



CITY HALL

207 Lafayette Street
P.O. Box 378
Winona, MN 55987-0378
FAX: 507/457-8212

June 19, 2014

Planning Commissioners
Winona, Minnesota 55987

Dear Commissioner:

The next meeting of the Planning Commission will be held on **Monday, June 23, 2014, at 4:30 p.m. in the Council Chambers** of the Winona City Hall.

1. Call to Order
2. Minutes – May 27, 2014
3. Site Plan Review – Automotive Enterprises, LLC
4. Other Business
5. Adjournment

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Moeller".

Mark Moeller
City Planner

PLANNING COMMISSION MINUTES

DATE: May 27, 2014

TIME: 4:30 p.m.

PRESENT: Chairman Porter, Commissioners Boettcher, Davis, Fritz, Ballard, Hahn, Buelow and L. Olson

ABSENT: Commissioner M. Olson

STAFF PRESENT: City Planner, Mark Moeller; Assistant City Planner, Carlos Espinosa

The meeting was called to order at 4:30 p.m. by Chairman Porter.

Approval of Minutes – May 12, 2014

The minutes from the Commission's meeting of May 12, 2014 were reviewed and upon motion by Commissioner Davis and second by Commissioner Boettcher were unanimously approved as submitted.

Public Hearing – Zone Change Request M-1 to B-2

Chairperson Porter introduced this item and called on a representative of the petition to provide opening statements.

Don Walz, Fountain City, Wisconsin, noted that he and his business partner have owned what is commonly referenced as the Commercial Court Building, 152 West Third Street for 25 years. Given a desire to retire from that enterprise, the building has been for sale for approximately 1 ½ years. Mr. Walz noted that the property is currently zoned M-1(Light Industrial) which preempts any form of residential use of it. He explained that although the property is being marketed for commercial purposes, potential buyers have expressed a desire to utilize portions of it for residential use, in the event that commercial leasing is not viable. This concern is his impetus in requesting rezoning of the property from M-1(Light Manufacturing) to B-2 (Central Business District). Given his review of the immediate neighborhood, he did not feel the change would impact any other property owner and encouraged the Commission to consider approval of the request.

In response to a question from Commissioner Boettcher, Mr. Walz noted that the rezoning site includes the Commercial Court "building" as well as two adjoining parking lots, one located to the north of the building, and one to the west. Together, these parking lots offer approximately 35 parking spaces to the building. Additionally, some of these are presently leased to the accounting firm that is located in the first floor of the building. He further explained that although the majority of the first floor of the structure is leased, the second floor is all but vacant.

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In response to a question from Commissioner Davis, Mark Moeller, City Planner, stated that the property is located within an area of the central business district that does not require off street parking for any use. However, this property is benefitted by a significant number of off street parking spaces that could, in part, accommodate residential use of the building. It was felt that this amenity would particularly benefit upscale/owner occupied housing concepts.

At this point, Chairman Porter called on Mr. Moeller to provide a summary of the staff report.

Mr. Moeller explained that the property, located at 152 West Third Street, contains approximately .58 acres of land. This figure includes both the building footprint and parking lots located northerly and westerly of the building. The property is currently zoned M-1 while B-2 zoning is being requested. This classification would be consistent with current B-2 zoning patterns located to the north, east, and south. Although land to the west is presently zoned M-1, the parcel immediately adjacent to the rezoning site is owned by Winona County and is being leased to Winona Monument Company for cemetery monument sales purposes. Beyond that, land use consists of a service club, limited residential, and the County office complex.

Historically, Mr. Moeller stated that original 1959 zoning of the building, and parking lot located northerly of the building was B-2. This was changed to M-1 in 1967 in order to facilitate an industrial expansion. Industrial use continued within the building until approximately the mid 70s at which time the structure began its transition to office retail use. He explained that immediate neighborhood use patterns have changed little since the 1959 zoning plan and have continued to reflect commercial/residential patterns to the north, east, and south. Again, although lands to the west are presently zoned M-1, this classification does not reflect the transition away from industrial use that the area has experienced since 1959 zoning,

In summary of the staff analysis, Mr. Moeller noted that:

1. No error or oversight in original zoning was made during initial 1959 and subsequent 1967 zoning of the site.
2. Since 1967 rezoning, use of the immediate neighborhood to the north, east, and west, has changed little. However, existing industrially zoned lands to the west have experienced a transition away from industrial use.
3. Rezoning of the site to B-2 will not result in "undue" impacts on the neighborhood.
4. Consideration of the rezoning site for the proposed use is not "unreasonable".
5. Spot zoning is not evident, while approval of the request would be consistent with various recommendations of the City's Comprehensive Plan. Among these is a recommendation to phase industrial zoning out of the Central Business District.

Given the previous, staff recommends approval of this request. Mr. Moeller stated that should the Commission concur with this recommendation, a motion to approve should be forwarded to Council. Options to this action would include:

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- A. Deny the request, with cause.
- B. Amend the request.
- C. Table for additional information.

Chairman Porter then opened the public hearing and called for any person who wished to speak to present first their name and address. There being no one present to speak for or against the proposal, the public hearing was closed.

Following brief discussion, it was moved by Commissioner Boettcher and seconded by Commissioner Fritz to recommend approval of the request to rezone the Commercial Court building, 152 West Third Street, including abutting parking lots accessory to this property, to Council.

When the question was called, the vote of the Commission was unanimous to approve the motion.

Other Business

Chairman Porter asked if there was other business to come before the Commission. At this point, Mr. Moeller provided updates relative to the status of the Dahl Automotive rezone and site plan process, the revised plat for the Valley Oaks Seventh Addition, and code updates pertaining to the CUP Ordinance, Flood Plain Ordinance, and proposed amendments to off street parking requirements for non residential uses.

Commissioner Boettcher referenced a recent mudslide event in Colorado and noted that the Minnesota Supreme Court has decided to take up consideration of the City's 30% Rule.

Adjournment

There being no further business to come before the Commission, the meeting was adjourned.

Mark Moeller
City Planner

PLANNING COMMISSION

AGENDA ITEM: 3. Site Plan Review – Automotive Enterprises, Inc.

PREPARED BY: Mark Moeller

DATE: June 23, 2014

During its meeting of April 28th, the Commission recommended approval of a request from Automotive Enterprises, LLC to rezone property located westerly of the present Toyota Auto Dealership on Highway 14/61 from R-1 to B-3. Again, the purpose of this request was to facilitate the construction of the local GMC auto dealership which is being displaced by the Winona bridge project. Given the sites relationship to adjoining residential development, the Commission conditioned this recommendation on a number of factors including:

1. The transfer of title from the Cornerstone Community Church (present owner) to Automotive Enterprises, LLC.
2. The issuance of a building permit to Automotive Enterprises, LLC for an auto dealer (only) by June 30, 2015.
3. No vehicle access between the rezoning site and Lake Boulevard.

