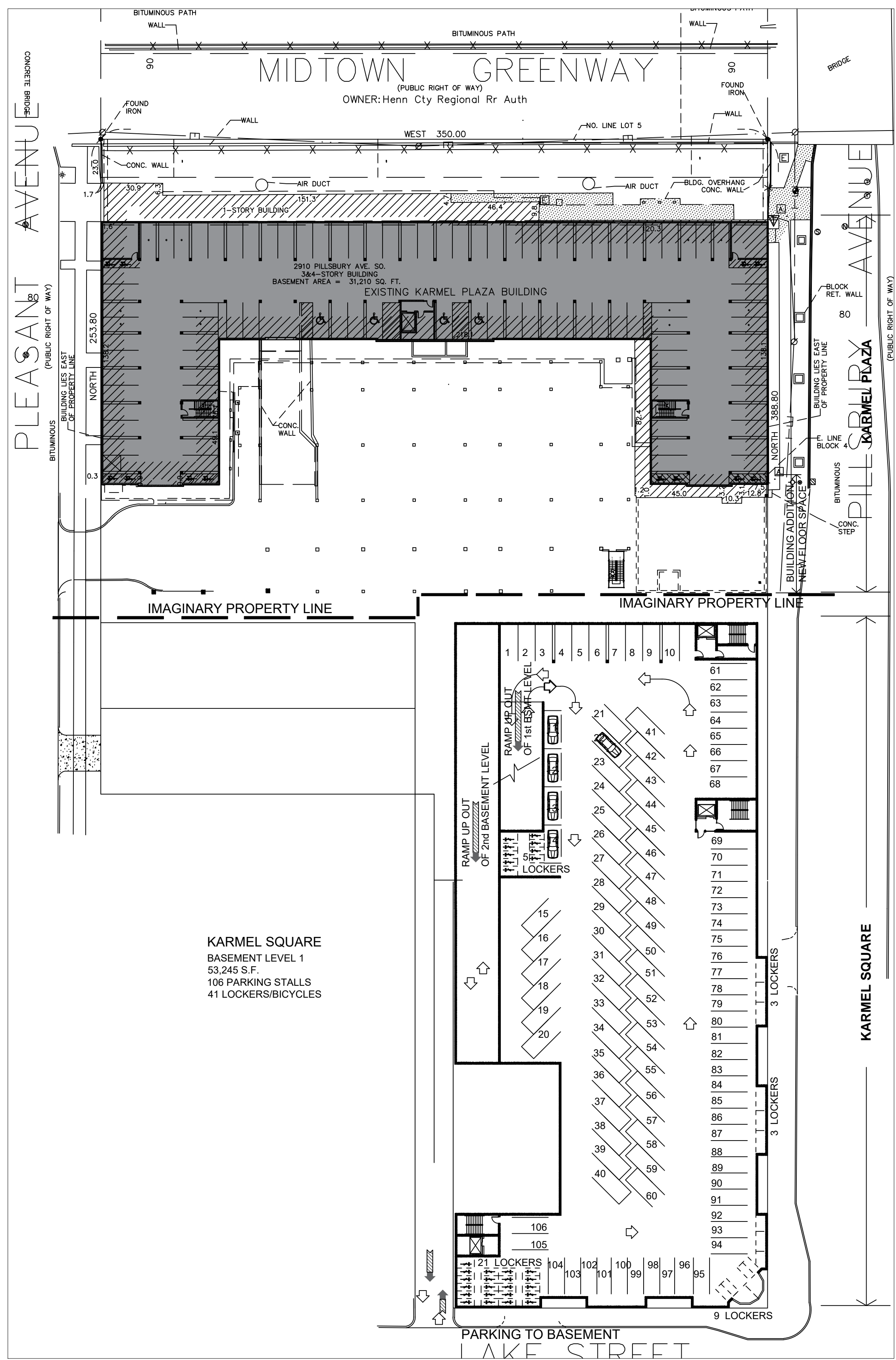
PARKING REQUIREMENTS FOR KARMEI PLAZA / KARMEI SQUARE

EXISTING KARMEI PLAZA = 289 PARKING SPACES
NEW KARMEI PLAZA = 86 PARKING SPACES (55 + 31)
NEW KARMEI SQUARE = 34 PARKING SPACES
GROUND FLOOR COMMERCIAL = 34 PARKING SPACES
2ND & 3RD FLOOR OFFICES = 65 PARKING SPACES
DWELLINGS/APARTMENTS = 85 PARKING SPACES
TOTAL FOR PROJECT = 539 PARKING SPACES (WITH REZONING REQUIREMENT)
TOTAL PROVIDED FOR PROJECT = 525 PARKING SPACES
110 BICYCLE FOR PUBLIC ON MAIN FLOOR
41 BICYCLE FOR PUBLIC ON 1ST LEVEL OF BASEMENT
83 BICYCLE FOR APARTMENTS ON 2ND LEVEL OF BASEMENT

PROJECT SCHEDULE

- KARMEI PLAZA CONSTRUCTION IMMEDIATELY
- REMOVE WALGREENS BUILDING IMMEDIATELY
- MOVE TENANTS FROM KARMEI SQUARE INTO KARMEI PLAZA
- REMOVE KARMEI SQUARE
- START NEW 8 STORY KARMEI SQUARE BUILDING
- START 4 STORY MOSQUE ADDITION WHEN PARKING IS COMPLETE

FOR CITY USE



ARCHITECT:
HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT 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.

Brian J. Houman
NAME: BRIAN HOUWMAN
REGISTRATION NO.: 22861 DATE: 9-10-20

PROJECT LOCATION:
**KARMEI PLAZA
KARMEI SQUARE**
2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:
SABRI PROPERTIES
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

NOTE:
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KARMEI PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEI SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20
PDR REVISION #2 10-20-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

ALTERNATE FOR 2ND LEVEL OF SUB-GRADE PARKING ACCEPTED 7-28-20

PROJECT DESCRIPTION
006-A1.5
(FULL SIZE SHEET 30"x42")

KARMEI PLAZA

ENCLOSE EXISTING PARKING RAMP
2 LEVELS OF EXISTING PARKING CHANGED INTO SHOPS
4 STORY ADDITION FOR MEN & WOMEN MOSQUES

KARMEI SQUARE

NEW 8 STORY BUILDING
SET ON EXISTING KARMEI SQUARE & WALGREENS SITES
2 LEVELS OF BASEMENT PARKING
MAIN FLOOR COMMERCIAL RETAIL & PARKING
2ND & 3RD FLOOR PARKING & COMMERCIAL OFFICE SPACE
4TH, 5TH, 6TH, 7TH & 8TH FLOORS APARTMENTS -

EXISTING CONDITIONS
KARMEI PLAZA EXISTING PARKING RAMP
 BASEMENT GARAGE LEVEL: 91 STALLS
 SURFACE LEVEL: 51 STALLS
 RAMP - LEVEL 2 66 STALLS BICYCLE PARKING
 RAMP - LEVEL 3 66 STALLS SURFACE OUTSIDE 54
 RAMP - LEVEL 4 57 STALLS INSIDE GARAGE LEVEL 10
 TOTAL 311 PARKING STALLS TOTAL 64 BICYCLE SPACES

KARMEI PLAZA EXISTING BUILDING S.F.
 2910 PILLSBURY - EXISTING 4 FLOORS - 134,976 S.F.
 SHOPPING - 69,143 S.F. OFFICES/CLINICS - 53,670 S.F. ASSEMBLY - 5,965 S.F.

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 2940 PILLSBURY - EXISTING 2 STORY BUILDING - 29,716 S.F.

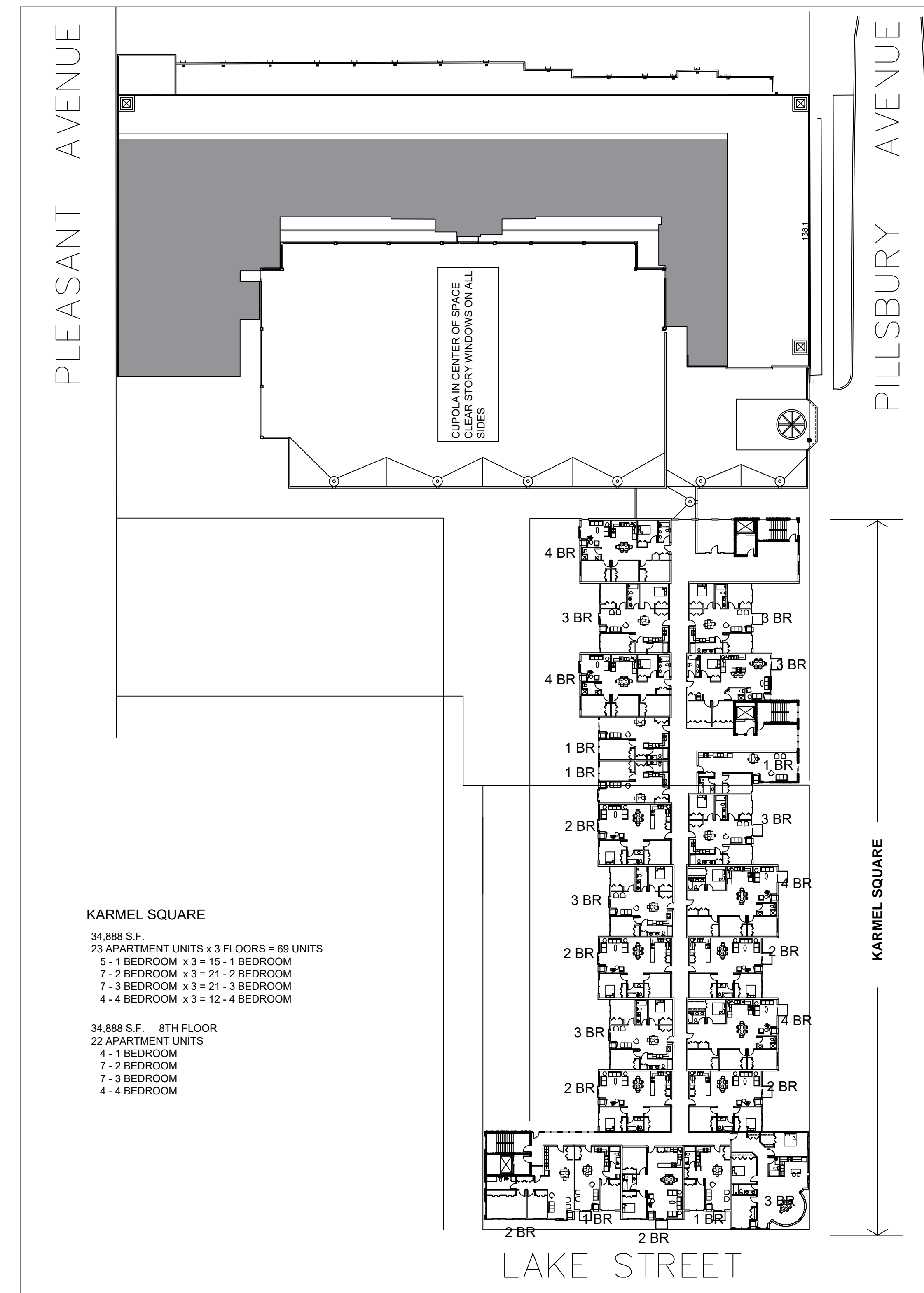
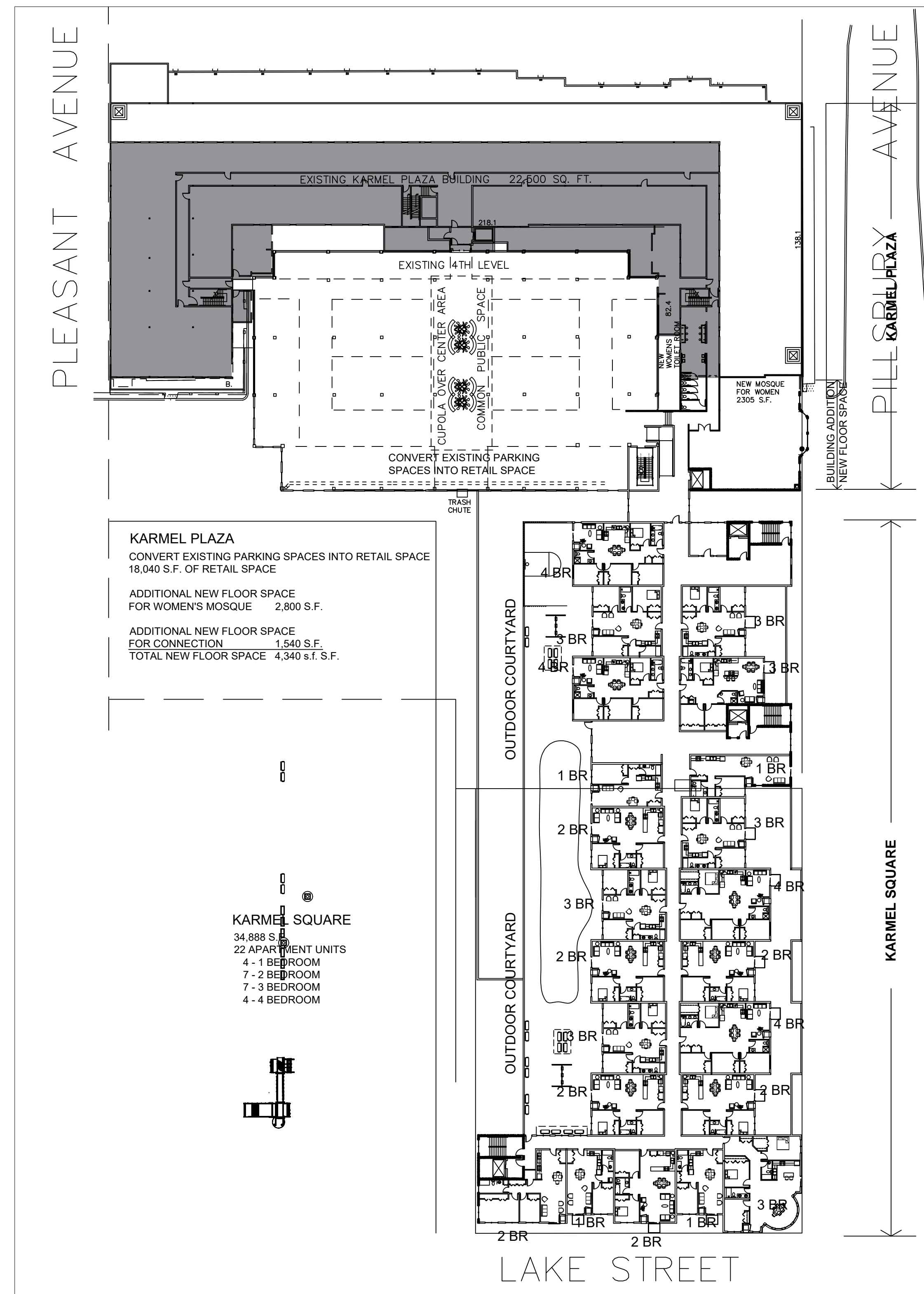
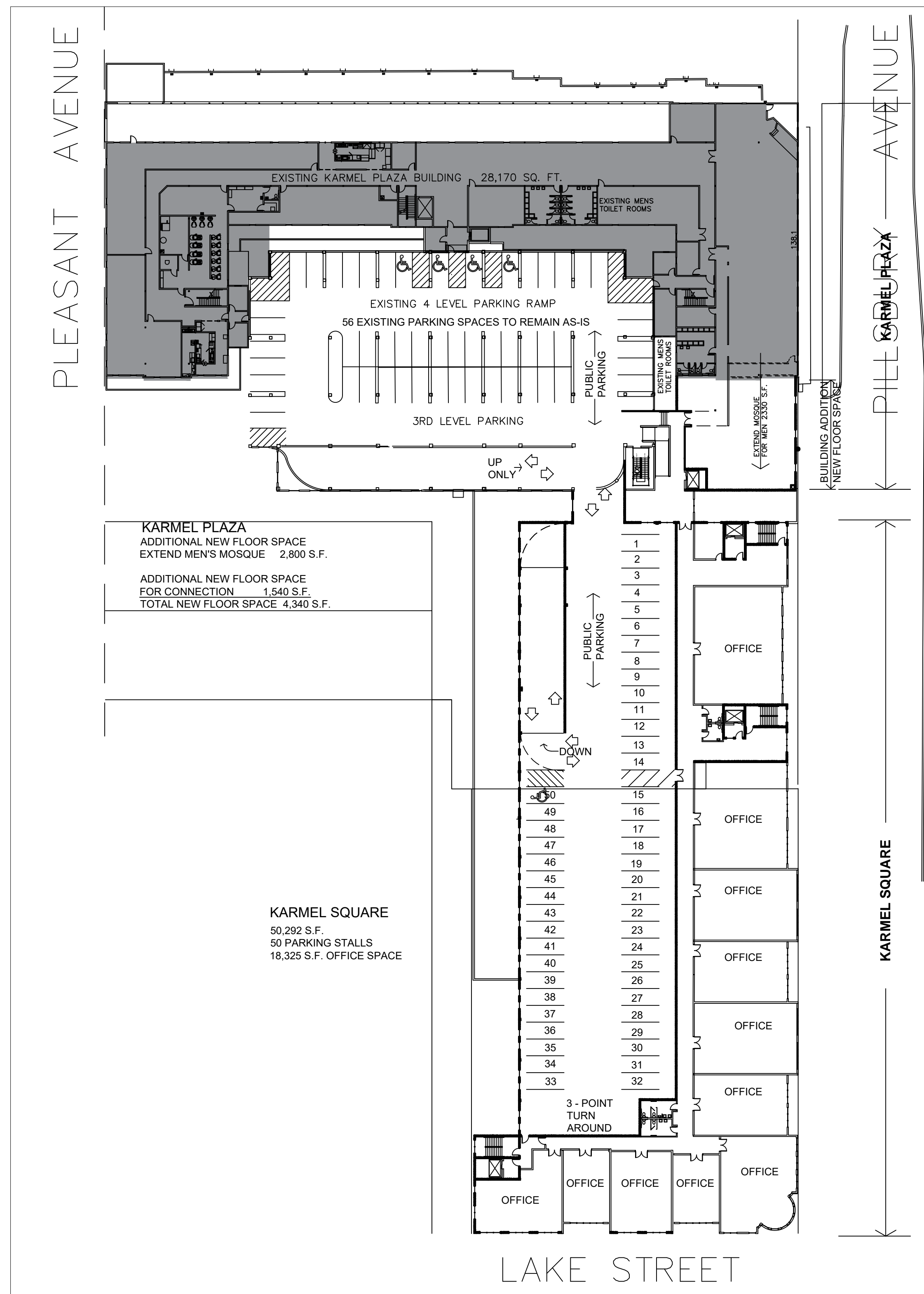
WALGREENS
 200 LAKE STREET WEST - EXISTING 1 STORY BUILDING - 10,978 S.F.

PROPOSED CONDITIONS
KARMEI PLAZA
 2910 PILLSBURY - EXISTING 4 FLOORS - 134,976 S.F.
 + 27,238 S.F. NEW SHOPS IN 2 EXISTING PARKING LEVELS
 + 16,892 S.F. NEW MOSQUE/CONNECTIONS / 4 LEVELS

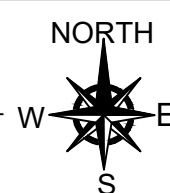
KARMEI SQUARE
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 NEW 8 STORY BUILDING - 327,094 S.F. + 106,490 S.F. 2 LEVELS OF BASEMENT
 MAIN FLOOR - RETAIL SPACE - 21,146 S.F. - 52,070 S.F. TOTAL
 2ND FLOOR - OFFICE SPACE - 18,325 S.F. - 50,292 S.F. TOTAL
 3RD FLOOR - OFFICE SPACE - 18,325 S.F. - 50,292 S.F. TOTAL
 4TH, 5TH, 6TH, 7TH & 8TH FLOOR APARTMENTS - 34,888 S.F. EACH FLOOR
 4TH FLOOR - 22 UNITS PER FLOOR
 5TH, 6TH, 7TH & 8TH - 23 UNITS PER FLOOR
 TOTAL - 113 APARTMENTS

4TH FLOOR -	5TH, 6TH, 7TH, 8TH FLOORS -	8TH FLOOR -
22 APARTMENT UNITS	23 APARTMENT UNITS x 3 FLOORS = 69 UNITS	22 APARTMENT UNITS
4 - 1 BEDROOM	5 - 1 BEDROOM x 3 = 15 - 1 BEDROOM	4 - 1 BEDROOM
7 - 2 BEDROOM	7 - 2 BEDROOM x 3 = 21 - 2 BEDROOM	7 - 2 BEDROOM
7 - 3 BEDROOM	7 - 3 BEDROOM x 3 = 21 - 3 BEDROOM	7 - 3 BEDROOM
4 - 4 BEDROOM	4 - 4 BEDROOM x 3 = 12 - 4 BEDROOM	4 - 4 BEDROOM

RETAIL SPACES:
KARMEI PLAZA:
 69,143 S.F. + 27,238 = 96,381 S.F.
KARMEI SQUARE:
 21,146 S.F. ON MAIN FLOOR
 NEW TOTAL FOR RETAIL 96,381 + 21,146 S.F. = 117,527 S.F.
 NEW OFFICE SPACE = 18,325 s.f. on 2nd, 18,325 s.f. on 3rd = 36,650 S.F.



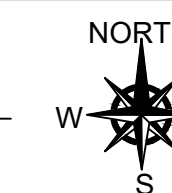
1
A1.6
3RD FLOOR PLAN
SCALE: 1" = 40'-0"



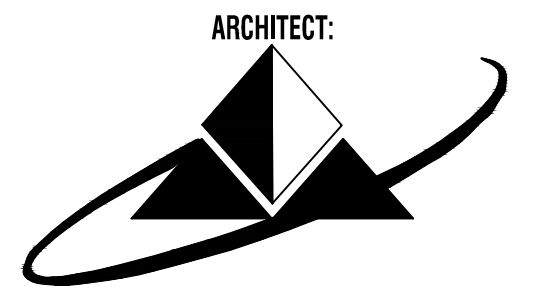
2
A1.6
4TH FLOOR PLAN
SCALE: 1" = 40'-0"



3
A1.6
5TH, 6TH, 7TH & 8TH FLOOR PLAN
SCALE: 1" = 40'-0"



FOR CITY USE



HOUWMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENGILLY, MN 55775
 651-631-0200

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Brian Houwman
 NAME
 BRIAN HOUWMAN
 REGISTRATION NO. 22861 DATE 9-10-20

PROJECT LOCATION:
KARMEI PLAZA
KARMEI SQUARE
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

BUILDING OWNER /
 GENERAL CONTRACTOR:

SABRI PROPERTIES
 207 E LAKE ST. SUITE 300
 MINNEAPOLIS, MN 55408
 612-825-4433

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KARMEI PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEI SQUARE - NEW 8 STORY BLDG
 PDR 7-14-20
 PDR REVISION #1 9-10-20
 PDR REVISION #2 10-20-20

JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

PROJECT DESCRIPTION
007-A1.6
 (FULL SIZE SHEET 30"x42")



1 NORTHWEST CORNER
A1.7 NO SCALE



7 AERIAL SOUTHSIDE SITE VIEW
A1.7 NO SCALE



4 NORTHEAST CORNER
A1.7 NO SCALE



2 SOUTHWEST CORNER
A1.7 NO SCALE

NEW KARMEI SQUARE BUILDING	
TOP OF MAIN ROOF 91'-6"	
8TH FL APARTMENTS	9' clg
7TH FL APARTMENTS	9' clg
6TH FL APARTMENTS	9' clg
5TH FL APARTMENTS	9' clg
4TH FL APARTMENTS	9' clg
3RD FL - PARKING	10' clg
2ND FL - PARKING	10' clg
MAIN FL - PARKING	11' clg
1st BSM'T FL - PKG	10' clg
2nd BSM'T FL - PKG	10' clg

8 BUILDING SECTION
A1.7 NO SCALE



5 SOUTHEAST CORNER
A1.7 NO SCALE



3 WEST SIDE - PLEASANT AVE
A1.7 NO SCALE

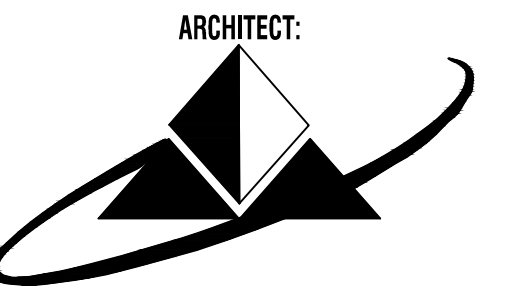


6 EAST SIDE - PILLSBURY AVE
A1.7 NO SCALE



9 EAST SIDE - PILLSBURY AVE
A1.7 NO SCALE

FOR CITY USE



ARCHITECT:
HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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Brian J. Houwman

NAME: BRIAN HOUWMAN
REGISTRATION NO.: 22861 DATE: 9-10-20

PROJECT LOCATION:
**KARMEI PLAZA
KARMEI SQUARE**
2940 PILLSBURY AVE
MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:
SABRI PROPERTIES

207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

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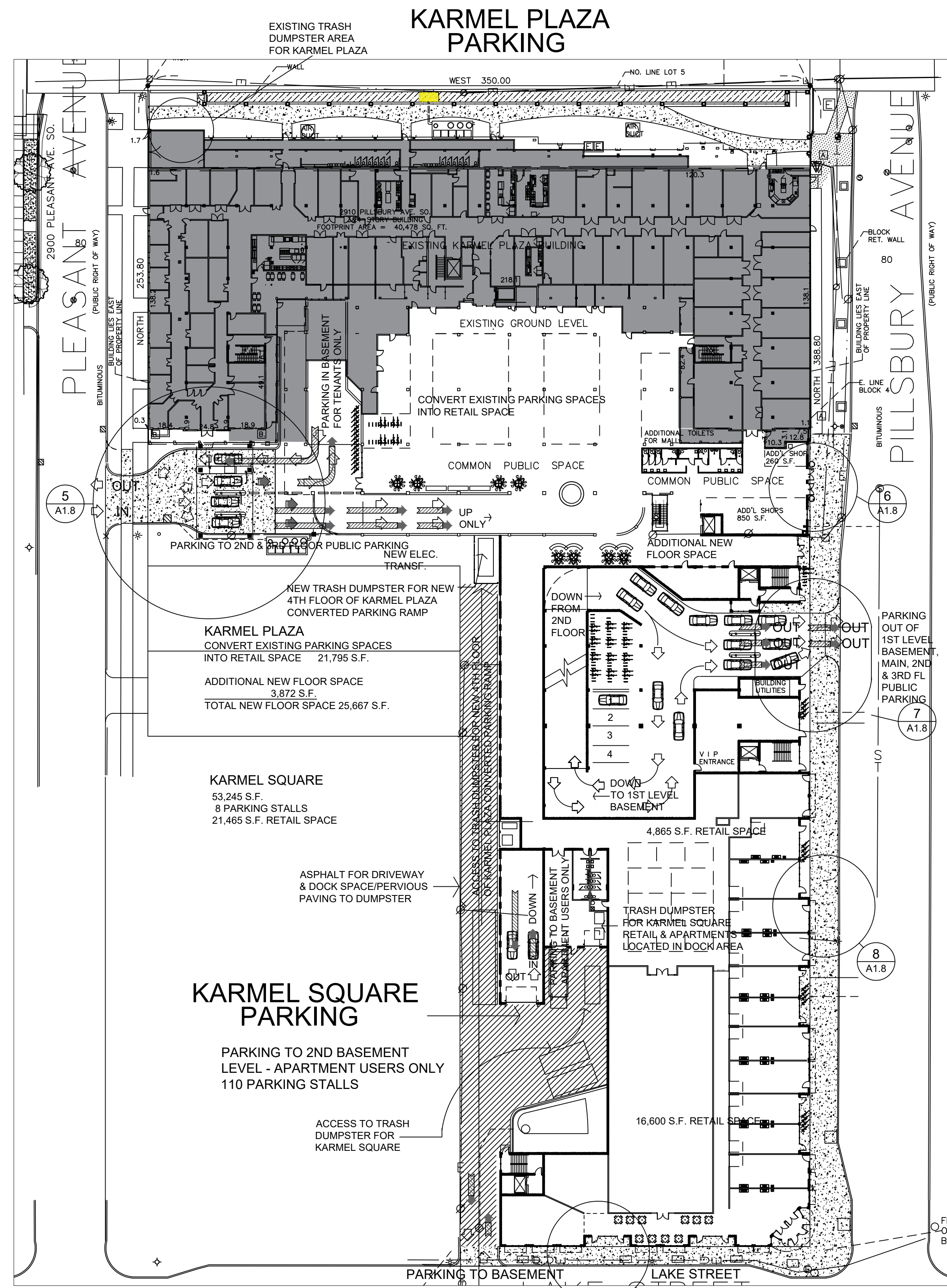
KARMEI PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEI SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20
PDR REVISION #2 10-20-20

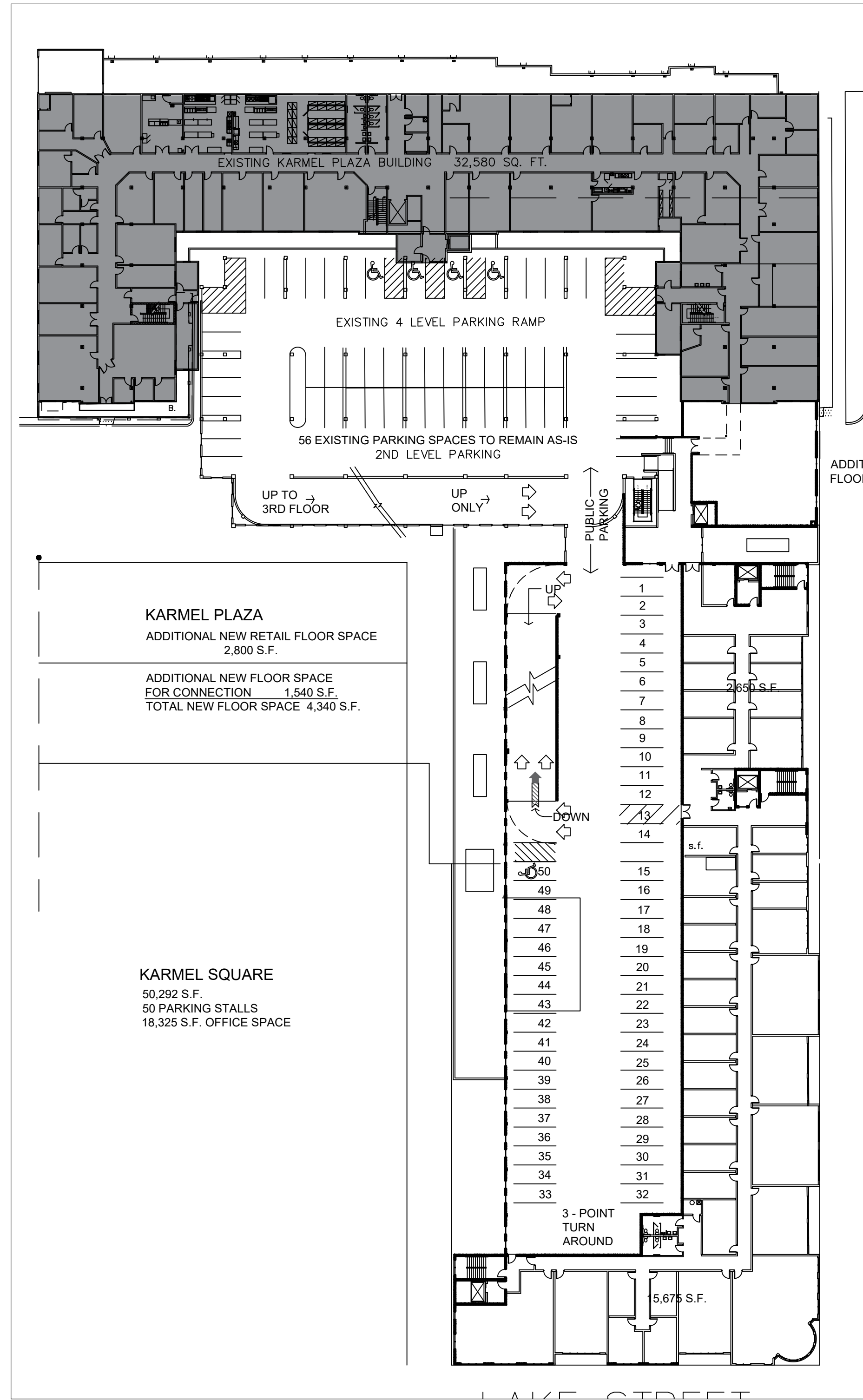
JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

EXTERIOR PERSPECTIVES
008-A1.7

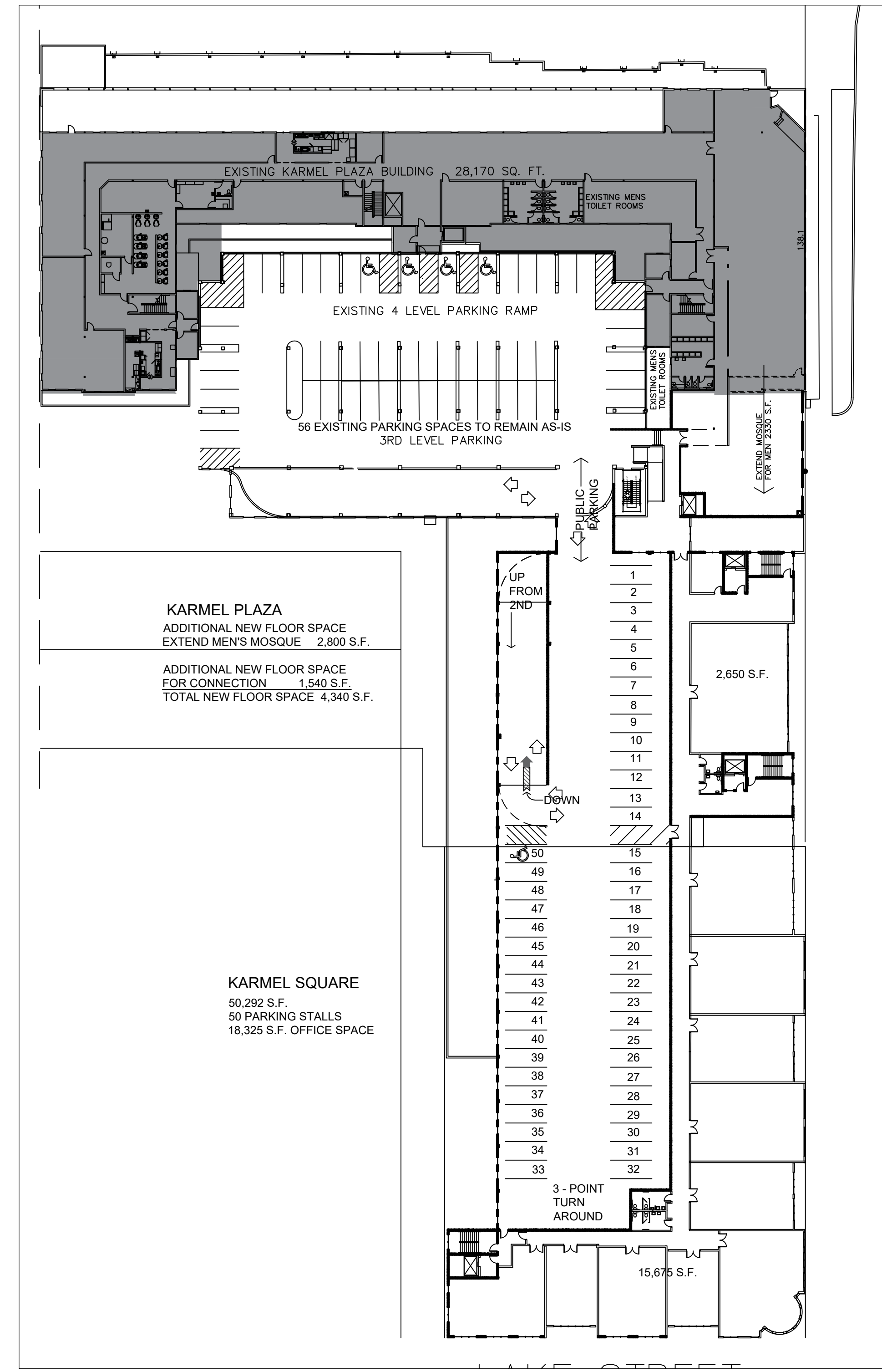
(FULL SIZE SHEET 30"x42")



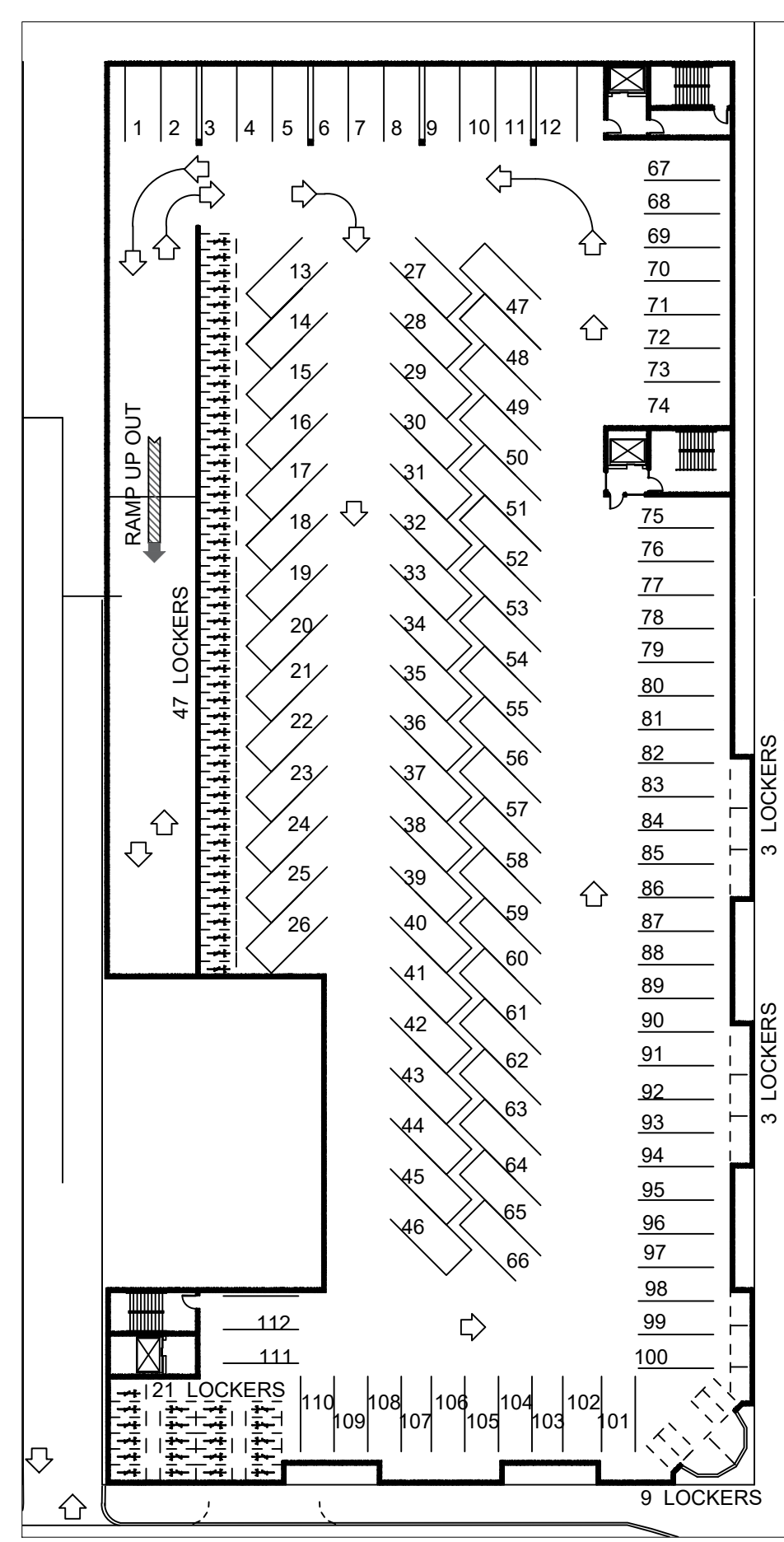
1 MAIN FLOOR PLAN
SCALE: 1" = 40'-0"



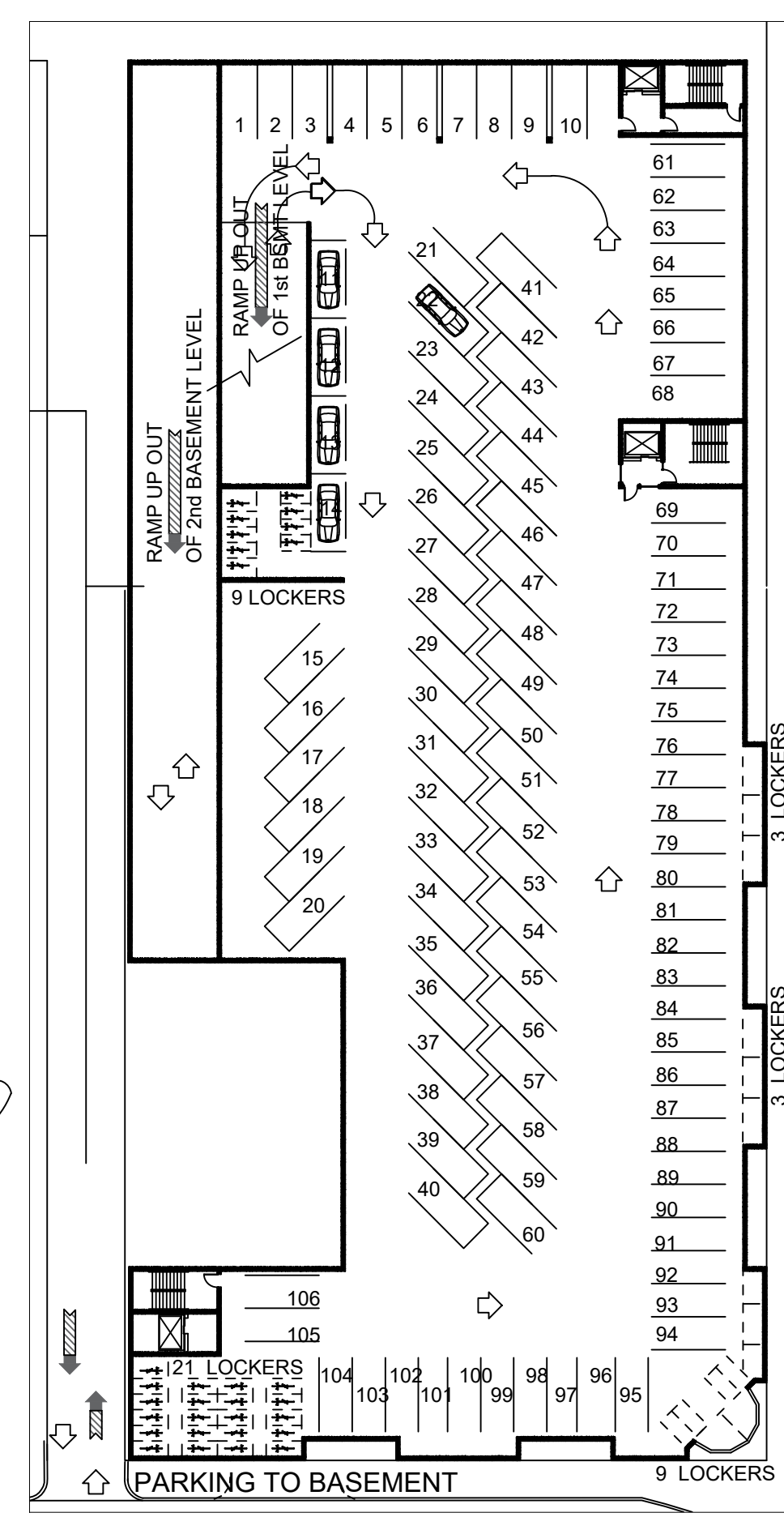
2 2ND FLOOR PLAN
SCALE: 1" = 40'-0"



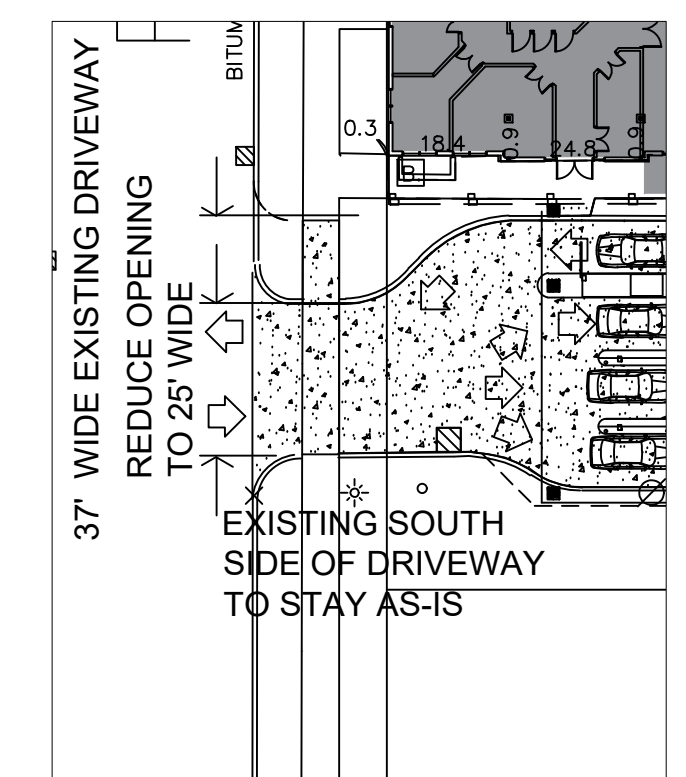
3 3RD FLOOR PLAN
SCALE: 1" = 40'-0"



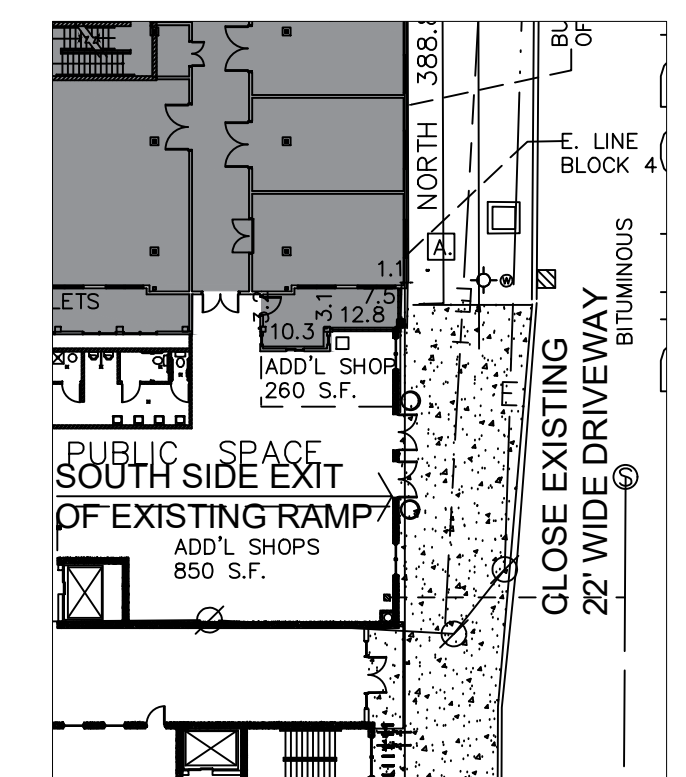
10 2ND LEVEL BSM'T FL PLAN
SCALE: 1" = 40'-0"



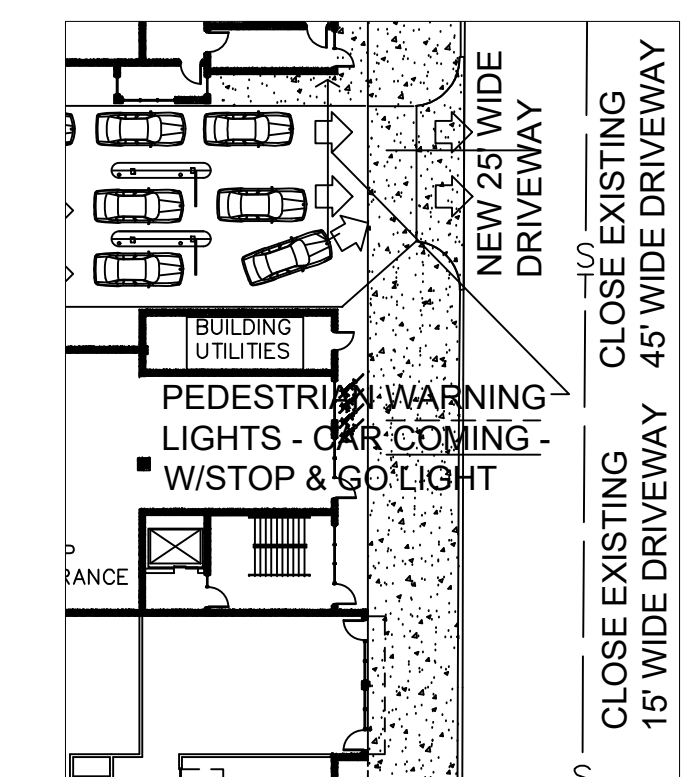
2 1ST LEVEL BSM'T FL PLAN
SCALE: 1" = 40'-0"



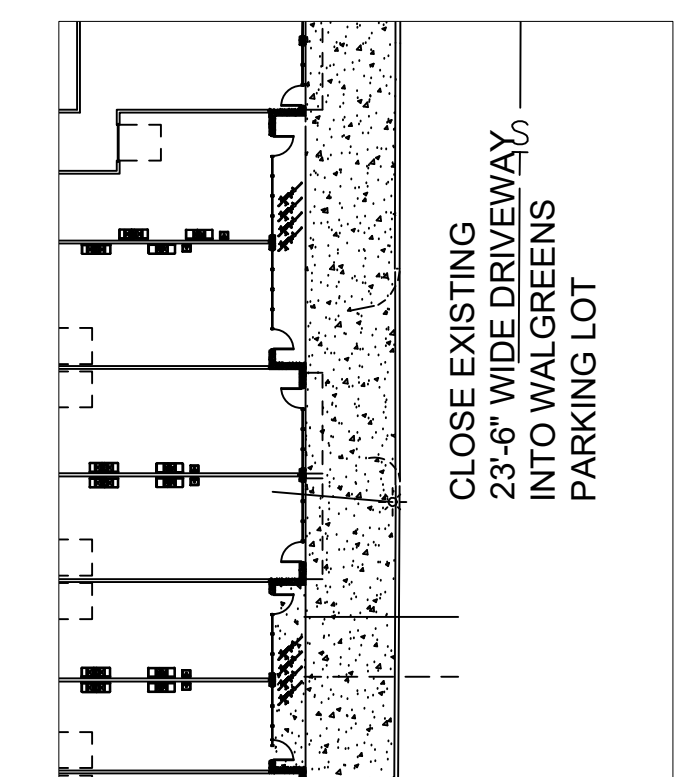
5 PLEASANT DRIVEWAY
SCALE: 1/32" = 1'-0"



