



LAND USE APPLICATION SUMMARY

Property Location: 2640-50 Hennepin Avenue S
Project Name: Walgreen's
Prepared By: Kimberly Holien, Senior Planner, (612) 673-2402
Applicant: SOMSAP, LLC
Project Contact: Marcie Weslock, Elan Design Lab
Request: To construct a 16,317 square foot retail building with a drive through.
Required Applications:

Site Plan Review	For the construction of a 16,317 square foot retail building with a drive through
Minor Subdivision	To adjust the common lot line between two parcels

SITE DATA

Existing Zoning	C2, Neighborhood Corridor Commercial District
Lot Area	34,175 square feet / 0.78 acres
Ward(s)	7
Neighborhood(s)	EIRA (adjacent to LHENA)
Designated Future Land Use	Mixed Use
Land Use Features	Commercial Corridor (Hennepin Avenue)
Small Area Plan(s)	<u>Uptown Small Area Plan (2008)</u>

Date Application Deemed Complete	February 18, 2016	Date Extension Letter Sent	March 29, 2016
End of 60-Day Decision Period	April 18, 2016	End of 120-Day Decision Period	June 17, 2016

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The site is located at the corner of Hennepin Avenue and 27th Street W. The site currently contains two, single-story commercial buildings on separate parcels and surface parking. The existing buildings would be demolished as part of the project.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The surrounding area contains a variety of commercial and residential uses of varying densities. Adjacent properties that front on Hennepin Avenue are zoned C2 and contain a variety of commercial uses. The property immediately north of the site contains a single-story retail building. The property to the south, across 27th Street W, contains a new single-story commercial building that houses a restaurant and a bank. Properties west of the site contain residential uses with R5 zoning. Properties immediately neighboring the site contain an apartment building, two single family homes and a cluster development.

PROJECT DESCRIPTION. The applicant is proposing to construct a single-story retail building and pharmacy with a drive-through facility at the corner of Hennepin Avenue S and 27th Street W. Surface parking is proposed on the north and west sides of the building with access points from Hennepin Avenue S and 27th Street W. The primary entrance into the building is proposed in the northeast corner in the form of a vestibule with doors facing the parking lot and Hennepin Avenue S. The proposed drive-through is located on the west side of the building.

The subject site consists of multiple parcels. The applicant is proposing adjust the common lot line between the properties at 2642 Hennepin Avenue S and 2640 Hennepin Avenue S. The proposed adjustment would transfer the south nine feet of the property at 2640 Hennepin Avenue S to the property at 2642 Hennepin Avenue S. The new lot line location would be directly south of the existing FirstTech building, which is not part of the development site.

While non-residential buildings less than 20,000 square feet in area can typically reviewed administratively, a public hearing is required for any site plan review application that includes a drive-through. An application for a minor subdivision to adjust the common lot line between two parcels has also been submitted.

This project was before the Planning Commission at the March 14, 2016 meeting. At that meeting, the applications were continued for two cycles and the applicant was instructed to make modifications to the building design that would be more in keeping with the character of the surrounding area and the traditional urban form. The elevations have been revised to change the materials to brick, eliminate the element at the northeast corner of the building and provide a cornice. No changes were made to the site plan.

RELATED APPROVALS.

Planning Case #	Application	Description	Action
BZZ-4006	Parking Variance, Site Plan Review	Applications for a variance to reduce the minimum parking requirement and site plan review to allow for the expansion of a restaurant	Approved by the City Planning Commission on May 12, 2008

PUBLIC COMMENTS. Staff received several pieces of correspondence that have been attached to this report for consideration by the Commission. 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

Building placement – Meets requirements

- The building is proposed at the corner of Hennepin Avenue S and 27th Street W to reinforce the streetwall.
- The placement of the building reinforces the street wall, maximizes natural surveillance and visibility, and facilitates pedestrian access and circulation.
- There is no space between the building and the property line at the street frontages. However, a narrow landscaped strip is proposed between the building and the public sidewalk along 27th Street W.
- All on-site accessory parking is located to the rear or interior of the site. The surface parking lot is proposed on the north and west sides of the building.

Principal entrances – Meets Requirements

- The main building entrance is located in the northeast corner. The entrance is designed as a vestibule with doors facing the parking lot and doors facing Hennepin Avenue. To further activate the street and make the project more pedestrian friendly, staff recommends that the applicant consider moving the entrance to the center of the east elevation, facing Hennepin Avenue, or the corner of Hennepin Avenue and 27th Street W. A service entrance is shown on the west side of the building.
- The principal entrances are clearly defined and emphasized. The entrance vestibule is clearly defined with a significant amount of glass and signage.

Visual interest – Meets Requirements

- The building walls provide architectural detail and contain windows in order to create visual interest.
- The building has been designed into smaller, identifiable sections by varying the brick and stepping up the height slightly in three of the four corners.
- There are no instances of blank walls that exceed 25 feet in length.

Exterior materials – Meets Requirements

- The applicant is proposing brick as the building's primary exterior material. The cornice is constructed of a composite material and a matching accent band is proposed above the windows. The building would also contain a significant amount of glass. The proposed materials comply with the City's durability standards for exterior materials (see Table 2). Please note that exterior

material changes at a later date may require review by the Planning Commission and an amendment to the site plan review.

- In addition, the application is consistent with the City’s policy of allowing no more than three exterior materials per elevation, excluding windows, doors, and foundation materials. One primary material is proposed.
- Plain face concrete block is not proposed along any public streets, sidewalks, or adjacent to a residence or office residence district.
- The exterior materials and appearance of the rear and side walls of the building are similar to and compatible with the front of the building.

Table 1. Percentage of Exterior Materials per Elevation

Material	Allowed Max	North	South	East	West
Brick	100%	100%	100%	100%	100%

Windows – Requires Alternative Compliance

- For nonresidential uses, the zoning code requires that no less than 30 percent of the walls on the first floor are windows with clear or lightly tinted glass with a visible light transmittance ratio of six-tenths (0.6) or higher. No less than ten percent of the walls on each floor above the first that face a public street, public sidewalk, public pathway, or on-site parking lot, shall be windows. Based on the floor plans, all proposed shelving, mechanical equipment, and other similar fixtures allow views into and out of the building between four and seven feet above the adjacent grade. The project is in compliance with the minimum window requirement (see Table 3) on the first floor of the north, east, and south elevations. Alternative compliance is requested for the window requirement on the first floor of the west elevation and the second floor of the north elevation. The overall height of the building is 33.75 feet at the tallest point and 26.75 feet at the shortest point. The zoning code allows the first story of a building to be a maximum of 20 feet in height. Per this definition, the remaining height of the building is considered a second story and therefore has a window requirement.
- All windows are vertical in proportion and are evenly distributed along the building walls.

Table 2. Percentage of Windows per Applicable Elevation

	Code Requirement	Proposed		
Nonresidential Uses				
1st floor (north)	30% minimum	268.8 sq. ft.	48.5%	434.8 sq. ft.
2nd floor (north)	10% minimum	89.6 sq. ft.	6.1%	55 sq. ft.
1 st floor (east)	30% minimum	257.2 sq. ft.	62.5%	536 sq. ft.
2nd floor (east)	10% minimum	85.7 sq. ft.	12.8%	110 sq. ft.
1 st floor (west)	30% minimum	330 sq. ft.	15.7%	173.28 sq. ft.
2 nd floor (west)	10% minimum	110 sq. ft.	10%	110 sq. ft.
1 st floor (south)	30% minimum	281.8 sq. ft.	56.1%	526.7 sq. ft.
2 nd floor (south)	10% minimum	93.9 sq. ft.	11.7%	110 sq. ft.

Ground floor active functions – Meets requirements

- The ground floor facing Hennepin Avenue contains active functions for 100 percent of the frontage, as does the ground floor fronting along 27th Street W.

Roof line – Meets requirements

- The principal roof line of the building will be flat, which is similar to that of other commercial buildings in the area.

Parking garages – *Not applicable*

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

ACCESS AND CIRCULATION

Pedestrian access – *Meets requirements*

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

Transit access – *Meets requirements*

- No transit shelters are proposed as part of this development. There is an existing transit shelter in the public right-of-way near the corner of Hennepin Avenue S and 27th Street W. The transit shelter will be maintained in its current location and not impacted by the proposed building.

Vehicular access – *Meets requirements*

- Vehicular access and circulation has been designed to minimize conflicts with pedestrian traffic and with surrounding residential uses. The applicant is proposing a curb cut from Hennepin Avenue S that will access the parking area. This curb cut will be signed as a right-out only to prevent cars from attempting to turn left on to Hennepin Avenue S. The existing curb cut onto 27th Street W will also be maintained. This curb cut is currently signed for no right-turns out of the site to prevent traffic from entering the residential neighborhood. This signage will be maintained as part of the project. The drive-through is located on the west side of the building with a separate lane that will also exit toward 27th Street W. Due to the limited number of drive-through transactions expected on the site, staff does not expect traffic conflicts to result from this configuration.
- Curb cuts have been consolidated.
- There is no alley on this block. As such, commercial traffic is not expected to conflict with residential traffic generated by the residences on the west side of the block. As noted above, the applicant will also be maintaining a sign indicating no right-turns onto 27th Street W in an effort to prevent commercial traffic from entering the residential area.
- The loading functions will occur in the northwest corner of the building, near the service entry doors. Standard deliveries are expected to occur once per week and will unload for two to three hours. Additional deliveries include UPS/FedEx trucks that are delivering prescription medication and beverage trucks.
- The proposed site plan minimizes the use of impervious surfaces. Pervious surfaces are provided 4,611 square feet of the total site, equivalent to 25.8 percent of the site not occupied by building. Landscaping is primarily located throughout the parking lot and along the west property line.

LANDSCAPING AND SCREENING

General landscaping and screening – *Meets requirements*

- The overall composition and location of landscaped areas complement the scale of development and its surroundings. The majority of the landscaping is provided along the west property line to provide a green buffer between the parking area and the residential uses west of the site. A landscaped buffer is also provided along the north property line.

- At least 20 percent of the site not occupied by the building is landscaped. The applicant is proposing approximately 4,611 square feet of landscaping on site, or approximately 25.8 percent of the site not occupied by buildings (see Table 4).
- The applicant is proposing at least one canopy tree per 500 square feet of the required landscaped area, including all required landscaped yards. The tree requirement for the site is two and the applicant is proposing a total of six canopy trees on site and six within the right-of-way adjacent to the site.
- The applicant is proposing at least one shrub per 100 square feet of the required landscaped area, including all required landscaped yards. The shrub requirement for the site is 41 and the applicant is proposing 100 shrubs on site.
- The remainder of the required landscaped area is covered with turf grass, native grasses, perennial flowering plants, vines, shrubs and other trees. Additional plantings on site include perennials, native grasses and perennial plantings specifically in the stormwater pond in the southwest corner of the site. A row of plantings is also proposed in the right-of-way on the south side of the building wall.

Table 3. Landscaping and Screening Requirements

	Code Requirement	Proposed
Lot Area	--	34,175 sq. ft.
Building Footprint	--	13,817 sq. ft.
Remaining Lot Area	--	20,358 sq. ft.
Landscaping Required	4,071.6 sq. ft.	4,611 sq. ft.
Canopy Trees (1:500 sq. ft.)	8 trees	10 trees
Shrubs (1:100 sq. ft.)	41 shrubs	100 shrubs

Parking and loading landscaping and screening – Requires alternative compliance

- The parking area contains landscaped yards a minimum seven feet in width where parking abuts the adjacent public streets. The landscaped yard between the parking area and Hennepin Avenue S is seven feet in width and the landscaped yard along 27th Street W is 10 feet in width.
- The applicant is proposing screening that is a minimum of three feet in height and 60 percent opaque in both locations. The screening is comprised of densely planted shrubs. The applicant is proposing to locate the bike parking in the landscaped yard on the north side of the Hennepin Avenue curb cut. As a condition of approval, staff is recommending that the bike parking be relocated and replaced with landscaping in this location.
- The parking area abutting the residential districts to the west requires a landscaped yard that is a minimum of seven feet in width. The landscaped proposed along the west property line ranges from seven feet in width on the north end to approximately 27 feet in width on the south end.
- The landscaped yard between the parking area and the adjacent residential uses requires screening that is a minimum of six feet in height and 95 percent opaque. There is an existing solid wood fence along the majority of the west property line that is in good condition and will be retained. Said fence is 7.5 feet in height. Plantings are also shown in the landscaped yards. The applicant is proposing to extend the wood fence along the west property line. While the proposed fence would achieve the required screening, it would directly abut a brick garage on the adjacent residential property. This configuration would not provide any benefit in terms of screening and would create maintenance issues for both the garage and the fence. In lieu of extending the fence, staff recommends that the Commission grant alternative compliance for the screening requirement. There is a dense row of landscaping proposed in this location to provide a buffer.

- The corners of the parking lot that are unavailable for parking or vehicular circulation are landscaped.
- Information included in the landscape plan indicates that the plant materials, and installation and maintenance of the plant materials, would comply with sections 530.200 and 530.210 of the zoning code.
- All other areas not occupied by buildings, parking and loading facilities, or driveways would be covered with turf grass, native grasses, perennials, shrubs, and trees.

ADDITIONAL STANDARDS

Concrete curbs and wheel stops – Meets requirements

- The majority of the parking lot is defined by a six-inch by six-inch continuous concrete curb. However, in the southwest corner of the site the applicant is proposing an infiltration basin and the parking lot is designed with discontinuous curbing in this location to allow for on-site retention and filtration.

Site context – Meets requirements

- There are no important elements of the city near the site that will be obstructed by the proposed single-story building.
- This building should have minimal shadowing effects on public spaces and adjacent properties. The majority of the building is only a single-story with a mezzanine in the northwest corner.
- This building has been designed to minimize the generation of wind currents at ground level.

Crime prevention through environmental design – Meets requirements

- The site plan employs best practices to increase natural surveillance and visibility, to control and guide movement on the site, and to distinguish between public and non-public spaces.
- The proposed site, landscaping, and buildings promote natural observation and maximize the opportunities for people to observe adjacent spaces and public sidewalks.
- The landscaping, sidewalks, lighting, fencing, and building features are located to clearly guide pedestrian movement on or through the site and to control and restrict people to appropriate locations.
- The entrances, exits, signs, fencing, landscaping, and lighting are located to distinguish between public and private areas, to control access, and to guide people coming to and going from the site.

Historic preservation – Meets requirements

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

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

The proposed use is permitted in the C2 District.

Off-street Parking and Loading – Meets requirements

- The off-street vehicle parking requirement for general retail sales and service uses is one space per 500 square feet after the first 4,000 square feet. The proposed building is 16,317 square feet in area (including the mezzanine), equating to a minimum parking requirement of 25 stalls.
- The use has a minimum bicycle parking requirement of three short-term spaces. Bike parking is proposed in the northeast corner of the site, in the landscaped yard. As a condition of approval, staff is recommending that the bike parking be relocated to allow for additional landscaping in this

location. Bike parking can be located in the right-of-way with an encroachment permit from Public Works.

- The use is below the minimum size requirements for loading and does not require a designated loading space. The applicant is proposing that loading will occur in the parking lot on the west side of the building when the drive-through is not in use.
- Drug stores with drive through facilities require a minimum of three stacking spaces behind the pick-up window. The three required spaces are provided.

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

Use	Minimum	Reductions	Total with Reductions	Maximum Allowed	Proposed
General Retail Sales and Service	27	--	25	82	32

Table 5. Bicycle Parking Requirements (Chapter 54I)

Use	Minimum	Short-Term	Long-Term	Proposed
General retail sales and service	3	Not less than 50%	--	7

Building Bulk and Height – Meets requirements

- As noted above, the As noted above, while the building does not function as a two-story building, the mezzanine at the northwest corner increases the height of the building above 20 feet. As such, it is considered a two-story building per the zoning code definition of height.

Table 6. Building Bulk and Height Requirements

	Code Requirement	Proposed
Lot Area	--	34,175 sq. ft. / .78 acres
Gross Floor Area	--	16,317 sq. ft.
Floor Area Ratio (Minimum)	--	.47
Floor Area Ratio (Maximum)	2.7	
Building Height (Maximum)	4 stories or 56 feet, whichever is less	2 stories, 30.3 ft.

Lot Requirements – Not applicable

- There are no applicable lot area requirements for this commercial use.

Yard Requirements – Meets requirements

- The site has yard requirements along the west property line and for the west 25 feet along the south property line due to the adjacent residential uses.

Table 7. Minimum Yard Requirements

Setback	Zoning District	Overriding Regulations	Total Requirement	Proposed
Corner side (south)	none	8 ft. for the west 25 feet	8 ft. for the west 25 feet	10 ft. for the parking
Rear (west)	none	5 ft. due to the adjacent	5 ft.	7 ft.

		residential zoning		
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Signs – Meets requirements

- All signs are subject to Chapter 543, On-Premise Signs. The applicant will be required to submit a separate sign permit application for any signage that is proposed.
- Buildings in the C2 district are allowed wall signage equivalent to 1.5 feet square feet of signage for each one linear foot of primary building wall when no freestanding signs are present. The applicant is not proposing any freestanding signs. Several wall signs are proposed (see Table 11). The total amount of signage is within the parameters allowed.
- The maximum height of wall signs in the C2 district is 28 feet and no single sign can exceed 180 square feet in area.

Table 8. Signage Summary

	Maximum Size Allocation	Maximum Area Per Sign	Proposed Area	Maximum Allowed Height	Proposed Height
Wall Signage (north elevation)	167 sq. ft.	180 sq. ft.	99.8 sq. ft. 41.6 sq. ft. 13 sq. ft.	28 ft.	26 ft. 22 ft. 27.8 ft.
Wall Signage (east elevation)	159.5 sq. ft.	180 sq. ft.	99.8 sq. ft. 41.6 sq. ft. 13 sq. ft.	28 ft.	26 ft. 22 ft. 27.8 ft.
Wall Signage (south elevation)	174.8 sq. ft.	180 sq. ft.	112.8 sq. ft.	28 ft.	26 ft.

Screening of Mechanical Equipment – Meets requirements

- All mechanical equipment is subject to the screening requirements of Chapter 535 and district requirements:

535.70. Screening of mechanical equipment.

- a) In general. All mechanical equipment installed on or adjacent to structures shall be arranged so as to minimize visual impact using one (1) of the following methods. All screening shall be kept in good repair and in a proper state of maintenance.
 - 1) Screened by another structure. Mechanical equipment installed on or adjacent to a structure may be screened by a fence, wall or similar structure. Such screening structure shall comply with the following standards:
 - a. The required screening shall be permanently attached to the structure or the ground and shall conform to all applicable building code requirements.
 - b. The required screening shall be constructed with materials that are architecturally compatible with the structure.
 - c. Off-premise advertising signs and billboards shall not be considered required screening.
 - 2) Screened by vegetation. Mechanical equipment installed adjacent to the structure served may be screened by hedges, bushes or similar vegetation.
 - 3) Screened by the structure it serves. Mechanical equipment on or adjacent to a structure may be screened by a parapet or wall of sufficient height, built as an integral part of the structure.

- 4) Designed as an integral part of the structure. If screening is impractical, mechanical equipment may be designed so that it is balanced and integrated with respect to the design of the building.
- b) Exceptions. The following mechanical equipment shall be exempt from the screening requirements of this section:
- 1) Minor equipment not exceeding one (1) foot in height.
 - 2) Mechanical equipment accessory to a single or two-family dwelling.
 - 3) Mechanical equipment located in an I2 or I3 District not less than three hundred (300) feet from a residence or office residence district.
- The applicant is proposing a transformer in the landscaped yard on the west side of the site that meets the required setback. No other mechanical equipment is shown.
 - Any additional mechanical equipment shall be required to comply with the standards above.

Refuse Screening – Meets requirements

- All refuse and recycling storage containers are subject to the screening requirements in Chapter 535:

535.80. Screening of refuse and recycling storage containers.

Refuse, recycling storage, and compost containers shall be enclosed on all four (4) sides by screening compatible with the principal structure not less than two (2) feet higher than the refuse container or shall be otherwise effectively screened from the street, adjacent residential uses located in a residence or office residence district and adjacent permitted or conditional residential uses. Single and two-family dwellings and multiple-family dwellings of three (3) and four (4) units shall not be governed by this provision.

- The trash enclosure is shown in the landscaped yard on the west side of the site, seven feet from the north property line and 17 feet from the west property line.

Lighting – Meets requirements with Conditions of Approval

- Existing and proposed lighting must comply with Chapter 535 and Chapter 541 of the zoning code, including:

535.590. Lighting.

- a) In general. No use or structure shall be operated or occupied as to create light or glare in such an amount or to such a degree or intensity as to constitute a hazardous condition, or as to unreasonably interfere with the use and enjoyment of property by any person of normal sensitivities, or otherwise as to create a public nuisance.
- b) Specific standards. All uses shall comply with the following standards except as otherwise provided in this section:
 - 1) Lighting fixtures shall be effectively arranged so as not to directly or indirectly cause illumination or glare in excess of one-half (1/2) footcandle measured at the closest property line of any permitted or conditional residential use, and five (5) footcandles measured at the street curb line or nonresidential property line nearest the light source.
 - 2) Lighting fixtures shall not exceed two thousand (2,000) lumens (equivalent to a one hundred fifty (150) watt incandescent bulb) unless of a cutoff type that shields the light source from an observer at the closest property line of any permitted or conditional residential use.

- 3) Lighting shall not create a sensation of brightness that is substantially greater than ambient lighting conditions as to cause annoyance, discomfort or decreased visual performance or visibility to a person of normal sensitivities when viewed from any permitted or conditional residential use.
 - 4) Lighting shall not create a hazard for vehicular or pedestrian traffic.
 - 5) Lighting of building facades or roofs shall be located, aimed and shielded so that light is directed only onto the facade or roof.
- The applicant submitted a photometric plan that shows maximum readings of 1.2 footcandles along the west property line (adjacent to residential) and a maximum of 2.3 footcandles on the south property line. As a condition of approval, the lighting will need to be rearranged so as not to directly or indirectly cause illumination or glare in excess of one-half (1/2) footcandle measured at west property line, due to the adjacent residential uses.

Fences – Meets requirements

- Fences must comply with the requirements in Chapter 535. As noted above, there is an existing fence along the west property line that is 7.5 feet in height. The applicant is proposing to leave this fence in place as part of the project. While the fence exceeds the allowable fence height, it is existing and retains rights to its current height.

Specific Development Standards – Not applicable

SH, Shoreland Overlay District Standards – Meets requirements

- The site is located in the SH, Shoreland Overlay district and complies with all applicable requirements.

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

The Minneapolis Plan for Sustainable Growth identifies the site as mixed use on the future land use map and Lake Street is a commercial corridor in this location. The following comprehensive plan policies apply to the project:

Land Use Policy 1.1: Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan.

- I.1.5 Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development.

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

- I.4.1 Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served.
- I.4.2 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”.

Land Use Policy 1.10: Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.

- I.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low-impact light industrial – where compatible with the existing and desired character.
- I.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.
- I.10.5 Encourage the development of high-density housing on Commercial Corridors.

Urban Design Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

- 10.9.1 Encourage both mixed-use buildings and a mix of uses in separate buildings where appropriate.
- 10.9.2 Promote building and site design that delineates between public and private spaces.

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.
- 10.10.2 Identify commercial areas in the city that reflect, or used to reflect, traditional urban form and develop appropriate standards and preservation or restoration objectives for these areas.
- 10.10.4 Orient new buildings to the street to foster safe and successful commercial nodes and corridors.
- 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.
- 10.11.3 Continue to curb the inefficient use of land by regulating minimum height, setbacks, build-to lines and parking through master planning methods and zoning code regulations.

Urban Design Policy 10.18: Reduce the visual impact of automobile parking facilities.

- 10.18.1 Require that parking lots meet or exceed the landscaping and screening requirements of the zoning code, especially along transit corridors, adjacent to residential areas, and areas of transition between land uses.
- 10.18.2 Parking lots should maintain the existing street face in developed areas and establish them in undeveloped areas through the use of fencing, walls, landscaping or a combination thereof along property lines.
- 10.18.3 Locate parking lots to the rear or interior of the site.
- 10.18.4 Provide walkways within parking lots in order to guide pedestrians through the site.

The applicant is proposing a short two-story building with a drive-through in at a prominent corner on a commercial corridor. While defined as two stories, the building primarily functions as a single-story building. While the intensity of development proposed does not align with policies for commercial corridors, the proposed use is permitted. The applicant is incorporating traditional urban design principals into the project by placing the building at the corner with a street-facing entrance and significant window coverage.

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

The site is located within the boundaries of the *Uptown Small Area Plan* adopted by the City Council in 2008. The project has been evaluated for consistency with the small area plan. Specifically, the site is in the Hennepin Avenue Commercial Corridor district in the plan. The plan calls for this area to be characterized by medium density housing containing street-level retail, and residences and small offices above. It calls for retail and commercial uses to be mostly community-oriented. The future land use designation for the site in the small area plan is mixed use. On the development-intensity map, the plan calls for urban-oriented development. Buildings types consistent with this development-intensity recommendation include mixed-use buildings, lofts, small apartments and live/work developments. The proposed single-story building is not consistent with this development intensity recommendation.

The plan calls for a reduction in curb cuts to improve pedestrian safety and traffic flow. It also calls for connecting parking lots to side streets wherever possible to allow vehicles to access sites via the side streets and not mid-block. The applicant is proposing to eliminate one curb cut and provide access from 27th Street W in addition to Hennepin Avenue to improve traffic flow.