Failure to meet any of the previous would nullify the rezoning approval. In part, the first two conditions were designed to focus approval of the request solely to an auto dealership, while the third was consistent with similar restrictions placed in rezoning (1988) of the current Toyota dealership to the east. In addition to these, approval of the rezoning recommendation did exclude the westerly one foot strip of the site. Again, in cooperation with City Code Section 43.37 (b), the retention of this one foot strip was designed to restrict vehicle access between the rezoning site and adjoining Johnstone residential development to the west.

On May 19th, Council accepted the Commission's recommendations by introducing an ordinance to approve the rezoning request. In its discussion of the issue, Council further asked that the Commission review/approve a forthcoming site plan for the development in part to certify that rezoning conditions, and other code requirements, pertaining to the use, are met.

On June 13th, a revised final site plan, meeting minimum standards of Code Section 44.06 (b) (site plan ordinance) was submitted for the auto dealership. The full submittal package is attached. In accordance with Council request, the Planning Commission was scheduled to consider the plan on June 23rd. Notice of this schedule, along with copies of the submitted plan (11 X 17 format) were forwarded to all property owners who had received notice of the zone change. Copies of the plan were also forwarded to staff of the City site plan review team with the invitation to conduct an "in-house" review of the plan on June 17th. Given this review, the following comments/corrections were presented:

- A general comment from all department representatives was that a more legible plan, reflecting all existing and proposed City utilities, needs to be presented. Although utility locations are shown on the utility/drainage plan, line quality of this plan is such that, with topo and other defined features, information is confusing, sizes of current utilities are not shown, and current hydrant locations were hard to find.
- Fire Department. Although not reflected on plans, the project will, given the planned unsprinkled building, require a minimum of 2 additional hydrants at the site. Although specific locations for these are being explored by the Fire Marshall, tentative new locations will include the south/east sides of the site. Current hydrants will need to be relocated to protected areas. In addition to these, a minimum distance of 20 feet will be required between the retaining wall and the south side of the building for fire access (16 feet is shown). Are the radii of the curve at the proposed northwest parking lot entrance adequate for convenient City fire truck access? This should be certified with the Fire Marshall.
- Engineering. A completed stormwater management plan will need to be permitted by the City Engineer prior to any form of site grading. Project will also require an NPDES permit, and may require permits from MNDOT and others. Given that required stormwater management features (i.e.: retention ponds) may affect site plan design, both need to be developed hand in hand. Is the pond, represented on the site plan, of adequate size to serve the development? Storm sewer construction will need to consider relatively shallow existing sanitary mains. In order to minimize the amount of landscape berm fill located over the sanitary sewer line easement (west side), the City Engineer recommends moving the berm as far to the "east" as possible. Unclear of the purpose of 2 north/south storm sewer lines running to Service Drive (east side of development)?
- Sewer and Water. Current utility mains are reflected on several easements located on the property. Given that most will be covered by various site improvements, concerns were expressed that, in the event of a needed utility repair/improvement, City may be liable for site restoration. City Attorney to be consulted on this. Need to ensure that all hydrants are easily accessible.
- Other. Pylon sign needs to be fully located on private property. What is the depth of the detention pond, and will it contain water throughout the year? Berm landscaping will need to be maintained/replaced to ensure consistent screening (may need an agreement for this).

The previous were forwarded to the applicant and his consultants and, in response, consultants indicated that all efforts would be made to work with staff in addressing concerns by the date of the Commission's site plan review meeting. As such, full staff concurrence of the submittal cannot be given until noted concerns/amendments have been addressed and approved by various departments.

Analysis

As proposed, the applicant's project will include the construction of an approximate 22,000 square foot, two story, GM auto dealership sales and maintenance building that will be flanked by parking at its east, west, and north sides. Primary access will be from

Service Drive and, as required pursuant to B-3 zoning standards, buildings and parking areas will not be located within 50 feet of the west property line. Again, this “requirement” of B-3 zoning is intended to provide a buffer between the proposed auto dealership use and existing residential development to the east. Although the zoning code is silent as to how such buffers should be treated, as presented, the applicant proposes to use it for a landscaped berm and a stormwater detention pond. The project will require mass grading of the site. The first floor elevation of the structure is proposed to be at 669 feet (approximately 3 feet higher than the current church). Incidental features supporting proposed grading will include retaining walls along portions of east, west, and south sides of the development site.

Again, although the enclosed site plan submittal does include data required by the City site plan ordinance, rezoning hearings did bring out a number of surficial concerns that now need to be considered/certified by the Commission, including:

- **Site Access.** Given concerns of neighboring residents, approval of the zone change was subject to certain conditions that were designed to restrict vehicular access to/from Lake Boulevard (south) and the Johnstones Addition (west) and the development site. The site plan shows that primary access will be from Service Drive. No alternative access points to the west and south are proposed.

Although discussion of the access issue also suggested the construction of physical barriers off of the Parkview/Johnstone Street intersection, proposed topographic variations along the west property line (reference attached grading plan) will serve the same purpose.

- **Lighting.** Given that the zone change will promote commercial use closer to the Johnstone Addition area, the effect of parking lot lighting was a major concern during the rezone process. In addressing this, the site plan package does include a proposed lighting plan showing the location/type of lighting fixtures proposed. As noted, proposed fixtures will be of LED style scattered at designed intervals throughout planned parking areas. Poles will be at heights of 26 feet. Given LED lighting, and planned “orientation” of fixtures, the lighting plan also includes a photometric lighting schedule that certifies the effect of lights on adjoining property. Given this schedule, both direct/indirect lighting impacts on adjoining residential property should all but cease at west and south property lines of the development site. To clarify, this does not mean that lit objects won’t be seen from outside of the site. However, this form of light fixture does minimize spill over (light pollution) that is often encountered with other forms of fixtures (sodium/mercury vapor, etc.).
- **Noise.** Given the type of use proposed, excessive noise is not expected to be an issue. Should problems occur, they could be abated pursuant to the City Noise Ordinance (Chapter 39).
- **Buffer.** Although it is expected that opinion will vary on the form of visual screening to be employed through the 50 foot buffer area, the applicant is

proposing the construction of a 3-4 foot berm topped by a single row of Techny Arborvitae trees through the southerly two thirds of the buffer, and a single row of same tree westerly of the proposed stormwater detention pond. Although this tree may be dependable and would (at 10 foot spacing) provide a fairly solid screen over a short time, any approval of the site plan should include provision for long term tree maintenance or replacement in the event of disease or death. In further addressing the berm, previous comments from the City Engineer encourage moving this feature as far to the east as possible in order to minimize fill requirements on top of the 20 foot wide sewer easement located along the west side of the buffer.