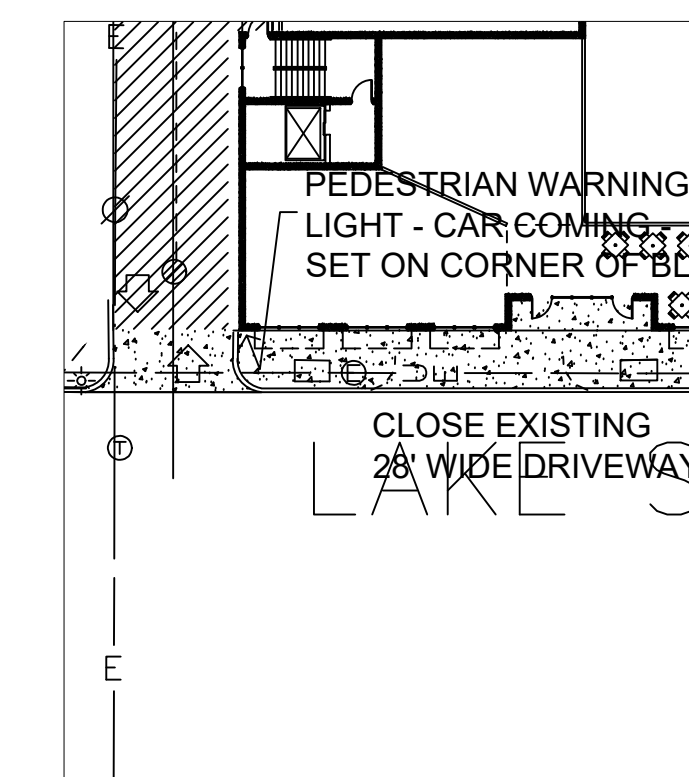
6 PILLSBURY DRIVEWAY
SCALE: 1/32" = 1'-0"



7 PILLSBURY DRIVEWAY
SCALE: 1/32" = 1'-0"



8 PILLSBURY DRIVEWAY
SCALE: 1/32" = 1'-0"



9 LAKE STREET DRIVEWAY
SCALE: 1/32" = 1'-0"

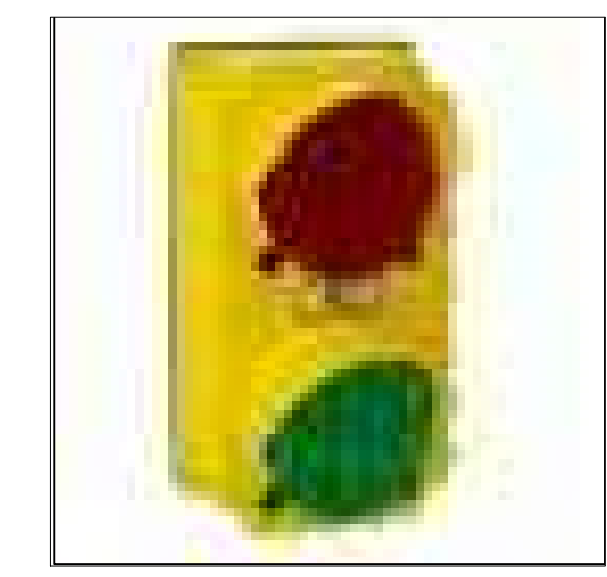
ALTERNATE - CREATE SUB-BASEMENT LEVEL 2
ALTERNATE - ACCEPTED BY OWNER 7-28-20

KARMEI PLAZA / KARMEI SQUARE PARKING

PLAZA BASEMENT PARKING	- 91 PARKING STALLS (PARKING FOR TENANTS)
PLAZA PARKING 2ND & 3RD FLOORS	- 112 PARKING STALLS (PUBLIC PARKING)
SQUARE 2ND BASEMENT LEVEL PARKING	- 112 PARKING STALLS (PARKING FOR APARTMENTS)
SQUARE 1ST BASEMENT LEVEL PARKING	- 106 PARKING STALLS (PUBLIC PARKING)
SQUARE MAIN FLOOR PARKING	- 4 PARKING STALLS (PUBLIC PARKING)
SQUARE 2ND FLOOR PARKING	- 50 PARKING STALLS (PUBLIC PARKING)
SQUARE 3RD FLOOR PARKING	- 50 PARKING STALLS (PUBLIC PARKING)
TOTAL PARKING FOR PROJECT	- 525 PARKING STALLS

TOTAL PARKING FOR RETAIL TENANTS	- 91 PARKING STALLS - BASEMENT OF PLAZA
TOTAL PARKING FOR APARTMENTS	- 112 PARKING STALLS - 2ND LEVEL BASEMENT OF SQUARE
TOTAL PARKING FOR PUBLIC	- 322 PARKING STALLS

ORIGINAL PLAZA & SQUARE HAD 311 PARKING STALLS
 KARMEI PLAZA - 203 PARKING STALLS
 KARMEI SQUARE - 322 PARKING STALLS
 TOTAL FOR PROJECT 525 PARKING STALLS
 110 BICYCLE FOR PUBLIC ON MAIN FLOOR
 30 BICYCLE FOR PUBLIC ON 1ST LEVEL OF BASEMENT
 83 BICYCLE FOR APARTMENTS ON 2ND LEVEL OF BASEMENT



STOP & GO LIGHT



CAR COMING LIGHT

ARCHITECT:
HOUWMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENNGILLY, MN 55775
 651-631-0200

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 Brian Houwman
 NAME
 BRIAN HOUWMAN
 REGISTRATION NO. 22861 DATE 9-10-20

PROJECT LOCATION:
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KARMEI SQUARE
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

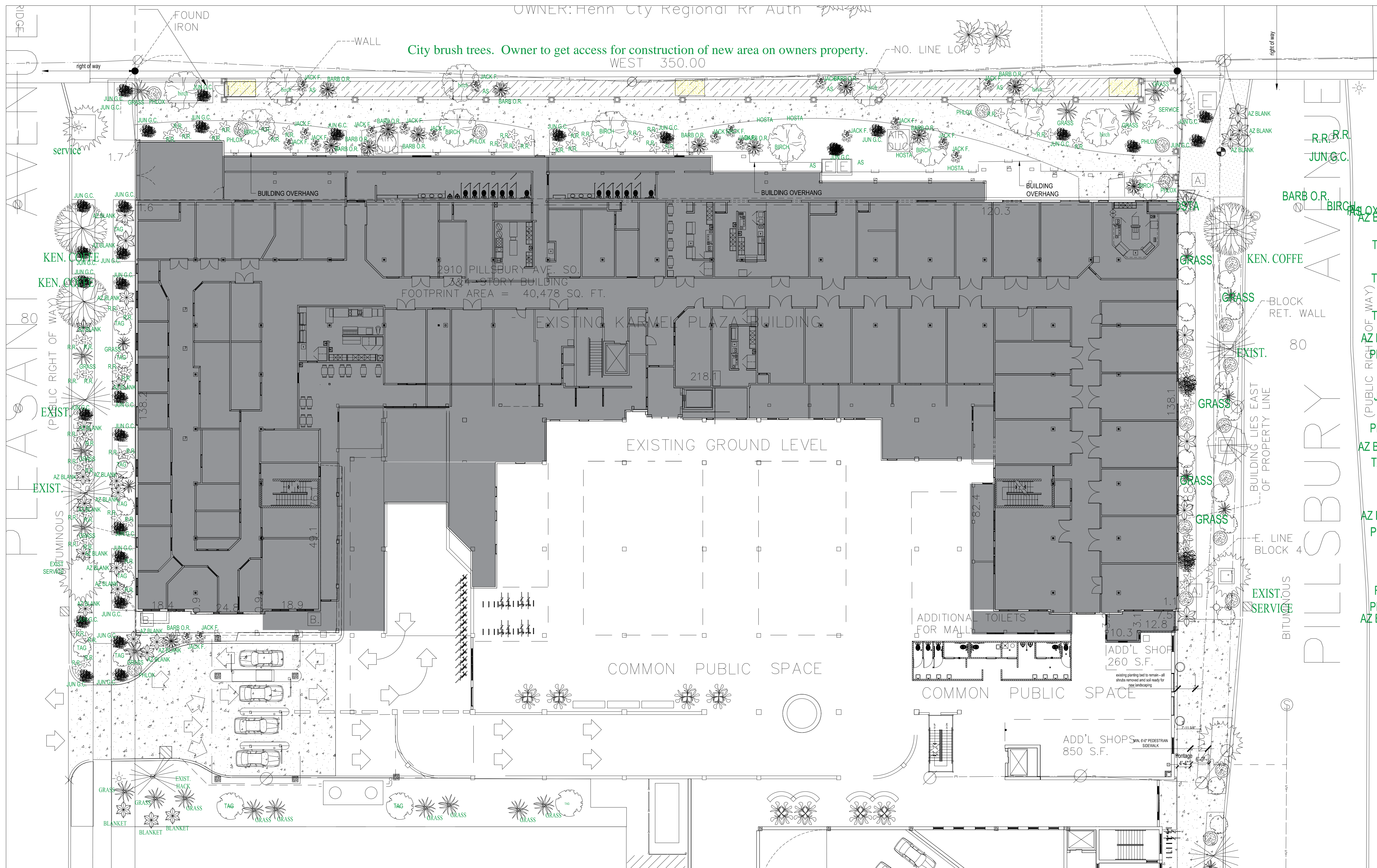
BUILDING OWNER / GENERAL CONTRACTOR:
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 207 E LAKE ST. SUITE 300
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 612-825-4433

NOTE:
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KARMEI PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES
 KARMEI SQUARE - NEW 8 STORY BLDG
 PDR 7-14-20
 PDR REVISION #1 9-10-20
 PDR REVISION #2 10-20-20

JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

TRAFFIC PATTERNS
009-A1.8
 (FULL SIZE SHEET 30"x42")



KARMEL PLAZA LANDSCAPE PLAN
 SCALE: 1" = 0' = 1/16"
 GRAPHIC SCALE: 0' 5' 10' 20'

KARMEL PLAZA PLANTING SCHEDULE

PLANT SYMBOL	SCIENTIFIC NAME	COMMON NAME	QTY	MAT HGT	SPREAD
COFF	GYMNOCLADUS DIOICUS EXPRESSO tree form	KENTUCKY COFFEE tree form	3	50'-70'	20'-30'
JUN GC	JUNIPERUS SABINA 'SCANDIA'	JUNIPER, 'SCANDIA' parental ground cover	31	12'-15'	3'-5'
GRASS	POGONUM nutans	INDIAN GRASS	22	36-96"	24-36"
PHLOX	phlox paniculata	WHITE GARDEN PHLOX	19	24-40"	24-30"
RR	RUGOSA ROSE	RUGOSA ROSE SNOW PAVEMENT shrub	59	3'-4"	3'-4"
AS	ASTILBE ARENDSI	ASTILBE perennial	6	1'-2"	2'-3"
AZ blank	Gaocardea granat'gra	Arizona red shades blanket flower	25	10-12"	15-18"
HOSTA	HOSTA 'HALCYON'	HOSTA perennial	4	1'-2"	2'-3"
JACK F	BRUNNERA MACROPHYLLA	JACK FROST SIBERIAN BUGLOSS	16	20"	4"
BARB O	BERBERIS THUNBERGII	ORANGE ROCKET BARBERRY shrub	11	4'-5"	2'-3"
YAG	THUJA OCCIDENTALIS	TECHNY GLOBE ARBORVITAE EVERGREEN shrub	23	6"	2'-3"
service	AMELENCHIER X GRANDIFLORA Tree form 'AUTUMN BRILLIANCE, 1.5" DIA	SERVICE BERRY tree	2	15-25'	15-25'
BIRCH	BETULA PLATYPHYLLA 'FARGO'	DAKOTA PINNACLE ASIAN WHITE BIRCH tree	11	30"	10-12"
hack	cotinus occidentalis	Hackberry tree	0	30"	25"

EXISTING TREES				
hack	existing cotinus occidentalis 6" DIAMETER	Retain and protect, Hackberry tree	4	30" 25"
plum tree	EXISTING TREE, PRUNUS CERASIFERA 'KOSMOS' 2" DIAMETER	Retain and protect, CHERRY PLUM tree	1	20" 15"
service	EXISTING TREE, AMELENCHIER X GRANDIFLORA, 'AUTUMN BRILLIANCE, 1.5" DIA	Retain and protect, SERVICE BERRY tree	2	15-25" 15-25"

22,252 SQUARE FEET OF TOTAL GREEN SPACE OF THE PLAZA AND SQUARE see A1.10

DIVIDED BY 50 SQ. FT. = 45 CANOPY TREES MINIMUM. SHOWN: 37 CANOPY TREES, 10 new in R.O.W., 14 new in site, 13 existing

DIVIDED BY 100 SQ. FT. = 223 SHRUBS MIN. SHOWN: 224 SHRUBS

GENERAL NOTES:

ALL PROPOSED WORK IN THE PUBLIC RIGHT-OF-WAY SHALL COMPLY WITH THE CURRENT EDITION OF THE CITY OF MINNEAPOLIS STANDARD SUPPLEMENTAL SPECIFICATIONS FOR CONSTRUCTION AND MINNESOTA DEPARTMENT OF PUBLIC WORKS (PLATES INDEX, HTML) OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, CURRENT EDITION AND ITS ATTACHEMENTS (REFER TO THE FOLLOWING [HTTP://WWW.MINNEAPOLIS.GOV](http://www.minneapolis.gov)) ALL LANDSCAPING PREPARED & APPROVED AS SPECIFIED BY CURRENT MN. DEPT. OF TRANSPORTATION STANDARDS FOR SOIL PREPARATION & DRAINAGE.

TREES SHALL BE A MINIMUM OF 2" INCHES CALIPER IN SIZE. ALL SHRUBS SHALL BE A MINIMUM OF 1 GALLON CONTAINER SIZE. ALL LANDSCAPE MATERIALS SHALL BE TOLERANT OF SPECIFIC SITE CONDITIONS, INCLUDING BUT NOT LIMITED TO HEAT, COLD, DROUGHT AND SALT.

IN NEW PLANTING AREAS, LANDSCAPED AREAS NOT COVERED WITH TURF GRASS, NATIVE GRASSES OR OTHER PERENNIAL FLOWERING PLANTS, VINES, SHRUBS OR TREES TO BE COVERED WITH WOOD MULCH.

ALL GREEN SPACE TO HAVE AUTOMATIC SPRINKLER SYSTEMS INSTALLED.

SEE TREE PROTECTION ZONE - STANDARD PLATE NO. FORE-1001 ON SHEET A1.10

protect and retain trees in grades with engineered root space or structural soils

SEE TREE PLANTING BALLED AND BURLAPPED - STANDARD PLATE NO. FORE-1002 ON SHEET A1.10

FOR CITY USE

ARCHITECT:

HOUWMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENNINGLY, MN 55775
 651-631-0200

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A FULLY REGISTERED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

NAME: BRIAN HOUWMAN
 REGISTRATION NO.: 22864 DATE: 9-10-20

PROJECT LOCATION:
KARMEL PLAZA
KARMEL SQUARE
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:

SABRI PROPERTIES
 207 E LAKE ST. SUITE 300
 MINNEAPOLIS, MN 55408
 612-825-4433

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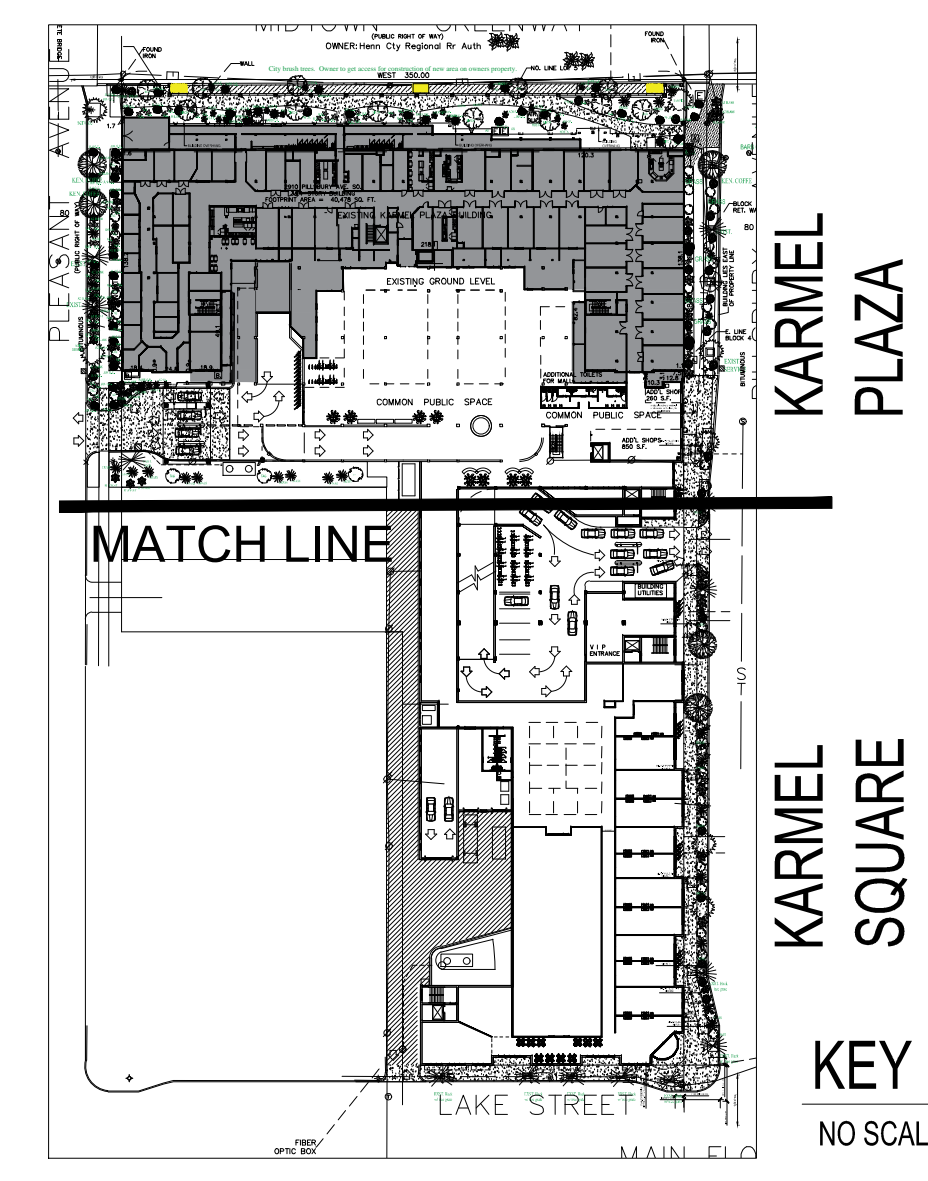
KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

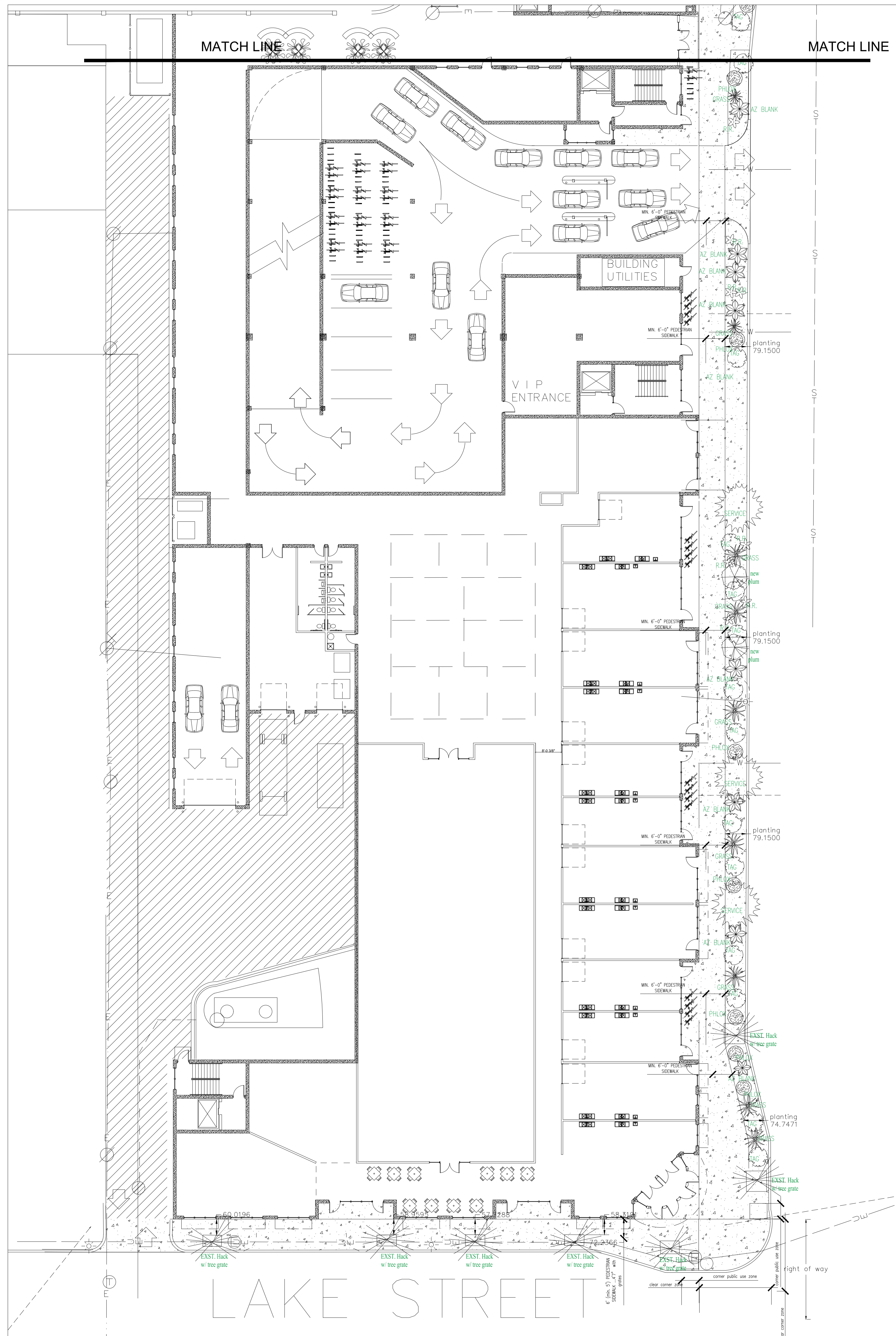
KARMEL SQUARE - NEW 8 STORY BLDG

PDR 7-14-20
 PDR REVISION #1 9-10-20
 PDR REVISION #2 10-20-20

JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

KARMEL PLAZA LANDSCAPING
010-A1.9
 (FULL SIZE SHEET 30"X42")





ALL LANDSCAPING IN R.O.W.

KARMEL PLAZA PLANTING SCHEDULE						
PLANT SYMBOL	SCIENTIFIC NAME	COMMON NAME	QTY	MAT HGT	SPREAD	
COFF	GYMNOCALADUS DIOCLUS EXPRESSO tree form	KENTUCKY COFFEE tree form	0	50'-70'	25'-30'	
JUN GC	JUNIPERUS SABINA 'SCANDIA'	JUNIPER 'SCANDIA' perennial ground cover	0	12'-15'	3'-5'	
grass	sorghastrum nutans	INDIAN GRASS	9	36-96"	24-36"	
PHLOX	phlox paniculata	WHITE GARDEN PHLOX	8	24-40"	24-30"	
RR	RUGOSA ROSE	RUGOSA ROSE SNOW PAVEMENT shrub	8	3'-4"	3'-4"	
AS	ASTILBE ARENDSII	ASTILBE perennial	0	1'-2'	2'-3'	
AZ blank	Gaillardia arifolia	Arizona red shades blanket flower	8	10-12"	15-18"	
HOSTA	HOSTA 'HALCYON'	HOSTA perennial	0	1'-2'	2'-3'	
JACK F	BRUNNERA MACROPHYLLA	JACK FROST SIBERIAN BUGLOSS	0	26"	4"	
BARB OR	BERBERIS THUNBERGII	ORANGE ROCKET BARBERRY shrub	0	4'-5'	2'-3'	
TAG	THUJA OCCIDENTALIS	TECHNY GLOBE ARBORVITAE EVERGREEN shrub	13	6'	2'-3'	
service	AMELENCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE. 1.5" DIA	SERVICE BERRY tree	3	15-25'	15-25'	
BIRCH	BETULA PLATYPHYLLA 'FARGO'	DAKOTA PINNACLE ASIAN WHITE BIRCH tree	0	35'	10'-12'	
hack	celtis occidentalis 6" DIAMETER	Hackberry tree	0	30'	25'	
EXISTING TREES						
hack	existing celtis occidentalis 6" DIAMETER	Retain and protect, Hackberry tree	7	30'	25'	
plum tree	EXISTING TREE, PRUNUS CERASIFERA ROSACEAE 2" DIAMETER	Retain and protect, CHERRY PLUM tree	0	20'	15'	
service	EXISTING TREE, AMELENCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE. 1.5" DIA	Retain and protect, SERVICE BERRY tree	0	15-25'	15-25'	

22,252 SQUARE FEET OF TOTAL GREEN SPACE OF THE PLAZA AND SQUARE see A1.10
 DIVIDED BY 500 SQ. FT. = 45 CANOPY TREES MINIMUM.
 SHOWN:
 37 CANOPY TREES
 10 new in R.O.W., 14 new in site, 13 existing

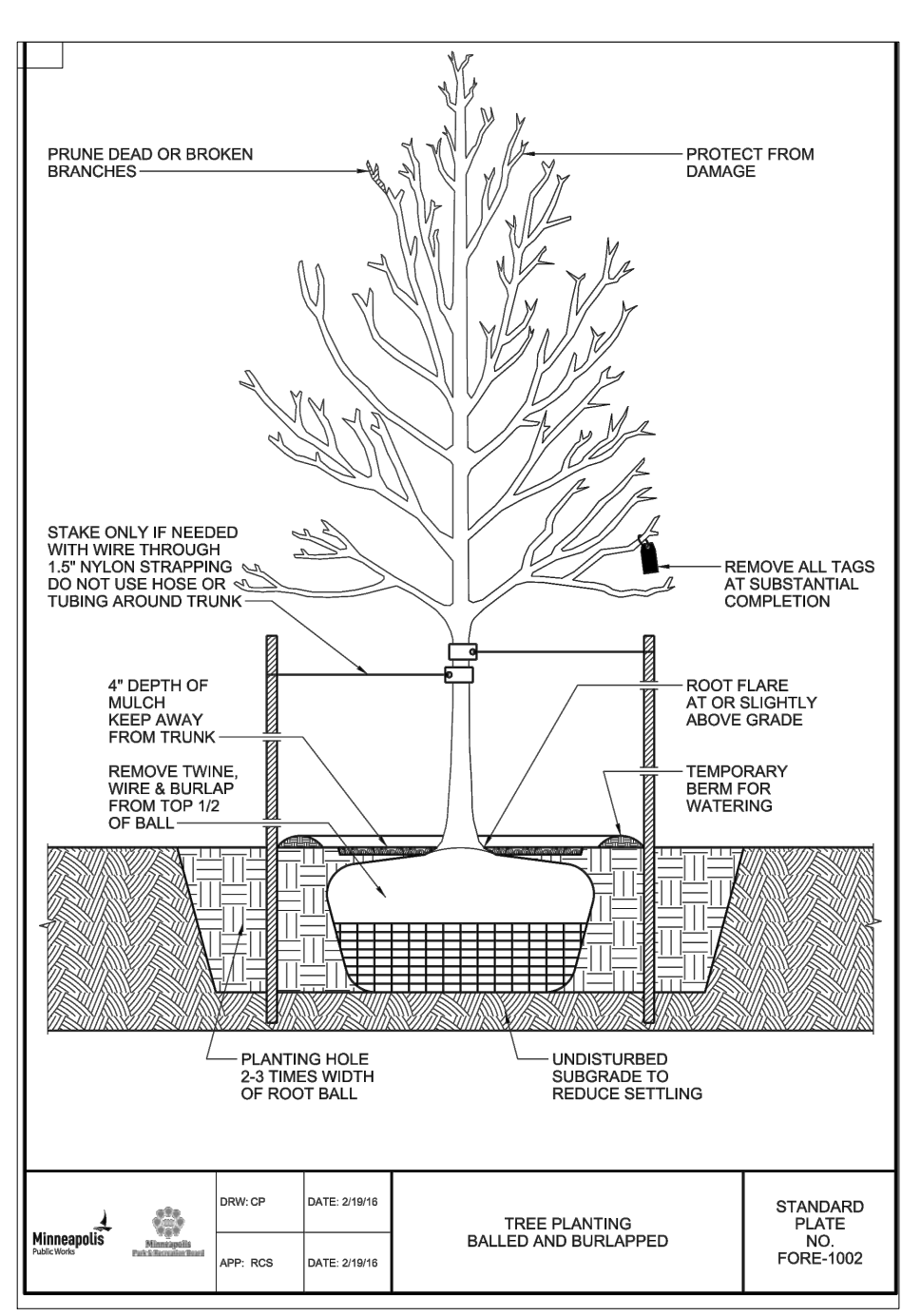
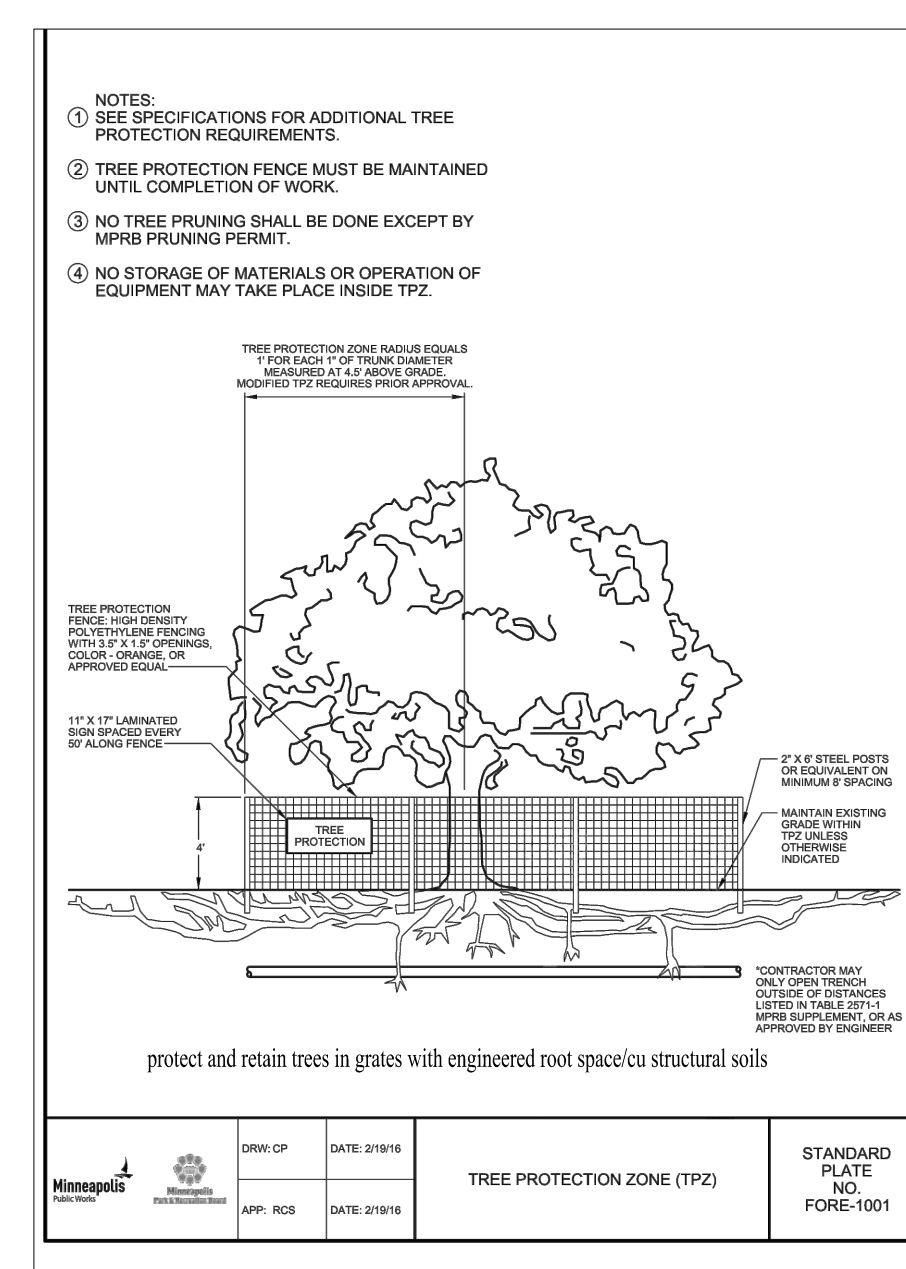
DIVIDED BY 100 SQ. FT. = 22 SHRUBS MIN.
 SHOWN:
 224 SHRUBS

GENERAL NOTES:
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TREES SHALL BE A MINIMUM OF 2 1/2 INCHES CALIPER IN SIZE. ALL SHRUBS SHALL BE A MINIMUM OF 1 GALLON CONTAINER SIZE. ALL LANDSCAPE MATERIALS SHALL BE TOLERANT OF SPECIFIC SITE CONDITIONS, INCLUDING BUT NOT LIMITED TO HEAT, COLD, DROUGHT AND SALT.

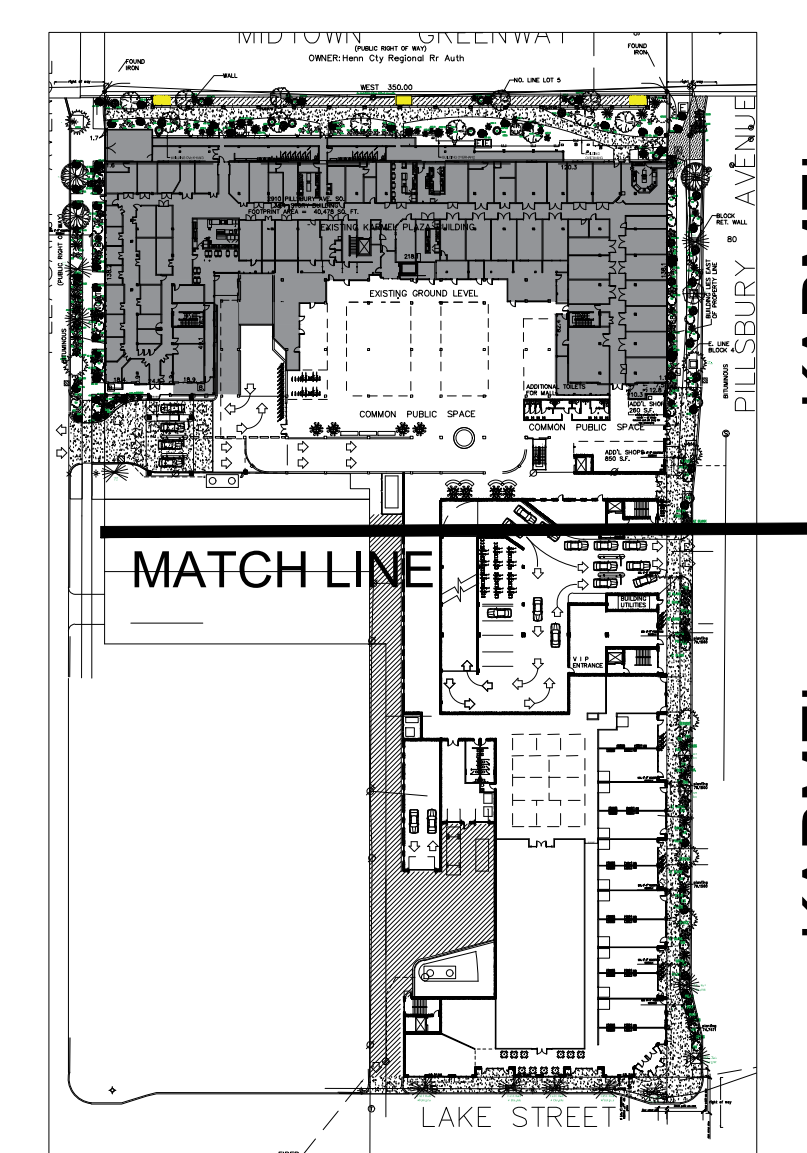
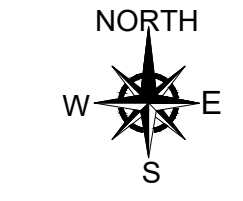
IN NEW PLANTING AREAS, LANDSCAPED AREAS NOT COVERED WITH TURF GRASS, NATIVE GRASSES OR OTHER PERENNIAL FLOWERING PLANTS, VINES, SHRUBS, OR TREES TO BE COVERED WITH WOOD MULCH.

ALL GREEN SPACE TO HAVE AUTOMATIC SPRINKLER SYSTEMS INSTALLED.



DATE	BY	DESCRIPTION	STANDARD PLATE NO.
JAN 10	DATE 2/16/11	TREE PROTECTION ZONE (TPZ)	FORE-1001
JAN 10	DATE 2/16/11	TREE PLANTING BALLED AND BURLAPPED	NO FORE-1002

1 A1.10 KARMEL SQUARE LANDSCAPE PLAN
 1/16" = 1'-0"
 GRAPHIC SCALE



KARMEL PLAZA
 KARMEL SQUARE

KEY PLAN
 NO SCALE

ARCHITECT:

HOUWMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENGILLY, MN 55775
 651-631-0200

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 NAME: BRIAN HOUWMAN
 REGISTRATION NO.: 22864 DATE: 9-10-20

PROJECT LOCATION:
KARMEL PLAZA
KARMEL SQUARE
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:

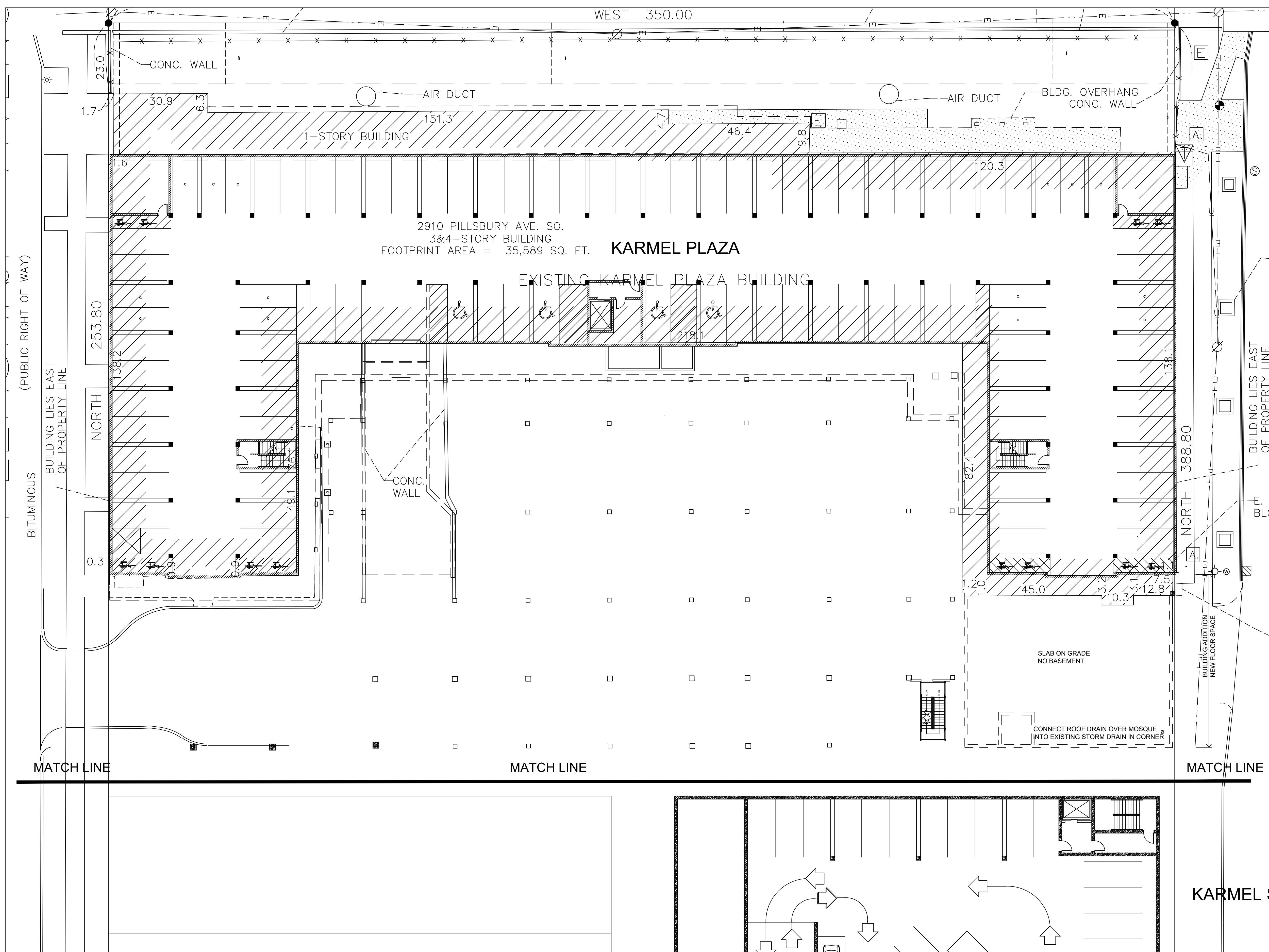
SABRI PROPERTIES
 207 E LAKE ST. SUITE 300
 MINNEAPOLIS, MN 55408
 612-825-4433

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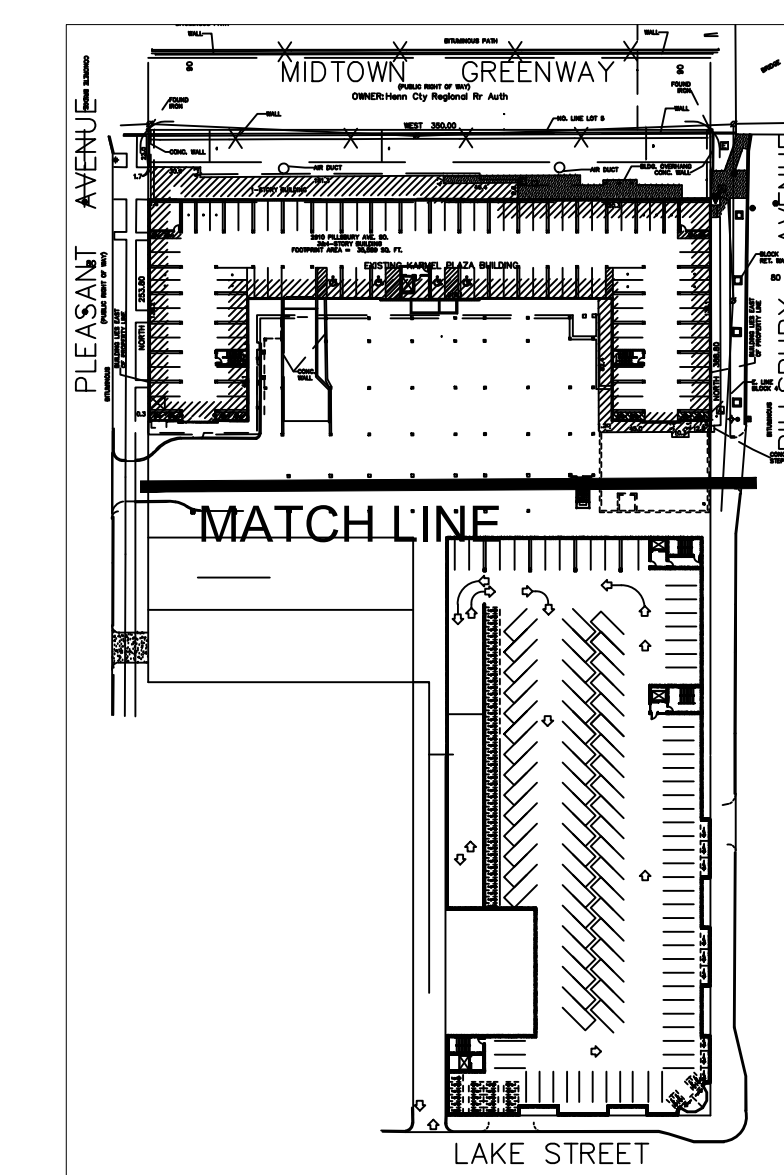
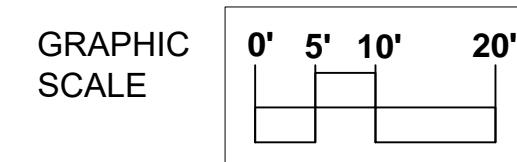
KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES
 KARMEL SQUARE - NEW 8 STORY BLDG
 PDR 7-14-20
 PDR REVISION #1 9-10-20
 PDR REVISION #2 10-20-20

JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

KARMEL SQUARE LANDSCAPING
011-A1.10
 (FULL SIZE SHEET 30"X42")



1 KARMEL PLAZA BASEMENT FLOOR PLAN
 A20 SCALE: 1/16" = 1'-0"
 NORTH



KEY PLAN
 NO SCALE
 NORTH

FOR CITY USE

ARCHITECT:

HOUWMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENGILLY, MN 55775
 651-631-0200
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 NAME: BRIAN HOUWMAN
 REGISTRATION NO.: 22861 DATE: 9-10-20

PROJECT LOCATION:
KARMEL PLAZA
KARMEL SQUARE
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:

SABRI PROPERTIES
 207 E LAKE ST. SUITE 300
 MINNEAPOLIS, MN 55408
 612-825-4433

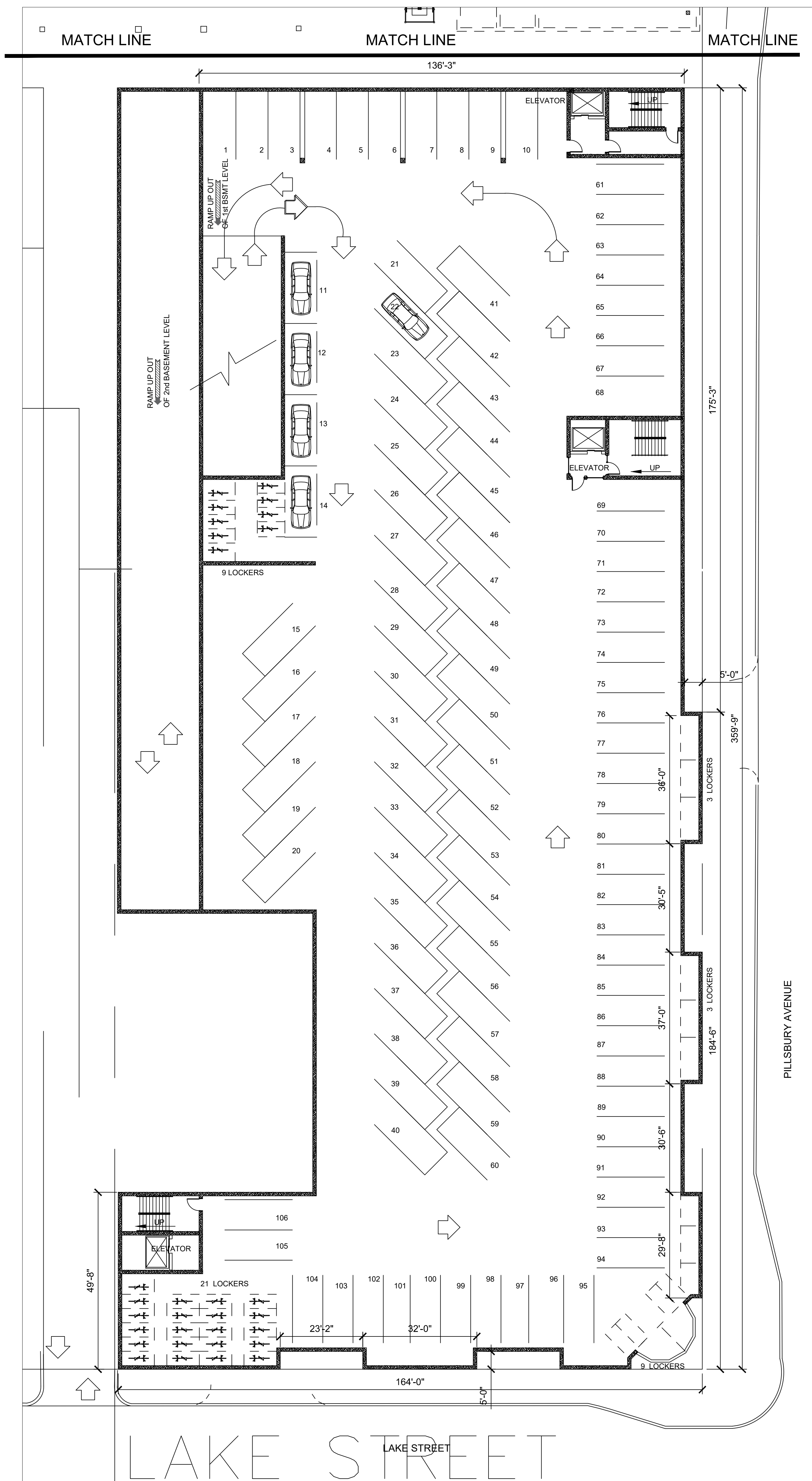
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KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES
KARMEL SQUARE - NEW 8 STORY BLDG
 PDR 7-14-20
 PDR REVISION #1 9-10-20

JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

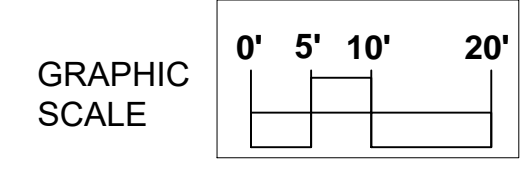
BSM'T FLOOR PLAN
012-A2.0

(FULL SIZE SHEET 30"X42")



**KARMEI SQUARE SUB-LEVEL 1
BASEMENT FLOOR PLAN**

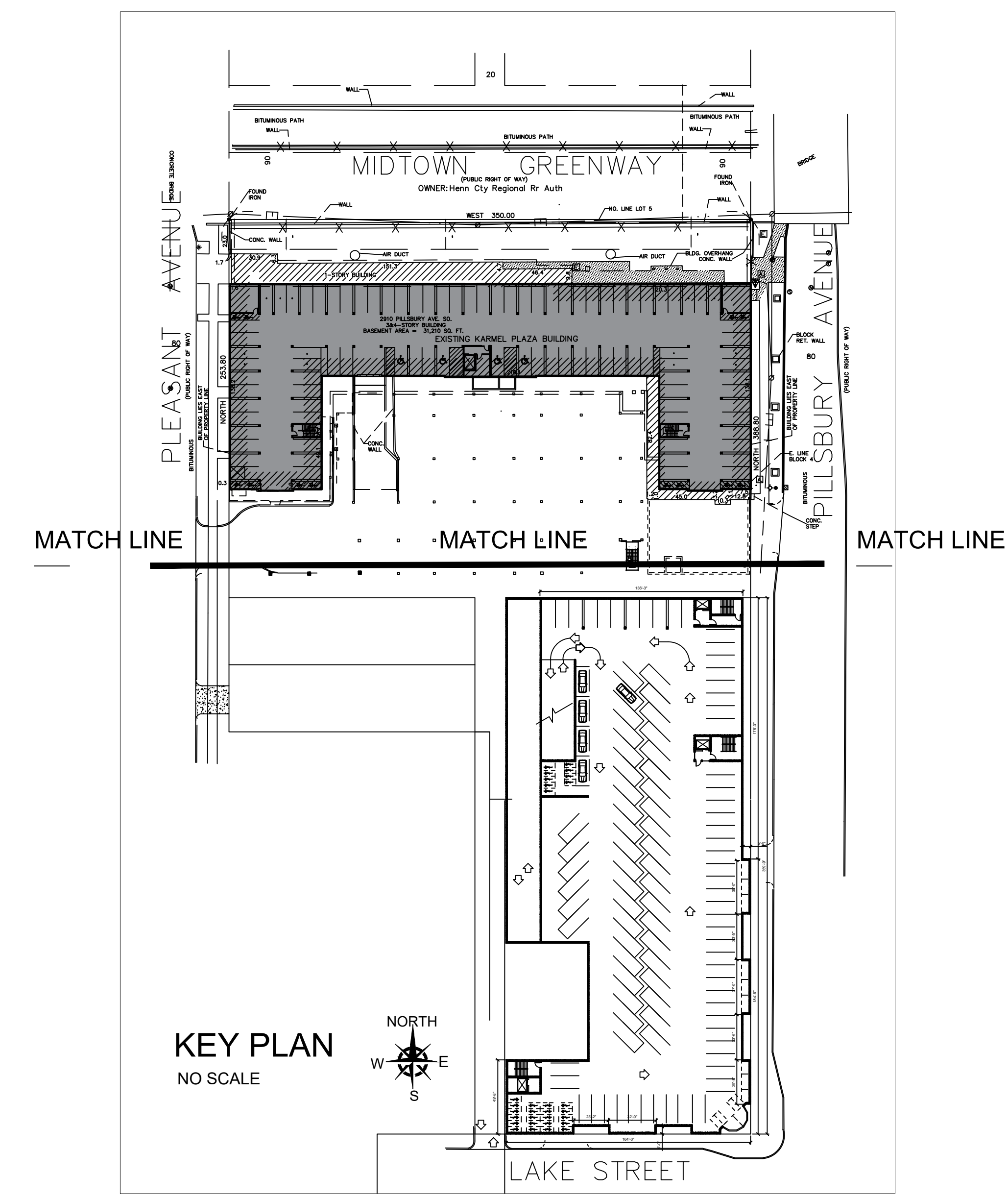
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A201 SCALE: 1/16" = 1'-0"



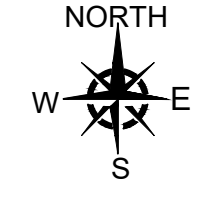
BASEMENT LEVEL 1
53,245 S.F.
106 PARKING STALLS
30 LOCKERS/BICYCLES

ALTERNATE - ACCEPTED 7.28.20

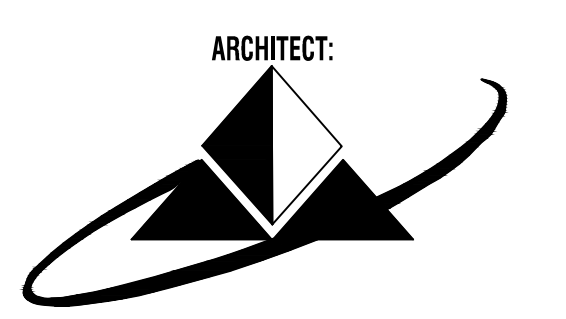
ALTERNATE -
CREATE SUB-BASEMENT LEVEL 2
53,245 S.F.
112 PARKING STALLS
88 LOCKERS/BICYCLES



KEY PLAN
NO SCALE



FOR CITY USE



**HOUWMAN
ARCHITECTS**
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT
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.