The plan also calls for a strong urban street wall of two to four stories with ground floors that contain storefronts. Of the applicable land use recommendations, the plan calls for discouraging single-story buildings. There are no specific built-form recommendations in the plan that apply to the site, but throughout the plan it calls for mixed-use and/or residential development along the Hennepin Avenue Commercial Corridor. Again, the proposal is for a single-story, single-use building with a drive-through and is not consistent with these recommendations. While the development intensity proposed does not align with the small area plan, the proposed height and drive-through facility are permitted per the zoning code. The proposed building is consistent with the following built form recommendations in the plan:

5. Alternative compliance.

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

- **Windows.** The first floor building wall facing the parking lot is required to have windows for 30 percent of the elevation. On the west side of the building, windows are only provided for 15.7 of the elevation. This portion of the building is primarily back-of-house operations and the pharmacy. The applicant has cited security concerns for the pharmacy as the reason for not having windows. Additionally, the building is unique in that it has a window requirement on all four sides and the first floor of the remaining elevations exceeds the minimum window requirements. As such, staff recommends granting alternative compliance for the window requirement on the west elevation.

As noted above, the building is technically two-stories per the zoning code definition of height. As such, there is a 10 percent glazing requirement on the second floor. The second story window requirement is met on all elevations except the north, where windows are only provided for 6.1 percent of the second story. Staff recommends granting alternative compliance for the second story window requirement on the north elevation as the building functions as a single-story and the architecture of the building would not be enhanced by provided additional windows in this particular location.

- **Parking and loading landscaping and screening.** As noted above, the applicant is proposing to extend a solid wood fence along the west property line to comply with the screening requirements between the parking lot and the adjacent residential uses. As proposed, this fence would be directly abutting a brick garage on the adjacent residential property. This would create maintenance access issue for both the garage and the fence and not provide any meaningful screening. In lieu of extending the fence, staff recommends that the Planning Commission grant alternative compliance for the minimum screening requirement.

Minor Subdivision

The Department of Community Planning and Economic Development has analyzed the application for a minor subdivision based on the following findings:

1. *The subdivision is in conformance with these land subdivision regulations, the applicable regulations of the zoning ordinance and policies of the comprehensive plan.*

Subdivision Regulations:

The subject site consists of multiple parcels. The applicant is proposing adjust the common lot line between the properties at 2642 Hennepin Avenue and 2640 Hennepin Avenue. The proposed adjustment would transfer the south nine feet of the property at 2640 Hennepin Avenue to the property at 2642 Hennepin Avenue. The new lot line location would be directly south of the existing FirstTech building, which is not part of the development site. Parcel A is proposed to be 34,716 square feet in area and will contain the new development. Parcel B will be 8,317 square feet in area and retain the existing building. The subdivision is in conformance with the design requirements of the land subdivision regulations.

Zoning Ordinance:

The proposed minor subdivision would conform to the applicable regulations of the zoning ordinance.

Comprehensive Plan:

The proposed minor subdivision is consistent with the applicable policies of the comprehensive plan. For a complete analysis of applicable policies, please see the Site Plan Review section of this report.

2. *The subdivision will not be injurious to the use and enjoyment of other property in the immediate vicinity, nor be detrimental to present and potential surrounding land uses, nor add substantially to congestion in the public streets.*

The proposed subdivision will not be injurious to the use and enjoyment of other property in the immediate vicinity, nor be detrimental to surrounding land uses. The proposed subdivision will adjust the common lot line between two parcels to allow for a new commercial building at the corner of Hennepin Avenue and 27th Street W. The proposed site plan eliminates a curb cut on Hennepin Avenue, will have adequate parking to alleviate traffic congestion in the public streets and comply with all applicable zoning code requirements.

3. *All land intended for building sites can be used safely without endangering the residents or users of the subdivision or the surrounding area because of flooding, erosion, high water table, soil conditions, improper drainage, steep slopes, rock formations, utility easements or other hazard.*

None of the above hazards exist on the site.

4. *The lot arrangement is such that there will be no foreseeable difficulties, for reasons of topography or other conditions, in securing building permits and in providing driveway access to buildings on such lots from an approved street. Each lot created through subdivision is suitable in its natural state for the proposed use with minimal alteration.*

Both parcels are relatively flat and each one has street frontage. Parcel A has frontage on two public streets and Parcel B has frontage on Hennepin Avenue S only. The proposed commercial building on Parcel A has been evaluated above and has gone through the Preliminary Development Review process. As proposed, there are no foreseeable difficulties in securing permits or providing access. Both lots are suitable for development in their natural state. The existing building will remain on the Parcel B.

5. *The subdivision makes adequate provision for stormwater runoff, and temporary and permanent erosion control in accordance with the rules, regulations and standards of the city engineer and the requirements of these land subdivision regulations. To the extent practicable, the amount of stormwater runoff from the site after development will not exceed the amount occurring prior to development.*

The proposed subdivision to adjust the common lot line between two parcels is not expected to result in increased stormwater runoff or soil erosion. Existing utility and drainage provisions are adequate for the area. Standard erosion control measures would be required during construction and the applicant is proposing on-site filtration in the southwest corner of the site to capture stormwater runoff.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Marcie Weslock of Elan Lab for the properties located at 2640-2650 Hennepin Avenue S:

A. Site Plan Review for a new 16,317 square foot building with a drive-through.

Recommended motion: **Approve** the application for site plan review, subject to the following conditions:

- I. CPED Staff review and approval of the final site plan, lighting plan, landscaping plan, and elevations before permits may be issued.

2. All site improvements shall be completed by March 14, 2018, unless extended by the Zoning Administrator, or permits may be revoked for noncompliance.
3. All required ground floor windows shall have a visible light transmittance ratio of 0.6 or higher.
4. The signage discouraging right-turns onto 27th Street W shall be retained on site.
5. The lighting shall to be rearranged so as not to directly or indirectly cause illumination or glare in excess of one-half (1/2) footcandle measured at west property line, due to the adjacent residential uses, in compliance with Section 535.590 of the zoning code.
6. No shelving, signage, merchandise, newspaper racks or other similar fixtures shall be placed in front of the required ground level transparent windows.
7. The applicant shall not continue the wood fence along the west property line as it would create a maintenance issue for the adjacent garage and the fence itself.
8. The bike parking shall be relocated to a convenient and visible area within 50 feet of the principal entrance, in compliance with Section 541.180 of the zoning code, and landscaping shall be provided for the length of the landscaped yard between the north row of parking stalls and Hennepin Avenue, in compliance with Section 530.170 of the zoning code.

B. Minor Subdivision.

Recommended motion: **Approve** the application for a minor subdivision.

ATTACHMENTS

1. Written description and findings submitted by applicant
2. PDR report
3. Zoning map
4. Site survey
5. Minor Subdivision
6. Site Plan
7. Plans
8. Building elevations
9. Sign details
10. Photometric plan
11. Photos
12. Correspondence

LAND USE and MINOR SUBDIVISION Application

Applicant: Élan Design Lab, Inc.

Date: January 25, 2016

PROPOSED WALGREENS PROJECT NARRATIVE 27th STREET AT HENNEPIN AVE S

We are proposing to redevelop and combine property on the west side of Hennepin Avenue north of 27th Street W. The new property will combine two existing parcels (2642 and 2650 Hennepin) and a portion of a third parcel (2640 Hennepin) increasing the 2650 parcel from 26,586 sf to 34,175 sf. The remaining 2640 parcel will be reduced from 9,246 sf to 7,822 sf.

The project will include the removal of an existing restaurant, existing computer repair building, and a portion of the parking area of the next adjacent property. The redevelopment would consist of the complete demolition of the existing property including the building and site work, and then the construction of a new 16,317 square foot (13,817 SF first floor + 2,500 SF mezzanine) Walgreens Pharmacy with drive-thru including the adjacent site improvements. The current site consists of a two (2) one-story buildings covering approximately one quarter of the site. The remaining site area is largely hard surface parking and paving. Our proposed building coverage will increase by 6,759 square feet and we will have a total of 4,611 square feet of landscape area. This is 539 square feet more than the 20% green space requirement in the Site Plan Review standards.

Our site will have a single vehicle ingress and egress point on Hennepin Avenue and a single vehicle ingress and egress on 27th Street West. Our building will be located on the southeastern portion of the site on the property lines adjacent to both Hennepin Avenue and 27th Street. The front entry will be in the northeast corner of the building facing Hennepin Avenue and the parking area to the north. We are proposing 32 on-site parking spaces. The Pharmacy will have a Drive-Thru pick up window which will be located on the west side of the building near the southern end. The delivery area for the project will also be on the west side of the building at the north end.

The building will be constructed of face brick on all sides. In combination with the brick we are proposing vision windows in excess of the 30% required by the Site Plan Review standards on the east (Hennepin Ave), north (Parking) and south (27th Street) sides of the building. The standards require a minimum of 30% vision glass between 2 and 10 feet above grade on these three sides. We are proposing 50% vision glass on the north, 38% on the south along 27th Street W and 60% on the east along the Hennepin Avenue side.

Proposed Walgreen's at Hennepin Avenue and 27th Street W

Land Use and Minor Subdivision Application

January 25, 2016

Our project will also include landscape plantings in excess of the Site Plan Review standards. The standards require 13 trees and 41 shrubs. We are proposing 13 trees (including saving three existing trees), 106 shrubs, and 522 perennials.

This project will eliminate one access drive along Hennepin Avenue thereby improving pedestrian safety. Our proposed building with its face brick on all sides and vision glass for pedestrian interaction will be inviting. The site work and landscaping will create a pleasing environment for the pedestrians on the adjacent walks and visitors to the site.

MINOR SUBDIVISION – REQUIRED FINDINGS

1. The subdivision is in conformance with these land subdivision regulations, the applicable regulations of the zoning ordinance and policies of the comprehensive plan.

The proposed minor subdivision is in conformance with the above regulations, ordinances, and plan.

2. The subdivision will not be injurious to the use and enjoyment of other property in the immediate vicinity, nor be detrimental to present and potential surrounding land uses, nor add substantially to congestion in the public streets.

The proposed minor subdivision and proposed uses of the properties are not anticipated to have any detrimental effects described above. The proposed use for the Parcel A & B is comparable to the current use and complies with the current zoning (C2). The proposed plan reduces one curb cut from what exists along Hennepin Avenue.

3. All land intended for building sites can be used safely without endangering the residents or users of the subdivision or the surrounding area because of flooding, erosion, high water table, soil conditions, improper drainage, steep slopes, rock formation, utility easements or other hazard.

The property is a relatively flat, previously developed site; the proposed minor subdivision and proposed use of the properties are not anticipated to create or increase any of the risks described above.

4. The lot arrangement is such that there will be no foreseeable difficulties, for reasons of topography or other conditions, in securing building permits and in providing driveway access to buildings on such lots from an approved street. Each lot created through subdivision is suitable in its natural state for the proposed use with minimal alteration.

The proposed lot size and configuration are not anticipated to create difficulty in obtaining building permits or in providing driveway access to existing or future buildings on each lot. The lots occur at the southern end of the block and would preserve/permit driveway access to buildings via Hennepin Avenue. Vehicle access at the proposed Parcel A would be similar to the existing conditions, with two curb cuts. The current curb cut nearest the intersection of 27th Street W and Hennepin will be improved by relocating it further from the intersection, along Hennepin. The existing curb cut to 2642 Hennepin would be removed. At Parcel B, the existing vehicle access points would preserve access to the existing building, with the proposed lot configuration also supporting future redevelopment of the site and driveway access.

Proposed Walgreen's at Hennepin Avenue and 27th Street W

Land Use and Minor Subdivision Application

January 25, 2016

5. The subdivision makes adequate provision for stormwater runoff, and temporary and permanent erosion control in accordance with the rules, regulations and standards of the city engineer and the requirements of these land subdivision regulations.

The site is under an acre and doesn't trigger Chapter 54 requirements, however the proposed minor subdivision makes adequate provisions for stormwater and erosion control by providing infiltration for 1.25" storm event. Additional information on the proposed south parcel's (Parcel A) stormwater management plan and temporary erosion control measures can also be found in the attached Civil drawings.



901 N 3rd St, Suite 120
Minneapolis, MN 55401
tel 612.260.7980
fax 612.260.7990
www.elanlab.com

February 25, 2016

Kimberly Holien
City of Minneapolis
Community Planning and Economic Development (CPED)
250 S. 4th Street
Room 300
Minneapolis, MN 55415
Kimberely.Holien@minneapolismn.gov

RE: Walgreen's Development at 27th and Hennepin – Response to Email date February 23, 2016

Dear Ms. Holien:

Thank you for forwarding the Council Member and Neighborhood concerns regarding the development at 27th and Hennepin. After discussing these items with the design team and Owner, please find our responses below to your email date February 23, 2016.

1. Hours of operation for the drive-through and overall operational procedures. Can you please provide a summary of the hours of operation and what noise impacts there may be from the drive through? For example, is there an amplified speaker for the drive through or how do customers notify the staff that someone is there?
 - a. Hours of Operation is 24 hours a day for both the store and the pharmacy, including the Pharmacy window. The highest use hours are between 7 AM – 7 PM. We expect overnight use to be fairly sparse. Pharmacy window transactions are typically less than 5 minutes and patrons are not allowed to wait for their prescriptions. There are no order boards and noise is limited to speaking through the low volume window speaker similar to a bank drive-thru. When a car pulls up to the window there is no external noise alert, rather an alert internal to the store and visual observation at the window.

2. How many drive-thru transactions are expected per day?
 - a. We anticipate 30-40 pharmacy window transactions for an urban location. Suburban trip counts can be closer to 80 per day. The pharmacy pick-up windows don't typically have a rush hour. Rather the visits tend to be more spread out through the day.

3. Timing of trash removal and location of the trash enclosure. If the trash is to be picked up during the early morning hours, the preference is that it moved as far away from the residential neighbors as possible. Please address the timing and removal plan and alternate locations that are less impactful on the residential uses.
 - a. Trash collection hours will be similar to City trash hours, but likely more than once a week. Alternate locations for the trash were not explored, as the site size and building location limits available locations away from the residential areas. Any location on the site will require the truck to maneuver through the site. It is expected that the trash volume will be less than existing, as the project is reducing to one use versus two that exist now. Walgreen's will generate less trash than the restaurant. In addition, the cardboard is kept inside and shipped back to the store.
4. Timing of delivery vehicles
 - a. Walgreen's truck delivers once a week and will unload for 2-3 hours. Boxes are unloaded at the west wall and routed through the door at the NW corner. Additional deliveries will include UPS/Fedex to bring prescription drugs, as well as beverage trucks.
5. Windows on the west elevation and in the southwest corner. It has been requested that windows be added along the west elevation in addition to those proposed in the employee break room area. Windows are also requested on the south side of the building in the employee break room.
 - a. The floor plan along the west wall largely includes storage and pharmacy uses, which cannot have vision glass for security and privacy reasons. We can and will add glass to the south elevation at the break room and the office.
6. The curb cut onto 27th should be signed as a left-out only to prevent commercial traffic from entering the neighborhood.
 - a. A sign will be provided to restrict turning movement to left turn only.

Please feel free to contact me if you have questions or if you need additional information at 612-260-7981 or mweslock@elanlab.com. We are happy to discuss further.

Sincerely,



Marcie Weslock, PE, LEED AP

CC: NLD15003.F230



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MEETING MINUTES

DATE: February 25, 2016

TO: Kimberly Holien

FROM: Marcelle Weslock, PE, LEED AP

RE: **East Isle Residents Association Zoning & Land Use Committee Meeting
Walgreens at 27th Street W and Hennepin Avenue**

On Tuesday February 16, 2016, Roger Tomten with Archnet and myself met with the East Isles Residence Association Zoning and Land Use Committee to discuss the proposed Walgreen's at 27th Street West and Hennepin Avenue.

Approximately 30 people participated in the discussion from around the City of Minneapolis. The design team presented the overall proposal and architectural concept. The following summarizes the comments and concerns by category from the neighborhood along with the team response:

WALKABILITY/SAFETY

1. Walkability is important to the neighborhood. Residents expressed general concern over pedestrian safety, specifically where the traffic crosses the sidewalk at Hennepin Ave.
2. Can you increase bike parking?
 - a. Currently there are 3 bike parking spots required and 7 provided. Opportunities near the entrance for additional bike parking is limited due to landscaping.
3. Lighting is a concern for two reasons, safety and glare impact to the neighbors.
 - a. The lights will be downshielded. There will be a pole located near the trash enclosure, as well as another located near the existing building at the north end of the property. Security cameras will be installed to monitor the pick-up window.
4. Will cameras be installed at the pick-up window?
 - a. Cameras will be installed for safety at the pharmacy.
5. Will the windows be covered up and block views to the interior of the store?
 - a. No. The floor plan includes a corridor that circulates between the windows and any display or shelving. There will be sun shades, but only in use sparingly.
6. There is a bump at Bank of America that they use to slow down traffic. Can we do this?
 - a. This appears to separate traffic lanes and isn't planned for this curb cut.
7. Concern for pedestrian safety at the Hennepin Avenue curb cut. Is there any way to control traffic? Or implement sidewalk changes to call attention to pedestrians?
 - a. The design team suggested installation of signage to caution for pedestrian crossing or a rumble strip to gather attention of the driver. The design will be revised to include signage to warn about pedestrian crossing.

PHARMACY

8. Will the Walgreen's be a 24-hour store?
 - a. Yes, as is the Pharmacy. This will be the same as the existing store near Kowalski's.
9. Concern was expressed over 24-hour pharmacy. What is volume of pharmacy?
 - a. Approximately 30-40 cars per day.
10. What is the average time of transaction of the pick-up window?
 - b. Only allowed to pick-up or drop off prescriptions. Patrons are not allowed to wait for their prescription. Average time is less than 5 minutes.
11. Would Walgreen's entertain changing the pharmacy operations to home delivery, and eliminate the pick-up window?
 - c. No, Walgreen's won't entertain this due to liability issues with prescription medicine and privacy issues.

DENSITY

12. Resident asked us to look at the density of the CVS at Franklin and Nicollet, as well as the development at Lake and Fremont with parking around back.
 - b. The development can be reviewed, but this project has already been through several iterations that looked at higher density, which were found to not be viable.
13. How much density did the project try to include?
 - a. The design team described the evolution process the project has taken including the CPM project. However, mixed use was not found to be viable for this site.
14. A resident stated they would prefer to see a building with 2-3 stories above the first floor use.
15. If the neighborhood supported a variance to increase height would that help with redesigning the project?
 - a. No, the landowner has reviewed many options and found them not to be viable.
16. If the Pharmacy is such a low use then why do they need it?
 - a. Walgreen's caters to a myriad of customer conveniences, including the pick-up window. The pharmacy window is geared to helping those patrons, such as mothers with children, the elderly, patrons with low immune systems, as well as healthy patrons wanting to refrain from using the indoor pharmacy that may be high-risk to their individual health circumstance.
17. Can Walgreen's eliminate the pharmacy?
 - a. Walgreen's won't entertain this as an option for this location due to reasons noted previously.

BUILDING LOCATION AND DESIGN

18. The building has a suburban look that doesn't fit with the vibe of the neighborhood.
 - a. No revisions to the overall design are proposed at this time.
19. Will this location consolidate the Lake & Pillsbury store?
 - a. No. However, there has been discussions to move the Pillsbury store into the Kmart redevelopment if that moves forward.
20. Why doesn't the relocated Lyndale and 54th have a pharmacy drive-through?
 - a. This is due to this area being located in a pedestrian overlay district.
21. Does Walgreen's need to leave their current location? Won't they lose business by relocating from patrons that run both to the grocery store and Walgreen's?
 - c. It is possible and these have been reviewed, however Walgreen's would still prefer to relocate to this location.
22. Residents prefer a corner entry at 27th & Hennepin to make the intersection more prominent. This comment was mentioned several times.
 - a. Walgreen's has had more success serving their customers with the entry closer to the accessible parking area.
23. Could the building include multiple entrances to allow for the main entry to be at the corner and still have access from parking?
 - a. Walgreen's prefers a single entry point, as it is easier for store personnel to monitor a single entrance/exit.
24. How flexible is the store for future use?
 - a. The amount and location of the vision glass allows for future division of the floor plate in were it to become a multi-use building.
25. Could the building handle green roof or photovoltaics in the future?
 - a. This hasn't been considered in the design.
26. Why didn't we follow the Uptown Small Area Plan?
 - a. The Uptown Small Area Plan was reviewed during the evolution of this project, as was the City Code and needs of Walgreens.

SITE CIRCULATION

27. Resident prefers there be no right turn into the neighborhood on 27th Street W.
 - b. Walgreen's will add a sign to prohibit the right exit movement to 27th Street in an attempt to keep traffic from maneuvering through the neighborhood.
28. Is there enough parking shown?
 - a. Yes, adequate parking has been provided that meets City Code and the needs of the facility.
29. Prefer to restrict exiting at the Hennepin Ave curb cut.
 - a. The City has requested this movement be restricted to right in, left in, and right out only.

RE: East Isles Residents Association Zoning & Land Use Committee Meeting

Date: February 25, 2016

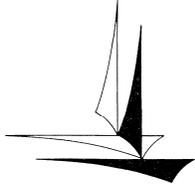
Page 4 of 4

30. Can the exit to Hennepin be eliminated?
 - a. Walgreen's has better success with parking lots that are not dead ends and requires the Hennepin access remain with limited movements, as discussed previously. The Hennepin Avenue cut allows additional options for traffic circulation that may alleviate concerns at the 27th Street curb cut during certain hours.
31. Can we control traffic and limit traffic to a one way movement?
 - a. Walgreen's requires two way traffic for ease of circulation.
32. More discussion over pedestrian safety, can we color the concrete?
 - a. This is a City sidewalk and are required to follow the City detail. We will install signage to alert drivers to watch for pedestrians.
33. Can you use the drive-thru on bike or foot.
 - a. Yes, both methods are acceptable.
34. Resident requested traffic studies that Walgreen's has performed.
 - a. Walgreen's has performed private confidential studies. At this time they will not be released, however the request will be forwarded to them.
35. Will Walgreen's share parking or have they included street parking into their count.
 - a. No, Walgreen's has been set up to be self-sufficient and has not taken into account street parking into their operational needs.
36. Will the street parking be reduced due to this parking lot?
 - a. Not as a part of this plan, but the neighborhood can take the issue up with the City.
37. Will street parking be reduced on Hennepin between curb cut and bus stop? There are mobility issues with pedestrians and visibility by vehicles.
 - a. This will be up to the City to regulate.

If you have any questions or need additional information, please feel free to contact me at MWeslock@elanlab.com or 612-260-7981.

Encl: None

cc: Élan File No.: NLD15003.F240



Minneapolis Development Review
250 South 4th Street
Room 300
Minneapolis, MN 55415

Preliminary Development Review Report

Development Coordinator Assigned: **DONALD ZART**
(612) 673-2726
don.zart@minneapolismn.gov

Status *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001400
Applicant:	SOMSAP LLC. 5860 ARCHER LANE PLYMOUTH, MN 55446
Site Address:	2650 HENNEPIN AVE 2642 HENNEPIN AVE 2640 HENNEPIN AVE
Date Submitted:	26-JAN-2016
Date Reviewed:	04-FEB-2016

Purpose

The purpose of the Preliminary Development Review (PDR) is to provide Customers with comments about their proposed development. City personnel, who specialize in various disciplines, review site plans to identify issues and provide feedback to the Customers to assist them in developing their final site plans.

The City of Minneapolis encourages the use of green building techniques. For additional information please check out our green building web page at: http://www.ci.minneapolis.mn.us/mdr/GreenBuildingOptions_home.asp.

DISCLAIMER: *The information in this review is based solely on the preliminary site plan submitted. The comments contained in this report are preliminary ONLY and are subject to modification.*

Project Scope

Proposed new Walgreens commercial building and parking lot with associated landscaping.

Review Findings (by Discipline)

Zoning - Planning

- The project requires an application for site plan review and a minor subdivision. These applications are being reviewed for completeness. Thus far, staff has identified that alternative compliance is needed for the window requirement on the west elevation.
- Staff has also identified a yard variance for the transformer. The required setback along the west property line is 5 feet due to adjacent residential uses.

Addressing

- The proposed address for the new Walgreens will be 2646 Hennepin Ave.

*Approved: You may continue to the next phase of developing your project.
*Resubmission Required: You cannot move forward or obtain permits until your plans have been resubmitted and approved.

