



**LAND USE APPLICATION SUMMARY**

*Property Location:* 2910 - 2936 Pillsbury Avenue South  
*Project Name:* Karmel Plaza and Square  
*Prepared By:* Andrew Liska, City Planner, 612.673.2264  
*Applicant:* Basim Sabri, Karmel Properties, LLC  
*Project Contact:* Scott Nelson, DJR Architecture Inc.  
*Request:* To allow a third floor parking structure to the previously approved two-floor parking structure  
*Required Applications:*

<b>Site Plan Review</b>	To allow a third floor parking structure of approximately 20,000 square feet and 56 parking spaces to the existing two floor parking structure associated with the Karmel Plaza building.
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**SITE DATA**

<b>Existing Zoning</b>	II Light Industrial District
<b>Lot Area</b>	12,455 square feet / 2.58 acres
<b>Ward(s)</b>	10
<b>Neighborhood(s)</b>	Whittier Alliance
<b>Designated Future Land Use</b>	Urban Neighborhood
<b>Land Use Features</b>	Commercial Corridor (Lake Street 1/2 block away)
<b>Small Area Plan(s)</b>	Midtown Greenway Land Use and Development Plan

<b>Date Application Deemed Complete</b>	April 11, 2015	<b>Date Extension Letter Sent</b>	NA
<b>End of 60-Day Decision Period</b>	June 10, 2015	<b>End of 120-Day Decision Period</b>	NA

## BACKGROUND

**SITE DESCRIPTION AND PRESENT USE.** The existing development includes mixed use buildings with a shopping center. Karmel Plaza is located at 2910 Pillsbury Avenue and Karmel Square is located at 2936 Pillsbury Avenue. The commercial uses, including general retail sales and services uses, coffee shops, delicatessens, and sit down restaurants with limited entertainment, offices, food and beverage production, and a developmental achievement center, located on the first and second floors in Karmel Plaza, are part of a shopping center. A shopping center is not a permitted use in the 11 district. The original development proposed an ethnic market. The ethnic market was classified as a farmers' market. At the time, the zoning code did not include a definition for farmers' markets. The farmers' market that was approved for this site does not comply with the definition adopted in July of 2006, but the building was constructed and the use was established prior to the code change. Under today's code, the ethnic market that does not comply with the definition of farmers' market is considered a shopping center. The use is legally nonconforming.

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

**PROJECT DESCRIPTION.** On August 11, 2014, the City Planning Commission approved an application for a third and fourth floor expansion and for a two story parking structure over the existing surface parking lot.

The applicant is now seeking to add a third floor directly on top of the previously approved two-floor parking structure. The total height of the proposed structure will be approximately 39 feet, including associated screening. The 20,037 square foot addition will provide an additional 56 parking spaces. The amount of on-site parking will increase from 262 spaces to 312 spaces. The applicant has submitted a draft Travel Demand Management Plan. No changes are proposed to the Karmel Square building but the parking structure will extend onto this property. Therefore this property has been included within the development site.

## RELATED APPROVALS.

Planning Case #	Application	Description	Action
BZZ-6921	Site Plan Review	Clarifying previous Planning Commission approvals	Approved with conditions (2014)
BZZ-6524	Site Plan Review	Building additions and two-level parking structure	Approved with conditions (2014)
BZZ-6683	Shared loading (administratively reviewed)	Off-site loading lease with 2933 Pleasant Avenue	Approved with conditions (2014)
BZZ-6478	Shared parking (administratively reviewed)	Off-site parking lease with 2900 Pleasant Avenue	Approved with conditions (2014)
BZZ-5482	Expansion of non-conforming use and site plan review	Additional first floor additions to the shopping center and	Approved with conditions (2012)

		third floor addition for self-service storage	
BZZ-4801	Expansion of non-conforming use and site plan review	First floor additions to the shopping center and third floor addition for self-service storage	Approved with conditions (2010)
BZZ-1361	Conditional use permit and site plan review	New 2-story farmer's market	Approved with conditions (2003)

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

## ANALYSIS

### SITE PLAN REVIEW

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

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

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

- Plain face concrete block would not be used as a primary exterior building material. The proposed parking structure addition will be stucco to match the previously approved parking ramp.
- The only sloped floors are the ramps needed to gain access to each level of the parking structure. Although the garage is located at the interior of the site, which will help to minimize the visibility of the structure and vehicles, staff recommends that the Commission require the screening of headlights on all levels in order to minimize the impact on adjacent properties. A significant portion of the parking structure would be screened from the public streets on the east and west sides by the existing Karmel Plaza building.

##### **Access and Circulation – Meets requirements**

- Vehicles enter through a curb cut on Pleasant Avenue and exit through a curb cut on Pillsbury Avenue. Circulation is designed to occur on-site. Some residential uses are located in the immediate area. Staff is not aware of any conflicts created by the existing access location and circulation on pedestrians and surrounding residential properties. Although congestion is an issue in the immediate area, the draft Travel Demand Management Plan indicates that the traffic impacts will not increase significantly as a result of the proposed development.
- The site is not adjacent to a public alley.

##### **Landscaping and Screening – Not applicable**

- The landscaping and screening plan has not changed since the Commission's review and approval in August 2014.

##### **Additional Standards – Not applicable**

- No additional standards have changed since the Commission's review and approval in August 2014.

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

The site is zoned II. The proposed third story parking structure is accessory to the uses of the existing structure. The principle uses to which the proposed parking is accessory are legal non-conforming (shopping center) and permitted (offices, clinics, and place of assembly).

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

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

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

All of the uses shown on the first and second floor plans are collectively subject to the requirement of one space per 500 square feet of the gross floor area in excess of 4,000 square feet. These uses would occupy 67,699 square feet; therefore the minimum parking requirement for these uses is 127 spaces.

*Place of assembly:* The minimum parking requirement for a place of assembly is parking equal to 10 percent of the capacity of persons in the main auditorium and any rooms which can be added to the main auditorium by opening doors or windows to obtain audio or visual unity. The main auditorium spaces of the places of assembly would occupy approximately 6,137 square feet; therefore the minimum parking requirement is 41 spaces.

*Offices and clinics:* The minimum requirement for these uses is one space per 500 square feet of gross floor area (for offices this is the floor area in excess for 4,000 square feet). The area of the third and fourth floors occupied by these uses is approximately 38,457 square feet; therefore the minimum parking requirement is 69 spaces.

*Total minimum requirement and parking reductions:* The total minimum parking requirement equals 246 spaces. A total of 312 spaces (not including the two for emergency vehicles) would be provided.

*Standard, compact and accessible spaces:* At least 75 percent of the required spaces are required to comply with the minimum dimensions for standard spaces, or 200 spaces for this proposal. The remaining required spaces (up to 62) must comply with the minimum dimensions for compact spaces. There are 46 compact spaces proposed. Not all are clearly identified on the plans, but will need to be clearly labeled as compact spaces as required by section 541.330 of the zoning code. The remainder of the spaces would comply with the standard size requirements. Accessible parking spaces are also

required. A total of 22 accessible spaces are proposed, including the minimum required in each parking area.

*Maximum automobile parking requirements:* The maximum parking requirement for a shopping center is one space per 200 square feet of gross floor area. The shopping center would occupy a total of 67,699 square feet; therefore the maximum parking requirement is 338 spaces. The maximum parking requirement for a place of assembly is parking equal to 40 percent of the capacity of persons in the main auditorium and any rooms which can be added to the main auditorium by opening doors or windows to obtain audio or visual unity. Therefore the place of assembly has a maximum parking requirement of 139 spaces. For offices and clinics, the maximum requirement is one space per 200 square feet of gross floor area, which is equal to 231 spaces. Karmel Square would also be subject to the maximum requirement of one space per 200 square feet of gross floor area, which equals 150 spaces. The total maximum parking requirement is 858 spaces.

*Bicycle parking requirement:* The minimum bicycle parking requirement for each use is included in Table 4 below. Most of the tenant spaces of the shopping center were constructed before the minimum bicycle parking requirements took effect in 2009. However, providing bicycle lock-up facilities with a capacity of at least 20 bicycles was a condition of the previous site plan review approval. At least 60 bicycle spaces were required to be provided to qualify for the incentive to reduce the minimum automobile parking requirement. The application has proposed 64 bicycle parking spaces which are demonstrated on the plans. With the expansion of the parking ramp, the applicant no longer needs to provide bicycle parking to reduce the number of vehicle parking spaces required; however the minimum bike parking spaces still applies. The 64 proposed spaces exceed the minimum bicycle parking.

*Loading:* The minimum loading requirement for office uses with a total floor area between 20,001 and 50,000 square feet is one large space. The minimum loading requirement for a shopping center is as determined by conditional use permit. Because the shopping center was originally established as a farmers' market and is a nonconforming use in the II district, the zoning administrator determined that the loading requirement would be based on the principal uses in the shopping center. When a development includes more than one nonresidential use with a low, medium, or high loading requirement, the square footage of uses within the same rating category are added together in order to determine the number of required loading spaces. The shopping center uses, the place of assembly and clinics fall into the low rating. When uses with a low rating occupy between 50,001 and 200,000 square feet of gross floor area, a minimum of two small loading spaces are required. Therefore, a total of one large and two small loading spaces are required. The applicant is proposing to provide one large and two small spaces on the adjacent property of 2933 Pleasant Avenue through a shared loading agreement. The purpose of proposing the off-site loading is because the minimum required vertical clearance of 12 feet 9 inches could not be met with the construction of the new parking structure. The application for the off-site loading was reviewed administratively and was approved.

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

	Minimum Parking Requirement	Applicable Reductions	Maximum Parking Allowed	Proposed
Shopping center	127	N/A	338	--
Place of assembly	41		122	--
Offices/clinics	69		192	--
Karmel Square	21		150	--
<b>Total</b>	<b>246</b>		<b>802</b>	<b>312</b>

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

	Minimum Bicycle Parking	Minimum Short-Term	Minimum Long-Term	Proposed	Loading Requirement	Proposed
Shopping center	14	Not less than 50%	--	XX	Low (2 small)	2 small and 2 large
Clinic	3	Not less than 50%	--	XX		
Place of assembly	--	--	--	XX		
Office	3	--	Not less than 50%	XX	Medium (1 large)	
<b>Total</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>64</b>	<b>1</b>	<b>4</b>

**Building Bulk and Height – Meets requirements**

Table 5. Building Bulk and Height Requirements

	Code Requirement	Proposed
<b>Lot Area</b>	--	Karmel Plaza: 82,373 sq. ft. Karmel Square: 30,082 sq. ft. Total: 112,455 sq. ft. / 2.58 acres
<b>Gross Floor Area (GFA)</b>	--	Karmel Plaza: 119,683 sq. ft. Karmel Square: 29,716 sq. ft. Total: 149,399 sq. ft. (no change)
<b>Minimum Floor Area Ratio (GFA/Lot Area)</b>	--	--
<b>Maximum Floor Area Ratio (GFA/Lot Area)</b>	2.7	1.33 (no change)
<b>Maximum Building Height</b>	4 stories or 56 feet, whichever is less	3 level parking structure; 39 feet maximum proposed height

**Lot Requirements – Not applicable**

- The lot requirements have not changed since the Commission’s review and approval in August 2014.

**Yard Requirements – Not applicable**

- The yard requirements have not changed since the Commission's review and approval in August 2014.

**Signs – Not applicable**

- The signage has not changed since the Commission's review and approval in August 2014.

**Refuse Screening – Not applicable**

- The refuse screening has not changed since the Commission's review and approval in August 2014.

**Screening of Mechanical Equipment – Not applicable**

- The screening of mechanical equipment has not changed since the Commission's review and approval in August 2014.

**Lighting – Meets requirements with Conditions of Approval**

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

**Specific Development Standards – Not applicable**

- No specific development standards have changed since the Commission's review and approval in August 2014.

**Zoning Overlay District Standards – Not applicable**

- No zoning overlay district standards have changed since the Commission's review and approval in August 2014.

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

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

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

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

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

- 1.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.
- 1.3.2 Ensure the provision of high quality transit, bicycle, and pedestrian access to and within designated land use features.
- 1.3.3 Encourage above-ground structured parking facilities to incorporate development that provides active uses on the ground floor.

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

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

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

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

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

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

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

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

**Relationship to the Greenway**

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

afternoon sunlight to pass by the northeast and northwest building faces to shine on the greenway.

*Staff comment:* The proposed third floor to the previously approved two floor parking structure will have no impact to the Midtown Greenway. The Karmel Plaza structure will block, most, if not all views from the Greenway.

## RECOMMENDATIONS

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

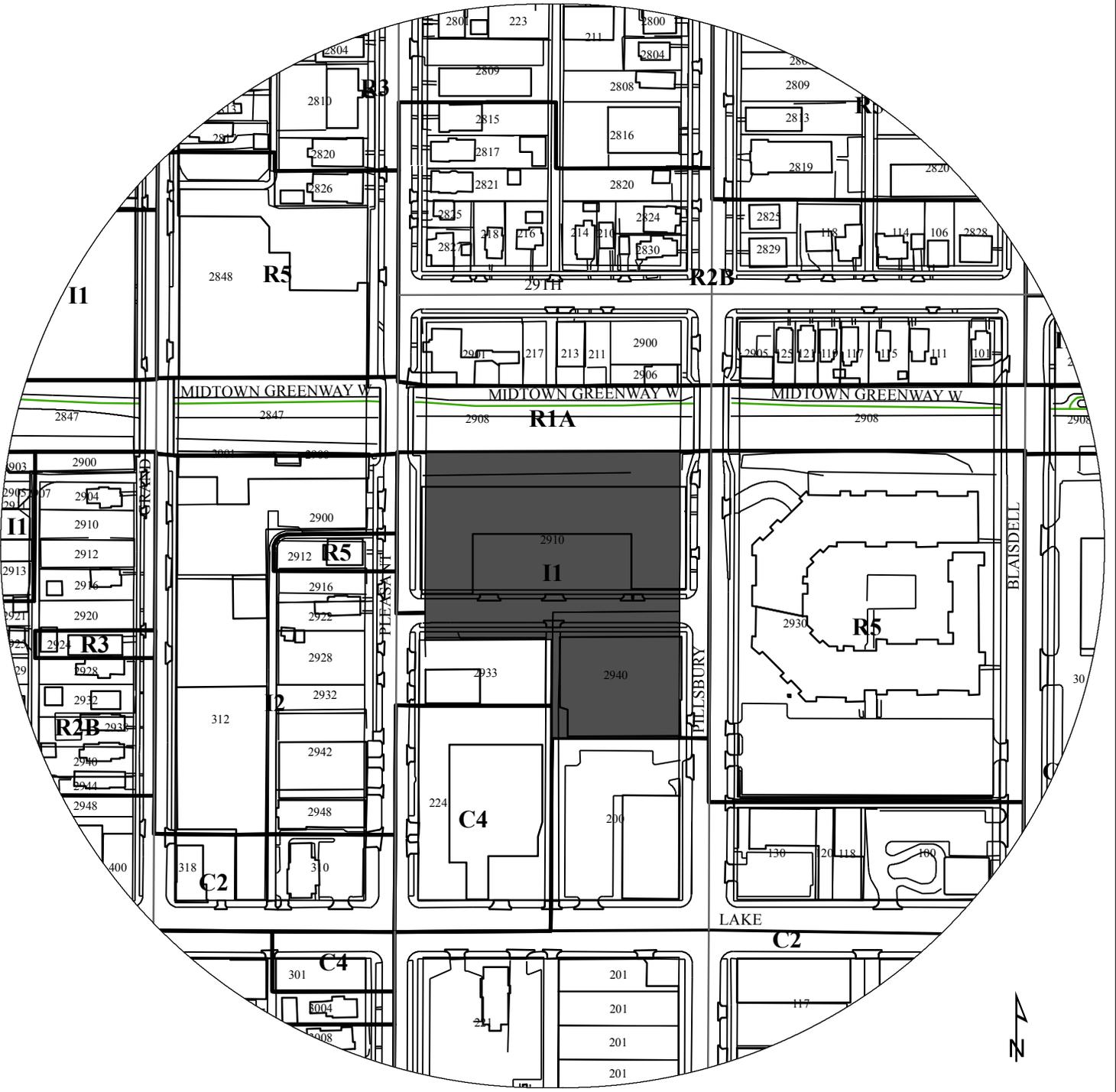
### A. Site Plan Review for a third floor parking structure.

Recommended motion: **Approve** the application for a third floor parking structure to the previously approved two floor parking structure for a total of 221 spaces and approximately 80,000 square feet of accessory parking for the Karmel Plaza building, subject to the following conditions:

1. Unless otherwise authorized or required by the City Planning Commission, the conditions of approval for BZZ-1361, BZZ-4801, BZZ-5482, and BZZ-6921 shall remain in effect.
2. The parking structure shall be designed to block all headlights from vehicles driving through and parked in the parking structure on all levels on the south, west, and east sides. The finish of the parking structure shall not be plain concrete or painted concrete.
3. CPED staff review and approval of the final site, landscaping, lighting, floor and building elevation plans.
4. All site improvements shall be completed by May 11, 2017, unless extended by the Zoning Administrator, or the permit may be revoked for noncompliance.

## ATTACHMENTS

1. Zoning map
2. Written description and findings submitted by applicant
3. Site plan
4. Landscape plan
5. Floor plans
6. Building elevations
7. Travel Demand Management Plan
8. Photos
9. Correspondence



PROPERTY ADDRESS

**2910 & 2936 Pillsbury Avenue**

FILE NUMBER

**BZZ-7113**



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

WWW.SABRIPROPERTIES.COM

### **STATEMENT OF PROPOSED USE**

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

Recently, we were approved to construct a 2 story parking ramp over the existing surface lot. Now, we are applying for a site plan amendment to construct an additional level of parking onto the ramp (3 story) which will create an additional 56 parking spaces. The current approved site plan, which includes the 4 story building and 2 story parking ramp, meets all parking requirements. The additional level of parking will be accessory parking to accommodate any excess mall traffic and to help alleviate any traffic congestion in the neighborhood. Elevations and screening of the new ramp level will be consistent with current approved ramp.