Brian Houwman
NAME
BRIAN HOUWMAN

REGISTRATION NO. 22861 DATE 9-10-20

PROJECT LOCATION:

**KARMEI PLAZA
KARMEI SQUARE**

2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER /
GENERAL CONTRACTOR:



207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

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DIMENSION OR MATERIAL OVER
ANOTHER ARE TO BE BROUGHT TO THE
ATTENTION OF THE ARCHITECT BEFORE
WORK IS STARTED, FOR CLARIFICATION.

KARMEI PLAZA - ENCLOSE 4 LEVELS
OF PARKING RAMP. CONVERT 2 LEVELS
INTO RETAIL SPACES

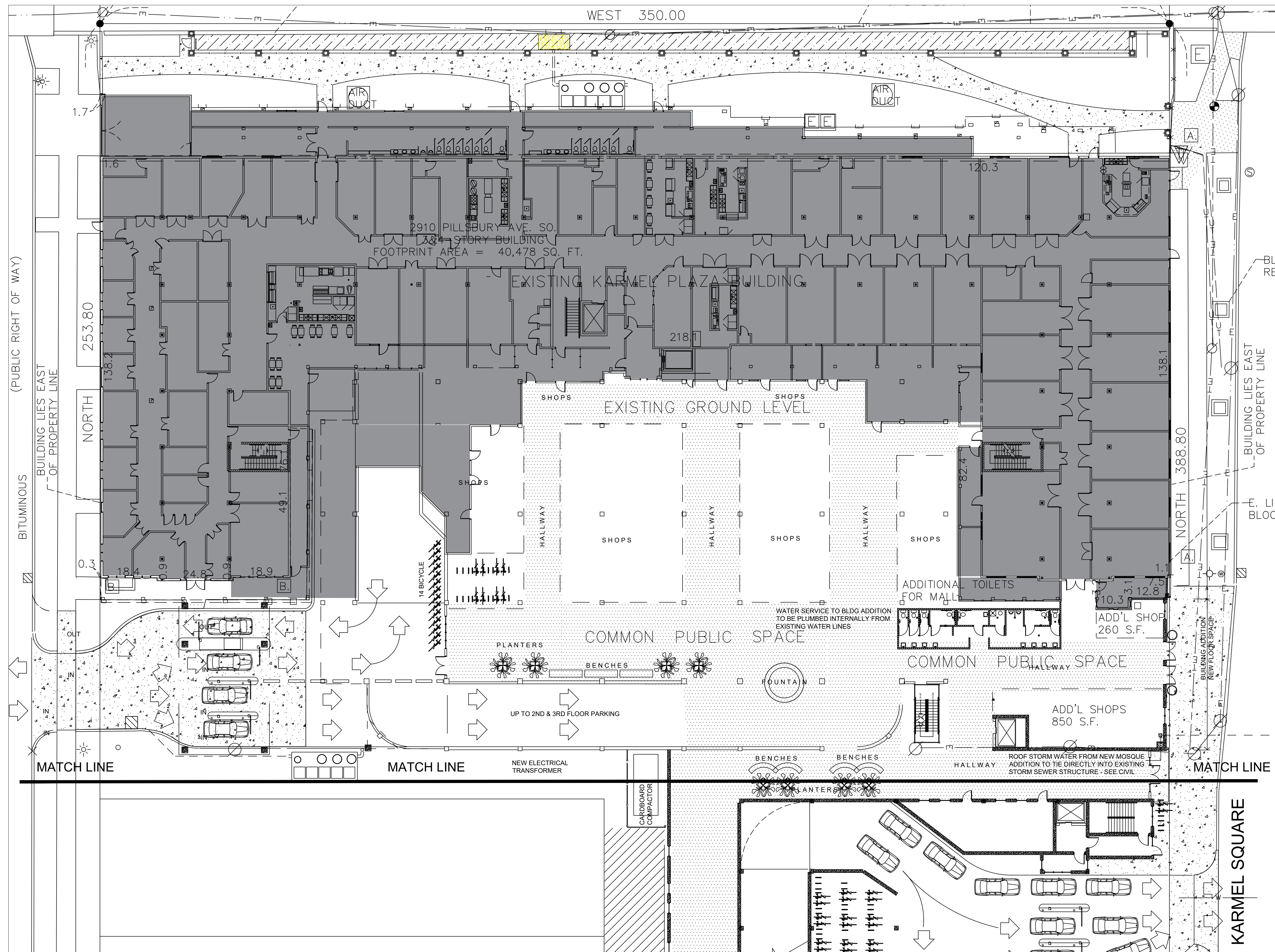
KARMEI SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20
PDR REVISION #2 10-20-20

ALTERNATE FOR 2 LEVEL OF SUB-GRADE
PARKING ACCEPTED 7.28.20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

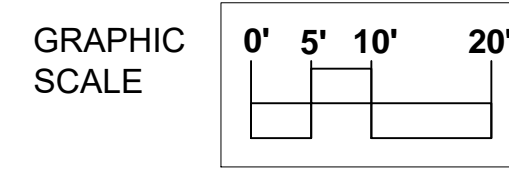
**SUB-LEVEL 1
BSM'T FLOOR
PLAN
013-A2.0.1**

(FULL SIZE SHEET 30"X42")



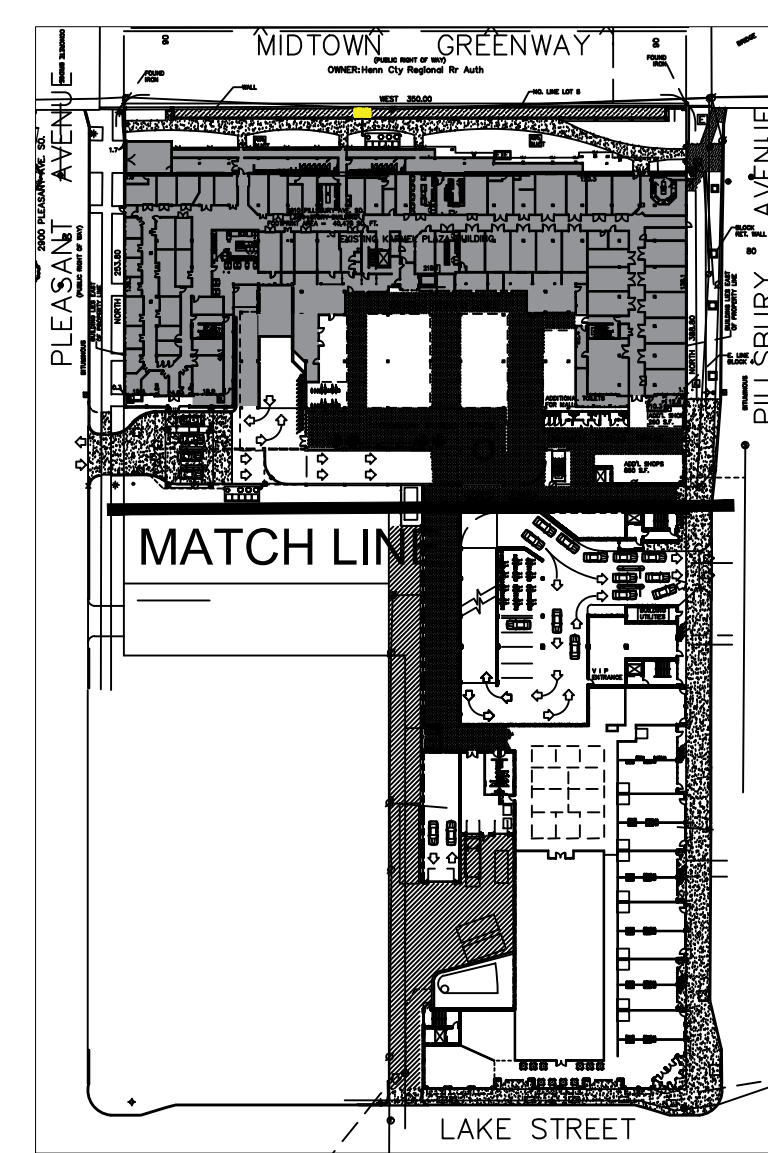
1 KARMEL PLAZA MAIN FLOOR PLAN

A21 SCALE: 1/16" = 1'-0"



CONVERT EXISTING PARKING SPACES INTO RETAIL SPACE 9,198 S.F.
 ADDITIONAL NEW FLOOR SPACE COMMON AREA 17,869 S.F.
 TOTAL NEW FLOOR SPACE 25,867 S.F.

14 BICYCLE



KEY PLAN
NO SCALE

KARMEL PLAZA
KARMEL SQUARE

**MAIN FLOOR PLAN
014-A2.1**

(FULL SIZE SHEET 30"x42")

KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEL SQUARE - NEW 8 STORY BLDG
 PDR 7-14-20
 PDR REVISION #1 9-10-20
 PDR REVISION #2 10-20-20

JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

FOR CITY USE

ARCHITECT:
HOUWMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENGILLY, MN 55775
 651-631-0200

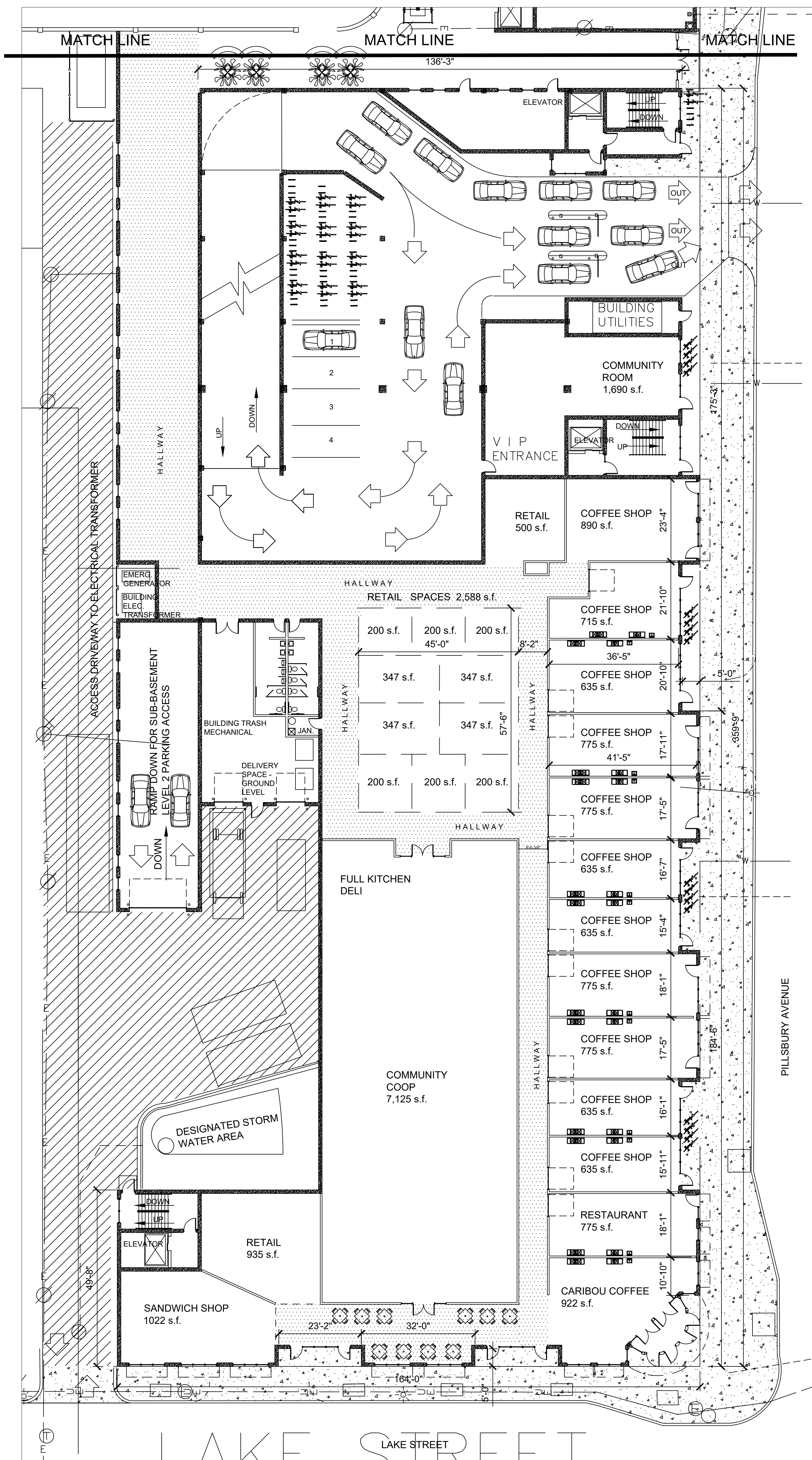
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Brian Houwman
 NAME BRIAN HOUWMAN
 REGISTRATION NO. 22861 DATE 9-10-20

PROJECT LOCATION:
**KARMEL PLAZA
 KARMEL SQUARE**
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

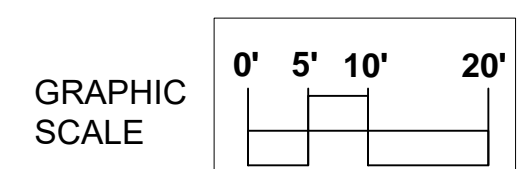
BUILDING OWNER / GENERAL CONTRACTOR:
SABRI PROPERTIES
 207 E LAKE ST. SUITE 300
 MINNEAPOLIS, MN 55408
 612-825-4433

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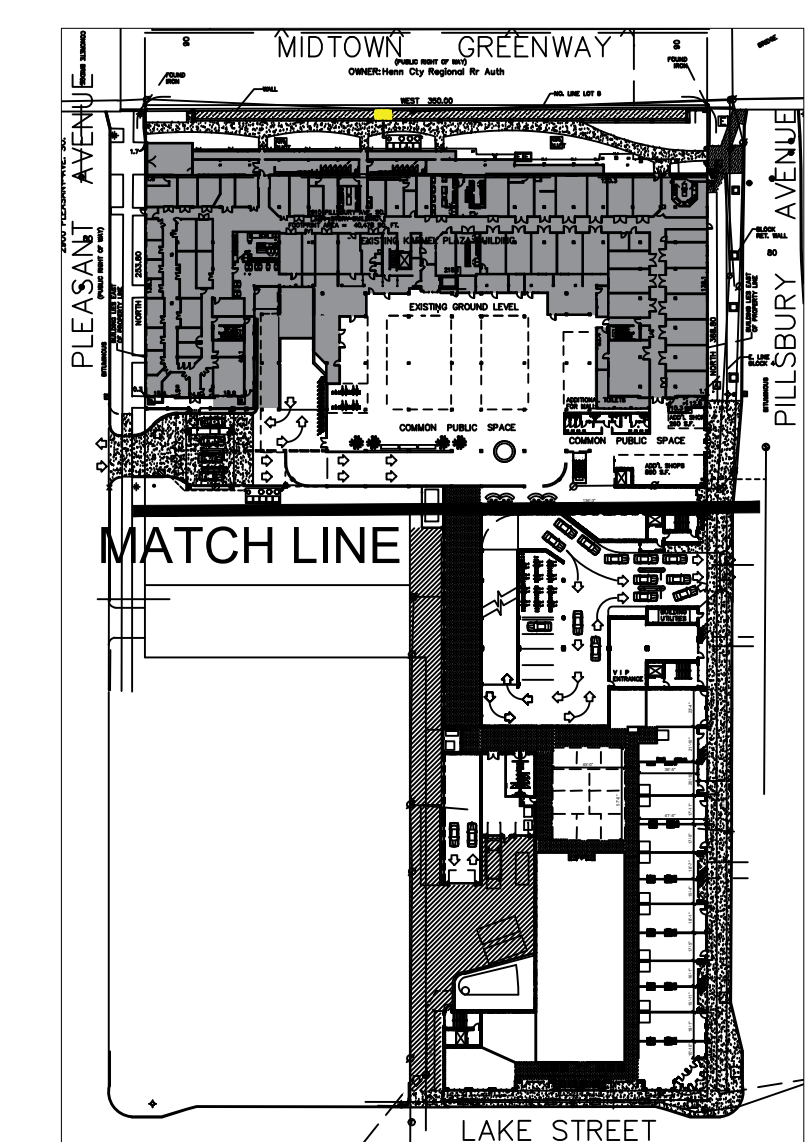
KARMEL SQUARE MAIN FLOOR PLAN

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



GRAPHIC SCALE

54,117 S.F.
10 PARKING STALLS
1,500 S.F.
COMMUNITY SPACE
21,146 S.F.
RETAIL SPACE



KEY PLAN
NO SCALE



KARMEL PLAZA
KARMEL SQUARE

MAIN FLOOR PLAN
015-A2.1.1

(FULL SIZE SHEET 30"X42")

ARCHITECT:
HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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Brian Houwman
NAME: BRIAN HOUWMAN
REGISTRATION NO.: 22861 DATE: 9-10-20

PROJECT LOCATION:
KARMEL PLAZA
KARMEL SQUARE
2940 Pillsbury Ave
MINNEAPOLIS, MN

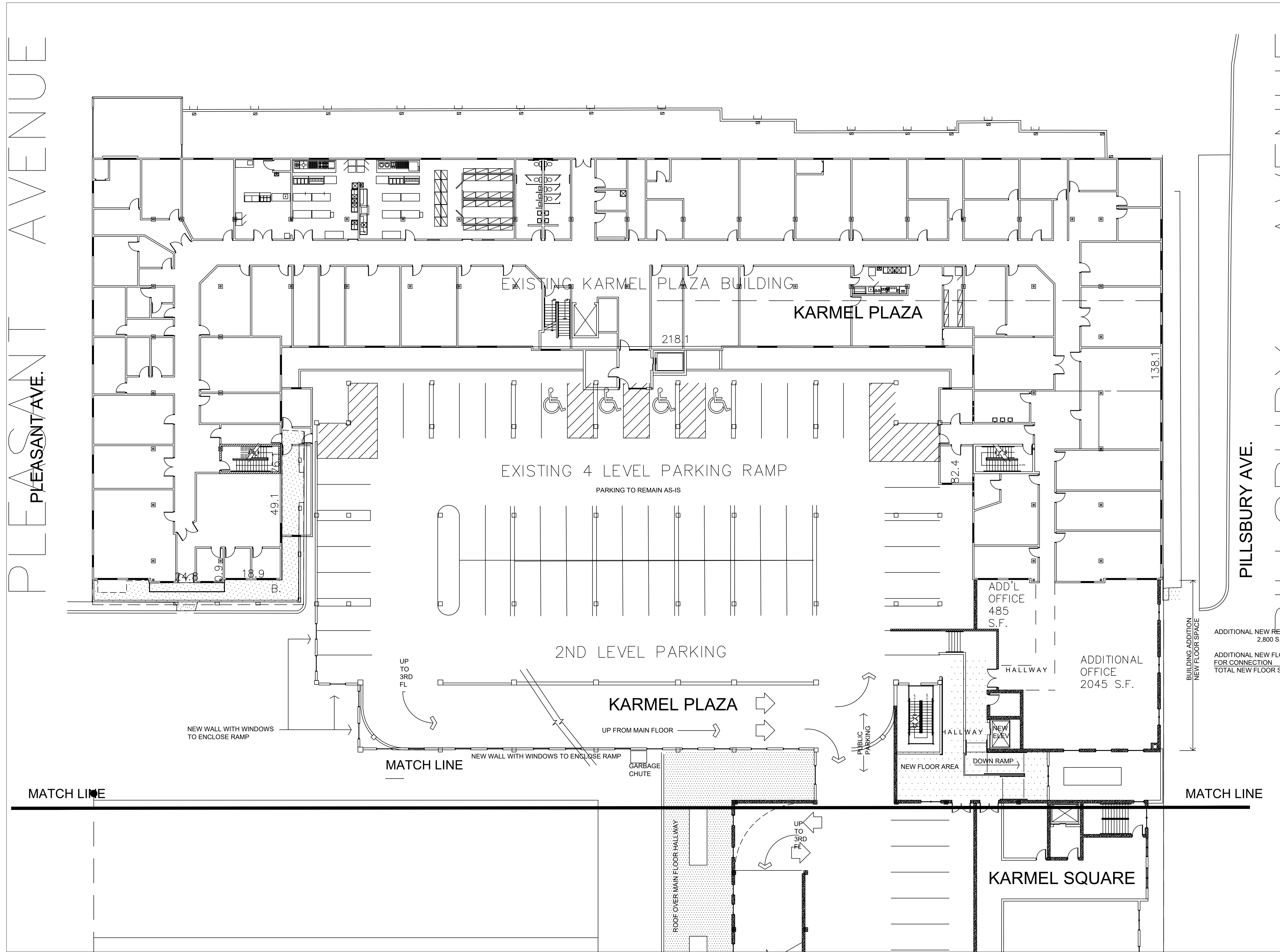
BUILDING OWNER / GENERAL CONTRACTOR:
SABRI PROPERTIES
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

NOTE:
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KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

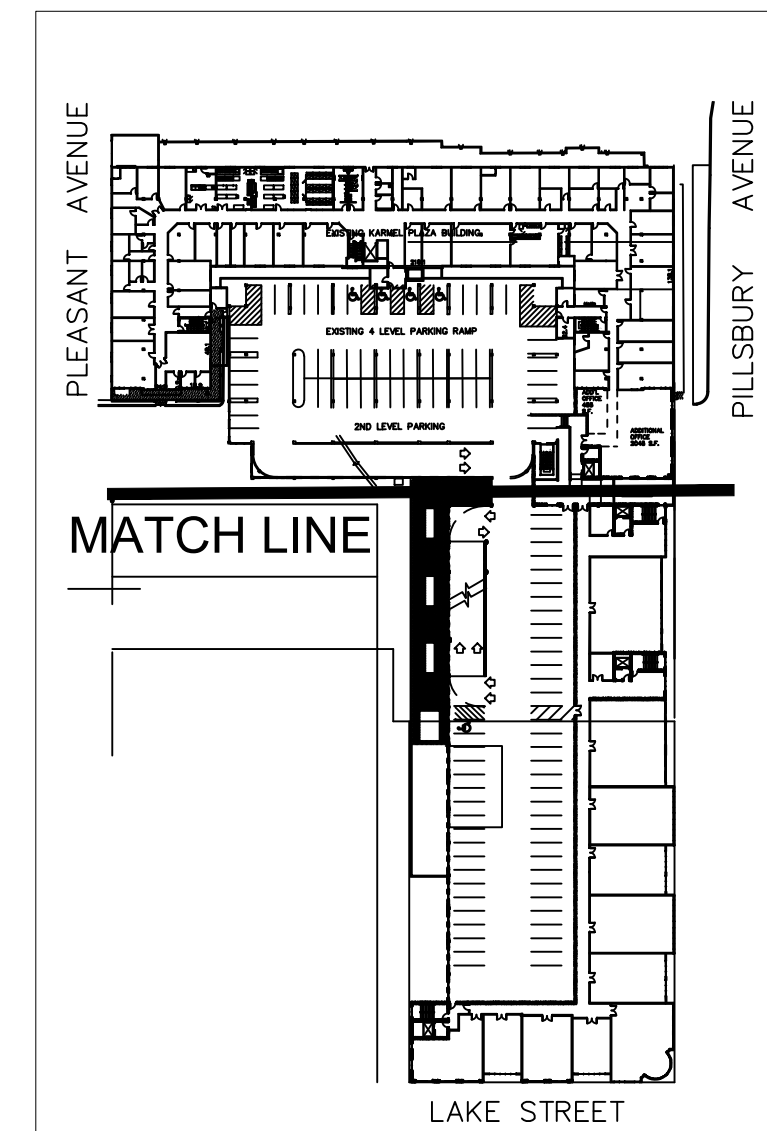
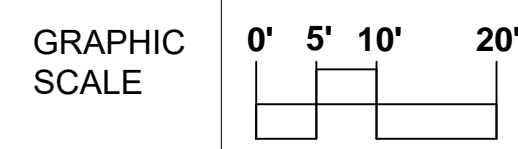
KARMEL SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20
PDR REVISION #2 10-20-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH



1 KARMEL PLAZA 2ND FLOOR PLAN

A21 SCALE: 1/16" = 1'-0"



KEY PLAN NO SCALE

KARMEL PLAZA
KARMEL SQUARE

KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEL SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

2ND FLOOR PLAN
016-A2.2

(FULL SIZE SHEET 30"X42")

ARCHITECT:
HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A FULLY REGISTERED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

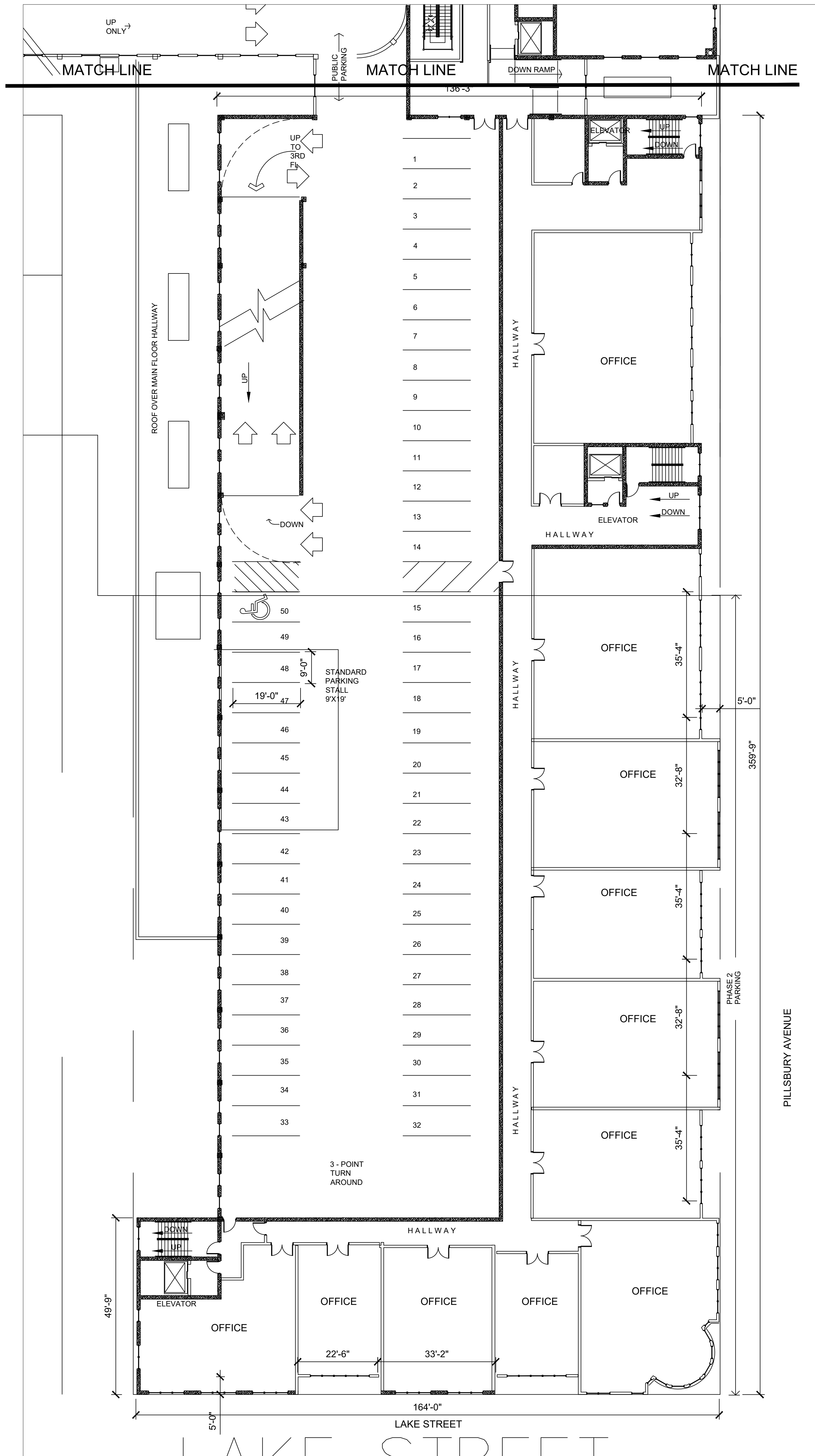
Brian J. Houwman

NAME BRIAN HOUWMAN
REGISTRATION NO. 22861 DATE 9-10-20

PROJECT LOCATION:
**KARMEL PLAZA
KARMEL SQUARE**
2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:
SABRI PROPERTIES
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

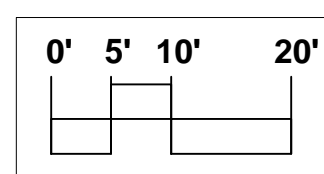
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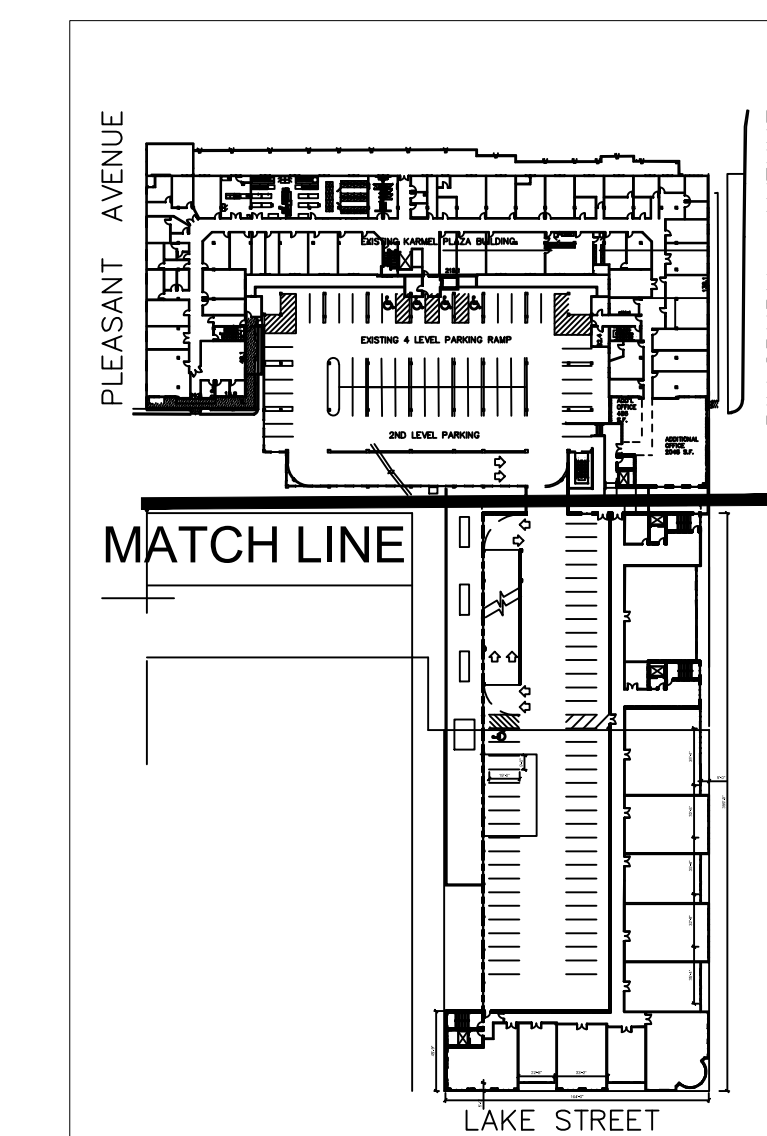
1 KARMEL SQUARE 2ND FLOOR PLAN
A221 SCALE: 1/16" = 1'-0"



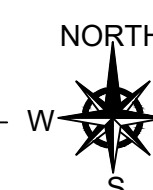
GRAPHIC SCALE



90,292 S.F.
50 PARKING STALLS
18,325 S.F. OFFICE SPACE



KEY PLAN
NO SCALE



KARMEL PLAZA
KARMEL SQUARE

2ND FLOOR PLAN
017-A2.2.1

(FULL SIZE SHEET 30"X42")

ARCHITECT:
HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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Brian Houwman
NAME

BRIAN HOUWMAN
REGISTRATION NO. 22864 DATE 9-10-20

PROJECT LOCATION:
**KARMEL PLAZA
KARMEL SQUARE**
2940 Pillsbury Ave
MINNEAPOLIS, MN

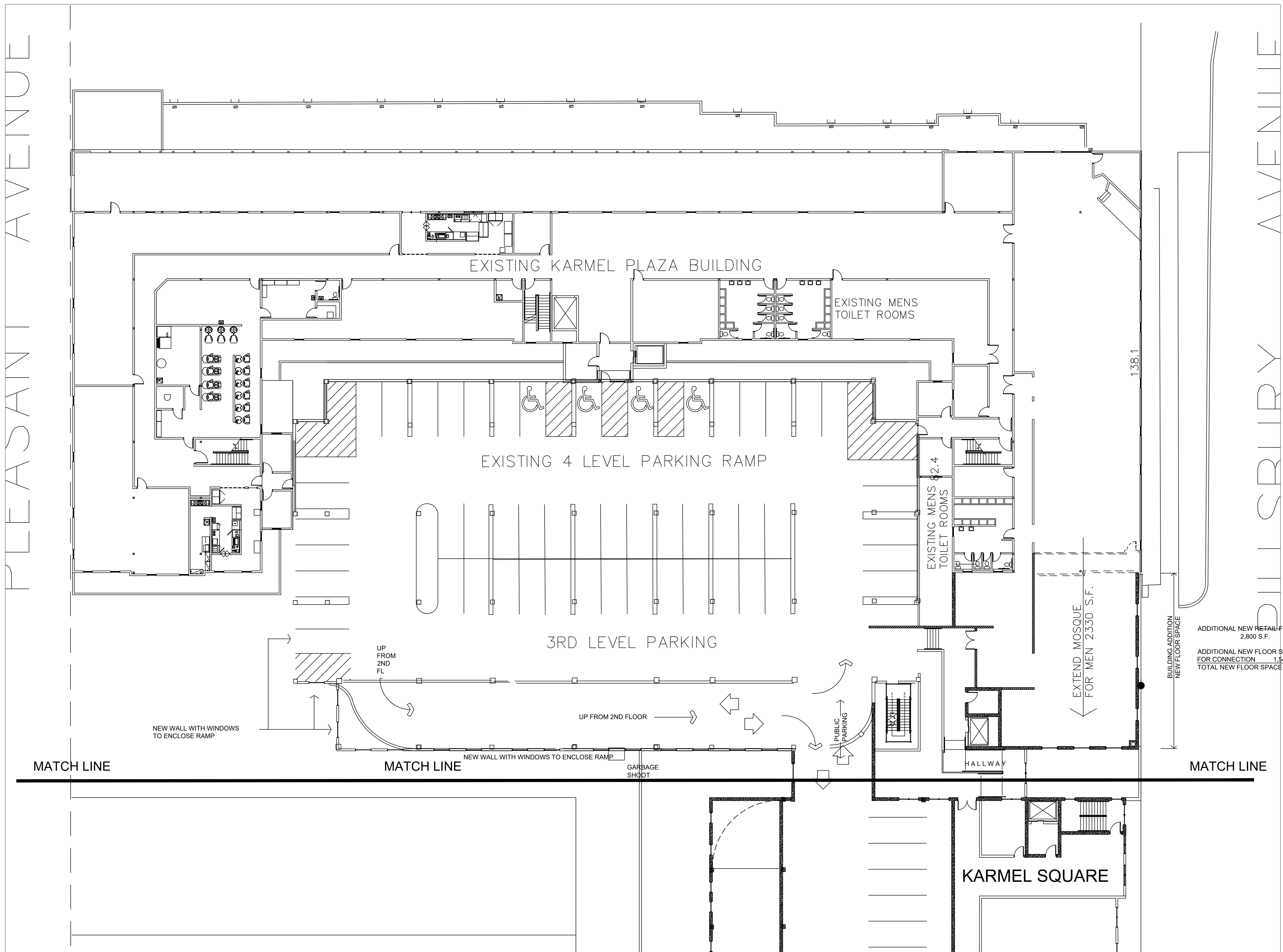
BUILDING OWNER /
GENERAL CONTRACTOR:
SABRI PROPERTIES
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

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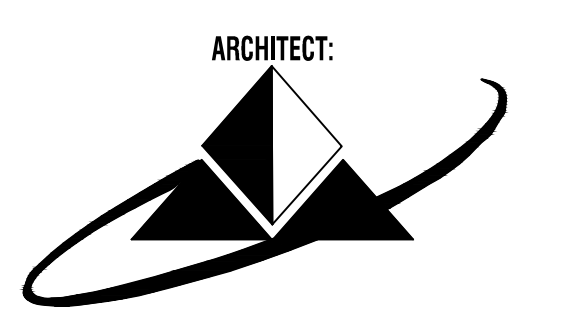
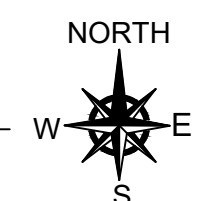
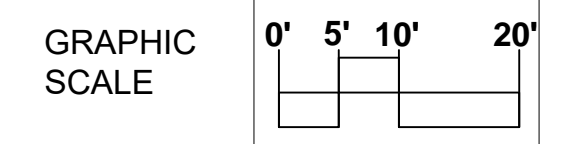
KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEL SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH



1 KARMEL PLAZA 3RD FLOOR PLAN
 A23 SCALE: 1/16" = 1'-0"



HOUWMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENGILLY, MN 55775
 651-631-0200

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Brian Houwman
 NAME: BRIAN HOUWMAN

REGISTRATION NO. 22861 DATE 9-10-20

PROJECT LOCATION:
KARMEL PLAZA
KARMEL SQUARE
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:



207 E LAKE ST. SUITE 300
 MINNEAPOLIS, MN 55408
 612-825-4433

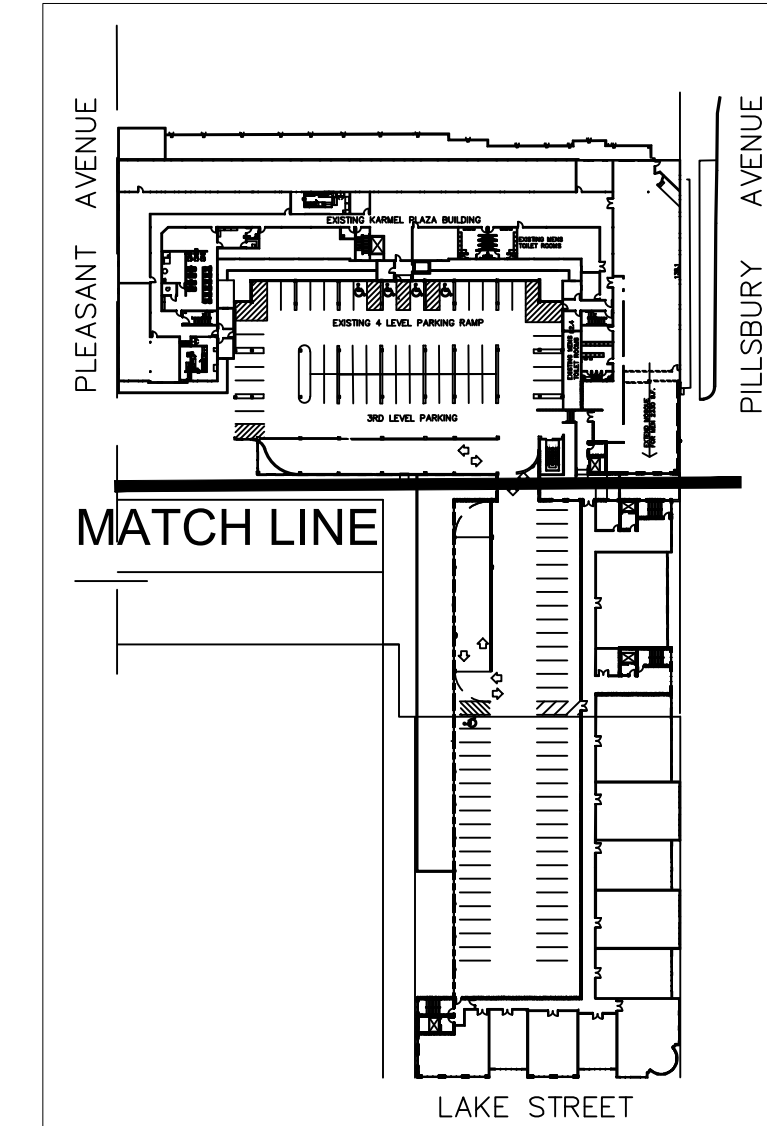
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KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEL SQUARE - NEW 8 STORY BLDG
 PDR 7-14-20
 PDR REVISION #1 9-10-20

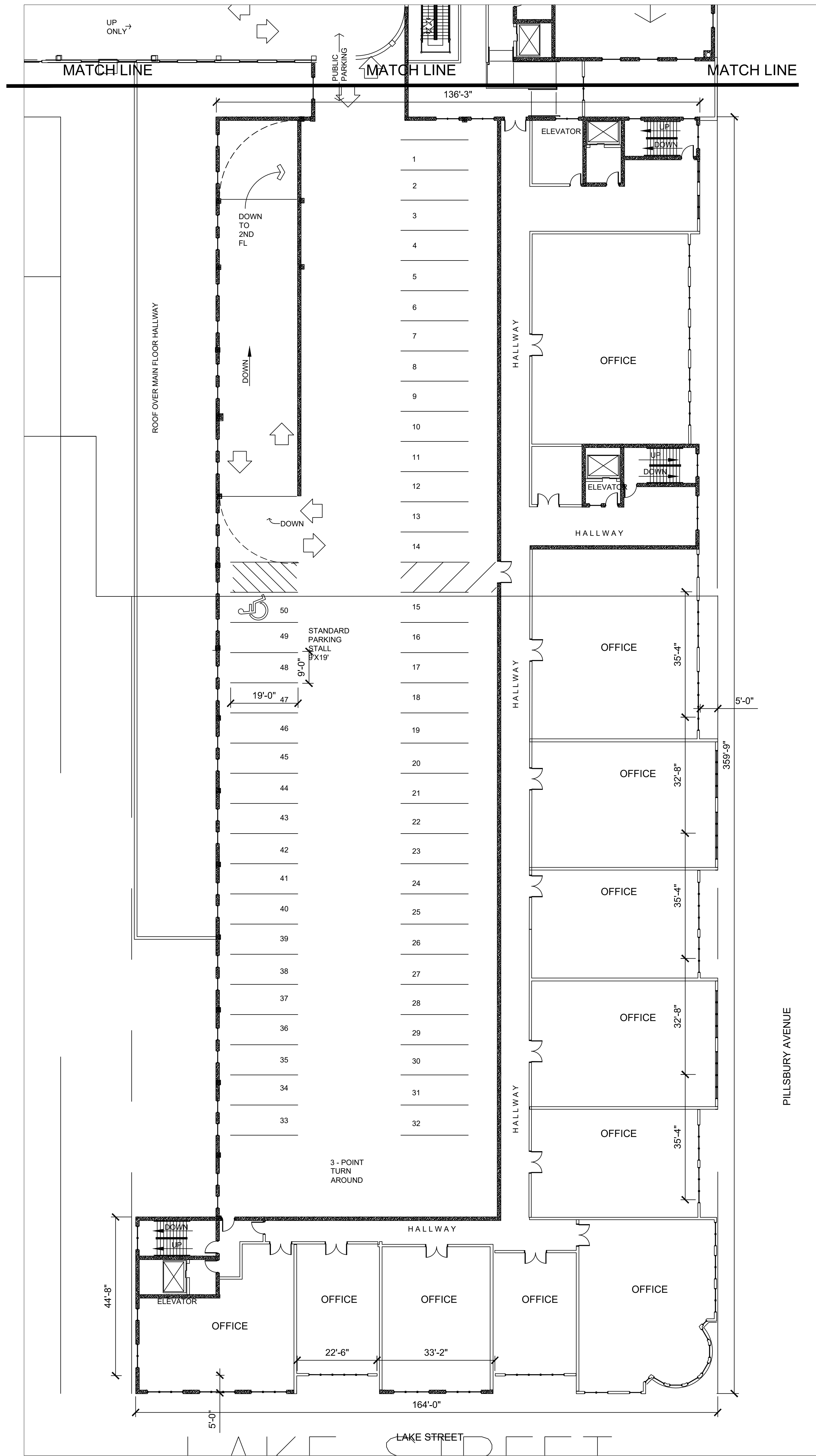
JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

3RD FLOOR PLAN
018-A2.3
 (FULL SIZE SHEET 30"X42")



KEY PLAN
 NO SCALE

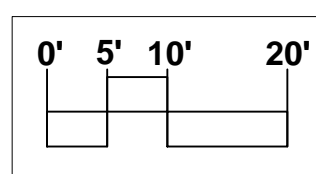




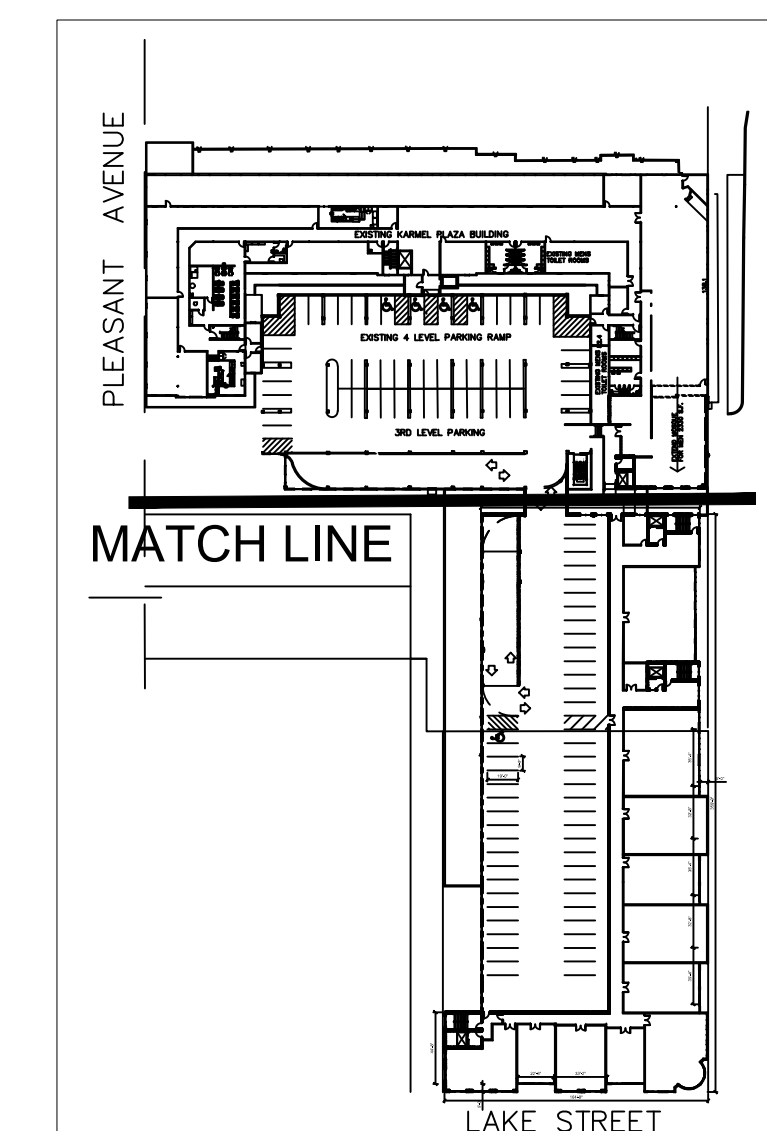
1 KARMEL SQUARE 3RD FLOOR PLAN

A221 SCALE: 1/16" = 1'-0"