□ Parks - Forestry

- Contact Craig Pinkalla (cpinkalla@minneapolisparcs.org), Telephone (612)-499-9233 regarding removal or protection of trees during construction in the city right of way.
- Proposed Sunburst Honey Locust on Hennepin ave. Species selection OK.
- Removal of (1) boulevard trees approved based on current planting plan.
- In connection with sidewalk replacement:
 - Any tree roots encountered are to be cleanly cut using hand tools. Cutting any roots greater than 2” requires you contact MPRB Forestry for inspection at 612.499.9233
- Specify tree protection provisions in demolition plan.
 - The Tree Protection Zone (TPZ) is a restricted area around the base of the tree a with a minimum radius of 1 foot for each inch No work, storage, or equipment operation shall be performed in this area.
 - Tree Protection fence shall enclose the entire area of the TPZ of the tree(s) to be protected for the duration of the construction For trees situated within a boulevard or near a sidewalk or driveway, only the planting strip and yard side of the TPZ shall be enclosed
 - Size, type, and area to be fenced: All trees to be preserved shall be protected with four (4) foot high fencing. Fencing is to be mounted on heavy duty steel T-posts driven into the ground to a depth of at least one (1) foot, six (6) inches (18” minimum)
 - Warning Sign: A weatherproof warning sign shall be prominently displayed on each fence at 20-foot intervals on the tree protection The sign shall be a minimum 11.0 inches by 17 inches and clearly state: “WARNING Tree Protection Zone”.
 - Duration: Tree fencing shall be erected before construction begins and remain in place until final inspection of the project
- Effective January 1, 2014, the City of Minneapolis and the Minneapolis Park and Recreation Board adopted an update to the existing Parkland Dedication Ordinance.
- The adopted City of Minneapolis Parkland Dedication ordinance is located in Section 598.340 of the City's Land Subdivision ordinance:
- <http://library.municode.com/index.aspx?clientId=11490>
- As adopted, the fee in lieu of dedication for new residential units is \$1,521 per unit (affordable units excluded per ordinance) and for commercial and industrial development it is \$202.80 per development employee (as defined in ordinance). Any dedication fee (if required) must be paid at the time of building permit issuance. There is also an administration fee that is 5% of the calculated park dedication fee.
- As proposed, for your project, Walgreens, the calculated dedication fee is as follows:

• Commercial -	=	\$1,622
• Administrative Fee - 5% of \$1,622=		\$ 81
• Total	=	\$1703
- This is a preliminary calculation based on your current proposal; a final calculation will be made at the time of building permit submittal.
- For further information, please contact Don Zart at 612-673-2726.

□ Sidewalk

- ADA compliant pedestrian ramps are required at each crosswalk at the intersection of Hennepin Ave. and W. 27th St.. Construct two (2) ADA compliant pedestrian ramps at each of these locations. All pedestrian ramps will need to meet current ADA regulations and be "Accessible Pedestrian Signal" (APS) ready. Please contact Ryan Anderson at 612-673-3986 for more information on current APS designs. Include the appropriate details and standard plates in the site plan; refer Mn/DOT Standard Plan 5-297.250 Pedestrian Curb Ramp Details at: <http://standardplans.dot.state.mn.us/stdplan.aspx>

□ Business Licensing

- Please contact Don Zart (612)673-2726 to discuss the requirements for the Health Plan Review.

❑ Right of Way

- An encroachment permit shall be required for all streetscape elements in the Public right-of-way such as: plants & shrubs, planters, tree grates and other landscaping elements, sidewalk furniture (including bike racks and bollards), and sidewalk elements other than standard concrete walkways such as pavers, stairs, raised landings, retaining walls, access ramps, and railings (NOTE: railings may not extend into the sidewalk pedestrian area). Please contact Bob Boblett at (612) 673-2428 for further information.
- Note to the Applicant: Any elements of an earth retention system and related operations (such as construction crane boom swings) that fall within the Public right-of-way will require an encroachment permit application. If there are to be any earth retention systems which will extend outside the property line of the development then a plan must be submitted showing details of the system. All such elements shall be removed from the Public right-of-way following construction with the exception of tie-backs which may remain but must be uncoupled and de-tensioned. Please contact Bob Boblett at (612) 673-2428 for further information.
- In addition, any elements of an earth retention system and related excavations that fall within the Public right-of-way will require a "Right-of-Way Excavation Permit". This permit is typically issued to the General Contractor just prior to the start of construction. However, it is the Applicant's responsibility to insure that all required permits have been acquired by its consultants, contractors, sub-contractor's prior to the start of work.
- Per the Minneapolis Code of Ordinances, out-swinging doors are permitted to encroach a maximum of 4" into the Public right-of-way. The Applicant should consider designs that provide for in-swinging doors or recessed doorways to prevent out-swinging doors beyond the maximum allowable encroachment.
- Contact Paul Cao at (612) 673-2943 for position and alignment of bike racks proposed in the Public right-of-way. If the racks are privately owned, they will require an encroachment permit.

❑ Fire Safety

- Provide required fire suppression system throughout building including fire alarm monitoring.
- Fire department connection must be located on the address side of building & within 150 feet of a fire hydrant.
- Maintain fire apparatus access at all times

❑ Sewer Design

Stormwater Management:

- As the site is within the City's Shoreland Overlay District, the site will need to provide stormwater treatment so that the proposed improvements do not negatively impact the downstream waterbody. It should be demonstrated that the proposed improvements do not increase the TSS or TP loading or increase the peak discharge rates. Please update the Stormwater Management Report to reflect this.
- Please provide a copy of any geotechnical reports for the site. In the absence of field measured infiltration rates, the design infiltration rates from the MN Stormwater Manual (http://stormwater.pca.state.mn.us/index.php/Design_infiltration_rates) should be used for the design of the infiltration practice.
- The proposed project is located within the Minnehaha Creek Watershed District, which has a separate review process from that of the City. Please note it may be necessary to obtain approvals or permits from Minnehaha Creek Watershed District.

Utility Connections:

- It is preferred that the proposed sanitary sewer connection occur at the existing manhole, just upstream of the proposed connection location. The service could enter the manhole above the spring line of the outgoing sewer and below 2' above the crown of the outgoing sewer. Please evaluate if this is feasible and revise accordingly. Please note the sanitary sewer in Hennepin may be slightly shallower as the line in 27th is pretty deep.
- For comments or questions on Public Works Surface Water & Sewers Division related requirements please contact Jeremy Strehlo, (Professional Engineer) at (612) 673-3973, or jeremy.strehlo@minneapolismn.gov

□ Traffic and Parking

- All street lighting (existing and proposed) shall be shown clearly on the site plan. Note: If decorative street lighting exists on the proposed site it must be preserved or replaced at existing levels. Per the City of Minneapolis Street Lighting Policy, Hennepin Avenue will require 'pedestrian street lighting corridor' lighting levels to meet City policy specifications. These lights would be of a high level and low level mixture and installed according to the Street Light Policy and Standard Supplemental Specs. The low level metal pole lighting would need to be replaced on 27th Street W according to residential lighting standards. Coordination and approval by the Minneapolis Traffic Department prior to any existing street lighting removal is required. Prior to site plan approval, the Applicant shall contact Joseph Laurin at 612-673-5987 to determine street lighting requirements.
- The construction of this development may require the need to temporary the City lighting and/or traffic signal systems. All costs for relocation and/or repair of City Traffic facilities shall be borne by the Contractor and/or Property Owner. Please contact Scott Kramer at (612) 673-2383 to review requirements and get an estimate of what these services may cost the development.
- The parking lot exit on to Hennepin Ave shall be signed as right turn only.
- The Applicant shall note the location of any existing Metro Transit "bus stops" on the site plan.
- Current ordinance states that all maneuvers associated with loading, parking or sanitation pick up for a private development shall occur on private property. Please provide a narrative explaining truck delivery and trash removal operations and show turning maneuvers for all truck type vehicles that will be using the loading/parking entrance areas.
- Per City Ordinance the Applicant shall provide for (and identify) a solid waste collection point (SWCP) on the site plans. The location of the SWCP is subject to the review and approval of the Public Works Department.
- Note to the Applicant: The construction of this development will likely require the use of Public right-of-way (roadway and sidewalks) for construction purposes. A request for an estimate of street use and obstruction permit fees can be made to the City's Traffic Department; please contact Scott Kramer at (612) 673-2383 for further information.
- Note to the Applicant: Please add the following notes to the site plan:
 - Street lighting installed as part of the Project shall be inspected by the City. Contractors shall arrange for inspections with the Traffic Department, please contact Dave Prehall at (612) 673-5759 for further information. Any lighting installations not meeting City specifications will be required to be reinstalled at Owner expense.
 - An obstruction permit is required anytime construction work is performed in the Public right-of-way. Please contact Scott Kramer at (612) 673-2383 regarding details of sidewalk and lane closures

□ Water

- All existing and proposed underground Public Utilities (water, sanitary sewer, and storm drain) shall be shown on the site plan with corresponding pipe sizes and types. For Public watermain infrastructure records call (612) 673-2865. Any existing connections not in use shall be noted on the plans for removal, and shall be removed per the requirements of the Utility Connections Department, call (612) 673-2451 for more information.
- The proposed reconnection to the existing 12x6" water service tap will require two 90° bends (and several other bends) that will reduce fire protection capacity; it is recommended that the existing service connection be abandoned and that a new 6" combination service for fire and domestic line be provided directly to the main. Meters shall be set at the point where the service line enters the building and shall be set in a location where it is easily assessable. Please contact Rock Rogers at (612) 673-2286, to review domestic and fire service design, connections, and sizes.

□ Street Design

- The plan as submitted meets the requirements of the Public Works Street Design Division.

□ Environmental Health

- 2650 Hennepin Ave S is the location of two former gasoline service stations, one addressed at 2652-42 and the other at 2650. Minneapolis Fire records indicate all tanks have been removed. In December of 2004 a petroleum release was detected as part of site investigation for a property transaction. The site was identified by Minnesota Pollution Control Agency Site # 15959 and was closed in January 2005. Petroleum contaminated soil is likely to be encountered during site demolition and excavation activities. The developer should enter the MPCA Petroleum Brownfields program and request a letter of no association for any contamination that may be encountered. If impacted soil is encountered during site activities work will need to stop and notification provided to the MN State Duty officer at (615) 649-5451. Approval for removal, disposal and/or reuse of impacted soils must be must occur from the MCPA and the City of Minneapolis prior to continuing excavation activities.
- If dewatering is required during site construction see below for city permit requirements. Subgrade structures should be designed to prevent infiltration of groundwater without the need for a permanent dewatering system being installed. If a continuously operating permanent dewatering system is needed it must be approved as part of the sanitary sewer and storm drain site plan approval prior to construction beginning.
- No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or during any hours on Saturdays, Sundays and state and federal holidays, except under permit. Contact Environmental Services at 612-673-3867 for permit information.
- Permits and approval are required from Environmental Services for the following activities: Temporary storage of impacted soils on site prior to disposal or reuse; Reuse of impacted soils on site; Dewatering and discharge of accumulated storm water or ground water, underground or aboveground tank installation or removal, well construction or sealing. Contact Tom Frame at 612-673-5807 for permit applications and approvals.
- A review of the project, permits issued and an inspection from Environmental Service for identification of equipment and site operations that require annual registration with the City of Minneapolis will occur for this project.

□ Historical Preservation Committee

- There is no preservation flags on the existing properties / structures but a historic preservation review is required as part of the process for wrecking existing structures.
- Have a licensed wrecking contractor submit for the permit for this work.

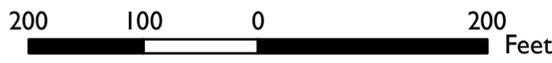
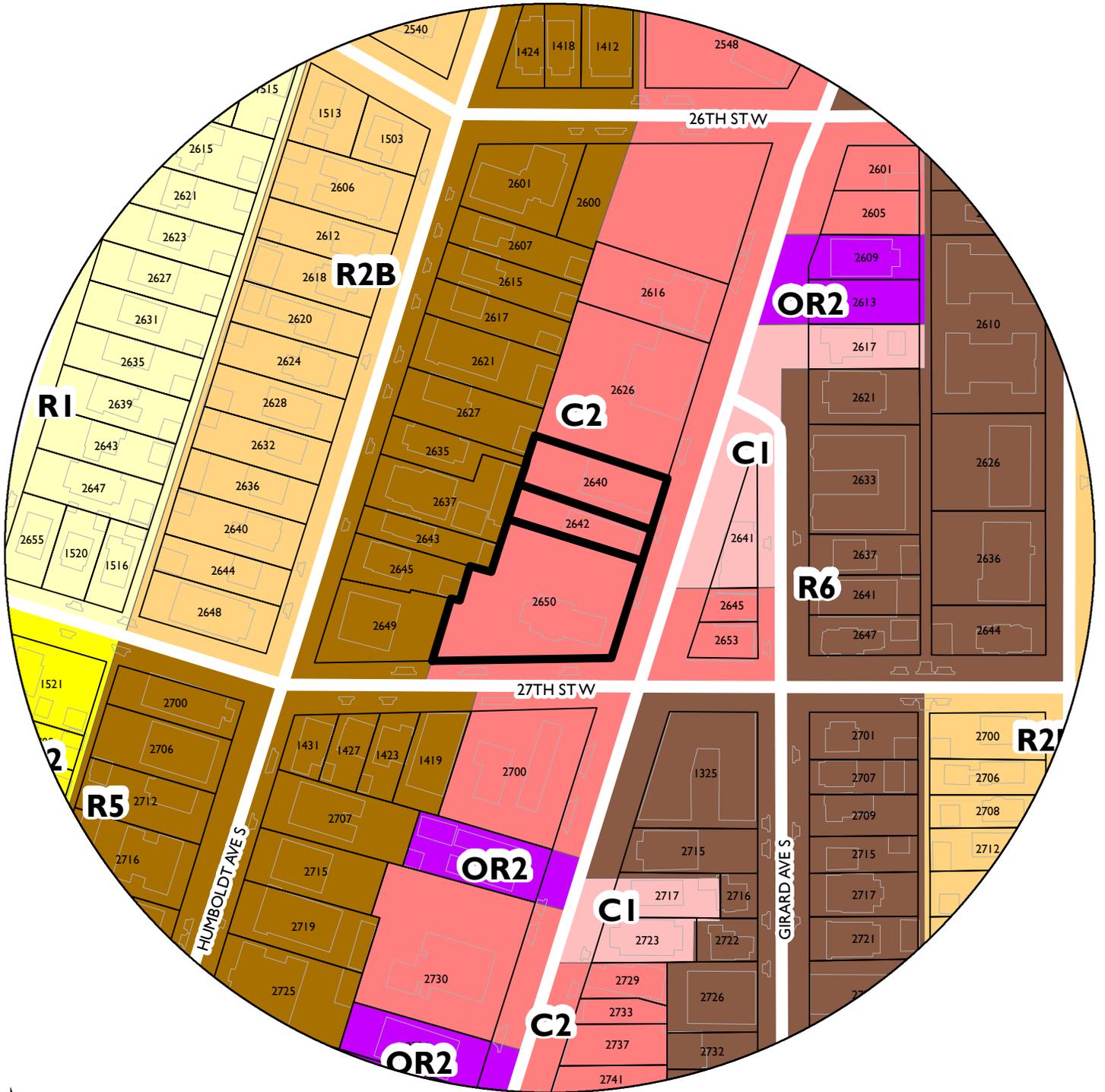
□ Construction Code Services

- Building Code Plan Review comments for PDR. This is not intended as a complete code review, but to confirm basic design elements for exterior building code items.
- No particular code issues are observed in these plans.
- The plans appear to meet the intent of the accessibility code that provides;
 - Exterior Accessible routes shall consist of walking surfaces or slopes not steeper than 1:20. IBC 1104.1
 - Accessible parking spaces shall be located per MN 1341.1106.6
 - Accessible parking spaces and access aisles to be 96" (8') width 502.4.2
 - Access aisles are to be marked "no parking" per 502.4.4 ANSI A117.1 2003
 - Accessible curb ramps as per MN 1341.0406
 - Maximum slope 1:48 for access aisle and parking space per 502.5
 - Accessible signage to comply with MN 1341.1110
- A Service Availability Charge (SAC) determination is required for this project. Please refer to this link for more information.
http://www.ci.minneapolis.mn.us/www/groups/public/@regservices/documents/webcontent/convert_281675.pdf

END OF REPORT

NAME OF APPLICANT

WARD



PROPERTY ADDRESS

2640-50 Hennepin Avenue S

FILE NUMBER

BZZ-7581

FLOOD INFORMATION:

THIS PROPERTY LIES WITHIN THE NON PRINTED PANEL NO. 27053C0240E. NON PRINTED PANELS ARE CONSIDERED ALL IN FLOOD ZONE X.

EXISTING PARKING

THERE ARE 66 VISIBLE PARKING STALLS DESIGNATED ON THIS PARCEL INCLUDING 0 HANDICAP STALL.

BENCHMARKS

ELEVATIONS BASED ON (NAVD 88). PROJECT BENCH MARKS SHOWN ON SURVEY

LEGEND

- CABLE TV PEDESTAL
AIR CONDITIONER
ELECTRIC MANHOLE
ELECTRIC METER
ELECTRIC PEDESTAL
ELECTRIC TRANSFORMER
LIGHT POLE
GUY WIRE
POWER POLE
GAS METER
TELEPHONE PEDESTAL
SANITARY MANHOLE
CATCH BASIN
FLARED END SECTION
ROOF DRAIN
WATER MANHOLE
STORM MANHOLE
FIRE DEPT. CONNECTION
HYDRANT
CURB STOP
WATER VALVE
BOLLARD
FLAC POLE
TRAFFIC SIGN
UNKNOWN MANHOLE
SPOT ELEVATION
CONIFEROUS TREE
DECIDUOUS TREE
UNDERGROUND ELECTRIC
UNDERGROUND CABLE TV
UNDERGROUND FIBER OPTIC
UNDERGROUND TELEPHONE
OVERHEAD UTILITY
UNDERGROUND GAS
SANITARY SEWER
STORM SEWER
WATERMAIN
FENCE
CURB (TYPICAL)
CONTOURS

AREA:

TOTAL AREA = 70,128 SQ. FT.
AREA OF INCLUDED RIGHT OF WAY = 2,902 SQ. FT.

LEGAL DESCRIPTION:

The following Legal Description is as shown on First American Title Insurance Company Title Commitment No. 38191, dated September 22nd, 2015.

- Parcel 1: Lots 3 and 4, and that part of Lot 5 lying Northeasterly of the Southwesterly 34 feet thereof, Block 1, Russell's Addition to Minneapolis, Hennepin County, Minnesota. Registered Property Certificate of Title No. 1328931
Parcel 2: The Northeasterly 26 feet of Lot 6, and the Southwesterly 34 feet of Lot 5, all in Block 1, Russell's Addition to Minneapolis, Hennepin County, Minnesota. Abstract Property
Parcel 3: The Southwesterly 40 feet of Lot 6, Block 1, Russell's Addition to Minneapolis, Hennepin County, Minnesota. Abstract Property

The following survey related easements or encumbrances are as shown on Schedule B of the First American Title Insurance Company Title Commitment No. NCS-716611-MPLS, dated February 18th, 2015.

- Parcel 1: Lots 7 and 8, Block 1, Russell's Addition to Minneapolis, except for an 11-foot strip on the Easterly side of the property, Hennepin County, Minnesota.
Parcel 2: Lot 4, Rearrangement of Torrance's Subdivision of Lots 9 and 10, Block 1, Russell's Addition to Minneapolis, except the Northwesterly 10 feet of the Northeasterly 44 feet of said Lot 4, Hennepin County, Minnesota.
Property is Abstract.

EASEMENTS:

The following survey related easements or encumbrances are as shown on Schedule B of the First American Title Insurance Company Title Commitment No. NCS-693045-MPLS, dated September 22nd, 2014.

- 10. Easement for street purposes and the widening of Hennepin Avenue as shown in the Warranty Deed dated March 6, 1886, recorded March 11, 1886 in Book 187 of Deeds, Page 167.
11. Conditions and restrictions imposed by the Minnehaha Creek Watershed District Permit #08-077, as stated in Declaration dated July 25, 2008, recorded August 7, 2008, as Document No. (as to Parcel 1)
12. Covenants, restrictions, easements, charges and liens set forth under Declaration, dated July 25, 2008, recorded August 7, 2008, as Document No. 9168569. (as to Parcel 1)

POSSIBLE 11' ROADWAY EASEMENT AS SHOWN ON AVAILABLE MAPS

SURVEY NOTES:

- 1. BEARINGS ARE BASED ON COORDINATES SUPPLIED BY THE HENNEPIN COUNTY SURVEYORS OFFICE.
2. UNDERGROUND UTILITIES SHOWN PER GOPHER STATE ONE CALL LOCATES AND AS-BUILT'S PLANS PROVIDED BY THE CITY OF MINNEAPOLIS PUBLIC WORKS DEPARTMENT.
3. THERE MAY BE SOME UNDERGROUND UTILITIES; GAS, ELECTRIC, ETC. NOT SHOWN OR LOCATED.

CERTIFICATION:

To: Semper Development, Ltd. and Walgreen Co., an Illinois corporation and their successors and assigns and First American Title Insurance Company: This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 7(a), 7(b)(1), 7(c) 8, 9, 11(b), 14, 16, 17, 18, 19, and 21 of Table A thereof. The field work was completed on February 2nd, 2015.

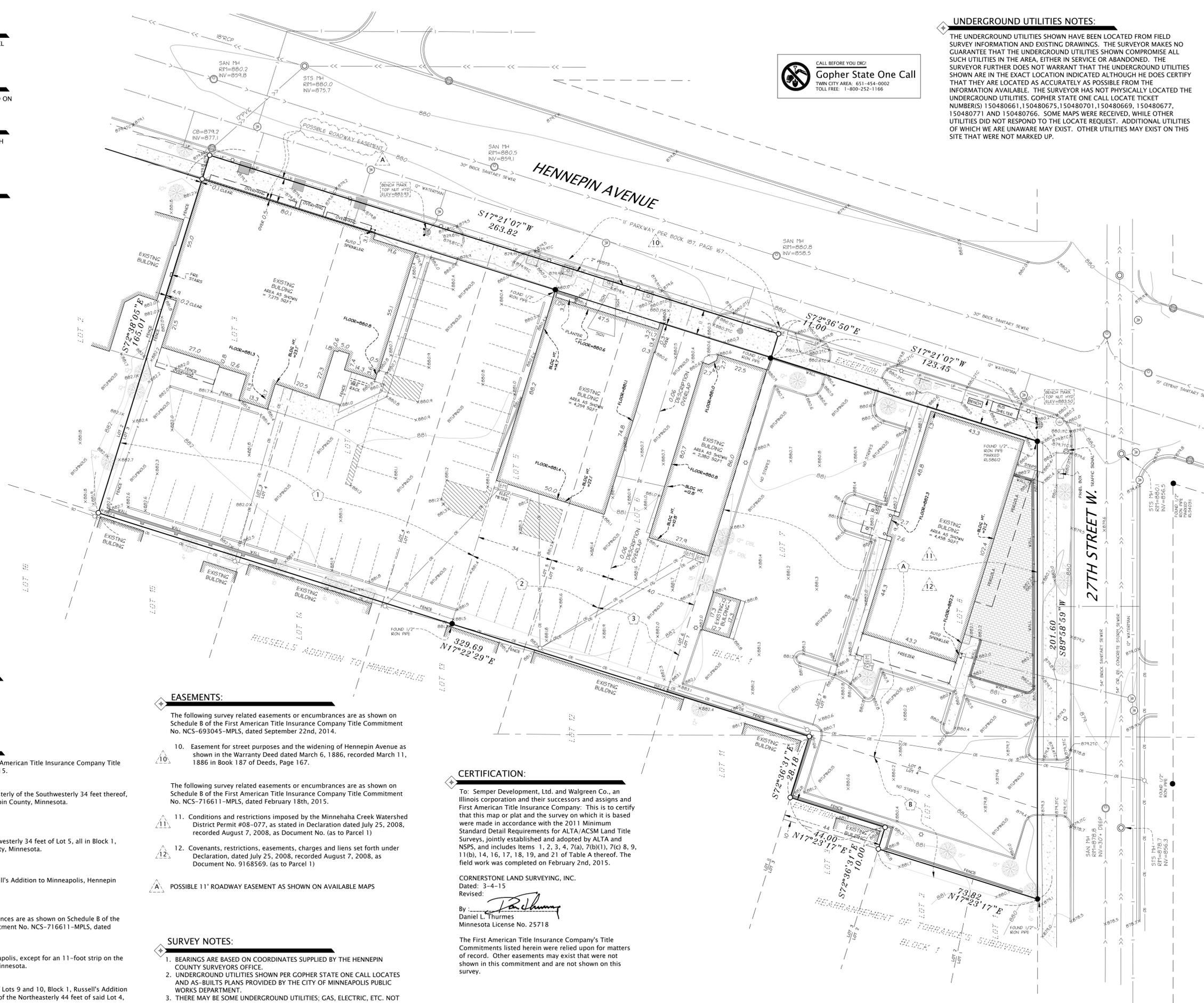
CORNERSTONE LAND SURVEYING, INC.
Dated: 3-4-15
Revised:
By: Daniel L. Thurmes
Minnesota License No. 25718

The First American Title Insurance Company's Title Commitments listed herein were relied upon for matters of record. Other easements may exist that were not shown in this commitment and are not shown on this survey.

UNDERGROUND UTILITIES NOTES:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPROMISE ALL UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. GOPHER STATE ONE CALL LOCATE TICKET NUMBER(S) 150480661, 150480675, 150480701, 150480669, 150480677, 150480771 AND 150480766. SOME MAPS WERE RECEIVED, WHILE OTHER UTILITIES DID NOT RESPOND TO THE LOCATE REQUEST. ADDITIONAL UTILITIES OF WHICH WE ARE UNAWARE MAY EXIST. OTHER UTILITIES MAY EXIST ON THIS SITE THAT WERE NOT MARKED UP.

CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166



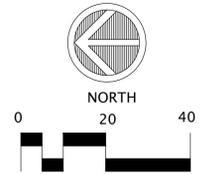
CONTACT:
SEMPER DEVELOPMENT
Suite 1275
80 S. 8th Street
IDS Center
Minneapolis, Minnesota 55402
Phone: 612-332-1500

COUNTY/CITY:
HENNEPIN COUNTY
CITY OF MINNEAPOLIS



SITE
NORTH
(NOT TO SCALE)
SEC. 33, TWP. 29, RNG. 24
CITY OF MINNEAPOLIS, HENNEPIN COUNTY, MINNESOTA

Table with 2 columns: DATE, REVISION. Row 1: 3-4-15, INITIAL ISSUE.



PROJECT LOCATION:
2600 HENNEPIN AVE.
PID#3302924420233
PID#3302924420181
PID#3302924420231
PID#3302924420234

Suite #1
6750 Stillwater Blvd. N.
Stillwater, MN 55082
Phone 651.275.8969
Fax 651.275.8976
dan@cssurvey.net

CORNERSTONE LAND SURVEYING, INC.

FILE NAME: SURVSD14055.DWG
PROJECT NO.: SD14055

CERTIFICATE OF SURVEY

FLOOD INFORMATION:

THIS PROPERTY LIES WITHIN THE NON PRINTED PANEL NO. 27053C0240E. NON PRINTED PANELS ARE CONSIDERED ALL IN FLOOD ZONE X.

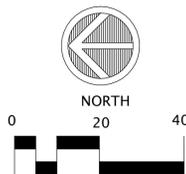
EXISTING PARKING

THERE ARE 18 VISIBLE PARKING STALLS DESIGNATED ON THIS PARCEL INCLUDING 0 HANDICAP STALLS. NO PARKING STRIPES WERE OBSERVED ON PARCELS 3 AND 4 AT THE TIME OF FIELD SURVEY.

SURVEY NOTES:

1. BEARINGS ARE BASED ON COORDINATES SUPPLIED BY THE HENNEPIN COUNTY SURVEYORS OFFICE.
2. UNDERGROUND UTILITIES SHOWN PER GOPHER STATE ONE CALL LOCATES AND AS-BUILTS PLANS PROVIDED BY THE CITY OF MINNEAPOLIS PUBLIC WORKS DEPARTMENT.
3. THERE MAY BE SOME UNDERGROUND UTILITIES; GAS, ELECTRIC, ETC. NOT SHOWN OR LOCATED. .

LEGEND



UNDERGROUND UTILITIES NOTES:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. GOPHER STATE ONE CALL LOCATE TICKET NUMBER(S) 150480661, 150480675, 150480701, 150480669, 150480677, 150480771 AND 150480766. SOME MAPS WERE RECEIVED, WHILE OTHER UTILITIES DID NOT RESPOND TO THE LOCATE REQUEST. ADDITIONAL UTILITIES OF WHICH WE ARE UNAWARE MAY EXIST. OTHER UTILITIES MAY EXIST ON THIS SITE THAT WERE NOT MARKED UP.

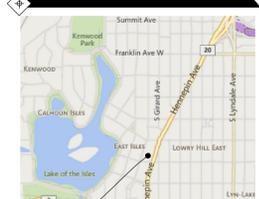
CONTACT:

STEVE HEIN
2650 HENNEPIN, LLC
5860 Archer Lane
Plymouth, MN 55446
P:612-232-3663
somsap11@aol.com

COUNTY/CITY:

HENNEPIN COUNTY
CITY OF MINNEAPOLIS

VICINITY MAP



SITE

(NOT TO SCALE)
SEC. 33, TWP. 29, RANG. 24,
CITY OF MINNEAPOLIS, HENNEPIN COUNTY,
MINNESOTA

REVISIONS:

DATE	REVISION
05-20-15	LOT LINE ADJUSTMENT
01-22-16	LOT LINE ADJUSTMENT

CERTIFICATION:

I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly Licensed Land Surveyor under the laws of the state of MINNESOTA.
Daniel L. Thurmes
Daniel L. Thurmes Registration No: 25718
Date: 5-20-15

PROJECT LOCATION:

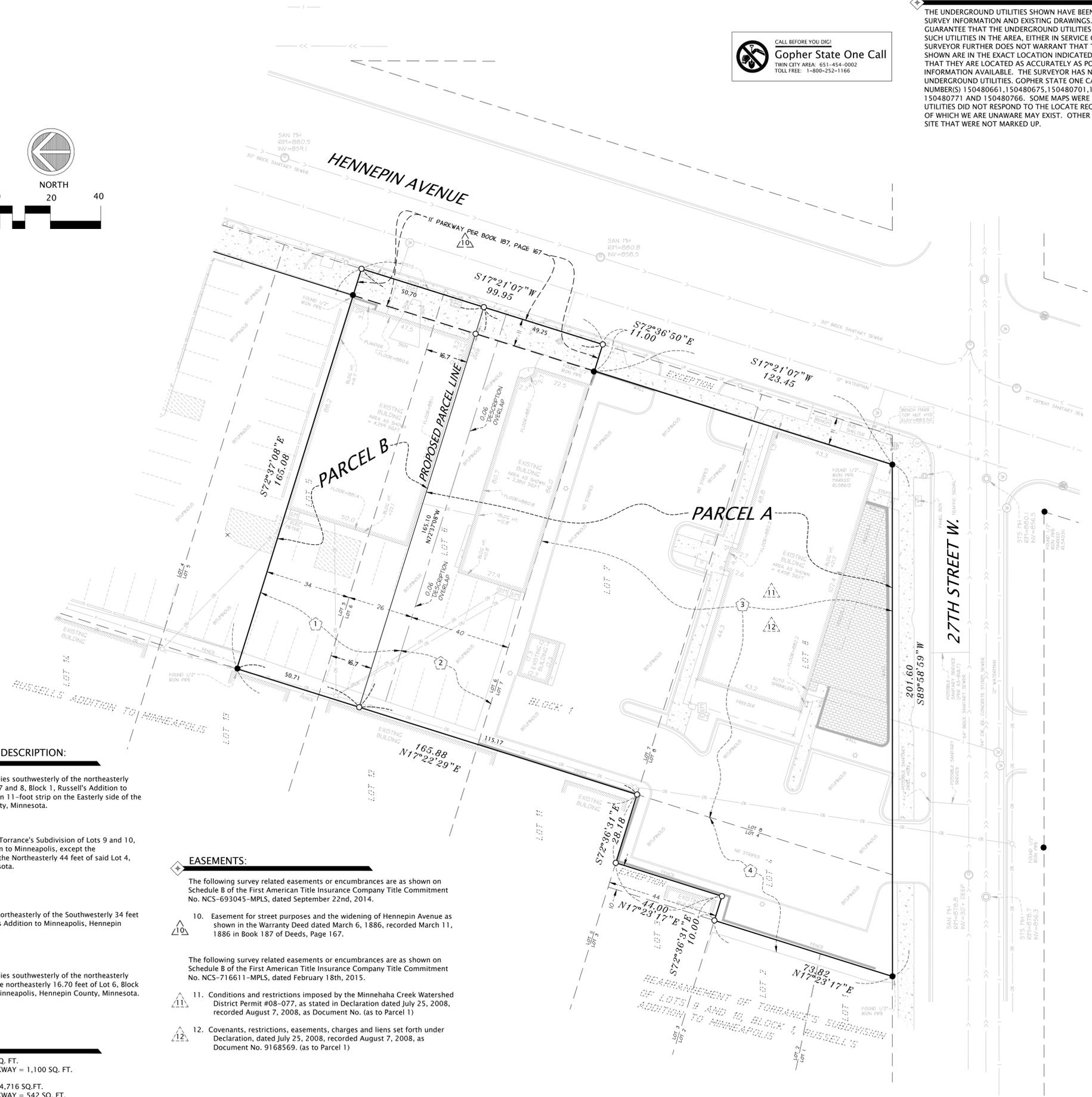
2650 HENNEPIN AVE.
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PID#3302924420181
PID#3302924420231

Suite #1
6750 Stillwater Blvd. N.
Stillwater, MN 55082
Phone 651.275.8969
Fax 651.275.8976
dan@cssurvey.net

CORNERSTONE LAND SURVEYING, INC.

FILE NAME: SURVSD14055.DWG
PROJECT NO.: SD14055

LOT LINE ADJUSTMENT



EXISTING LEGAL DESCRIPTION:

- Parcel 1:
The Northeastly 26 feet of Lot 6, and the Southwestly 34 feet of Lot 5, all in Block 1, Russell's Addition to Minneapolis, Hennepin County, Minnesota.
Abstract Property
- Parcel 2:
The Southwestly 40 feet of Lot 6, Block 1, Russell's Addition to Minneapolis, Hennepin County, Minnesota.
Abstract Property
- Parcel 3:
Lots 7 and 8, Block 1, Russell's Addition to Minneapolis, except for an 11-foot strip on the Easterly side of the property, Hennepin County, Minnesota.
- Parcel 4:
Lot 4, Rearrangement of Torrance's Subdivision of Lots 9 and 10, Block 1, Russell's Addition to Minneapolis, except the Northwestly 10 feet of the Northeastly 44 feet of said Lot 4, Hennepin County, Minnesota.

Property is Abstract.

PROPOSED LEGAL DESCRIPTION:

- PARCEL A:
That part of Lot 6 which lies southwesterly of the northeasterly 16.70 feet thereof; Lots 7 and 8, Block 1, Russell's Addition to Minneapolis, except for an 11-foot strip on the Easterly side of the property, Hennepin County, Minnesota.
and
Lot 4, Rearrangement of Torrance's Subdivision of Lots 9 and 10, Block 1, Russell's Addition to Minneapolis, except the Northwestly 10 feet of the Northeastly 44 feet of said Lot 4, Hennepin County, Minnesota.
Abstract Property
- PARCEL B:
That part of Lot 5 lying Northeastly of the Southwestly 34 feet thereof, Block 1, Russell's Addition to Minneapolis, Hennepin County, Minnesota.
Registered Property
and
That part of Lot 5 which lies southwesterly of the northeasterly 34.00 feet thereof and the northeasterly 16.70 feet of Lot 6, Block 1, Russell's Addition to Minneapolis, Hennepin County, Minnesota.
Abstract Property

AREA:

TOTAL AREA = 43,087 SQ. FT.
AREA OF INCLUDED PARKWAY = 1,100 SQ. FT.
PROPOSED PARCEL A = 34,716 SQ. FT.
AREA OF INCLUDED PARKWAY = 542 SQ. FT.
PROPOSED PARCEL B = 8,371 SQ. FT.
AREA OF INCLUDED PARKWAY = 558 SQ. FT.

EASEMENTS:

- The following survey related easements or encumbrances are as shown on Schedule B of the First American Title Insurance Company Title Commitment No. NCS-693045-MPLS, dated September 22nd, 2014.
10. Easement for street purposes and the widening of Hennepin Avenue as shown in the Warranty Deed dated March 6, 1886, recorded March 11, 1886 in Book 187 of Deeds, Page 167.
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11. Conditions and restrictions imposed by the Minnehaha Creek Watershed District Permit #08-077, as stated in Declaration dated July 25, 2008, recorded August 7, 2008, as Document No. (as to Parcel 1)
 12. Covenants, restrictions, easements, charges and liens set forth under Declaration, dated July 25, 2008, recorded August 7, 2008, as Document No. 9168569. (as to Parcel 1)

LEGAL DESCRIPTION

SEE V100 SHEET.

SITE PLAN NOTES

- BACKGROUND INFORMATION TAKEN FROM BOUNDARY AND TOPOGRAPHY SURVEY PERFORMED BY CORNERSTONE LAND SURVEYING, INC., STILLWATER, MINNESOTA, ON MARCH 4, 2015. EXPRESSLY FOR THIS PROJECT, ELAN DESIGN LAB CANNOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THIS INFORMATION. VERIFY ALL FIELD CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES OR UNKNOWN UTILITIES ARE FOUND THAT IMPACT DESIGN OR IMPAIR CONSTRUCTION, THE ENGINEER AND OWNER SHOULD BE IMMEDIATELY NOTIFIED.
- DIMENSIONS SHOWN ON THIS PLAN ARE TO FACE OF CURB AND EXTERIOR FACE OF BUILDING UNLESS NOTED OTHERWISE.
- MEET AND MATCH EXISTING CONDITIONS. PROVIDE TRANSITION AS NECESSARY.
- ON-SITE CURB TO BE WALGREENS STANDARD CONCRETE CURB & GUTTER. MATCH EXISTING CURB ON CITY/COUNTY STREETS.
- ALL CURBS TO HAVE 3/4" EXPANSION JOINTS AT A MAXIMUM OF 100'-0" WITH DOWELS AND CONTROL JOINTS AT A MAXIMUM OF 20'-0".
- ACCESSIBLE AISLE TO BE YELLOW DIAGONAL PAINT STRIPING WITH 'NO PARKING' MARKED. ACCESSIBLE SYMBOL TO BE BLUE.
- ALL BOLLARDS AND CONCRETE BASES FOR SITE LIGHTING SHALL BE SMOOTH AND FREE OF VOIDS AND LUMPS. SITE LIGHTING BASES TO BE PAINTED YELLOW WHEN POLES ARE LOCATED IN THE PAVEMENT AREA. CROWN TOP OF BASE TO SHED WATER.
- STREET LIGHTING INSTALLED OR IMPACTED AS PART OF THE PROJECT SHALL BE INSPECTED BY THE CITY. CONTRACTORS SHALL ARRANGE FOR INSPECTIONS WITH THE TRAFFIC DEPARTMENT. PLEASE CONTACT DAVE PREHALL AT (612) 673-5759 FOR FURTHER INFORMATION. ANY LIGHTING INSTALLATIONS NOT MEETING CITY SPECIFICATIONS WILL BE REQUIRED TO BE REINSTALLED AT OWNER EXPENSE.
- AN OBSTRUCTION PERMIT IS REQUIRED ANYTIME CONSTRUCTION WORK IS PERFORMED IN THE PUBLIC RIGHT-OF-WAY. PLEASE CONTACT SCOTT KRAMER AT (612) 673-2383 REGARDING DETAILS OF SIDEWALK AND LANE CLOSURES. LOG ON TO HTTP://MINNEAPOLIS.MN.ROWWAY.NET. FOR A PERMIT.
- ALL COSTS FOR RELOCATION AND/OR REPAIR OF CITY TRAFFIC FACILITIES SHALL BE BORNE BY THE CONTRACTOR AND/OR PROPERTY OWNER.
- BEGIN CURB TRANSITION. TAPER CURB AS SHOWN FOR GRADE TRANSITION PER SHEET C-120.
- PROVIDE GUTTER WITH 1" LIP AND 1/2" RADIUS AT TRASH ENCLOSURE ACCESS.
- REFER TO GRADING PLAN C-120 FOR CURB TIP OUT LOCATIONS. TIP OUT CURB TO MATCH ADJACENT SLOPE.
- DETECTABLE WARNING SURFACES SHALL BE CAST-IN-PLACE FIBERGLASS OR POLYMER BASED. USE ARMOR-TILE CAST-IN-PLACE SYSTEM, ADA SOLUTIONS INC. CAST-IN-PLACE OR APPROVED EQUAL. USE THE LARGEST TILE SIZE FOR EACH LOCATION. 12"x12" TILES SHALL NOT BE USED. DOME SIZE AND SPACING SHALL BE ADA COMPLIANT. PROVIDE DARK GRAY (FEDERAL COLOR NO. 36118) COLOR TO MEET VISUAL CONTRAST REQUIREMENT WITH THE ADJACENT WALKING SURFACE OF LIGHT-TO-DARK OR DARK-TO-LIGHT.
- MAINTAIN ACCESS TO FIRE APPARATUS AT ALL TIMES.
- ALLOWABLE CONSTRUCTION HOURS ARE FROM 7:00 AM TO 6:00 PM OR BY PERMIT.
- PERMITS AND APPROVAL ARE REQUIRED FROM ENVIRONMENTAL SERVICES FOR THE FOLLOWING ACTIVITIES: TEMPORARY STORAGE OF IMPACTED SOILS ON SITE PRIOR TO DISPOSAL OR REUSE; REUSE OF IMPACTED SOILS ON SITE; DEWATERING AND DISCHARGE OF ACCUMULATED STORM WATER OR GROUND WATER; UNDERGROUND OR ABOVEGROUND TANK INSTALLATION OR REMOVAL; WELL CONSTRUCTION OR SEALING. CONTACT TOM FRAME AT 612-673-5807 FOR PERMIT APPLICATIONS AND APPROVALS.

REFERENCED KEYED NOTES

DIVISION 03 - CONCRETE -	
03 30 02	CONCRETE WALK WITH TOOLED CONTROL JOINTS (5'-0" MAX), AND BROOM FINISH.
03 30 24	PERIMETER OF ALL ASPHALT TO RECEIVE CONCRETE CURB.
03 30 25	CONCRETE APRON TO D.O.T. SPECIFICATIONS. CURB CUT DIMENSION MUST ACCOMMODATE WB-65 TRACTOR/TRAILER WITHOUT ROLLING ONTO CURB. SEE SITE PLAN CRITERIA NOTE #8, THIS SHEET. DIVIDE DRIVEWAY INTO LANES WITH STRIPING.
03 30 26	LINE OF CONCRETE PAD.
03 30 27	PARALLEL CURB RAMP
03 30 28	CURB RAMP WITH DETECTABLE WARNING ALONG ACCESSIBLE ROUTES (TYP).
03 30 29	TOP OF SIGN FOUNDATION TO BE AT TOP OF STREET CURB HEIGHT (MIN.).
03 30 30	ALL END ISLANDS TO BE 3'-0" LESS THAN STALL DEPTH. WHERE FULL DEPTH ISLAND IS REQUIRED, DETAIL ROLLOVER CURB AND CONCRETE FILL END OF ISLAND 3'-0"
03 30 32	WALKS WITHOUT COLUMNS SHALL BE A MINIMUM OF 8'-0" WIDE ALONG THE PRIMARY ELEVATION AND A MINIMUM OF 6'-0" WIDE ALONG THE SECONDARY ELEVATION. WALKS WITH COLUMNS SHALL PROVIDE 6'-0" CLEAR TO BUILDING AND 2'-6" CLEAR TO EDGE OF CURB.
03 30 34	ISLAND WITH 6" CURB.

DIVISION 04 - MASONRY -

04 20 05 TOTE ENCLOSURE.

DIVISION 06 - WOOD, PLASTICS, AND COMPOSITES -

06 10 18 PRIVACY FENCE. SEE SITE PLAN CRITERIA NOTE #3.

DIVISION 10 - SPECIALTIES -

10 14 62	12" X 18" "DO NOT BLOCK ENTRANCE" SIGN. SEE DETAIL 8/C-510. ORIENT FACE OF SIGN ADJACENT TO ON COMING TRAFFIC.
10 14 63	MINIMUM 24" OCTAGONAL REFLECTIVE STEEL STOP SIGN (SET BACK CLEAR OF TRAFFIC). SEE DETAIL 8/C-510. AT DRIVE-THRU. ALIGN EDGE OF STOP SIGN WITH EDGE OF 1'-0" CURB AT DRIVE-THRU.
10 14 64	ACCESSIBLE PARKING SIGN. SEE SHEET C-520.
10 14 65	MONUMENT SIGN. CONCRETE BASE FOR SIGN TO BE INSTALLED AS SOON AS POSSIBLE. ORIENT PERPENDICULAR TO MAJOR TRAFFIC STREET. SEE SHEET A-720.

DIVISION 26 - ELECTRICAL -

26 10 74 PAD MOUNTED TRANSFORMER WITH BOLLARDS.

DIVISION 32 - EXTERIOR IMPROVEMENTS -

32 12 13	LIMIT OF HEAVY-DUTY ASPHALT PAVING.
32 12 16	PROVIDE LANE DIVIDERS AND DIRECTIONAL ARROWS AT ALL DRIVES AND END OF DRIVE AISLES.
32 12 17	ENTRY BOLLARDS WITH IDEAL SHIELD POLYETHYLENE COVERS. 6'-0" MAX. CENTER-TO-CENTER SPACING.
32 12 18	ASPHALT PAVING.
32 12 19	YELLOW PAINT STRIPING (TYPICAL). BLACK OUTLINE ON CONCRETE PAVEMENT.
32 12 20	SEVEN-BIKE TUBULAR STEEL RACK (SEE SPECIFICATIONS). SET IN THICKENED SLAB WITH 6" MINIMUM COVER ALL AROUND. 7'-3" X 8'-8" MINIMUM ALLOWABLE AREA FOR PARKING. SEE 4/C-510.

DIVISION 33 - UTILITIES -

33 10 01	GAS SERVICE. GAS METER WITH PULSE REGULATOR, VALVES AND PHYSICAL PROTECTION OF EQUIPMENT BY GENERAL CONTRACTOR.
33 10 02	STORM CATCH BASINS AND GRATED MANHOLES TO BE 40' MINIMUM AWAY FROM 2% ACCESSIBLE PARKING ZONE AND ACCESSIBLE ROUTES.
33 10 03	ELECTRICAL METER.

SITE PLAN SUMMARY

REQUIREMENT	PROPOSED
0' BUILDING SETBACK	0'
7' FRONT YARD	7'
7' SIDE YARD	7'
7' REAR YARD	7'

PARKING SUMMARY

REQUIRED PARKING 1/ 500 GFA. IN EXCESS OF 4,000 SF. (GFA = 16,302 SF. - 4,000) / 500 = 26 STALLS + 1 STALL FOR OPERATION

PROPOSED PARKING	32 STALLS
8'X18' ACCESSIBLE STALL	2 STALLS
8'X18' STANDARD STALL	30 STALLS
8'X18' COMPACT STALL	0 STALLS
REQUIRED BICYCLE PARKING	3 SPACES
(3 SPACES OR 1/5,000 SF. OF GFA.)	
PROPOSED BICYCLE PARKING	7 SPACES

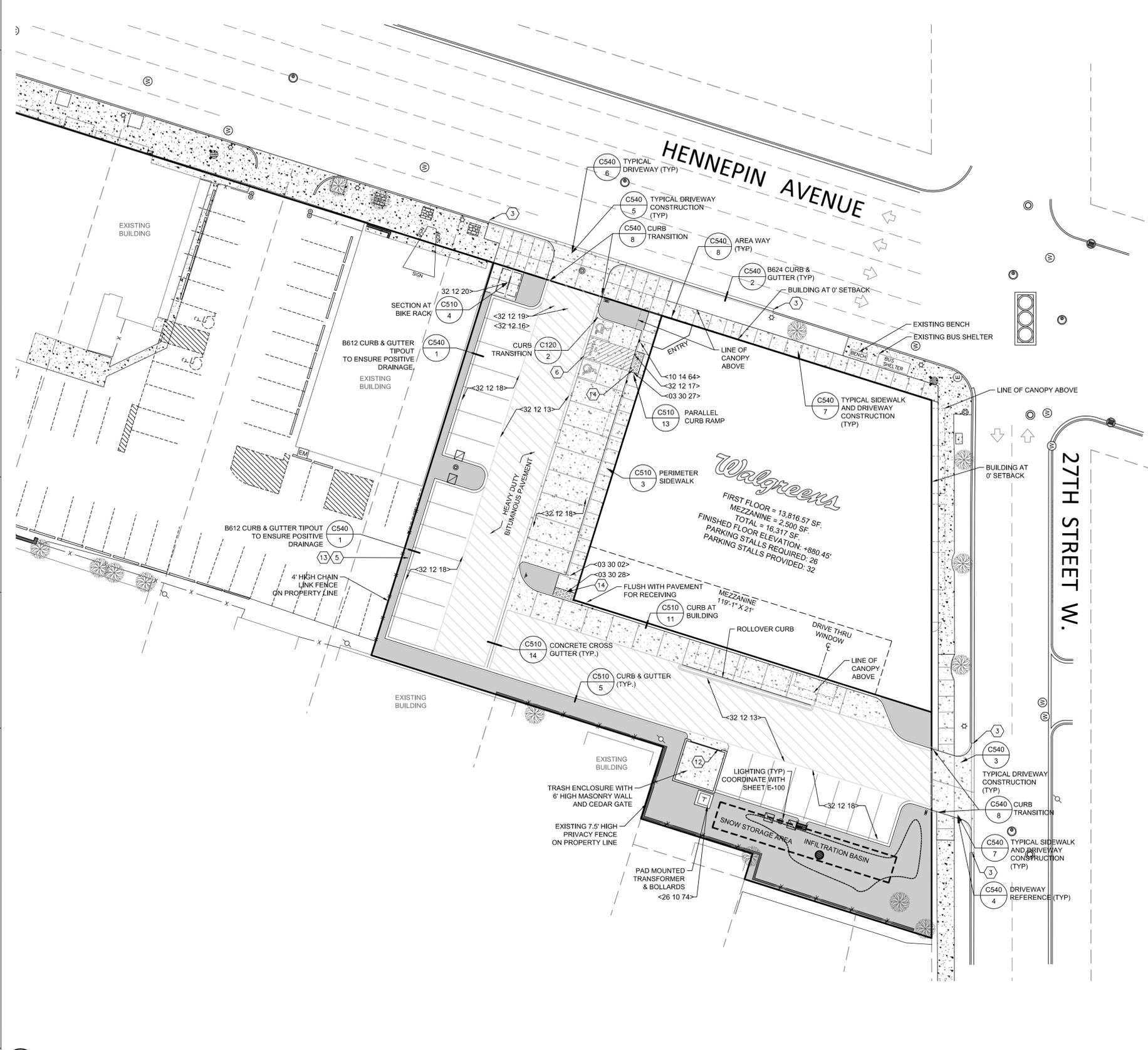
AREA SUMMARY

SITE	34,175 SF. (0.79 AC.)
BUILDING COVERAGE	13,817 SF (0.32 AC.)
AREAS NOT OCCUPIED BY BUILDINGS	20,358 SF. (0.47 AC.)
PERVIOUS	4,611 SF. (0.11 AC.) = 22.6% (REQUIRED LANDSCAPE YARD 20% MIN.)
IMPERVIOUS (PARKING, WALK, & TRASH)	15,747 SF. (0.36 AC.)