- **Storm Drainage.** As currently proposed, the majority of storm drainage from the site will be directed to the Highway 61 ditch (north of stormwater detention pond) where it flows under the highway to its north side, then easterly. In part, the present plan shows that the drainage from the westerly third of the site will be directed to the stormwater holding pond while the remainder of the site will be served by storm sewers and sheet flow to existing ditches. Although the site plan package does include a concept for site drainage, details of this element are still developing. In response to neighborhood contacts, staff has heard concerns of the design and maintenance of the detention pond. Will the pond hold water continuously, will mosquitoes be controlled, and will it be mowed? These questions will need to be addressed prior to plan approval.

Outside of the previous, other issues may surface as a result of discussion occurring on the June 23rd. Again, all concerns should be fully addressed before approval of the plan. If certain questions can't be issued at that time, the Commission may table approval pending additional information to the project.

In concluding, it is suggested that the Commission use the following format for review of the site plan:

1. Summary of staff comments.
2. Presentation of the project by the applicant/consultants, Commission questions.
3. Open/Close public comment period.
4. Discussion/Action.

Attachments

CERTIFICATE OF SURVEY

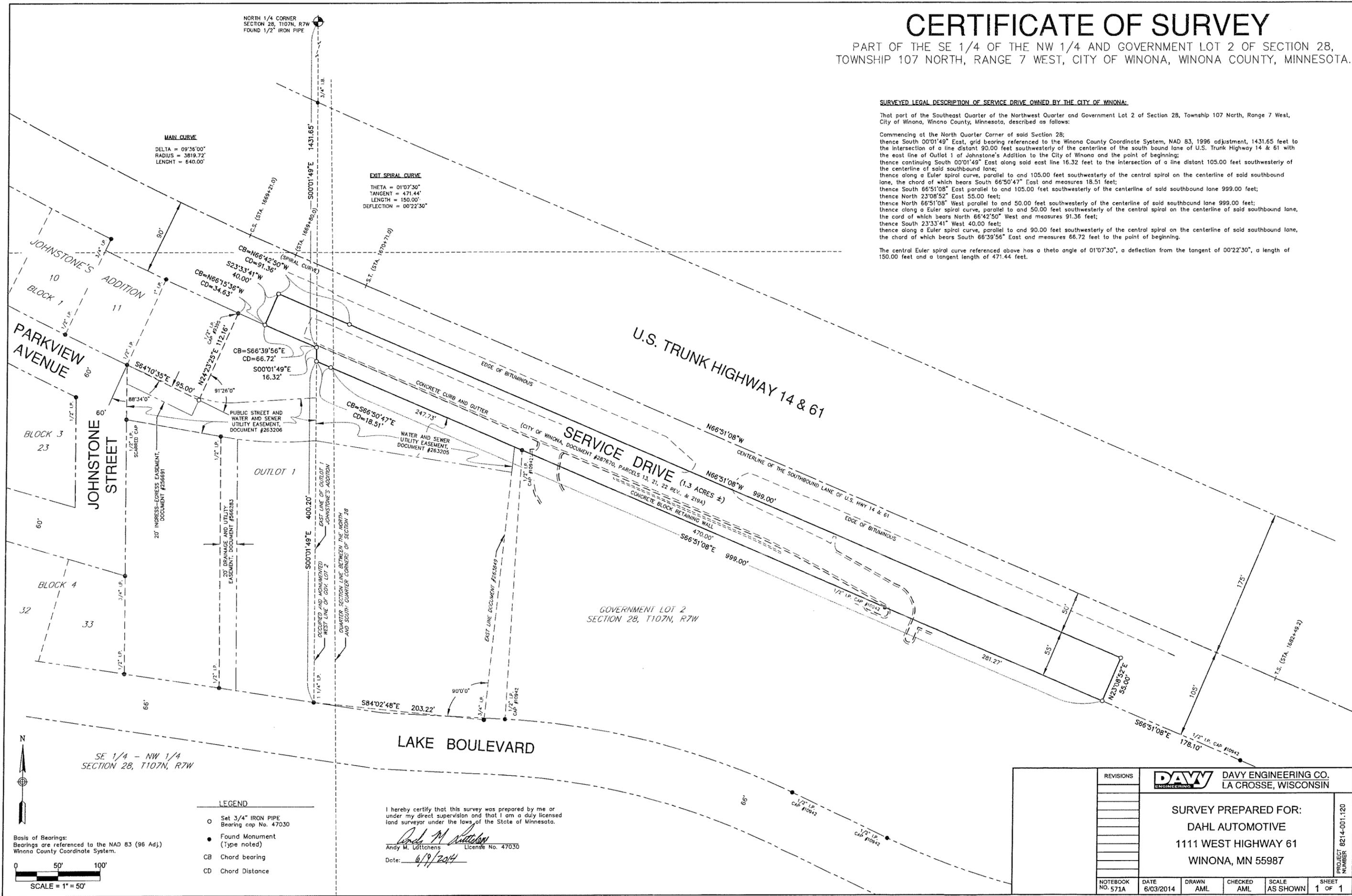
PART OF THE SE 1/4 OF THE NW 1/4 AND GOVERNMENT LOT 2 OF SECTION 28, TOWNSHIP 107 NORTH, RANGE 7 WEST, CITY OF WINONA, WINONA COUNTY, MINNESOTA.

SURVEYED LEGAL DESCRIPTION OF SERVICE DRIVE OWNED BY THE CITY OF WINONA:

That part of the Southeast Quarter of the Northwest Quarter and Government Lot 2 of Section 28, Township 107 North, Range 7 West, City of Winona, Winona County, Minnesota, described as follows:

Commencing at the North Quarter Corner of said Section 28;
 thence South 00°01'49" East, grid bearing referenced to the Winona County Coordinate System, NAD 83, 1996 adjustment, 1431.65 feet to the intersection of a line distant 90.00 feet southwesterly of the centerline of the south bound lane of U.S. Trunk Highway 14 & 61 with the east line of Outlot 1 of Johnstone's Addition to the City of Winona and the point of beginning;
 thence continuing South 00°01'49" East along said east line 16.32 feet to the intersection of a line distant 105.00 feet southwesterly of the centerline of said southbound lane;
 thence along a Euler spiral curve, parallel to and 105.00 feet southwesterly of the central spiral on the centerline of said southbound lane, the chord of which bears South 66°50'47" East and measures 18.51 feet;
 thence South 66°51'08" East parallel to and 105.00 feet southwesterly of the centerline of said southbound lane 999.00 feet;
 thence North 23°08'52" East 55.00 feet;
 thence North 66°51'08" West parallel to and 50.00 feet southwesterly of the centerline of said southbound lane 999.00 feet;
 thence along a Euler spiral curve, parallel to and 50.00 feet southwesterly of the central spiral on the centerline of said southbound lane, the chord of which bears North 66°42'50" West and measures 91.36 feet;
 thence South 23°33'41" West 40.00 feet;
 thence along a Euler spiral curve, parallel to and 90.00 feet southwesterly of the central spiral on the centerline of said southbound lane, the chord of which bears South 66°39'56" East and measures 66.72 feet to the point of beginning.