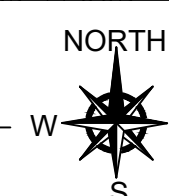
GRAPHIC SCALE



50,292 S.F.
50 PARKING STALLS
18,325 S.F. OFFICE SPACE

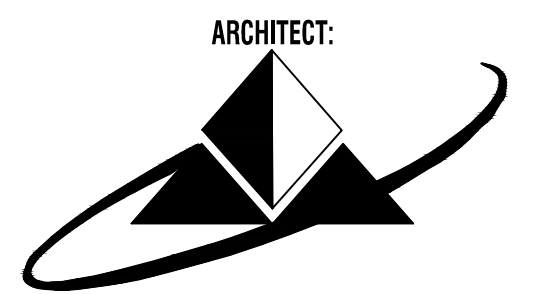


KEY PLAN
NO SCALE



KARMEL PLAZA
KARMEL SQUARE

3RD
FLOOR PLAN
019-A2.3.1
(FULL SIZE SHEET 30"X42")



HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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Brian J. Houwman

NAME: BRIAN HOUWMAN
REGISTRATION NO.: 22861 DATE: 9-10-20

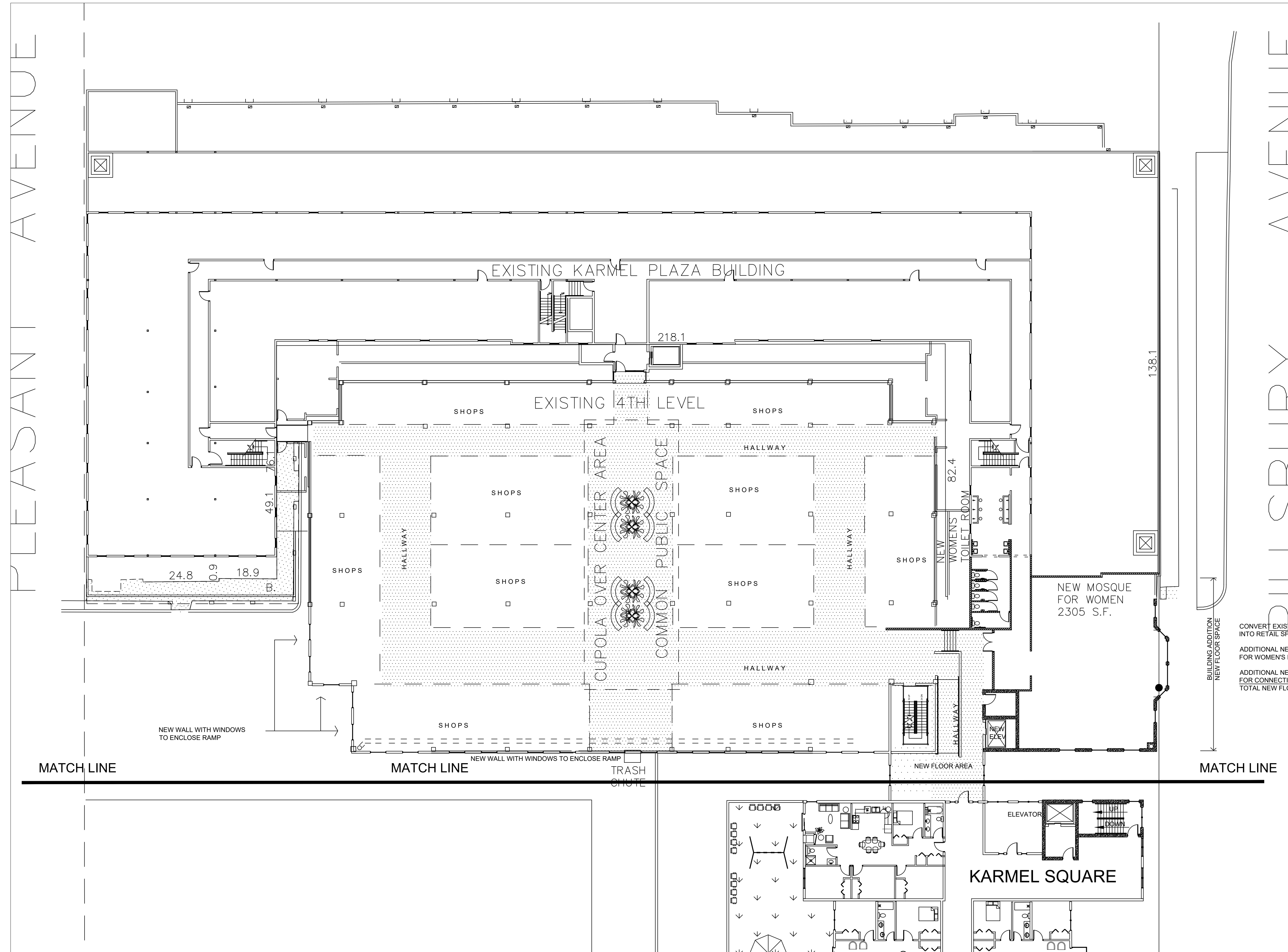
PROJECT LOCATION:
**KARMEL PLAZA
KARMEL SQUARE**
2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:
SABRI PROPERTIES
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

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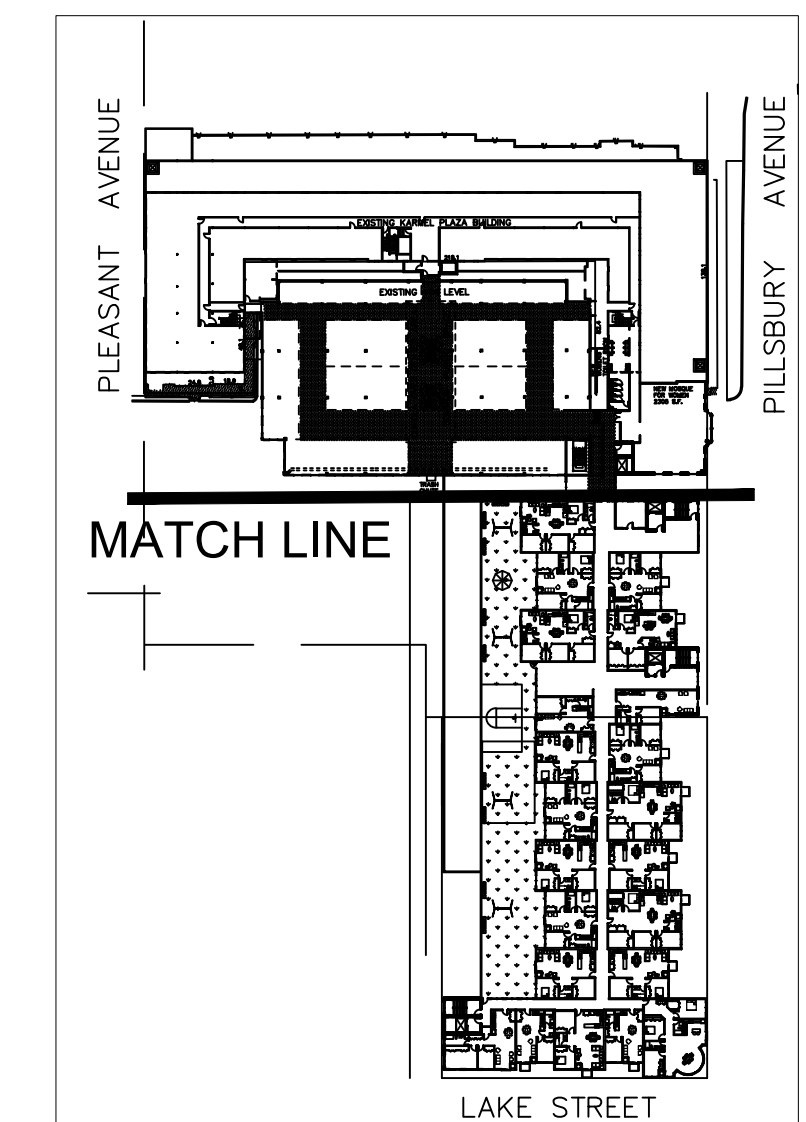
KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES
KARMEL SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH



CONVERT EXISTING PARKING SPACES INTO RETAIL SPACE 21,795 S.F.
 ADDITIONAL NEW FLOOR SPACE FOR WOMEN'S MOSQUE 2,800 S.F.
 ADDITIONAL NEW FLOOR SPACE FOR CONNECTION 1,540 S.F.
 TOTAL NEW FLOOR SPACE 26,135 S.F.

1 KARMEL PLAZA 4TH FLOOR PLAN
 SCALE: 1/16" = 1'-0"
 GRAPHIC SCALE: 0' 5' 10' 20'
 NORTH



KEY PLAN
 NO SCALE
 NORTH

ARCHITECT:

HOUWMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENGILLY, MN 55775
 651-631-0200
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 NAME: BRIAN HOUWMAN
 REGISTRATION NO.: 22861 DATE: 9-10-20

PROJECT LOCATION:
KARMEL PLAZA
KARMEL SQUARE
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:

SABRI PROPERTIES
 207 E LAKE ST. SUITE 300
 MINNEAPOLIS, MN 55408
 612-825-4433

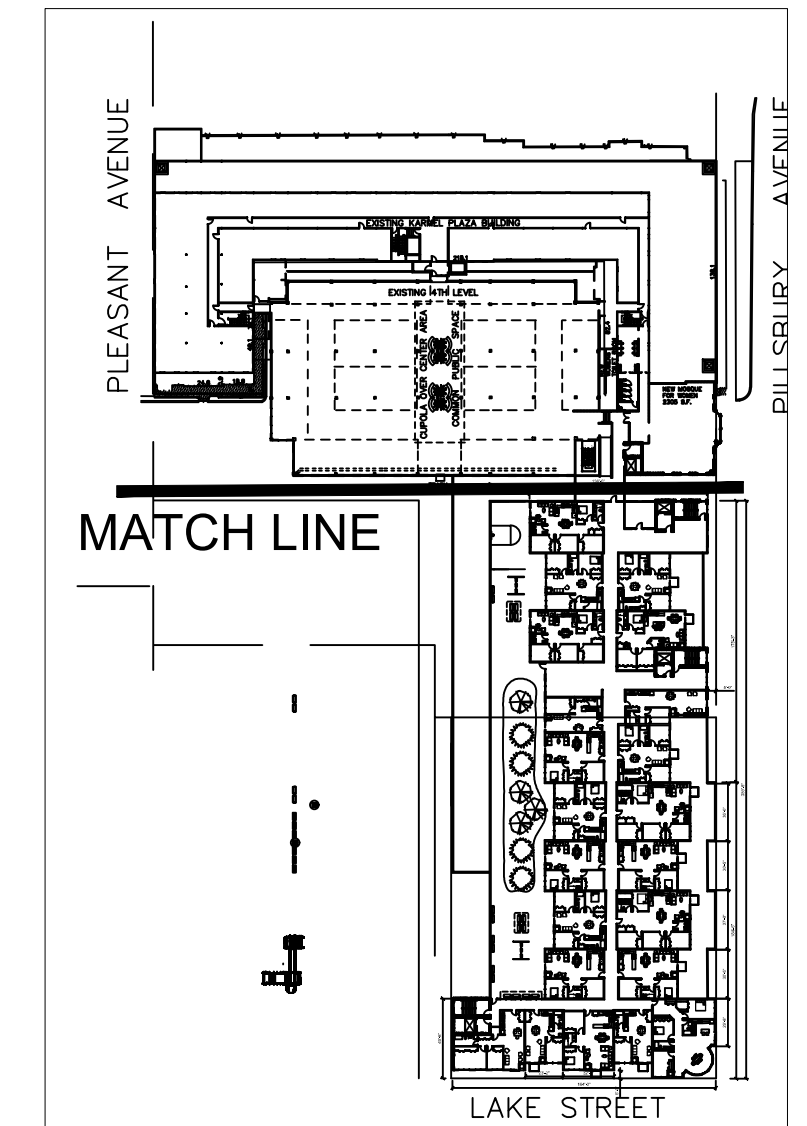
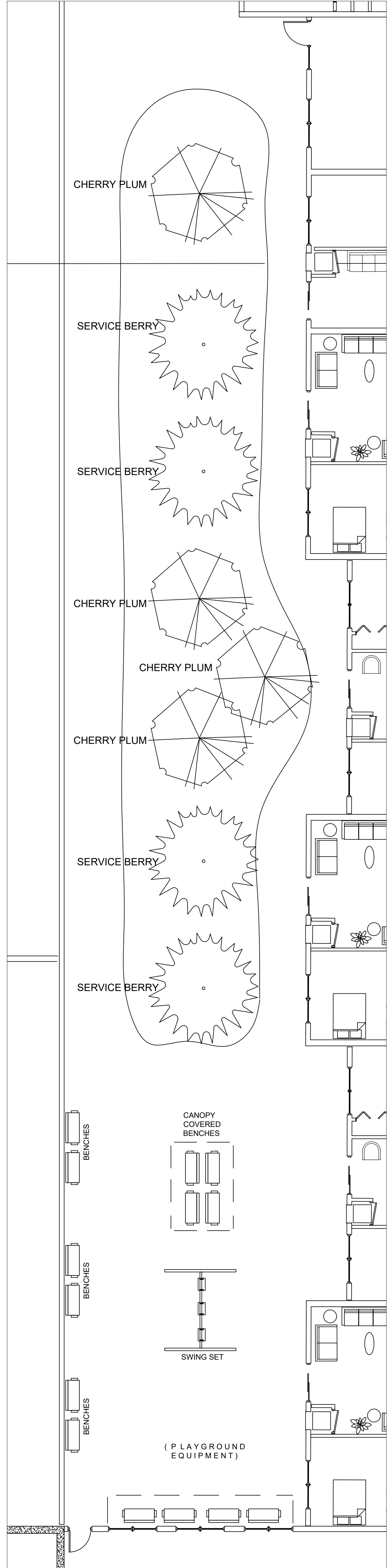
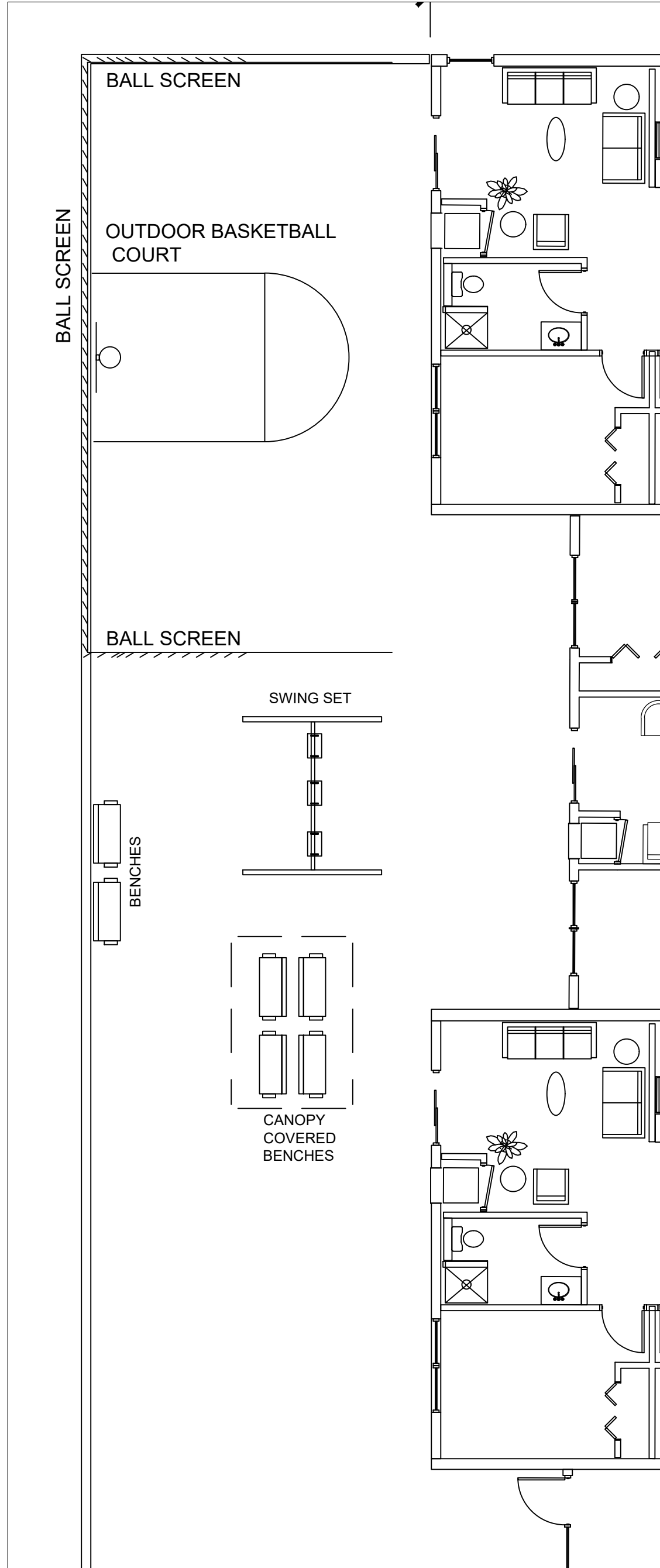
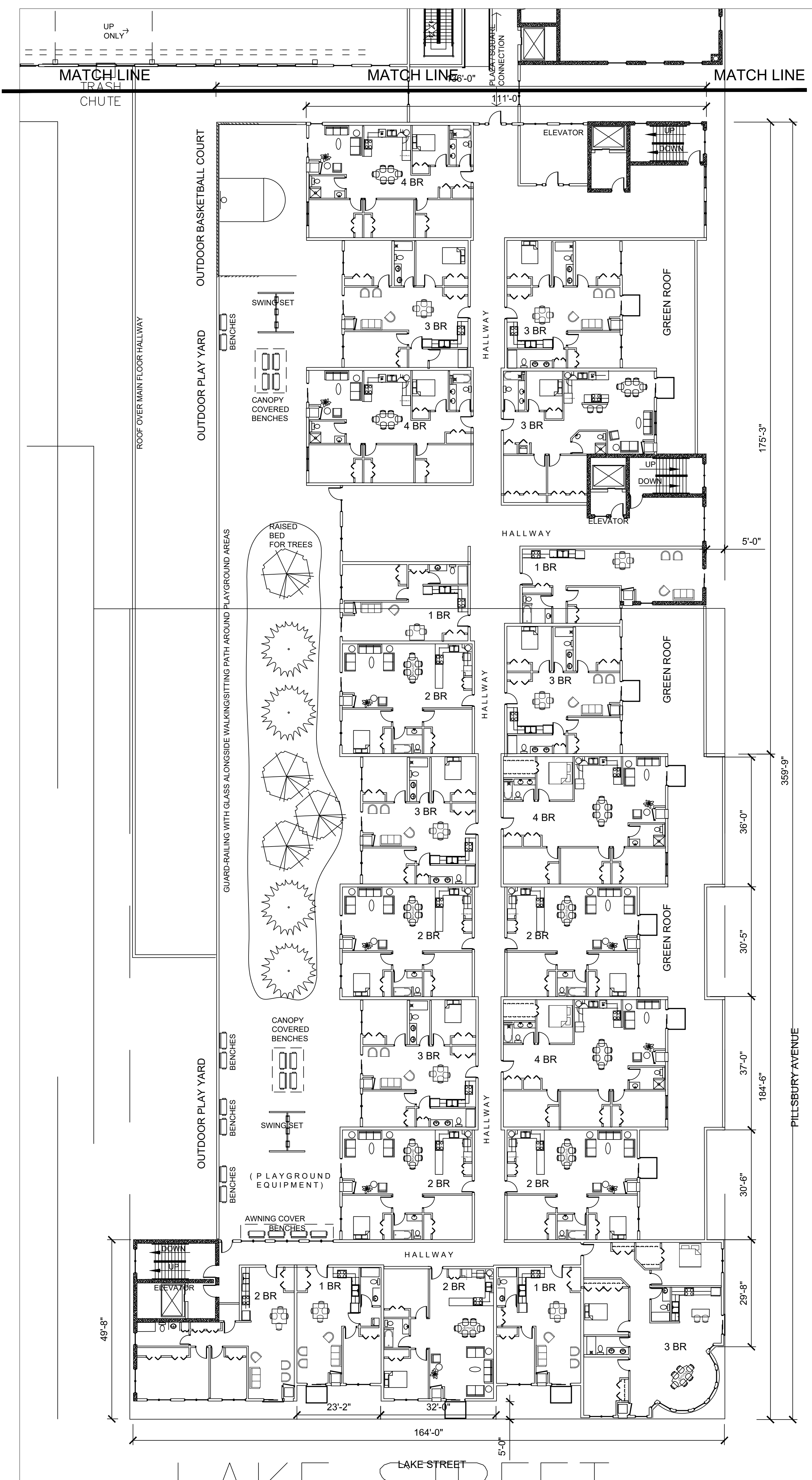
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KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEL SQUARE - NEW 8 STORY BLDG
 PDR 7-14-20
 PDR REVISION #1 9-10-20

JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

4TH FLOOR PLAN
020-A2.4
 (FULL SIZE SHEET 30"X42")



FOR CITY USE

ARCHITECT:
HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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Brian J. Houwman
NAME
BRIAN HOUWMAN
REGISTRATION NO. 22861 DATE 9-10-20

PROJECT LOCATION:
**KARMEL PLAZA
KARMEL SQUARE**
2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:
SABRI PROPERTIES
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

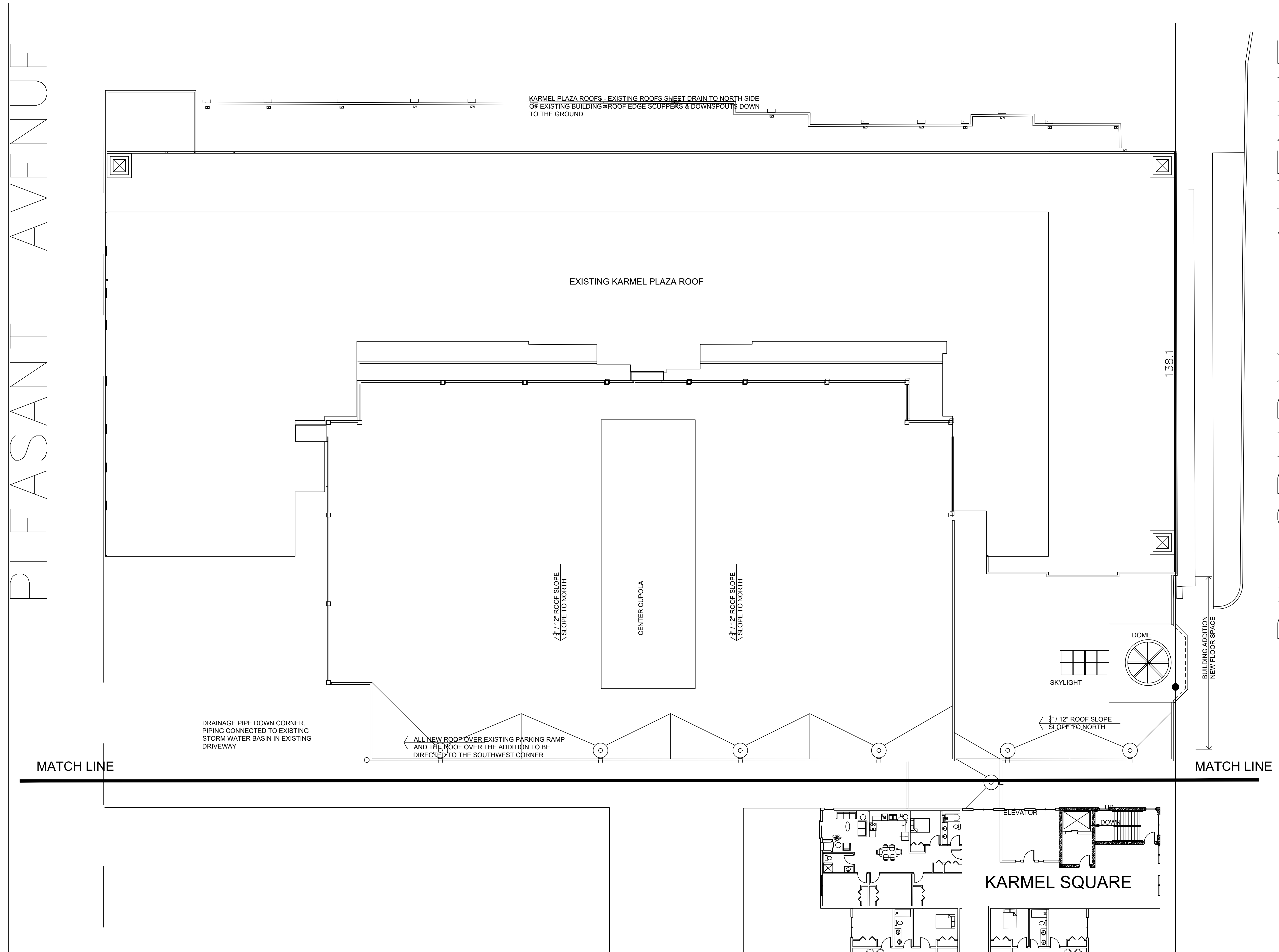
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KARMEL SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

**4TH FLOOR PLAN
021-A2.4.1**
(FULL SIZE SHEET 30"x42")

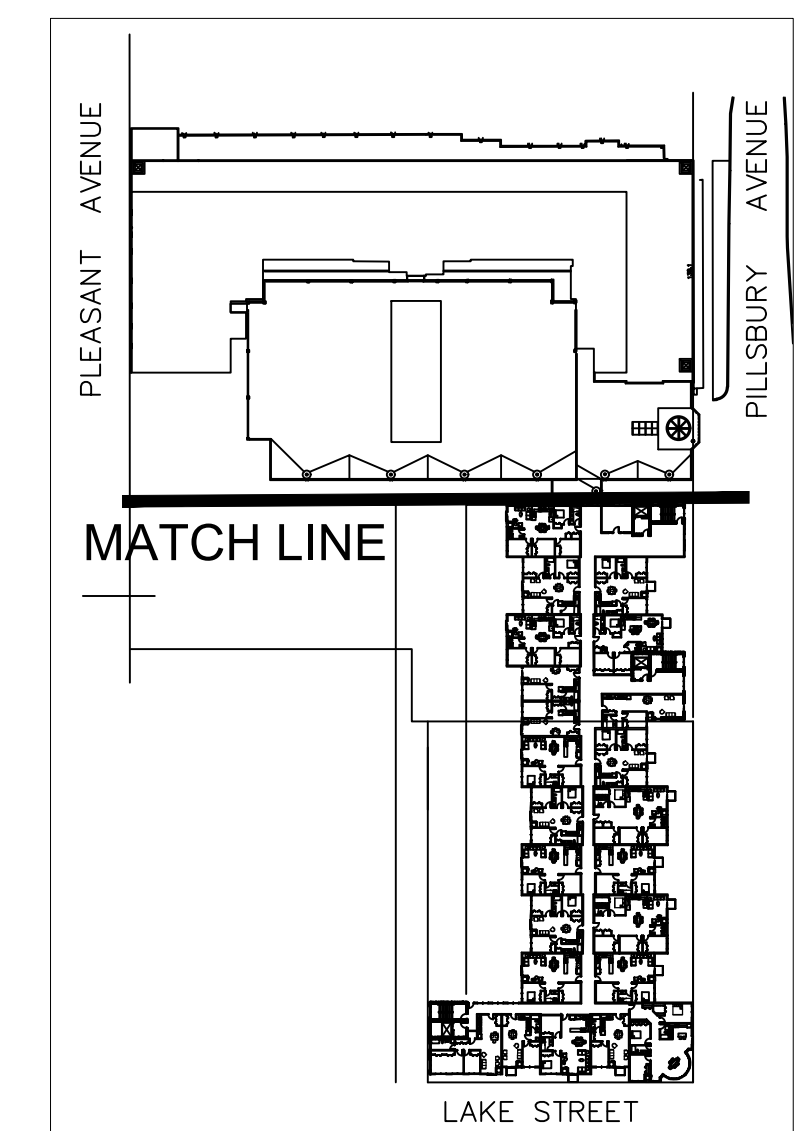
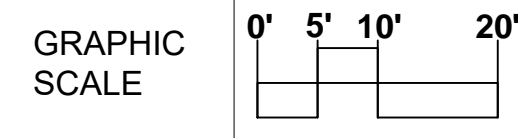


PLEASANT AVENUE

MATCH LINE

MATCH LINE

1 KARMEL PLAZA ROOF PLAN
A2.5 SCALE: 1/16" = 1'-0"

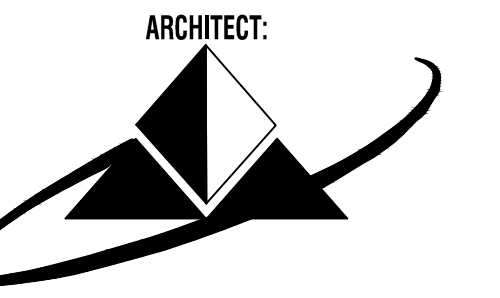


KEY PLAN
NO SCALE

KARMEL PLAZA
KARMEL SQUARE

ROOF PLAN 022-A2.5

(FULL SIZE SHEET 30"X42")



HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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Brian Houwman
NAME: BRIAN HOUWMAN

REGISTRATION NO. 22861 DATE 9-10-20

PROJECT LOCATION:

**KARMEL PLAZA
KARMEL SQUARE**

2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER /
GENERAL CONTRACTOR:



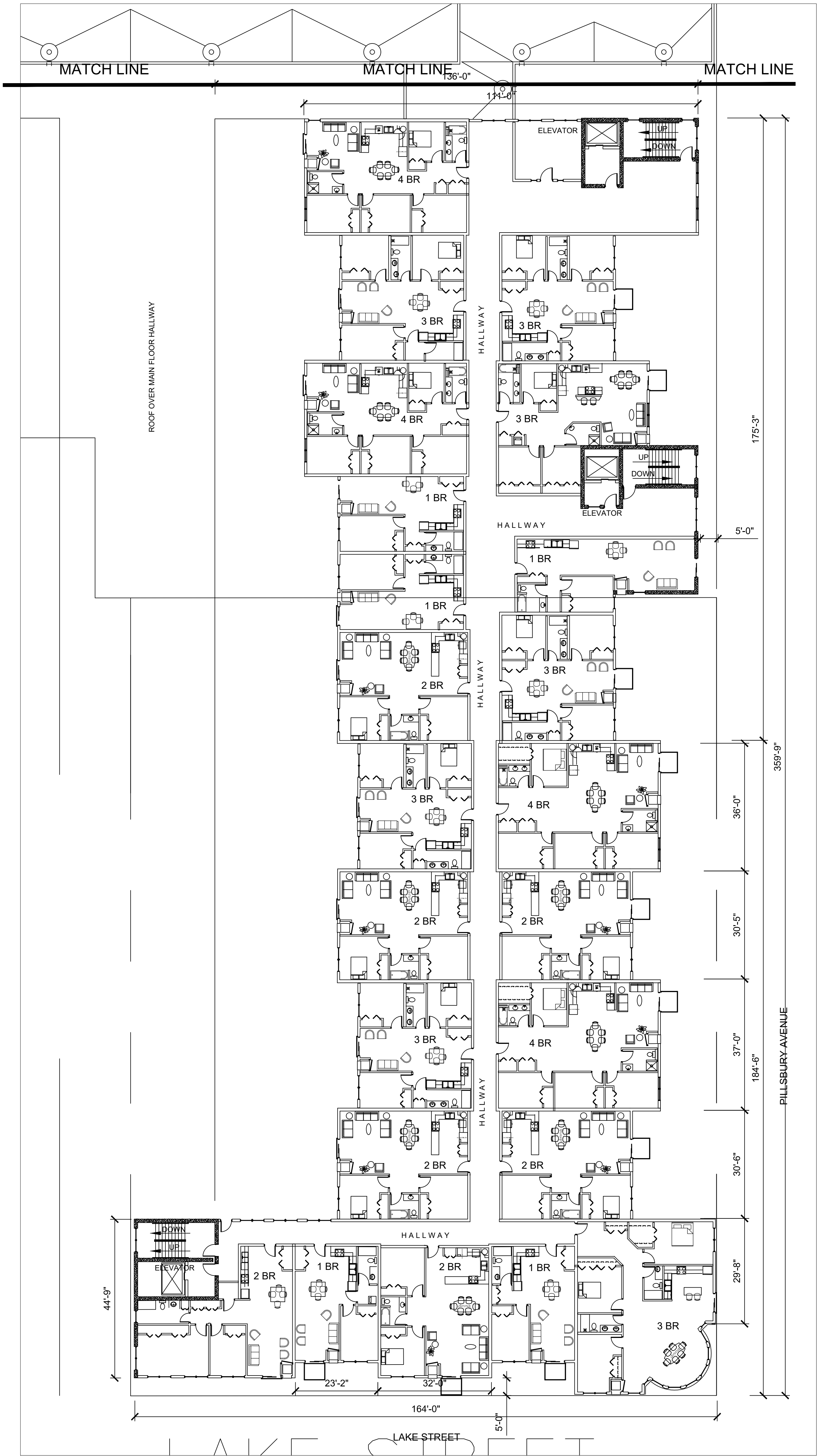
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

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KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEL SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20

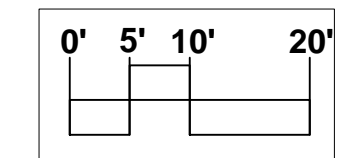
JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH



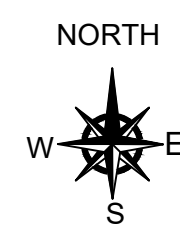
1 KARMEL SQUARE 5TH, 6TH, 7TH & 8TH FLOOR PLAN

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

GRAPHIC SCALE



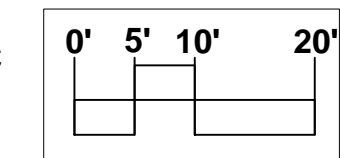
34,888 S.F.
23 APARTMENT UNITS x 3 FLOORS = 69 UNITS
5 - 1 BEDROOM x 3 = 15 - 1 BEDROOM
7 - 2 BEDROOM x 3 = 21 - 2 BEDROOM
7 - 3 BEDROOM x 3 = 21 - 3 BEDROOM
4 - 4 BEDROOM x 3 = 12 - 4 BEDROOM



2 KARMEL SQUARE 8TH FLOOR - CORNER PENTHOUSE PLAN

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

GRAPHIC SCALE

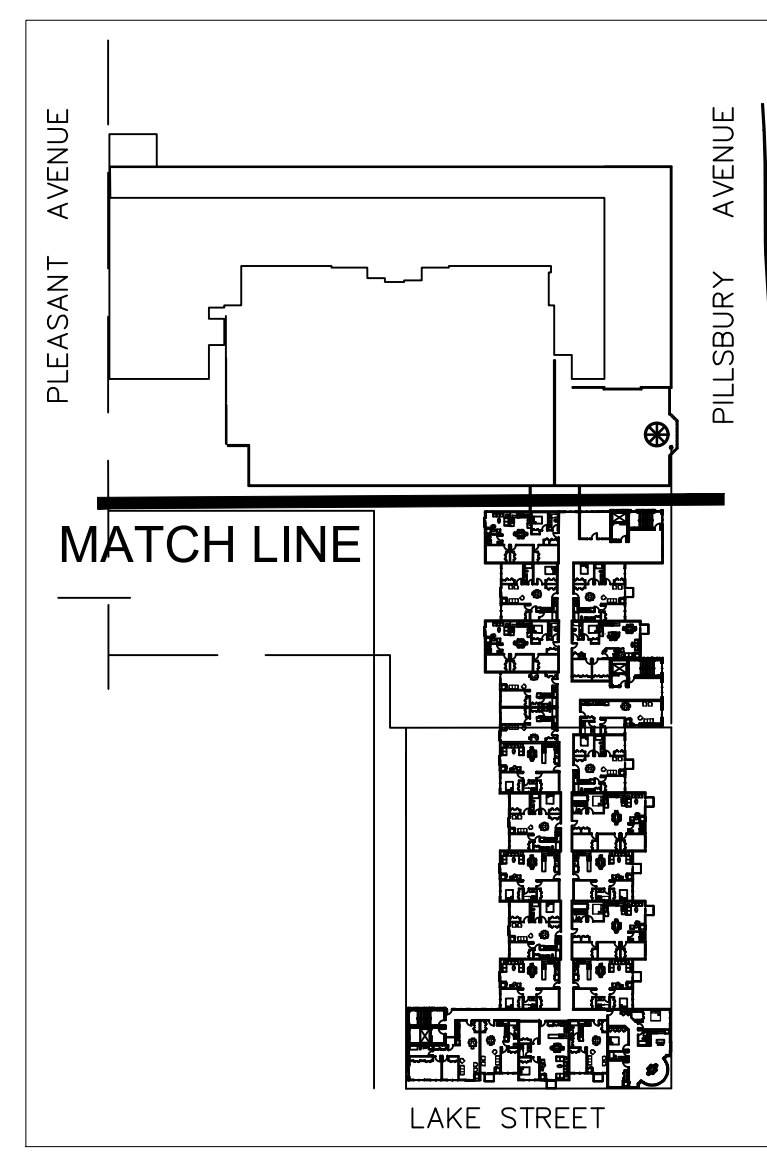
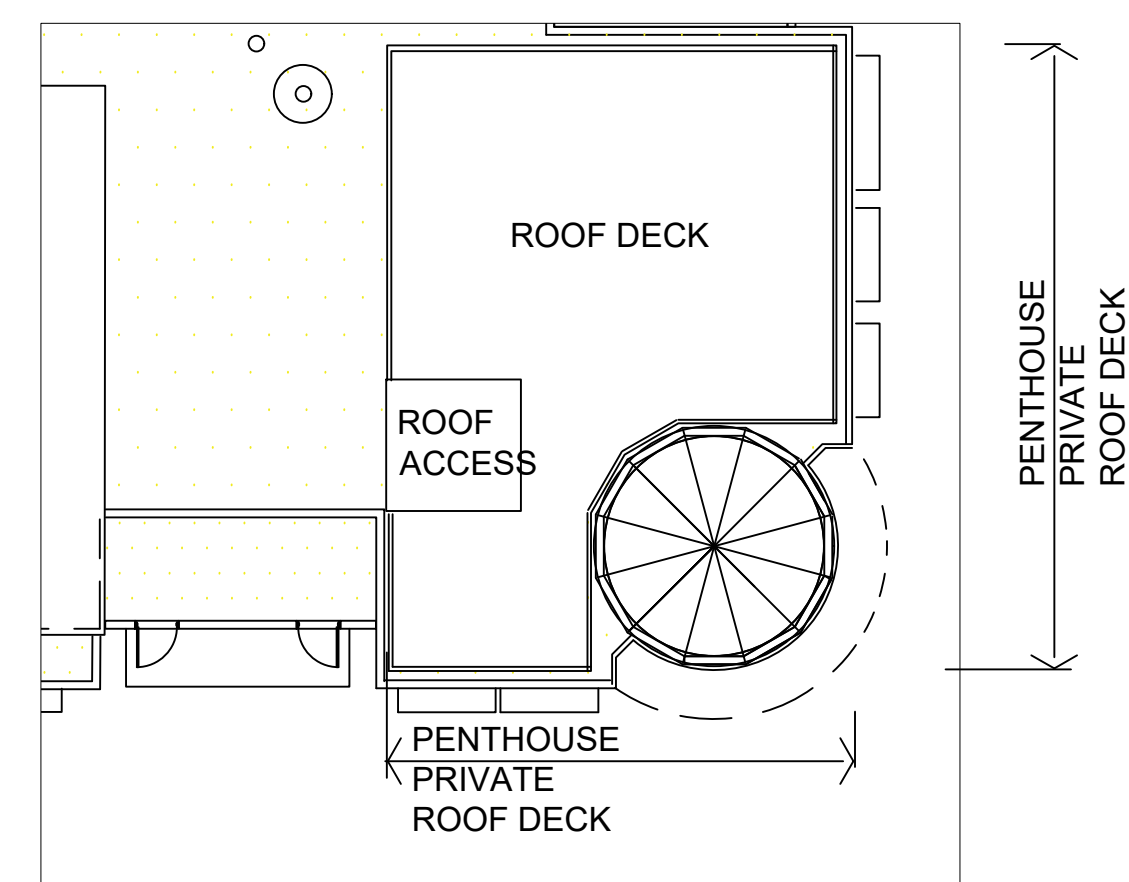


34,888 S.F.
22 APARTMENT UNITS
4 - 1 BEDROOM
7 - 2 BEDROOM
7 - 3 BEDROOM
4 - 4 BEDROOM



3 CORNER PENTHOUSE ROOF PLAN

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



KEY PLAN
NO SCALE



KARMEL PLAZA
KARMEL SQUARE

ARCHITECT:
HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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Brian Houwman
NAME: BRIAN HOUWMAN

REGISTRATION NO. 22861 DATE 9-10-20

PROJECT LOCATION:
**KARMEL PLAZA
KARMEL SQUARE**
2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:
SABRI PROPERTIES
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

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KARMEL SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20
PDR REVISION #2 10-20-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

5TH, 6TH, 7TH & 8TH FLOOR PLAN
023-A2.5.1

(FULL SIZE SHEET 30"x42")



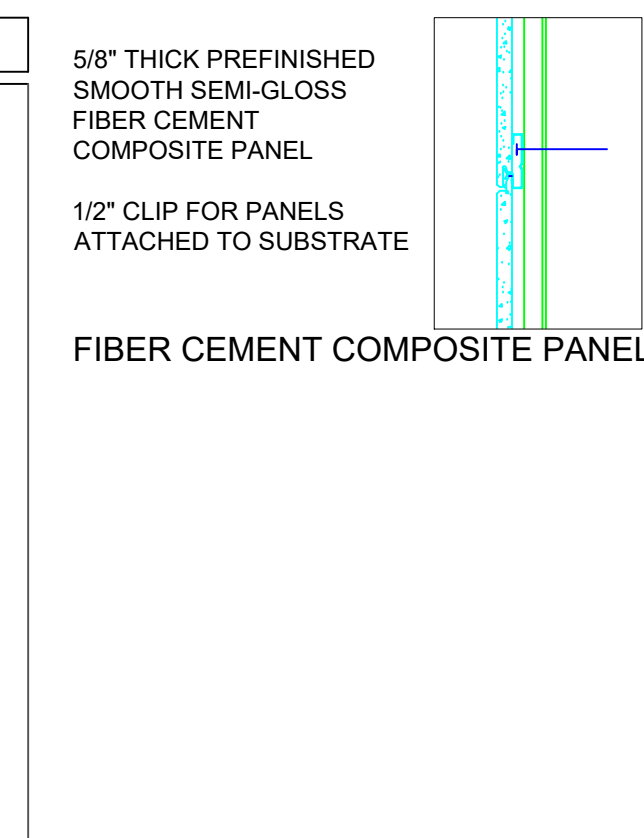
EAST EXT. ELEV.
SCALE : 1/32" = 1'-0"

EXTERIOR FINISH SCHEDULE

- EXISTING STUCCO FINISH
- NEW STUCCO FINISH TO MATCH EXISTING
- NEW PREFINISHED SMOOTH SEMI-GLOSS FIBER CEMENT COMPOSITE PANEL LIGHT GRAY COLOR
- NEW BRICK FINISH - DARK BROWN COLOR
- NEW BRICK FINISH - LIGHT BROWN COLOR
- NEW PREFINISHED SMOOTH METAL PANEL - ALUMINUM FINISH
- PAINTED METAL COVER FOR HVAC UNIT - COLOR TO MATCH WITH SURROUNDING MATERIAL
- PREFINISHED METAL TRIM - BLACK COLOR
- PREFINISHED METAL AWNING - DARK HUNTER GREEN COLOR
- OPAQUE GLASS AWNING OVER ENTRY - BLACK METAL EDGING
- DOOR & WINDOW FRAMES - ALUMINUM - BLACK COLOR
- BALCONIES - BLACK COLOR

5/8" THICK PREFINISHED SMOOTH SEMI-GLOSS FIBER CEMENT COMPOSITE PANEL
1/2" CLIP FOR PANELS ATTACHED TO SUBSTRATE
FIBER CEMENT COMPOSITE PANEL

5' DEEP BALCONY ON LAKE STREET & PILLSBURY
6' DEEP FRENCH BALCONY ON ALLEY SIDE



EXTERIOR BUILDING LIGHTING SCHEDULE

- EXISTING EXTERIOR SECURITY DOWN LIGHTING
- EXISTING POLE STREET LIGHT
- NEW EXTERIOR CYLINDER UP/DOWN LIGHTING FIXTURE
- NEW RECESSED CAN LIGHT FIXTURE IN AWNING SET AT EACH ENTRY
- NEW RECESSED CAN LIGHT FIXTURE UNDER BAY WINDOW AT ENTRY
- NEW EXTERIOR SECURITY DOWN LIGHTING
- NEW CEILING MOUNTED LIGHT FIXTURE
- INSIDE, DOWNLIGHTING RING OF LIGHTS FOR ENTRY AWNING

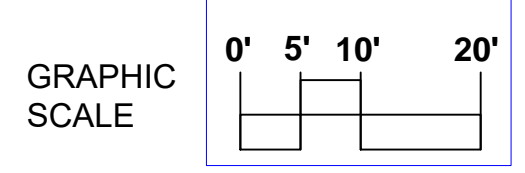
FOR CITY USE



EAST EXT. ELEV. - PILLSBURY AVE
SCALE : 1/16" = 1'-0"

KARMEI SQUARE
EAST SIDE AREA - 33,416 S.F.
TENANT SIGNAGE TO BE SET ON AWNINGS OVER MAIN FLOOR

BUILDING MATERIALS
NEW TEXTURED COMPOSIT PANEL - 10,854 / 33,416 = 33% OF WALL
NEW BRICK - 9505 / 33,416 S.F. = 28% OF WALL
NEW ALUMINUM METAL PANEL - 2100 S.F. / 33,416 S.F. = 6%
GLASS AREA 10,381 S.F. / WALL AREA 33,416 S.F. = 31% OF WALL



KARMEI SQUARE
EXTERIOR WALL GLASS AREA

BUILDING ELEVATION	GLASS AREA	WALL AREA	% OF GLASS IN WALL
SOUTH / LAKE STREET			
MAIN FLOOR	994 SQ. FT.	1296 SQ. FT.	77%
2ND FLOOR	758 SQ. FT.	1296 SQ. FT.	59%
3RD FLOOR	758 SQ. FT.	1296 SQ. FT.	59%
4TH FLOOR	528 SQ. FT.	1296 SQ. FT.	41%
5TH FLOOR	528 SQ. FT.	1296 SQ. FT.	41%
6TH FLOOR	528 SQ. FT.	1296 SQ. FT.	41%
7TH FLOOR	528 SQ. FT.	1296 SQ. FT.	41%
8TH FLOOR	528 SQ. FT.	1296 SQ. FT.	41%
EAST / PILLSBURY AVE			
MAIN FLOOR	1855 SQ. FT.	2880 SQ. FT.	64%
2ND FLOOR	1698 SQ. FT.	2880 SQ. FT.	59%
3RD FLOOR	1698 SQ. FT.	2880 SQ. FT.	59%
4TH FLOOR	1026 SQ. FT.	2880 SQ. FT.	36%
5TH FLOOR	1026 SQ. FT.	2880 SQ. FT.	36%
6TH FLOOR	1026 SQ. FT.	2880 SQ. FT.	36%
7TH FLOOR	1026 SQ. FT.	2880 SQ. FT.	36%
8TH FLOOR	1026 SQ. FT.	2880 SQ. FT.	36%

ARCHITECT:
HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLSY, MN 55775
651-631-0200

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A FULLY REGISTERED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Brian J. Houwman
NAME: BRIAN HOUWMAN
REGISTRATION NO.: 22861 DATE: 9-10-20

PROJECT LOCATION:
KARMEI PLAZA
KARMEI SQUARE
2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:
SABRI PROPERTIES
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

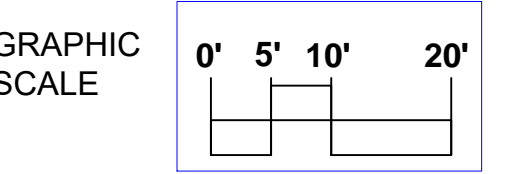
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SOUTH EXT. ELEV. - LAKE STREET
SCALE : 1/16" = 1'-0"

KARMEI SQUARE
SOUTH SIDE AREA - 15,542 S.F.
TENANT SIGNAGE TO BE SET ON AWNINGS OVER MAIN FLOOR

BUILDING MATERIALS
NEW TEXTURED COMPOSIT PANEL - 3207 / 15,542 = 21% OF WALL
NEW BRICK - 6821 / 15,542 S.F. = 44% OF WALL
NEW ALUMINUM METAL PANEL - 1270 S.F. / 15,542 S.F. = 8%
GLASS AREA 5150 S.F. / WALL AREA 15,542 S.F. = 33% OF WALL



KARMEI PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEI SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20
PDR REVISION #2 10-20-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

EAST EXTERIOR ELEVATION
024-A3.0
(FULL SIZE SHEET 30"x42")



WEST ELEVATION - PLEASANT AVENUE

1 A3.1 SCALE : 1/32" = 1'-0"

EXTERIOR FINISH SCHEDULE	
1	EXISTING STUCCO FINISH
2	NEW STUCCO FINISH TO MATCH EXISTING
3	NEW PREFINISHED SMOOTH SEMI-GLOSS FIBER CEMENT COMPOSITE PANEL LIGHT GRAY COLOR
4	NEW BRICK FINISH - DARK BROWN COLOR
5	NEW BRICK FINISH - LIGHT BROWN COLOR
6	NEW PREFINISHED SMOOTH METAL PANEL - ALUMINUM FINISH
7	PAINTED METAL COVER FOR HVAC UNIT - COLOR TO MATCH WITH SURROUNDING MATERIAL
8	PREFINISHED METAL TRIM - BLACK COLOR
9	PREFINISHED METAL AWNING - DARK HUNTER GREEN COLOR
10	OPAQUE GLASS AWNING OVER ENTRY - BLACK METAL EDGING
11	DOOR & WINDOW FRAMES - ALUMINUM - BLACK COLOR
12	BALCONIES - BLACK COLOR

EXTERIOR BUILDING LIGHTING SCHEDULE	
1	EXISTING EXTERIOR SECURITY DOWN LIGHTING
2	EXISTING POLE STREET LIGHT
3	NEW EXTERIOR CYLINDER UP/DOWN LIGHTING FIXTURE
4	NEW RECESSED CAN LIGHT FIXTURE IN AWNING SET AT EACH ENTRY
5	NEW RECESSED CAN LIGHT FIXTURE UNDER BAY WINDOW AT ENTRY
6	NEW EXTERIOR SECURITY DOWN LIGHTING
7	NEW CEILING MOUNTED LIGHT FIXTURE
8	INSIDE, DOWNLIGHTING RING OF LIGHTS FOR ENTRY AWNING

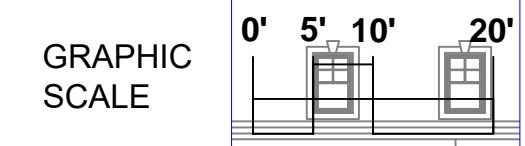
KARMEI SQUARE EXTERIOR WALL GLASS AREA			
BUILDING ELEVATION	GLASS AREA	WALL AREA	% OF GLASS IN WALL
WEST / PLEASANT AVE			
MAIN FLOOR	492 SQ. FT.	2880 SQ. FT.	17%
2ND FLOOR	660 SQ. FT.	2880 SQ. FT.	23%
3RD FLOOR	660 SQ. FT.	2880 SQ. FT.	23%
4TH FLOOR	978 SQ. FT.	2840 SQ. FT.	34%
5TH FLOOR	978 SQ. FT.	2840 SQ. FT.	34%
6TH FLOOR	978 SQ. FT.	2840 SQ. FT.	34%
7TH FLOOR	978 SQ. FT.	2840 SQ. FT.	34%
8TH FLOOR	978 SQ. FT.	2840 SQ. FT.	34%
NORTH / KARMEI PLAZA			
MAIN FLOOR	0	NOT EXPOSED	0
2ND FLOOR	36 SQ. FT.	272 SQ. FT.	13%
3RD FLOOR	36 SQ. FT.	272 SQ. FT.	13%
4TH FLOOR	108 SQ. FT.	640 SQ. FT.	17%
5TH FLOOR	180 SQ. FT.	896 SQ. FT.	20%
6TH FLOOR	180 SQ. FT.	896 SQ. FT.	20%
7TH FLOOR	180 SQ. FT.	896 SQ. FT.	20%
8TH FLOOR	180 SQ. FT.	896 SQ. FT.	20%

FOR CITY USE



WEST EXT. ELEV. - PLEASANT AVE.