	EXISTING	PROPOSED
SITE	34,175 SF. (0.79 AC.)	
IMPERVIOUS	29,089 SF (0.67 AC.) 85.1%	29,564 SF (0.68 AC.) 87.0%
BUILDING	7,058 SF (0.16 AC.)	13,817 SF (0.32 AC.)
PAVEMENT (PARKING, WALK, & TRASH)	22,031 SF. (0.51 AC.)	15,747 SF (0.36 AC.)
PERVIOUS	5,086 SF. (0.12 AC.) 14.9%	4,611 SF. (0.11 AC.) 13.0%

LEGEND

- HEAVY DUTY BITUMINOUS PAVEMENT (TRUCK ROUTE)
- CONCRETE PAVEMENT
- PRIVACY WOOD FENCE
- CHAIN LINK FENCE



1 SITE PLAN
1" = 20'

SEE SHEET C140 FOR DIMENSION, SIGNAGE, AND TRUCK CIRCULATION PLAN

16361
WALGREENS
2650 HENNEPIN AVE S
MINNEAPOLIS, MN
PDR SUBMITTAL

CADD PLOT: C100_16361
DRAWN BY: ES
DATE: 01/25/2016
REVIEWED: MJW

GENERAL PROJECT DATA & SITE PLAN

DESCRIPTION

REVISIONS

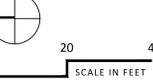
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I HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATIONS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF MINNESOTA. SIGNIFIED BY MY HAND AND SEAL.

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SCALE IN FEET

GRADING NOTES

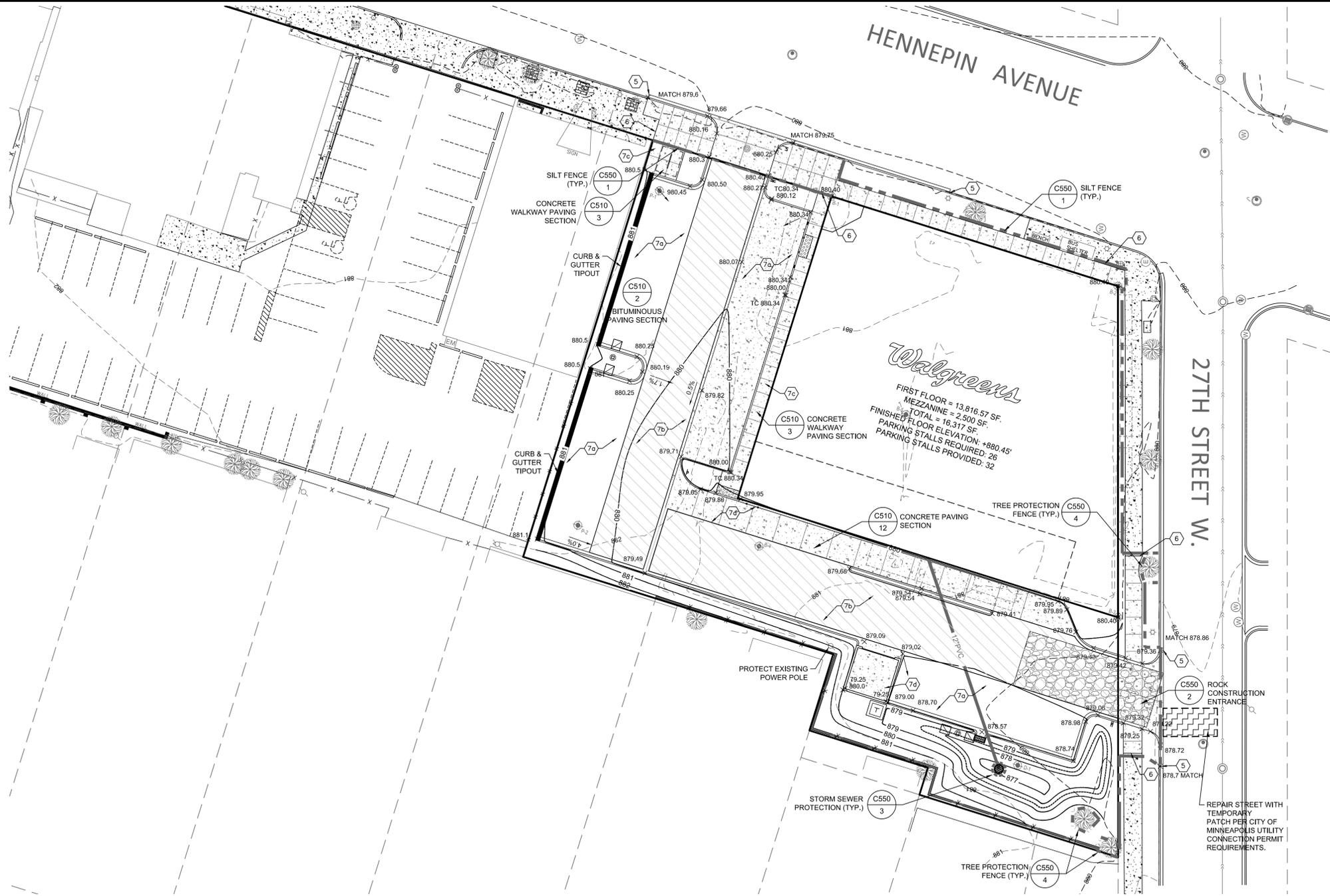
- BACKGROUND INFORMATION TAKEN FROM BOUNDARY AND TOPOGRAPHY SURVEY PERFORMED BY CORNERSTONE LAND SURVEYING, INC., STILLWATER, MINNESOTA, ON MARCH 4, 2015, EXPRESSLY FOR THIS PROJECT. ELAN DESIGN LAB CANNOT GUARANTY THE ACCURACY OR COMPLETENESS OF THIS INFORMATION. VERIFY ALL FIELD CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES OR UNKNOWN UTILITIES ARE FOUND THAT IMPACT DESIGN OR IMPAIR CONSTRUCTION, THE ENGINEER AND OWNER SHOULD BE IMMEDIATELY NOTIFIED.
- CONSTRUCTION LIMITS TO FOLLOW SILT FENCE EXCEPT WHERE NOTED.
- PROTECT ALL SURFACE SITE FEATURES NOT NOTED FOR REMOVAL.
- SPOT ELEVATIONS SHOWN AT CATCH BASINS ON THIS PLAN DO NOT REFLECT 2-INCH CASTING SUMP AND ACTUAL RIM ELEVATIONS. SEE SHEET C-130 FOR ACTUAL ELEVATIONS.
- MEET AND MATCH EXISTING CONCRETE CURB AND GUTTER. PROVIDE TRANSITION TO PROPOSED CURB AND GUTTER.
- MEET AND MATCH EXISTING SIDEWALK.
- PAVING SECTIONS:
 - BITUMINOUS PAVING (LIGHT DUTY)
1.5" BITUMINOUS WEAR (MNDOT TYPE SPWEA240B)
TACK COAT (MNDOT 2357)
2" BITUMINOUS BASE (MNDOT SPWB230B)
6" CLASS 5 AGGREGATE BASE (MNDOT 3138)
COMPACTED SUBGRADE
 - BITUMINOUS PAVING (HEAVY DUTY)
2" BITUMINOUS WEAR (MNDOT TYPE SPWEA240B)
TACK COAT (MNDOT 2357)
2" BITUMINOUS BASE (MNDOT SPWB230B)
8" CLASS 5 AGGREGATE BASE (MNDOT 3138)
COMPACTED SUBGRADE
 - CONCRETE WALKWAYS
6" CONCRETE WALK - 6"x 6", #10 WWM
6" SELECT GRANULAR BORROW (MNDOT 3149.2B2)
COMPACTED SUBGRADE
 - CONCRETE DRIVE APRONS AND SLABS (SEE DETAIL 6/C-510)
6" CONCRETE SLAB
(#4 BAR 12" O.C. BOTH DIRECTIONS FOR LOADING AREA)
8" CLASS 5 AGGREGATE BASE (MNDOT 3138)
COMPACTED SUBGRADE

EROSION CONTROL NOTES

- FOLLOW ALL LOCAL, COUNTY, WATERSHED, AND STATE REQUIREMENTS COVERING STORMWATER COMPLIANCE.
- INSTALL SILT FENCE AND ROCK CONSTRUCTION ENTRANCE PRIOR TO COMMENCING GRADING ACTIVITIES. AS GRADING IS EXECUTED, THE CONTRACTOR SHALL MAINTAIN / INSTALL SILT FENCE, ROCK ENTRANCES, AND CATCH BASIN PROTECTION AS SHOWN ON THE PLAN TO MINIMIZE RUNOFF OF SEDIMENT.
- THE CONTRACTOR SHALL LIMIT THEIR ACTIVITIES TO THE GRADING LIMITS SHOWN ON THE GRADING PLAN. ALL CONSTRUCTION ACTIVITIES SHALL COMPLY WITH LOCAL ORDINANCE. THE CONTRACTOR SHALL SCHEDULE THEIR OPERATIONS TO MINIMIZE THE DISTURBED AREA AT ANY GIVEN TIME.
- ANY MATERIAL DEPOSITED FROM THE SITE ON ADJACENT ROADWAY AND PARKING LOT SHALL BE REMOVED AT THE END OF THE DAY WITH A PICKUP BROOM.
- RESTORATION:
 - ALL DISTURBED NON-PAVED AREAS SHALL BE RESTORED WITH A MINIMUM OF FOUR INCHES (4") OF TOPSOIL AND SEED AS DIRECTED BY THE ENGINEER, WITHIN THE FOLLOWING: > 3:1 SLOPE: 14 DAYS, 3:1 TO 10:1 SLOPE: 14 DAYS, AND < 10:1 SLOPE: 21 DAYS PERIOD FOLLOWING COMPLETION OR SUSPENSION OF GRADING ACTIVITY IN THAT PARTICULAR AREA.
 - ALL SOD SHALL MEET MNDOT 3878.

CITY OF MINNEAPOLIS EROSION CONTROL NOTES

- CONTRACTOR MUST CALL A CONSTRUCTION START 48 HOURS PRIOR TO ANY LAND DISTURBANCE 612-673-3867. FAILURE TO DO SO MAY RESULT IN FINES, THE REVOCATION OF PERMIT AND A STOP WORK ORDER BEING ISSUED.
- INSTALL PERIMETER EROSION CONTROL AT THE LOCATIONS SHOWN ON THE PLANS PRIOR TO THE COMMENCEMENT OF ANY LAND DISTURBANCE OR CONSTRUCTION ACTIVITIES.
- BEFORE BEGINNING CONSTRUCTION, INSTALL A TEMPORARY ROCK CONSTRUCTION ENTRANCE AT EACH POINT WHERE VEHICLES EXIT THE CONSTRUCTION SITE. USE 2 INCH OR GREATER DIAMETER ROCK IN A LAYER AT LEAST 6 INCHES THICK ACROSS THE ENTIRE WIDTH OF THE ENTRANCE. EXTEND THE ROCK ENTRANCE AT LEAST 50 FEET INTO THE CONSTRUCTION ZONE USING A GEO-TEXTILE FABRIC BENEATH THE AGGREGATE TO PREVENT MIGRATION OF SOIL INTO THE ROCK FROM BELOW.
- REMOVE ALL SOILS AND SEDIMENTS TRACKED OR OTHERWISE DEPOSITED ONTO PUBLIC AND PRIVATE PAVEMENT AREAS. REMOVAL SHALL BE ON A DAILY BASIS WHEN TRACKING OCCURS AND MAY BE ORDERED BY MINNEAPOLIS INSPECTORS AT ANY TIME IF CONDITIONS WARRANT. SWEEPING SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE CONSTRUCTION AND DONE IN A MANNER TO PREVENT DUST BEING BLOWN TO ADJACENT PROPERTIES.
- INSTALL INLET PROTECTION AT ALL PUBLIC AND PRIVATE CATCH BASIN INLETS, WHICH RECEIVE RUNOFF FROM THE DISTURBED AREAS. CONTRACTOR SHALL CLEAN, REMOVE SEDIMENT OR REPLACE STORM DRAIN INLET PROTECTION DEVICES ON A ROUTINE BASIS SUCH THAT THE DEVICES ARE FULLY FUNCTIONAL FOR THE NEXT RAIN EVENT. SEDIMENT DEPOSITED IN AND/OR PLUGGING DRAINAGE SYSTEMS IS THE RESPONSIBILITY OF THE CONTRACTOR. HAY BALES OR FILTER FABRIC WRAPPED GRATES ARE NOT ALLOWED FOR INLET PROTECTION.
- LOCATE SOIL OR DIRT STOCKPILES NO LESS THAN 25 FEET FROM ANY PUBLIC OR PRIVATE ROADWAY OR DRAINAGE CHANNEL. IF REMAINING FOR MORE THAN SEVEN DAYS, STABILIZE THE STOCKPILES BY MULCHING, VEGETATIVE COVER, TARP, OR OTHER MEANS. CONTROL EROSION FROM ALL STOCKPILES BY PLACING SILT BARRIERS AROUND THE PILES. TEMPORARY STOCKPILES LOCATED ON PAVED SURFACE MUST BE NO LESS THAN TWO FEET FROM THE DRAINAGE/GUTTER LINE AND SHALL BE COVERED IF LEFT MORE THAN 24 HOURS.
- MAINTAIN ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES IN PLACE UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED. INSPECT TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES ON A DAILY BASIS AND REPLACE DETERIORATED, DAMAGED, OR ROTTED EROSION CONTROL DEVICES IMMEDIATELY.
- TEMPORARILY OR PERMANENTLY STABILIZE ALL CONSTRUCTION AREAS WHICH HAVE UNDERGONE FINAL GRADING, AND ALL AREAS IN WHICH GRADING OR SITE BUILDING CONSTRUCTION OPERATIONS ARE NOT ACTIVELY UNDERWAY AGAINST EROSION DUE TO RAIN, WIND AND RUNNING WATER WITHIN 7-14 DAYS. USE SEED AND MULCH, EROSION CONTROL MATTING, AND/OR SODDING AND STAKING IN GREEN SPACE AREAS. REMOVE ALL TEMPORARY SYNTHETIC, STRUCTURAL, NON-BIODEGRADABLE EROSION AND SEDIMENT CONTROL DEVICES AFTER THE SITE HAS UNDERGONE FINAL STABILIZATION WITH PERMANENT VEGETATION ESTABLISHMENT. FINAL STABILIZATION FOR PURPOSES OF THIS REMOVAL IS 70% ESTABLISHED COVER OVER DENUDED AREA.
- READY MIXED CONCRETE AND CONCRETE BATCH/MIX PLANTS ARE PROHIBITED WITHIN THE PUBLIC RIGHT OF WAY. ALL CONCRETE RELATED PRODUCTION, CLEANING AND MIXING ACTIVITIES SHALL BE DONE IN THE DESIGNATED CONCRETE MIXING/WASHOUT LOCATIONS AS SHOWN IN THE EROSION CONTROL PLAN. UNDER NO CIRCUMSTANCE MAY WASHOUT WATER DRAIN ONTO THE PUBLIC RIGHT OF WAY OR INTO ANY PUBLIC OR PRIVATE STORM DRAIN CONVEYANCE.
- CHANGES TO APPROVED EROSION CONTROL PLAN MUST BE APPROVED BY THE EROSION CONTROL INSPECTOR PRIOR TO IMPLEMENTATION. CONTRACTOR TO PROVIDE INSTALLATION AND DETAILS FOR ALL PROPOSED ALTERNATE TYPE DEVICES.
- IF DEWATERING OR PUMPING OF WATER IS NECESSARY, THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS AND/OR APPROVALS PRIOR TO DISCHARGE OF ANY WATER FROM THE SITE. IF THE DISCHARGE FROM THE DEWATERING OR PUMPING PROCESS IS TURBID OR CONTAINS SEDIMENT LADEN WATER, IT MUST BE TREATED THROUGH THE USE OF SEDIMENT TRAPS, VEGETATIVE FILTER STRIPS, OR OTHER SEDIMENT REDUCING MEASURES SUCH THAT THE DISCHARGE IS NOT VISIBLY DIFFERENT FROM THE RECEIVING WATER. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED AT THE DISCHARGE POINT TO PREVENT SCOUR EROSION. THE CONTRACTOR SHALL PROVIDE A DEWATERING/PUMPING PLAN TO THE EROSION CONTROL INSPECTOR PRIOR TO INITIATING DEWATERING ACTIVITIES.



1 GRADING & EROSION CONTROL PLAN
1" = 20'

NPDES AREA SUMMARY

	EXISTING	PROPOSED
IMPERVIOUS		
BUILDING	0.16 ACRES	0.32 ACRES
PAVEMENT	0.51 ACRES	0.36 ACRES
TOTAL IMPV	0.67 ACRES	0.68 ACRES
PERVIOUS	0.12 ACRES	0.11 ACRES
TOTAL	0.79 ACRES	0.79 ACRES

LEGEND

- SILT FENCE
- TIP OUT CURB
- TREE PROTECTION FENCE
- STREET PATCH
- ROCK CONSTRUCTION ENTRANCE
- HEAVY DUTY PAVEMENT
- CATCH BASIN PROTECTION
- PROPOSED SPOT ELEVATION

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F 612.360.9990 | WWW.ELANDESIGN.COM

NOT FOR CONSTRUCTION

Margie J. Woodcock, PE, LEED AP
REGISTRATION NO. 42293
DATE 01/25/16

HEREBY CERTIFY THAT THIS PLAN AND SPECIFICATIONS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF MINNESOTA. I SIGNIFY BY MY HAND AND SEAL.

NO.	DATE	BY	DESCRIPTION	REVISIONS

GRADING & EROSION CONTROL PLAN
16361
WALGREENS
2660 HENNEPIN AVENUE S
MINNEAPOLIS, MN
PDR SUBMITTAL

CADD PLOT: C120_16361
DRAWN BY: MJW
DATE: 01/25/2016
REVIEWED: MJW

811
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C-120

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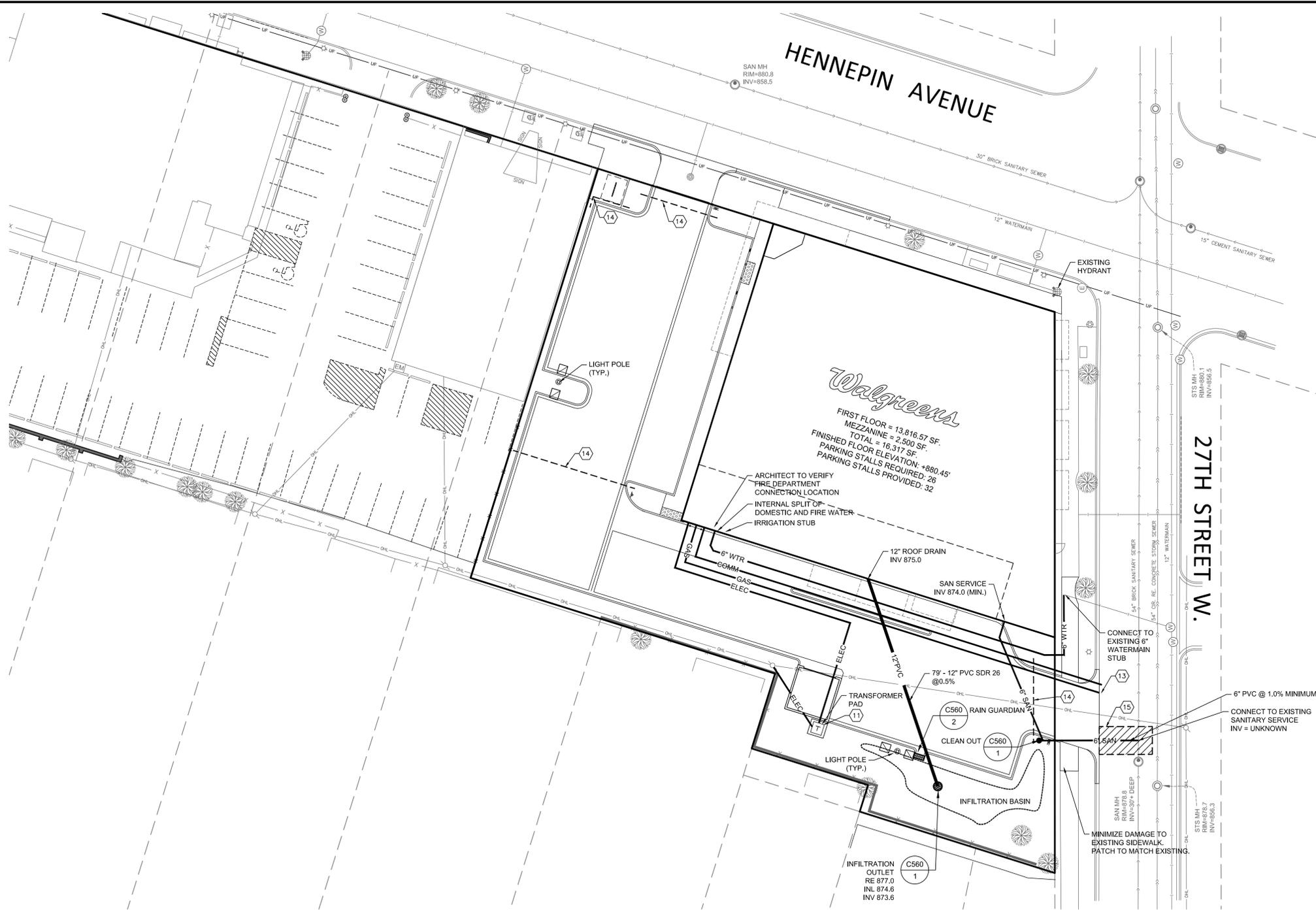
UTILITY NOTES

- BACKGROUND INFORMATION TAKEN FROM BOUNDARY AND TOPOGRAPHY SURVEY PERFORMED BY CORNERSTONE LAND SURVEYING, INC., STILLWATER, MINNESOTA, ON MARCH 4, 2015, EXPRESSLY FOR THIS PROJECT. ELAN CANNOT GUARANTY THE ACCURACY OR COMPLETENESS OF THIS INFORMATION. VERIFY ALL FIELD CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES OR UNKNOWN UTILITIES ARE FOUND THAT IMPACT DESIGN OR IMPAIR CONSTRUCTION, THE ENGINEER AND OWNER SHOULD BE IMMEDIATELY NOTIFIED.
- VERIFY ALL CONNECTIONS TO EXISTING UTILITY SERVICES PRIOR TO CONSTRUCTION. ANY DISCREPANCIES BETWEEN LOCATED UTILITIES AND THE EXISTING CONDITIONS PLAN SHOULD BE NOTED AND FORWARDED TO THE ENGINEER.
- ALL CONNECTIONS TO CITY UTILITIES TO BE IN ACCORDANCE WITH THE CITY OF MINNEAPOLIS STANDARD SUPPLEMENTAL SPECIFICATIONS FOR THE CONSTRUCTION OF PUBLIC INFRASTRUCTURE, JANUARY 2014 OR LATEST EDITION.
- CONTRACTOR TO PROVIDE ADEQUATE MEANS AND METHODS TO ASSURE ADJACENT PROPERTY IS NOT DAMAGED DURING UTILITY INSTALLATION.
- PIPE LENGTHS SHOWN ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
- UTILITY SERVICE LOCATIONS WITHIN BUILDING ARE SHOWN CORRECT AS OF THE DATE OF THIS PLAN. THE CONTRACTOR SHALL VERIFY LOCATIONS BY COMPARING THIS PLAN WITH THE MECHANICAL PLANS PRIOR TO ANY UTILITY CONSTRUCTION.
- PIPE MATERIALS:

DOMESTIC WATER SERVICE/ FIRE SERVICE (INTERNAL SPLIT)	DIP PVC SDR 26
SAN SEWER 6" OR SMALLER ROOF DRAIN, STORM SEWER	PVC SDR 26
- ADJUST ALL STRUCTURES, PUBLIC AND PRIVATE, TO PROPOSED GRADES WHERE DISTURBED. COMPLY WITH ALL REQUIREMENTS OF UTILITY OWNERS. STRUCTURES BEING RESET TO PAVED AREAS TO MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
- MAINTAIN 7.5' COVER ON ALL NEW WATERMAIN.
- COORDINATE WITH ELECTRIC CONTRACTOR TO PROVIDE CONDUITS AS NECESSARY FOR SITE LIGHTING. SEE ELECTRICAL SITE PLAN, E-100, FOR ADDITIONAL SITE ELECTRICAL INFORMATION.
- THE PRIMARY ELECTRIC, TRANSFORMER, AND METER IS PROVIDED AND INSTALLED BY XCEL ENERGY. THE SECONDARY ELECTRIC SHALL BE INSTALLED FROM MECHANICAL ROOM TO THE TRANSFORMER AND IS THE RESPONSIBILITY OF THE CONTRACTOR.
- COORDINATE TELEPHONE WITH QWEST TO PROVIDE SERVICE. CONTRACTOR TO PROVIDE A 3" PVC CONDUIT WITH PULL-STRING FROM EXISTING SERVICE TO THE BUILDING.
- COORDINATE INSTALLATION OF NEW GAS SERVICE WITH CENTER POINT ENERGY AT (612) 321-4939. NEW SERVICE TO BE INSTALLED AFTER THE SLAB/FOUNDATION IS COMPLETED BUT PRIOR TO INSTALLATION OF GRAVEL BASE FOR SIDEWALK. THE GAS METER WILL BE SUPPLIED BY CENTER POINT ENERGY. THE CONTRACTOR IS RESPONSIBLE FOR THE GAS SERVICE FROM THE METER TO THE MECHANICAL ROOM.
- PROVIDE LANDSCAPE SLEEVE PER IRRIGATION PLAN PREPARED BY LANDSCAPE CONTRACTOR. EXTEND SLEEVES 3' BEYOND THE EDGE CURB OR PAVEMENT.
- REMOVE AND REPLACE PAVEMENT, CURB, AND WALK AS REQUIRED TO MAKE CONNECTIONS. MATCH EXISTING CURB AND WALK. INSTALL PER CITY OF MINNEAPOLIS CURRENT STANDARD SPECIFICATIONS FOR CONSTRUCTION AND STANDARD PLATE DETAILS. PROVIDE TEMPORARY STREET PATCH AT UTILITY CONNECTIONS AS REQUIRED BY THE UTILITIES CONNECTION PERMIT. CONTACT THE UTILITY CONNECTIONS OFFICE AT 612.673.2451.
- NO NON-STORMWATER DISCHARGE IS PROPOSED FOR THIS SITE AND IS NOT PERMITTED WITHOUT APPROVAL BY THE CITY OF MINNEAPOLIS.