The central Euler spiral curve referenced above has a theta angle of 01°07'30", a deflection from the tangent of 00°22'30", a length of 150.00 feet and a tangent length of 471.44 feet.

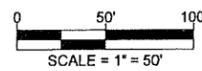


MAIN CURVE
 DELTA = 09°35'00"
 RADIUS = 3819.72'
 LENGTH = 640.00'

EXIT SPIRAL CURVE
 THETA = 01°07'30"
 TANGENT = 471.44'
 LENGTH = 150.00'
 DEFLECTION = 00°22'30"

SE 1/4 - NW 1/4
 SECTION 28, T107N, R7W

Basis of Bearings:
 Bearings are referenced to the NAD 83 (96 Adj.)
 Winona County Coordinate System.



- LEGEND**
- Set 3/4" IRON PIPE
Bearing cap No. 47030
 - Found Monument
(Type noted)
 - CB Chord bearing
 - CD Chord Distance

I hereby certify that this survey 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.

Andy M. Lottichens
 Andy M. Lottichens License No. 47030
 Date: 6/9/2014

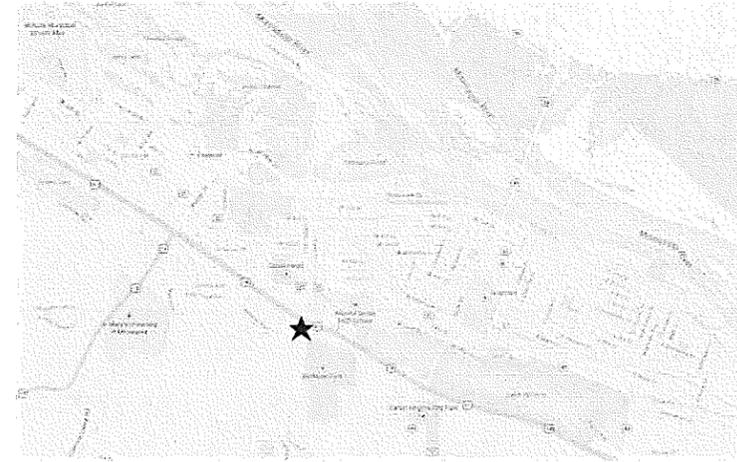
REVISIONS		DAVY ENGINEERING		DAVY ENGINEERING CO. LA CROSSE, WISCONSIN	
SURVEY PREPARED FOR:					
DAHL AUTOMOTIVE					
1111 WEST HIGHWAY 61					
WINONA, MN 55987					
NOTEBOOK NO. 571A	DATE 6/03/2014	DRAWN AML	CHECKED AML	SCALE AS SHOWN	SHEET 1 OF 1

PROJECT NUMBER 8214-001.120

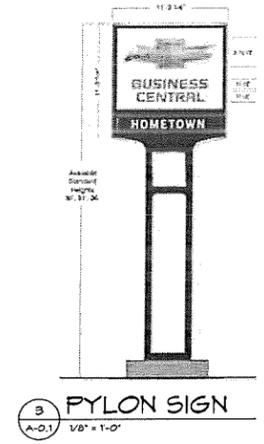
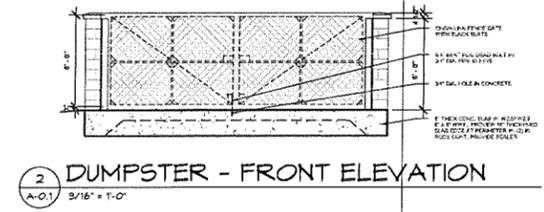
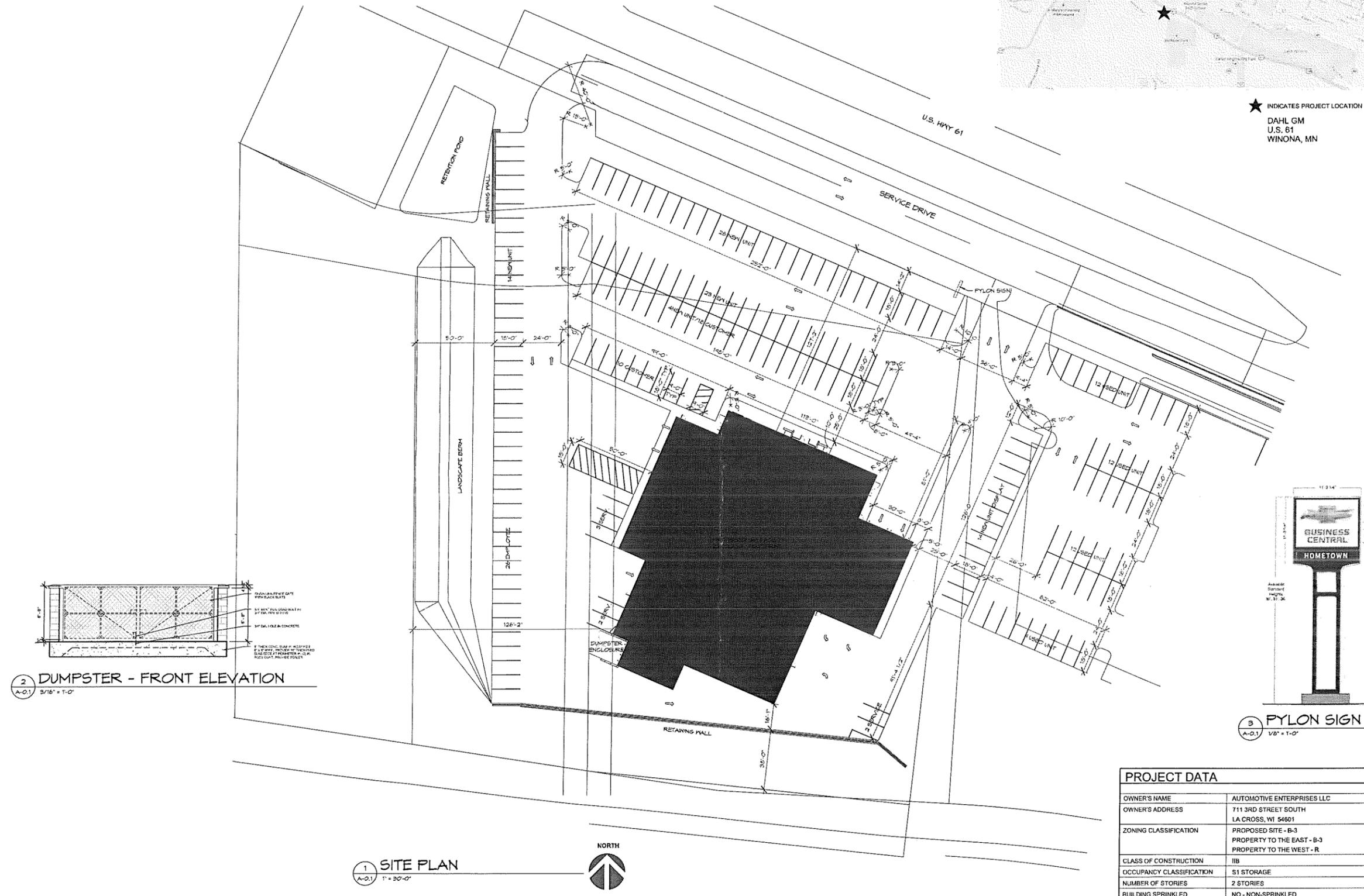


