## 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.

<table>
<thead>
<tr>
<th>Dwelling Units</th>
<th>113 dwelling units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Residential Uses</td>
<td>Commercial: 180,000 sq. ft.</td>
</tr>
</tbody>
</table>

**Required Applications:**

<table>
<thead>
<tr>
<th>Rezoning</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conditional Use Permit</td>
<td>To allow a shopping center in the C2 District.</td>
</tr>
<tr>
<td>Conditional Use Permit</td>
<td>To increase height in the C2 District from 4 stories or 56 feet to 9 stories, 108.3 feet.</td>
</tr>
<tr>
<td>Variance</td>
<td>To increase the maximum permitted Floor Area Ratio from 1.95 to 3.28</td>
</tr>
<tr>
<td>Variance</td>
<td>To allow a retail use greater than 30,000 square feet in area in the C2 zoning district</td>
</tr>
<tr>
<td>Site Plan Review</td>
<td>For a new mixed-use building</td>
</tr>
</tbody>
</table>

## SITE DATA

| Existing Zoning | 2910 Pillsbury – I1, Light Industrial District  
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Lot Area</td>
<td>152,720 square feet / 3.5 acres</td>
</tr>
<tr>
<td>Ward(s)</td>
<td>10</td>
</tr>
<tr>
<td>Neighborhood(s)</td>
<td>Whittier</td>
</tr>
</tbody>
</table>
| Future Land Use | 2910 Pillsbury – Urban Neighborhood  
| | 200 West Lake – Community Mixed Use |
| Goods and Services Corridor | Lake Street |

<table>
<thead>
<tr>
<th>Date Application Deemed Complete</th>
<th>November 13, 2020</th>
<th>Date Extension Letter Sent</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>End of 60-Day Decision Period</td>
<td>January 12, 2021</td>
<td>End of 120-Day Decision Period</td>
<td>NA</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Planning Case #</th>
<th>Application(s)</th>
<th>Description</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>BZZ-7324</td>
<td>Expansion of a non-conforming use; Site Plan Review</td>
<td>Building additions to floors 1-4</td>
<td>Approved with conditions (2015)</td>
</tr>
<tr>
<td>BZZ-7113</td>
<td>Site Plan Review</td>
<td>Construct a third floor to the existing parking structure</td>
<td>Approved with conditions (2015)</td>
</tr>
<tr>
<td>BZZ-6921</td>
<td>Site Plan Review</td>
<td>Clarifying previous Planning Commission approvals</td>
<td>Approved with conditions (2014)</td>
</tr>
<tr>
<td>BZZ-6524</td>
<td>Site Plan Review</td>
<td>Building additions and two-level parking structure</td>
<td>Approved with conditions (2014)</td>
</tr>
<tr>
<td>BZZ-6683</td>
<td>Shared loading (administratively reviewed)</td>
<td>Off-site loading lease with 2933 Pleasant Avenue</td>
<td>Approved with conditions (2014)</td>
</tr>
</tbody>
</table>
## 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. |
<table>
<thead>
<tr>
<th>Community Mixed Use</th>
<th>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.</th>
<th>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.</th>
</tr>
</thead>
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<tr>
<td>Goods and Services Corridor</td>
<td>Guidance</td>
<td>Staff Comment</td>
</tr>
<tr>
<td>Lake Street</td>
<td>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.</td>
<td>The proposed mixed-use building with the proposed rezoning aligns with the goods and services corridor policy guidance.</td>
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<tr>
<td>Corridor 6</td>
<td>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.</td>
<td>The proposed height is evaluated in the CUP below for the increased height.</td>
</tr>
</tbody>
</table>

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.

   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.**

   The 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 healthy, 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)*:

<table>
<thead>
<tr>
<th>Future Land Use</th>
<th>Guidance</th>
<th>Staff Comment</th>
</tr>
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<tbody>
<tr>
<td>Urban Neighborhood</td>
<td>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 function.</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Community Mixed Use</strong></td>
<td>existing commercial function. Commercial zoning is appropriate for these properties, while expansion of commercial uses and zoning into surrounding areas is not encouraged.</td>
<td>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.</td>
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<td>---</td>
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<tr>
<td><strong>Goods and Services Corridor</strong></td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Built Form Guidance</strong></td>
<td>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.</td>
<td>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</td>
</tr>
</tbody>
</table>
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.