STORM MANAGEMENT NOTES

- UPON THE PROJECT'S COMPLETION, THE GENERAL CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL PROVIDE TO THE DEPARTMENT OF PUBLIC WORKS A FINAL STORMWATER MANAGEMENT REPORT INCLUDING RECORD DRAWINGS. THIS REPORT WILL SERVE AS A MEANS OF VERIFICATION THAT THE INTENT OF THE APPROVED STORMWATER MANAGEMENT DESIGN HAS BEEN MET. THIS FINAL REPORT SHALL SUBSTANTIATE THAT ALL ASPECTS OF THE ORIGINAL DESIGN HAVE BEEN ADEQUATELY PROVIDED FOR BY THE CONSTRUCTION OF THE PROJECT.
- CONTRACTOR, PROPERTY OWNER OR RESPONSIBLE PARTY SHALL CONTACT MINNEAPOLIS SURFACE WATERS AND SEWERS 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION RELATED TO OR IN THE LOCATION OF THE PROPOSED STORMWATER MANAGEMENT BMP. CONTACT PAUL CHELSEN AT 673-2406 OR paul.chelsen@minneapolismn.gov.



1 UTILITY PLAN
1" = 20'

16381
WALGREENS
2660 HENNEPIN AVENUE S
MINNEAPOLIS, MN
PDR SUBMITTA

UTILITY & EASEMENT PLAN

CADD PLOT:
C130_16381

DRAWN BY:
MJW

DATE: 01/25/2016

REVIEWED:
MJW

16381
WALGREENS
2660 HENNEPIN AVENUE S
MINNEAPOLIS, MN
PDR SUBMITTA

NOT FOR CONSTRUCTION

March 1, 2016
REGISTRATION NO. 42293
DATE 01/25/16

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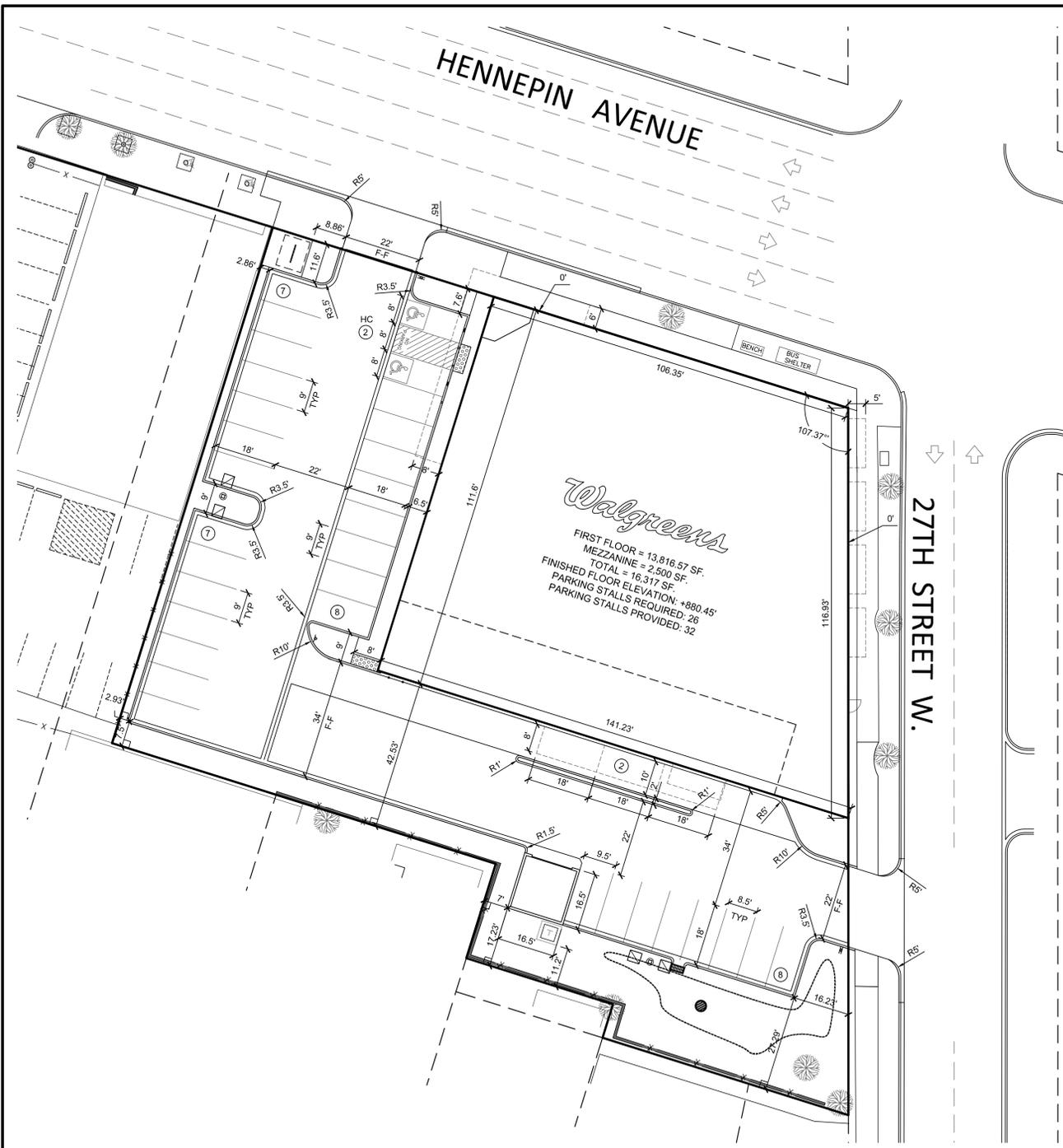
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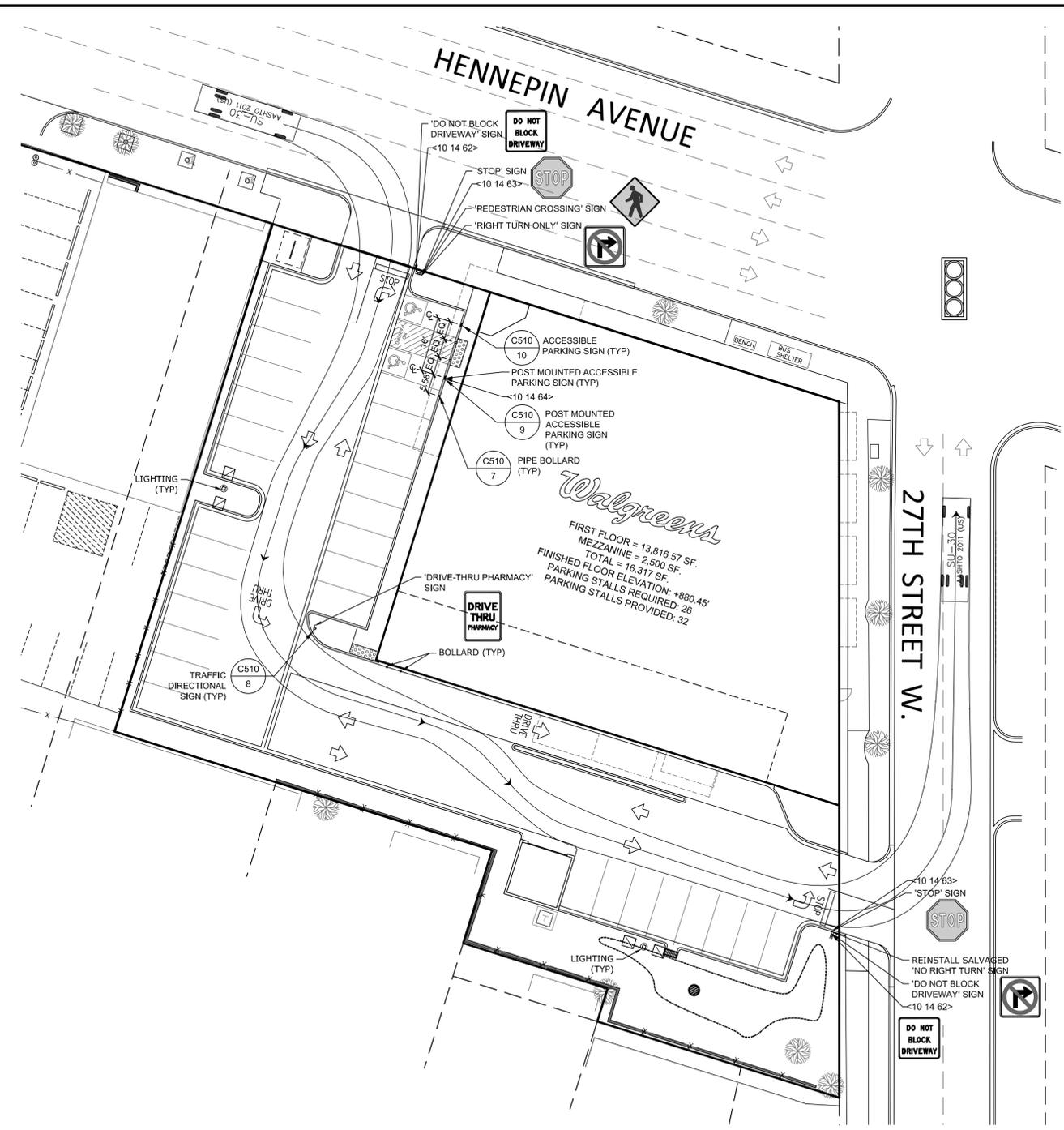
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1 DIMENSION PLAN
 1" = 20'



2 SIGNAGE & TRUCK CIRCULATION PLAN
 1" = 20'

SIGNAGE PLAN NOTES

- BACKGROUND INFORMATION TAKEN FROM BOUNDARY AND TOPOGRAPHY SURVEY PERFORMED BY CORNERSTONE LAND SURVEYING, INC., STILLWATER, MINNESOTA, ON JUNE 16, 2014, EXPRESSLY FOR THIS PROJECT. ELAN DESIGN LAB CANNOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THIS INFORMATION. VERIFY ALL FIELD CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES OR UNKNOWN UTILITIES ARE FOUND THAT IMPACT DESIGN OR IMPAIR CONSTRUCTION, THE ENGINEER AND OWNER SHOULD BE IMMEDIATELY NOTIFIED.
- CONTACT ALLAN KLUGMAN AT (612) 673-2743 PRIOR TO CONSTRUCTION FOR THE TEMPORARY REMOVAL/TEMPORARY RELOCATION OF ANY CITY OF MINNEAPOLIS SIGNAL SYSTEM THAT MAY BE IN THE WAY OF CONSTRUCTION.
- CONTACT DOUG MADAY AT (612) 673-5755 PRIOR TO CONSTRUCTION FOR THE REMOVAL OF ANY CITY OF MINNEAPOLIS RIGHT OF WAY SIGNS THAT MAY BE IN THE WAY OF CONSTRUCTION.

REFERENCED KEYED NOTES	
DIVISION 10 - SPECIALTIES -	
10 14 62	12" X 18" "DO NOT BLOCK ENTRANCE" SIGN. SEE DETAIL 8/C-510. ORIENT FACE OF SIGN ADJACENT TO ON COMING TRAFFIC.
10 14 63	MINIMUM 24" OCTAGONAL REFLECTIVE STEEL STOP SIGN (SET BACK CLEAR OF TRAFFIC). SEE DETAIL 8/C-510. AT DRIVE-THRU: ALIGN EDGE OF STOP SIGN WITH EDGE OF 1'-0" CURB AT DRIVE-THRU.
10 14 64	ACCESSIBLE PARKING SIGN. SEE SHEET C-520.

SEE SHEET C100 FOR SITE PLAN

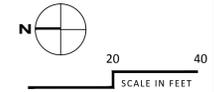
Select Current Vehicle

Group Vehicles By:
 Library Type
 Class Region
 # of Parts No Group
 Recent

Units: feet

Library	Vehicle Name	Type	Region	Lock	# Parts	Length	Wheelbase	Trailer Len.
SCT 2004 (MX)	DE-760	Medium Truck CO	North A...	31.3	1	39.67	25.00	N/A
AASHTO 2011 (US)	SU-30	Medium Truck CB	North A...	31.8	1	30.00	20.00	N/A
AASHTO 2011 (US)	SU-40	Heavy Truck CB	North A...	31.8	1	39.50	25.00	N/A
AASHTOM 2011 (US)	SU-9M	Medium Truck CB	North A...	31.8	1	30.00	20.00	N/A
AASHTOM 2004 (US)	SUM	Medium Truck CB	North A...	31.8	1	30.02	20.01	N/A
AASHTOM 2001 (US)	SUM	Medium Truck CB	North A...	31.8	1	30.02	20.01	N/A

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NOT FOR CONSTRUCTION

Meghan Woodcock PE, LEED AP
 REGISTRATION NO. 42233
 DATE 01/25/16

I HEREBY CERTIFY THAT THIS PLAN AND DESIGN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF MINNESOTA AS SIGNIFIED BY MY HAND AND SEAL.

NO.	DATE	BY	DESCRIPTION	REVISIONS

16381
WALGREENS
 2650 HENNEPIN AVE S
 MINNEAPOLIS, MN
 PDR SUBMITTAL

CADD PLOT: C140_16381
 DRAWN BY: PS
 DATE: 03/02/2016
 REVIEWED: MJW

C-140

SCALE IN FEET
 20 40

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LANDSCAPE PLAN NOTES

- BACKGROUND INFORMATION TAKEN FROM BOUNDARY AND TOPOGRAPHY SURVEY PERFORMED BY CORNERSTONE LAND SURVEYING, INC., STILLWATER, MINNESOTA, ON JUNE 16, 2014. EXPRESSLY FOR THIS PROJECT, ELAN DESIGN LAB CANNOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THIS INFORMATION. VERIFY ALL FIELD CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES OR UNKNOWN UTILITIES ARE FOUND THAT IMPACT DESIGN OR IMPAIR CONSTRUCTION, THE ENGINEER AND OWNER SHOULD BE IMMEDIATELY NOTIFIED.
- PRIOR TO SUBMITTING A BID, LANDSCAPE CONTRACTOR SHALL VISIT THE SITE AND RECOGNIZE ALL SITE CONDITIONS. THE CONTRACTOR IS TO VERIFY ALL ROUGH GRADES AND ALL UTILITIES/ UNDERGROUND FACILITIES LOCATED PRIOR TO ANY LANDSCAPE WORK. COORDINATE WITH THE GENERAL CONTRACTOR FOR INSTALLATION.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR FINISHED GRADING AND POSITIVE SURFACE DRAINAGE IN ALL LANDSCAPE AREAS. LANDSCAPE CONTRACTOR MUST ENSURE THAT THE FINAL GRADES ARE MET AS SHOWN ON GRADING PLAN. IF ANY DISCREPANCIES ARE FOUND, IMMEDIATELY NOTIFY LANDSCAPE ARCHITECT FOR RESOLUTION.
- ALL PLANT MATERIALS ARE TO CONFORM WITH STATE & LOCAL CONSTRUCTION STANDARDS AND THE CURRENT ADDITION OF THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS. ALL PLANT MATERIALS ARE TO BE HEALTHY, HARDY STOCK, AND FREE FROM ANY DISEASES, DAMAGE, AND DISFIGURATION.
- QUANTITIES OF PLANTS LISTED ON THE PLAN ARE TO GOVERN ANY DISCREPANCY BETWEEN THE QUANTITIES SHOWN ON THE PLANT SCHEDULE AND PLAN. PLACE PLANTS IN PROPER SPACING FOLLOWING LAYOUT FIGURES.
- THE ENTIRE LANDSCAPE AREAS SHALL BE IRRIGATED WITH AN UNDERGROUND IRRIGATION SYSTEM. NO WATER IS ALLOWED ON ANY PAVEMENT, PARKING, WALKWAY, AND BUILDINGS. THE IRRIGATION CONTRACTOR IS TO DESIGN AND SUBMIT SHOP DRAWING OF IRRIGATION DESIGN AND CALCULATIONS TO LANDSCAPE ARCHITECT FOR REVIEW 5 DAYS PRIOR TO PURCHASE AND INSTALLATION. IRRIGATION DESIGN IS TO MEET ALL CITY PLUMBING CODES AND REQUIREMENTS.
- EDGE ALL SHRUB BEDS WITH FOUR (4) INCH MILL FINISHED ALUMINUM EDGING WITH STAKES.
- APPLY FOUR (4) INCH DEPTH OF SHREDDED HARDWOOD BARK MULCH IN FOUR (4) FOOT DIAMETER RING AROUND TREE.
- APPLY THREE (3) INCH DEPTH OF SHREDDED HARDWOOD BARK MULCH OVER WEED BARRIER FABRIC IN ALL SHRUB AND PERENNIAL AREAS.
- WEED BARRIER FABRIC TO BE BLACK POLYPROPYLENE SHEET 27 MILS THICK, 4 OZ/SQ. YD., TENSILE STRENGTH PER ASTM D-4632. PRODUCT BY DEWITT COMPANY OR APPROVED EQUAL.
- APPLY PRE-EMERGENT TO MULCH IN PLANTING AREAS TO PROHIBIT WEED GROWTH. APPLICATION RATE TO BE PER MANUFACTURER'S RECOMMENDATIONS. IF WEEDS APPEAR IN TREATED AREAS DURING THE FIRST YEAR, LANDSCAPE CONTRACTOR TO REMOVE ALL WEEDS AT NO ADDITIONAL COST.
- SOD SHOWN ON LANDSCAPE PLAN TO BE INSTALLED BY LANDSCAPE CONTRACTOR. SOD TO BE MNDOT 3878.2A, FREE OF WEEDS AND DISEASE. APPLY MINIMUM FOUR (4) INCHES OF TOPSOIL (MNDOT 3877) AND THOROUGHLY APPLY SLOW RELEASE FERTILIZER TO TOP TWO (2) INCHES BEFORE LAYING SOD. LANDSCAPE CONTRACTOR TO MAINTAIN SODDED AREAS IN HEALTHY CONDITION.
- PLANTING SOIL FOR TREES, SHRUBS, AND GROUPOVERS SHALL BE WELL-GRADED SOIL, FRIABLE AND FERTILE, FREE OF HARDPACK SUBSOIL, STONES AND NOXIOUS WEEDS, AND HAVE A PH BETWEEN 6.5 AND 7.5. PLANTING SOIL TO BE A MIXTURE OF SELECT TOPSOIL BORROW (MNDOT 3877 TYPE B), PEAT MOSS OR COMPOSTED YARD WASTE AND FERTILIZER. MIXING PROPORTIONS SHALL BE ACCORDING TO LOOSE VOLUME RATIO AND HAVE A COMPOSITE ORGANIC CONTENT AT NO LESS THAN 15% AND NO GREATER THAN 20%. FERTILIZER SHALL BE SLOW RELEASE COMMERCIAL FERTILIZER AND ADDED IN SUFFICIENT QUANTITY TO PROVIDE 0.05 POUND OF TOTAL NITROGEN PER CUBIC YARD OF PLANTING SOIL.
- SPREAD PLANTING SOIL AT MINIMUM EIGHTEEN (18) INCH DEEP IN ALL PLANTING BEDS PRIOR TO PLANTING.
- MAINTAIN THIRTY (30) INCHES CLEARANCE AROUND PARKING STALLS TO ALLOW OVERHANG OF PARKED CARS.
- FOLLOW LANDSCAPE DETAILS FOR ALL INSTALLATION, UNLESS OTHERWISE NOTED.
- SEE WALGREENS SPECIFICATIONS FOR ADDITIONAL INFORMATION.
- LANDSCAPE CONTRACTOR TO MAINTAIN PLANTS IN HEALTHY CONDITION THROUGHOUT WARRANTY PERIOD. THE WARRANTY PERIOD IS TWO FULL YEARS FROM DATE OF PROVISIONAL ACCEPTANCE UNTIL FINAL ACCEPTANCE.
- WHERE LANDSCAPING ADJACENT TO BUILDING IS REQUIRED BY ORDINANCE, INSTALL PERIMETER DRAIN TILE AT FOOTING, CONNECTED TO STORM SEWER SYSTEM. INSTALL LIQUID APPLIED WATERPROOFING MEMBRANE FROM BOTTOM OF FOOTING TO GRADE.