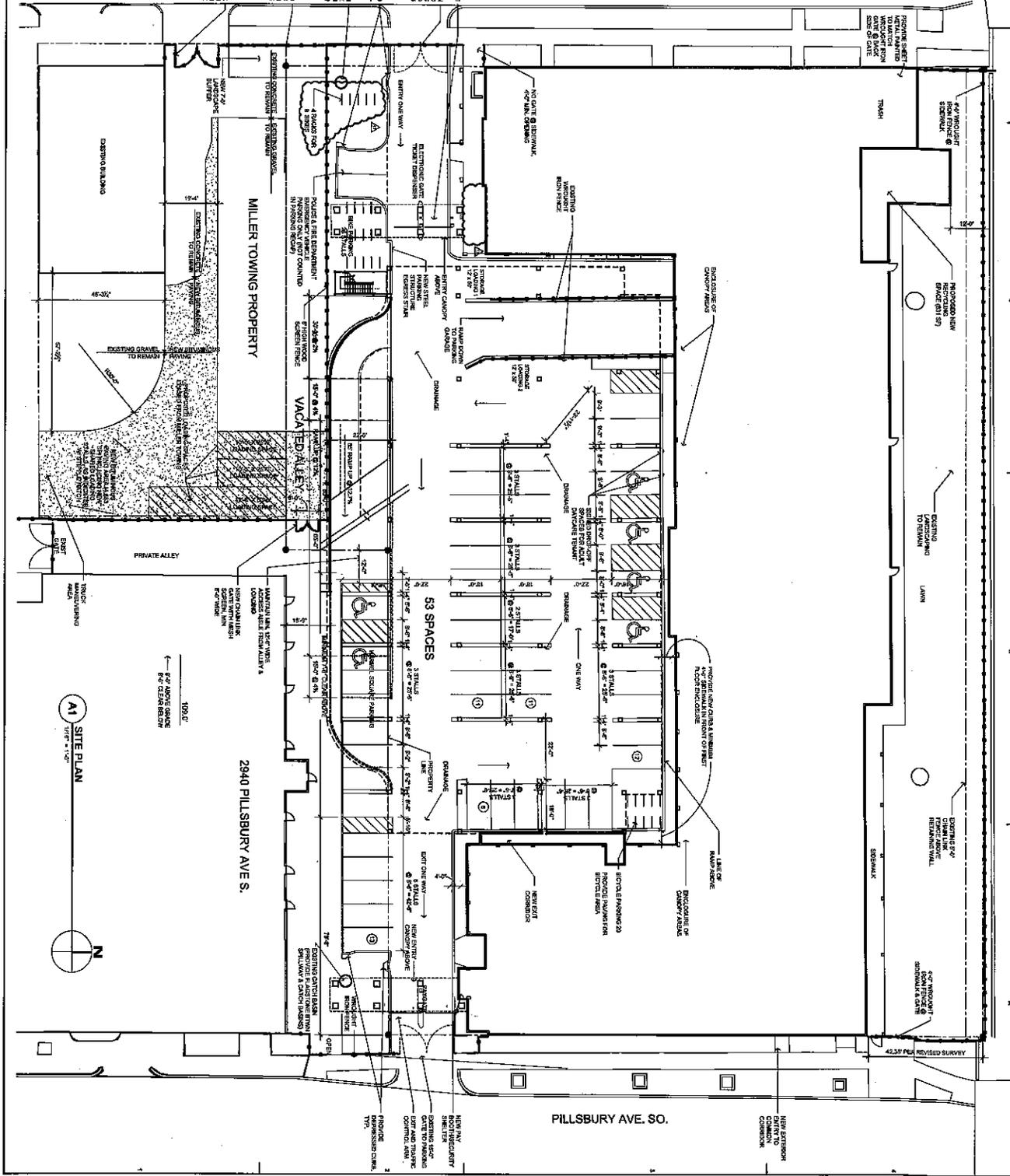
**PARKING RECAP**

BICYCLE PARKING	91
SPACES OUTSIDE (GARAGE LEVEL)	53
TOTAL	312

**PROJECT SQUARE FOOTAGE RECAP**

LOT AREA OF 2910 PILLSBURY	82,395 SF
LOT AREA OF 2940 PILLSBURY	30,082 SF
GROSS FLOOR AREA OF 2910 PILLSBURY	37,166 SF
FOOTPRINT AREA OF 2940 PILLSBURY	22,804 SF
TOTAL	64

PLEASANT AVE. SO.



A1 SITE PLAN



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

2910 Pillsbury Ave S, Minneapolis  
 SITE PLAN / PROPOSED LOADING SPACES ON ADJACENT PROPERTY

**AS100**

**DJR ARCHITECTURE, INC.**  
 233 Washington Ave. S., Suite 110  
 Minneapolis, Minnesota 55401  
 612-476-2700 www.djr-inc.com

Project #: 13-0086.0  
 Date: 01.06.2015  
 Drawn by: DR  
 Checked by: SH

NO.	DATE	DESCRIPTION
1	01.06.2015	REVISED FOR SUBMITTAL
2	01.06.2015	REVISED FOR SUBMITTAL
3	01.06.2015	REVISED FOR SUBMITTAL
4	01.06.2015	REVISED FOR SUBMITTAL
5	01.06.2015	REVISED FOR SUBMITTAL
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19	01.06.2015	REVISED FOR SUBMITTAL
20	01.06.2015	REVISED FOR SUBMITTAL

PLANT SYMBOL	TYPE	QTY	DATE
1	WINDMILL TREE	48	07/15/15
2	WINDMILL TREE	48	07/15/15
3	WINDMILL TREE	48	07/15/15
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**LANDSCAPE NOTES**

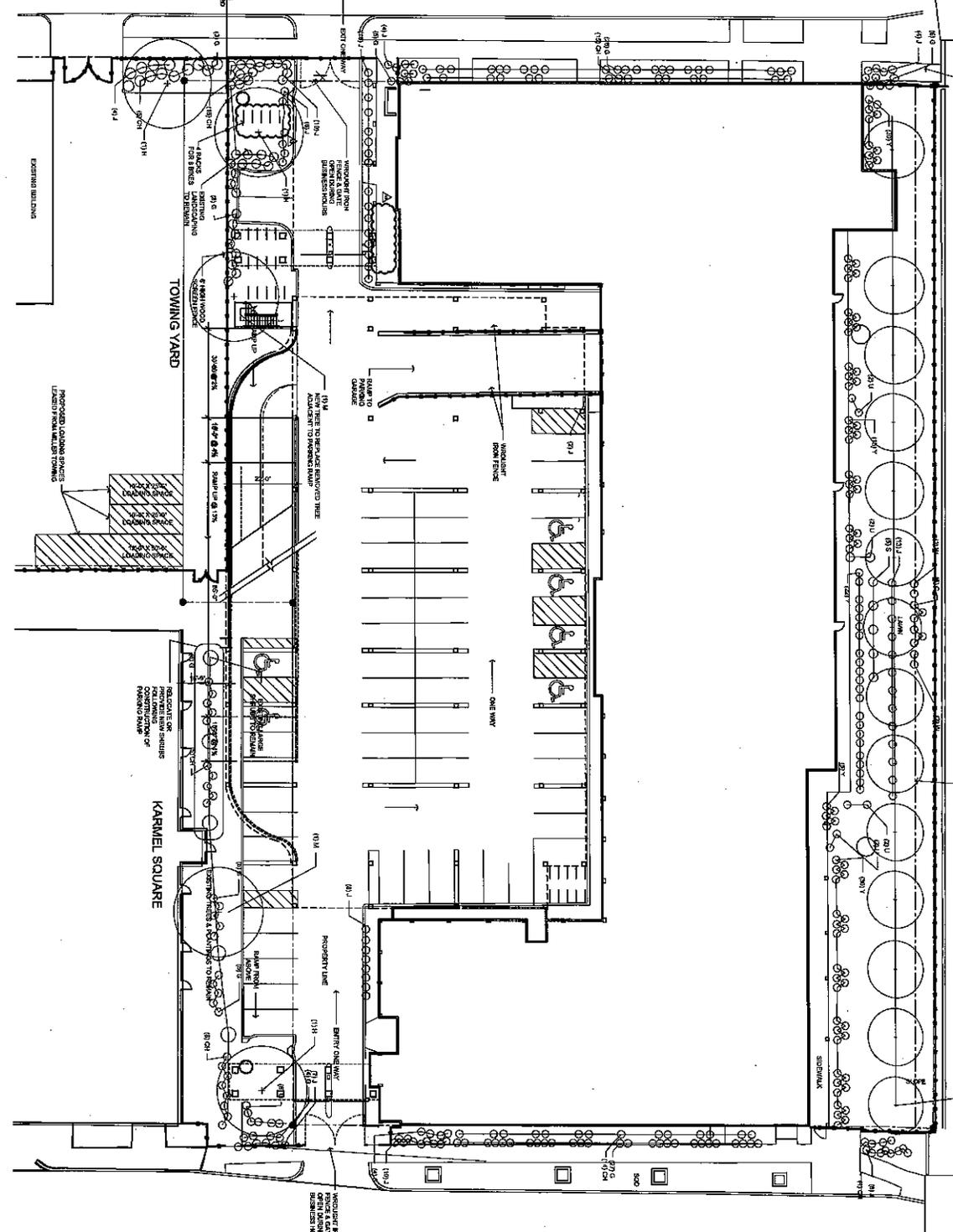
1) LANDSCAPE SYMBOLS AND QUANTITIES FROM APPROVED 2014 PLANTING GUIDE. PLANTS HAVE BEEN INDICATED THAT TO CHANGE TO OTHER PLANTING GUIDE QUANTITIES. QUANTITIES FROM THIS GUIDE WILL BE USED UNLESS OTHERWISE NOTED. QUANTITIES FROM THIS GUIDE WILL BE USED UNLESS OTHERWISE NOTED. QUANTITIES FROM THIS GUIDE WILL BE USED UNLESS OTHERWISE NOTED.

2) EXISTING UTILITIES, LANDSCAPE MATERIALS, TREES & SHRUBS TO REMAIN TO BE SHOWN AS DASHED LINES. ALL UTILITIES TO BE DELETED OR RELOCATED TO BE SHOWN AS DASHED LINES. ALL UTILITIES TO BE DELETED OR RELOCATED TO BE SHOWN AS DASHED LINES.

3) ALL GRASS / GRASS MIXTURES TO BE SPECIFIED BY OWNER. ALL GRASS / GRASS MIXTURES TO BE SPECIFIED BY OWNER. ALL GRASS / GRASS MIXTURES TO BE SPECIFIED BY OWNER.

4) ALL IMPROVEMENTS TO BE SHOWN AS DASHED LINES. ALL IMPROVEMENTS TO BE SHOWN AS DASHED LINES. ALL IMPROVEMENTS TO BE SHOWN AS DASHED LINES.

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**A1** LANDSCAPE PLAN  
DATE: 07/15/15

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

5510 Fibary Ave S, Minneapolis  
LANDSCAPE PLAN

**AL100**

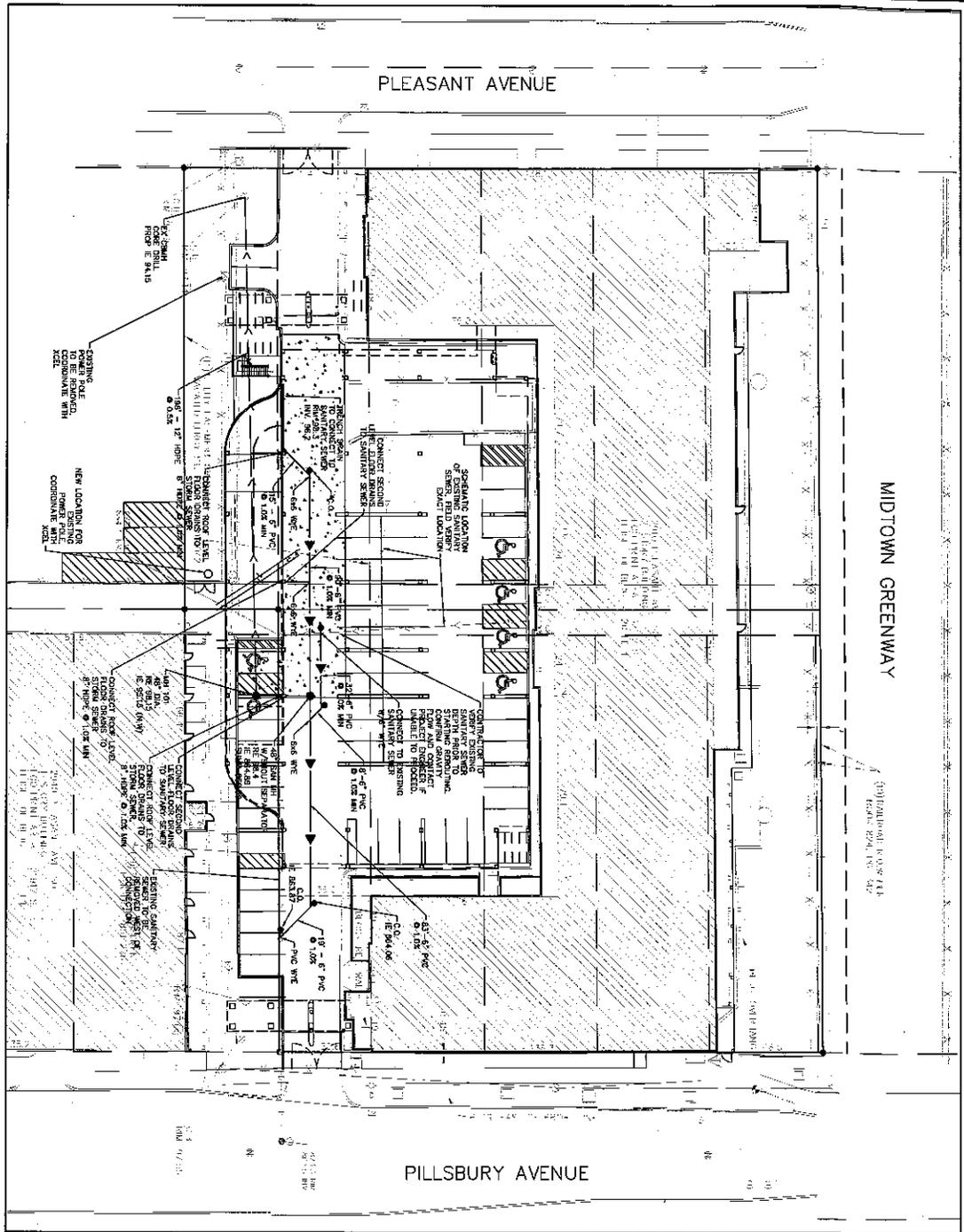
Issue	Date
1) REVISED FOR SUBMITTAL	06/09/2014
2) REVISED FOR SUBMITTAL	07/15/2014
3) REVISED FOR SUBMITTAL	10/27/2014
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11) REVISED FOR SUBMITTAL	02/25/2015
12) REVISED FOR SUBMITTAL	03/04/2015
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18) REVISED FOR SUBMITTAL	04/15/2015
19) REVISED FOR SUBMITTAL	04/22/2015
20) REVISED FOR SUBMITTAL	04/29/2015

100% design and construction documents prepared by me or under my direct supervision and I am a duly Licensed Architect under the laws of the State of Minnesota.  
**SCOTT NELSON**  
Architect  
255-2015

**DJR**  
ARCHITECTURE, INC  
330 Washington Ave N, Suite 210  
Minneapolis, Minnesota 55401  
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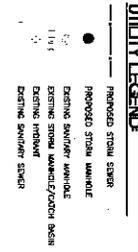
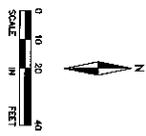
Project #: 13-0246  
Date: 01.05.2015  
Drawn by: DP  
Checked by: SN





**SITE DATA**

LOT AREA: 62,372 SF  
 EXISTING IMPROVEMENTS: 72,103 SF (62.2% OF SITE)  
 PROPOSED IMPROVEMENTS: 72,004 SF (62.2% OF SITE)  
 PROPOSED IMPROVEMENTS: 72,004 SF (62.2% OF SITE)  
 GROUND WHEN MAINTENANCE SHALL NOT BE REQUIRED SINCE LAND DISTURBING ACTIVITIES TO BE LESS THAN ONE ACRE



- UTILITY NOTES**
1. DURING UTILITY SERVICE LOCATIONS AND DEPTING SHALL BE CARRIED IN THE FIELD AND WITH THE CITY OF MINNEAPOLIS PERS TO CONSTRUCTION.
  2. MAINTAIN 18" VERTICAL AND SEPARATION AT ALL PIPE CROSSINGS.
  3. CONTRACTOR IS RESPONSIBLE FOR ALL PROTECT WORK TO THE STREET OR DRIVEWAY.
  4. UTILITY CONNECTION TO EXISTING EXISTING SANITARY SEWER FOR ALL IMPROVED IMPROVEMENTS OF THIS TYPE AT THE STREET OR DRIVEWAY.
  5. ALL UTILITY WORK SHALL BE IN ACCORDANCE WITH THE CITY OF MINNEAPOLIS STANDARD SPECIFICATIONS.
  6. NOTIFY Gopher State One Call, (800)225-1165, 48 HOURS IN ADVANCE OF ANY UTILITY WORK.
  7. PROVIDE TEMPORARY TRAFFIC CONTROL IN CONFORMANCE WITH THE CITY OF MINNEAPOLIS TRAFFIC CONTROL ZONE REGULATIONS. MARKING FOR ANY UTILITY CONSTRUCTION WITHIN PAVED AREAS SHALL BE IN ACCORDANCE WITH THE CITY OF MINNEAPOLIS STANDARD SPECIFICATIONS.
  8. RESPECTIVE SERVICE LOCATIONS.