0 30' 60'
 SCALE = 1" = 30' FULL
 SCALE = 1" = 60' HALF

REVISION DATE	REMARKS
FIELDBOOK: XXX	PROJECT NUMBER 8214-001.020
SCALE: AS SHOWN	
DRAWN: SRS	
CHECKED: DRC	
DATE: 06/09/2014	SHEET NO. X OF X
DAVY ENGINEERING CO. LA CROSSE, WISCONSIN  UTILITY, GRADING AND DRAINAGE PLAN DAHL GM WINONA, MINNESOTA	



★ INDICATES PROJECT LOCATION
 DAHL GM
 U.S. 61
 WINONA, MN



1 SITE PLAN
 A-0.1 1" = 30'-0"



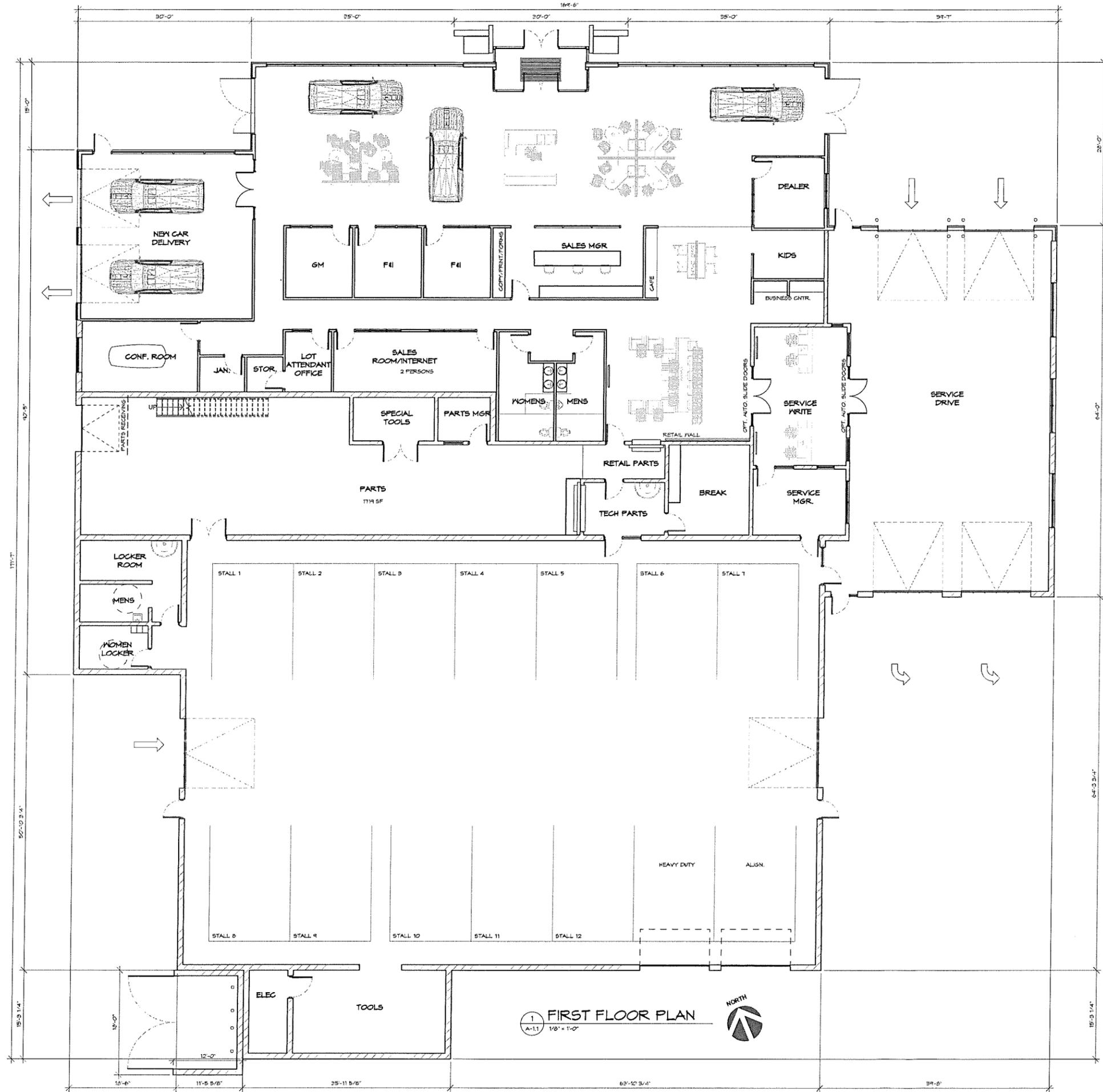
PROJECT DATA	
OWNER'S NAME	AUTOMOTIVE ENTERPRISES LLC
OWNER'S ADDRESS	711 3RD STREET SOUTH LA CROSS, WI 54601
ZONING CLASSIFICATION	PROPOSED SITE - B-3 PROPERTY TO THE EAST - B-3 PROPERTY TO THE WEST - R
CLASS OF CONSTRUCTION	11B
OCCUPANCY CLASSIFICATION	S1 STORAGE
NUMBER OF STORIES	2 STORIES
BUILDING SPRINKLED	NO - NON-SPRINKLED
NUMBER OF EMPLOYEES	20