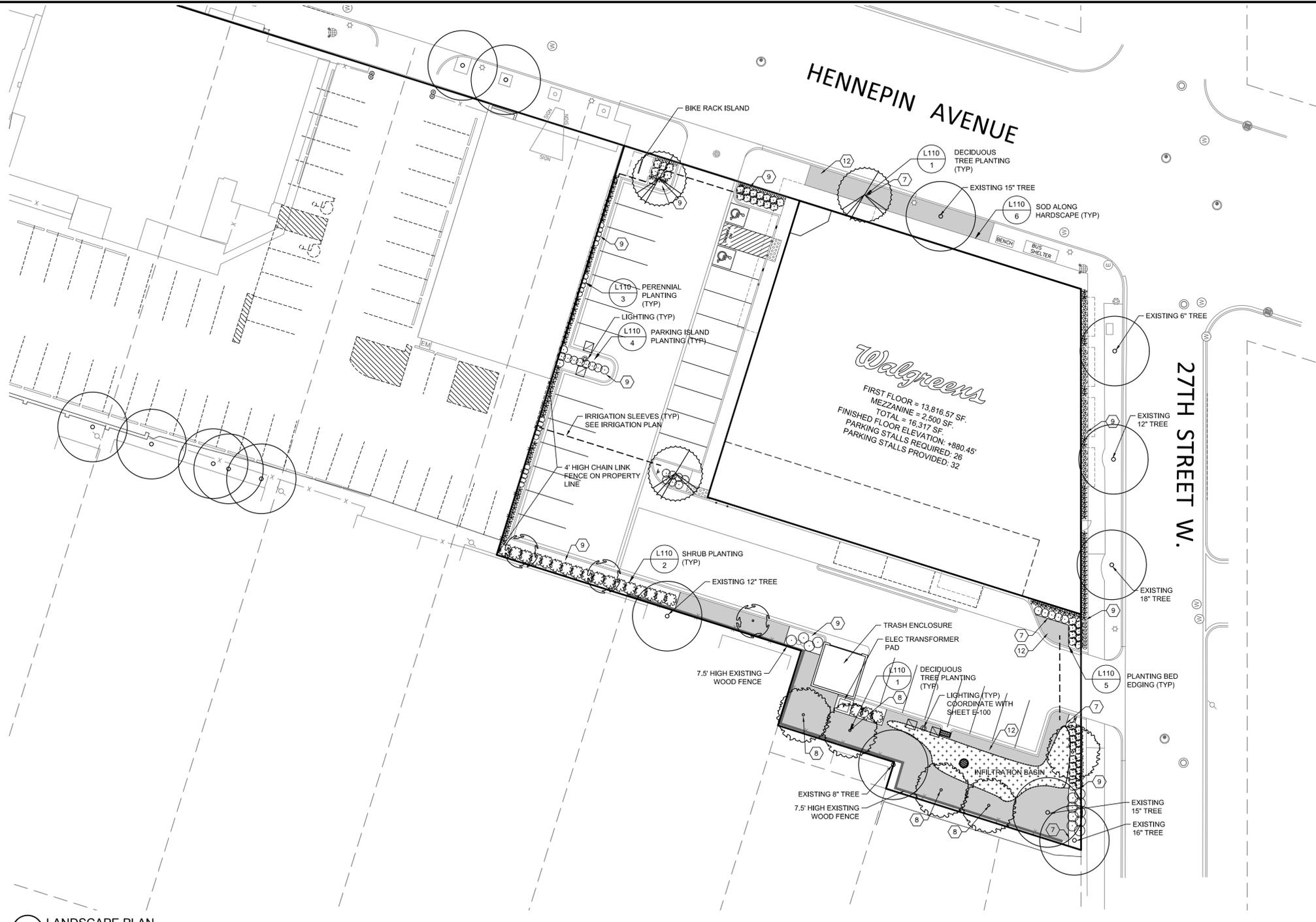
LANDSCAPE SUMMARY

TREE REMOVAL	
REMOVE	1 BOULEVARD TREE FOR SITE ACCESS 8 ON-SITE TREES FOR SITE REDEVELOPMENT
REPLACE	1 BOULEVARD TREE

LANDSCAPE YARD (REQUIRE 20% OF SITE NOT OCCUPIED BY BUILDING = 20,358*20% = 4,072 SF.)	
REQUIRED = 1 CANOPY TREE/ 500 SF.	= 8 TREES
= 1 SHRUB / 100 SF.	= 41 SHRUBS

SCREENING	
PARKING & LOADING FRONTING ALONG PUBLIC STREET/SIDEWALK	
REQUIRED = 50' MAX. DISTANCE FROM A DECIDUOUS TREE TO PARKING STALL	= 7' WIDE LANDSCAPE YARD + SCREENING 3HT. 60% OPAQUE
	= 1 TREE/25' OF PARKING/LOADING LOT FRONTAGE = 117/25 = 5 TREES
REAR ABUTTING RESIDENTIAL	
REQUIRED = 7' WIDE LANDSCAPE YARD + SCREENING 6HT. 95% OPAQUE	
TOTAL REQUIRED	13 TREES + 41 SHRUBS

PROPOSED LANDSCAPE PLAN	
4,611 SF. LANDSCAPE YARD (22.6%)	
3 SAVED EXISTING TREES	
7 CANOPY TREES	
3 ORNAMENTAL TREES (SUBSTITUTE FOR LOCATIONS UNDER OVERHANG POWER LINE)	
TOTAL PROPOSED	13 TREES + 100 SHRUBS + 522 PERENNIALS



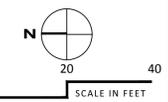
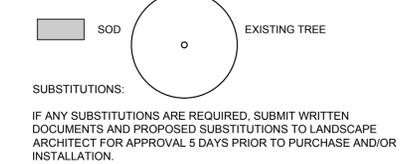
1 LANDSCAPE PLAN
1" = 20'

LANDSCAPE SCHEDULE

KEY	QUANT.	COMMON NAME	SCIENTIFIC NAME	SIZE	ROOT COND.	MATURE SIZE
TREES						
	5	RIVER BIRCH	BETULA NIGRA	10' CLUMP	B&B	40'H X 30'W
	3	SUNBURST HONEYLOCUST	GLEDITSIA TRIACANTHOS VAR. INERMIS 'SUNCOLE'	2.5" CAL.	B&B	35'H X 25'W
	3	SPRING SNOW FLOWERING CRABAPPLE	MALUS 'SPRING SNOW'	2.5" CAL.	B&B	20'H X 15'W
DECIDUOUS SHRUBS						
	20	PRAIRIEFIRE DOGWOOD	CORNUS ALBA 'AUREA'	24" HT.	POT	5'H X 5'W
	45	SEM ASH LEAF SPIREA	SORBARIA SORBIFOLIA 'SEM'	24" HT.	POT	3'H X 3'W
	22	GOLDFLAME SPIREA	SPIRAEA X BUMALDA 'GOLDFLAME'	24" HT.	POT	2.5'H X 3'W

KEY	QUANT.	COMMON NAME	SCIENTIFIC NAME	SIZE	ROOT COND.	MATURE SIZE
EVERGREEN SHRUBS						
	13	SEA GREEN JUNIPER	JUNIPERUS CHINENSIS 'SEA GREEN'	36" HT.	POT	5'H X 5'W
PERENNIALS						
	103	KARL FOERSTER FEATHER REED GRASS	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	1 GAL	POT	4'H X 2'W
	20	BIG SKY CONEFLOWER	ECHINACEA 'SOLAR FLARE'	1 GAL	POT	3'H X 2'W
	79	RUBY STELLA DAYLILY	HEMEROCALLIS 'RUBY STELLA'	1 GAL	POT	1.5'H X 1.5'W
INFILTRATION PERENNIALS						
	320	LITTLE JOE JOE PYE WEED	EUPATORIUM DUBIUM 'LITTLE JOE'	1 GAL	POT	3'H X 2'W
	320	SHENANDOAH SWITCH GRASS	PANICUM VIRGATUM 'SHENANDOAH'	1 GAL	POT	4'H X 2'W
	320	GREAT BLUE LOBELIA	LOBELIA SILPHITICA	1 GAL	POT	2'H X 2'W
	320	BLACK EYED SUSAN	RUDBECKIA FULGIDA 'GOLDSTURM'	1 GAL	POT	2'H X 2'W

LEGEND



Walgreens
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DEERFIELD, IL 60015-5105

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Planned: Southtown BLA
REGISTRATION NO. 45059
DATE 01/25/2016

THIS PLAN AND ALL WORK PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT IN THE STATE OF MINNESOTA. I SIGNIFY BY MY HAND AND SEAL.

NO. DATE BY DESCRIPTION REVISIONS

LANDSCAPE PLAN
16361

WALGREENS
2660 HENNEPIN AVENUE S
MINNEAPOLIS, MN
PDR SUBMITTAL

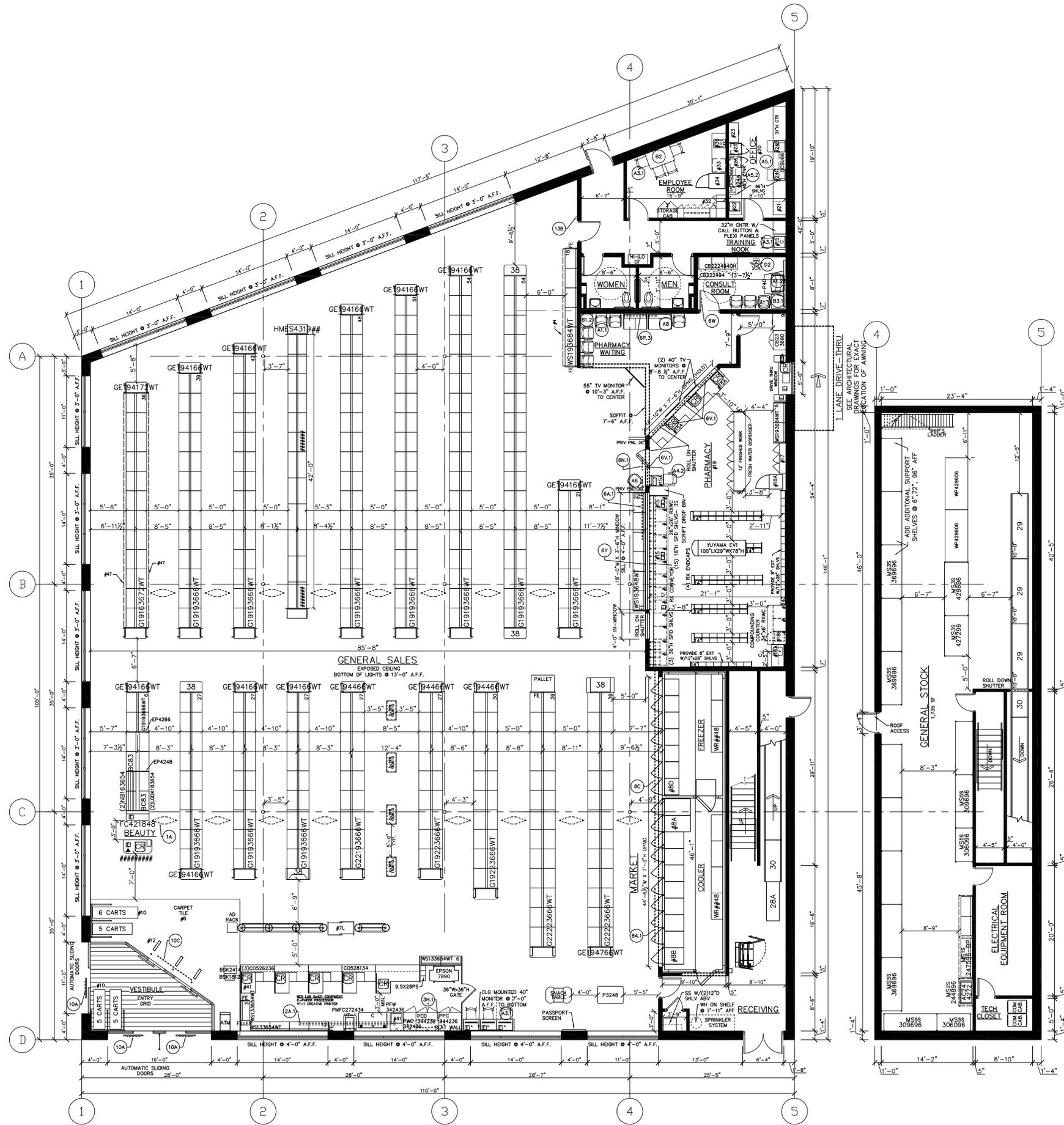
CADD PLOT:
L-100_16361

DRAWN BY:
PS

DATE: 01/25/2016

REVIEWED:
PS

L-100



1 FIXTURE FLOOR PLAN - FIRST FLOOR
1/8" = 1'-0"

2 FIXTURE FLOOR PLAN - MEZZANINE FLOOR
1/8" = 1'-0"

FILE NAME: 16361-D11-01-08JUL15
 DRAWN BY: WALGREENS
 DATE: 01/21/16
 REVIEWED: NWC OF 27TH STREET & HENNEPIN AVE MINNEAPOLIS, MINNESOTA
 PROJECT ID: 15-144
 STORE NUMBER: 16361
 RELOCATION OF STORE 42713

NO.	DATE	BY	DESCRIPTION

MICHAEL F. DIEM
 License # 16844
 I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Architect under the laws of the State of Minnesota.

ARCHNET
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 MINNEAPOLIS, MN 55402
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Walgreens
 FACILITIES DEVELOPMENT
 106 WILMOT ROAD
 DEERFIELD, IL 60015-5105

SIGN INFORMATION:

SCRIPTED SIGN;
4'-8 1/2" x 21'-2 1/2"
RECT. AREA: 99.8 SQ.FT.

24 HR PHARMACY SIGN;
12" x 13'-0", 13 SQ.FT.

ICON SIGN;
5'-6 3/8" x 5'-11 3/8"
41.6 SQ.FT.

SUBTOTAL: 154.4 SQ.FT.

WALL LENGTH: 106'-4"
SIGN AREA ALLOWED;
1.5 SQ.FT./1 LN.FT. = 159.5 SQ.FT.

154.4 < 159.5 SO OK



PERSPECTIVES

03/28/16

A-2

1 EAST ELEVATION
1/8" = 1'-0"

SIGN INFORMATION:

SCRIPTED SIGN;
4'-8 1/2" x 21'-2 1/2"
RECT. AREA: 99.8 SQ.FT.

24 HR PHARMACY SIGN;
12" x 13'-0", 13 SQ.FT.

ICON SIGN;
5'-6 3/8" x 5'-11 3/8"
41.6 SQ.FT.

SUBTOTAL: 154.4 SQ.FT.

WALL LENGTH: 111'-4"
SIGN AREA ALLOWED;
1.5 SQ.FT./1 LN.FT. = 167 SQ.FT.

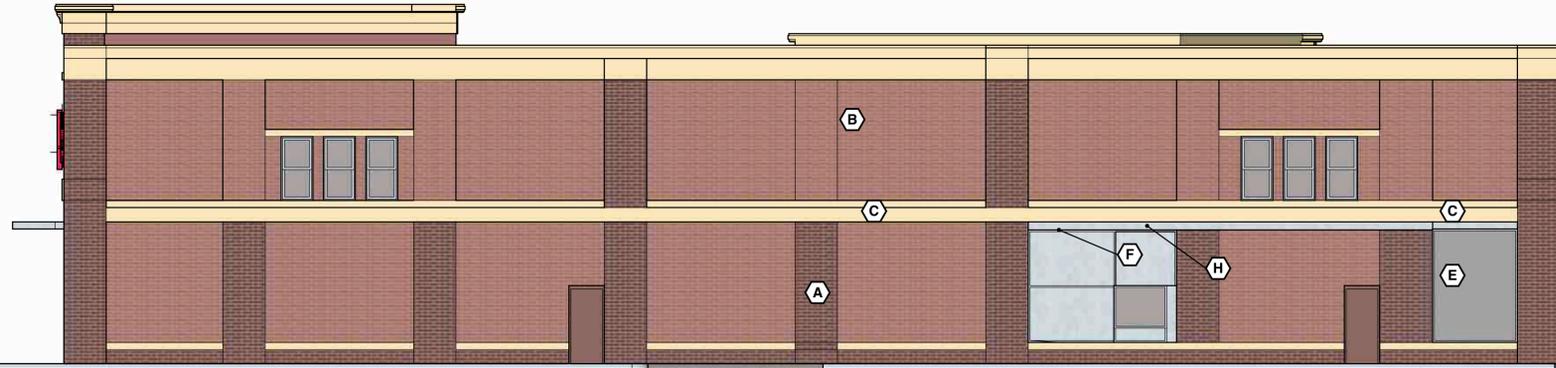
154.4 < 167 SO OK



MATERIAL LEGEND

- (A) BRICK TYPE 1
- (B) BRICK TYPE 2
- (C) COMPOSITE PANEL/CORNICE
- (D) CLEAR GLASS
- (E) CLEAR GLASS
- (F) TRANSLUCENT LIGHT PANEL
- (G) PRECAST SILL
- (H) METAL SUN SHADE /AWNING

2 NORTH ELEVATION
1/8" = 1'-0"



3 WEST ELEVATION
1/8" = 1'-0"

SIGN INFORMATION:

SCRIPTED SIGN;
4'-8 1/2" x 21'-2 1/2"
RECT. AREA: 99.8 SQ.FT.

24 HR PHARMACY SIGN;
12" x 13'-0", 13 SQ.FT.

SUBTOTAL: 112.8 SQ.FT.

WALL LENGTH: 116'-7"
SIGN AREA ALLOWED;
1.5 SQ.FT./1 LN.FT. = 174.8 SQ.FT.

112.8 < 174.8 SO OK



4 SOUTH ELEVATION
1/8" = 1'-0"



NORTH PERSPECTIVE



EAST PERSPECTIVE



SOUTH PERSPECTIVE

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PERSPECTIVES

03/28/16

A-2



EAST PERSPECTIVE



SOUTH WEST PERSPECTIVE



SOUTH PERSPECTIVE

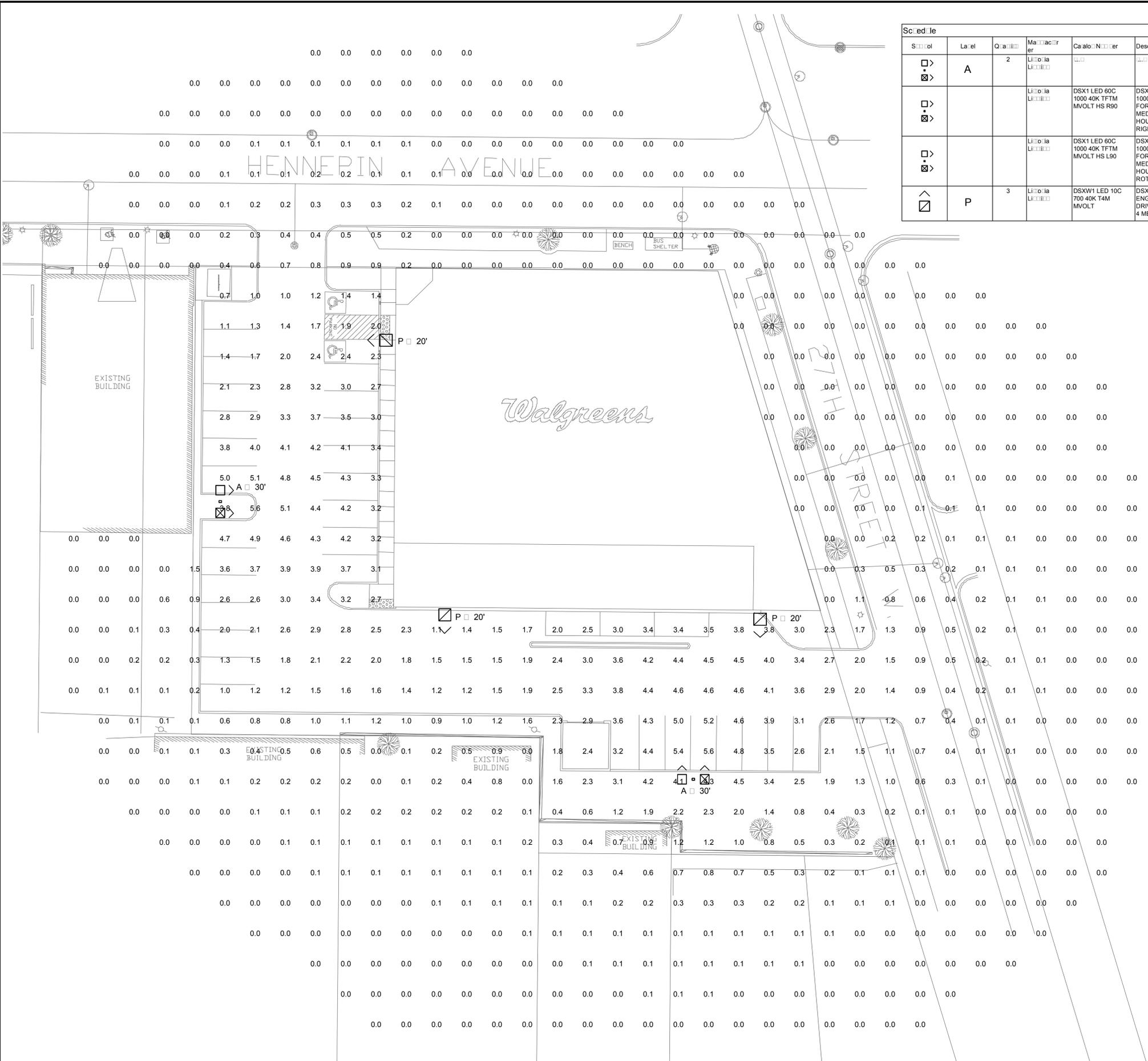
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Sullivan, NY 12082
845-430-0006
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PERSPECTIVES

03/28/16

A-2



Symbol	Label	Quantity	Manufacturer	Color	Number	Description	Label	Number	File Name	Lumens Per Foot	Loss Factor	Watts
☐	A	2	LED					1		17597.31	0.95	418
☐			LED	DSX1 LED 60C 1000 40K TFTM MVOLT HS R90		DSX1 LED 60 LEDs 1000 A, 4000K, TYPE FORWARD THROW MEDIUM OPTICS WITH HOUSE-SIDE SHIELD, RIGHT ROTATED	LED	1	DSX1_LED_60C_1000_40K_TFTM_MVOLT_HS_R90.jes	17597	0.95	209
☐			LED	DSX1 LED 60C 1000 40K TFTM MVOLT HS L90		DSX1 LED 60 LEDs 1000 A, 4000K, TYPE FORWARD THROW MEDIUM OPTICS WITH HOUSE-SIDE SHIELD, LEFT ROTATED	LED	1	DSX1_LED_60C_1000_40K_TFTM_MVOLT_HS_L90.jes	17597	0.95	209
☐	P	3	LED	DSXW1 LED 10C 700 40K T4M MVOLT		DSXW1 LED WITH 1 LIGHT ENGINE, 10 LEDs, 700 A DRIVER, 4000K LED, TYPE 4 MEDIUM OPTIC	LED	1	DSXW1_LED_10C_700_40K_T4M_MVOLT.jes	2272	0.95	27

Description	Symbol	A	Max	Min	Max/Min	A/Min
Lo Spacing	X	3.0 c	5.6 c	1.0 c	5.6:1	3.0:1
Hi Spacing	+	0.7 c	5.6 c	0.0 c	N/A	N/A

Note
 1. Readings shown are based on a total LLF of 0.95 at grade.
 2. Please refer to the fixture location for fixture details.
 3. Product or manufacturer name obtained from manufacturer or local retailer.

Note
 This lighting design is a professional engineering drawing and is provided for informational purposes only. It is not intended to be used as a construction document. The designer is not responsible for any errors or omissions in this design. The designer is not responsible for any damage or injury resulting from the use of this design. The designer is not responsible for any loss of profit or business resulting from the use of this design.

Designer
 Jim Eads, LC
 Date
 1/19/2016
 Scale
 Not to Scale
 Drawing No.
 80004116A1
 Symbol

1 PHOTOMETRIC CALCULATION

FACILITIES PLANNING
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 DEERFIELD, IL 60015-5105

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NOT FOR CONSTRUCTION

NO.	DATE	BY	DESCRIPTION

CADD PLOT:
 C540_16361

DRAWN BY:

DATE: 01/25/2016

REVIEWED:

16361

WALGREENS

2650 HENNEPIN AVENUE S

MINNEAPOLIS, MN

PDR SUBMITTAL

REVISIONS

SITE PHOTOMETRIC CALCULATIONS

E-101

16361

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Figure 1: Site looking northwest from Hennepin Avenue at 27th Street



Figure 2: Existing Building looking north from 27th Street



Figure 3: Photo of Site looking east from 27th Street at existing access drive



Figure 4: Photo of Site looking west from Hennepin Avenue



Figure 5: Looking northwest from Hennepin Avenue to Existing Bldg to be removed



Figure 6: Interior of site looking southwest to existing parking south of Roat Osha



Figure 7: Existing Building to be removed looking north from existing Roat Osha parking lot



Figure 8: Photo of Existing Building to remain looking West from Hennepin Avenue

From: [happify](#)
To: [Holién, Kimberly](#)
Subject: Walgreens at 27th & Hennepin
Date: Thursday, February 18, 2016 1:52:48 PM

Hello Ms. Holein,

I'm a resident of East Isles and I'd like to express concern about the proposed Walgreens site plan in regards to pedestrian safety. I frequently walk by the current Walgreens site at Fremont & Hennepin, sometimes a half-dozen times in a day. I see a number of issues at that location that I am hoping conscientious planning can help avoid at the new location, as well as a concern about the proposed new location.

I'm in my mid-30s and carfree by choice. I also am primary caretaker for my father who is in his mid-90s and walks slowly with a cane while sometimes also holding my hand for support when sidewalks are poorly cleared and crosswalks/curbs are icy. I'll walk up to 10-12 miles a day, to get to various meetings (I work from home), recreationally and with friends, and between 1 and 5 miles a day with my father.

I'm breaking these down into the problem I observe and what I think solutions might be. It's pretty wordy, but I'm trying to give clear detail because I'm not an engineer at all.

Problem: *Exiting drivers turning right onto Hennepin*

Drivers often entirely block the sidewalk as they look left for cars from the left while hoping to turn right. This is a problem at many crosswalks and curb cuts, but Hennepin's traffic is virtually always either heavy or speeding, and often both, which seem to exacerbate it here. Many drivers fail to look right again before going forward, sometimes accelerating quickly because of the short gap they have. Some drivers are inching as they do this, but walking behind their vehicles isn't safe, as some drivers unpredictably choose to go in reverse. Half the time there isn't even room, as a second driver is lined up too close to the first to get walk between comfortably (especially given the chance that they'll back up). Sometimes knocking on the hood will work to alert drivers to people trying to use the sidewalk, but often enough that's interpreted as aggressive, so I no longer do it though I know others who do; my father does sometimes, with success, but he looks like Santa and is treated much better by drivers than I am when I'm alone as a small woman. I've tried shouting/saying something, but even drivers who aren't playing music loudly or talking on their phone rarely hear me.

The delays can be quite long, given car traffic levels and visibility, and for those who get around the city primarily by foot, waiting for a driver who's blocking the sidewalk isn't an option. When I'm with my father in the winter, this is even less palatable, as he gets cold easily if we're not moving. We generally choose to give them a wide berth as we cross in front of them, to maximize their stopping distance if they do go. Depending on the size of the vehicle sitting in the sidewalk, this forces us to walk on the sloped driveway, which puts him at risk of falling, particularly when it's slippery. When it's a larger vehicle, we're often forced to walk partially on Hennepin. When drivers do have a gap while we're walking (which is frequent), they often miss it because crossing like this takes us longer (we're moving on an arc rather than in a straight line, and not on a smooth sidewalk surface so we have to walk more carefully). Some drivers recognize that they should've been looking for people using the sidewalk, but some get angry and aggressive.

This problem extends to drivers leaving via Fremont and also turning onto Hennepin. I've experienced very near misses at both locations with my father, as well as on my own, including a driver or two clipping my grocery cart as they cut extremely close to me without looking.