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.

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.**

- Allow housing to be built in all areas of the city, except in Production and Distribution areas.
- Allow multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations.
- 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.**

- 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.
- Guide new office and institutional uses to locations well-served by public transportation.
- 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.**

- Allow commercial uses where they currently exist throughout the city.
- 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.
- 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)*:

<table>
<thead>
<tr>
<th>Future Land Use</th>
<th>Guidance</th>
<th>Staff Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Neighborhood</td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td>Community Mixed Use</td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td>Goods and Services Corridor</td>
<td>Guidance</td>
<td>Staff Comment</td>
</tr>
</tbody>
</table>

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.

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.

<table>
<thead>
<tr>
<th>Built Form Guidance</th>
<th>Guidance</th>
<th>Staff Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor 6</td>
<td>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.</td>
<td>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.</td>
</tr>
</tbody>
</table>

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:

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**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.

<table>
<thead>
<tr>
<th>Material</th>
<th>Allowed Max</th>
<th>North</th>
<th>South</th>
<th>East</th>
<th>West</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brick (face)</td>
<td>100%</td>
<td>27%</td>
<td>44%</td>
<td>28%</td>
<td>9%</td>
</tr>
<tr>
<td>Glass</td>
<td>100%</td>
<td>13%</td>
<td>33%</td>
<td>31%</td>
<td>20%</td>
</tr>
<tr>
<td>Stucco</td>
<td>75%</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>28%</td>
</tr>
<tr>
<td>Fiber Cement (≥ 5/8”)</td>
<td>75%</td>
<td>60%</td>
<td>21%</td>
<td>33%</td>
<td>43%</td>
</tr>
<tr>
<td>Metal Panel</td>
<td>75%</td>
<td>--</td>
<td>8%</td>
<td>6%</td>
<td>--</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Floor</th>
<th>Code</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>4th – 8th – Lake St</td>
<td>10% min</td>
<td>130 sq. ft.</td>
</tr>
<tr>
<td>4th – 8th – Pillsbury</td>
<td>10% min</td>
<td>288 sq. ft.</td>
</tr>
</tbody>
</table>

### Window Requirements for Non-Residential Uses

<table>
<thead>
<tr>
<th>Floor</th>
<th>Code</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st – Lake St</td>
<td>40% min</td>
<td>518 sq. ft.</td>
</tr>
<tr>
<td>2nd and 3rd – Lake St</td>
<td>10% min</td>
<td>130 sq. ft.</td>
</tr>
<tr>
<td>1st – Pillsbury</td>
<td>40% min</td>
<td>1152 sq. ft.</td>
</tr>
<tr>
<td>2nd and 3rd – Pillsbury</td>
<td>10% min</td>
<td>288 sq. ft.</td>
</tr>
</tbody>
</table>

**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.

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

Parking and loading landscaping and screening – *Not applicable*

- There is no surface parking proposed, so the site in 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)

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

### Bicycle Parking Requirements (Chapter 541)

<table>
<thead>
<tr>
<th>Use</th>
<th>Minimum</th>
<th>Short-Term</th>
<th>Long-Term</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shopping Center</td>
<td>28</td>
<td>110</td>
<td>--</td>
<td>110</td>
</tr>
<tr>
<td>Place of Assembly</td>
<td>0</td>
<td>-</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Offices / Clinics</td>
<td>6</td>
<td>41</td>
<td>--</td>
<td>41</td>
</tr>
<tr>
<td>Residential Dwellings</td>
<td>85</td>
<td>--</td>
<td>83</td>
<td>83</td>
</tr>
<tr>
<td></td>
<td>119</td>
<td>151</td>
<td>83</td>
<td>234</td>
</tr>
</tbody>
</table>

### Loading Requirements (Chapter 541)

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

**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

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

**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

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Code</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Area</td>
<td>none</td>
<td>152,720 sq. ft.</td>
</tr>
<tr>
<td>Lot Width</td>
<td>none</td>
<td>175 ft to 350 ft.</td>
</tr>
<tr>
<td>Impervious Surface Area</td>
<td>NA</td>
<td>94%</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>NA</td>
<td>82%</td>
</tr>
<tr>
<td>Dwelling Units (DU)</td>
<td>--</td>
<td>113 DUs</td>
</tr>
<tr>
<td>Net Residential Area</td>
<td>--</td>
<td>174,440 sq. ft.</td>
</tr>
</tbody>
</table>

**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)*:

<table>
<thead>
<tr>
<th>Future Land Use</th>
<th>Guidance</th>
<th>Staff Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Neighborhood</td>
<td>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.</td>
<td>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.</td>
</tr>
</tbody>
</table>
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 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.