ISSUED FOR SITE PLAN SUBMITTAL 06/09/2014

date: 06/04/2014
 job: 14-027
 d. by: BJS / M.B.
 rev.: 06/13/2014

A-0.1

A NEW BUILDING FOR:
 DAHL GM
 WINONA, MINNESOTA



1 FIRST FLOOR PLAN
A-1.1 1/8" = 1'-0"



ISSUED FOR SITE PLAN SUBMITTAL 06/09/2014

date: 06/09/2014
job: 14-021
d. by: BJS
rev.:

A-1.1

A NEW BUILDING FOR:
DAHL GM
WINONA, MINNESOTA

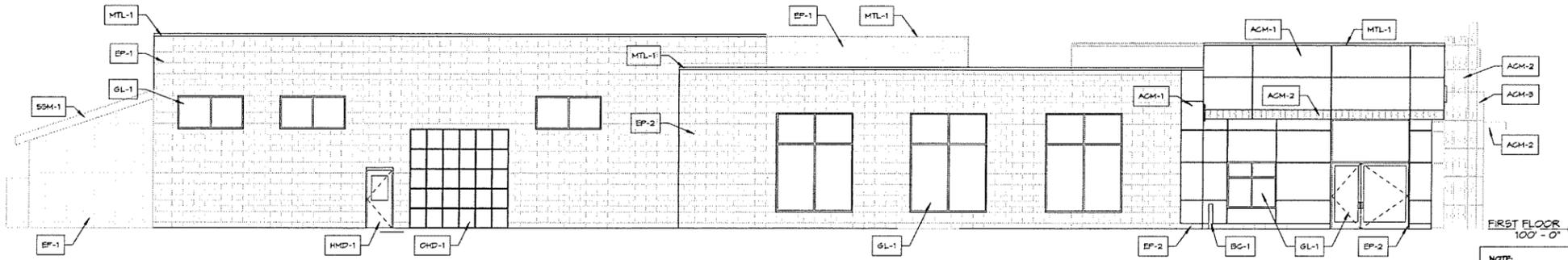
Copyright: This document file is the Exclusive Property of Gries Architectural Group, Inc. Use Only For Project Which Listed. Copying, Reproducing & Printing From This File is Prohibited.



Gries Architectural Group Inc.
200 North Commercial Street
Winona, Wisconsin 54995
www.griesarchitect.com

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6/9/2014 4:11:54 PM



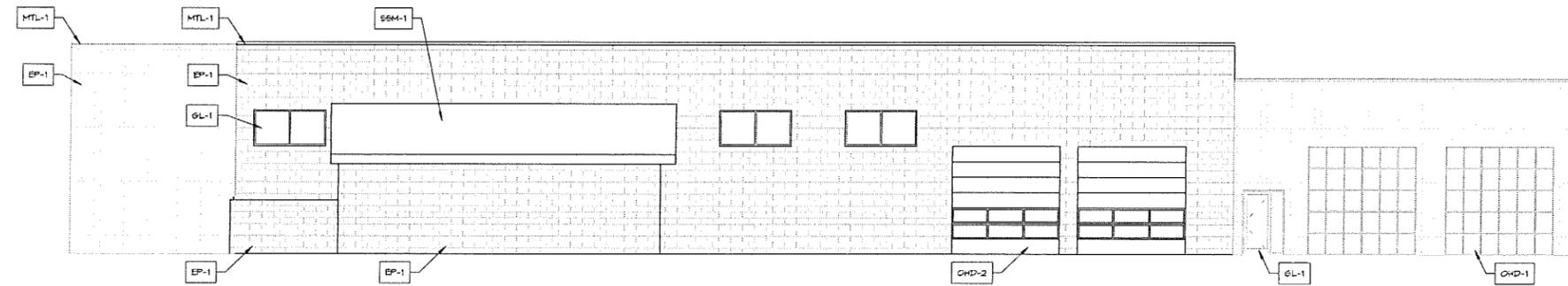
4 EAST ELEVATION

A-4.1 1/8" = 1'-0"

NOTE:
PREP EXPOSED CONCRETE AND APPLY CEMENTITIOUS COATINGS ON ALL EXPOSED CONCRETE WALLS.

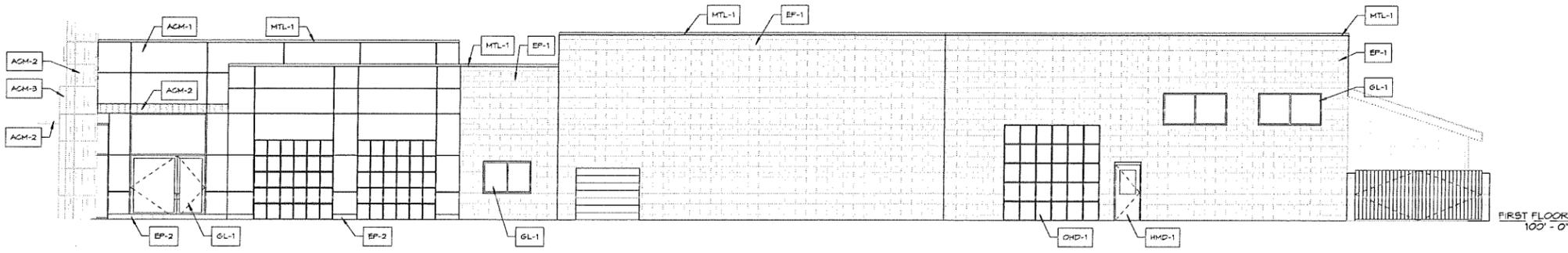
CURTAIN WALL/STOREFRONT NOTE:
PROVIDE PREFINISHED ALUMINUM SLIP HEAD TO MATCH ALUMINUM STOREFRONT/ CURTAIN WALL SYSTEM.
PROVIDE PREFINISHED EXTRUDED ALUMINUM- THERMALLY BROKEN SILL FLASHING WITH END DAMS. INSTALL WITH A POSITIVE SLOPE AWAY FROM INTERIOR AND SET IN SEALANT AND INSTALL PER MANUFACTURER'S WRITTEN SPECIFICATIONS.
PROVIDE ALL SHIMS, SEALANT & BACKER ROD PER MANUFACTURER'S SPECIFICATIONS.

