

A new chapter. A clear presence.

A focused independent dealership concept on Highway 65. Reuse the existing building. Let the inventory and a clear identity do the work.

HIGHWAY RECOGNITION.
GARFIELD ARRIVAL.

Traffic-facing pylon. Open display sightlines. A matching entrance sign and building fascia.



Conceptual rendering — not to scale/approved.

Conceptual rendering — not to scale/approved. Site plan controls dimensions and stall layout.

2.00

ACRES
Parcel A only

~3,650

SF BUILDING
Reuse; no addition

18

DISPLAY CARS
Layout A concept

~13,300

VEHICLES / DAY
Hwy 65 · 2025 modeled AADT

Rumline Motor Co. is fictional and illustrative—not an operating dealership, proposed tenant or trademark clearance.

820 GARFIELD

Rumline Motor Co. · Fictional dealership concept

Reuse concept · No addition · Site and outdoor-display approvals still required

LAYOUT A

2.00 acres · 87,120 SF

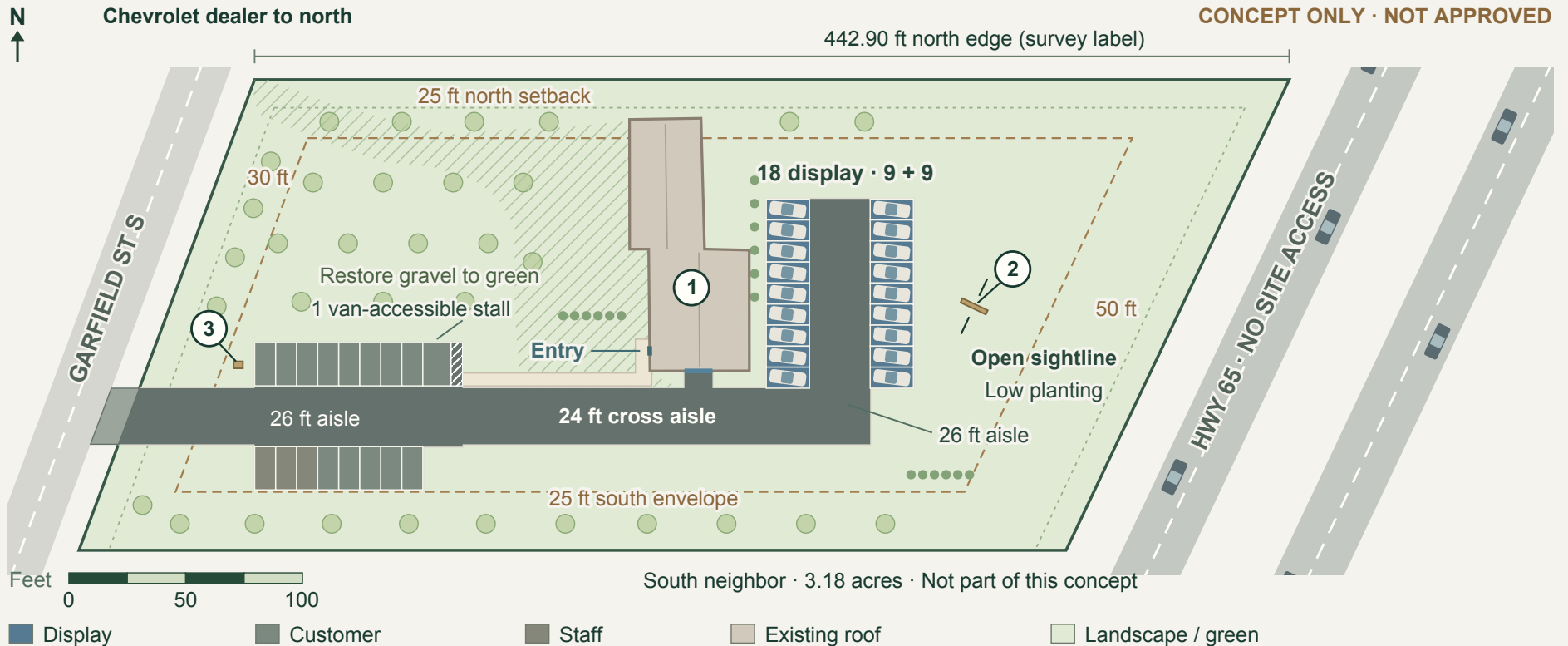
18
DISPLAY CARS

14 + 3
CUSTOMER + STAFF

21,001 SF
PLAN IMPERVIOUS

21,401 SF
INCL. 400 SF RESERVE

21,780 SF
25% IMPERVIOUS CAP



- ① Existing building**
~3,650 SF · Reuse, no addition
Customer entry on west side

- ② Highway pylon**
18 ft · 60 SF per face
Two traffic-facing sign faces

- ③ Garfield entry sign**
3 ft · 4 SF per face
Second sign needs frontage approval

Uniform map scale · Full budget and all design assumptions: accompanying plan notes

820 GARFIELD / A-01

Recognize it. Find it. Enter clearly.



Conceptual rendering — not to scale / approved.

Highway 65 view. Conceptual rendering — not to scale/approved. No direct highway driveway.

Face both approaches

An 18-ft double-faced pylon turns perpendicular to highway travel. Its 60-SF face uses one clear name.

Open the display corridor

Relocate proposed highway-edge trees and gently angle inventory within the existing stalls. No extra paving or capacity.