**ALLIANT**

233 Park Ave S Ste 300  
 Minneapolis, MN 55402  
 612.759.3050 FAX  
 612.759.3059 FAX  
 www.alliantinc.com

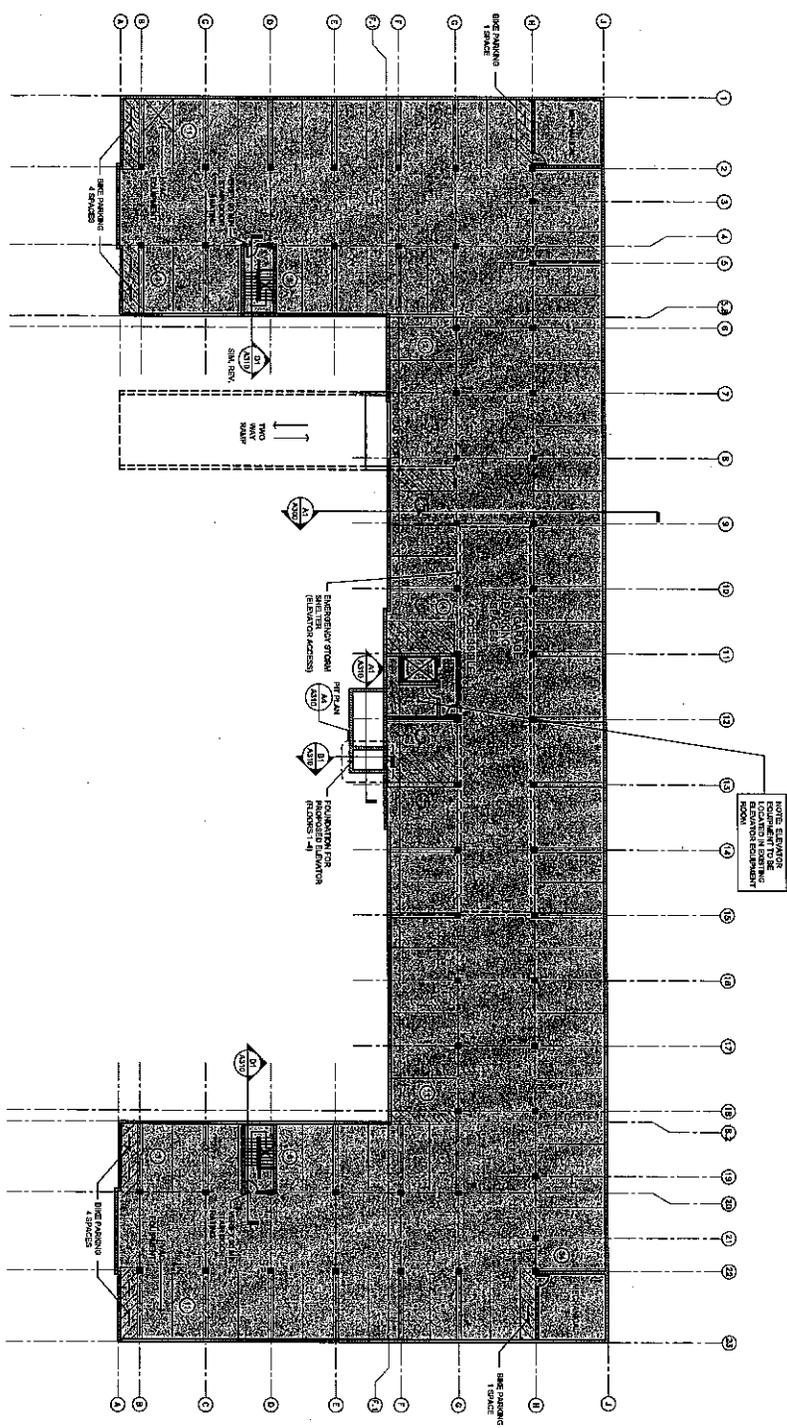
**KARMEI PLAZA - PARKING RAMP**

PILLSBURY AVENUE SOUTH  
 MINNEAPOLIS, MN

**BUILDING PERMIT**

**UTILITY PLAN**

DATE: 02/04/15  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 PROJECT NO.: 14-0083



**A1** EXISTING PARKING GARAGE FLOOR PLAN  
1/8" = 1'-0"

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

2010 Parkway Ave S, Minneapolis

**EXISTING GARAGE FLOOR PLAN**

No.	Description	Date	Project #
1	REVISED FOR SUBMITTAL	08.05.2014	15-00483
2	REVISED FOR SUBMITTAL	10.06.2014	
3	REVISED FOR SUBMITTAL	10.27.2014	
4	REVISED FOR SUBMITTAL	11.03.2014	
5	REVISED PLANNING SUBMITTAL	11.06.2014	
6	REVISED PERMIT SET	12.23.2014	
7	REVISED PERMIT SET	01.08.2015	
8	REVISED PERMIT SET	01.22.2015	
9	REVISED PERMIT SET	2.05.2015	
10	REVISED PERMIT SET	3.18.2015	
11	4th FL PARKING-PLANNING USMIT	3.18.2015	

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

*Scott A. Olson*  
 SCOTT A. OLSON  
 License No. 17444  
 2.04.2015  
 CPE

Checked by: SN

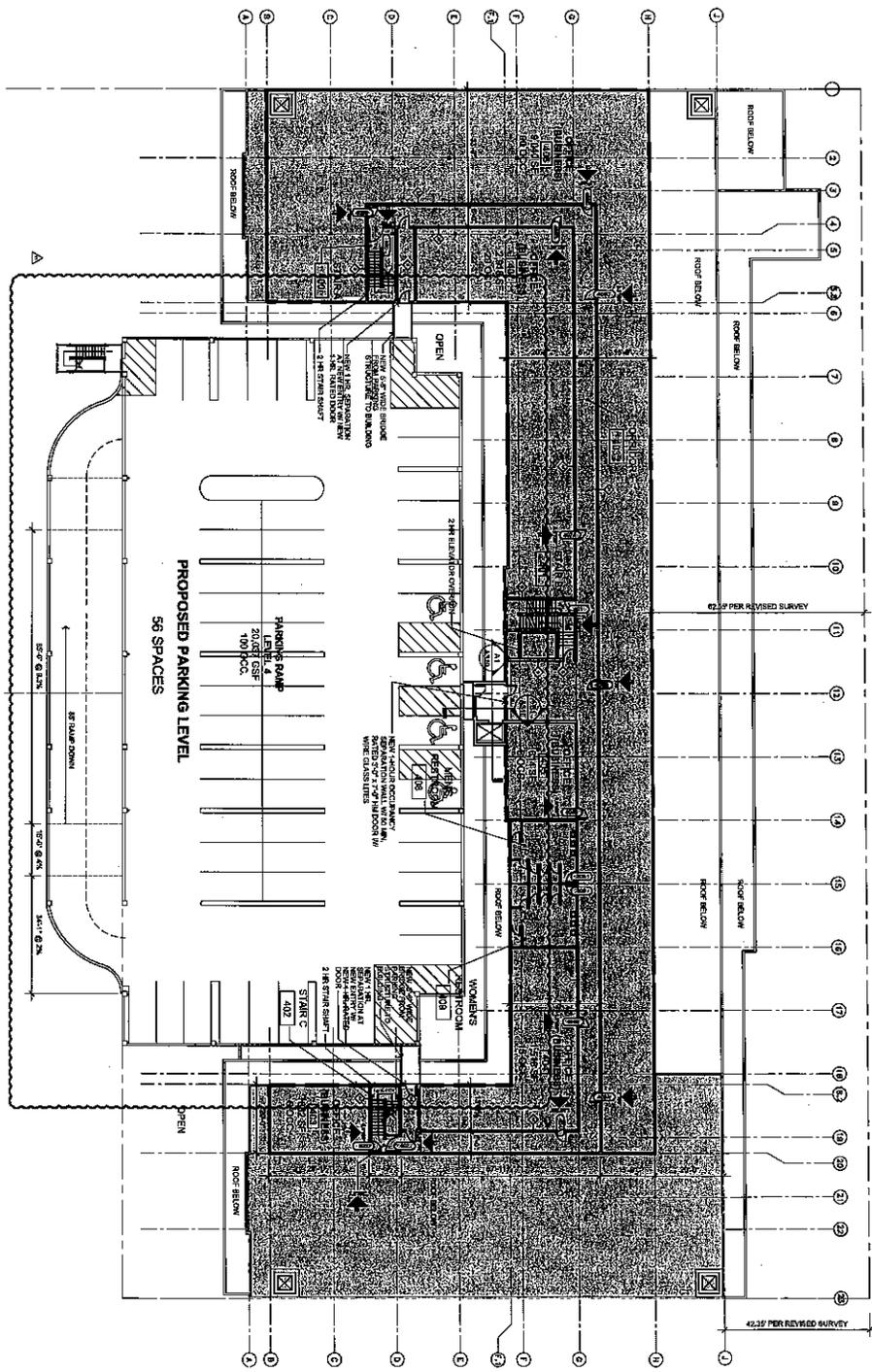
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 Minneapolis, Minnesota 55401  
 612.576.2700 www.djrinc.com

**A100**









**A1** FOURTH FLOOR PLAN - PROPOSED RAMP ADDITION  
LINE # 1707

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

2010 Pillsbury Ave S, Minneapolis

PROPOSED FOURTH FLOOR PLAN

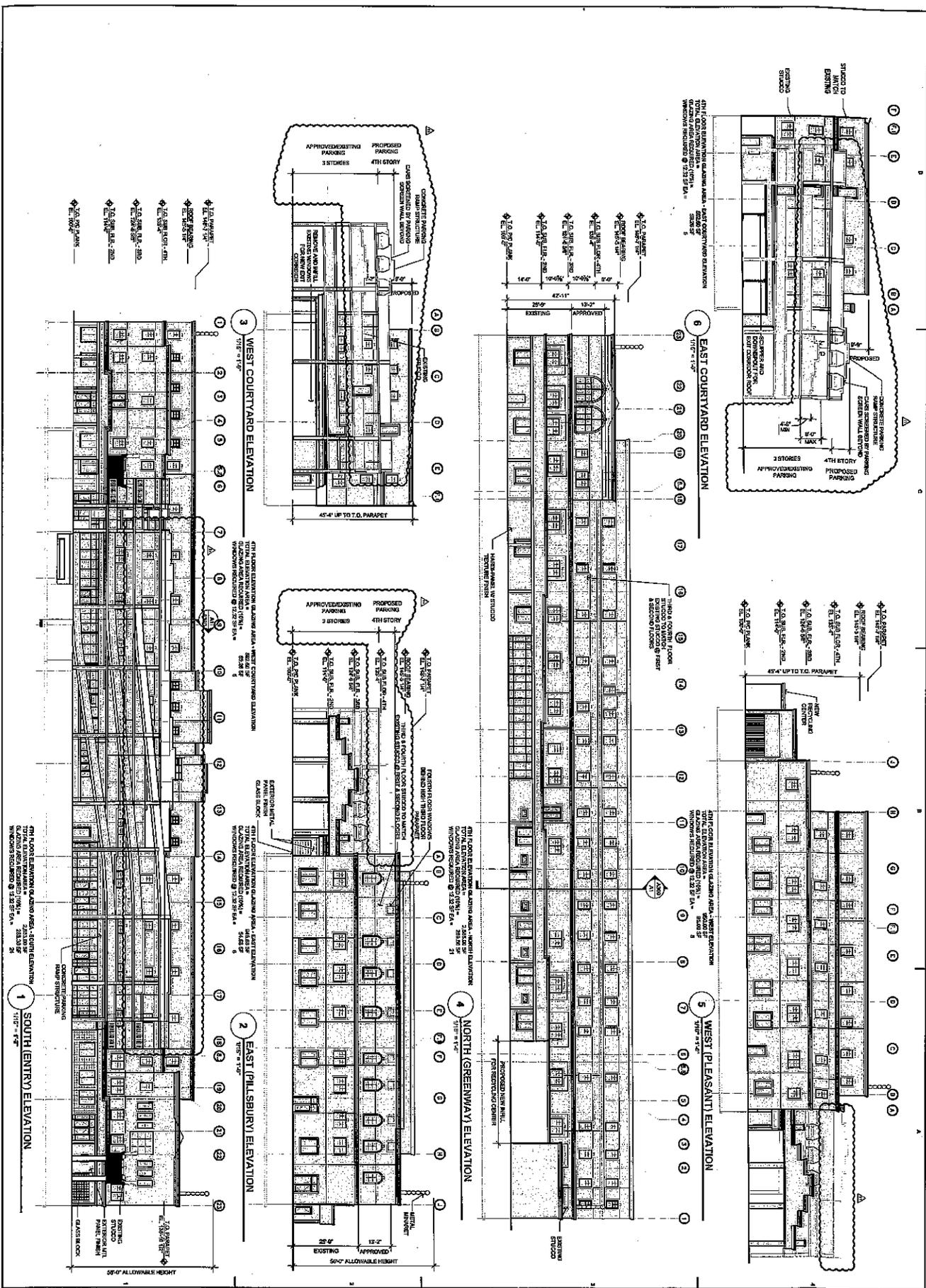
Issue	Date	Issue	Date
1	06.09.2014	REVISED FOR SUBMITTAL	06.09.2014
2	06.25.14	REVISED FOR SUBMITTAL	06.25.14
3	07.27.14	REVISED FOR SUBMITTAL	07.27.14
4	11.03.14	REVISED FOR SUBMITTAL	11.03.14
5	11.05.14	REVISED PLANNING SUBMITTAL	11.05.14
6	12.23.14	REVISED FOR SUBMITTAL	12.23.14
7	01.06.2015	REVISED PERMIT SET	01.06.2015
8	01.22.2015	REVISED PERMIT SET	01.22.2015
9	2.02.2015	REVISED PERMIT SET	2.02.2015
10	3.18.2015	REVISED PERMIT SET	3.18.2015
11	3.19.2015	11 45-FL PARKING - PLANNING SEMIL	3.19.2015

Project #: 13-0048.0  
 Date: 01.05.2018  
 Drawn by: DP  
 Checked by: SH

*Scott Nelson*  
 17444  
 2.00

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**A140**



# KARMELO PLAZA 4TH FLR & PARKING RAMP

2310 Pillsbury Ave S., Minneapolis

**A200**

## EXTERIOR ELEVATIONS

Date	By
1. REVISED FOR SUBMITTAL	09.26.2014
2. REVISED FOR SUBMITTAL	10.06.2014
3. REVISED FOR SUBMITTAL	10.27.2014
4. REVISED FOR SUBMITTAL	11.03.2014
5. REVISED PLANNING SUBMITTAL	11.06.2014
6. REVISED FOR SUBMITTAL	11.20.2014
7. REVISED PERMIT SET	01.08.2015
8. REVISED PERMIT SET	01.20.2015
9. REVISED PERMIT SET	02.03.2015
10. REVISED PERMIT SET	2.11.2015
11. 4th FL PARKING - PLANNING SMTL	2.11.2015

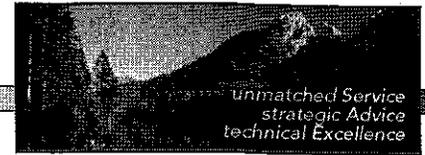
Project #: 13-00480  
 Date: 01.08.2015  
 Drawn by: DP  
 Checked by: SV  
 1744  
 2.05.2015

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

SCOTT WELSON  
 1744  
 2.05.2015

**DJR**  
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July 16, 2014



## Travel Demand Management Plan for Karmel Plaza in Minneapolis, MN

**UPDATED MARCH 2015**

Prepared for:

### **SABRI PROPERTIES**

207 East Lake Street  
Minneapolis, MN 55408

Prepared by:

### **WENCK ASSOCIATES, INC.**

1800 Pioneer Creek Center  
P.O. Box 249  
Maple Plain, Minnesota 55359-0249  
(763) 479-4200

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## 1.0 Purpose and Background

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This report is an update to the Travel Demand Management Plans (TDMP) completed in June, 2011 and July, 2014 for this site. The report has been updated to account for current building sizes and an additional level of parking.

### Existing Site

The existing site consists of Karmel Plaza, a multi-tenant retail development located at 2910 Pillsbury Avenue. The subject site is located between Pleasant Avenue S. and Pillsbury Avenue S. immediately south of the Midtown Greenway. The area is zoned I1 Light Industrial District. The zoning will not change with this project. The project location is shown in **Figure 1**.

Both surface parking and underground parking are provided for the site. There are currently 69 surface parking spaces and 91 underground parking spaces on-site. The site has single access points on Pleasant Avenue and on Pillsbury Avenue.

Additional off-site surface parking is located west of Pleasant Avenue immediately south of the Midtown Greenway. The parking lot provides 107 stalls for employee and customer use.

### Projects Completed Since 2011

The TDMP completed in 2011 accounted for the following building projects, which have been fully completed:

- (1) Enclosed 704 square feet of existing canopy space for use as retail space on the first floor of Karmel Plaza
- (2) Enclosed 808 square feet of existing canopy space for use as retail space on the first floor of Karmel Square

The third building project included in the 2011 TDMP was recently completed. This project involved the addition of a third floor to the existing Karmel Plaza building. This added 25,558 square feet of space to the building.

In addition, improvements were made to the on-site parking. The entrance was moved to Pleasant Avenue and the exit was moved to Pillsbury Avenue. Both the entrance and exit were expanded to three lanes and automated parking gates were installed.

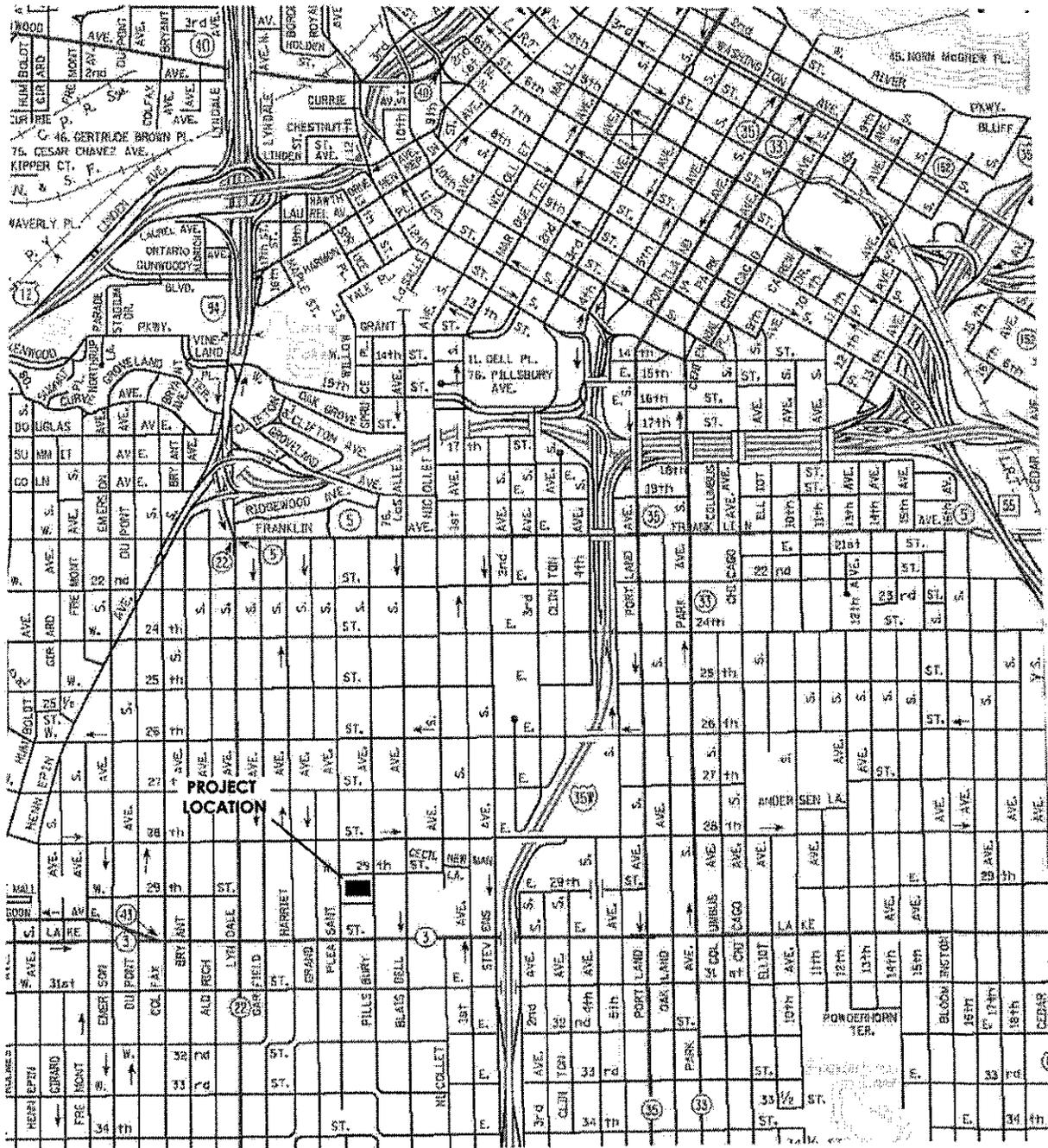
### Current Proposed Project

The current proposed project will consist of the following:

- (1) Constructing a fourth floor with 18,893 square feet of office space.
- (2) Converting the existing tenant prayer room into office space, resulting in 3,370 square feet of additional office space.
- (3) Constructing a 219 stall parking ramp on the existing on-site parking lot.