CONTROL JOINT NOTE:
PROVIDE MASONRY CONTROL JOINTS AS RECOMMENDED BY MASONRY CONTRACTOR AND BLOCK SUPPLIER. CONTROL JOINTS NOT TO EXCEED 30'-0" MAX AND 22'-0" MIN.
ALL CONTROL JOINT LAYOUTS TO BE REVIEWED BY ARCHITECT/ ENGINEER AT TIME OF CONSTRUCTION SHOP DRAWINGS SUBMITTAL.
ALL ELEVATIONS AND LAYOUT ARE BASE ON STANDARD MODULAR BLOCK SIZES. CONTRACTOR RESPONSIBLE FOR ANY ADJUSTMENTS IN SIZES REQUIRED IF THEY CHANGE MATERIAL SIZES.



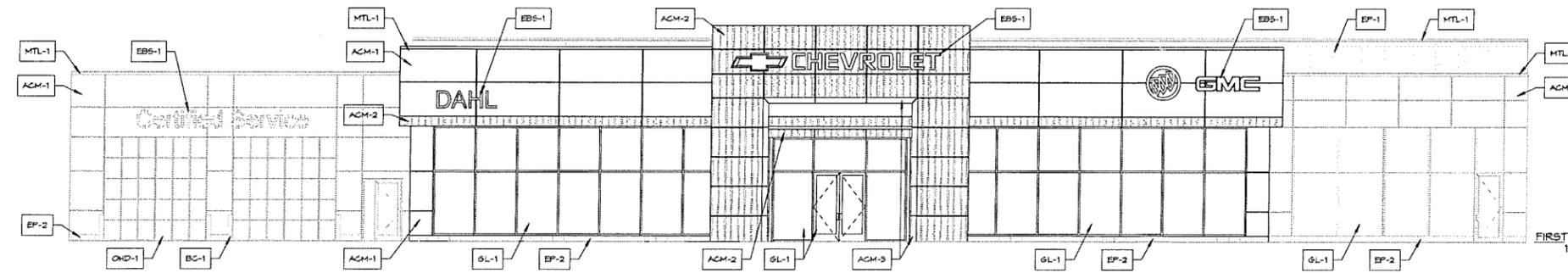
3 SOUTH ELEVATION

A-4.1 1/8" = 1'-0"



2 WEST ELEVATION

A-4.1 1/8" = 1'-0"



1 NORTH ELEVATION

A-4.1 1/8" = 1'-0"

KEY NOTE	MATERIAL SUMMARY
ACM-1	ALUMINUM COMPOSITE PANEL: MANUFACTURER: ALPOLIC OR EQUAL STYLE: 4MM THICK BONDED METAL PANEL IV NON RADIUS 90° BEND, RAIN-SCREEN TYPE JOINTS: TO BE 1/2" TESTED DRY SYSTEM WITH EXTRUSIONS TO MATCH PANELS (RAIN SCREEN SYSTEM) COLOR: TBX BRIGHT ALUMINUM METALLIC LOCATION: EXTERIOR AT MAIN SHOWROOM STRUCTURE
ACM-2	ALUMINUM COMPOSITE PANEL: MANUFACTURER: ALPOLIC OR EQUAL STYLE: 4MM THICK BONDED METAL PANEL IV NON RADIUS 90° BEND, RAIN-SCREEN TYPE JOINTS: TO BE 1/2" TESTED DRY SYSTEM WITH EXTRUSIONS TO MATCH PANELS (RAIN SCREEN SYSTEM) COLOR: CYS BLUE COLOR TO MATCH PMS 300 CHEVROLET BLUE LOCATION: ENTRY ELEMENT & EXTERIOR FASCIA ACCENT BAND
ACM-3	ALUMINUM COMPOSITE PANEL: MANUFACTURER: ALPOLIC OR EQUAL STYLE: 4MM THICK BONDED METAL PANEL IV NON RADIUS 90° BEND, RAIN-SCREEN TYPE JOINTS: TO BE 1/2" TESTED DRY SYSTEM WITH EXTRUSIONS TO MATCH PANELS (RAIN SCREEN SYSTEM) COLOR: DM HLX ALUMINUM BRUSHED MARLINE ALUMINUM LOCATION: ENTRY ELEMENT
EP-1	EXTERIOR PAINT (OVER SPLIT-FACE CMU): PAINT TYPE: SHERLASTIC ELASTOMERIC COATING (OR EQUAL) COLOR: BENJAMIN MOORE 00-61 'WHITE DIAMOND' LOCATION: EXTERIOR CMU WALLS
EP-2	EXTERIOR PAINT (OVER SPLIT-FACE CMU): PAINT TYPE: SHERLASTIC ELASTOMERIC COATING (OR EQUAL) COLOR: BENJAMIN MOORE 2121-40 'SILVER HALF DOLLAR' LOCATION: EXTERIOR CMU WALLS
GL-1	EXTERIOR CURTAIN WALL/STOREFRONT AND/OR ENTRY ASSEMBLY STYLE: 1" DOUBLE GLAZED, TEMPERED, PFG SOLARBAN 60, CLEAR. PROVIDE PREFINISHED EXTRUDED ALUMINUM - THERMALLY BROKEN SILL FLASHING WITH END DAMS, ON SHIM COLORS: CLEAR ANODIZED ALUMINUM LOCATION: EXTERIOR GLAZING LOCATIONS NOTE: REFER TO DOOR AND FRAME DETAILS FOR ADDITIONAL INFORMATION
MTL-1	FORMED METAL COPING: MANUFACTURER: PAC-CLAD OR UNI-CLAD STYLE: PREFINISHED METAL COPING COLOR: TO MATCH ADJACENT WALL LOCATION: PARAPET CAP
OHD-1	EXTERIOR ALUMINUM FRAME O.H.D. IV GLAZING: STYLE: DOUBLE GLAZED, TEMPERED, PFG SOLARBAN 60, CLEAR. PROVIDE PREFINISHED EXTRUDED ALUMINUM. COLORS: CLEAR ANODIZED ALUMINUM LOCATION: EXTERIOR OVERHEAD DOORS. REFER TO ELEVATIONS NOTE: REFER TO DOOR AND FRAME DETAILS FOR ADDITIONAL INFORMATION
OHD-2	PREFINISHED, INSULATED, OVERHEAD DOOR COLOR: WHITE (FACTORY FINISH) NOTES: PROVIDE NSGL VISION GLASS AS INDICATED. REFER TO DOOR SCHEDULE FOR ADDL. INFO.
EBS-1	EXTERIOR BUILDING SIGNAGE: TYPE: INDIVIDUAL LETTERS & LOGO SIGNAGE - PER GMI STANDARDS. COORDINATE WITH PATISSON SIGN GROUP, TYP. LIGHTING: BACKLIT (CONTRACTOR PROVIDE POWER - INDIVIDUAL WHIPS TO EACH LETTER) NOTES: CONTRACTOR TO PROVIDE REQUIRED BLOCKING
BC-1	CONC. FLEED PIPE BOLLARD IV PVC COVER: TYPE: PVC COVER. COLOR AS SELECTED FROM MFR. STD. COLORS NOTES: REFER TO BOLLARD DETAIL
HMD-1	HOLLOW METAL, INSULATED, DOOR COLOR: PAINTED TO MATCH ADJACENT EXTERIOR WALL COLOR. NOTES: PROVIDE NSGL VISION GLASS AS INDICATED. REFER TO DOOR SCHEDULE FOR ADDL. INFO.
MVP-1	METAL WALL PANEL: MANUFACTURER: FRESTONE METAL PRODUCTS STYLE: UC-500 FLUSH PANEL SYSTEM COLOR: PRE-FIN. TO MATCH- BENJAMIN MOORE 00-61 'WHITE DIAMOND'
SSM-1	STANDING SEAM METAL ROOF: MANUFACTURER: FRESTONE METAL PRODUCTS COLOR: PRE-FIN. TSP