Goods and Services Corridor
Guidance
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.

Staff Comment
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.

Built Form
Guidance
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.

Staff Comment
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.

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.

b. Allow multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations.

c. Encourage inclusion of units that can accommodate families in new and rehabilitated multifamily housing developments.


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.

b. Guide new office and institutional uses to locations well-served by public transportation.

c. 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.

b. 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.

c. 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:

<table>
<thead>
<tr>
<th>Standard</th>
<th>Description</th>
<th>Staff Recommendation</th>
</tr>
</thead>
</table>
**Blank Walls**

| There is are large sections of blank wall on multiple floors of the new structure’s northern elevation exceeding 25’ in length. | Staff finds this blank wall should be addressed through windows or façade breaks. Staff recommends denying the alternative compliance. |

**Ground Floor Active Functions**

| 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. | 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. Staff recommends granting alternative compliance. |

**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.
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.

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 does not alter the existing neighborhood.

Please contact me with any questions or comments.

Sincerely,

Brian W. Houwman
Registered Architect
Houwman Architects  651-631-0200
EXISTING SITE CONDITIONS -
KARMEL PLAZA - KARMEL SQUARE - WALGREENS
(SABRI PROPERTIES PURCHASED WALGREENS PROPERTY - 2020)

KARMEL PLAZA - SCOPE OF PROJECT / ENCLOSE PARKING RAMP WITH WALLS/ROOF
KARMEL SQUARE - SCOPE OF PROJECT / REMOVE BUILDINGS - CONSTRUCT NEW 8 STORY BUILDING

EXISTING CONDITIONS:
- KARMEL PLAZA
- KARMEL SQUARE
- WALGREENS

EXISTING BUILDING TO BE REMOVED:
- KARMEL SQUARE & WALGREENS
- EXISTING ROAD ACCESS ON SOUTH SIDE

EXISTING DRIVEWAY TO BE REMOVED:
- ALIGN SOUTH DRIVEWAY CURB WITH RAMP
- EXTEND CURB 5'
- REMOVE CURB 6'

LEGAL DESCRIPTIONS:
- FOR CITY USE
- SCALE 1 INCH = 40 FEET

STATEMENT OF POTENTIAL ENCROACHMENTS:
- Existing site to right of way of property shown along property lines.
- Utilities and encroachment to center property along right of way.

GENERAL NOTES:
- THE INFORMATION CONTAINED IN THIS SET OF PLANS IS FOR 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.

NOTES CORRESPONDING TO EASEMENTS:
- REFERENCES TO THE SITE PLAN ARE INTENDED TO BE INDICATIVE AND ARE NOT MEANINGFUL WITHOUT THE BOUNDARY AND TOPOGRAPHICAL SURVEY.
- THE INFORMATION CONTAINED IN THIS SET OF PLANS IS FOR 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.

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LEGAL DESCRIPTIONS:
- FOR CITY USE
- SCALE 1 INCH = 40 FEET

STATEMENT OF POTENTIAL ENCROACHMENTS:
- Existing site to right of way of property shown along property lines.
- Utilities and encroachment to center property along right of way.
**KARMEL PLAZA**

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

**KARMEL SQUARE**

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

---

**EXISTING CONDITIONS**

- **APARTMENTS:**
  - 22 APARTMENT UNITS
  - 7 - 3 BEDROOM
  - 4 - 4 BEDROOM
  - 5 - 1 BEDROOM
  - 18,040 S.F. OF RETAIL SPACE
  - 18,040 S.F. OF RETAIL SPACE

- **FLOOR SPACE:**
  - 4,340 S.F.
  - BUILDING ADDITION
  - ADDITIONAL NEW FLOOR SPACE

- **TOTAL NEW FLOOR SPACE:**
  - 2,800 S.F.
  - 2,800 S.F.
  - 27,238 S.F.
  - 16,892 S.F.