The underground parking count will not be impacted by this project. The proposed project will utilize the existing access points on Pleasant Avenue and Pillsbury Avenue. The current site plan is shown in **Figure 2**.

The proposed project will provide a minimum of 64 bicycle parking spaces on-site. The proposed project is expected to be complete by the end of 2015.



APPROXIMATE SCALE



0 2000'



TRAVEL DEMAND  
MANAGEMENT PLAN FOR  
KARMEI PLAZA

FIGURE 1  
PROJECT LOCATION

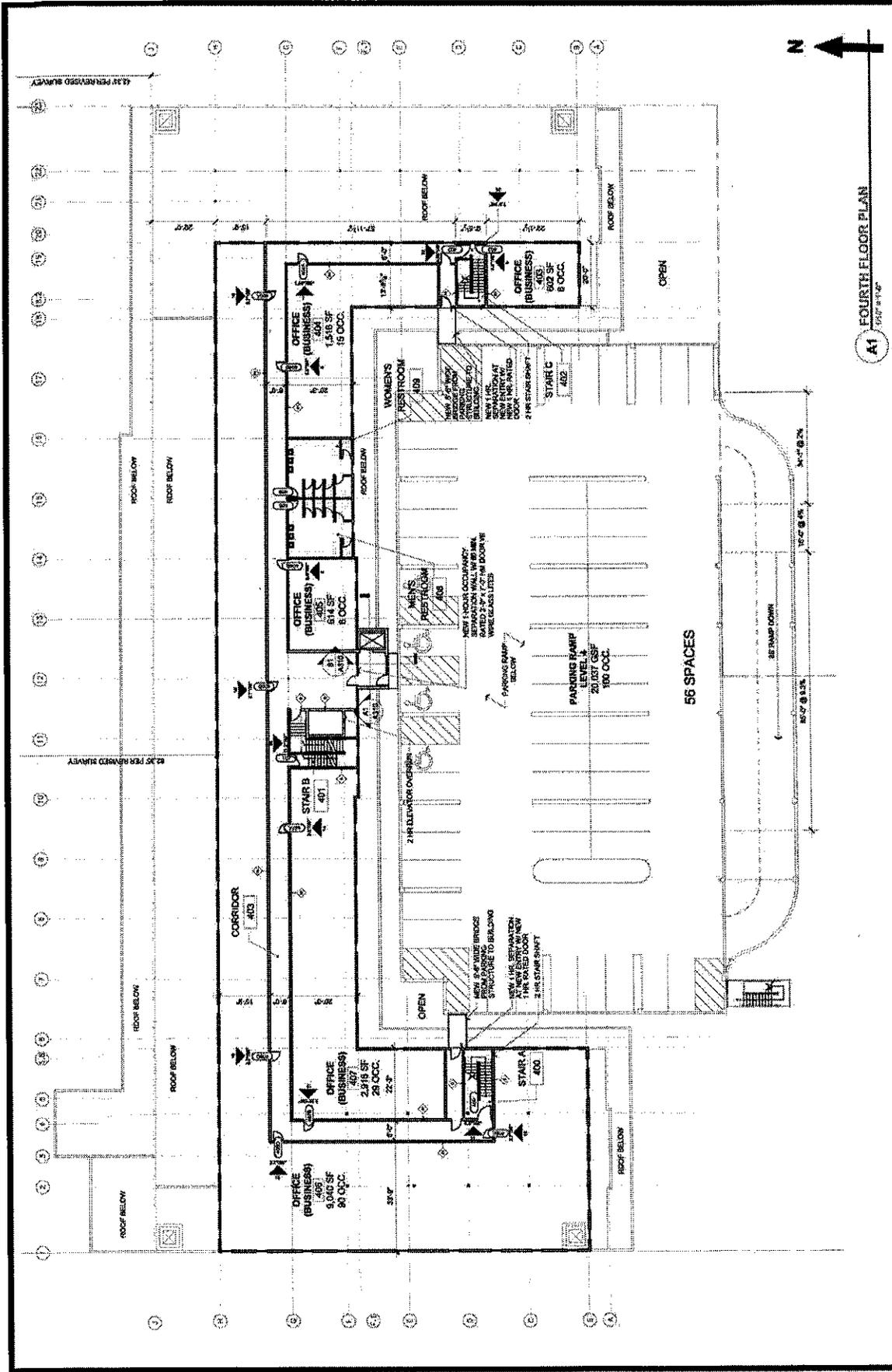


FIGURE 2  
CURRENT SITE PLAN

TRAVEL DEMAND  
MANAGEMENT PLAN UPDATE  
FOR KARMEL PLAZA



### 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.

---

## 2.0 Traffic

---

### Framework for Traffic Forecasts

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

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

The Friday afternoon period was chosen for analysis after discussions with the project owner and City staff. The existing uses at Karmel 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 are typically considered for the year following expected completion of the proposed development. Accordingly, traffic forecasts were completed for the following three scenarios:

- Existing (2014) – based on traffic counts.
- 2016 no-build – existing volumes increased by 0.75 percent per year to account for background traffic growth.
- 2016 build – trips generated by the proposed development are added to the 2016 no-build volumes.

### Existing Traffic Volumes and Operations Observations

Turn movement data for the analysis intersections were recorded in June, 2014. In addition to the data collection, all intersections were observed relative to traffic operations. Minimal congestion was observed at the Pleasant Avenue/Karmel Plaza access intersection during the highest volume time periods. Improvements made since 2011 included relocating the entrance to Pleasant Avenue and creating three entry lanes, which has resulted in improved entering operations. No vehicles backups onto Pleasant Avenue were observed.

Some congestion occurred along Pillsbury Avenue in conjunction with the on-street parking. Vehicles accessing the on-street parking spaces occasionally blocked traffic while maneuvering into a space. Compounding the issue is the random use of double parking on Pillsbury Avenue. Drivers will stop in the travel lane next to a parked car and leave the vehicle for a short time to run into the building. This maneuver results in additional congestion on Pillsbury Avenue. Sabri Properties has hired off-duty police officers to enforce no-stopping Friday through Sunday. On Monday through Thursday, the on-site security personnel enforce the no-stopping provision.

The Lake Street/Pillsbury Avenue intersection experiences high vehicle and pedestrian volumes during the p.m. peak period. The existing traffic signal control was 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 office, clinic, and prayer room uses, trip generation was completed using data presented in the Institute of Transportation Engineers' *Trip Generation*, Ninth Edition. **Table 1** presents the projected p.m. peak hour trip generation.

**Table 1**  
**Weekday P.M. Peak Hour Trip Generation**

Use	Size	P.M. Peak Hour		
		In	Out	Total
Office – 3 <sup>rd</sup> Floor	7,661 SF	2	9	11
Clinic – 3 <sup>rd</sup> Floor	3,144 SF	8	9	17
Prayer Room – 3 <sup>rd</sup> Floor (net new space added)	5,556 SF	42	21	63
Common Space – 3 <sup>rd</sup> Floor	9,197 SF	0	0	0
Office – 4 <sup>th</sup> Floor	17,136 SF	4	22	26
Common Space – 4 <sup>th</sup> Floor	1,757 SF	0	0	0
Office (from existing prayer room)	3,370 SF	1	4	5

SF = square feet

Each floor contains some common space that contains restrooms, hall way space, common lobby areas, etc. This space is separate from the specific uses and does not generate any trips.

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.

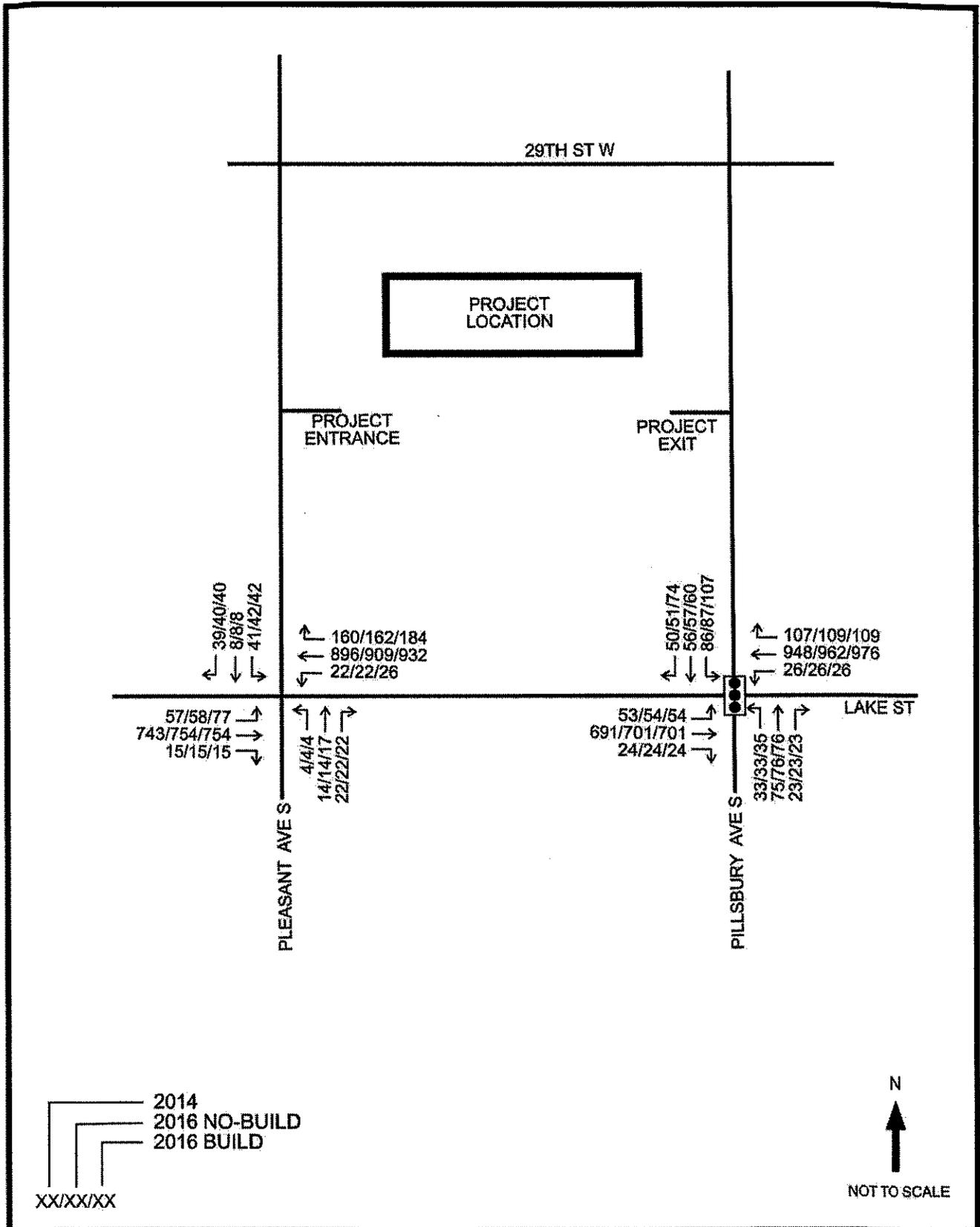
Based on existing traffic patterns in the area, the surrounding roadway network, and locations of major trip attractions relative to the subject site, the following directional distribution percentages were established for development trips:

- 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 29<sup>th</sup> 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 existing, 2016 no-build, and 2016 build scenarios.



TRAVEL DEMAND  
 MANAGEMENT PLAN UPDATE  
 FOR KARMEL PLAZA

**FIGURE 3**  
**FRIDAY P.M. PEAK**  
**HOUR VOLUMES**

### Intersection Impacts

In order to better understand traffic related impacts at the subject intersections, capacity analyses were performed for the 2014, 2016 no-build, and 2016 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 2014 conditions, all movements operate at a LOS C or better and the overall intersection operates at LOS B. Under 2016 No Build and Build conditions, all movements operate at a LOS D 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)*

Due to the high volumes on Lake Street and the stop sign control on the minor street, the northbound and southbound movements at this intersection operate at LOS F under all scenarios, including existing conditions. All other movements operate at LOS A under all scenarios. While not desirable, LOS F for a minor street approach under stop sign control intersecting a high volumes street is not unexpected.

From an overall volume standpoint, the proposed project increases the volume entering the intersection by only 3.7%. Therefore, from an overall intersection standpoint, the trips added by the proposed development have very little impact on the overall intersection operations.

### Accommodation of Deliveries and Garbage Pick-Up

Garbage pick-up will be accomplished at the existing garbage storage area on Pleasant Avenue. Garbage pick-up will occur as often as necessary to fully serve the entire building.

Loading zones for the facility are included on-site. The locations of the proposed loading zones are shown in Figure 2.

### Potential Future Access Provision

Sabri Properties currently owns a portion of the alley that has been vacated from Karmel Square (2940 Pillsbury) to Lake Street. Sabri Properties is exploring the possibility of obtaining an easement from Walgreens and Paramount Collision to allow access from Lake Street. Since this access is not finalized and is not included in the current project, it has not been included in the traffic analysis.

### Overall Traffic Impacts and Recommended Changes

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. That being said, there are operational issues that occur near Karmel Plaza, most notably on Pillsbury Avenue. To help address these issues, the following changes are recommended:

- **Enforce no stopping (double parking) on Pillsbury.** This step will improve operations by eliminating the delays caused by motorists stopped in the through lanes. This will require additional education of tenants and police enforcement to be effective. Sabri Properties has hired off-duty police officers to enforce no-stopping Friday through Sunday. On Monday through Thursday, the on-site security personnel enforce the no-stopping provision.
- **Continue providing parking attendants and security in the parking lot during busy times.** On-site personnel are effective in moving vehicles in and out of the site. These personnel must be in-place during all busy times to ensure smooth internal operations.

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## 3.0 Parking

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The existing site provides 160 on-site parking spaces, with 69 surface spaces and 91 underground spaces. The proposed project includes the construction of a 219 stall above ground parking ramp on the site of the existing parking lot. After construction of the parking ramp, there will be will 310 parking spaces on-site.

Additional off-site surface parking is located west of Pleasant Avenue immediately south of the Midtown Greenway. The parking lot provides 107 stalls for employee and customer use.

The on-site parking spaces are for employees and patrons only. Patrons are charged a fee to use the on-site parking. The parking fee should be set at a level that results in a balance of off-street and on-street parking. If it is set too high, customers and employees will be resistant to parking on-site. If it set too low, spaces may be used by customers from other nearby businesses. Usage of the on-site parking is monitored by management staff. If usage is lower than expected, the parking fee will be adjusted accordingly.

### Parking Operation Observations

Due to winter weather conditions, the parking data collected in June, 2014 was retained for the parking analysis.

Parking operations were observed during the 3 to 6 p.m. time period on Friday, June 13, 2014. During this time period both the surface and underground parking stalls were heavily used. Security personnel were stationed in the parking area to help move vehicles in and out. Security personnel moved through the surface lot assisting motorists looking for spaces and exiting spaces. When the surface area became full, the security personnel directed motorists to the underground 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, June 13, 2014. For on-site parking, the number of parking spaces used in both the surface parking area and the underground parking area were recorded every 30 minutes. For on-street parking, the number of vehicles parked on each street was also recorded every 30 minutes. The results of the parking usage survey are shown in **Tables 2 and 3**.

**Table 2**  
**Existing On-Site Parking Usage**

Time of Day	Surface Spaces (69 total spaces)		Underground Spaces (91 total spaces)		Total On-Site (160 total spaces)	
	Spaces used	Spaces open	Spaces used	Spaces open	Spaces used	Spaces open
3:00 pm	68	1	47	44	115	45
3:30 pm	69	0	53	38	122	38
4:00 pm	66	3	44	47	113	47
4:30 pm	69	0	41	50	119	44
5:00 pm	67	2	46	45	113	47
5:30 pm	69	0	71	20	140	20
6:00 pm	69	0	82	9	151	9

As shown in Table 2, the surface parking spaces were heavily used throughout the surveyed time period. The use of the underground spaces remained steady until 5 p.m., when the usage increased. For the overall site, there was a maximum of 47 spaces available at 4 p.m. and 5 p.m. and a minimum of 9 spaces available at 6 p.m.

**Table 3**  
**On-Street Parking Usage**

Location	Total spaces	Spaces Used/						
		open						
		3 pm	3:30 pm	4 pm	4:30 pm	5 pm	5:30 pm	6 pm
Pleasant from 28 <sup>th</sup> to 29 <sup>th</sup> (CPA)	26	18/8	16/10	18/8	18/8	14/12	15/11	16/10
Pleasant from 29 <sup>th</sup> to Lake (metered)	30	20/10	26/4	23/7	23/7	26/4	22/8	25/5
Pillsbury from 28 <sup>th</sup> to 29 <sup>th</sup> (open)	31	27/4	27/4	28/3	27/4	30/1	31/0	31/0
Pillsbury from 29 <sup>th</sup> to Lake (metered)	43	43/0	42/1	36/7	43/0	43/0	42/1	43/0
29 <sup>th</sup> from Pleasant to Pillsbury (CPA)	27	8/19	9/18	9/18	7/20	3/24	4/23	4/23
29 <sup>th</sup> from Pillsbury to Blaisdell (CPA)	26	7/19	7/19	5/21	5/21	7/19	7/19	6/20

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 29<sup>th</sup> to Lake
- Pillsbury from 28<sup>th</sup> to 29<sup>th</sup>
- Pillsbury from 29<sup>th</sup> to Lake

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

- Pleasant from 28<sup>th</sup> to 29<sup>th</sup>
- 29<sup>th</sup> from Pleasant to Pillsbury
- 29<sup>th</sup> from Pillsbury to Blaisdell

#### Zoning Code Requirement

In Karmel Plaza, there will be four principal uses (shopping center, office, clinic, and place of assembly). The minimum parking requirement for a shopping center is determined by the zoning administrator based on the principal uses in the shopping center. The zoning administrator determined that the parking requirement for the shopping center is one space per 500 square feet of the gross floor area in excess of 4,000 square feet for the existing and proposed uses as approved by the CPC in 2010. The minimum parking requirement for a place of assembly is parking equal to 10 percent of the capacity of persons in the main auditorium and any rooms which can be added to the main auditorium by opening doors or windows to obtain audio or visual unity. The minimum parking requirement for office is one space per 500 square feet of the gross floor area in excess of 4,000 square feet. The minimum parking requirement for clinic is one space per 500 square feet of the gross floor area. With a total of approximately 63,000 square feet of shopping center floor area, 28,167 square feet of office, 5,506 square feet for the place of assembly, and 3,144 square feet of clinic, the minimum parking requirement is 209 spaces. Through an incentive authorized by the zoning code, the provision of 64 bicycle parking spaces equates to a reduction of 24 vehicle parking spaces. This results in a minimum requirement of 188 vehicle spaces.