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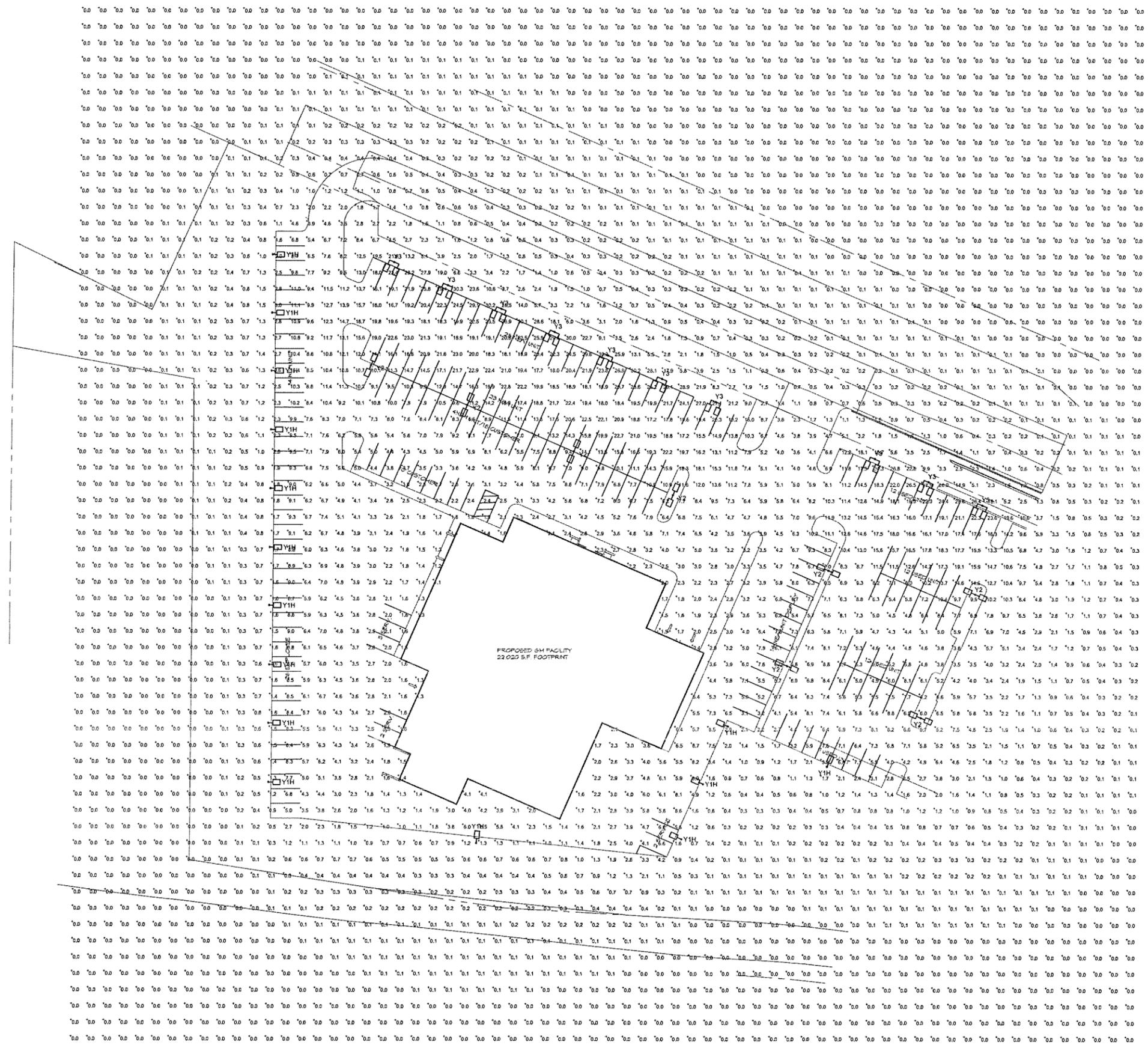
A NEW BUILDING FOR:
DAHL GM
MINNETONKA, MINNESOTA

date: 06/04/2014
job: 14-021
d. by: BJS / MJB
rev: _____

A-4.1

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1 SITE PLAN PHOTOMETRIC LIGHTING PLAN
E-10 1" = 30'-0"



STATISTICS						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	2.3 fc	30.3 fc	0.0 fc	N/A	N/A

LUMINAIRE SCHEDULE							
Symbol	Label	Qty	Category Number	Fixture	Description	File	Lumens LUF Watts
Y3	Y3	10	XGB3-FT-LED-176-450-CW-IE	XGB3	Double head 26' pole 2 base LED	XGB3-FT-LED-176-450-CW-IE	Absolute 0.95 261
Y1HS	Y1HS	15	XGB3-FT-LED-176-450-CW-IE-HSS	XGB3	Single head 26' pole 2 base LED w/adjustable shield	XGB3-FT-LED-176-450-CW-IE-HSS	Absolute 0.95 260
Y2	Y2	8	XGB3-4-LED-176-450-CW-IE	XGB3	Double head 2@180 26' pole 2 base LED	XGB3-4-LED-176-450-CW-IE	Absolute 0.95 529.6

ISSUED FOR SITE PLAN SUBMITTAL 06/09/2014

date: 06/09/2014
job: 14-027
d. by: KGS
rev: ---

E-1.0

A NEW BUILDING FOR:
DAHL GM
WINONA, MINNESOTA



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