- **TOTAL:**
  - 36,650 S.F.

---

**PROPOSED CONDITIONS**

- **APARTMENTS:**
  - 22 UNITS PER FLOOR
  - 5TH, 6TH, 7TH & 8TH - 23 UNITS PER FLOOR
  - 2ND FLOOR - OFFICE SPACE - 18,325 S.F.
  - 50,292 S.F. TOTAL

- **NEW OFFICE SPACE:**
  - 18,325 s.f. on 2nd, 18,325 s.f. on 3rd = 36,650 S.F.

- **NEW TOTAL FOR RETAIL:**
  - 96,381 + 21,146 S.F. = 117,527 S.F.

- **CONVERSION:**
  - Existing parking spaces into retail space
  - Extends men's mosque 2,800 S.F.
  - Converts existing parking spaces into retail space

- **MOSQUE ADDITION:**
  - 2,800 S.F.
  - Extends men's mosque
  - Converts existing parking spaces into retail space

- **ADDITIONAL SPACE:**
  - 1,540 S.F. FOR CONNECTION
  - 18,040 S.F. OF RETAIL SPACE

- **TOTAL ADDITIONAL SPACE:**
  - 50,292 S.F.

---

**2 LEVELS OF BASEMENT PARKING:**

- **50,292 S.F.**
- **BASEMENT GARAGE LEVEL:** 91 STALLS
- **SURFACE LEVEL:** 51 STALLS
- **INSIDE GARAGE LEVEL:** 10
- **RAMP - LEVEL 2:** 56 STALLS
- **RAMP - LEVEL 4:** 57 STALLS
- **BASEMENT)**

---

**HOUWMAN ARCHITECTS**

PENGILLY, MN  55775

---

**GENERAL CONTRACTOR:**

612-825-4433

---

**TOTAL - 113 APARTMENTS**

---

**LOCATION:**

KARMEL PLAZA

2940 Pillsbury Ave
Minneapolis, MN 55408

---

**PERFORMANCE REQUIREMENTS OR DETAILS ON THIS PLAN SET ARE TO BE CHECKED DRAWN.**
83 BICYCLE FOR APARTMENTS ON 2ND LEVEL OF BASEMENT
30 BICYCLE FOR PUBLIC ON 1ST LEVEL OF BASEMENT
30 LOCKERS FOR BICYCLES
KARMEL SQUARE - 322 PARKING STALLS
KARMEL PLAZA - 203 PARKING STALLS
TOTAL PARKING FOR PUBLIC - 322 PARKING STALLS
TOTAL PARKING FOR APARTMENTS - 112 PARKING STALLS - 2ND LEVEL BASEMENT OF SQUARE
TOTAL PARKING FOR RETAIL TENANTS - 91 PARKING STALLS - BASEMENT OF PLAZA
68 LOCKERS FOR BICYCLES
TOTAL PARKING FOR PROJECT - 525 PARKING STALLS
SQUARE MAIN FLOOR PARKING - 4 PARKING STALLS - (PUBLIC PARKING)
SQUARE 1ST BASEMENT LEVEL PARKING - 106 PARKING STALLS - (PUBLIC PARKING)
PLAZA BASEMENT PARKING - 91 PARKING STALLS - (PARKING FOR TENANTS)
RAMP UP OUT OF PARKING RAMP, CONVERT 2 LEVELS TO STAY AS-IS
37' WIDE EXISTING DRIVEWAY
15' WIDE DRIVEWAY
28' WIDE DRIVEWAY
TO 25' WIDE
28' DRIVeway
3031 LAKE STREET
141 4243
SET ON CORNER OF BLDG
ALTERNATE - ACCEPTED BY OWNER 7-28-20
CREATE SUB-BASEMENT LEVEL 2
ALTERNATE - ACCEPTED BY OWNER 11/7/17
PILLSBURY DRIVEWAY
PLEASANT DRIVEWAY
LAKE STREET DRIVEWAY
SQUARE 1ST BASEMENT LEVEL PARKING - 106 PARKING STALLS - (PUBLIC PARKING)
PILLSBURY DRIVEWAY
PLEASANT DRIVEWAY
LAKE STREET DRIVEWAY
CAR COMING
STOP & GO LIGHT
CAR COMING
TRAFFIC PATTERNS
009-A1.8
(PULL THIS SHEET OUT)
Note: All plants to be carefully protected and retained in root boxes and with engineered root space/cube structural soils. 8'-0 3/8" planting is shown.