Potential solutions:

- + *Eliminate Hennepin curbcut.*
- + *Have all traffic exit to 27th (make it "no turn on red") & route back to Hennepin at the stoplight to reduce danger to pedestrians and stress on drivers on a difficult street.*
- + *Create a textural difference or raised sidewalk so drivers know when they're blocking the sidewalk (though there's a color difference right now at the Fremont location that has not dealt with the problem), add prominent signage, create some sort of space in the parking lane where it is clear drivers can wait to turn, rather than blocking the sidewalk.*

Problem: *Northbound drivers turning left into Walgreens parking lot.*

Additionally, drivers turning left into the lot when they're northbound on Hennepin are also a frequent problem.

They look first to see if there is southbound traffic, but many seem to either not look for people who are walking or not care. They accelerate as they turn and then have to break when they see us walking--particularly with my father, we cannot hurry up. Some of them get aggressive and will honk repeatedly or swear/shout at us. I expect that this feels scarier for them, since they are blocking southbound traffic, because while this happens less frequently, the drivers are less cautious and more aggressive. This one also causes back-ups for drivers on Hennepin and I know at least one neighbor who has been hit by a driver in this scenario, though a block north at the Starbucks/Caribou/Five Guys/Mattress place. I unfortunately seem to have been cursed with a "freeze" instinct when a driver's coming at me, which makes it all the scarier for me and all the more frustrating (and probably scary) for them.

Potential solution:

- + *Eliminate Hennepin curbcut.*
- + *Tighten up the turning radius and narrow the entrance as much as possible so that drivers are totally perpendicular to the sidewalk when they cross it, and therefore both driving more slowly and more likely to see/stop for people who are walking.*
- + *Create steep driveway entrance or add other barriers that provide negative haptic feedback for driving (speed/angle) that endangers people who are walking both to slow/alert drivers in case of impending crash & incentivize a safer, slower turn into the lot (so that they don't bottom out).*

Problem: *The Hennepin curbcut at the proposed Walgreens site is a near-blind corner for drivers exiting.*

The proposed site is adjacent to a building that has a curbcut immediately adjacent to it and no setback, creating a blind corner for people walking south and people driving onto Hennepin. The proposed design shows more space, but I am still concerned about whether sight lines will provide sufficient stopping time for drivers, particularly given that this is a popular area for running, including by parents with strollers that inattentive or rushed drivers might not be looking for. Additionally, because the car traffic here goes so fast and is so unpleasant to bike with, there are often people biking on the sidewalk, especially visitors, older people, and children. Perhaps the blind corner isn't an issue, but please check on it, as it's a busy area for walking/biking even without the Walgreens, with a wide variety of vulnerable sidewalk users going various speeds.

Potential solution:

- + *Eliminate Hennepin curbcut*
- + *Eliminate Hennepin entrance, so that drivers can only use southmost portion.*
- + *Add physical barrier to keep drivers from angling across curbcut and into more dangerous northern portion.*
- + *Provide appropriate signage, mirrors if necessary, and landscaping that doesn't block sight lines for drivers, or even potentially encourages them to be aware of the potential blind corner.*

From: [Sadler, Patrick A.](#)
To: [Holiem, Kimberly](#)
Subject: FW: Pending Walgreens at 27th and Hennepin
Date: Wednesday, March 02, 2016 4:32:02 PM

For Walgreens packet:

-----Original Message-----

From: HELEN J SPRY [<mailto:spryhjs@msn.com>]
Sent: Saturday, February 06, 2016 8:40 AM
To: Goodman, Lisa R.
Cc: David Williams
Subject: Pending Walgreens at 27th and Hennepin

Hi Lisa!!

Hope you are doing well. I wanted to drop a short note about a proposed Walgreens at 27th and Hennepin. The property in question shares a property line with our Condo Assoc. Property. While I HATE to see Roat OSHA go away and we are NOT happy to see such a large, low story, single purpose structure go in there, we understand market forces.

I don't want the change but change happens, we just want to make some points on how we want some issues dealt with to make the change more palatable.

Here's some concerns we would like to see addressed in the approvals:

1. Current Privacy fence on the west property line must be completed and maintained against the multiple private properties that share that line. It may need staining as it ages and should be no lower than the one currently there.
2. No delivery truck idling and coming and going early morning or late hours- as with Kowolskis many years ago I remember delivery vehicles were a real issue to the close neighbors. Our Condo property is within a very feet of the designated delivery zone and trash containers for Walgreens. I believe there are city restrictions that cover this - but it's an issue Walgreens needs to deal with.
3. The Design of the Building (front and back) Facade "HOPEFULLY" will be Urban and Uptown like - NOT Suburban strip mall design.
4. Lighting- pedestrian level lights keeping with the lamp posts in EIRA neighbor- a hard fought battle. Lighting in the parking lot and drive up will or could affect directly Two of our condo owners if it is excessive, or shines into their units.
5. Noise level of the drive up - NO loudspeakers - since it's a 24/7. Limit drive-up to just one window. Concern for the amount of time of car idling here too, for the noise and pollution, 24/7.
6. Concern for the direction and number of the curb cuts/driveways in and out of the property - feeding to Hennepin Ave and onto the VERY narrow 27th street. Both Pedestrian and car traffic as you know is heavy in this area - and already tight with the parking from Giordano's etc.

I know your good instincts and TRUST them. I wanted to let you know our thoughts. If Walgreens can not or will not meet these conditions and address the concerns, we would OPPOSE the approval. I am forwarding my email to the other 3 owners in our Assoc as well.

Hope to see you soon. Thank You!

Helen Spry and Dave Williams

2639 Humboldt Ave So.
612 377 8613

Sent from my iPad

From: [Sadler, Patrick A.](#)
To: [Holien, Kimberly](#)
Subject: FW: Walgreens Project
Date: Wednesday, March 02, 2016 4:33:29 PM

[Another:](#)

From: Patricia Koch [mailto:patti.d.koch@me.com]
Sent: Tuesday, March 01, 2016 8:23 PM
To: Goodman, Lisa R.
Cc: Lucille; John Morrow; Megan Morrow; Sadler, Patrick A.
Subject: Re: Walgreens Project

Hello Lisa. I am also an owner and member of the Humboldt Flats Assoc and share the same concerns Lucille outlined below. Unfortunately I am overseas on business and will not be able to attend the meeting you reference. Is there an alternative venue for better understanding this project? Perhaps you could shed some light by return email?

Thanks for your consideration.

Patti Koch

From: Lucille [mailto:lmrenaud@hotmail.com]
Sent: Tuesday, March 01, 2016 2:13 PM
To: Goodman, Lisa R.
Cc: John Morrow; Megan Morrow; 'Patti Koch'
Subject: Walgreens Project

Hello Lisa – writing to you today because our Condominium association (2633-2635 Humboldt Ave S) borders on the proposed Walgreens 24x7 that will require a Drive-thru, parking, loading dock and trash containers. I have many concerns and will deeply miss the popular and wonderful Roat Osha restaurant should this project move forward:

- 1) Privacy and safety – with the business being open 24 hours a day, we are concerned about the additional foot and car traffic and potential invasions of privacy and safety concerns. Will Walgreens have video security cameras installed around the entire area? Would they be willing to maintain the back fence that is currently providing us protection from access to our properties from Green Mill, First Tech and Roat Osha?
- 2) Noise – will there be any restrictions on the timing of garbage pick-up and delivery trucks? Given the set up of our buildings with the other association we share a driveway with, it is an echo chamber and early morning or late evening deliveries and pick-ups will be very disturbing. For the drive-through can it be requested that loud speakers are not allowed? That also will echo constantly to our buildings and be very disturbing.
- 3) Lighting – since the business will be open 24 hours a day, the lighting will possibly be invasive to those of us with outdoor patios and Hennepin facing bedrooms. Would it be possible to request lighting that faces down only at a

reduced height so we are minimally impacted?

- 4) Building Design – will Walgreens be able to have an “Uptown” design so that it doesn’t look like a strip mall building in the suburbs? Keeping the charm of our neighborhood is very important to the owners and we are concerned that it will impact our property value negatively.

Thank you for representing our concerns. We really wish the process wouldn’t have to happen as we love Roat Osha so much.

Sincerely, Lucille Renaud, Owner and member of Humboldt Flats Condominium Association at 2633 – 2635 Humboldt Ave. South

From: [Sadler, Patrick A.](mailto:Sadler.Patrick.A)
To: [Hollen, Kimberly](mailto:Hollen.Kimberly)
Subject: FW: Ward 7 Contact Form
Date: Wednesday, March 02, 2016 4:30:39 PM

[Letter for Walgreens packet](#)

From: no-reply@minneapolismn.gov [mailto:no-reply@minneapolismn.gov]
Sent: Monday, February 15, 2016 11:29 AM
To: Goodman, Lisa R.
Subject: Ward 7 Contact Form

City of Minneapolis

Name *	Jessie Wilton
Email *	jessie.m.wilton@gmail.com
Phone	(262) 853-4131
Phone Type	Cell
Address *	2621 Humboldt Ave S, Apt 1
City	Minneapolis
State	MN
Zip *	55408
Question/Comment *	<p>Dear Lisa, My husband and I are newer home owners to the East Isles neighborhood. We love our new neighborhood and we want to see it grow and thrive. We've heard there are plans to close Roat Osha on 27th and Hennepin and in it's place (along with the old Apple and First Tech buildings) to open a new Walgreens with a drive-through. I want to express my strong concern for this proposal. East Isles does not need a new, fancier Walgreens. There are already traffic issues on 27th and Hennepin with the addiiton of Giordano's. A drive-through Walgreens would only exacerbate this problem. There are much better ways to use this space that would help improve the neighborhood, including the possibility of adding a small (3 story or so) condo building with room for local restaurants and shops on the bottom. Please consider our concerns when it comes to making a decision about this space. I am more than happy to share my feedback or answer any questions you might have.</p>

Thank you, Jessie

This is an email generated from the City of Minneapolis website. * Required fields are indicated with an asterisk.

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Jessie M. Wilton
jessie.m.wilton@gmail.com

From: [Sadler, Patrick A.](#)
To: [Holien, Kimberly](#)
Subject: FW: Ward 7 Contact Form
Date: Wednesday, March 02, 2016 4:32:55 PM

[Letter on Walgreens](#)

From: no-reply@minneapolismn.gov [<mailto:no-reply@minneapolismn.gov>]
Sent: Monday, February 01, 2016 9:04 AM
To: Goodman, Lisa R.
Subject: Ward 7 Contact Form

City of Minneapolis

Name *	John Morrow
Email *	johnnymo29@hotmail.com
Phone	(612) 201-1190
Phone Type	Cell
Address *	2635 Humboldt Ave S
City	Minneapolis
State	MN
Zip *	55408
Question/Comment *	I am very concerned about the removal of Roat Osha and a couple of other buildings on Hennepin and 27th, being replaced with a Wallgreens store. I hope you oppose this development. My main concern is the obvious increase in traffic onto 27th. Right now that street is very narrow on a good day - in the winter it is almost impossible to even get 1 car down there at a time. With a potential store on that corner, the increase in traffic could become a major bottleneck and safety issue. Being that I live almost right behind this potential development, I am very concerned about the size, scope and impact on our day-to-day lives. It is my understanding that this potential development does not comply with the Uptown Small Area Plan and I hope at some point this plan is followed or else the charm and character of Uptown could be lost. Thank you for your consideration of this issue.

This is an email generated from the City of Minneapolis website. * Required fields are indicated with an asterisk.

From: [Sadler, Patrick A.](#)
To: [Holien, Kimberly](#)
Subject: FW: Concerns re: pending Walgreens at 2650 Hennepin
Date: Wednesday, March 02, 2016 4:32:28 PM

[Walgreens packet:](#)

From: Sue Koelmel [<mailto:s-koel@umn.edu>]
Sent: Sunday, February 07, 2016 2:12 PM
To: Goodman, Lisa R.
Cc: Jeff Koelmel
Subject: Concerns re: pending Walgreens at 2650 Hennepin

Good afternoon, Lisa-- Our condo association is one of several residential properties sharing the property line with the proposed new Walgreens. We would like to share our concerns and suggestions that might make this development less destructive to our neighborhood:

- Our biggest concern is the drive-through at the back of the Walgreens property. While we understand the why of a drug store drive-through, we want no speakers, since it will operate 24/7 and there are many residential units very close by. Also, there is heavy pedestrian and vehicle traffic on 27th Street, the drive-through exit. I (Sue) walk here at least twice per day to and from my bus to work and am concerned for myself and the many others using this street. At the least, can there be signs warning Walgreens customers as they exit?
- It looks like our condo property is very close to the proposed Walgreens delivery zone and trash containers. Are there city regulations on the times of day or night that deliveries can be made near residential areas?
- Lighting on the property, especially in the parking lot and drive-through could affect those of us sharing the property line, especially two of our condo owners whose units are just across the privacy fence between the properties.
- The current privacy fence on the Walgreens west property line must be extended and maintained to offer some degree of insulation/protection for the several residential properties along that line.

We know that you are well aware of this development. Thank you for representing us so well and for your current efforts to limit drive-throughs in Minneapolis.

Sincerely,

Jeff and Sue Koelmel
2637 Humboldt Ave. S.
612-374-3689

From: [Sadler, Patrick A.](#)
To: [Holien, Kimberly](#)
Subject: FW: 2650 Walgreens
Date: Wednesday, March 02, 2016 4:31:35 PM

[For the packet](#)

From: Anthony Bosca [<mailto:antbosca@gmail.com>] **On Behalf Of** Anthony Bosca
Sent: Monday, February 08, 2016 9:33 AM
To: Goodman, Lisa R.
Subject: 2650 Walgreens

Hi Lisa,

My unit at Two Plus Two Condos is located at 2641 Humboldt Avenue South. My yard borders directly on proposed Walgreens parking, drive-thru, loading dock and trash container. My primary concerns about this project are:

- Excess light from a large 24-hour business. My small house is mostly windows on that side. I'm hoping the project will limit lighting to pedestrian level to minimize the effect on neighbors.
- Overall design of the project. When I think Walgreens, I think "huge beige box." I'd love to see something makes an effort to fit and improve the neighborhood.
- Noise from deliveries, trash collection and drive-thru.

I understand that I live in an urban area that I share with many other people with a variety of needs and priorities. It's one of the things I love about my neighborhood! However, this project is literally in my back yard and it has the potential to seriously degrade the quality of my life and the value of my home. Do you have any suggestions as to what more I can do to voice my concerns?

Kind Regards,

Anthony Bosca
InVision Distinctive Eyewear
North Loop - Galleria - Grand Ave. - Minnetonka
www.invision-optical.com

From: [Sadler, Patrick A.](#)
To: [Hollen, Kimberly](#)
Subject: FW: Walgreens at 2650 Hennepin
Date: Wednesday, March 02, 2016 4:29:48 PM

Letter from neighbor for packet

-----Original Message-----

From: John Baumgardner [<mailto:john.o.baumgardner@gmail.com>]
Sent: Tuesday, February 16, 2016 8:34 PM
To: Goodman, Lisa R.
Subject: Walgreens at 2650 Hennepin

Hi Lisa-

I'm the owner occupier of the home at 2637 1/2 Humboldt and understand that there is a proposed Walgreens at 2650 Hennepin replacing Roat Osha and other buildings. My home is on most of the property line with the proposed Walgreens and is, along with the rest of our owners' association, likely the most impacted residential property by this development. I love the amenities in this area and very much appreciate that changes are going to occur from time to time that unluckily negatively impact some of the residents. While this is a bummer, I get that it is a risk I took when buying next to a commercial property, and I wanted to reach out and note some particular concerns I have:

1. It's really important to me that the fence that runs between my home and the subject property be maintained and extended for security and privacy. This should be a low impact concession for the developer.
2. I'm very worried about the noise and light from 24 hour business with delivery and drive through just outside my bedroom windows. I hope there will be limitations on delivery hours as well as other rules and design features that will help mitigate this problem. Additionally, I'm worried about the noise during construction and demolition.
3. Finally, it would be disappointing if there was not a reasonable effort to make the design features consistent with uptown, rather than a typical Walgreens.

Thanks very much for any support on this.

Best,

John Baumgardner
651-245-7551

From: [Bruce Clark](#)
To: [Holien, Kimberly](#); [Sadler, Patrick A.](#)
Cc: [Goodman, Lisa R.](#)
Subject: Disappointing
Date: Thursday, March 03, 2016 2:40:48 PM

I need to express my frustration over the insertion of a Walgreens Super Store at 27th and Hennepin.

I am disappointed in Walgreens for bullying forward with their cookie-cutter design and displacing an Uptown favorite. Walgreens has a presence in the neighborhood and should know that their clientele doesn't need or want a suburban strip mall style outlet here. They may be abiding by all the rules, but they are insulting those of us who live here.

I am disappointed in the owners of Roat Osha for selling out for what I presume was considerably more than "30 pieces of silver". They had a good steady business and we in the neighborhood appreciated the service they used to provide. I view their sellout as a betrayal of their former customers and neighbors.

I am disappointed at the Green Mill people – though not surprised, as they have eliminated a competitive restaurant in their own back yard – at the same time limiting the choices for walk-to-dinner neighbors.

Finally, I am disappointed that our city government didn't see this coming and do something to protect the essence of our neighborhood. At what is arguably the gateway to East Isles we are now to be faced with a pre-fab, drive-through, chain store that will loom over the sidewalk and add to the traffic congestion we already have enough of.

If the prevailing pattern of thinking continues, we should not be surprised when we see a similar structure housing a CVS nearby.

Bruce Clark, CMP
BCW Group
126 North 3rd St. #405
Minneapolis, MN 55401
612-309-4369

From: [HELEN J SPRY](#)
To: [Sadler, Patrick A.](#)
Cc: [Goodman, Lisa R.](#); [Holiien, Kimberly](#); [Weakly, Ruth A.](#)
Subject: Re: Walgreens Project
Date: Wednesday, March 02, 2016 1:23:42 PM

Patrick and Kimberly,

Thank you so much for getting us together yesterday. Just to also remind Kimberly the owners of Two Plus Two Condo Assoc. (3 units were present at the on site Meeting 3/1) would request that NO extension of the fence be allowed along the brick facade of the Garage/ Carriage house building. We request the existing Tall wooden Fence should remain in place. There has been some sort of fence there over the entire time First Tech was there. We were told that by "code" a "6 foot opaque" fence IS required along the brick wall as an extension of the current wood fence- but if that type of fence goes In - we can NEVER get to the exterior of our building for maintenance etc. We would request that Walgreens still put in the larger " green buffer" required for Shore Land overlay design specifications along that line - but not the Fence.

In addition we would ask you to specify/require Walgreens maintains the existing wood fence for repairs and staining as needed and closing all gaps to ensure no access to our property from their lot.

David and I hope to attend the March 14 public hearing. Thank you so much for your work on this "unfortunate" project - at least to try and get some accommodations, it is so disappointing that Walgreens is insisting on a suburban-big box looking design

Helen Spry and David Williams
2639 Humboldt Ave So
612 377 8613

Sent from my iPad

On Mar 2, 2016, at 11:28 AM, Sadler, Patrick A. <Patrick.Sadler@minneapolismn.gov> wrote:

Good morning Humboldt neighbors,

I want to provide an overview of the meeting we held yesterday on the new Walgreens development. Thank you to those that were able to come out and participate and thank you all for reaching out to us with your concerns.

Prior to the meeting I compiled a list of the concerns expressed. Most of you had the exact same concerns. The items we discussed are as follows:

- <!--[if !supportLists]-->■ <!--[endif]-->Drive thru (noise and pollution)
- <!--[if !supportLists]-->■ <!--[endif]-->Deliveries (hours)

<!--[if !supportLists]-->■ <!--[endif]-->Lighting
<!--[if !supportLists]-->■ <!--[endif]-->Security
<!--[if !supportLists]-->■ <!--[endif]-->Traffic on 27th
<!--[if !supportLists]-->■ <!--[endif]-->Privacy fence
<!--[if !supportLists]-->■ <!--[endif]-->Trash (hours and pickup)
<!--[if !supportLists]-->■ <!--[endif]-->Demolition and construction noise
<!--[if !supportLists]-->■ <!--[endif]-->Exterior façade (not a suburban strip mall feel)

Our city planner assigned to this project is Kimberly Holien and she has done a great job working with us to address concerns and get answers from Walgreens. Many of these items were already on her radar and she already had answers and/or resolution on these concerns.

Regarding the exterior façade of the building, we would all love to see something different than what is being proposed, however, we do not have design guidelines and the city does not have the authority to tell them how their building should look. They have been told that we do not like the design but Walgreens has not been receptive to doing something unique in this location and are sticking with their basic cookie cutter design for the building itself. Although we are not able to affect change on that item, there are many things we are able to require and we are holding them to those things and they have been cooperative on other concerns.

DRIVE THRU: Noise is limited to a low volume window speaker similar to a bank drive thru. Patrons are not allowed to wait for their prescriptions. My understanding is that the use is for pickups only and pharmacy orders need to be placed in advance. Walgreens has stated they estimate 30-40 transactions a day and they will be spread throughout the day with the majority occurring between 7:00 am and 7:00 pm.

SECURITY: A security camera will be installed for safety at the pharmacy window.

DELIVERIES: Walgreens deliveries occur once a week and last 2-3 hours. Additional deliveries will include UPS/Fedex for prescriptions and beverage truck deliveries.

TRASH: It is my understanding that trash pickup for Walgreens will actually be less than what is currently occurring with the operation of a restaurant on this site. Garbage collection is not allowed before 6:00 am. If they violate those rules a complaint to 311 will notify the appropriate staff to address the issue.

LIGHTING: Kimberly has reviewed their lighting plan and is comfortable with the placement of the lights to properly light the area without infringing on the neighboring properties. Lights will be down shielded. If there is an issue with glare, a complaint to 311 will notify the appropriate staff to address the issue.

TRAFFIC/CURB CUTS: Although it is not required, Walgreens has agreed to maintain the no right turn signs at the 27th Street curb cut. The city is requiring that the Hennepin curb cut be right in and right out only. Walgreens has also stated they are willing to provide signage to alert drivers to watch for pedestrians.

PRIVACY FENCE: The current fence will be maintained as a non-conforming use as it is actually taller than what is allowed. At the meeting it was discussed if the fence should be extended as it would cover up the back wall of the Humboldt Ave property's garage/carriage house unit and it would not run the entire length of the

building but stop about 10 + feet short of the north edge of the structure. Kimberly stated that Walgreen will be installing a seven foot planting bed/barrier along that stretch of the parking lot and she was also going to check with Walgreens about not placing a fence right next to wall and considering alternate compliance.

CONSTRUCTION NOISE: Standard construction is allowed between the hours of 7:00 am and 6:00 pm. A special permit is required to operate outside those times. If they violate those rules a complaint to 311 will notify the appropriate staff to address the issue.

Hopefully this helps answer questions, alleviate concerns and provide a plan of action for this project moving forward. Feel free to let me know if I have forgotten anything or if there are addition items that come up along the way.

Patrick Sadler, Council Member Policy Aide
Ward 7, Council Member Lisa Goodman
City of Minneapolis
350 S 5th Street, RM 307
Minneapolis, MN 55415
612.673.3195 - direct
612.673.2207 - general
patrick.sadler@minneapolismn.gov

Kusz, Lisa M.

To: Holien, Kimberly
Subject: RE: Ward 10 Contact Form

From: no-reply@minneapolismn.gov [mailto:no-reply@minneapolismn.gov]
Sent: Saturday, April 02, 2016 10:37 AM
To: Somogyi, Ben
Subject: Ward 10 Contact Form

City of Minneapolis

Name * Liz Walton
Email * waltonliz1@hotmail.com
Phone
Phone Type
Address 119 W. Minnehaha Pkwy.
City Minneapolis
State MN
Zip 55419

Question/Comment * Subject: bike parking at Walgreens. When discussing changes to the Walgreens expansion, please require best-practice bike parking. I sent notes to Walgreens as they expanded in my neighborhood (Tangletown) asking for good bike parking, yet there's still sub-standard bike parking. Best-practice is defined as: conveniently placed, U-shape or similar shape where a bike can be fully locked with a U-type lock, and rack spaced adequate distance from any building wall so bikes fit in rack as intended (no wheel-bender or ribbon racks crammed against the building). Thanks for anything you can do to improve bike parking at this new Walgreens--and, ultimately company-wide. Liz

This is an email generated from the City of Minneapolis website. * Required fields are indicated with an asterisk.

2649 South Humboldt
Minneapolis, MN 55408
30 March 2016

Lisa Bender
City Council &
Planning Commission

RE: Walgreens at 2650 Hennepin

We in the neighborhood were unable to prevent
Walgreens to build here. I am major concern now
is the proposed 24/7 drive thru. Not all
drivers respect the sign to restrict right turn
on 27th Street which leads to Humboldt & Irving.
I live on the corner of 27th + Humboldt and
often walk from Humboldt to Hennepin so I'm
aware of the risk.

There are many young children from Gene Tieriff
Nursery School + a day child care home in mid block on
27th + Humboldt that are taken on walks that cross 27th
at Humboldt.

Also we have two bus stops at 27th + Hennepin of #6, 12, 17, +
114 (N of MN) that my neighbors take to go North, South + West.
The new food deli restaurant is open only from 11 AM + closes mid night
or earlier.

How would you react to a drive thru 24/7 within
a block of your home? I implore you to prohibit the
24/7 drive thru to keep us safe from injury and allow very
young children to enjoy the flowers at the homes of neighborhood
in the 2600 Humboldt block.

Adeline Neuman