2 A3.1 SCALE : 1/16" = 1'-0"



BUILDING MATERIALS
 NEW TEXTURED COMPOSIT PANEL - 14,453 / 33,264 = 43% OF WALL
 NEW BRICK - 2,850 / 33,264 S.F. = 9% OF WALL
 NEW STUCCO - 9,259 / 33,264 = 28% OF WALL
 GLASS AREA 6,702 S.F. / WALL AREA 33,264 S.F. = 20% OF WALL

ARCHITECT:

HOUZMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENGILLY, MN 55775
 651-631-0200
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 NAME: BRIAN HOUZMAN
 REGISTRATION NO.: 22864 DATE: 9-10-20

PROJECT LOCATION:
KARMEI PLAZA
KARMEI SQUARE
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

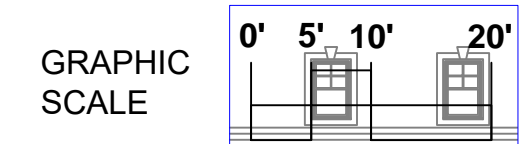
BUILDING OWNER / GENERAL CONTRACTOR:

SABRI PROPERTIES
 207 E LAKE ST. SUITE 300
 MINNEAPOLIS, MN 55408
 612-825-4433



NORTH EXT. ELEV. - KARMEI SQUARE

3 A3.1 SCALE : 1/16" = 1'-0"



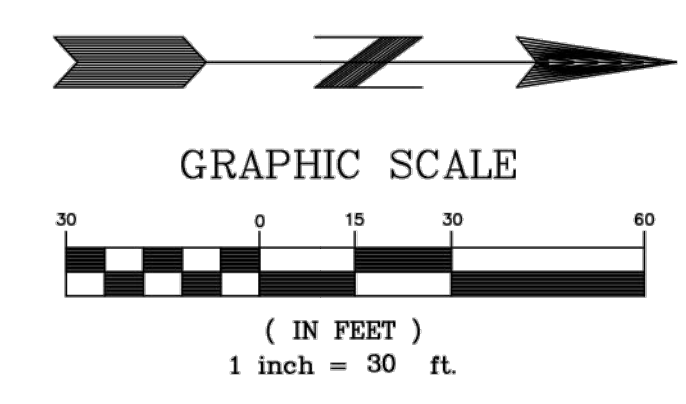
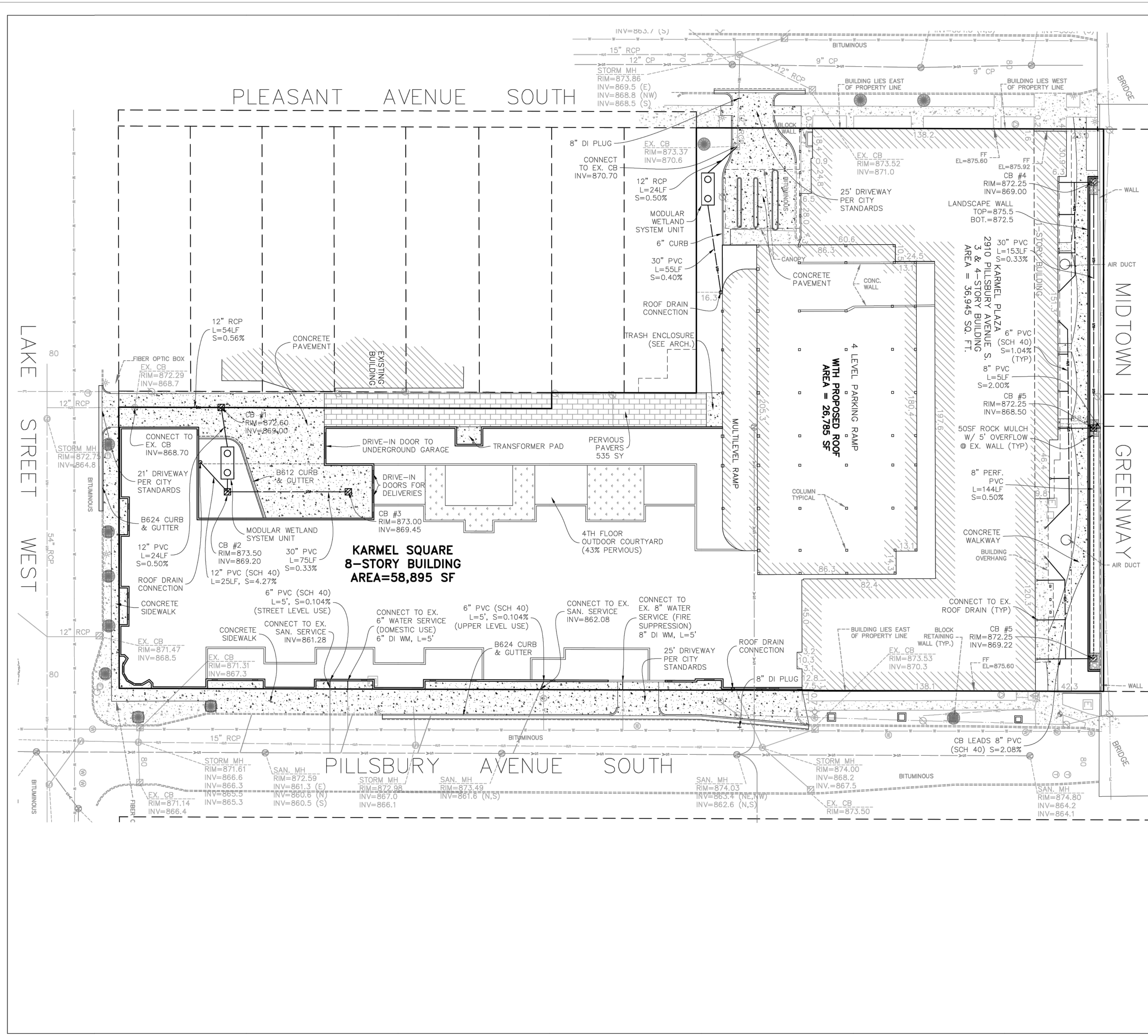
BUILDING MATERIALS
 NEW TEXTURED COMPOSIT PANEL - 3984 / 6720 = 60% OF WALL
 NEW BRICK - 1836 / 6720 S.F. = 27% OF WALL
 GLASS AREA 900 S.F. / WALL AREA 6720 S.F. = 13% OF WALL

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KARMEI PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES
 KARMEI SQUARE - NEW 8 STORY BLDG
 PDR 7-14-20
 PDR REVISION #1 9-10-20
 PDR REVISION #2 10-20-20

JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

WEST EXT. ELEVATION
025-A3.1
 (FULL SIZE SHEET 30"x42")



- NOTES:**
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 2. ALL EXISTING UTILITY LOCATIONS AND ELEVATIONS SHOWN ARE APPROXIMATE ONLY. CONTRACTOR SHALL CONFIRM ALL LOCATIONS AND ELEVATIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CONTACT UTILITY COMPANIES VIA COPHER STATE ONE-CALL ONLINE OR BY CALLING 811 OR 1-800-252-1166.
 3. ALL CONSTRUCTION SHALL CONFORM TO THE MOST RESTRICTIVE OF THE PROJECT SPECIFICATIONS, THE STANDARD SPECIFICATIONS OF THE CITY OF MINNEAPOLIS AND THE LATEST EDITION OF MNDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
 4. TOTAL LOT AREA = 152,721 SF (3.51 AC)
EXISTING IMPERVIOUS AREA = 132,018 SF (86.4%)
PROPOSED IMPERVIOUS AREA = 134,135 SF (87.8%)
 5. THE PROJECT SITE DOES NOT CONTAIN ANY EXISTING NON-STORMWATER DISCHARGES AND NONE ARE PROPOSED.
 6. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND SUBMIT SHOP DRAWINGS OF THE MODULAR WETLAND SYSTEM UNITS, OR APPROVED EQUALS, TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

- CITY NOTES:**
1. Street lighting installed as part of the Project shall be inspected by the City. Contractors shall arrange for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information. Any lighting installations not meeting City specifications will be required to be reinstalled at Owner expense.
 2. 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.
 3. Any metered parking spaces needed to facilitate project work must be hooded at project expense for the length of disruption required. If sidewalk is removed and parking lane is closed, the meter and space delineators must be removed and reinstalled upon project completion at project expense. This can be requested at the same time that the "Obstruction Permit" is obtained via www.minneapolis.mn.roway.net. Contact Scott Kramer at scott.kramer@minneapolismn.gov if you have any questions regarding obstruction permits or meter removal.
 4. Contact Allan Klugman at (612) 673-2743 prior to construction for the temporary removal/temporary relocation of any City of Minneapolis lighting or traffic signal system that may be in the way of construction.
 5. Pavement markings that exist prior to the start of the Project must be re-placed in kind. If it is latex or epoxy paint then it must go back in with that type of paint unless otherwise directed by City of Minneapolis Traffic Division. All costs associated with pavement marking replacement shall be borne by the Contractor and/or Property Owner.
 6. All costs for relocation and/or repair of City Traffic facilities including traffic signal systems, street lighting, traffic signs, parking meters, and pavement markings shall be borne by the Contractor and/or Property Owner.
 7. Contact Doug Maday at (612) 673-5755 prior to construction for the removal of any City of Minneapolis right of way signs or pavement markings that may be in the way of construction.
 8. All proposed work in the Public right-of-way shall comply with the current edition of the City of Minneapolis Standard Supplemental Specifications for Construction and Minnesota Department of Transportation Standard Specifications for Construction, current edition and its attachments (refer to the following: <http://www.minneapolismn.gov/publicworks/plates/index.htm>).
 9. A Sidewalk Construction Permit must be obtained prior to the start of any work within the Public right-of-way. Any concrete construction work within the Public right-of-way must be performed by a contractor who has a certificate of liability insurance (ACORD form) on file with Public Works Sidewalk Inspections prior to the start of any work within the Public right-of-way. For more information call 612-673-2420. The contractor can apply for a sidewalk construction permit at www.sidewalk.mpls.mn.roway.net and follow the instructions on the web site.

www.starkengineer.com
320-249-2811
Stark Rapids, Minnesota

STARK ENGINEERING

1. I hereby certify that this plan, specification or report 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.
U. Egge
U. Egge, AIA, License No. 26093, Date: 9/19/20

REVISIONS	DATE	BY	DESCRIPTION
8/10/20	CITY REVIEW		
9/19/20	CITY REVIEW		

SITE AND UTILITY PLAN

KARMEI PLAZA & KARMEI SQUARE
MINNEAPOLIS, MINNESOTA

for: **HOUWMAN ARCHITECTS**

C-1
OF 5 SHEETS

ARCHITECT:

HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT 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.
Brian Houwman
NAME: BRIAN HOUWMAN
REGISTRATION NO.: 22861 DATE: 9-10-20

PROJECT LOCATION:
**KARMEI PLAZA
KARMEI SQUARE**
2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:
SABRI PROPERTIES
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

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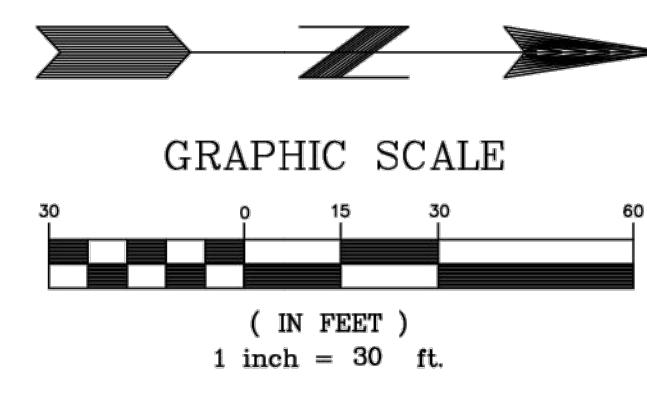
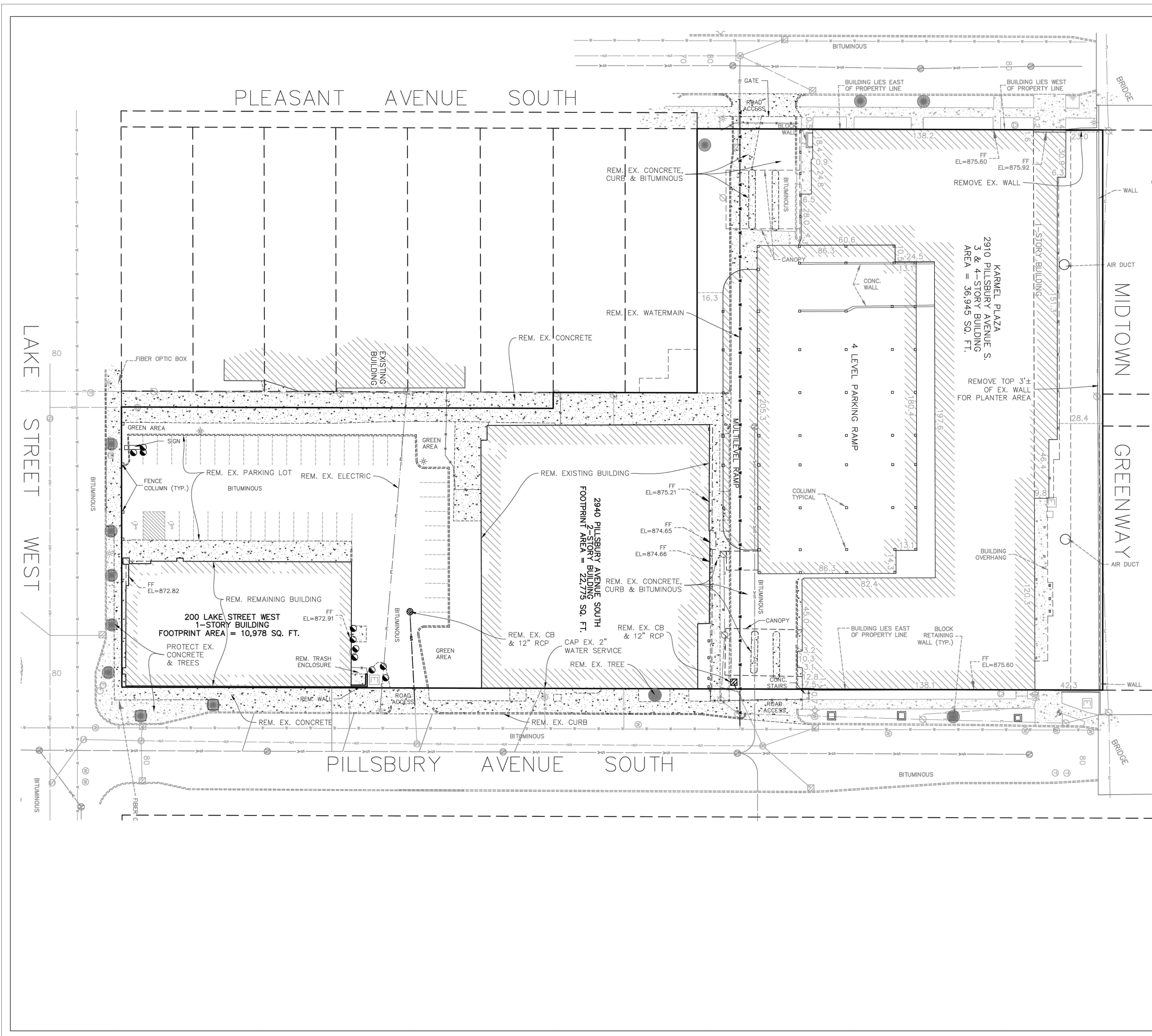
KARMEI PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEI SQUARE - NEW 8 STORY BLDG

PDR	7-14-20
PDR REVISION #1	9-10-20
PDR REVISION #2	10-20-20

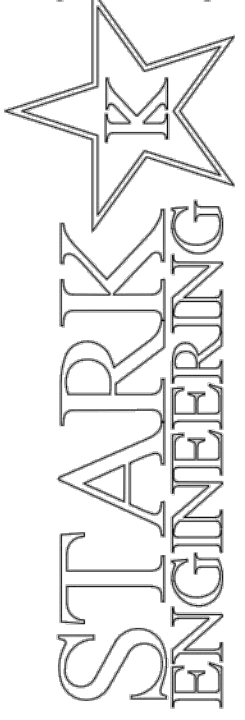
JOB#	17-121
DATE	11/7/17
DRAWN	BH/NH
CHECKED	BH

SITE PLAN
026 C-1
(FULL SIZE SHEET 30"x42")



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www.starkengineer.com
350-246-2611
Stark, Rapids, Minnesota



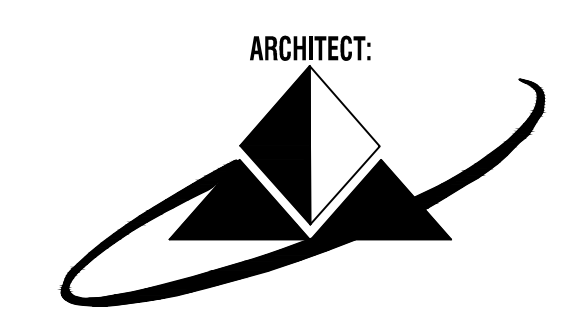
I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Registered Engineer under the laws of the State of Minnesota.
Date: 9/19/20
Registration No. 26093

REVISIONS	DATE	DESCRIPTION
9/19/20	CITY REVIEW	
9/19/20	CITY REVIEW	

DEMOLITION PLAN

KARMEI PLAZA & KARMEI SQUARE
MINNEAPOLIS, MINNESOTA
for:
HOUWMAN ARCHITECTS

SHEET
C-2
OF 5 SHEETS



HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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Brian J. Houwman
NAME: BRIAN HOUWMAN
REGISTRATION NO. 22861 DATE 9-10-20

PROJECT LOCATION:
**KARMEI PLAZA
KARMEI SQUARE**
2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER /
GENERAL CONTRACTOR:

207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

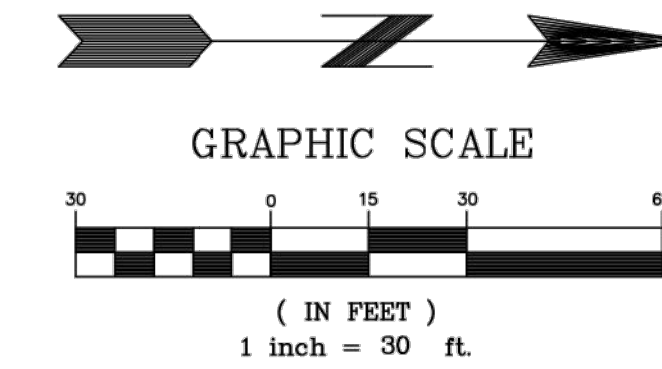
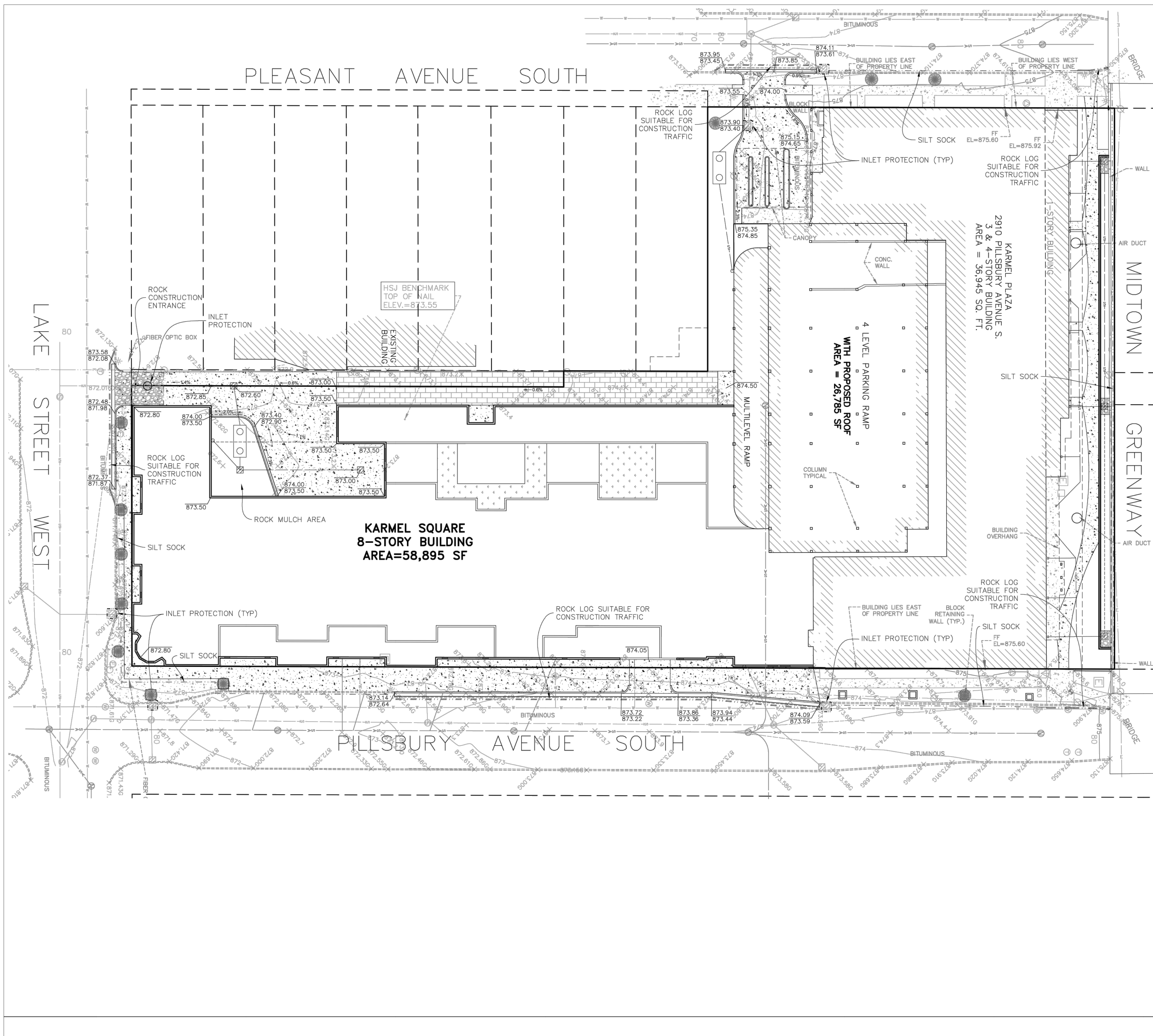
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KARMEI PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARMEI SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20
PDR REVISION #2 10-20-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

SITE PLAN
027 C-2
(FULL SIZE SHEET 30"x42")



NOTES:

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4. THE FOLLOWING SEQUENCE AND PROTOCOLS SHALL BE FOLLOWED FOR EROSION AND SEDIMENT CONTROL DURING THE SITE DEVELOPMENT PROCESS:
 - A. INSTALL PERIMETER CONTROLS (SILT FENCE & ROCK LOG) AS SHOWN ON THE PLANS PRIOR TO START OF WORK.
 - B. INSTALL INLET PROTECTION (ERTEC OR APPROVED EQUAL) IN ALL DOWNSTREAM CATCH BASINS WHICH RECEIVE RUNOFF FROM THE DISTURBED AREA. CATCH BASIN INSERTS ARE REQUIRED AT ALL LOCATIONS NOT WITHIN THE DISTURBED AREA WHICH RECEIVE RUNOFF.
 - C. NO SOIL STOCKPILES OR CONCRETE WASHOUTS ARE ALLOWED ON THE PROJECT SITE.
 - D. MAINTAIN ALL TEMPORARY EROSION CONTROL DEVICES IN PLACE UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED. INSPECT TEMPORARY EROSION CONTROL DEVICES ON A WEEKLY BASIS AND AFTER EACH 1/2" OR MORE RAIN EVENT. CLEAN OR MAINTAIN THESE DEVICES AS NEEDED TO BE EFFECTIVE. REPLACE DETERIORATED, DAMAGED OR ROTTED EROSION CONTROL DEVICES IMMEDIATELY.
 - E. REMOVE ALL SOILS AND SEDIMENTS DEPOSITED ONTO PUBLIC AND/OR PRIVATE PAVEMENT AREAS WITHIN 24 HOURS. REMOVAL OF TRACKING HOURS OF DEPOSITION MATERIALS SHALL BE COMPLETED AT THE END OF EACH WORK DAY WHEN IT OCCURS. SWEEPING MAY BE ORDERED AT ANY TIME IF CONDITIONS WARRANT.
 - F. PERFORM SITE REMOVALS, GRADING, EXCAVATION AND EMBANKMENT. SEED AND MULCH ALL DISTURBED AREAS OUTSIDE OF PROPOSED PAVEMENT AND BUILDING AREAS WITHIN 72 HOURS OF THIS WORK.
 - G. INSTALL CONCRETE CURB AND GUTTER, CONCRETE SIDEWALK, BITUMINOUS PAVEMENT SECTION, FINE GRADE SITE AND RESTORE GREEN AREAS WITH PERMANENT VEGETATION PER LANDSCAPE PLANS.
 - H. STORMWATER BMPs SHALL NOT BE FULLY EXCAVATED TO FINAL GRADE UNTIL CONTRIBUTING DRAINAGE AREAS HAVE BEEN CONSTRUCTED AND FULL STABILIZED.
 - I. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES AFTER SITE HAS UNDERGONE FINAL STABILIZATION AND PERMANENT VEGETATION HAS BEEN ESTABLISHED WITH AT LEAST 70% COVERAGE.

CITY NOTES:

1. Upon the project's completion, the General Contractor, Property Owner or Responsible Party shall provide to the Department of Public Works a Final Stormwater Management Report including record drawings. This report will serve as a means of verification that the intent of the approved stormwater management design has been met. This final report shall substantiate that all aspects of the original design have been adequately provided for by the construction of the project.
2. Contractor, property owner or responsible party shall contact Minneapolis Surface Waters and Sewers 48 hours prior to any excavation or construction related to or in the location of the proposed Stormwater Management BMP. Contact Paul Chellsen at 673-2406 or paul.chellsen@minneapolismn.gov.

www.starkeengineer.com
920-249-9811
Sauk Rapids, Minnesota



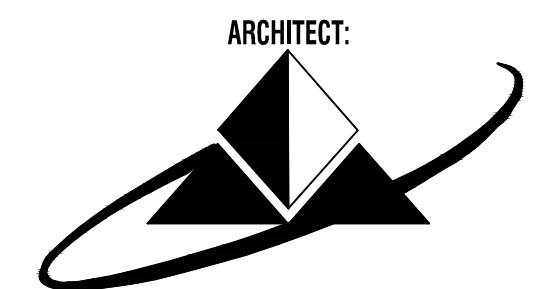
1. I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly registered professional engineer in the State of Minnesota.
 Brian J. Houwman
 9/19/20
 26093
 State Registration No.

REVISIONS	DATE	DESCRIPTION
1	9/17/20	REVIEW
2	9/19/20	CITY REVIEW

GRADING AND EROSION CONTROL PLAN

KARME PLAZA & KARME SQUARE
MINNEAPOLIS, MINNESOTA
for:
HOUWMAN ARCHITECTS

SHEET
C-3
OF 5 SHEETS



ARCHITECT:
HOUWMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENNGILLY, MN 55775
 651-631-0200

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT 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.

Brian J. Houwman

NAME
 BRIAN HOUWMAN
 REGISTRATION NO. 22661 DATE 9-10-20

PROJECT LOCATION:
KARME PLAZA
KARME SQUARE
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:

SABRI PROPERTIES
 207 E LAKE ST. SUITE 300
 MINNEAPOLIS, MN 55408
 612-825-4433

NOTE:
 THIS SET OF PLANS IS FOR A DESIGN-BUILD PROJECT. ANY INFORMATION NOT CLARIFIED BY MANUFACTURER, PERFORMANCE REQUIREMENTS OR DETAILS ON THIS PLAN SET ARE TO BE DETERMINED BY THE GENERAL CONTRACTOR AND THE OWNER. ANY DISCREPANCIES BETWEEN PLANS AND FIELD CONDITIONS WHICH REQUIRE THE CONTRACTOR TO CHOOSE ONE METHOD, DIMENSION OR MATERIAL OVER ANOTHER ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT BEFORE WORK IS STARTED, FOR CLARIFICATION.

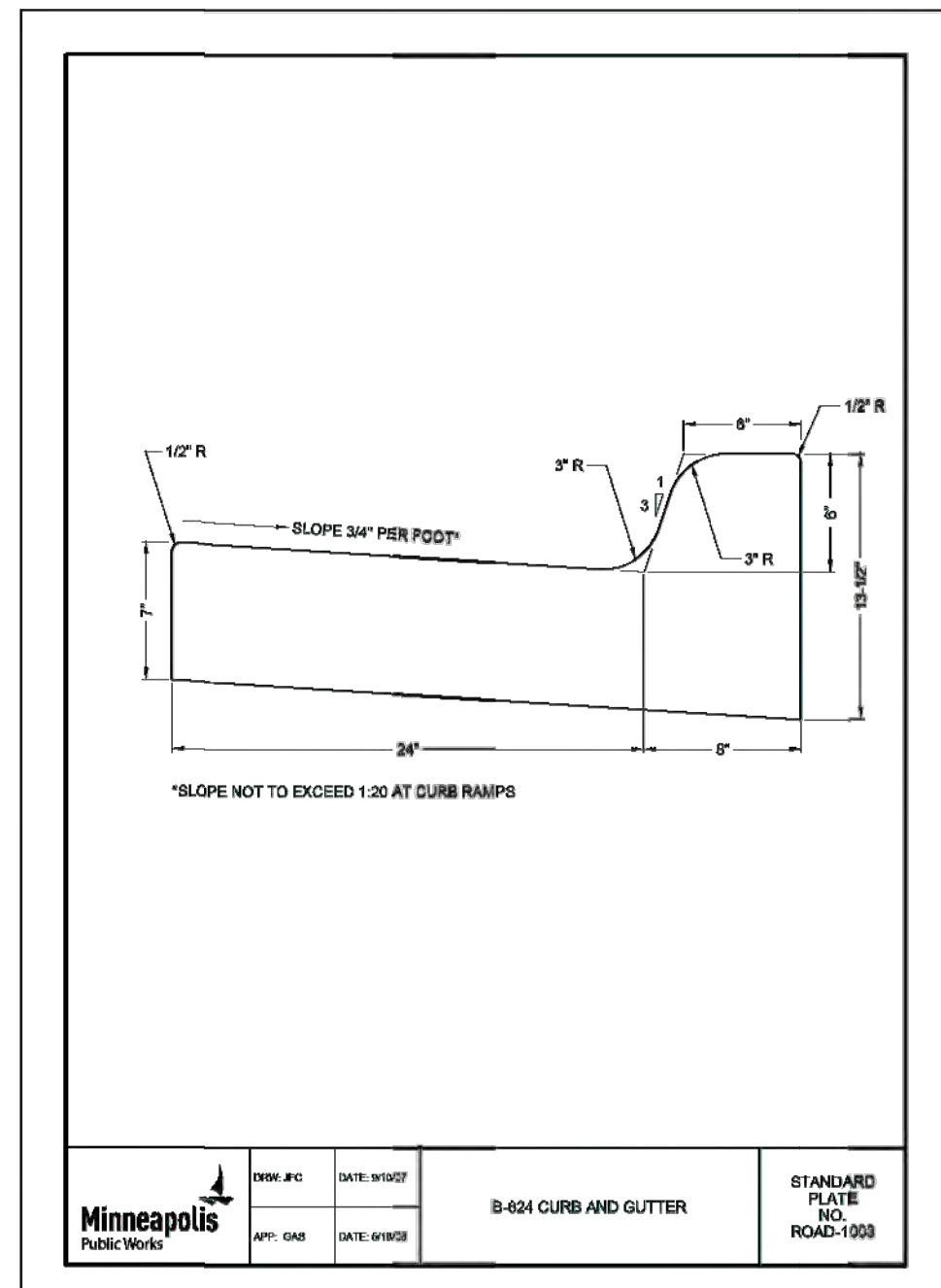
KARME PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

KARME SQUARE - NEW 8 STORY BLDG
 PDR 7-14-20
 PDR REVISION #1 9-10-20
 PDR REVISION #2 10-20-20

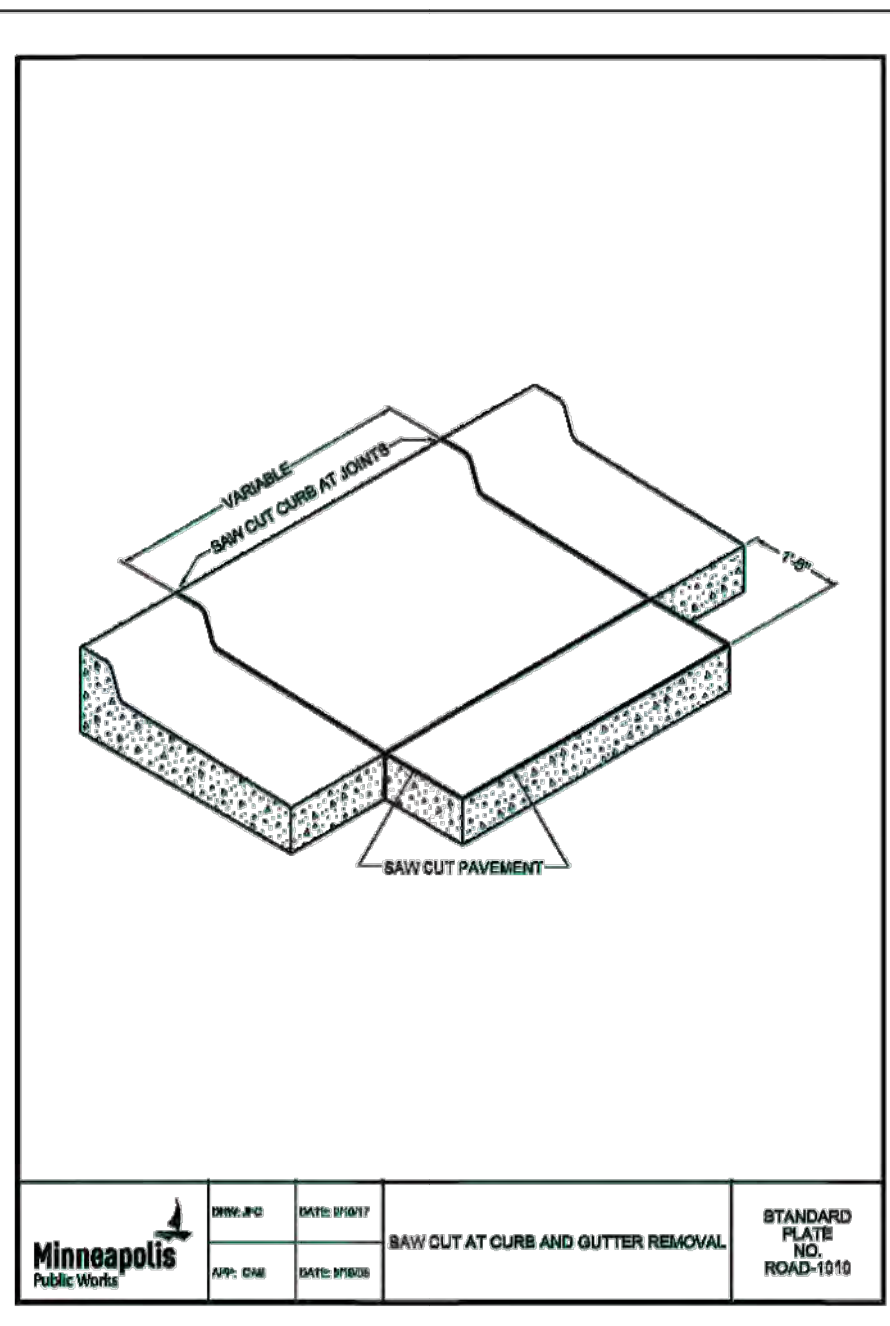
JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

SITE PLAN
028 C-3

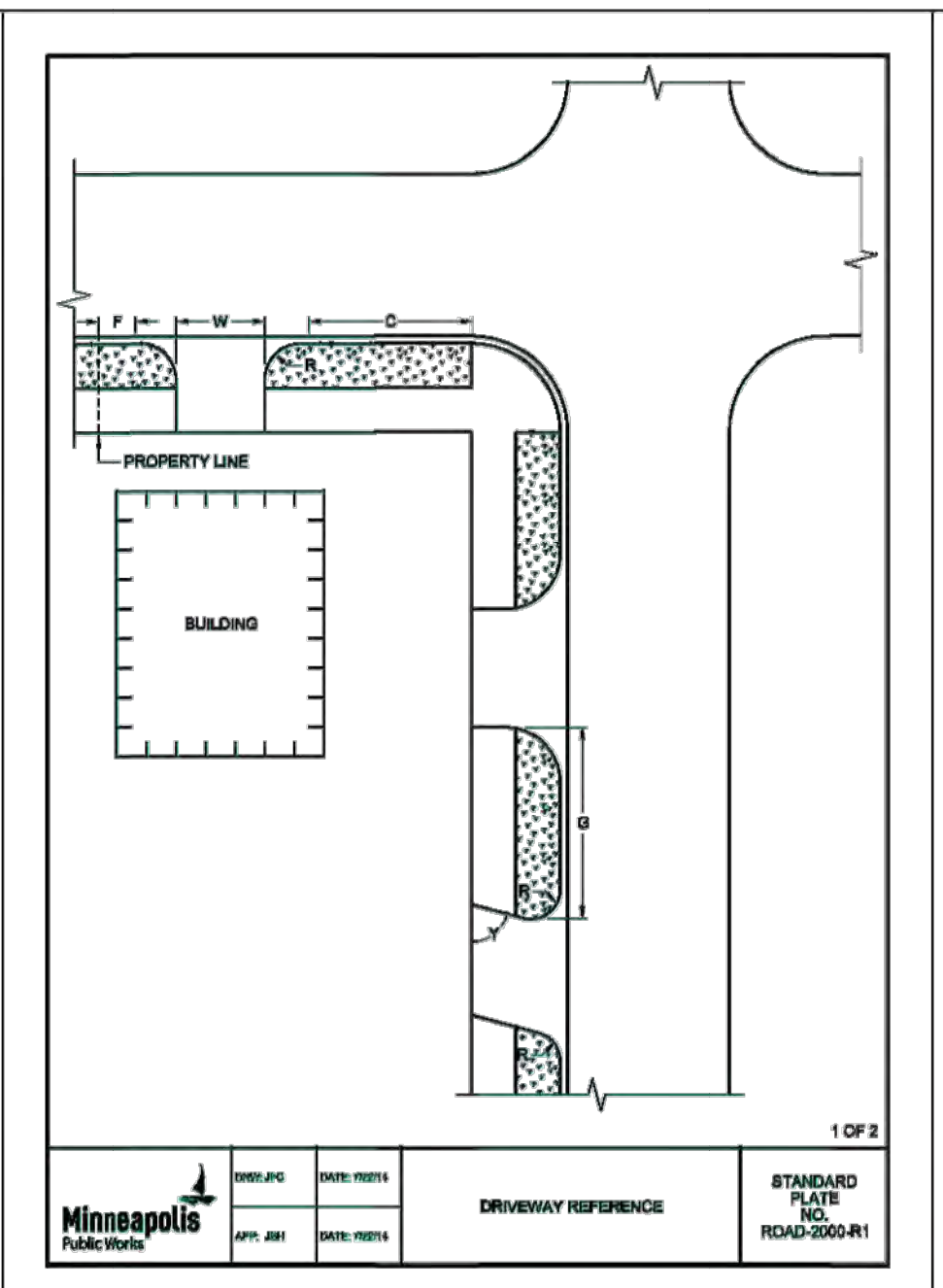
(FULL SIZE SHEET 30"X42")



MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
D-521 CURB AND GUTTER
STANDARD PLATE NO. ROAD-103



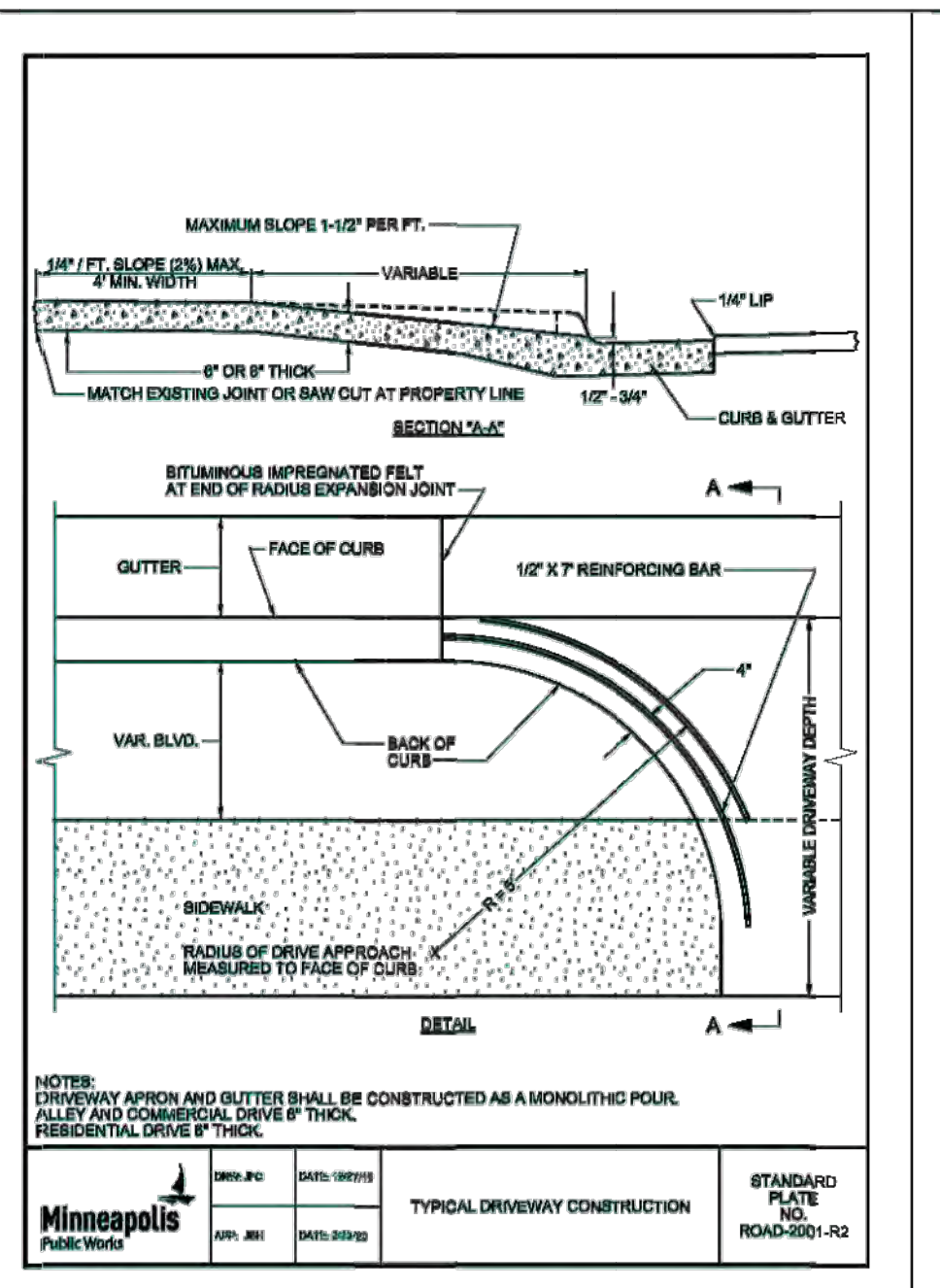
MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
SAW CUT AT CURB AND GUTTER INTERNAL
STANDARD PLATE NO. ROAD-110



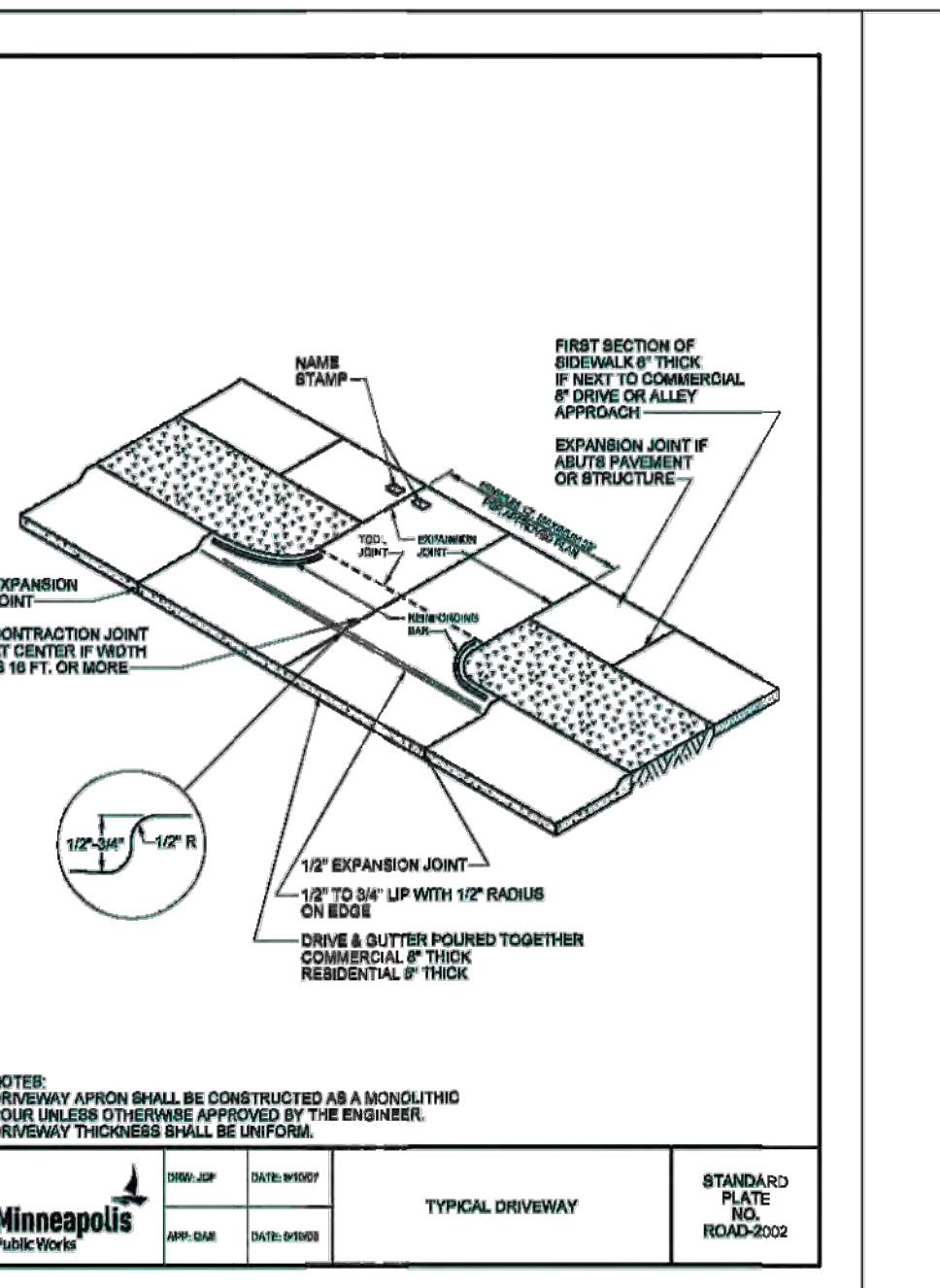
MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
DRIVEWAY REFERENCE
STANDARD PLATE NO. ROAD-200-R1

CODE	DESCRIPTION	MINIMUM	RECOMMENDED	COMMERCIAL
V	DRIVE APPROACH ANGLE	60° MIN.	90° MIN.	90° MIN.
W	DRIVE APPROACH WIDTH	10' MIN.	12' MIN.	12' MIN.
R	RADIUS OF CURVATURE OF CURB OR DRIVE APPROACH	10' MIN.	12' MIN.	12' MIN.
RE	RADIUS OF CURVATURE OF DRIVE APPROACH	10' MIN.	12' MIN.	12' MIN.
F	COMBINATION FRONTAGE OR CURVATURE	10' MIN.	12' MIN.	12' MIN.
G	CONCRETE CURB OR DRIVE APPROACH	30' MIN.	30' MIN.	30' MIN.
C	CONCRETE CURB OR DRIVE APPROACH	30' MIN.	30' MIN.	30' MIN.
NA	NOT APPLICABLE TO ALL OTHERS	30' MIN.	30' MIN.	30' MIN.
TA	TRAFFIC APPROACH FROM STOP ZONE	30' MIN.	30' MIN.	30' MIN.
NT	NOTES: MINIMUM CHANGES IN THE ABOVE DIMENSIONS WILL BE MADE AS NECESSARY TO IMPROVE TRAFFIC AND SAFETY ON THE PUBLIC STREETS AND DRIVEWAYS.			