1. Tree Grates:
   - Protect and retain trees in grates with engineered root space/cube structural soils.
   - Dimensions or material over contract to choose one method, field conditions which require the discrepancies between plans and contractor and the owner. Any plant, vines, shrubs, or trees to be covered with wood mulch.
   - Additional landscape areas not covered in new planting areas, this set of plans is for a design.

2. Performance requirements or details on this plan set are to be clarified by manufacturer, with landscaped areas not covered in new planting areas.

Karmel Plaza Planting Schedule

<table>
<thead>
<tr>
<th>Plant Symbol</th>
<th>Scientific Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1.10</td>
<td>11/7/17</td>
<td>PDR Revision #2 10-20-20</td>
</tr>
</tbody>
</table>
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.

ARCHITECT:

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.

ARCHITECT:

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

PROJECT LOCATION:

KARMEL SQUARE
2940 Pillsbury Ave
MINNEAPOLIS, MN

GENERAL CONTRACTOR:

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

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

KARMEL SQUARE - NEW 8 STORY BLDG

FOR CITY USE

(FULL SIZE SHEET 30"X42")
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 MAIN FLOOR PLAN

- KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP, CONVERT 2 LEVELS INTO RETAIL SPACES
- KARMEL SQUARE - NEW 8 STORY BLDG

- BUILDING ADDITION
- NEW FLOOR SPACE
- COMMON AREA
- TOTAL NEW FLOOR SPACE 25,667 S.F.
- 14 BICYCLE

- WATER SERVICE TO BLDG ADDITION TO BE PLUMBED INTERNALLY FROM EXISTING WATER LINES
- ROOF STORM WATER FROM NEW MOSQUE ADDITION TO TIE DIRECTLY INTO EXISTING STORM SEWER STRUCTURE - SEE CIVIL WATER SERVICE TO BLDG ADDITION TO BE PLUMBED INTERNALLY FROM EXISTING WATER LINES

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

PROJECT LOCATION:
KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP, CONVERT 2 LEVELS INTO RETAIL SPACES
KARMEL SQUARE - NEW 8 STORY BLDG

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

DATE: 3-16-20
REVISION: 11-25-20

BUILDING ADDITION
NEW FLOOR SPACE
ADDITIONAL NEW RETAIL FLOOR SPACE 2,800 S.F.
ADDITIONAL NEW FLOOR SPACE FOR CONNECTION 1,540 S.F.
TOTAL NEW FLOOR SPACE 4,340 S.F.

KARMEL PLAZA 3RD FLOOR PLAN

MATCH LINE
MATCH LINE
MATCH LINE

KEY PLAN

3RD FLOOR PLAN
018-A2.3

FOR REFERENCE #1
3-16-20

018-A2.3
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
KARMEL SQUARE
2940 Pillsbury Ave
MINNEAPOLIS, MN
BUILDING OWNER / GENERAL CONTRACTOR:
207 E LAKE ST. SUITE 300
MINNEAPOLIS, MN 55408
612-825-4433

KARMEL SQUARE - NEW 8 STORY BLDG
KARMEL PLAZA - ENCLOSE 4 LEVELS OF PARKING RAMP, CONVERT 2 LEVELS INTO RETAIL SPACES

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

EXISTING KARMEL PLAZA ROOF

EXISTING KARMEL PLAZA ROOF SHEET DRAIN TO NORTH SIDE OF EXISTING BUILDING - ROOF EDGE SCUPPERS & DOWNSPOUTS DOWN TO THE GROUND

ALL NEW ROOF OVER EXISTING PARKING RAMP AND THE ROOF OVER THE ADDITION TO BE DIRECTED TO THE SOUTHWEST CORNER DRAINAGE PIPE DOWN CORNER, PIPING CONNECTED TO EXISTING STORM WATER BASIN IN EXISTING DRIVEWAY