In Karmel Square, a shopping center occupies the building. Some grandfather rights exist for this building because the building was constructed before 1963 and no parking existed on-site. According to the last land use review done in 2000, 21 spaces were required to be provided to Karmel Square to comply with the minimum zoning code parking requirements. The 808 square feet of retail space added on the first floor in 2011 resulted in 2 additional spaces, for a total requirement of 23 spaces.

Therefore, the combined minimum parking requirement will be 211 spaces.

#### Institute of Transportation Engineers (ITE) Data Calculations

In addition to the Zoning Code requirement, parking data from the Institute of Transportation Engineers (ITE) was also 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*, 4<sup>th</sup> Edition, indicates a parking demand at 6 p.m. of 4 stalls for the place of assembly and zero stalls for both the office and clinic. This equates to a peak parking demand of 4 spaces for the proposed project.

#### 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., 151 of the on-site parking spaces were used, leaving 9 available. As described above, the minimum Zoning Code parking requirement for Karmel Plaza and Karmel Square is 211 spaces. As

shown in the current site plan, 310 parking spaces are proposed for the site. Therefore, the current plan provides 99 spaces more than the Zoning Code requirement.

The proposed office and clinic uses peak earlier during the weekday when other on-site uses are not as busy. These uses are complementary from a parking perspective to the existing retail uses.

As shown by the parking survey data, customers are now using both the on-site parking and the on-street parking during the peak times. This is likely due to the implementation of metered parking on Pleasant Avenue and Pillsbury Avenue since 2011. Customers now find the on-site parking as attractive as the on-street parking now that the on-street parking is no longer free. Though the project meets the zoning requirement, the actual existing parking demand exceeds the supply. The recommended parking management improvements being offered are expected to improve the parking situation overall.

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## 4.0 Transit

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The proposed project site is well served by existing transit routes. The subject site presently is served by Metro Transit routes 21 and 53 on Lake Street, routes 4 and 113 on Lyndale Avenue, and routes 18 and 568 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 east 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.

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## 5.0 Pedestrian

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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.

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## 6.0 Bicycle

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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 effectively fulfill the TDM goal of promoting alternative modes of transportation, the project owner will provide 64 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

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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 310 on-site parking spaces, with 219 spaces in a new parking ramp and 91 underground spaces in the existing space. Sabri Properties, Successor or Property Manager, provides 107 off-site parking spaces located west of Pleasant Avenue immediately south of the Midtown Greenway. The total number of parking spaces provided will be 417.
2. Sabri Properties, Successor or Property Manager, agrees that the on-site parking spaces are for Karmel Plaza and Karmel Square employees and patrons 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 residents. It is expected that the proposed parking measures will increase the on-site parking usage. Usage of the on-site parking is currently monitored by management staff and will continue to be monitored after installation of the proposed parking measures. If usage is lower than expected, the parking fee will be adjusted accordingly.
3. Sabri Properties, Successor or Property Manager, agrees to implement the following parking strategies:
  - Require employees to park at an off-site parking area in order to make additional spaces available to customers. As needed, employees will be required to use the off-site parking.
  - The underground spaces will be filled first to ensure full utilization of these spaces. On-site personnel will be instructed to direct customers to these spaces prior to filling the surface spaces.
4. Sabri Properties, Successor or Property Manager, agrees to implement the following traffic operations strategies:
  - Enforce no stopping (double parking) on Pillsbury Avenue. Additional police enforcement will be requested by the owner to ensure compliance with this measure. Sabri Properties has hired off-duty police officers to enforce no-stopping Friday through Sunday. On Monday through Thursday, the on-site security personnel enforce the no-stopping provision.
  - Continue with parking attendants and security in the parking lot during busy times.
5. Sabri Properties, Successor or Property Manager, will provide 64 bicycle parking spaces. If demand for bicycle parking exceeds the available supply, Sabri Properties will add more spaces.
6. 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.
7. Sabri Properties, Successor or Property Manager, will provide bus route maps to tenants upon request and make them available at the management office.
  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. Currently, loading/unloading activities are allowed from 7 am-2 pm Monday - Thursday and 7 am-11 am Friday - Sunday only.
  9. Sabri Properties, Successor or Property Manager, will designate a transportation coordinator, who would be available to work with City staff on an "as-needed" basis and to implement the TDM strategies.

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## 8.0 Signatures

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### SABRI PROPERTIES

Dated: \_\_\_\_\_

By \_\_\_\_\_

Basim Sabri, Owner  
207 East Lake Street  
Minneapolis, Minnesota 55408

### MINNEAPOLIS COMMUNITY PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

Dated: \_\_\_\_\_

By \_\_\_\_\_

Doug Kress, CPED Development Service Director

### MINNEAPOLIS PUBLIC WORKS DEPARTMENT

Dated: \_\_\_\_\_

By \_\_\_\_\_

Steve Mosing, PE, PTOE, Traffic Operations  
Engineer

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## 9.0 Appendix

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- Bus route maps

- [a]** **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.
- **Light Rail**  
Trains will pick up or drop off customers at any station along this route.
- ≡** **Northstar Line**  
Transfers from Northstar to light rail are free. Transfers from light rail to Northstar require an additional fare.
- 49S** **Route Ending Point**  
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.
- B** **Route Letter**  
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.
- 324 11** **Connecting Routes to transfer to/from**  
See those route schedules for details.
- Go-To Card Retail Location**  
Buy a Go-To Card or add value to an existing card at these locations.
- Trans 10A** **Transfer Point**  
Several routes serve this stop.

- Retail Locations**  
Buy a Go-To Card or add value to an existing card at these locations.
- St Anthony**  
Cub Foods, 3930 Silver Lake Rd
  - Minneapolis – NE**  
Kwik Cash, 2211 Central Ave NE  
Rainbow Foods, 1540 New Brighton Blvd
  - Minneapolis – SE**  
Lunds, 25 University Ave SE
  - Downtown Minneapolis**  
Commuter Connection, 220 6th St S (US Bank Plaza)  
Metro Transit Store, 719 Marquette Ave  
Unbank, 727 Hennepin Ave
  - Minneapolis – South**  
Rainbow Foods, 1104 Lagoon Ave  
The Wedge, 2105 Lyndale Ave S
  - Richfield**  
Rainbow Foods, 140 66th St W
  - Bloomington**  
Cub Foods, 8421 Lyndale Ave S  
Rainbow Foods, 2600 American Blvd W

**Special Notes:**

For additional rush hour 4G branch service, see Route 141.

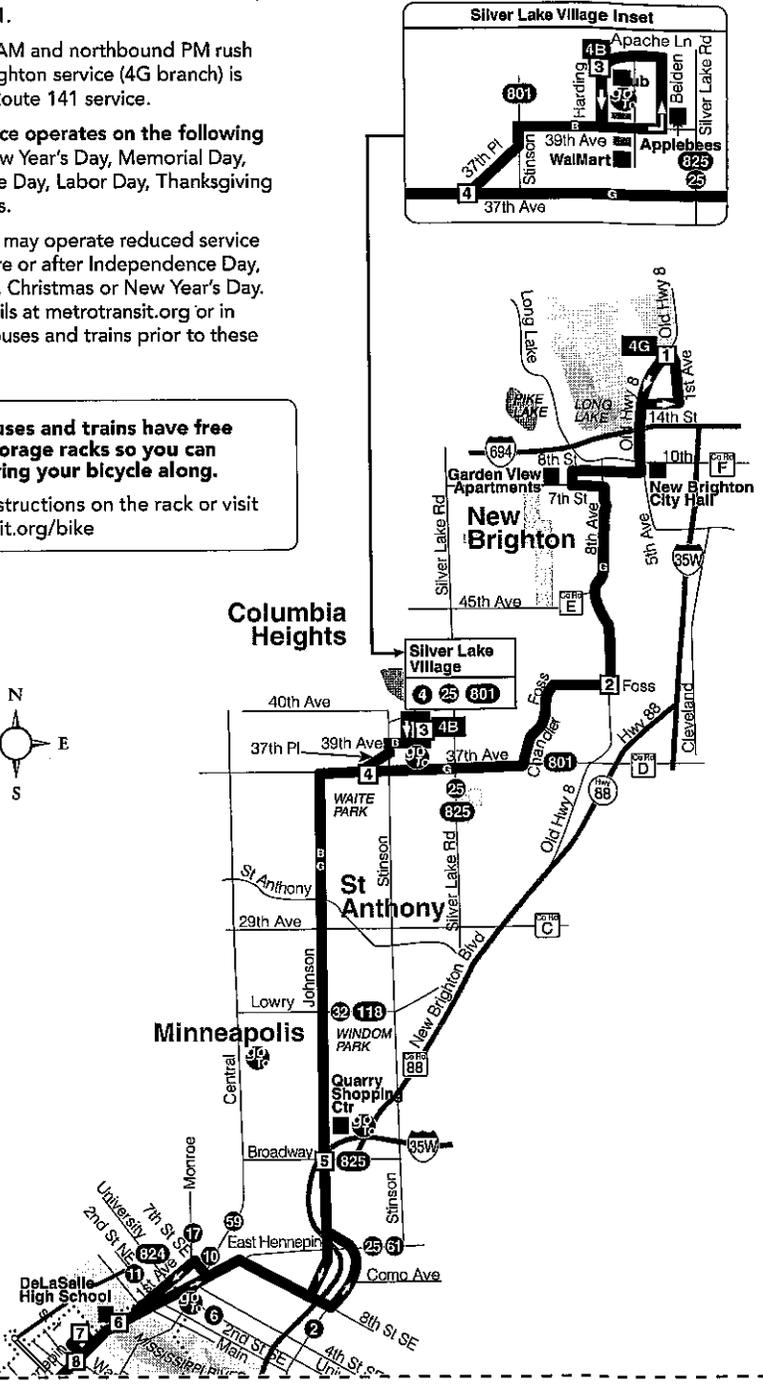
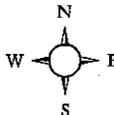
Southbound AM and northbound PM rush hour New Brighton service (4G branch) is replaced by Route 141 service.

**Holiday service operates on the following holidays:** New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at [metrotransit.org](http://metrotransit.org) or in Connect on buses and trains prior to these holidays.

**Buses and trains have free storage racks so you can bring your bicycle along.**

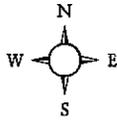
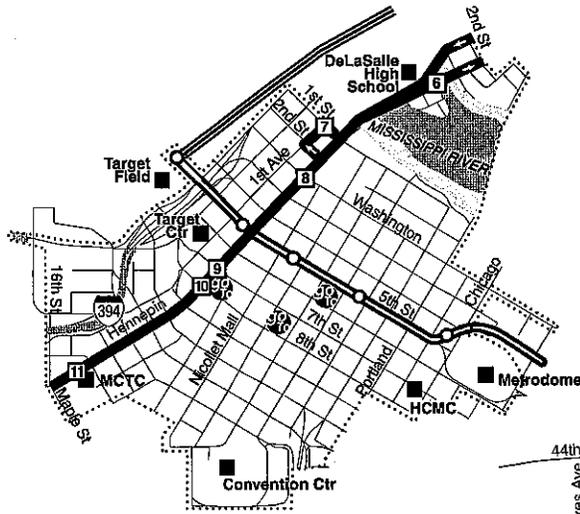
Look for instructions on the rack or visit [metrotransit.org/bike](http://metrotransit.org/bike)



Schedule subject to change. Traffic and weather conditions may delay buses. Please have exact fare ready. Bus fareboxes and drivers do not make change. This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

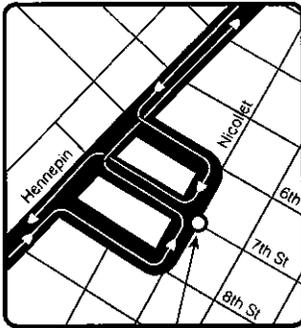
Map continued on page 2

Map continued on page 1

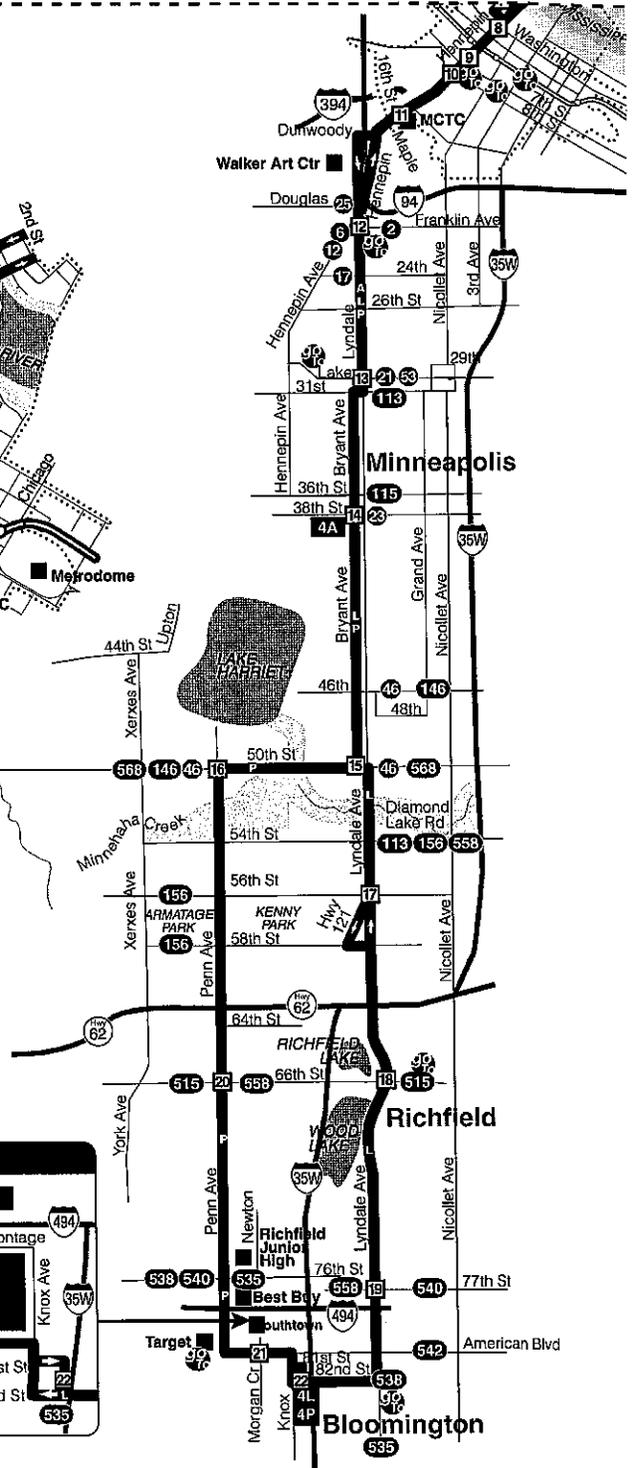
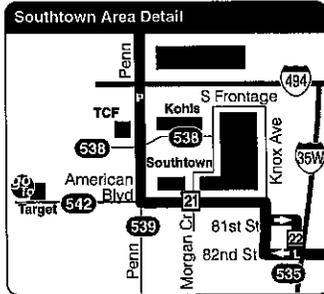


**Minneapolis Downtown Zone**  
Ride in the Downtown Zone for 50¢

**Downtown Mpls Route**  
Midnight - 5:00 AM



Timed connections with other late night/early morning routes at this location.



**Special Notes:**

For Express Service to/from Richfield and Bloomington, see the Metro Transit Route 554 schedule.

Holiday service operates on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Years Day. Look for details at metrotransit.org or in Connect on buses and trains prior to these holidays.

Schedule subject to change. Traffic and weather conditions may delay buses.

Please have exact fare ready. Bus fareboxes and drivers do not make change.

This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

 **Say hi to less waiting.**

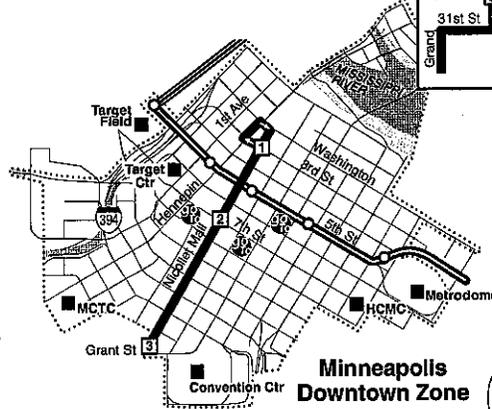
This route is part of the Hi-Frequency network. Segments of routes 5, 6, 10, 18, 19, 21, 64, 84 and 515, and all of routes 16, 54 and METRO Blue Line operate at least every 15 minutes weekdays from 6 am-7 pm and Saturdays from 9 am-6 pm. See maps for details.



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.



Pay no fare when boarding northbound Route 18 buses marked "Free Ride" on Nicollet Mall.



**Minneapolis Downtown Zone**  
Ride in the Downtown Zone for 50¢.

**Downtown Minneapolis**

Midnight to 5:00 AM: Timed connections with other late night/early morning routes at 7th St and Nicollet Ave.



Buses and trains have free storage racks so you can bring your bicycle along.

Look for instructions on the rack or visit metrotransit.org/bike

**Park & Ride Location**

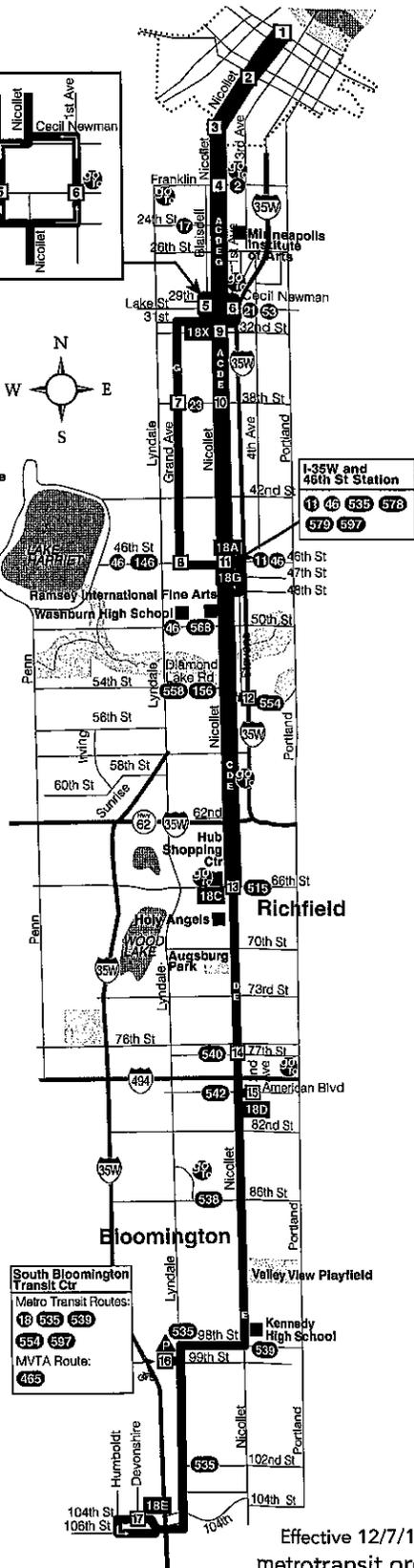
Park free at this lot while you commute. No overnight parking.