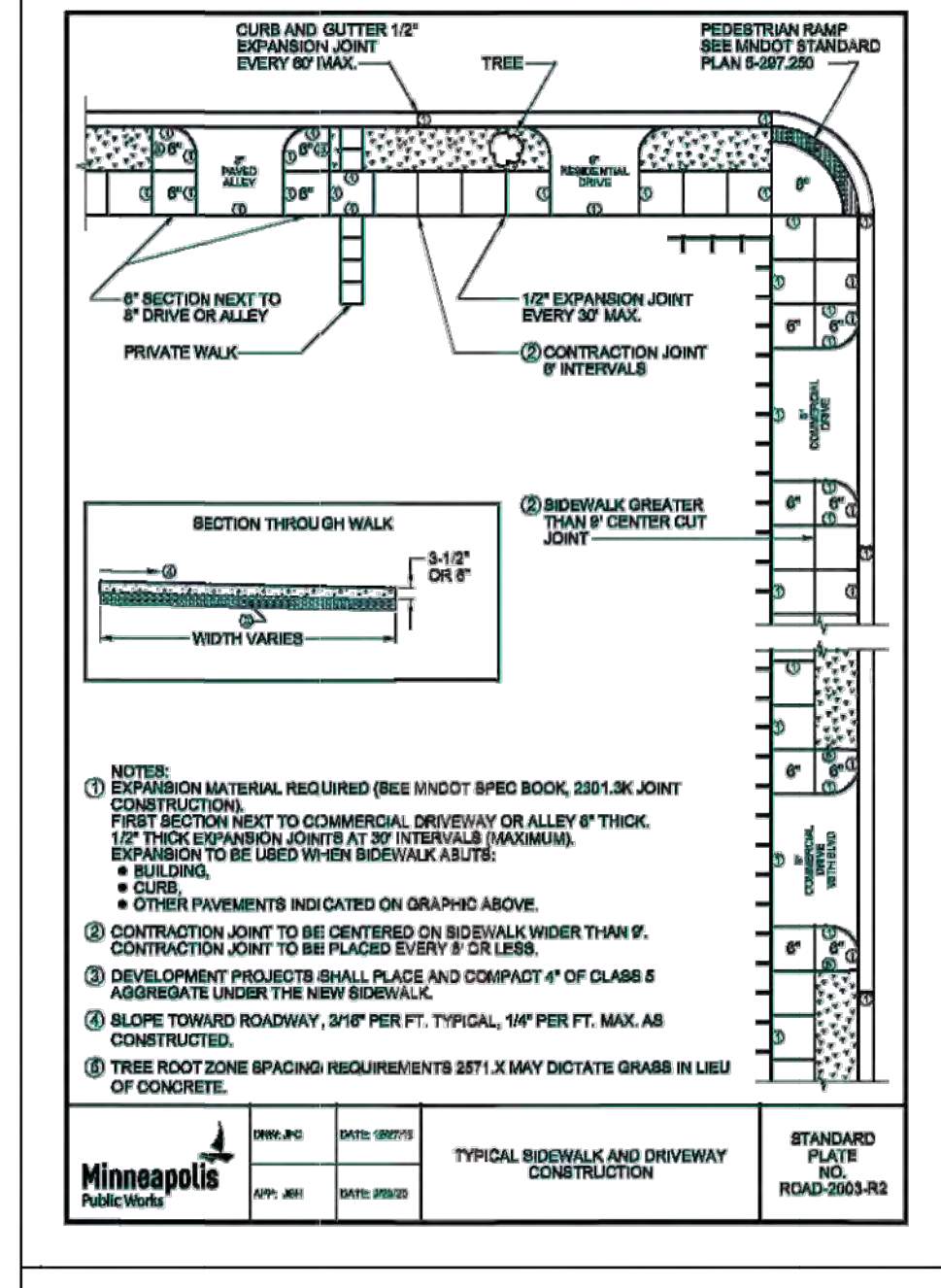
MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
DRIVEWAY REFERENCE
STANDARD PLATE NO. ROAD-200-R1



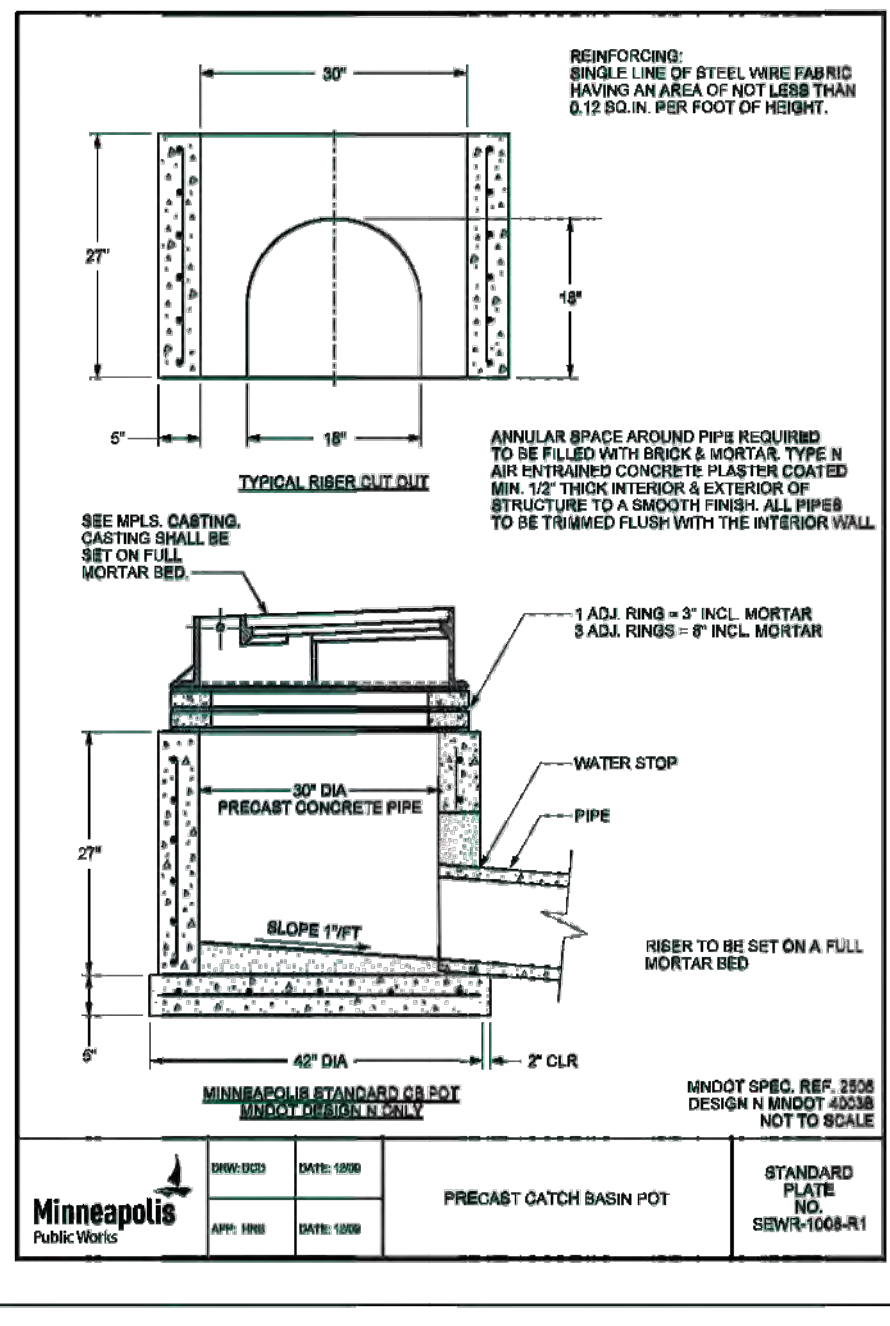
MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
TYPICAL DRIVEWAY CONSTRUCTION
STANDARD PLATE NO. ROAD-201-R2



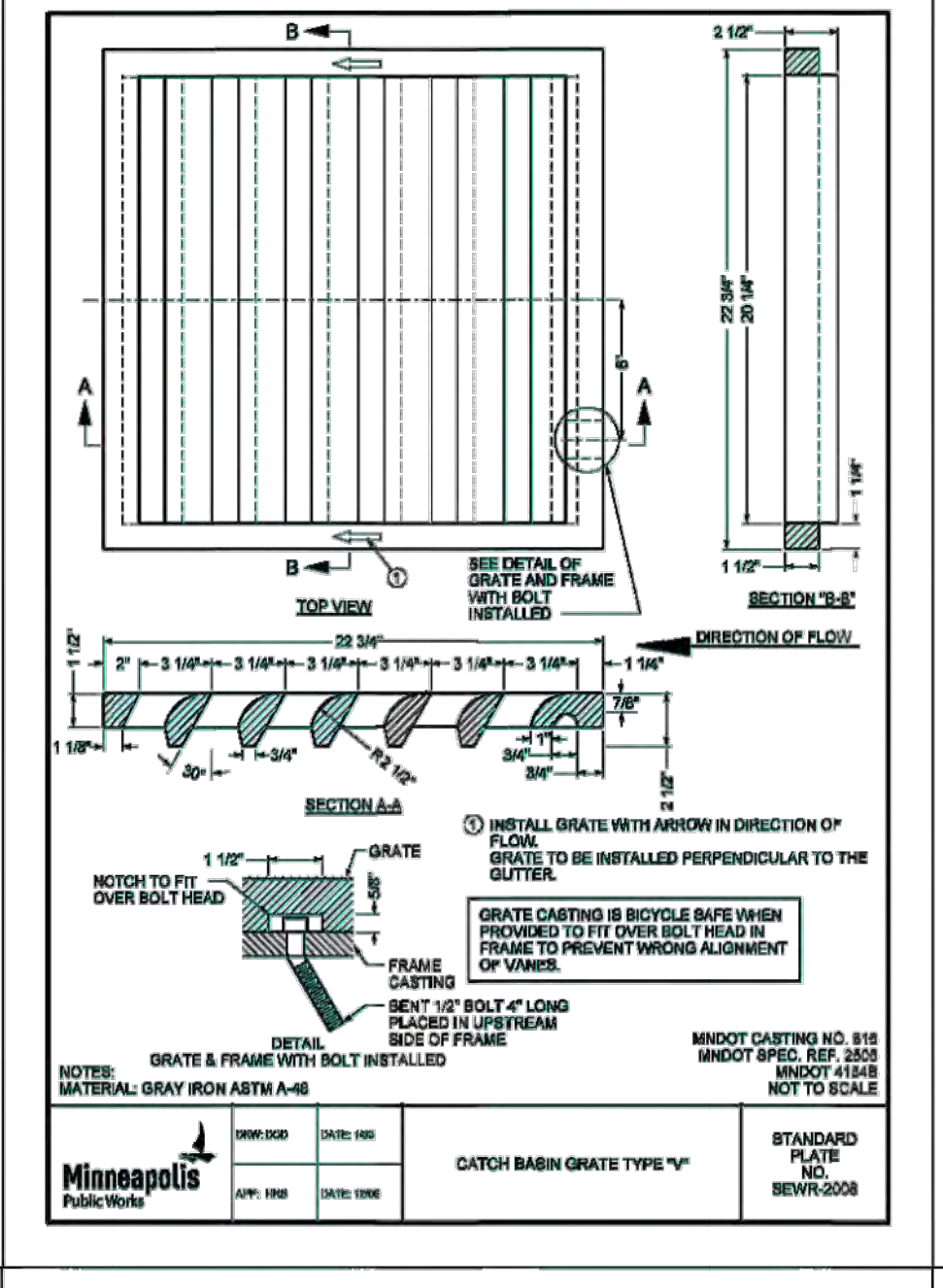
MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
TYPICAL DRIVEWAY
STANDARD PLATE NO. ROAD-202



MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
TYPICAL SIDEWALK AND DRIVEWAY CONSTRUCTION
STANDARD PLATE NO. ROAD-203-R2



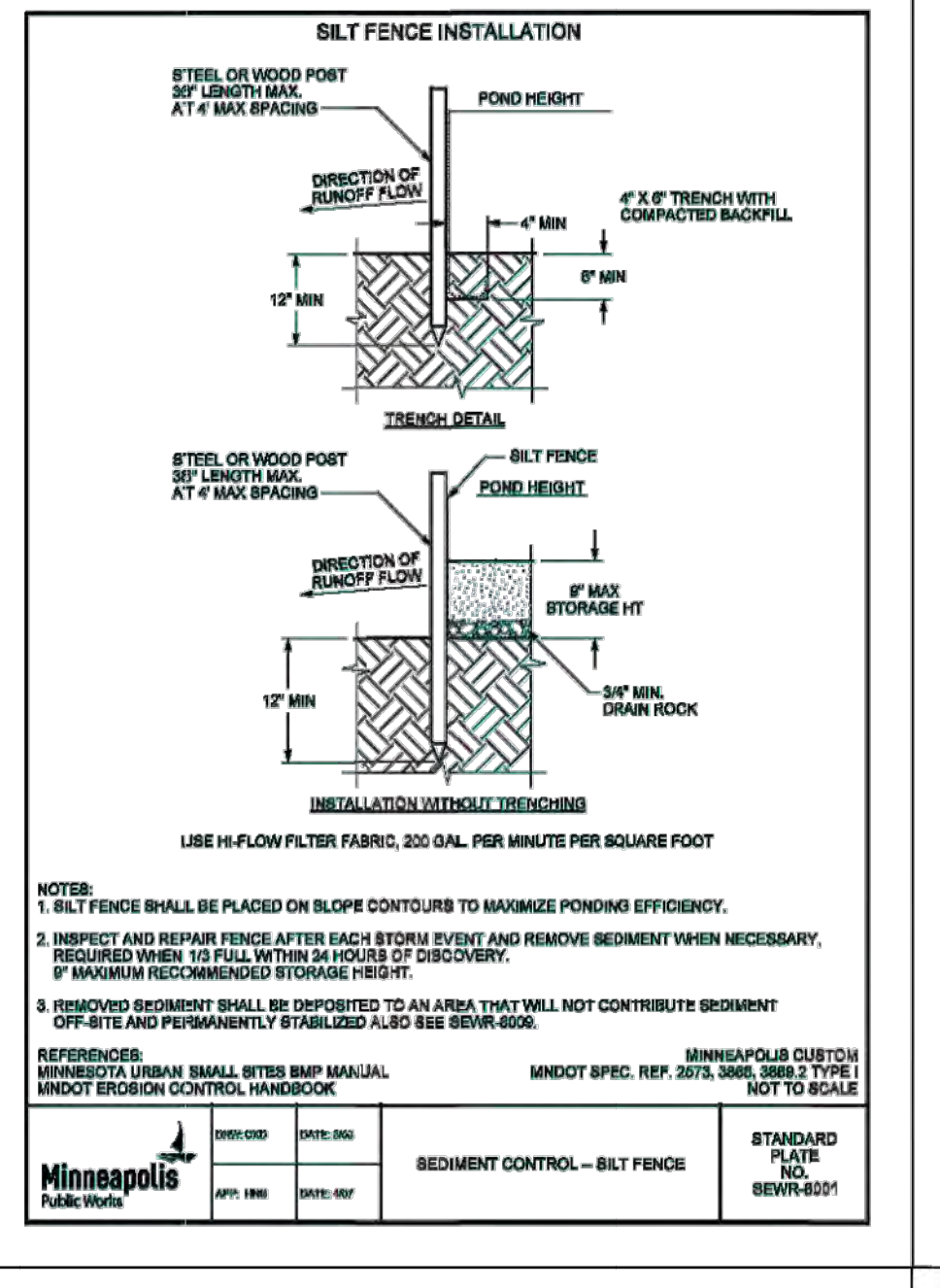
MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
PRECAST CATCH BASIN POT
STANDARD PLATE NO. SEM-100-R1



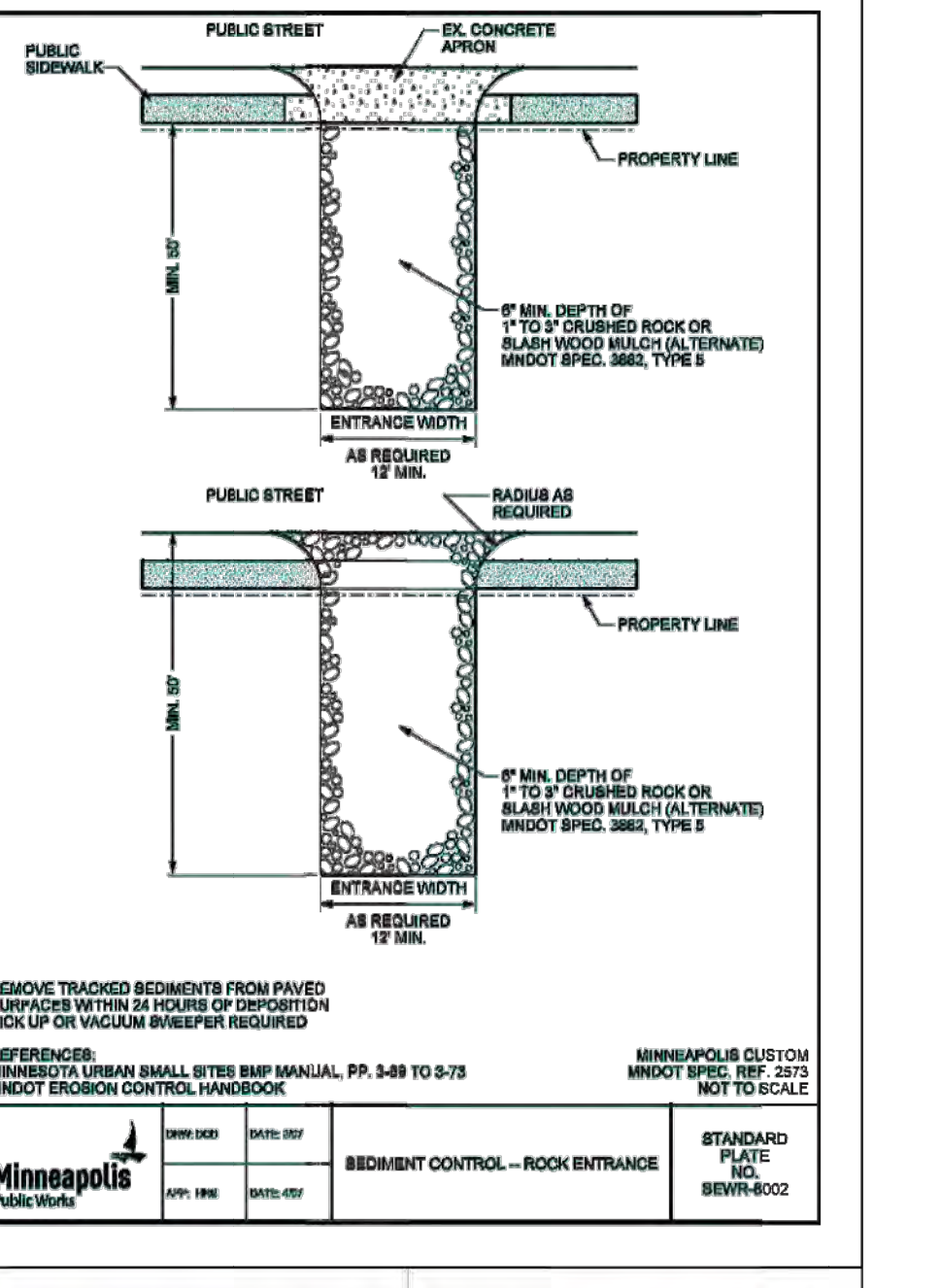
MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
CATCH BASIN GRATE TYPE 'V'
STANDARD PLATE NO. SEM-200-R

MINIMUM DIA. OF PIPE	MINIMUM THICKNESS	MINIMUM HEIGHT	MINIMUM DIA. OF WALL	MINIMUM DIA. OF END	MINIMUM DIA. OF END	MINIMUM DIA. OF END
12	0.75	2.34	1.0	1.0	1.0	1.0
15	1.25	3.34	1.5	1.5	1.5	1.5
18	1.75	4.34	2.0	2.0	2.0	2.0
21	2.25	5.34	2.5	2.5	2.5	2.5
24	2.75	6.34	3.0	3.0	3.0	3.0
27	3.25	7.34	3.5	3.5	3.5	3.5
30	3.75	8.34	4.0	4.0	4.0	4.0
33	4.25	9.34	4.5	4.5	4.5	4.5
36	4.75	10.34	5.0	5.0	5.0	5.0
39	5.25	11.34	5.5	5.5	5.5	5.5
42	5.75	12.34	6.0	6.0	6.0	6.0
45	6.25	13.34	6.5	6.5	6.5	6.5
48	6.75	14.34	7.0	7.0	7.0	7.0
51	7.25	15.34	7.5	7.5	7.5	7.5
54	7.75	16.34	8.0	8.0	8.0	8.0
57	8.25	17.34	8.5	8.5	8.5	8.5
60	8.75	18.34	9.0	9.0	9.0	9.0

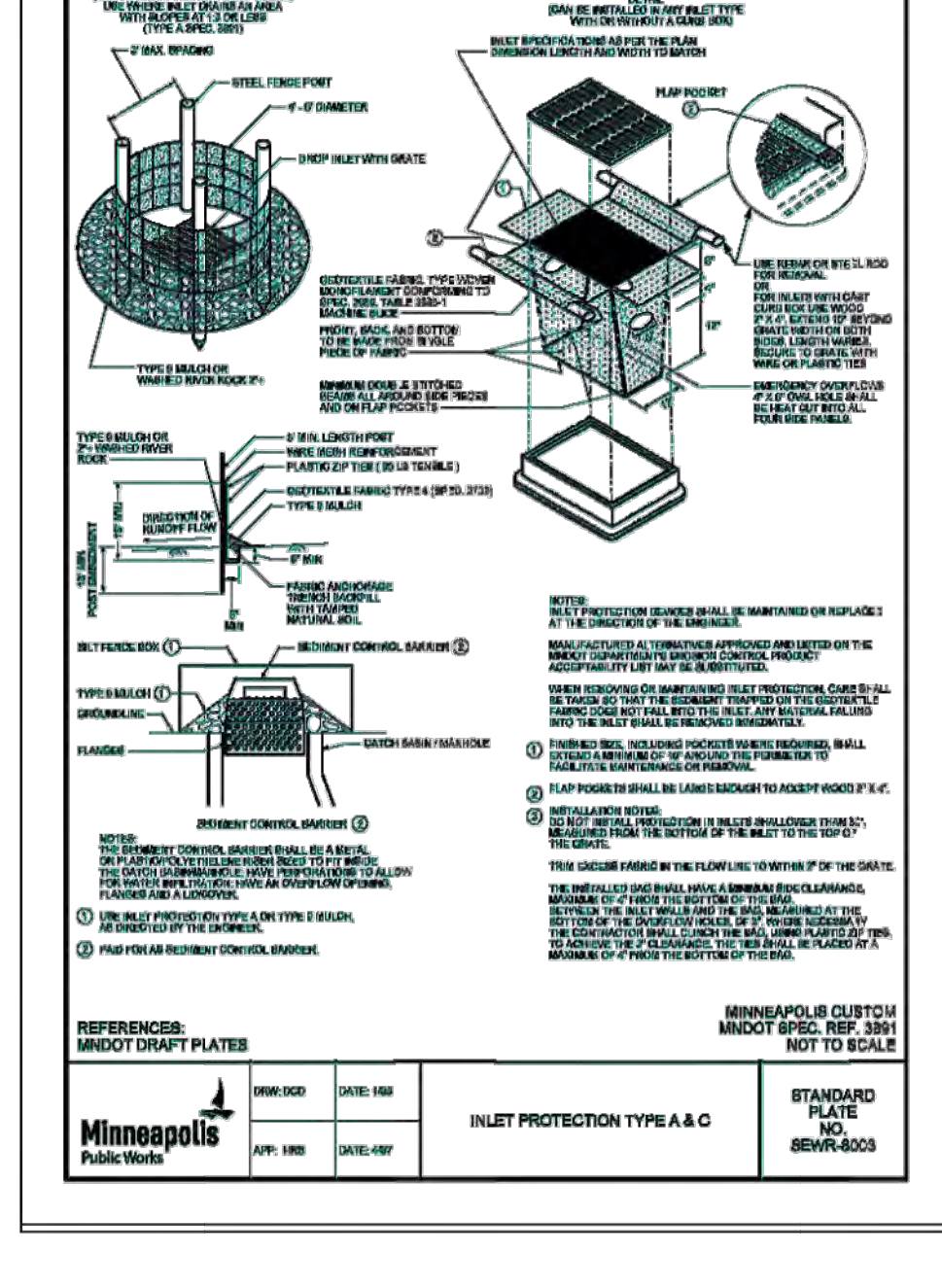
MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
R/C PIPE OF 4\"/>



MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
SEDIMENT CONTROL - BILT FENCE
STANDARD PLATE NO. SEM-401



MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
SEDIMENT CONTROL - ROCK ENTRANCE
STANDARD PLATE NO. SEM-402

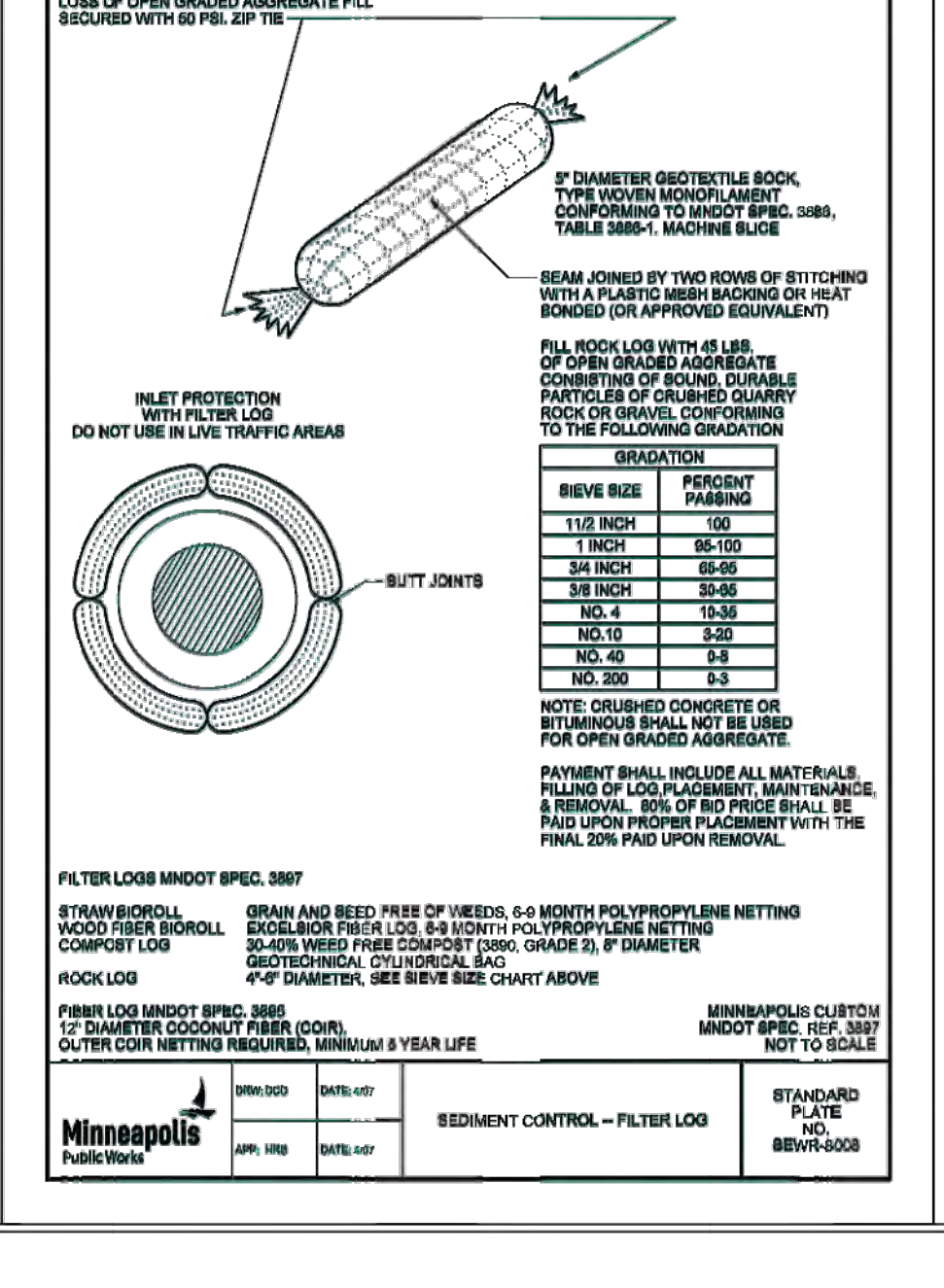


MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
INLET PROTECTION TYPE A & C
STANDARD PLATE NO. SEM-503

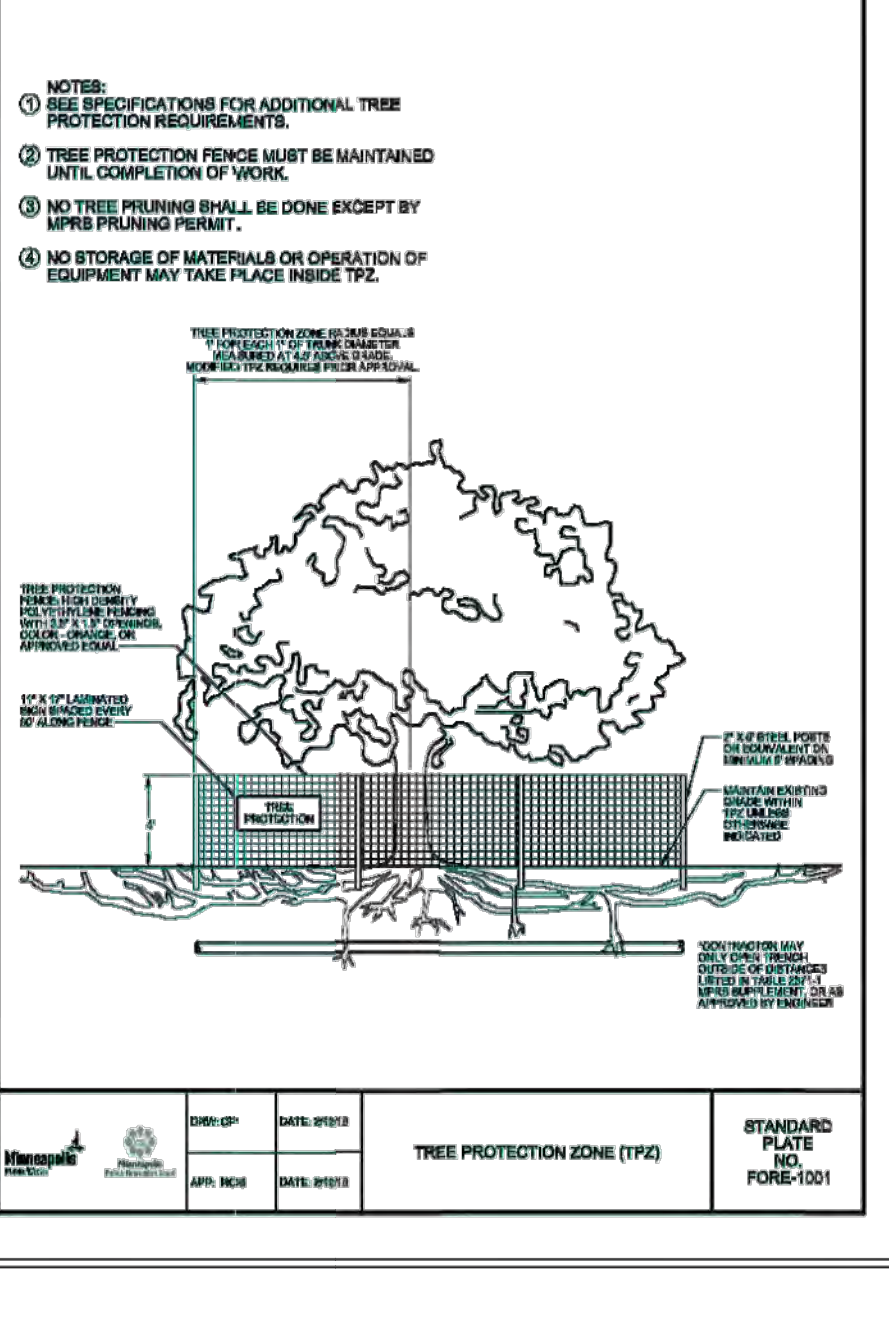
EROSION AND SEDIMENT CONTROL NOTES

- INSTALL PERIMETER EROSION CONTROL AS INDICATED IN PLANS PRIOR TO START OF WORK. ANY FAILURE WILL BE NOTICED BY EROSION & SEDIMENT CONTROL OFFICE IN MINNEAPOLIS.
- ESTABLISH ROCK CONSTRUCTION ENTRANCES PRIOR TO BEGINNING LAND DISTURBANCE ACTIVITIES. 12\"/>

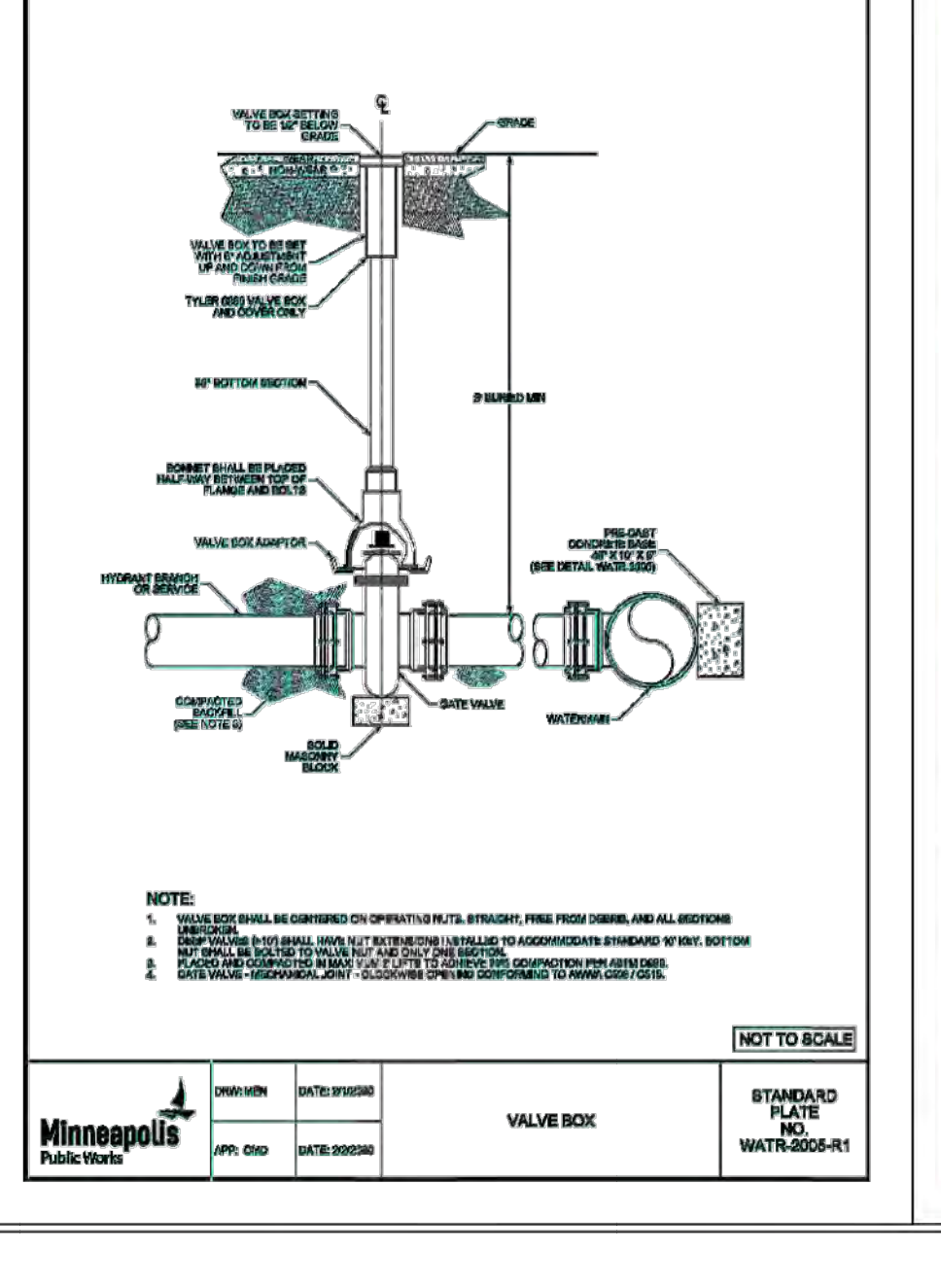
MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
EROSION CONTROL NOTES
STANDARD PLATE NO. SEM-507



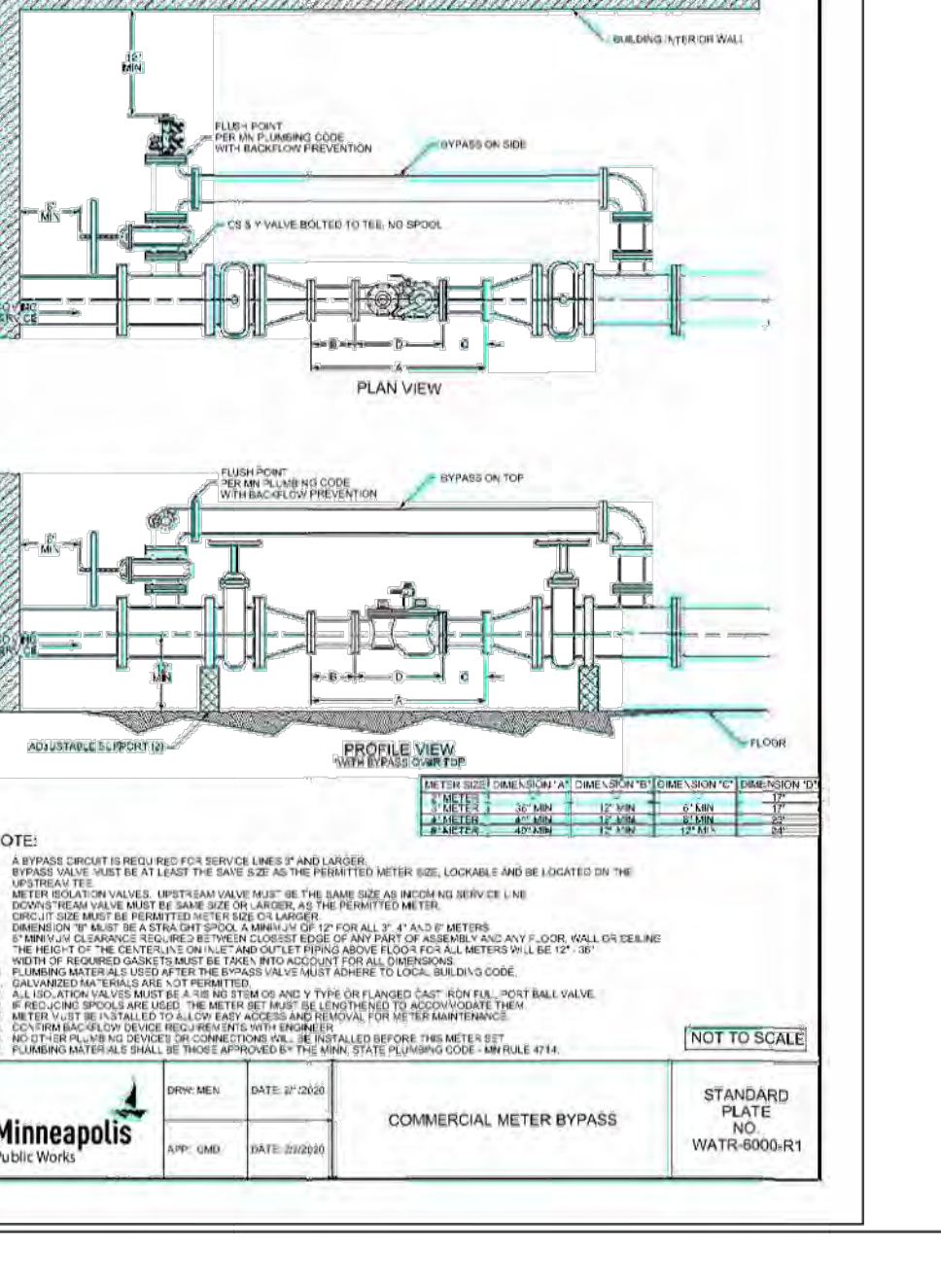
MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
SEDIMENT CONTROL - FILTER LOG
STANDARD PLATE NO. SEM-508



MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
TREE PROTECTION ZONE (TPZ)
STANDARD PLATE NO. FORD-101



MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
VALVE BOX
STANDARD PLATE NO. WAT-100-R1



MINNEAPOLIS PUBLIC WORKS
DATE: 04/11/2010
DATE: 04/11/2010
COMMERCIAL METER BYPASS
STANDARD PLATE NO. WAT-100-R1

www.starkengineering.com
320-548-2811
Stark, Rapid, Minnesota

STARK ENGINEERING

9/10/2010 CITY REVIEW
9/10/2010 CITY REVIEW

REVISIONS

DATE: 9/10/2010
DATE: 9/10/2010
DATE: 9/10/2010

DETAILS

KARMEL PLAZA & KARMEL SQUARE
MINNEAPOLIS, MINNESOTA
for:
HOUWMAN ARCHITECTS

SHEET
C-4
OF 5 SHEETS

ARCHITECT:

HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Brian J. Houman
NAME: BRIAN HOUWMAN
REGISTRATION NO.: 22661 DATE: 9-10-20

PROJECT LOCATION:

**KARMEL PLAZA
KARMEL SQUARE**

2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:

SABRI PROPERTIES

207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

NOTE:
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KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

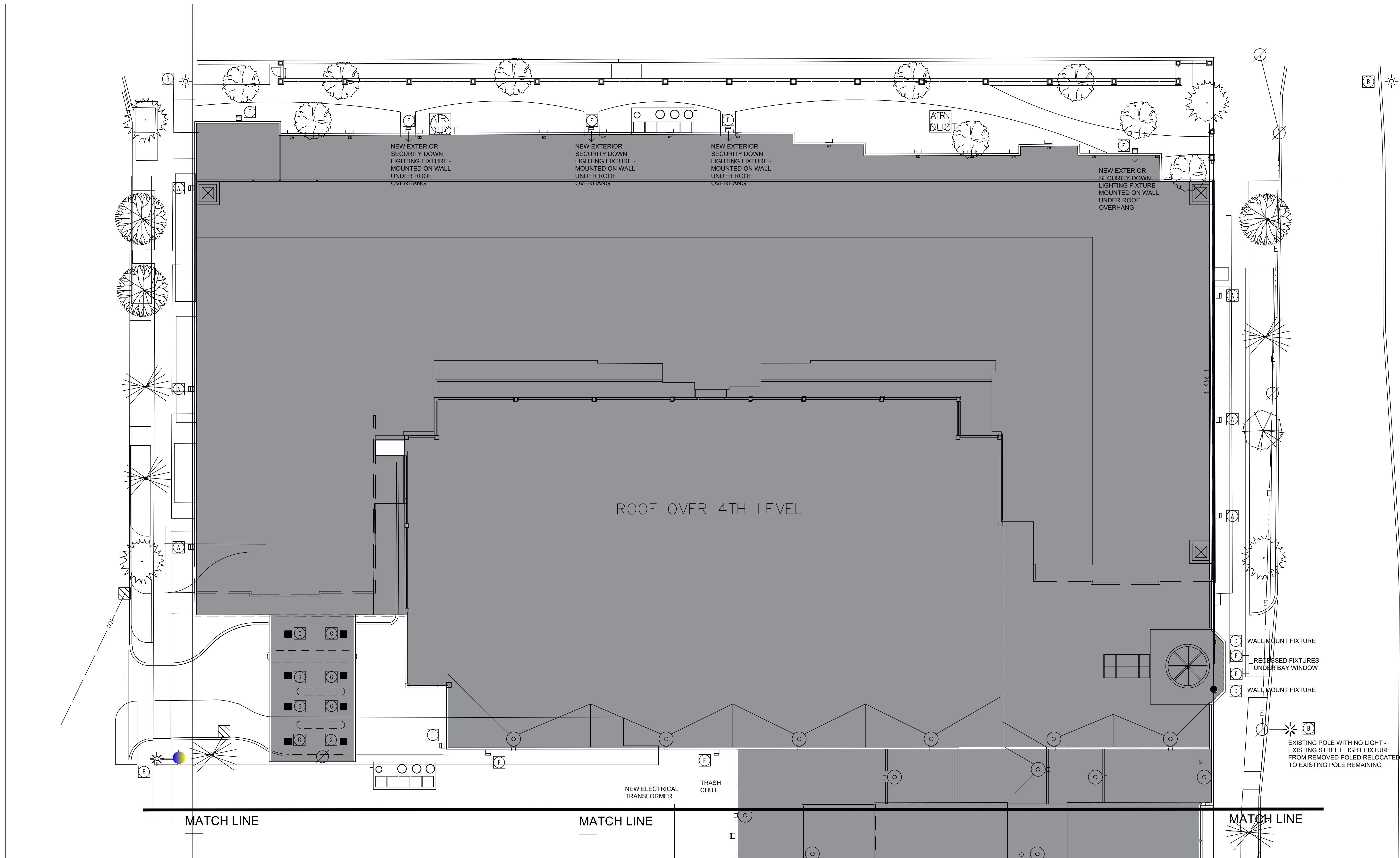
KARMEL SQUARE - NEW 8 STORY BLDG

PDR 7-14-20
PDR REVISION #1 9-10-20
PDR REVISION #2 10-20-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

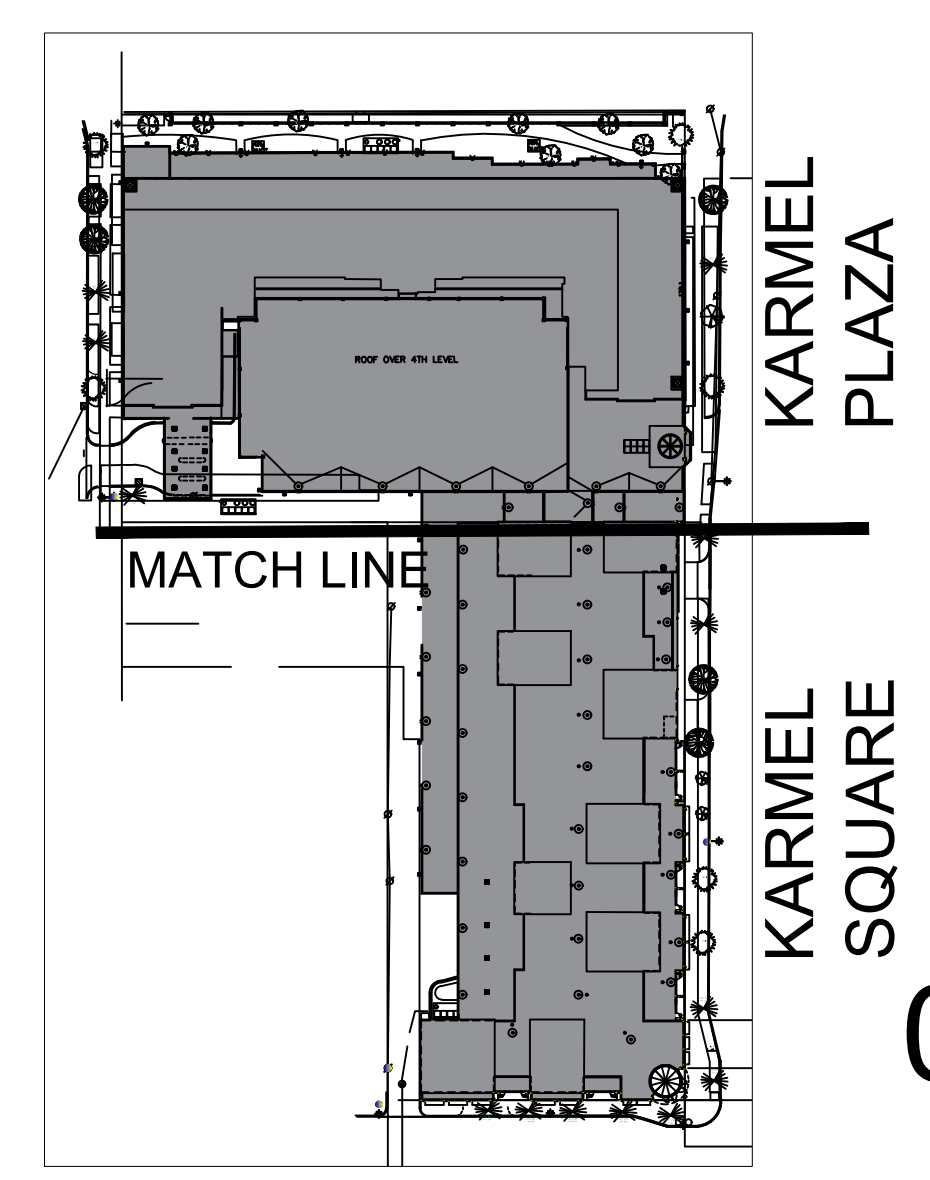
DETAILS
029 C-4
(FULL SIZE SHEET 30"x42")

EXTERIOR BUILDING LIGHTING SCHEDULE	
(A)	EXISTING EXTERIOR SECURITY DOWN LIGHTING
(B)	EXISTING POLE STREET LIGHT
(C)	NEW EXTERIOR CYLINDER UP/DOWN LIGHTING FIXTURE
(D)	NEW RECESSED CAN LIGHT FIXTURE IN AWNING SET AT EACH ENTRY
(E)	NEW RECESSED CAN LIGHT FIXTURE UNDER BAY WINDOW AT ENTRY
(F)	NEW EXTERIOR SECURITY DOWN LIGHTING
(G)	NEW CEILING MOUNTED LIGHT FIXTURE
(H)	INSIDE, DOWNLIGHTING RING OF LIGHTS FOR ENTRY AWNING



1 KARMEL PLAZA SITE LIGHTING PLAN
 A1.11 SCALE: 1'-0" = 1/16"

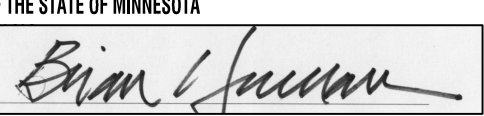
SITE LIGHTING GENERAL NOTES:
 IN NE
 FOR ALL LIGHTS PROPOSED IN THE RIGHT OF WAY, CONTACT



KEY PLAN
 NO SCALE

ARCHITECT:

HOUWMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENGILLY, MN 55775
 651-631-0200

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A FULLY REGISTERED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

 NAME: BRIAN HOUWMAN
 REGISTRATION NO.: 22861 DATE: 9-10-20

PROJECT LOCATION:
KARMEL PLAZA
KARMEL SQUARE
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:

SABRI PROPERTIES
 207 E LAKE ST. SUITE 300
 MINNEAPOLIS, MN 55408
 612-825-4433

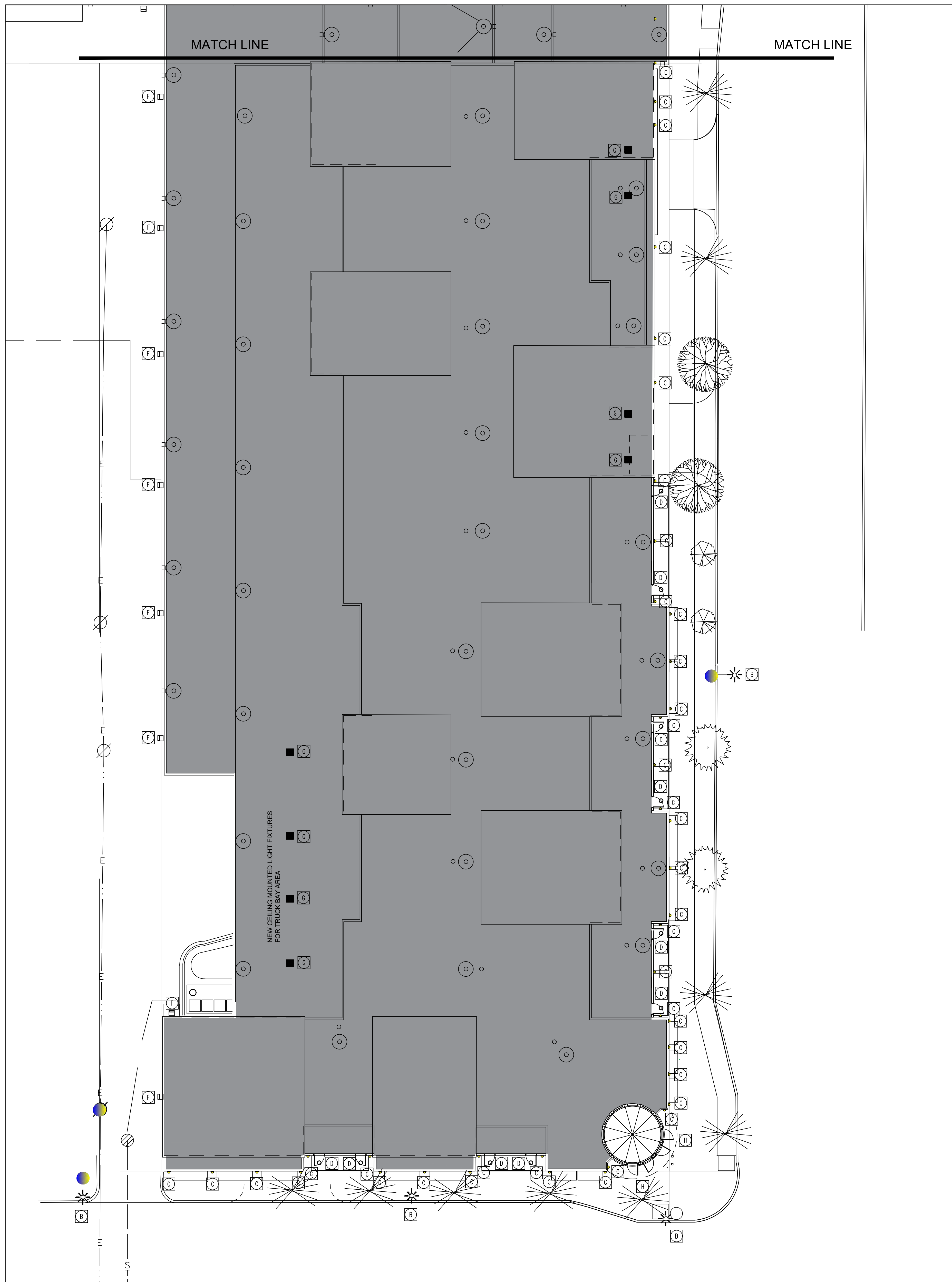
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KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES
 KARMEL SQUARE - NEW 8 STORY BLDG
 PDR 7-14-20
 PDR REVISION #1 9-10-20

JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

KARMEL PLAZA SITE LIGHTING
030-A1.11

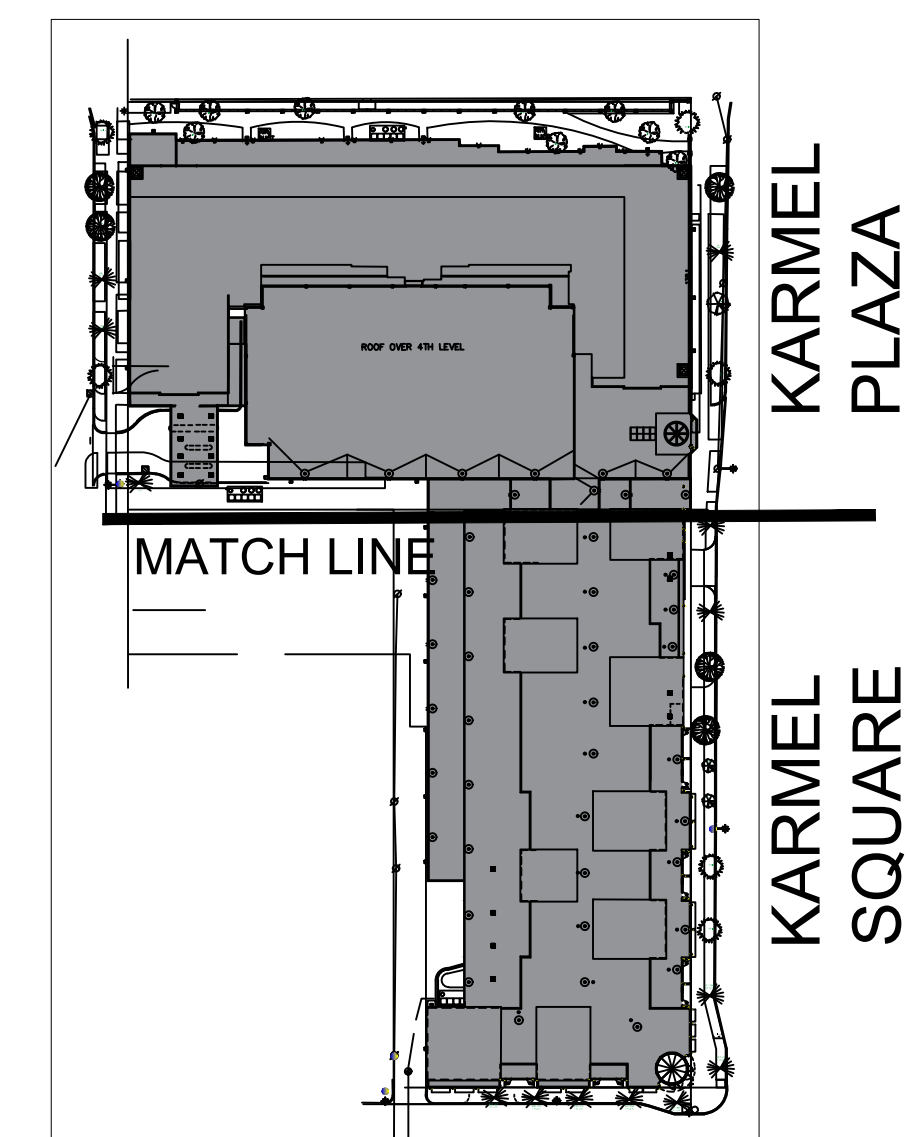
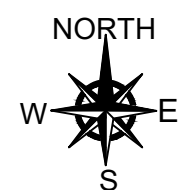
(FULL SIZE SHEET 30"x42")



EXTERIOR BUILDING LIGHTING SCHEDULE

A	EXISTING EXTERIOR SECURITY DOWN LIGHTING
B	EXISTING POLE STREET LIGHT
C	NEW EXTERIOR CYLINDER UP/DOWN LIGHTING FIXTURE
D	NEW RECESSED CAN LIGHT FIXTURE IN AWNING SET AT EACH ENTRY
E	NEW RECESSED CAN LIGHT FIXTURE UNDER BAY WINDOW AT ENTRY
F	NEW EXTERIOR SECURITY DOWN LIGHTING
G	NEW CEILING MOUNTED LIGHT FIXTURE
H	INSIDE, DOWNLIGHTING RING OF LIGHTS FOR ENTRY AWNING

1 KARMEL SQUARE SITE LIGHTING PLAN
A1.12 1/16" = 1'-0"



KEY PLAN
NO SCALE

ARCHITECT:
HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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Brian Houwman
NAME
BRIAN HOUWMAN

REGISTRATION NO. 22661 DATE 9-10-20

PROJECT LOCATION:
**KARMEL PLAZA
KARMEL SQUARE**
2940 Pillsbury Ave
MINNEAPOLIS, MN

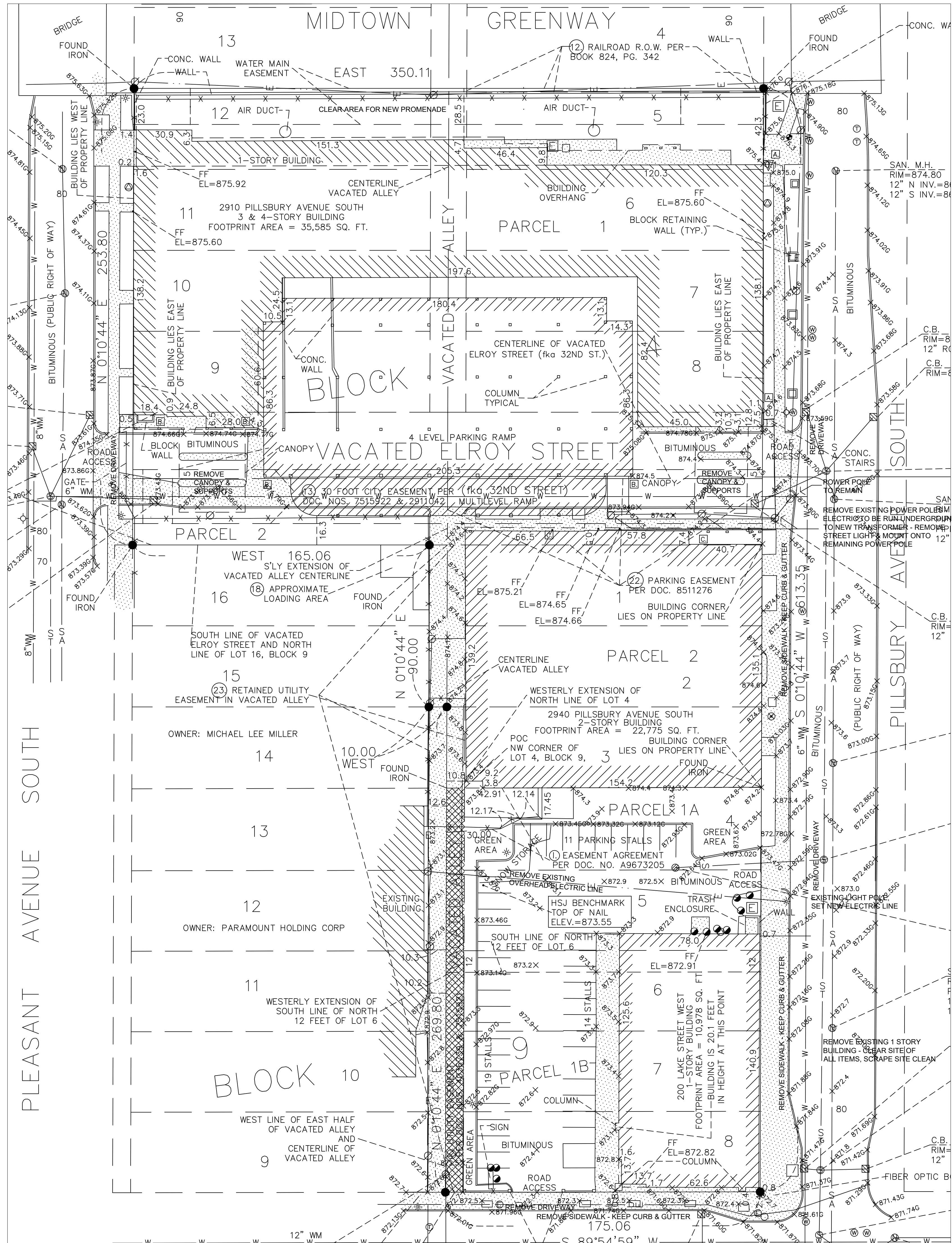
BUILDING OWNER / GENERAL CONTRACTOR:
SABRI PROPERTIES
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

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KARMEL SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20

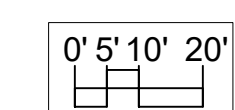
JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

KARMEL SQUARE SITE LIGHTING
031-A1.12
(FULL SIZE SHEET 30"X42")



**KARMEI PLAZA - KARMEI SQUARE
DEMOLITION SITE PLAN**

1
A1.2.1 SCALE: 1" = 30'-0"



ARCHITECT:

**HOUZMAN
ARCHITECTS**
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION
AND THAT I AM A FULLY REGISTERED ARCHITECT UNDER THE LAWS
OF THE STATE OF MINNESOTA.

Brian J. Jauran
NAME: Brian J. Jauran
REGISTRATION NO.: 22861 DATE: 9-10-20

PROJECT LOCATION:
**KARMEI PLAZA
KARMEI SQUARE**
2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER /
GENERAL CONTRACTOR:

SABRI PROPERTIES
207 E LAKE ST., SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

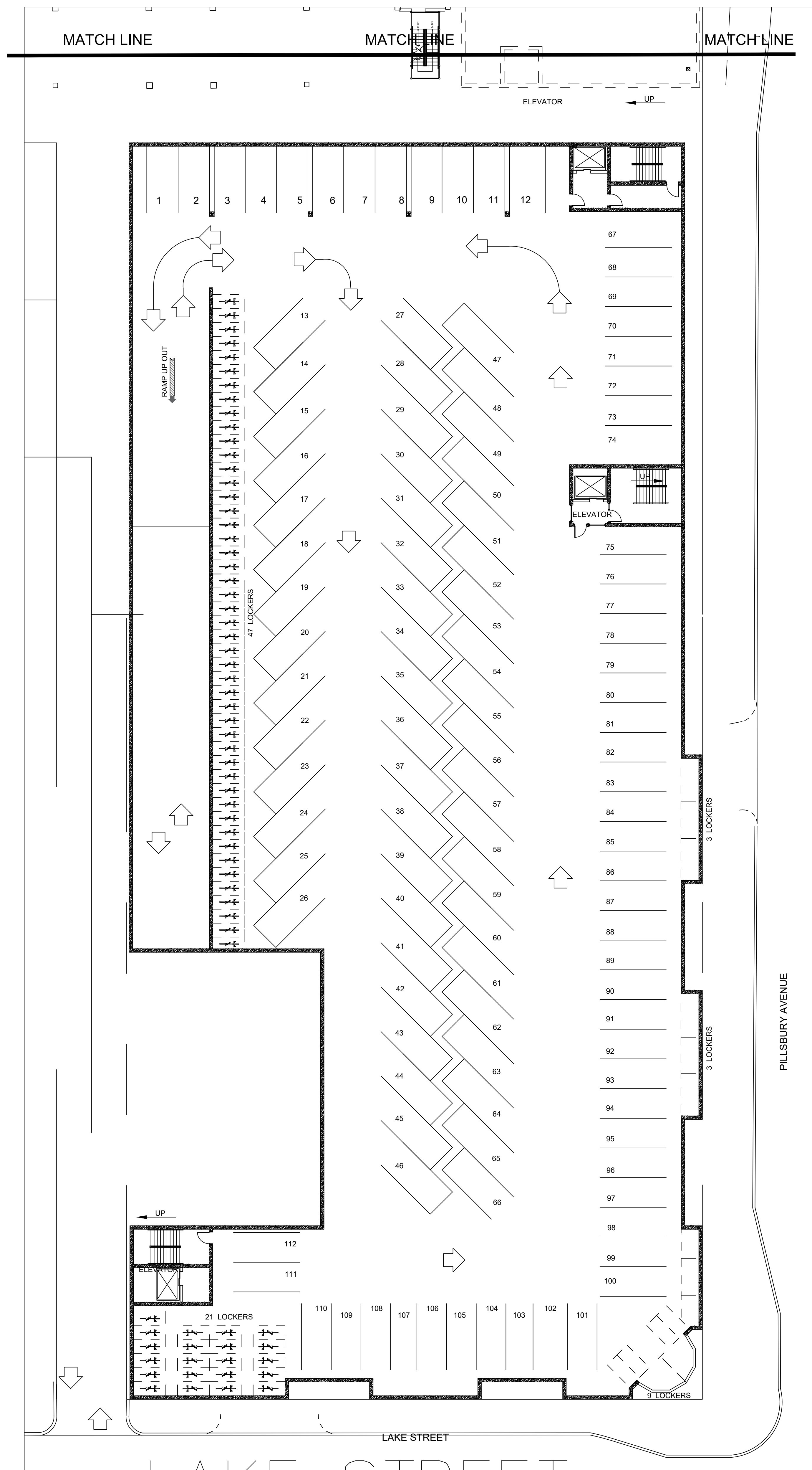
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OF PARKING RAMP. CONVERT 2 LEVELS
INTO RETAIL SPACES**

KARMEI SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
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JOB# 17-121
DATE 11/7/17
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CHECKED BH

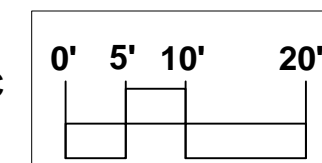
DEMOLITION
SITE PLAN
032-A1.2.1
(FULL SIZE SHEET 30"x42")



**KARMEI SQUARE SUB-LEVEL 2
BASEMENT FLOOR PLAN**

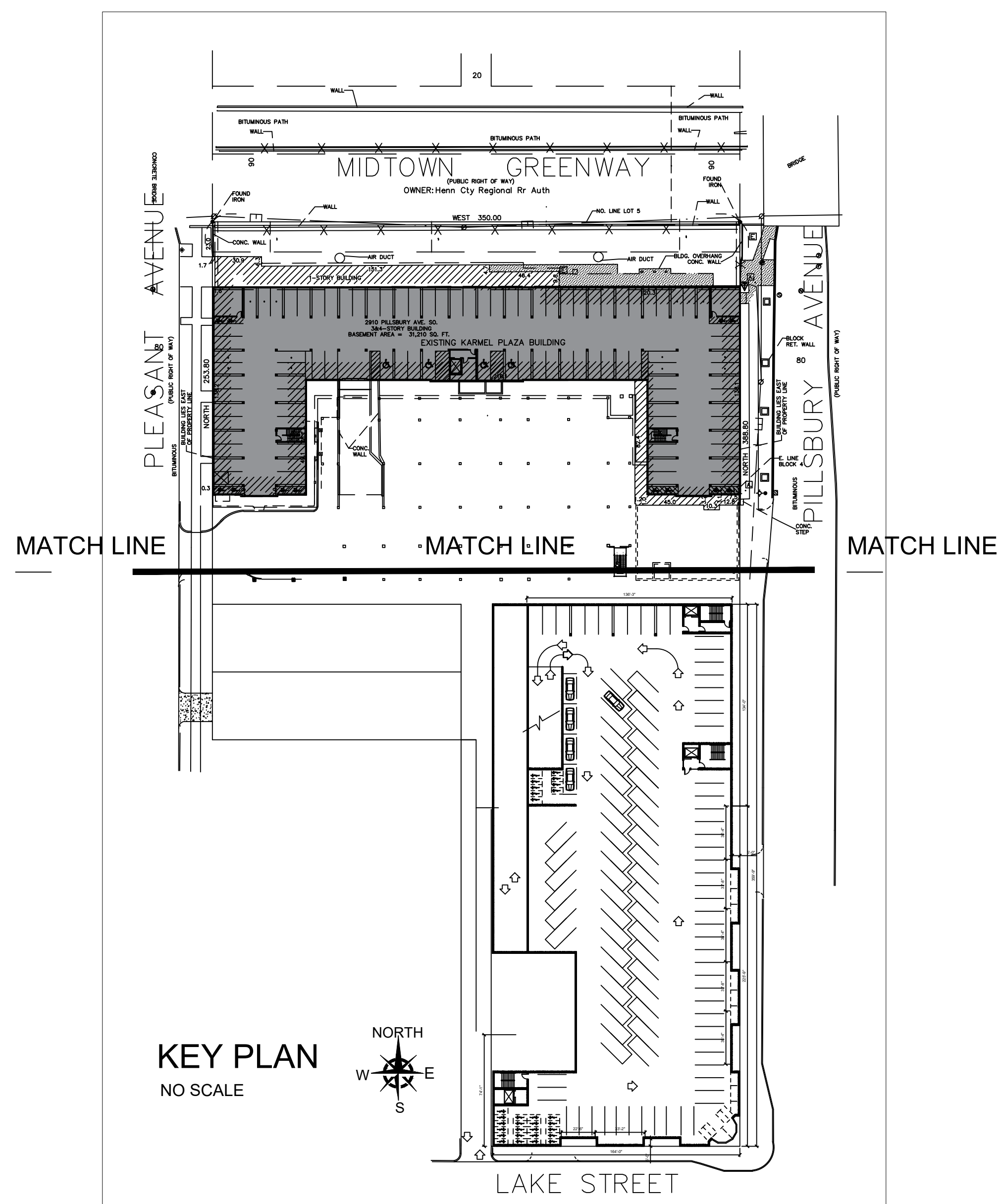
1
A202 SCALE: 1/16" = 1'-0"

GRAPHIC
SCALE



ALTERNATE - ACCEPTED 7-28-20

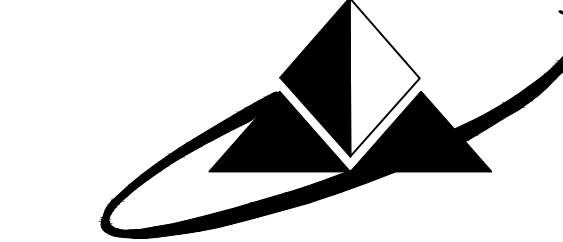
ALTERNATE -
CREATE SUB-BASEMENT LEVEL 2
53,245 S.F.
112 PARKING STALLS
68 LOCKERS/BICYCLES



KEY PLAN
NO SCALE



ARCHITECT:



**HOUWMAN
ARCHITECTS**

31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

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WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION
AND THAT I AM A FULLY REGISTERED ARCHITECT UNDER THE LAWS
OF THE STATE OF MINNESOTA.

Brian J. Houwman
NAME

BRIAN HOUWMAN
REGISTRATION NO. 22861 DATE 9-10-20

PROJECT LOCATION:

**KARMEI PLAZA
KARMEI SQUARE**

2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER /
GENERAL CONTRACTOR:



207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

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-BUILD PROJECT. ANY INFORMATION NOT
CLARIFIED BY MANUFACTURER,
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DETAILS ON THIS PLAN SET ARE TO BE
DETERMINED BY THE GENERAL
CONTRACTOR AND THE OWNER. ANY
DISCREPANCIES BETWEEN PLANS AND
FIELD CONDITIONS WHICH REQUIRE THE
CONTRACTOR TO CHOOSE ONE METHOD,
DIMENSION OR MATERIAL OVER
ANOTHER ARE TO BE BROUGHT TO THE
ATTENTION OF THE ARCHITECT BEFORE
WORK IS STARTED, FOR CLARIFICATION.

KARMEI PLAZA - ENCLOSE 4 LEVELS
OF PARKING RAMP. CONVERT 2 LEVELS
INTO RETAIL SPACES

KARMEI SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20
PDR REVISION #2 10-20-20

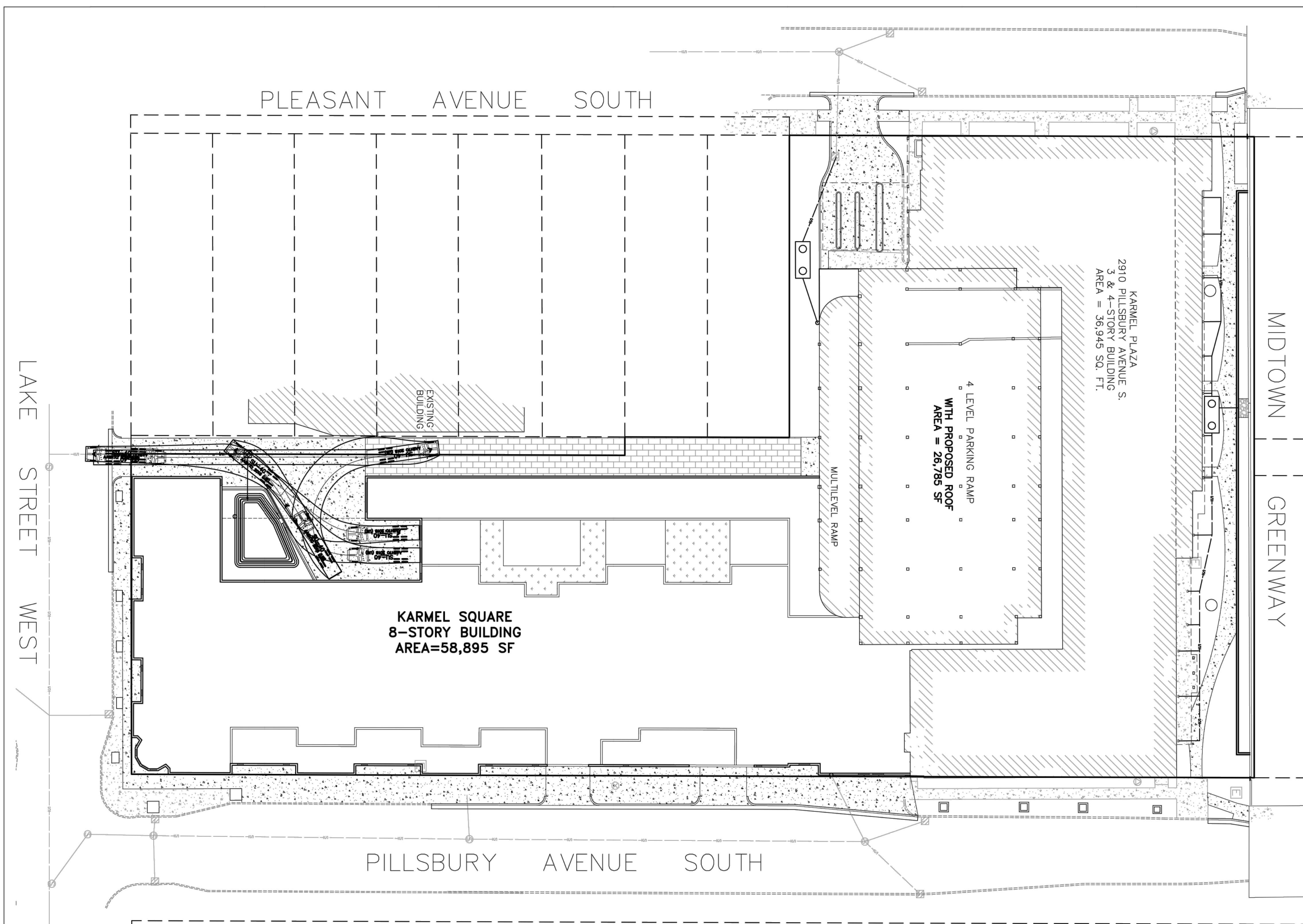
ALTERNATE FOR 2 LEVEL OF SUB-GRADE
PARKING ACCEPTED 7-28-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

**SUB-LEVEL 2
BSMT FLOOR
PLAN**

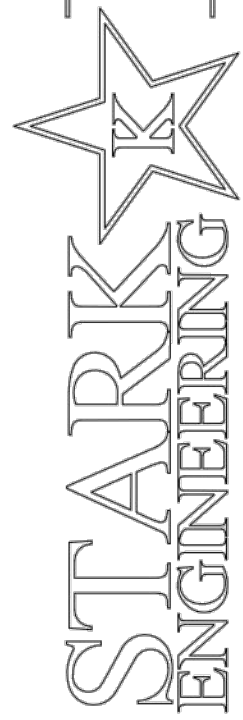
033-A2.0.2

(FULL SIZE SHEET 30"X42")



NOTES:
 1. BASE PLAN USED IS A SURVEY PREPARED BY HARRY S. JOHNSON CO. INC. LAND SURVEYORS.

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 320-249-2811
 Sauk Rapids, Minnesota



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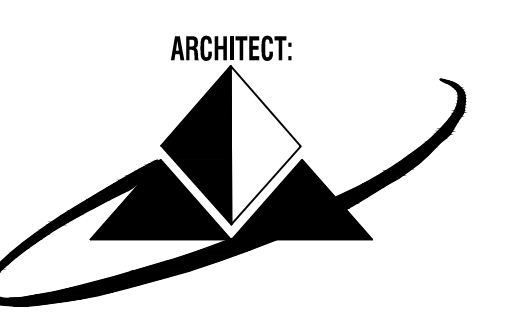
Brian Houwman
 NAME: BRIAN HOUWMAN
 REGISTRATION NO.: 22861 DATE: 9-10-20

REVISIONS

TRUCK TURNING PLAN

KARMEL PLAZA & KARMEL SQUARE
 MINNEAPOLIS, MINNESOTA
 for:
 HOUWMAN ARCHITECTS

SHEET
 C-5
 OF 5 SHEETS



HOUWMAN ARCHITECTS
 31572 SNOWBALL ROAD
 PENGILLY, MN 55775
 651-631-0200

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Brian Houwman
 NAME: BRIAN HOUWMAN
 REGISTRATION NO.: 22861 DATE: 9-10-20

PROJECT LOCATION:
**KARMEL PLAZA
 KARMEL SQUARE**
 2940 Pillsbury Ave
 MINNEAPOLIS, MN

BUILDING OWNER /
 GENERAL CONTRACTOR:

 207 E LAKE ST. SUITE 300
 MINNEAPOLIS, MN 55408
 612-825-4433

NOTE:
 THIS SET OF PLANS IS FOR A DESIGN-BUILD PROJECT. ANY INFORMATION NOT CLARIFIED BY MANUFACTURER, PERFORMANCE REQUIREMENTS OR DETAILS ON THIS PLAN SET ARE TO BE DETERMINED BY THE GENERAL CONTRACTOR AND THE OWNER. ANY DISCREPANCIES BETWEEN PLANS AND FIELD CONDITIONS WHICH REQUIRE THE CONTRACTOR TO CHOOSE ONE METHOD, DIMENSION OR MATERIAL OVER ANOTHER ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT BEFORE WORK IS STARTED, FOR CLARIFICATION.

KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP. CONVERT 2 LEVELS INTO RETAIL SPACES

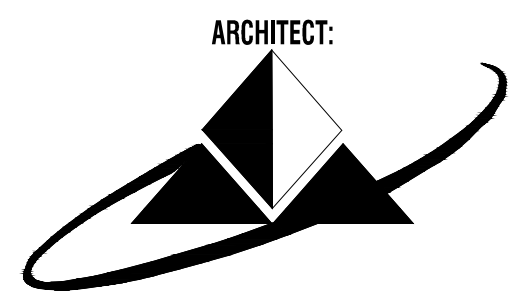
KARMEL SQUARE - NEW 8 STORY BLDG
 PDR 7-14-20
 PDR REVISION #1 9-10-20

JOB# 17-121
 DATE 11/7/17
 DRAWN BH/NH
 CHECKED BH

SITE PLAN
034 C-5

(FULL SIZE SHEET 30"X42")

FOR CITY USE



HOUWMAN ARCHITECTS
31572 SNOWBALL ROAD
PENGILLY, MN 55775
651-631-0200

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT 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.

Brian Houwman
NAME: BRIAN HOUWMAN

REGISTRATION NO. 22864 DATE 9-10-20

PROJECT LOCATION:
**KARMEL PLAZA
KARMEL SQUARE**
2940 Pillsbury Ave
MINNEAPOLIS, MN

BUILDING OWNER / GENERAL CONTRACTOR:
SABRI PROPERTIES
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

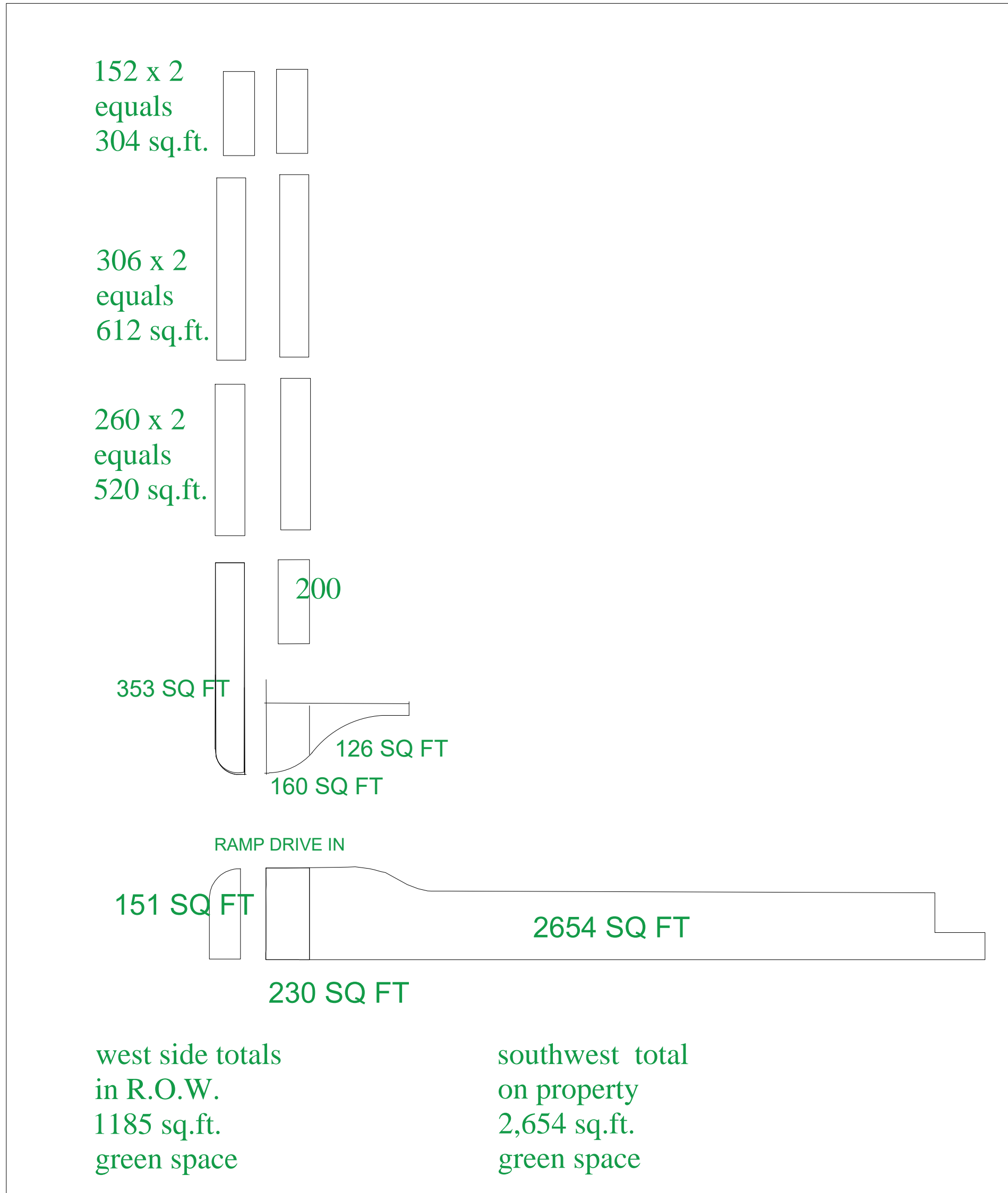
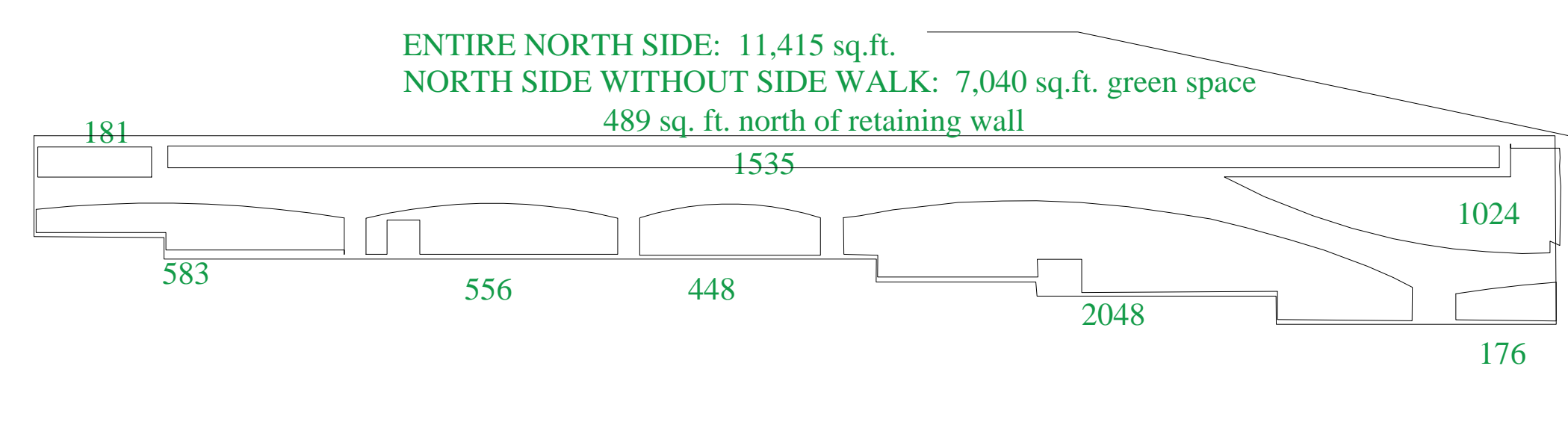
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KARMEL SQUARE - NEW 8 STORY BLDG
PDR 7-14-20
PDR REVISION #1 9-10-20
PDR REVISION #2 10-20-20

JOB# 17-121
DATE 11/7/17
DRAWN BH/NH
CHECKED BH

LANDSCAPE INFORMATION
035-A1.10.1

(FULL SIZE SHEET 30"x42")

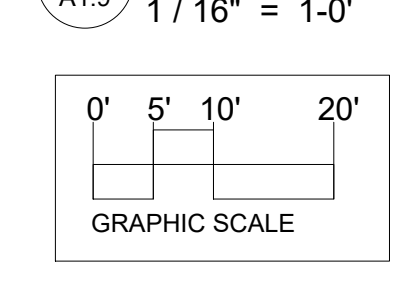


GREEN SPACE ON SITE (ALL ON KARMEL PLAZA SIDE)
NORTH SIDE: 7,040 SQ. FT.
WEST SIDE: 126 SQ. FT.
SOUTHWEST SIDE: 2,654 SQ. FT.
TOTAL 9,820 SQ. FT.

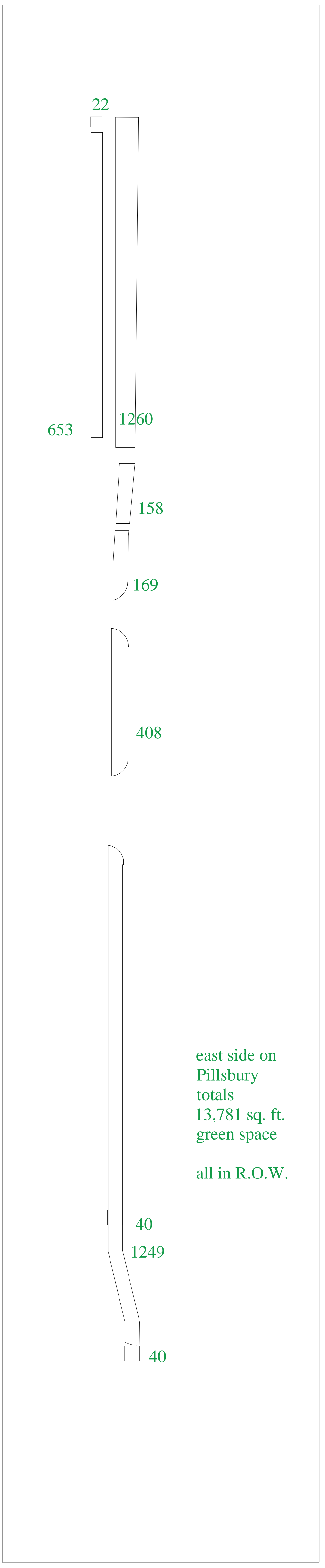
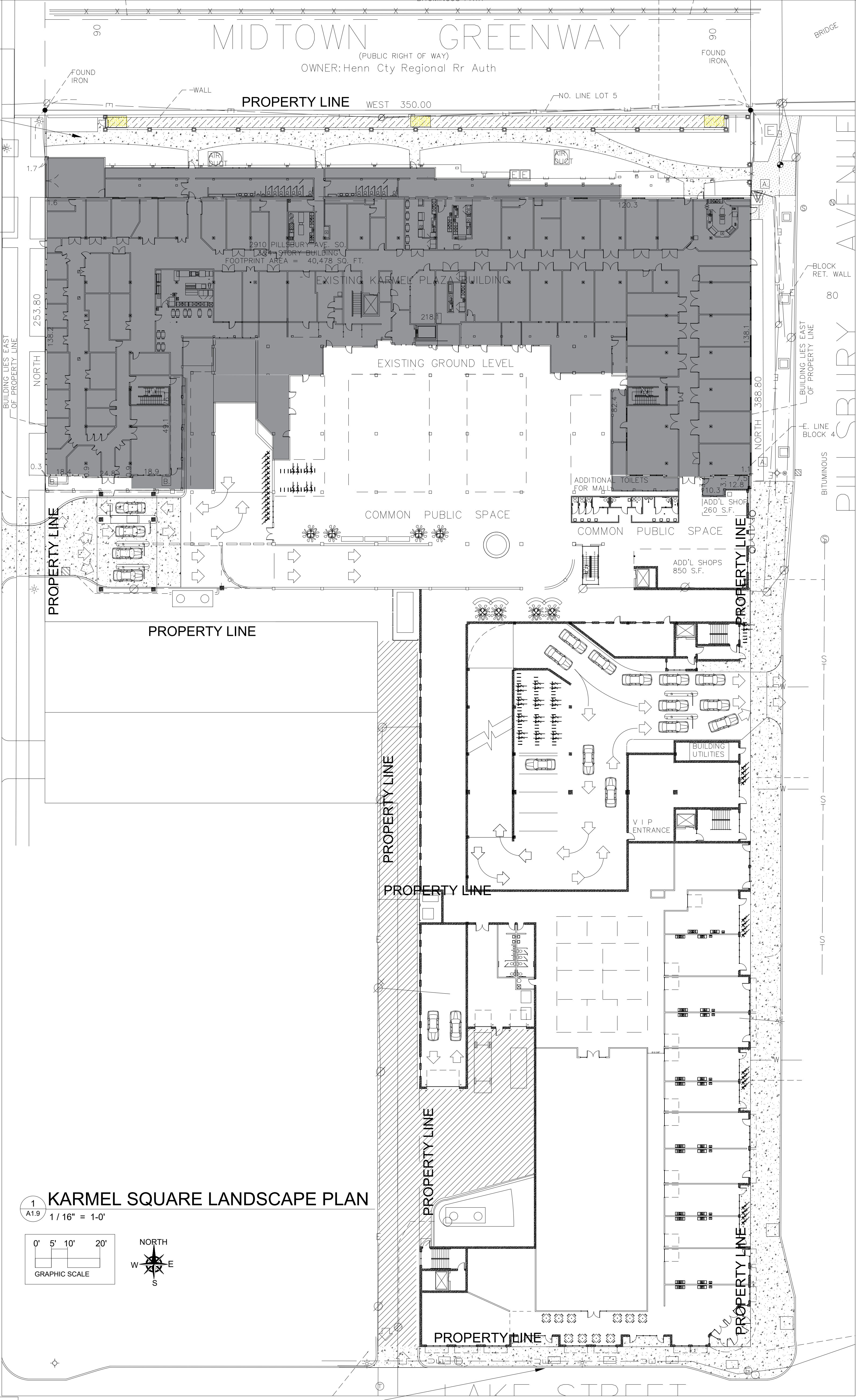
GREEN SPACE IN RIGHT OF WAY (R.O.W.)
WEST SIDE: 1,185 SQ. FT.
SOUTH SIDE: 120 SQ. FT.
EAST SIDE: 13,781 SQ. FT.
TOTAL 15,086 SQ. FT.

SITE:
KARMEL PLAZA - 86,884 SQ. FT.
KARMEL SQUARE - 65,836 SQ. FT.

KARMEL SQUARE LANDSCAPE PLAN



South SIDE totals: 120 sq.ft. planters all in R.O.W.
24 24 24 24 24 24



east side on Pillsbury totals 13,781 sq. ft. green space all in R.O.W.