MATCH LINE

KARMEL PLAZA ROOF PLAN

KARMEL PLAZA ROOFS - EXISTING ROOFS Sheet Drain to North Side

NORTH

PANY AVENUE

MATCH LINE

MATCH LINE

KARMEL SQUARE

KARMEL PLAZA

EXISTING KARMEL PLAZA ROOF

MATCH LINE
NOTES:
1. BASE PLAN USED IS A SURVEY PREPARED BY HARRY S. JOHNSON
   CO., INC. LAND SURVEYORS.
2. ALL EXISTING UTILITY LOCATIONS AND ELEVATIONS SHOWN ARE
   APPROXIMATE ONLY. CONTRACTOR SHALL CONFIRM ALL LOCATIONS
   AND ELEVATIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL
   CONFIRM ANY EXISTING UTILITY LOCATIONS ON THE PROJECT.
   CALL 911 OR 1-800-222-1222.
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 most
   standard specifications for construction.

KARMEL PLAZA
KARMEL SQUARE
31572 SNOWBALL ROAD
PENGILLY, MN  55775
651-631-0200

PROJECT LOCATION:

WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT
NAME
REGISTRATION NO.
DATE
AND THAT I AM A DULY REGISTERED ARCHITECT UNDER THE LAWS
OF THE STATE OF MINNESOTA

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

FOR CITY USE
(FULL SIZE SHEET 30"X42")
NOTE:

1. This set of plans is for a design-build project. Any information not clarified by the manufacturer, performance requirements, or details on this plan set are to be determined by the general contractor and the owner.

2. 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.

3. Karmel Plaza - Enclose 4 levels of parking ramp, convert 2 levels into retail spaces.

4. Karmel Plaza - Revision #1: 9-10-20

5. Karmel Plaza - Revision #2: 10-20-20

CITY NOTES:

Upon the project's completion, the general contractor, property owner, or responsible party shall provide the Department of Public Works a Final Stormwater Management Report including record drawings. This report will serve as a means of verification that the system of the approved stormwater management design built by the contractor and the plans and specifications of the original design have been adequately provided by the contractor to the City.

The plans and specifications of this project are improvements of the Minnesota Stormwater Management BMP. Contact Paul Chelsea at 612-246-1205 or paul.chelsea@minnesotawetlands.org.

KARMEL PLAZA - #2 RAMP CONVERSION LEVEL
KARMEL PLAZA - #2 RAMP CONVERSION LEVEL
KARMEL PLAZA - #2 RAMP CONVERSION LEVEL

SITE PLAN

028 C-3
NOTE:

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KARMEL PLAZA - KARMEL SQUARE
DEMOLITION SITE PLAN

NOTE:
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- Remove existing overhead electric line, existing light pole, set new electric line
- Remove existing power poles - electric to be run underground to new transformer - remove street light & mount onto remaining power pole
- Remove canopy & supports
- Clear area for new promenade
- Remove existing 1 story building - clear site of all items, scrape site clean
- Remove driveway
- Remove sidewalk - keep curb & gutter

PROJECT LOCATION:
31572 Snowball Road
Pengilly, MN 55775

ARCHITECT:
Houwman Architects
31572 Snowball Road
Pengilly, MN 55775
651-631-0200

BUILDING OWNER / GENERAL CONTRACTOR:
207 E Lake St. Suite 300
Minneapolis, MN 55408
612-825-4433
NOTE:
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ENTIRE NORTH SIDE: 11,415 sq.ft.
NORTH SIDE WITHOUT SIDEWALK: 7,040 sq.ft. green space
583556448
2048
176
1535
1024

WEST SIDE:
1185 sq.ft. in R.O.W.

SOUTH SIDE:
120 sq.ft.

EAST SIDE:
13,781 sq.ft. in R.O.W.

TOTAL:
15,086 SQ. FT.