**Bloomington**  
South Bloomington Transit Ctr - Aldrich Ave and 99th St.

**Retail Locations**

Buy a Go-To Card or add value to an existing card at these locations.

- Downtown Minneapolis**  
Commuter Connection, 220 6th St S (US Bank Plaza)  
Metro Transit Store, 719 Marquette Ave  
Unbank, 727 Hennepin Ave
- Minneapolis - South**  
Cub Foods, 5937 Nicollet Ave  
Money Xchange, 12 Franklin Ave E  
New Money Express, 108 Lake St E  
The Wedge, 2105 Lyndale Ave S
- Richfield**  
Rainbow Foods, 140 66th St W
- Bloomington**  
Cub Foods, 8421 Lyndale Ave S  
Super Cash, 7854 Portland Ave



Effective 12/7/13  
metrotransit.org  
612-373-3333

**3** **Timepoint on schedule**  
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.

**Regular Route**  
Bus will pick up or drop off customers at any bus stop along this route.

**Hi-Frequency Service**  
Service every 15 minutes on weekdays 6 am - 7 pm and on Saturdays 9 am - 6 pm

**Light Rail**  
Trains will pick up or drop off customers at any station along this route.

**Northstar Line**  
Transfers from Northstar to light rail are free. Transfers from light rail to Northstar require an additional fare.

**Limited Service**  
Only certain trips take this route.

**49S** **Route Ending Point**  
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.

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

**324 11** **Connecting Routes to transfer to/from**  
See those route schedules for details.

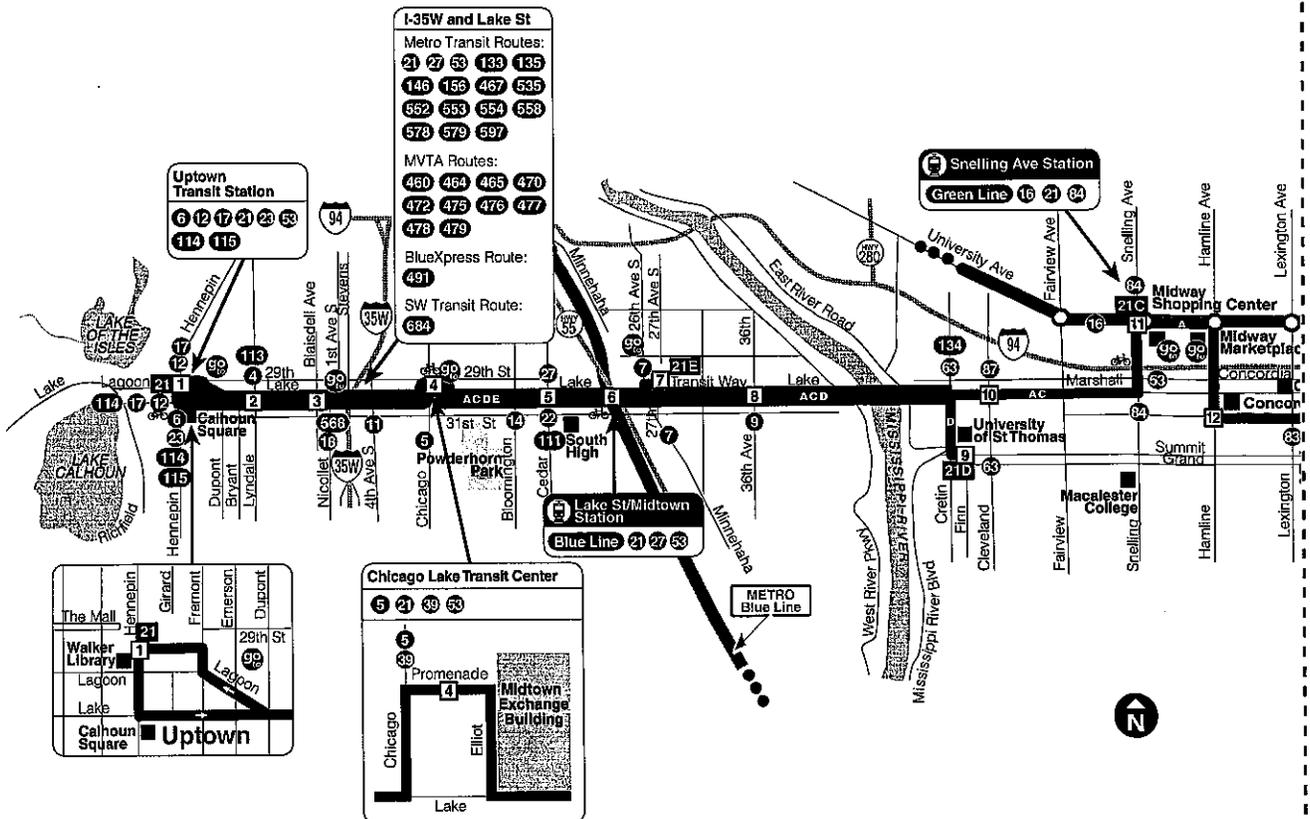
**Go-To Card Retail Location**  
Buy a Go-To Card or add value to an existing card at these locations.

**Bike Locker**  
These sites have weatherproof bike storage for rent.

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

**Transfer Point**  
Several routes serve this stop.

**Trans 104**



Map continued on page 2

- 3** Timepoint on schedule  
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- Regular Route**  
Bus will pick up or drop off customers at any bus stop along this route.
- High Frequency Route**  
Service every 15 minutes on weekdays 6 am - 7 pm and on Saturdays 9 am - 6 pm
- METRO Line(s)**  
METRO trains and buses will pick up or drop off customers at any station along this line.
- 49S** Route Ending Point  
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.
- B** Route Letter  
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.
- 324 1** Connecting Routes to transfer to/from  
See those route schedules for details.
- bike** Bike Locker  
These sites have weatherproof bike storage for rent.
- 99** Go-To Card Retail Location  
Buy a Go-To Card or add value to an existing card at these locations.
- Trans 104** Transfer Point  
Several routes serve this stop.
- F 5** Rail Station  
Customers get on and off trains here. Buses connect with trains at stations.
- Metro 2 11**

**99 Retail Locations**  
 Buy a Go-To Card or add value to an existing card at these locations.

**Minneapolis - South**  
 Cub Foods, 2850 26th Ave S  
 New Money Express, 108 Lake St E  
 Cub Foods, 1104 Lagoon Ave  
 Unbank, 812 Lake St E

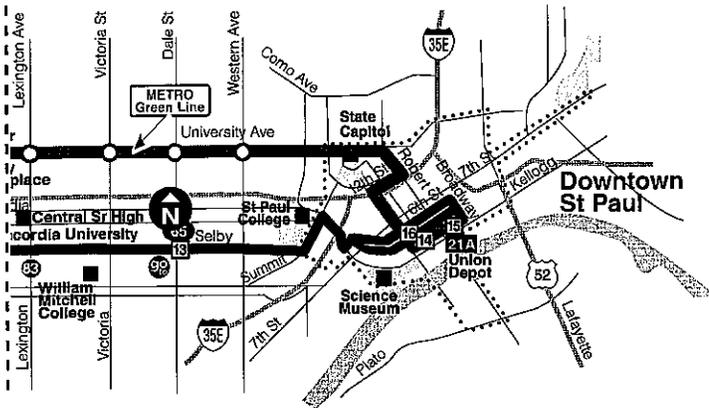
**Downtown St Paul**  
 Charlie's Chocolates & Cravings, 30 E 7th St, Suite 159  
 Charlie's Chocolates & Cravings, Town Square (skyway)  
 Metro Transit Store, 101 5th St E, US Bank Center (skyway)  
 Unbank, 467 St Peter St

**St Paul**  
 Cub Foods, 1440 University Ave W  
 Mississippi Market, 622 Selby Ave  
 Rainbow Foods, 1566 University Ave W

**Notes:**  
 Looking for faster service on Lake St or Marshall Ave? Check the Route 53 schedule for limited stop service.

**Say hi to less waiting.**

This route is part of the Hi-Frequency network. Segments of routes 5, 6, 10, 18, 19, 21, 64, 84 and 515, and all of route 54 and METRO Blue and Green lines operate at least every 15 minutes weekdays from 6 am - 7 pm and Saturdays from 9 am - 6 pm. See maps for details.



Map continued on page 1



Buses and trains have free storage racks so you can bring your bicycle along.

Look for instructions on the rack or visit [metrotransit.org/bike](http://metrotransit.org/bike)

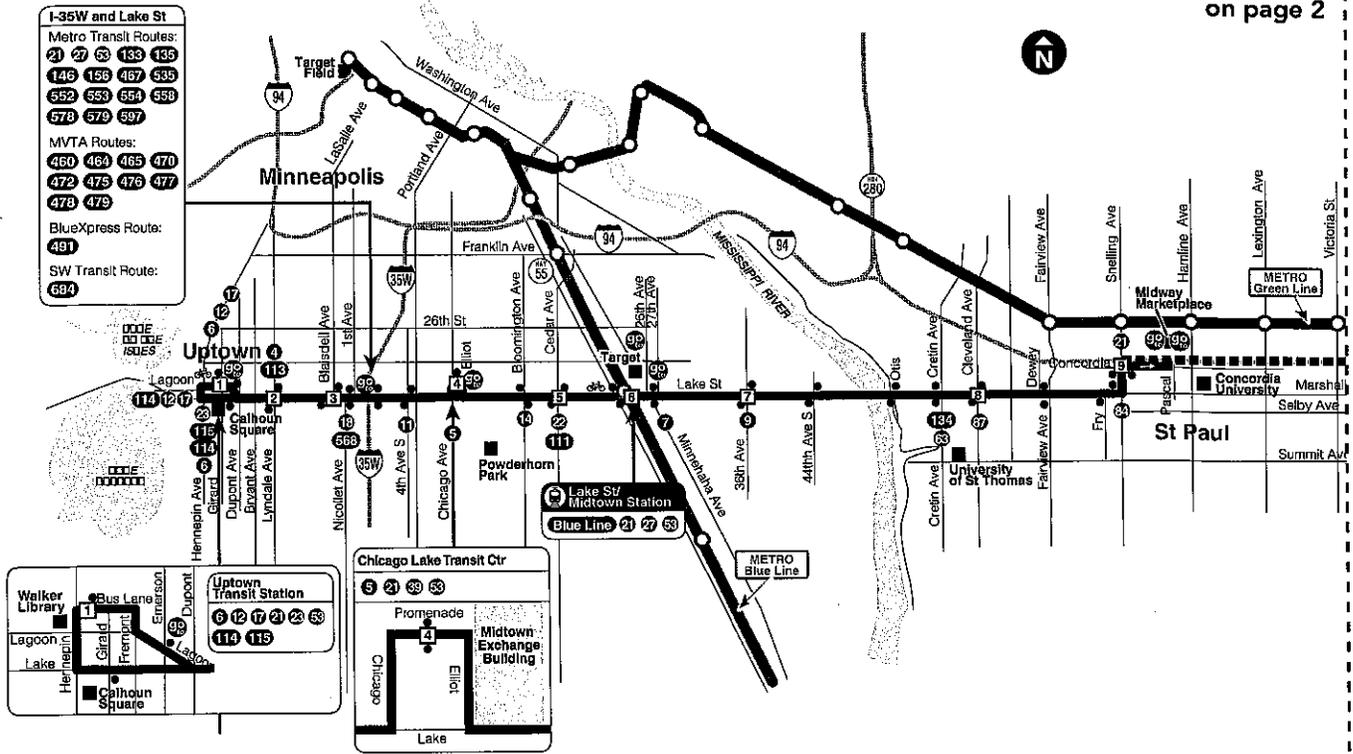
**Holiday service operates on the following holidays:** New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at [metrotransit.org](http://metrotransit.org) or in Connect on buses and trains prior to these holidays.

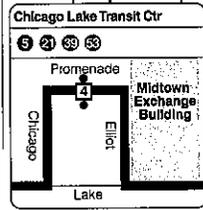
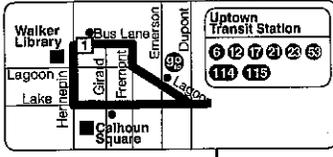
Schedule subject to change. Traffic and weather conditions may delay buses. Please have exact fare ready. Bus fareboxes and drivers do not make change. This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

Effective 12/13/14  
[metrotransit.org](http://metrotransit.org)  
612-373-3333

Map continued on page 2



- I-35W and Lake St**
- Metro Transit Routes:  
 21 27 33 133 135  
 145 156 457 535  
 552 553 554 558  
 578 579 597
- MVTA Routes:  
 460 464 465 470  
 472 475 476 477  
 478 479
- BlueXpress Route:  
 491
- SW Transit Route:  
 684

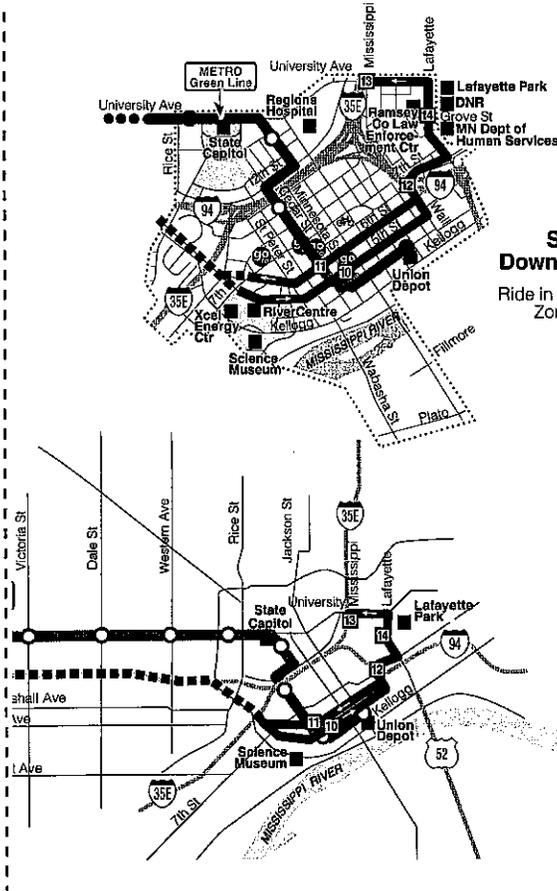


- 3** Timepoint on schedule  
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- Regular Route**  
Bus will pick up or drop off customers at any bus stop along this route.
- METRO Line(s)**  
METRO trains and buses will pick up or drop off customers at any station along this line.
- Limited Service**  
Only certain trips take this route.
- Limited Stop Service**  
Bus serves only designated bus stops.
- Non-Stop Service**  
Bus does not pick up or drop off customers on these route segments.
- Designated Bus Stop**  
On Limited Stop routes, bus serves only these stops.
- Go-To Card Retail Location**  
Buy a Go-To Card or add value to an existing card at these locations.
- 324 11** Connecting Routes to transfer to/from  
See those route schedules for details.
- Bike Locker**  
These sites have weatherproof bike storage for rent.
- Transfers**  
Several routes serve this stop.
- 104**
- Rail Station**  
Customers get on and off trains here. Buses connect with trains at stations.

- Retail Locations**  
Buy a Go-To Card or add value to an existing card at these locations.
- Minneapolis – South**  
 Cub Foods, 2850 26th Ave S  
 New Money Express, 108 Lake St E  
 Cub Foods, 1104 Lagoon Ave  
 Rainbow Foods, 2919 26th Ave S  
 Unbank, 812 Lake St E
- St Paul**  
 Cub Foods, 1440 University Ave W  
 Rainbow Foods, 1566 University Ave W
- Downtown St Paul**  
 Charlie's Chocolates & Cravings, 30 E 7th St, Suite 159  
 Charlie's Chocolates & Cravings, Town Square (skyway)  
 Metro Transit Store, 101 5th St E, US Bank Ctr (skyway)  
 Unbank, 467 St Peter St

**Buses and trains have free storage racks so you can bring your bicycle along.**

Look for instructions on the rack or visit [metrotransit.org/bike](http://metrotransit.org/bike)



**St Paul Downtown Zone**  
Ride in the Downtown Zone for 50¢

Map continued on page 1

### Route 53 Designated Stops

#### Eastbound Stops

- Uptown Transit Station
- Lake St and Girard Ave
- Lake St and Lyndale Ave
- Lake St and Blaisdell Ave
- Lake St and 1st Ave
- Lake St and I-35W
- Lake St and 4th Ave S
- Chicago Lake Transit Ctr
- Lake St and Bloomington Ave
- Lake St and Cedar Ave
- Lake St/Midtown Station
- Lake St and Minnehaha Ave
- Lake St and 36th Ave S
- Lake St and 44th Ave S
- Marshall Ave and Otis Ave
- Marshall Ave and Cretin Ave
- Marshall Ave and Cleveland Ave
- Marshall Ave and Fry St
- Concordia Ave and Snelling Ave

#### Westbound Stops

- Snelling Ave and Concordia Ave
- Marshall Ave and Fry St
- Marshall Ave and Dewey St
- Marshall Ave and Cleveland Ave
- Marshall Ave and Cretin Ave
- Marshall Ave and Otis Ave
- Lake St and 44th Ave S
- Lake St and 36th Ave S
- Lake St and 26th Ave S
- Lake St/Midtown Station
- Lake St and Cedar Ave
- Lake St and Bloomington Ave
- Chicago Lake Transit Ctr
- Lake St and 4th Ave S
- Lake St and I-35W
- Lake St and 1st Ave
- Lake St and Blaisdell Ave
- Lake St and Lyndale Ave
- Lagoon Ave and Emerson Ave
- Uptown Transit Station

#### Notes:

**Route 53 is a limited stop route.** Buses stop only at designated points along the limited stop portions of the route between the Uptown Transit Station and Concordia Ave at Snelling Ave.

Drivers do not stop to pick up or drop off customers at any point other than at designated stops.

#### Downtown St Paul

Buses make all regular stops.

Service operates Monday through Friday except on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

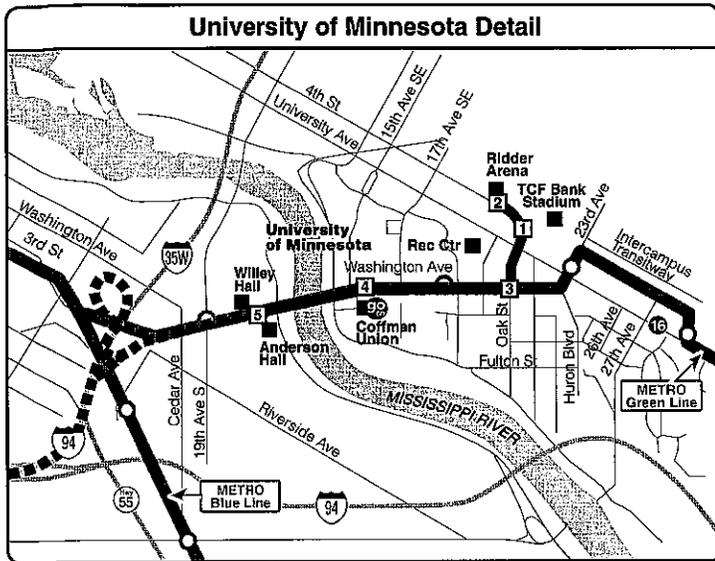
Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at metrotransit.org or in Connect on buses and trains prior to these holidays.