4
A1.7

NORTHEAST CORNER
NO SCALE



5
A1.7

SOUTHEAST CORNER

NO SCALE



7
A1.7

AERIAL SOUTHSIDE SITE VIEW

NO SCALE



1 NORTHWEST CORNER
A1.7 NO SCALE



NEW 8 STORY
KARMEL SQUARE

EXTEND PLAZA
NEW WOMENS
MOSQUE

EXISTING KARMEL
PLAZA

6
A1.7

EAST SIDE - PILLSBURY AVE

NO SCALE



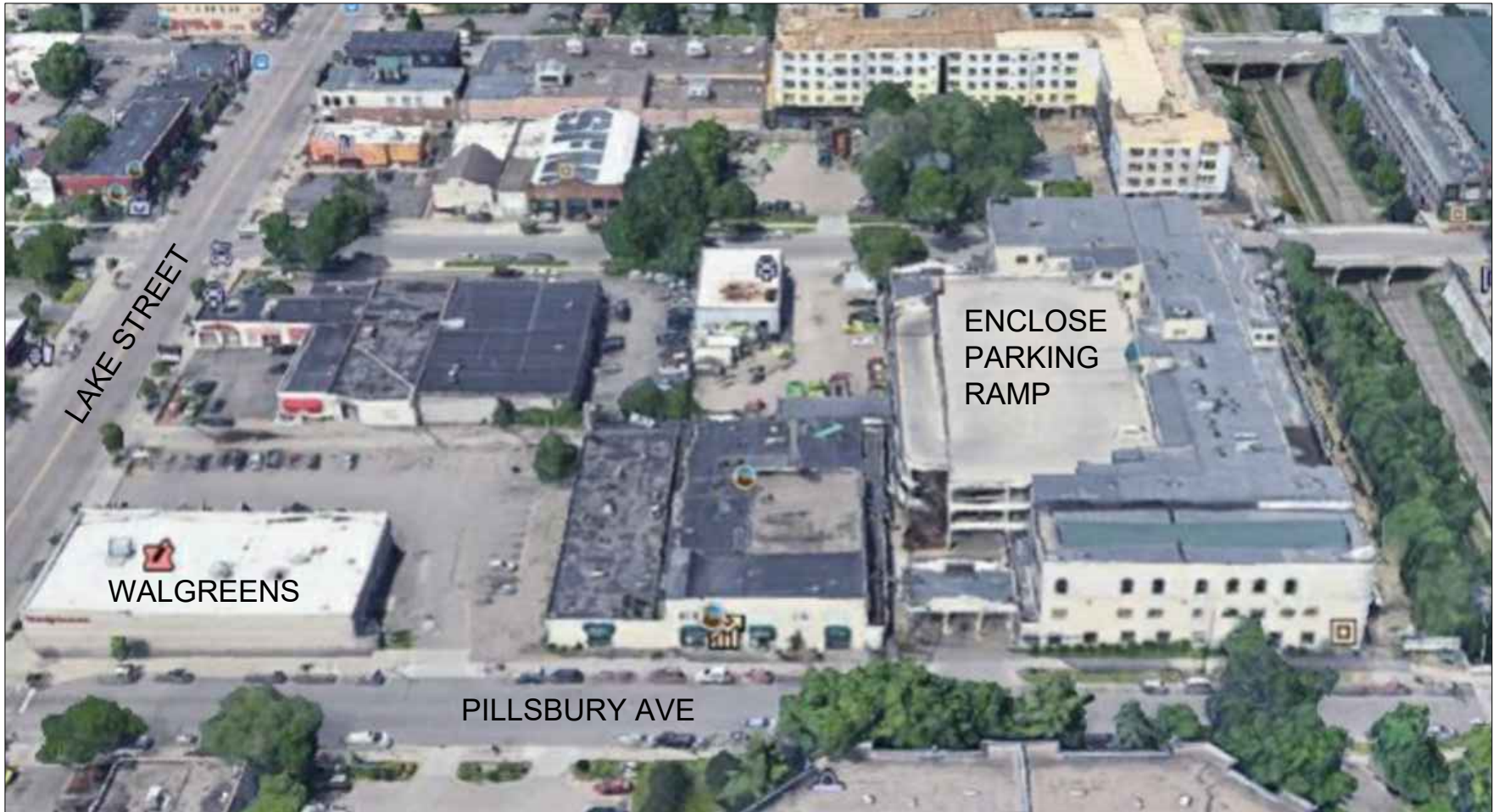
9 EAST SIDE - PILLSBURY AVE
A1.7 NO SCALE



3
A1.7

WEST SIDE - PLEASANT AVE

NO SCALE



10
A1.2

AERIAL VIEW - EAST SIDE - PILLSBURY AVE

NO SCALE

KARMEL SQUARE - REMOVE 2 STORY BUILDING -
REMOVE WALGREENS - CONSTRUCT NEW 8 STORY
ON KARMEL SQUARE AND WALGREENS SITE



9
A1.2

AERIAL VIEW - NORTHEAST CORNER

NO SCALE

KARMEL PLAZA PARKING RAMP -
ENCLOSE RAMP WITH WALLS/ROOF



KARMEL SQUARE -
REMOVE BUILDING -
NEW 8 STORY ON
KARMEL SQUARE
SITE - NEW
STRUCTURE TO
INCLUDE
WALGREENS SITE

7
A1.2

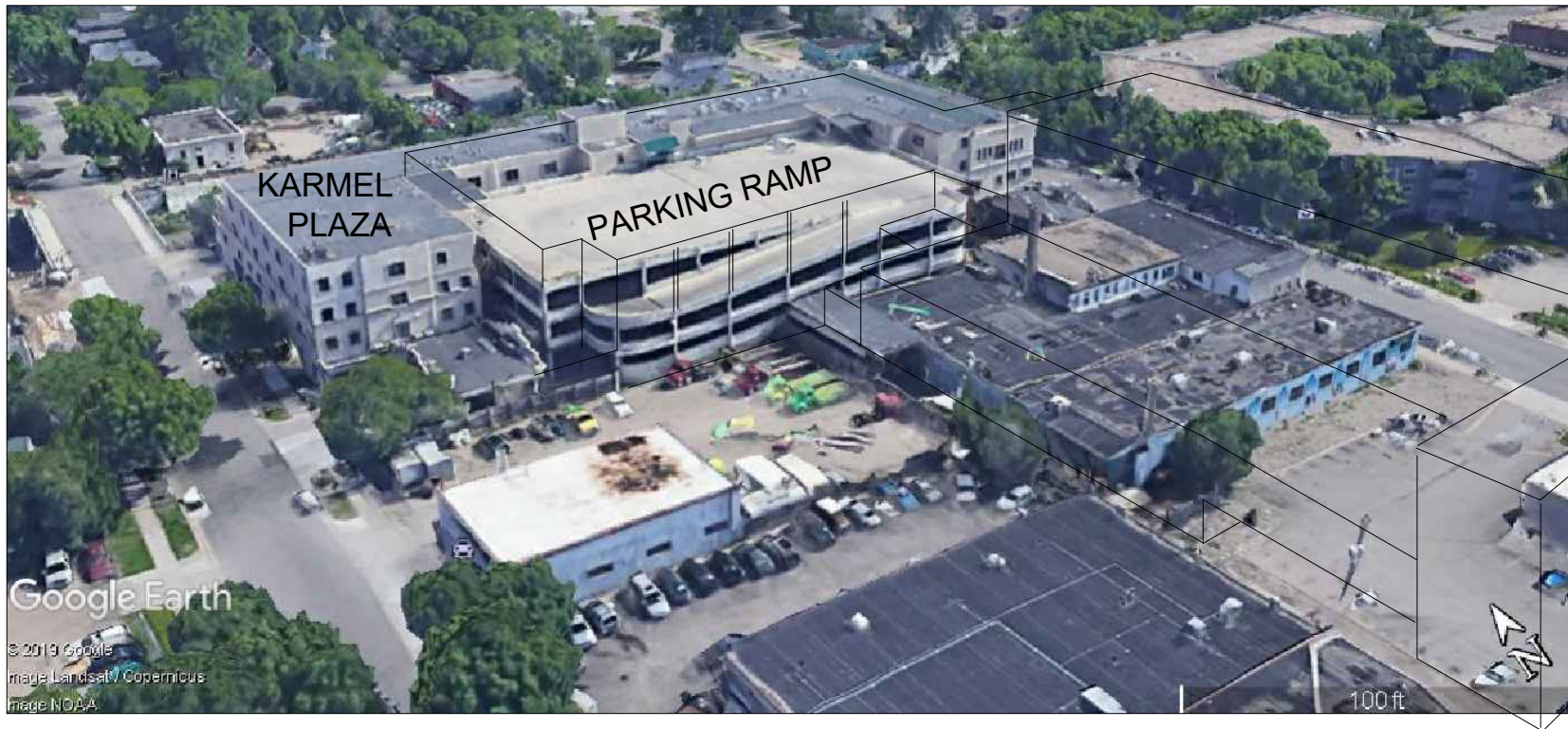
AERIAL VIEW - SOUTH SIDE - LAKE STREET

NO SCALE

EXISTING CONDITIONS PROJECT DESCRIPTION

KARMEL PLAZA -
ENCLOSE RAMP
WITH WALLS/ROOF

KARMEL SQUARE -
REMOVE BUILDING -
NEW 8 STORY STRUCTURE



6
A1.2

AERIAL VIEW - SOUTHWEST CORNER
NO SCALE



5
A1.2

AERIAL VIEW - WEST SIDE - PLEASANT AVE

NO SCALE



SOUTHEAST KARMEL SQUARE

11

A1.2

NO SCALE



PARKING EXIT KARMEL PLAZA

12

A1.2

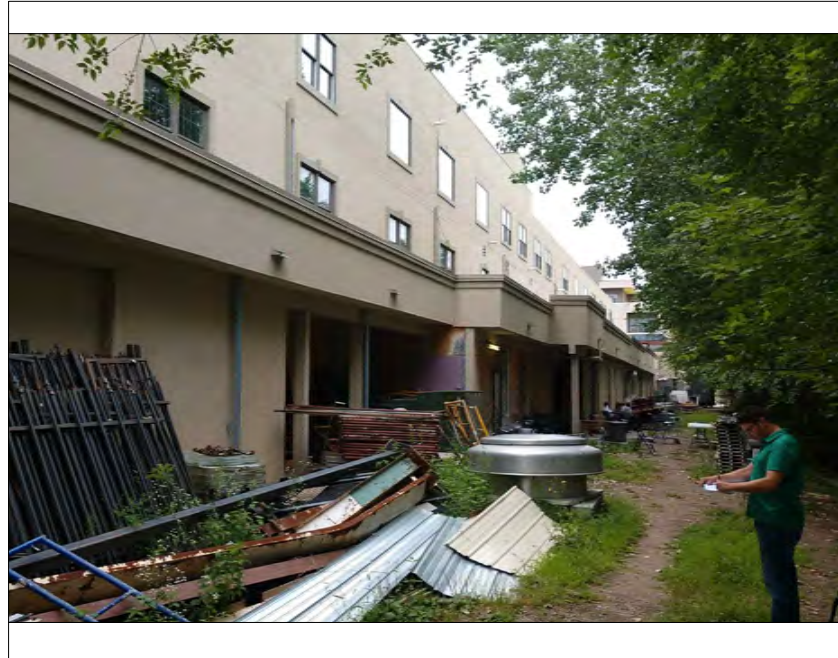
NO SCALE



NORTHWEST CORNER KARMEL PLAZA

13
A1.2

NO SCALE



NORTHEAST CORNER KARMEL PLAZA

14
A1.2

NO SCALE



2
A1.2

AERIAL VIEW - NORTHWEST CORNER

NO SCALE



REMOVE WALGREENS

15
A1.2

SOUTHEAST CORNER - LAKE STREET

NO SCALE

REMOVE WALGREENS



KARMEL PLAZA

NORTHWEST KARMEL PLAZA

3
A1.2

NO SCALE



NEW ENTRANCE - NEW CANOPY
CANOPY DESIGN TO MATCH EXISTING

PARKING ENTRANCE KARMEL PLAZA

4
A1.2

NO SCALE

Travel Demand Management Plan for Karmel Plaza and Karmel Square in Minneapolis, MN

Prepared for:
Sabri Properties

207 East Lake Street
Minneapolis, MN 55408



Prepared by:

WENCK Associates, Inc.
1800 Pioneer Creek Center
Maple Plain, MN 55359
Phone: 7963-479-4200
Fax: 763-479-4242

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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.



DATE: November 4, 2020

Edward F. Terhaar
MN License No. 24441

1.0 Purpose and Background

Existing Site

The existing site consists of Karmel Plaza located at 2910 Pillsbury Avenue S. and Karmel Square located at 2940 Pillsbury Avenue S. Both buildings are multi-tenant retail developments. The site is located between Pleasant Avenue S. and Pillsbury Avenue S. immediately south of the Midtown Greenway. The project location is shown in Figure 1.

Structured parking is provided on the site for use by both Karmel Square and Karmel Plaza. There are currently 311 parking spaces on-site. The site has single access points on Pleasant Avenue and on Pillsbury Avenue.

Proposed Development

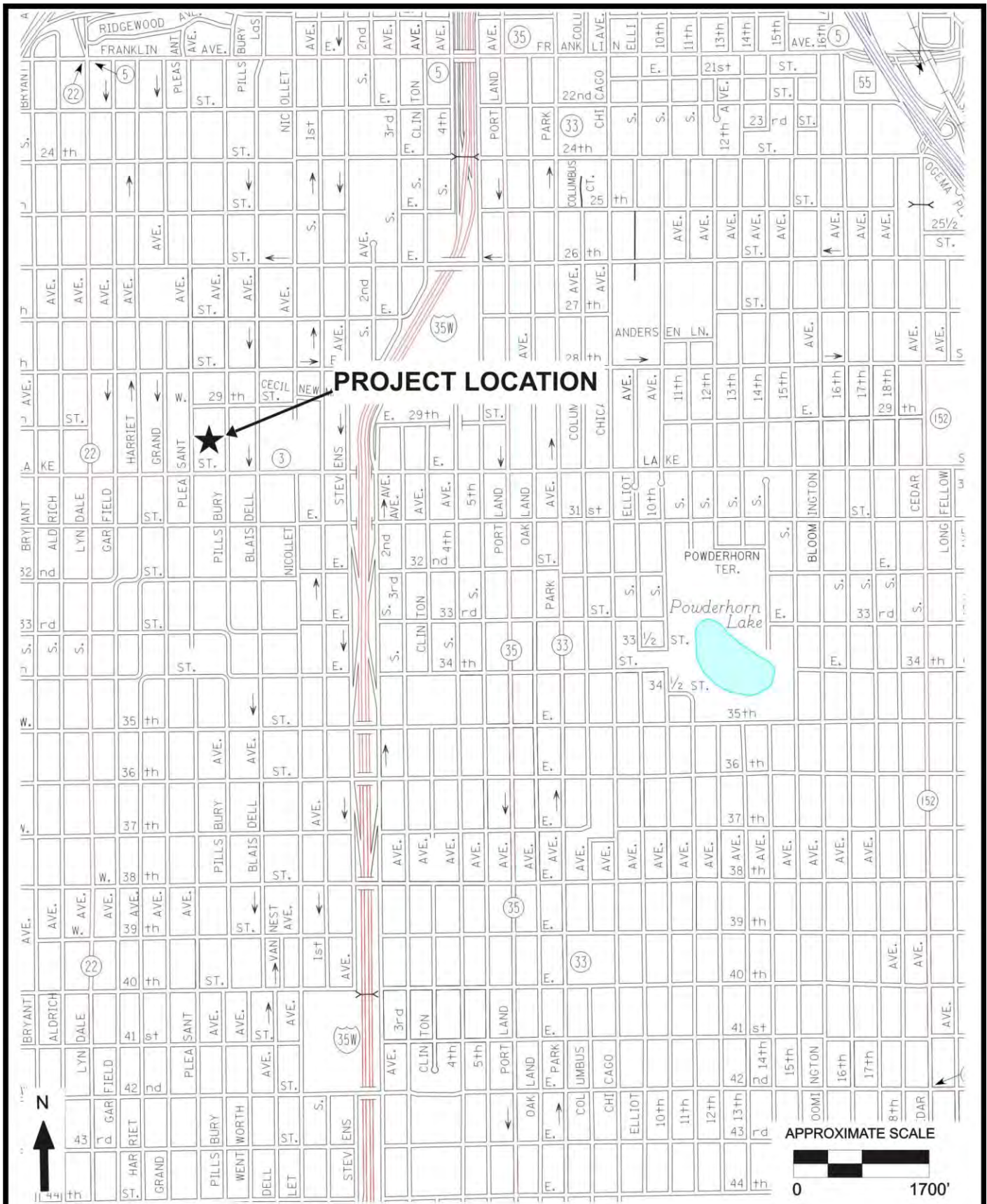
The proposed projects consist of the following items:

Karmel Plaza – Convert existing parking ramp space into 27,238 square feet of retail space and 4,635 square feet of mosque space.

Karmel Square – Replace existing 29,716 square foot retail building and 10,998 square foot Walgreens building with 114 apartments, 21,146 square feet of retail space, and 36,650 square feet of office space with 326 parking stalls.

The proposed project will have 529 on-site parking spaces. Access for Karmel Plaza will be provided at the existing location on Pleasant Avenue. Access for Karmel Plaza and Karmel Square will be provided at one location on Pillsbury Avenue. Access for Karmel Square will also be provided to the existing alley off Lake Street.

The proposed project will provide a minimum of 214 bicycle parking spaces on-site. The project will be completed in two phases and is expected to be fully complete by 2026. The proposed site plan is shown in Figure 2.



PROJECT LOCATION

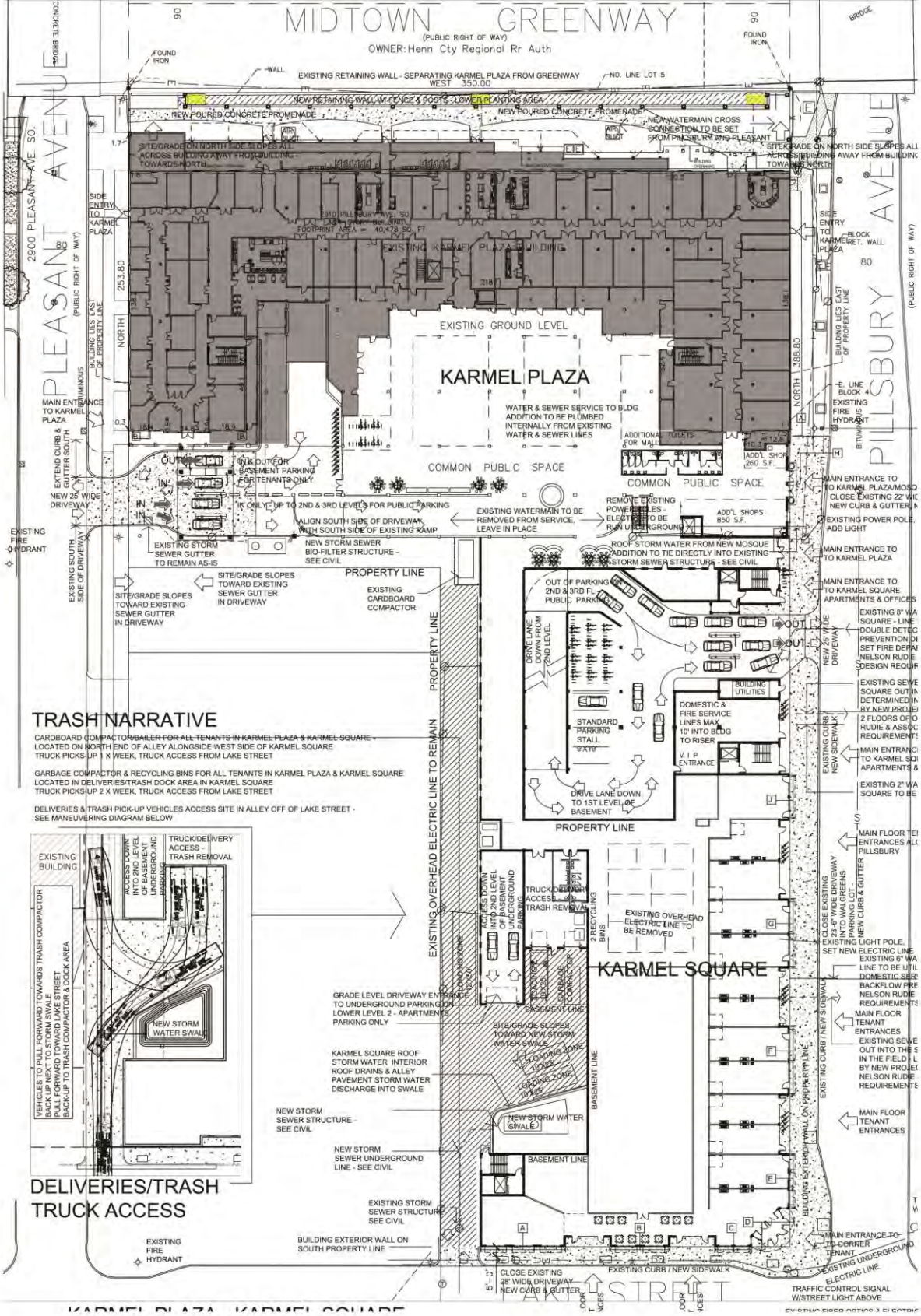
APPROXIMATE SCALE



Responsive partner.
Exceptional outcomes.

TRAVEL DEMAND
MANAGEMENT PLAN FOR
KARMEI SQUARE AND
KARMEI PLAZA
IN MINNEAPOLIS, MN

FIGURE 1
PROJECT LOCATION

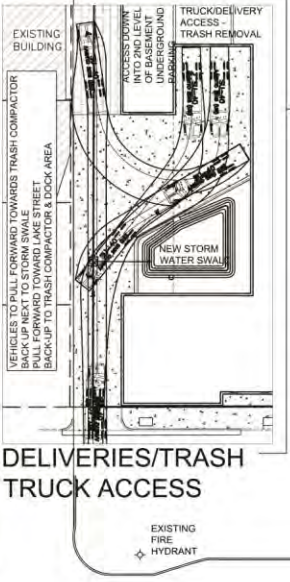


TRASH NARRATIVE

CARDBOARD COMPACTOR/BAILER FOR ALL TENANTS IN KARMEI PLAZA & KARMEI SQUARE
 LOCATED ON NORTH END OF ALLEY ALONGSIDE WEST SIDE OF KARMEI SQUARE
 TRUCK PICKS UP 1 X WEEK, TRUCK ACCESS FROM LAKE STREET

GARBAGE COMPACTOR & RECYCLING BINS FOR ALL TENANTS IN KARMEI PLAZA & KARMEI SQUARE
 LOCATED IN DELIVERIES/TRASH DOCK AREA IN KARMEI SQUARE
 TRUCK PICKS UP 2 X WEEK, TRUCK ACCESS FROM LAKE STREET

DELIVERIES & TRASH PICK-UP VEHICLES ACCESS SITE IN ALLEY OFF OF LAKE STREET
 SEE MANEUVERING DIAGRAM BELOW



DELIVERIES/TRASH TRUCK ACCESS

TRAVEL DEMAND MANAGEMENT PLAN FOR KARMEI SQUARE AND KARMEI PLAZA IN MINNEAPOLIS, MN

**FIGURE 2
SITE PLAN**



City of Minneapolis' Transportation Policies

The following policies on transportation are included in Chapter 2 (Transportation) of the *Minneapolis Plan for Sustainable Growth*:

- 2.1 Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.
- 2.2 Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
- 2.3 Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.
- 2.4 Make transit a more attractive option for both new and existing riders.
- 2.5 Ensure that bicycling throughout the city is safe, comfortable, and pleasant.
- 2.6 Manage the role and impact of automobiles in a multi-modal transportation system.
- 2.7 Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.
- 2.8 Balance the demand for parking with objectives for improving the environment for transit, walking and **bicycling, while supporting the city's business community.**
- 2.9 Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.
- 2.10 Support the development of a multi-modal Downtown transportation system that encourages an increasingly dense and vibrant regional center.
- 2.11 Minneapolis recognizes the economic value of Minneapolis-St. Paul International Airport and encourages its healthy competition to reach global markets in an environmentally responsible manner.

Goals of the Travel Demand Management Plan

Sabri Properties understands and acknowledges the overall transportation goals of the City. The goal of this Travel Demand Management Plan (TDMP) is to support the City of Minneapolis in achieving its transportation goals. Two purposes that the City has established for all Travel Demand Management Plans are as follows:

- 1) Determine the transportation implications of the proposed development and develop solutions to resolve any impacts, and
- 2) **Examine how the proposed development meets the City's goals to reduce automobile traffic while identifying and implementing ways for the proposed development to increase alternative transportation modes.**

The Travel Demand Management Plan for this development site identifies steps to be taken by the project owner to ensure that the proposed development is well integrated with existing transportation services, and that future users of the development are able to take full advantage of transit, pedestrian, and bicycle facilities. The overall mode split goal for this project is 50% Single Occupant Vehicle, 35% Transit, and 15% Pedestrian/Bicycle.

2.0 Traffic

Framework for Traffic Forecasts

To adequately address the impacts of the subject development, Friday p.m. peak hour traffic forecasts were completed for the following intersections:

- Lake Street/Pillsbury Avenue (signal controlled)
- Lake Street/Pleasant Avenue (Pleasant Avenue stop controlled)

The Friday afternoon period was chosen for analysis after discussions with the project owner and City staff. The existing uses at Karmel Square and Karmel Plaza experience considerable customer traffic during the time period from 3 to 6 p.m. on Friday. This time period was determined to be the most intense from a traffic study perspective.

Traffic forecasts were completed for the following three scenarios:

- Existing (2020) – based on 2017 traffic counts which were increased by 1.0 percent per year to account for background traffic growth.
- 2026 No-build – existing volumes increased by 1.0 percent per year to account for background traffic growth.
- 2026 Build – trips generated by the proposed development are added to the 2026 no-build volumes.

The Lake Street/Pillsbury Avenue intersection experiences high vehicle and pedestrian volumes during the p.m. peak period. The existing traffic signal control is able to accommodate the volumes with minimal issues.

The Lake Street/Pleasant Avenue intersection is controlled with stop signs on the Pleasant Avenue approaches. At times during the peak period, left turns onto Lake Street are difficult due to the large east/west traffic volumes. Vehicles must wait for gaps created by signals to the east and west on Lake Street.

Development Traffic Volumes

To accurately account for all traffic that could be generated by the proposed projects, trip **generation was completed using data presented in the Institute of Transportation Engineers' *Trip Generation*, Tenth Edition.** Table 1 presents the projected p.m. peak hour trip generation.

Table 1
Weekday P.M. Peak Hour Trip Generation

Use	Size	P.M. Peak Hour		
		In	Out	Total
Existing Uses Removed				
Shopping Center	29,716 SF	(54)	(59)	(113)
Walgreens	10,998 SF	(46)	(48)	(94)
Proposed Uses				
Apartments	114 DU	30	20	50
Shopping Center	48,384 SF	89	96	185
Mosque	4,635 SF	13	7	20
Office	36,650 SF	7	35	42
Net Trips				
		+39	+51	+90

SF = square feet, DU = dwelling units

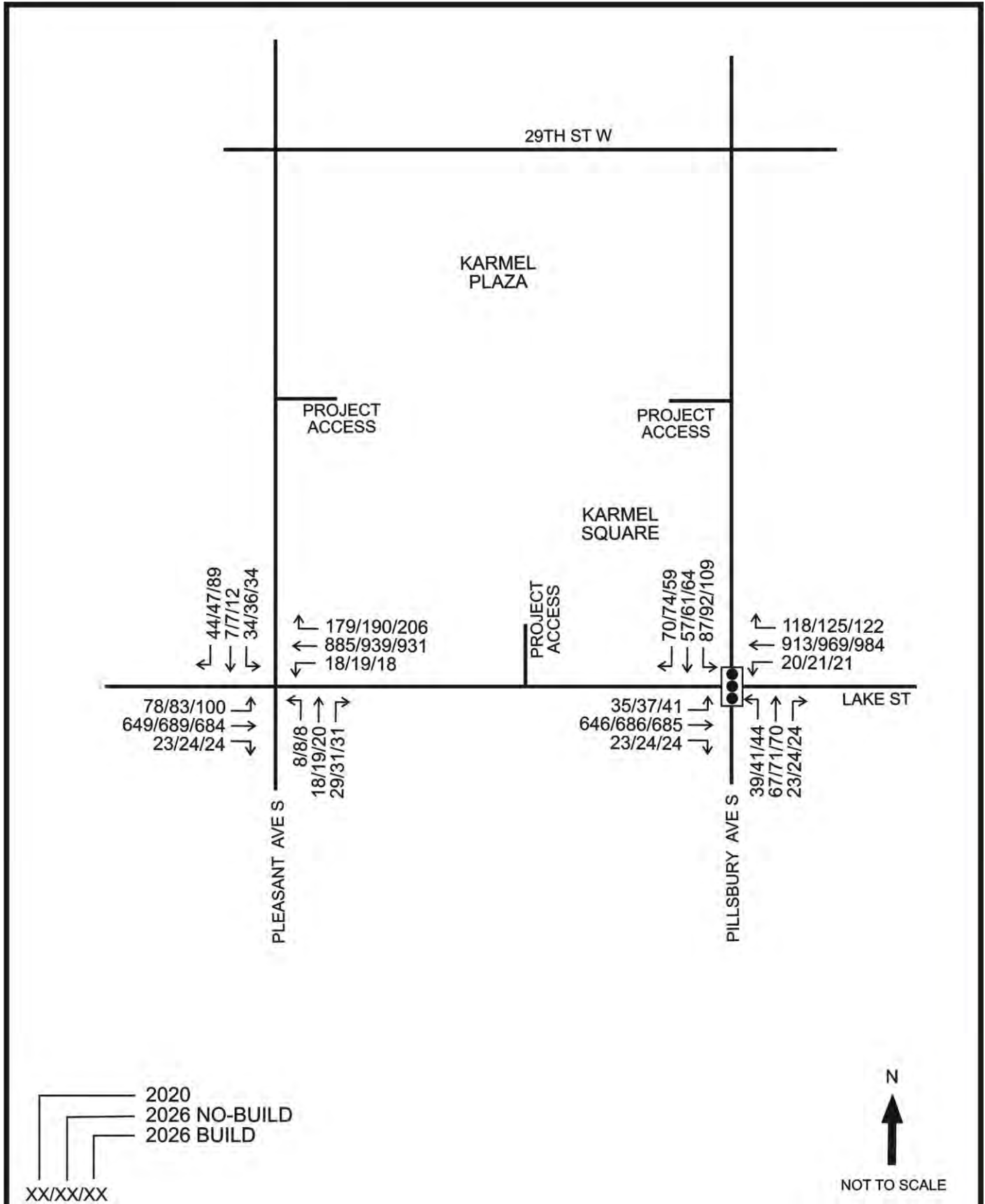
The trip generation estimates shown in Table 1 are based on typical, industry approved trip rates which account for minimal reductions due to transit, bicycle, and pedestrian trips. In addition, many business owners and employee live within walking distance, further reducing the overall trip generation.

Based on existing traffic patterns in the area, the surrounding roadway network, and locations of major trip attractions relative to the subject site, the following directional distribution percentages were established for development trips:

- 25 percent to/from the north on Pleasant Avenue/Pillsbury Avenue
- 30 percent to/from the west on Lake Street
- 30 percent to/from the east on Lake Street
- 5 percent to/from the east on 29th Street
- 5 percent to/from the south on Pleasant Avenue
- 5 percent to/from the south on Pillsbury Avenue

Total Projected Volumes

Total traffic volume projections have been established which account for all the traffic components previously described. Figure 3 presents the weekday p.m. peak hour traffic volumes for 2020, 2026 No-build, and 2026 Build scenarios.



TRAVEL DEMAND
 MANAGEMENT PLAN FOR
 KARMEL SQUARE AND
 KARMEL PLAZA
 IN MINNEAPOLIS, MN

FIGURE 3
FRIDAY P.M. PEAK
HOUR VOLUMES

Intersection Impacts

In order to better understand traffic related impacts at the subject intersections, capacity analyses were performed for the 2020, 2026 No-build, and 2026 Build scenarios. Capacity analysis results are presented in terms of level of service (LOS), which ranges from A to F. LOS A represents the best intersection operation, with very little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay.

The capacity analyses were completed using existing geometrics and intersection control.

Lake Street/Pillsbury Avenue (signal controlled)

The capacity analyses indicate that under existing and future conditions, all movements operate at a LOS C or better and the overall intersection operates at LOS B. No improvements are necessary to accommodate the proposed project.

Lake Street/Pleasant Avenue (stop control on Pleasant)

The capacity analyses indicate that under 2020 conditions, all movements operate at a LOS D or better and the overall intersection operates at LOS A. Under 2026 No Build conditions, all movements operate at a LOS E or better and the overall intersection operates at LOS B. Under 2026 Build conditions, the northbound approach operates at LOS F while all other movements operate at LOS D or better. The overall intersection operates at LOS B.

Due to the high volumes on Lake Street and the stop sign control on the minor street, the northbound movements at this intersection operate at LOS F under the 2026 Build scenario. All other movements operate at LOS D. While not desirable, LOS F for a minor street approach under stop sign control intersecting a high volumes street is not unusual.

From an overall volume standpoint, the proposed project increases the volume entering the intersection by 3.1%. Therefore, from an overall intersection standpoint, the trips added by the proposed development have very little impact on the overall intersection operations.

Overall Traffic Impacts

On an overall basis, the proposed uses have minimal impacts on intersection operations. The number of trips generated is relatively small compared to existing volumes and therefore impacts on existing operations are minimal.

Accommodation of Deliveries and Trash Collection

A cardboard compactor/bailer for all tenants in Karmel Plaza and Karmel Square will be located on the north end of the alley alongside the west side of Karmel Square. Truck pick-ups will occur once per week from the access on Lake Street. A garbage compactor and recycling bins for all tenants in Karmel Plaza and Karmel Square will be located in the deliveries/trash dock area in Karmel Square. Truck pick-ups will occur twice per week with truck access from Lake Street. Deliveries and trash pick-up vehicles will access the site from the alley off of Lake Street.

Proposed Access Locations

Access for Karmel Plaza will be provided at the existing location on Pleasant Avenue. Access for Karmel Plaza and Karmel Square will be provided at one location on Pillsbury Avenue. Access for Karmel Square will also be provided to the existing alley off Lake Street.

3.0 Parking

The existing site provides 311 on-site parking spaces. The on-site parking spaces are for employees and patrons only. Patrons are charged a fee to use the on-site parking. Management staff monitors usage of the on-site parking.

The proposed projects will eliminate 108 parking spaces in the parking ramp and create 326 new parking stalls in Karmel Square. After completion of the proposed projects, the site will have 529 total parking spaces.

Parking Operation Observations

Parking operations were observed during the 3 to 6 p.m. time period on Friday, December 20, 2019. Security personnel were stationed in the parking area to help move vehicles in and out. Security personnel moved through the parking structure assisting motorists looking for spaces and exiting spaces. Overall, the parking operations were handled well.

Existing Parking Usage

Existing parking usage was recorded during the 3 to 6 p.m. time period on Friday, December 20, 2019. For on-site parking, the number of parking spaces used were recorded every 30 minutes. For on-street parking, the number of vehicles parked on each street was also recorded every 30 minutes. The results of the parking usage survey are shown in Tables 2 and 3.

Table 2
Existing On-Site Parking Usage on December 20, 2019

Time of Day	Total On-Site (311 total spaces)	
	Spaces used	Spaces open
3:00 pm	136	175
3:30 pm	128	183
4:00 pm	140	171
4:30 pm	172	139
5:00 pm	208	103
5:30 pm	216	95
6:00 pm	225	86

For the overall site, there was a maximum of 183 spaces available at 3:30 p.m. and a minimum of 86 spaces available at 6 p.m.

Table 3
On-Street Parking Usage on December 20, 2019

Location	Total spaces	Spaces Used/ open	Spaces Used/ open	Spaces Used/ open	Spaces Used/ open	Spaces Used/ open	Spaces Used/ open	Spaces Used/ open
		3 pm	3:30 pm	4 pm	4:30 pm	5 pm	5:30 pm	6 pm
Pleasant from 28 th to 29 th (CPA)	26	15/11	16/10	16/10	15/11	16/10	16/10	16/10
Pleasant from 29 th to Lake (metered)	30	27/3	21/9	21/9	26/4	28/2	28/2	28/2
Pillsbury from 28 th to 29 th (open)	31	31/0	31/0	31/0	31/0	30/1	31/0	31/0
Pillsbury from 29 th to Lake (metered)	43	43/0	43/0	43/0	43/0	43/0	43/0	43/0
29 th from Pleasant to Pillsbury (CPA)	27	9/18	8/19	7/20	7/20	7/20	9/18	9/18
29 th from Pillsbury to Blaisdell (CPA)	26	10/16	10/16	12/14	13/13	13/13	13/13	13/13

CPA = Critical Parking Area, Metered = parking meters with 2-hour limit, Open = parking open to general public for free

As shown in Table 3, the following areas are heavily used for on-street parking:

- Pleasant from 29th to Lake
- Pillsbury from 28th to 29th
- Pillsbury from 29th to Lake

The following areas are designated as Critical Parking Areas. These areas had much lower parking usage during the survey period.

- Pleasant from 28th to 29th
- 29th from Pleasant to Pillsbury
- 29th from Pillsbury to Blaisdell

Zoning Code Requirement

Previous parking requirement calculations for the Karmel Plaza indicate that the minimum requirement is 269 spaces. The existing number of spaces provided on the site is 311.

The minimum parking requirements for the proposed uses in Karmel Plaza are as follows: 55 spaces for retail and 31 spaces for mosque. The minimum parking requirements for the proposed uses in Karmel Square are as follows: 34 spaces for retail, 86 spaces for apartments, and 65 spaces for office. Combining the existing minimum requirement of 269 spaces with the proposed use minimum equates to a total of 540 spaces.

Institute of Transportation Engineers (ITE) Data Calculations

Parking data from the Institute of Transportation Engineers (ITE) was used to determine the expected parking demand. As shown in Table 2, the on-site parking usage peaked at 6 pm. Data provided in the ITE publication *Parking Generation*, 5th Edition, indicates a parking demand at 6 p.m. of 234 stalls for the proposed retail, mosque, office, and apartment uses. Elimination of the existing retail results in a reduction of 65 stalls. This results in a net parking demand of 169 stalls.

Overall Parking Impact

As shown in Table 2, the peak demand for existing parking spaces occurred at 6 p.m. during the Friday survey. At 6 p.m., 225 of the on-site parking spaces were used. For the zoning code requirement, the existing use minimum plus the proposed use minimum equals 540 spaces. This total is 11 spaces greater than the 529 spaces provided.

From the ITE data, the elimination of the existing Karmel Square retail space results in a reduction in demand of 65 spaces. The new demand created by the retail, mosque, office, and apartment uses equates to 234 stalls. Therefore, the future parking demand at 6 p.m. is 225 minus 65 plus 234, or 394 stalls, which is 135 stalls less than the 529 spaces available.

4.0 Transit

The proposed project site is well served by existing transit routes. The subject site presently is served by Metro Transit route 21 on Lake Street, route 4 on Lyndale Avenue, and route 18 on Nicollet Avenue. Routes 21 and 18 are high frequency routes with service provided every 15 minutes.

Lake Street is one block south of the proposed project, Lyndale Avenue is four blocks west, and Nicollet Avenue is two blocks east. Westbound bus stops on Lake Street are located immediately west of Blaisdell Avenue and immediately west of Grand Avenue. Eastbound bus stops on Lake Street are located immediately west of Blaisdell Avenue and immediately east of Grand Avenue. The proposed development will not cause any changes regarding locations of bus stops or shelters. The existing bus route maps are shown in the Appendix.

5.0 Pedestrian

Sidewalks presently are provided on both sides of Pleasant Avenue and Pillsbury Avenue. Access to the Midtown Greenway is provided at Bryant Avenue and Nicollet Avenue.

Crosswalks are provided across all four legs at the Lake Street/Pillsbury Avenue intersection. The existing traffic signal at the Lake Street/Pillsbury Avenue intersection is equipped to accommodate pedestrian crossings. Sidewalk connections to all bus stop locations around the subject development are already in place.

6.0 Bicycle

The Midtown Greenway, a major bicycle route through Minneapolis, exists immediately north of the proposed project. As indicated earlier in this report, access to the Greenway is provided at Bryant Avenue and Nicollet Avenue. The proposed project does not impact any existing bicycle facilities.

To help effectively fulfill the TDM goal of promoting non-motorized transportation, the project owner will provide 214 new bicycle parking spaces on-site. If the bicycle parking demand exceeds the available supply, the project owner will add more spaces.

7.0 Travel Demand Management Plan

The following TDM plan identifies the program, responsibilities, and detailed implementation of measures for the transportation issues presented in this report. Sabri Properties, Successor, or Property Manager specifically commits to implementing the following actions:

1. Sabri Properties, Successor, or Property Manager, will provide 529 on-site parking spaces.
2. Sabri Properties, Successor, or Property Manager, agrees that the on-site parking spaces are for Karmel Plaza and Karmel Square employees, patrons, and apartment tenants only. Patrons are charged a fee to use the on-site parking. The parking fee is set at a level that encourages use of the on-site parking to avoid excessive on-street parking by patrons. If usage is lower than expected, the parking fee will be adjusted accordingly.
3. Sabri Properties, Successor, or Property Manager, agrees to the following traffic operations strategies:
 - Enforce no stopping (double parking) on Pillsbury Avenue.
 - Continue with parking attendants and security in the parking ramp during busy times.
4. Sabri Properties, Successor, or Property Manager, will provide 214 bicycle parking spaces. If demand for bicycle parking exceeds the available supply, Sabri Properties will add more spaces.
5. Sabri Properties, Successor, or Property Manager, will create and distribute information that includes the following:
 - Maps that show the area bus routes, bus schedules, and bicycle and pedestrian facilities.
 - Information on starting and joining commuter programs.
 - Other information or actions that encourage use of alternative modes of transportation.
6. Sabri Properties, Successor, or Property Manager will provide information to tenants on available free smartphone applications (that tenants can download) that provide real-time transit information.
7. Sabri Properties, Successor, or Property Manager will provide real time transit information in the main lobby area of Karmel Square.
8. **It is understood that the City's desire is to minimize truck loading/unloading activity** during peak periods for traffic on adjacent streets. To help the City fulfill this desire, Sabri Properties, Successor, or Property Manager, will encourage truck drivers and tenants to schedule truck service functions during off-peak periods.
9. Sabri Properties, Successor, or Property Manager will offer a \$5 pre-loaded Metro Transit Go-To Card to every new tenant that moves into the buildings.

8.0 Signatures

SABRI PROPERTIES

Dated: _____

By _____

MINNEAPOLIS COMMUNITY PLANNING &
ECONOMIC DEVELOPMENT DEPARTMENT

Dated: _____

By _____
CPED Development Services Director

MINNEAPOLIS PUBLIC WORKS DEPARTMENT

Dated: _____

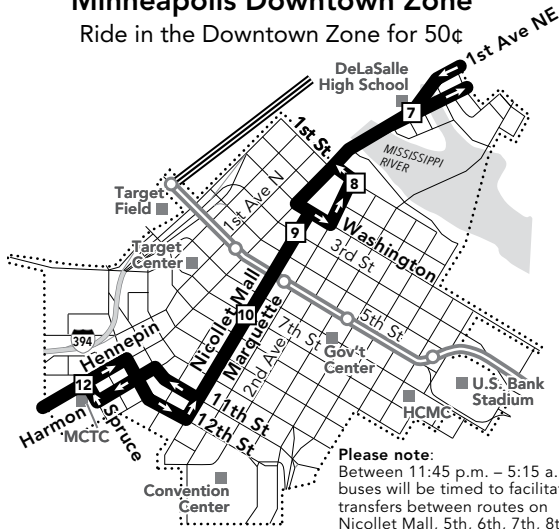
By _____
Traffic Operations Engineer

9.0 Appendix

- Bus route maps

Minneapolis Downtown Zone

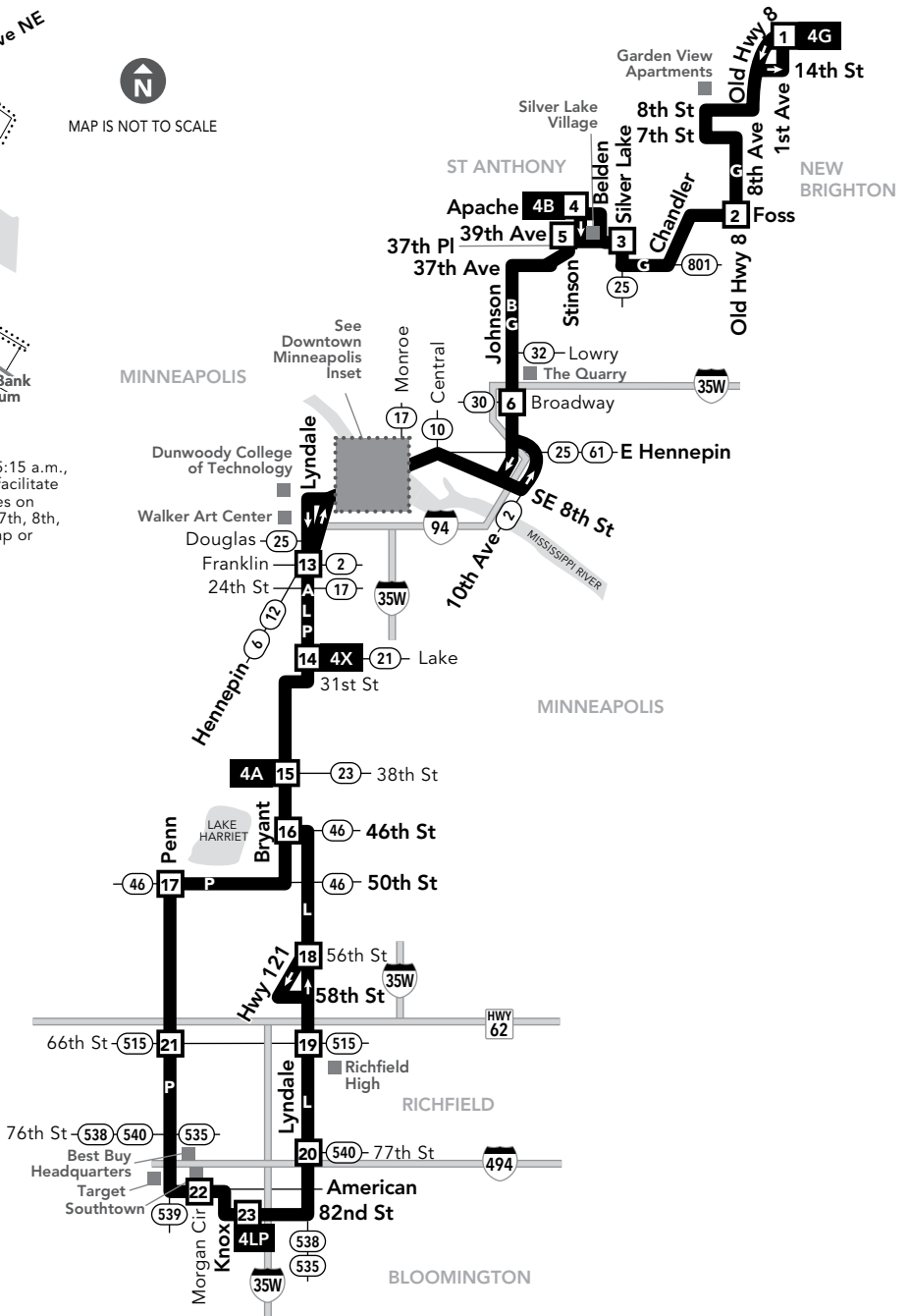
Ride in the Downtown Zone for 50¢



Please note: Between 11:45 p.m. – 5:15 a.m., buses will be timed to facilitate transfers between routes on Nicollet Mall, 5th, 6th, 7th, 8th, and 9th streets. See map or footnotes for details.

Due to Hennepin Ave. construction, buses are detoured to Nicollet Mall through 2022. Please allow extra time for unexpected delays, and do your part to keep buses on schedule!

MAP IS NOT TO SCALE



Holiday service operates on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas. Service may be reduced on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at metrotransit.org or in *Connect* on buses and trains prior to these holidays.

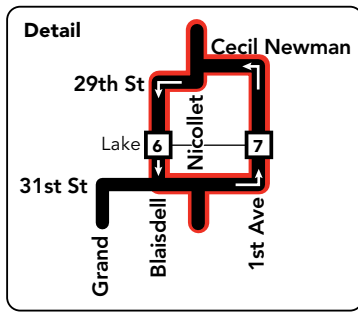
This schedule is subject to change. Traffic and weather conditions may delay buses. Get updates on service during severe winter weather at metrotransit.org/snow.

This document is available in alternative formats to individuals with disabilities. Call 612-349-7365 or visit metrotransit.org.

<p>3 Timepoint on schedule Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.</p> <p>Regular Route Bus will pick up or drop off customers at any bus stop along this route</p> <p>METRO Line and Stations METRO trains or buses will pick up or drop off customers at any station along this route.</p>	<p>Northstar Commuter Line Transfers from Northstar to buses or light rail are free. Transfers from buses or light rail to Northstar require an additional fare.</p> <p>22B Route Ending Point Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.</p> <p>B Route Letter Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.</p> <p>22 METRO Connecting Routes & Metro Lines See those route schedules for details.</p>
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Effective 9/12/20



MAP IS NOT TO SCALE



Minneapolis Downtown Zone

Ride in the Downtown Zone for 50¢

Please note: Between 11:45 p.m. – 5:15 a.m., buses will be timed to facilitate transfers between routes on Nicollet Mall, 5th, 6th, 7th, 8th, and 9th streets. See map or footnotes for details.

Go GREENER Metro Transit keeps the Twin Cities moving with even less impact on the environment by using hybrid buses on this route. Learn more at metrotransit.org/GoGreener.

HIGH Frequency This route is part of the High Frequency network and operates at least every 15 minutes weekdays from 6 am–7 pm and Saturdays from 9 am–6 pm. See schedule for details.

FREE RIDE Pay no fare when boarding buses marked "Free Ride" in downtown Minneapolis.

- 3** **Timepoint on schedule**
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- Regular Route**
Bus will pick up or drop off customers at any bus stop along this route
- METRO Line and Stations**
METRO trains or buses will pick up or drop off customers at any station along this route.

- Northstar Commuter Line**
Transfers from Northstar to buses or light rail are free. Transfers from buses or light rail to Northstar require an additional fare.
- High Frequency Service**
Service every 15 minutes on weekdays 6 am – 7 pm and on Saturdays 9 am – 6 pm.
- Limited Service**
Only certain trips take this route.

- 22B** **Route Ending Point**
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.
- B** **Route Letter**
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.
- 22 METRO** **Connecting Routes & Metro Lines**
See those route schedules for details.
- P** **Park & Ride Lot**
Park free at these lots while you commute.



Go-To Card Retail Locations

A refillable Go-To Card is the most convenient way to travel by transit! Buy a Go-To Card or add value to an existing card at one of these locations or online.

MINNEAPOLIS

- Cub Foods: 5937 Nicollet Ave S
- Metro Transit Service Center: 719 Marquette Ave
- New Money Express: 108 Lake St E
- Unbank: 727 Hennepin Ave

Park & Ride Locations

Park free at these lots while you commute. No overnight parking.

BLOOMINGTON

- South Bloomington Transit Center: 9830 Aldrich Ave S

Holiday service operates on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas. Service may be reduced on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at metrotransit.org or in *Connect* on buses and trains prior to these holidays.

This schedule is subject to change. Traffic and weather conditions may delay buses. Get updates on service during severe winter weather at metrotransit.org/snow.

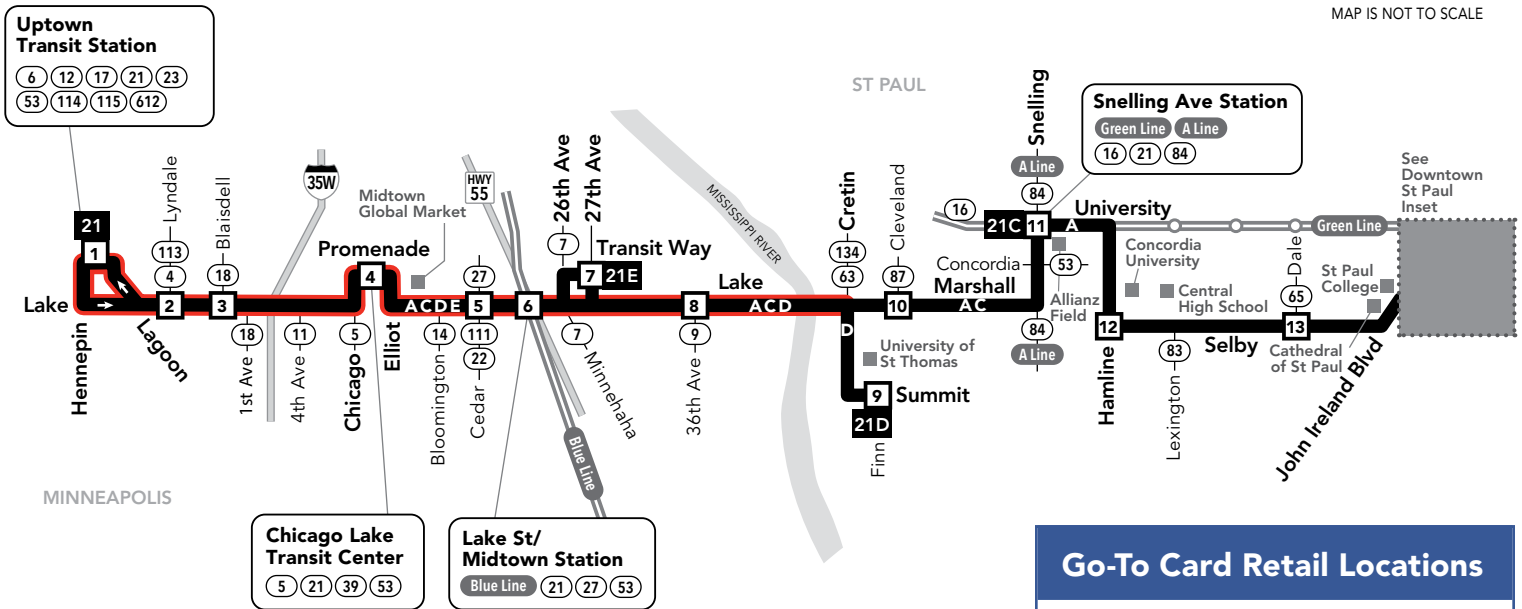
This document is available in alternative formats to individuals with disabilities. Call 612-349-7365 or visit metrotransit.org.



Effective 6/13/20



MAP IS NOT TO SCALE

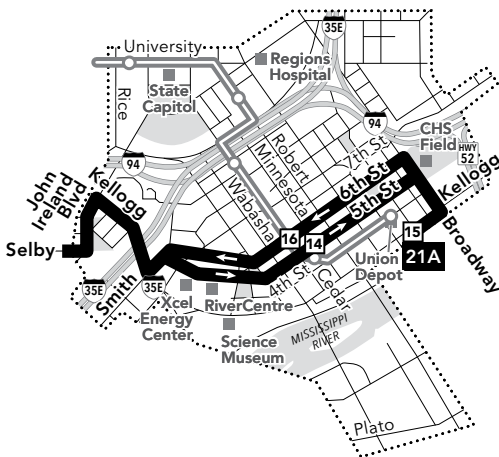


St. Paul Downtown Zone

Ride in the Downtown Zone for 50¢



This route is part of the High Frequency network and operates at least every 15 minutes weekdays from 6 am–7 pm and Saturdays from 9 am–6 pm. See schedule for details.



Go-To Card Retail Locations

A refillable Go-To Card is the most convenient way to travel by transit! Buy a Go-To Card or add value to an existing card at one of these locations or online.

MINNEAPOLIS

- Cub Foods: 1104 Lagoon Ave
- Cub Foods: 2850 26th Ave S
- New Money Express: 108 Lake St E

ST PAUL

- Cub Foods: 1440 University Ave W
- Metro Transit Service Center: 101 5th St E - US Bank Center Skyway
- Mississippi Market: 622 Selby Ave

Holiday service operates on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas. Service may be reduced on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at metrotransit.org or in *Connect* on buses and trains prior to these holidays.

This schedule is subject to change. Traffic and weather conditions may delay buses. Get updates on service during severe winter weather at metrotransit.org/snow.

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Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- Regular Route**
Bus will pick up or drop off customers at any bus stop along this route
- METRO Line and Stations**
METRO trains or buses will pick up or drop off customers at any station along this route.

- High Frequency Service**
Service every 15 minutes on weekdays 6 am – 7 pm and on Saturdays 9 am – 6 pm.
- 22B** **Route Ending Point**
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.
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