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

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.
EXISTING KARMEL PLAZA
ENCLOSE EXISTING PARKING RAMP
EXTEND PLAZA
NEW WOMENS MOSQUE
NEW 8 STORY KARMEL SQUARE

NORTHEAST CORNER
NO SCALE
KARMEL SQUARE
AERIAL SOUTHSIDE SITE VIEW
NO SCALE

EXISTING KARMEL PLAZA
ENCLOSE EXISTING PARKING RAMP
NEW 8 STORY KARMEL SQUARE
WALGREENS
EXISTING KARMEL PLAZA
ENCLOSE EXISTING PARKING RAMP
NEW 8 STORY KARMEL SQUARE
GREEN ROOF
NO PEOPLE
PLAYGROUND
PLAYGROUND
Aerial View - East Side - Pillsbury Ave

Karmel Square - Remove 2 Story Building - Remove Walgreens - Construct New 8 Story on Karmel Square and Walgreens Site

No Scale
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

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

AERIAL VIEW - SOUTHWEST CORNER

NO SCALE
AERIAL VIEW - WEST SIDE - PLEASANT AVE

EXISTING CONDITIONS

LAKE STREET

PLEASANT AVE

KARMEL PLAZA

PARKING RAMP

WALGREENS

LAKE STREET

NO SCALE
SOUTHEAST KARMEL SQUARE

PARKING EXIT KARMEL PLAZA

NO SCALE

NO SCALE
SOUTHEAST CORNER - LAKE STREET

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

Prepared for: Sabri Properties
207 East Lake Street
Minneapolis, MN 55408

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.

Edward F. Terhaar
MN License No. 24441

DATE: November 4, 2020
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.
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.
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

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

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.
**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.
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>
<thead>
<tr>
<th>Time of Day</th>
<th>Spaces used</th>
<th>Spaces open</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:00 pm</td>
<td>136</td>
<td>175</td>
</tr>
<tr>
<td>3:30 pm</td>
<td>128</td>
<td>183</td>
</tr>
<tr>
<td>4:00 pm</td>
<td>140</td>
<td>171</td>
</tr>
<tr>
<td>4:30 pm</td>
<td>172</td>
<td>139</td>
</tr>
<tr>
<td>5:00 pm</td>
<td>208</td>
<td>103</td>
</tr>
<tr>
<td>5:30 pm</td>
<td>216</td>
<td>95</td>
</tr>
<tr>
<td>6:00 pm</td>
<td>225</td>
<td>86</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Total spaces</th>
<th>Spaces Used/ open</th>
<th>Spaces Used/ open</th>
<th>Spaces Used/ open</th>
<th>Spaces Used/ open</th>
<th>Spaces Used/ open</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pleasant from 28th to 29th (CPA)</td>
<td>26</td>
<td>15/11</td>
<td>16/10</td>
<td>15/11</td>
<td>16/10</td>
<td>16/10</td>
</tr>
<tr>
<td>Pleasant from 29th to Lake (metered)</td>
<td>30</td>
<td>27/3</td>
<td>21/9</td>
<td>26/4</td>
<td>28/2</td>
<td>28/2</td>
</tr>
<tr>
<td>Pillsbury from 28th to 29th (open)</td>
<td>31</td>
<td>31/0</td>
<td>31/0</td>
<td>31/0</td>
<td>31/0</td>
<td>31/0</td>
</tr>
<tr>
<td>Pillsbury from 29th to Lake (metered)</td>
<td>43</td>
<td>43/0</td>
<td>43/0</td>
<td>43/0</td>
<td>43/0</td>
<td>43/0</td>
</tr>
<tr>
<td>29th from Pleasant to Pillsbury (CPA)</td>
<td>27</td>
<td>9/18</td>
<td>8/19</td>
<td>7/20</td>
<td>7/20</td>
<td>9/18</td>
</tr>
<tr>
<td>29th from Pillsbury to Blaisdell (CPA)</td>
<td>26</td>
<td>10/16</td>
<td>10/16</td>
<td>12/14</td>
<td>13/13</td>
<td>13/13</td>
</tr>
</tbody>
</table>

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.
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.
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
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!

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.

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

Route Ending Point
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.

Route Letter
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.

Connecting Routes & Metro Lines
See those route schedules for details.

Park & Ride Lot
Park free at these lots while you commute.

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.

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.

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.

Pay no fare when boarding buses marked “Free Ride” in downtown Minneapolis.
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

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.

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

Park & Ride Locations

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

BLOOMINGTON
- South Bloomington Transit Center: 9830 Aldrich Ave S
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.

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