Schedule subject to change. Traffic and weather conditions may delay buses. Please have exact fare ready. Bus fareboxes and drivers do not make change. This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

# 111, 113, 114, 115, 579



Limited Stop/Express Bus Routes Map 1 of 2 pages



	Timepoint
	Regular Route
	METRO Line(s)
	Non-Stop Service
	Route Ending Point
	Route Letter
	Connecting Routes to transfer to/from
	Park & Ride Lot
	Bike Locker
	Go-To Card Retail Location
	Transfer Point



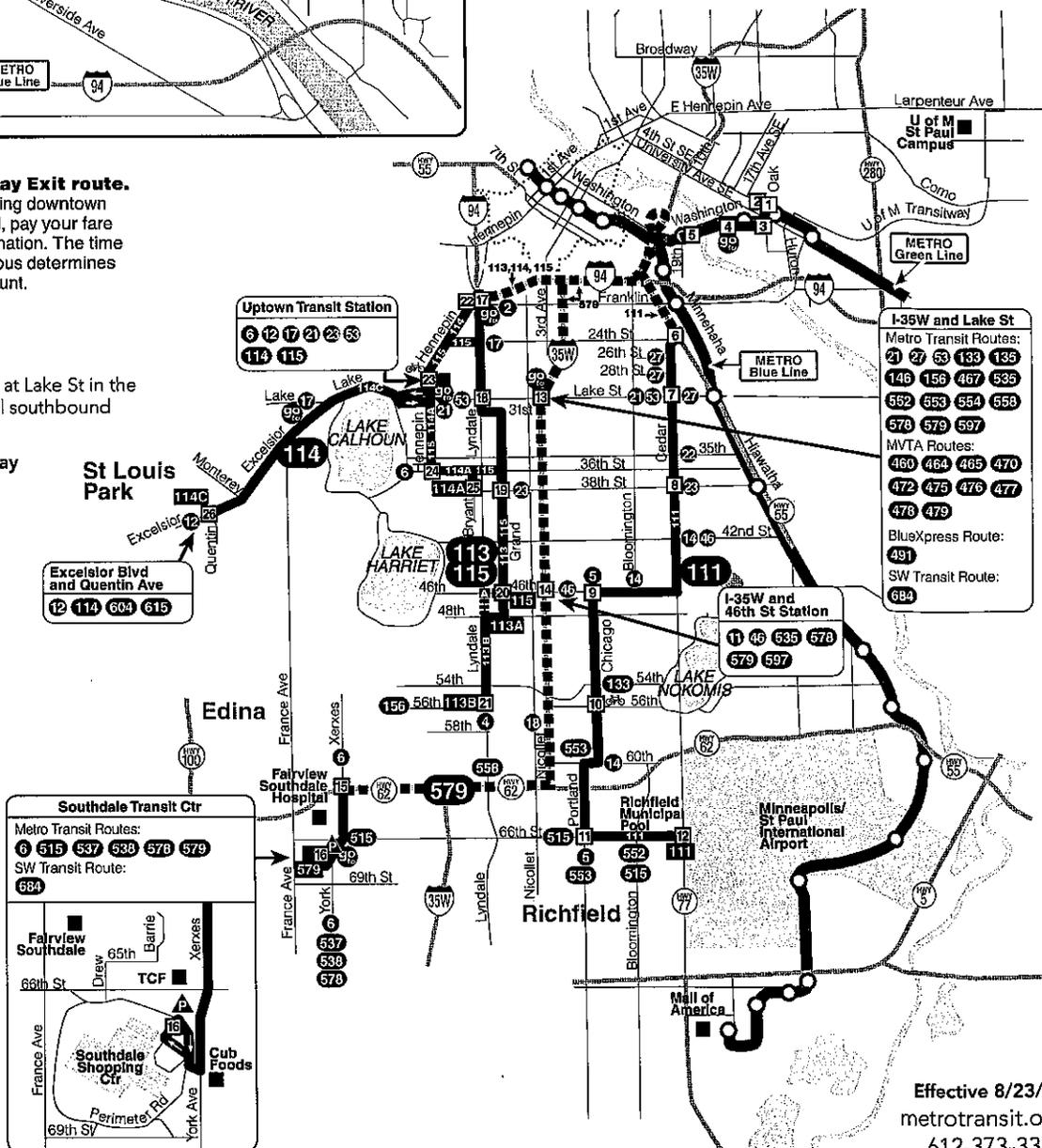
**This is a Pay Exit route.**  
On trips leaving downtown or the U of M, pay your fare at your destination. The time you exit the bus determines the fare amount.

**Notes:**

**I-35W and Lake St:**

Route 579 does not stop at Lake St in the northbound direction. All southbound buses stop at Lake St.

Service operates Monday through Friday except University holidays and Metro Transit reduced service days.



**Southdale Transit Ctr**

Metro Transit Routes:  
 6 515 537 538 578 579

SW Transit Route:  
 684

Map showing Fairview Southdale, Barrie, Xerxes, Southdale Shopping Ctr, Perimeter Rd, and York Ave.

Effective 8/23/14  
 metrotransit.org  
 612-373-3333

# 111, 113, 114, 115, 579



Limited Stop/Express Bus Routes

Map 2 of 2 pages



## Retail Locations

Buy a Go-To Card or add value to an existing card at these locations.

### **Minneapolis – SE**

Coffman Union, 300 Washington Ave SE

### **Minneapolis – South**

Moss Envy, 3056 Excelsior Blvd  
New Money Express, 108 Lake St E  
Cub Foods, 1104 Lagoon Ave  
The Wedge, 2105 Lyndale Ave S

### **Edina**

Cub Foods, 6775 York Ave S

## Park & Ride Location

Park free at this lot while you commute.  
No overnight parking.

### **Route 579**

#### **Edina**

Southdale Park & Ride – NE corner of lot  
near 66th St and York Ave.



**Buses and trains have free storage racks so you can bring your bicycle along.**

Look for instructions on the rack or visit [metrotransit.org/bike](http://metrotransit.org/bike)

Schedule subject to change. Traffic and weather conditions may delay buses.

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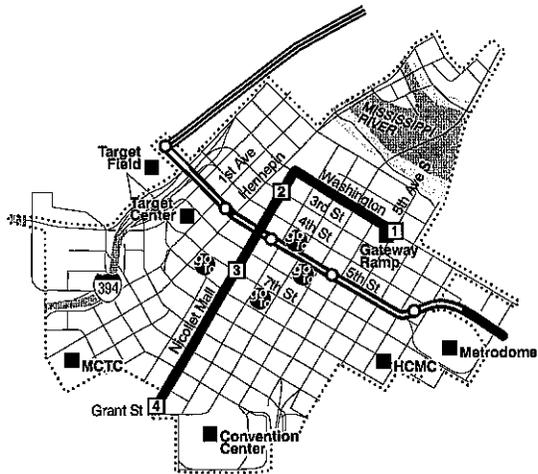


Buses and trains have free storage racks so you can bring your bicycle along.

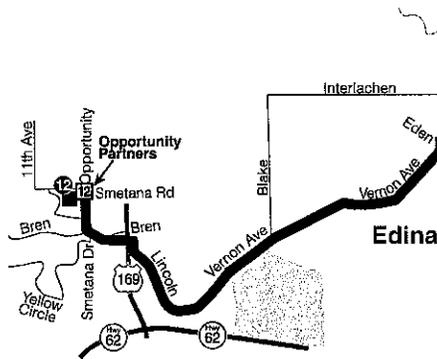
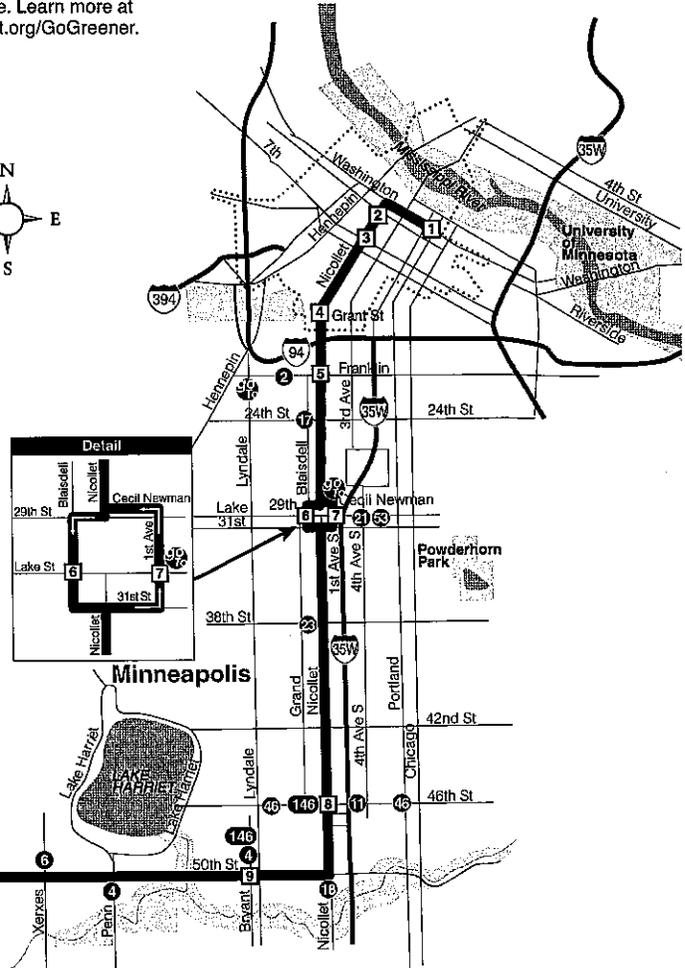
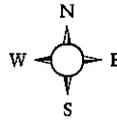


Metro Transit keeps the Twin Cities moving with even less impact on the environment by using hybrid buses on this route. Learn more at [metrotransit.org/GoGreener](http://metrotransit.org/GoGreener).

Look for instructions on the rack or visit [metrotransit.org/bike](http://metrotransit.org/bike)



**Minneapolis Downtown Zone**  
Ride in the Downtown Zone for 50¢.



- 3** **Timepoint on schedule**  
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- Regular Route**  
Bus will pick up or drop off customers at any bus stop along this route.
- Light Rail**  
Trains will pick up or drop off customers at any station along this route.
- Northstar Line**  
Transfers from Northstar to light rail are free. Transfers from light rail to Northstar require an additional fare.
- 324 11** **Connecting Routes to transfer to/from**  
See those route schedules for details.
- Go-To Card Retail Location**  
Buy a Go-To Card or add value to an existing card at these locations.

Schedule subject to change. Traffic and weather conditions may delay buses.

Please have exact fare ready. Bus fareboxes and drivers do not make change.

This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

**Service operates Monday through Friday except on the following holidays:**  
New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at [metrotransit.org](http://metrotransit.org) or in Connect on buses and trains prior to these holidays.

**Retail Locations**

Buy a Go-To Card or add value to an existing card at these locations.

**Downtown Minneapolis**

- Commuter Connection, 220 6th St S (US Bank Plaza)
- Metro Transit Store, 719 Marquette Ave
- Towers Convenience, 150 5th St S (skyway)
- Unbank, 727 Hennepin Ave

**Minneapolis - South**

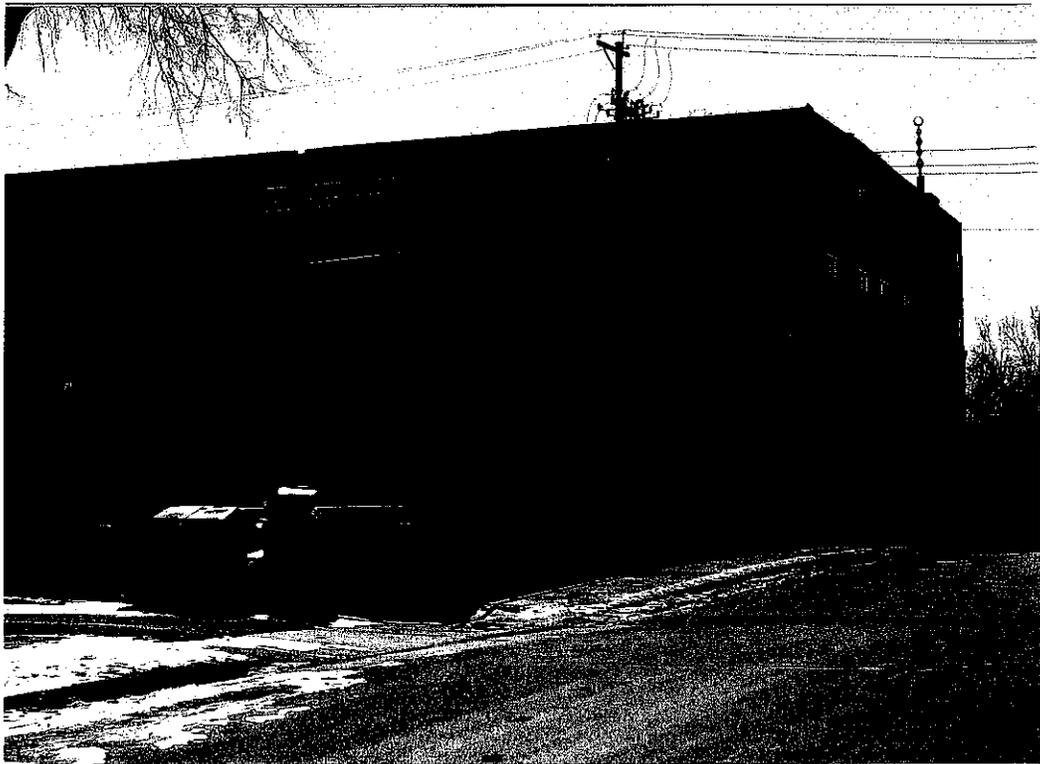
- The Wedge, 2105 Lyndale Ave S
- New Money Express, 108 Lake St E

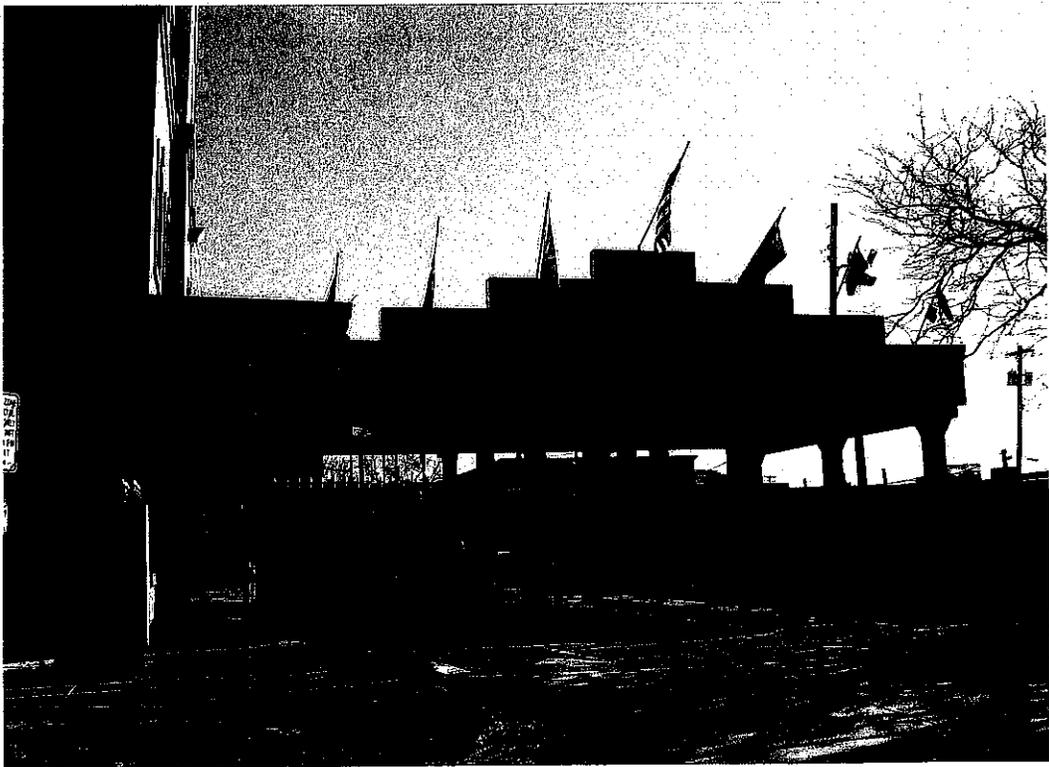
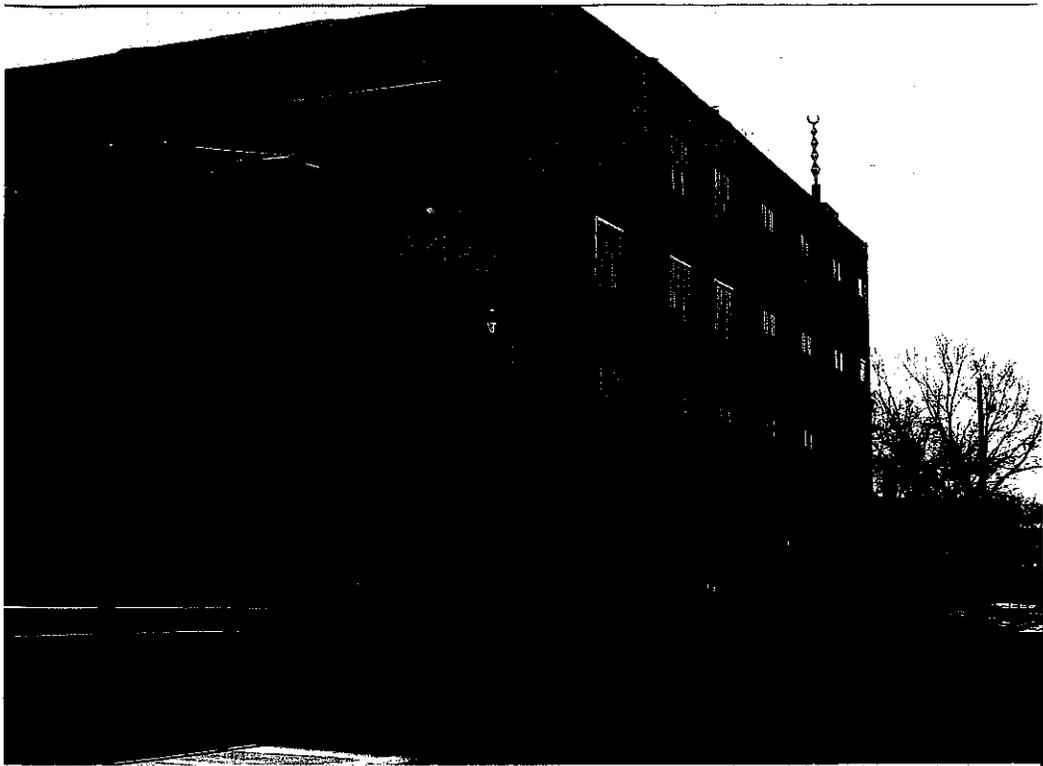
Effective 3/9/13  
[metrotransit.org](http://metrotransit.org)  
612-373-3333

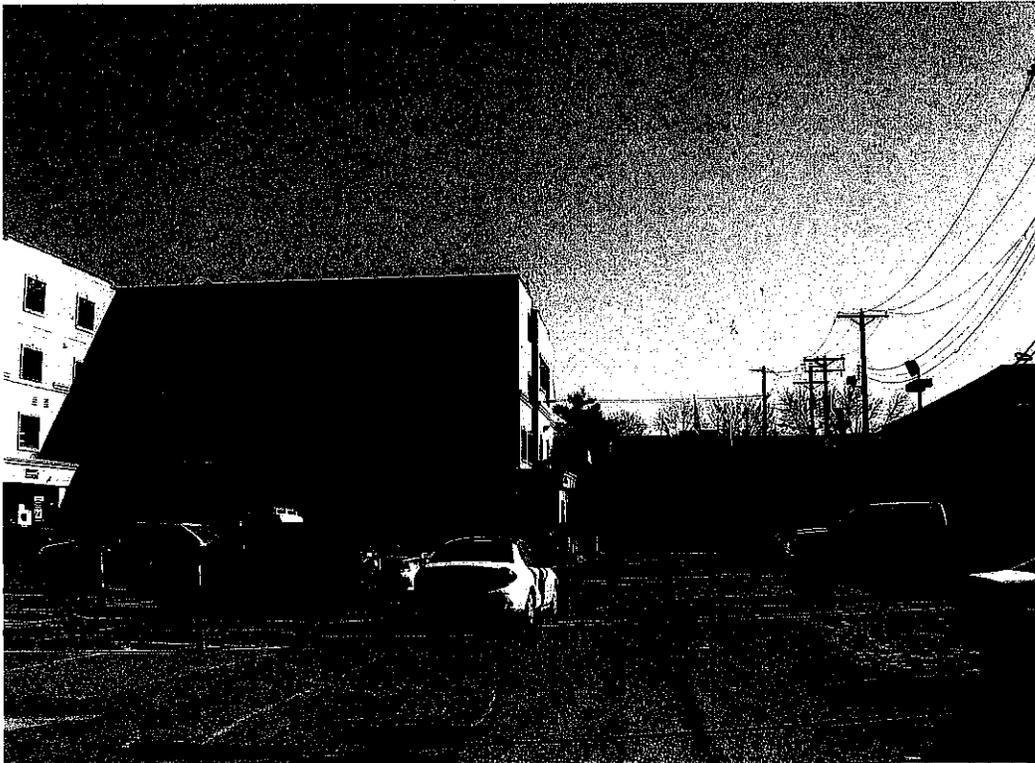
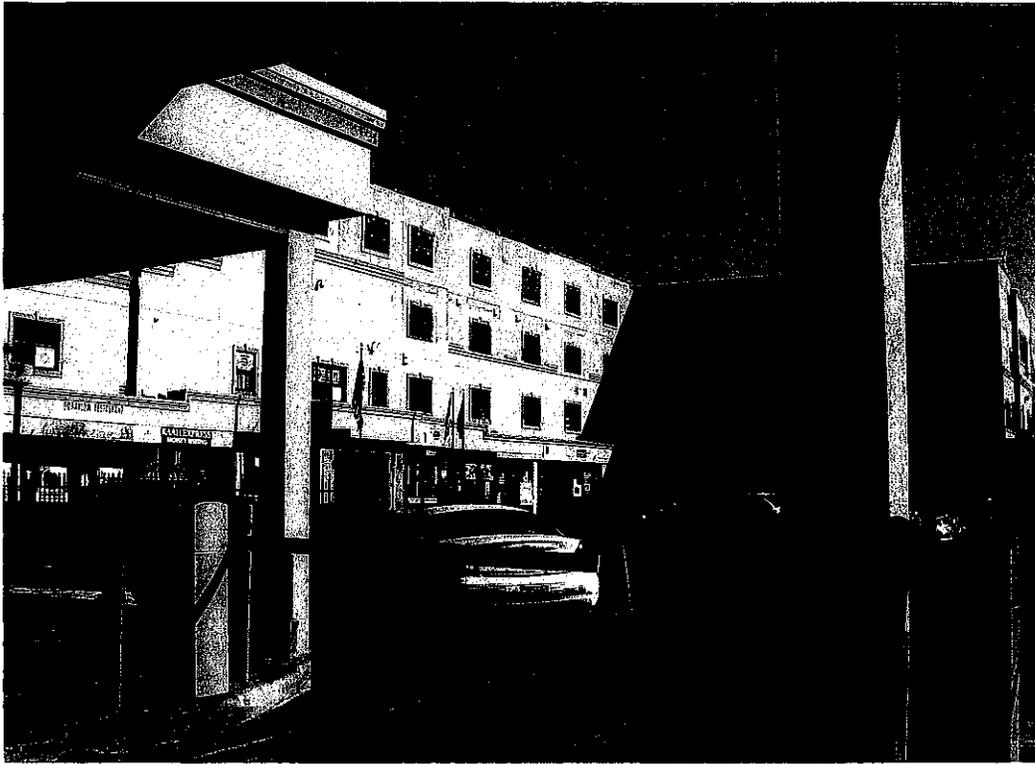


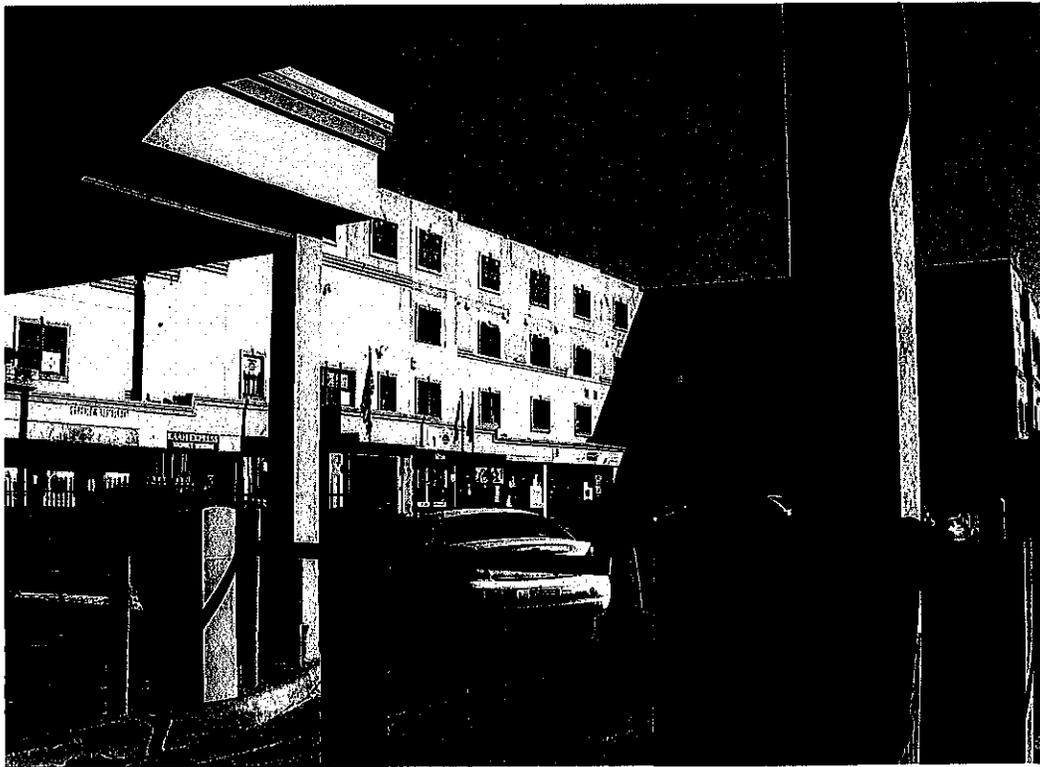
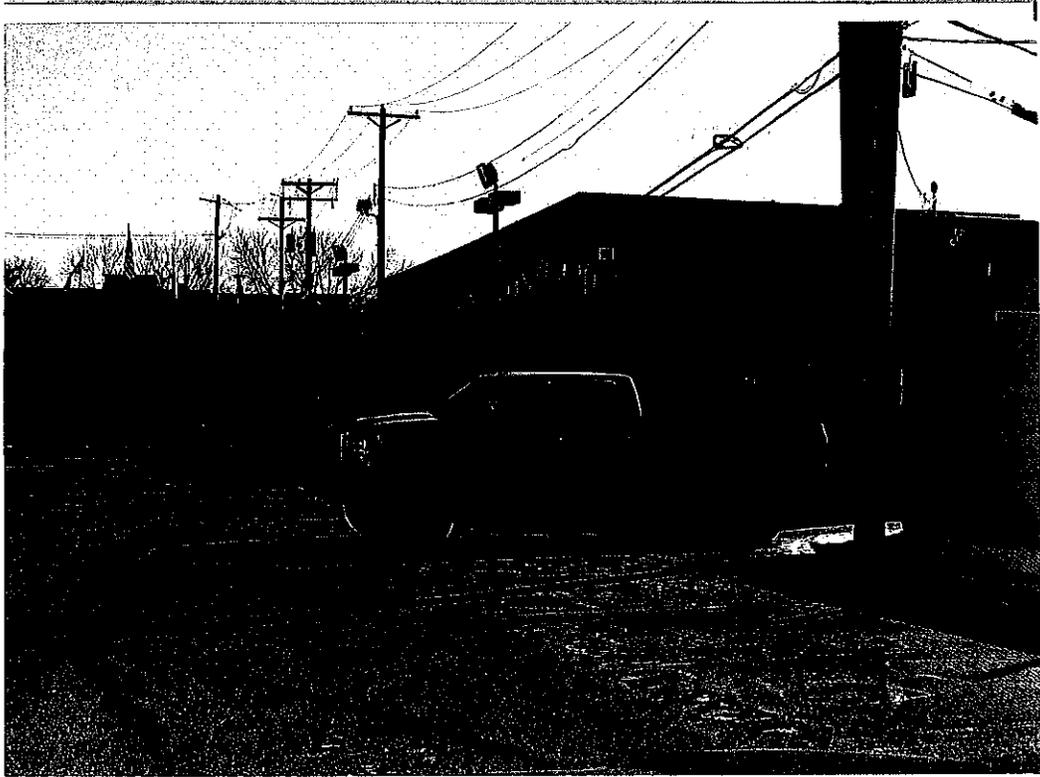












**From:** [Marian Biehn](#)  
**To:** [Bender, Lisa](#)  
**Cc:** [Somogyi, Ben](#); [Poor, Steve](#); [Liska, Andrew](#)  
**Subject:** RE: Question  
**Date:** Wednesday, April 29, 2015 4:19:28 PM

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Hi

Is there a way that the residents around Karmel and hopefully some of the businesses in Karmel can get an update on the parking ramp that has started at Karmel Mall?

As you know this project was not presented to the neighborhood. I have been getting inquiries especially since the work has begun.

The public hearing is scheduled for May 11. That is not the place that the community will get questions answered.

Thanks

Marian

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**From:** Bender, Lisa [mailto:Lisa.Bender@minneapolismn.gov]  
**Sent:** Wednesday, December 17, 2014 9:55 AM  
**To:** [Marian@whittieralliance.org](mailto:Marian@whittieralliance.org); Farrar, Rebecca D.  
**Cc:** Somogyi, Ben; Poor, Steve  
**Subject:** RE: Question

Hi all,

Is there any update about this?

Lisa Bender  
10th Ward City Council Member

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**From:** [Marian@whittieralliance.org](mailto:Marian@whittieralliance.org) [mailto:[Marian@whittieralliance.org](mailto:Marian@whittieralliance.org)]  
**Sent:** Wednesday, November 12, 2014 9:42 AM  
**To:** Farrar, Rebecca D.; Bender, Lisa  
**Cc:** Somogyi, Ben; Poor, Steve  
**Subject:** RE: Question

Thanks

M

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**From:** Farrar, Rebecca D. [mailto:[Rebecca.Farrar@minneapolismn.gov](mailto:Rebecca.Farrar@minneapolismn.gov)]  
**Sent:** Wednesday, November 12, 2014 9:40 AM  
**To:** Bender, Lisa; [marian@whittieralliance.org](mailto:marian@whittieralliance.org)  
**Cc:** Somogyi, Ben; Poor, Steve  
**Subject:** RE: Question

I just talked to Steve. Steve and/or Joe Giant will get back to you about these concerns. Thanks.

**Becca Farrar-Hughes**

*Senior City Planner – Land Use, Design and Preservation*

**City of Minneapolis – Community Planning and Economic Development**

250 S. 4<sup>th</sup> Street, Room 300 PSC  
Minneapolis, MN 55415

Office: 612-673-3594

[rebecca.farrar@minneapolismn.gov](mailto:rebecca.farrar@minneapolismn.gov)

[www.minneapolismn.gov/cped](http://www.minneapolismn.gov/cped)



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**From:** Bender, Lisa

**Sent:** Tuesday, November 11, 2014 2:10 PM

**To:** [marian@whittieralliance.org](mailto:marian@whittieralliance.org)

**Cc:** Somogyi, Ben; Farrar, Rebecca D.; Poor, Steve

**Subject:** Re: Question

Rebecca can you answer this or maybe Steve can?

Marian the Waldorf school is also potentially looking for a nearby space for early childhood classes because they have so much demand -- she just mentioned to me in passing so I wanted to pass that on.

all my best

Lisa

Sent from my iPhone

On Nov 11, 2014, at 1:28 PM, "[marian@whittieralliance.org](mailto:marian@whittieralliance.org)" <[marian@whittieralliance.org](mailto:marian@whittieralliance.org)> wrote:

Hi

Washburn Center for Children currently occupies 2430 Nicollet Ave (zoned C1) but they will be moving to a new campus as of Dec. 6. I just learned that Mark Casagrande purchased the property and plans to open a for profit outpatient chemical dependency business. He has 3 on Park Ave under the name of Park Ave Center.

Is this an allowed use given that NuWay has 3 chemical dependency outlets within 1-2 blocks and St Stephens Human Services is less than a block away providing similar outpatient services? And the concentration of this type of transitional, treatment and

supportive housing and services within ¼ mile is beyond a tipping point.

We had been looking for a retail use or a micro-brewery (antithesis of a treatment center) for the space to bolster the variety on Nicollet.

Let me know. Thanks

Marian

**From:** [Bender, Lisa](#)  
**To:** [Marian Biehn](#); [oyervidesjesse@yahoo.com](mailto:oyervidesjesse@yahoo.com); [Poor, Steve](#)  
**Cc:** [Somogyi, Ben](#); [Liska, Andrew](#)  
**Subject:** RE: karmel parking  
**Date:** Tuesday, May 05, 2015 10:32:46 AM

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Marian,

I have checked in with staff again and they have not completed the staff report, I have asked if there is other information they can share, including hopefully any plans that were submitted as part of the application.

Mr. Poor also let me know that our inspector was on the site and witnessed the window signs being taken down. If they are up again, it means they were put them back up after the inspector left.

This application does require an update to the Transportation Demand Management Plan which is reviewed by public works.

Lisa

Lisa Bender  
10th Ward City Council Member

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**From:** Marian Biehn [<mailto:marian@whittieralliance.org>]  
**Sent:** Tuesday, May 05, 2015 9:30 AM  
**To:** Bender, Lisa; [oyervidesjesse@yahoo.com](mailto:oyervidesjesse@yahoo.com); Poor, Steve  
**Cc:** Somogyi, Ben; Liska, Andrew  
**Subject:** RE: karmel parking

Hi

We still have no information on this project. We know a 2 story parking ramp was approved and this is now a 3<sup>rd</sup> level.

No one has made any attempt to inform the immediate area of the impacts of this project. The Planning Commission hearing is not the place to get questions answered or bring up concerns or issues for consideration. The decisions have been made by that time.

From a broad perspective, I don't think there is any objection to the internal ramp. It should help alleviate the street parking if it is used by the patrons and vendors of Karmel. It is likely not to be very attractive to the Karmel vendors who will be looking into the parking ramp and it will cut down on their light. But that is a building owner/tenant issue.

The n'hood concern is:

Approximated 10,000 cars go in and out of Karmel Mall during a weekend. It is nearly as busy during the week.

Is there a parking plan and traffic reroute in place during construction?

How long is construction going to last?

Has the City recommended or required additional structural engineering reviews or inspections?  
What is the structural inspection plan or requirement to assure proper construction methods are used and that structure is and will be sound and safe?

The last communication from Steve Poor was that the application was being held due to incomplete work orders or ordinance violations.

From casual street observation, the most unenforced and frequent violation of blocked windows has not been remediated. Litter is still an issue.

Yet the construction is moving forward.

Thanks

Marian

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**From:** Bender, Lisa [<mailto:Lisa.Bender@minneapolismn.gov>]

**Sent:** Thursday, April 30, 2015 3:47 PM

**To:** [oyervidesjesse@yahoo.com](mailto:oyervidesjesse@yahoo.com); Marian Biehn; Poor, Steve

**Cc:** Somogyi, Ben

**Subject:** karmel parking

Hi Jesse,

Thanks for your message. Steve Poor is providing whatever information we have about this to Marian. My understanding is that it is a request to add another level to the ramp that was previously approved.

I believe our inspectors were also just out (they go regularly) but Steve can confirm and answer any specific questions about inspections.

I know there are long-held concerns about expansion of the building. The last iteration of the parking ramp, we added conditions including screening wherever it was visible from the street.

Let me know if there are other specific concerns for the public record.

All my best

Lisa

Lisa Bender

10th Ward City Council Member

**From:** [Marian Biehn](#)  
**To:** [Bender, Lisa](#); [oyervidesjesse@yahoo.com](mailto:oyervidesjesse@yahoo.com); [Poor, Steve](#)  
**Cc:** [Somogyi, Ben](#); [Liska, Andrew](#)  
**Subject:** RE: karmel parking  
**Date:** Tuesday, May 05, 2015 9:30:26 AM

---

Hi

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**From:** Bender, Lisa [mailto:[Lisa.Bender@minneapolismn.gov](mailto:Lisa.Bender@minneapolismn.gov)]  
**Sent:** Thursday, April 30, 2015 3:47 PM  
**To:** [oyervidesjesse@yahoo.com](mailto:oyervidesjesse@yahoo.com); [Marian Biehn](#); [Poor, Steve](#)  
**Cc:** [Somogyi, Ben](#)  
**Subject:** karmel parking

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10th Ward City Council Member