Mark the local-road entrance

A 3-ft, 4-SF monument identifies Garfield. Matching fascia links the arrival to the highway view.

A conservative concept—not a sign permit.

Pylon 60 SF + entrance 4 SF + fascia up to 60 SF = 124 SF combined, below the conservative 125-SF allowance. The City must confirm two qualifying street frontages, final sign dimensions, placement and engineered plans.

Selective vegetation work only after shoreland/ROW review. Protected buffers and MnDOT land remain untouched. Use steady, shielded lighting.

Layout A: assumptions to verify.

Survey-derived boundary. Aerial-estimated improvements. These notes describe a design scenario, not an approved site.

01 Parcel and survey

Parcel geometry: survey/CAD feet. North 442.90 ft survey label (442.87 ft CAD); south 422.55 ft; perpendicular depth 201.34 ft. Legal lot area 87,120 SF governs.

02 Existing building

Roof corners are 2023 aerial estimates, not surveyed walls. Coverage charges 4,000 SF roof versus ~3,650 SF marketed floor area. Eaves 14/16 ft plus 4 ft roof rise are assumed.

03 Setback envelope

Setbacks shown: west 30 ft, east 50 ft, north 25 ft and conservative south 25 ft (rear rule 15 ft if confirmed). No new pavement in these strips except the access crossing.

04 Existing reuse rights

Existing north roof offset is ~17 ft, inside the 25 ft envelope. Reuse depends on lawful existing/nonconforming rights. No addition; actual walls, openings and structure need field review.

05 Garfield access

New 24 ft Garfield curb cut crosses street setback and 12 ft utility/drainage strip. Permit, drainage and easement review required. Public-ROW apron/roads are diagrammatic; apron excluded from lot cap. No north shared drive or Hwy 65 access.

06 Parking layout

18 inventory stalls are separate from 14 customer (one van-accessible) and 3 staff stalls. Standard 9×18.5 ft; accessible 12×18.5 ft plus 5 ft aisle. Parking aisles 26 ft; two-way cross drive 24 ft.

07 Parking interpretation

Parking test: $(3,650 + 18 \times 166.5) / 500 = 13.294$; city rounding gives 13+3 staff=16 required; 17 provided, one extra. City must confirm display-area GFA/IUP interpretation; ADA scoping, grades and doors need design.

08 Surface accounting

Unused gravel/compacted vehicle areas must be removed, loosened and planted. Historic removal outline is approximate; survey current surfaces. No pervious-paving credit. Half-foot curb strip and 400 SF design reserve counted.

09 Vehicle movement

Only passenger-car circulation is shown. No full-size transporter maneuvering/unloading claim. Delivery operations, fire apparatus access, snow storage and drainage need review.

10 Indoor prep

One new 12 ft south overhead door/apron assumed for 1–2 tandem indoor prep/detail positions. No proposed vehicle approach to west overheads. Door structure, interior layout and utilities need review; no public repair or wash bay.

11 Landscape and signs

33 trees / 18 shrubs relocated clear of highway sightlines. Selective clearing only after shoreland/ROW review; retain protected buffers. Sign permit: 18 ft pylon, 3 ft entry; second sign assumes two street frontages.

12 Concept limits

Future cleared-site scenario only. Not a boundary/improvement survey, engineering plan, approved capacity, entitlement or construction document. No variance or neighboring land assumed.

Verify the fit. Then design the details.

TOTAL IMPERVIOUS BUDGET

Roof allowance	4,000 SF
Vehicle paving	15,963 SF
Accessible walk	535 SF
Curb allowance	466 SF
Sign bases	36 SF
Physical plan	21,001 SF
Design reserve	400 SF
Budget including reserve	21,401 SF
25% cap	21,780 SF
Remaining after reserve	379 SF

The total includes roof, paving, walks, curbs and sign foundations. Figures are rounded; full-precision geometry governs. No permeable-paving credit. Restore unused compacted ground to landscape.

ACTUAL SITE CONTEXT



County aerial, spring 2023; not a current survey. Garfield west; Highway 65 east.

Confirm current survey, lawful building reuse, legal access/easements, parking and outdoor-display approvals, shoreland/drainage, accessibility, fire access, delivery movement and sign/lighting permits.

- City codes and ordinances
- County parcel record
- MnDOT traffic record · location 2063

LET’S TALK ABOUT THE FIT.

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More display. Same footprint.

Layout B converts eight customer spaces to display. Same building, access, pavement and impervious budget.

LAYOUT	DISPLAY cars	CUSTOMER spaces	STAFF spaces	VEHICLE PAVING SF	IMPERVIOUS BUDGET SF, including reserve
Layout A Standard-formula parking basis	18	14	3	15,963	21,401
Layout B · IUP Alternative parking approval required	26	6	3	15,963	21,401

Both include one van-accessible customer space. Inventory cannot count as customer/staff parking. The full surface budget and technical review gates are on page 5.

LAYOUT B / GEOMETRY-BASED AERIAL



Concept massing; vector plan controls.

The approval that matters

Layout B would require an Interim Use Permit from the City of Cambridge; parking counts are an assumption pending city approval.

Layout A uses the standard parking formula; that is not a site approval. Both options may require an outdoor-display IUP and other approvals.

Ask the City: will 6 customer + 3 staff spaces support 26 display cars under §156.060(M)(1)? An IUP does not waive setbacks, coverage, accessibility or fire access.

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LAYOUT B

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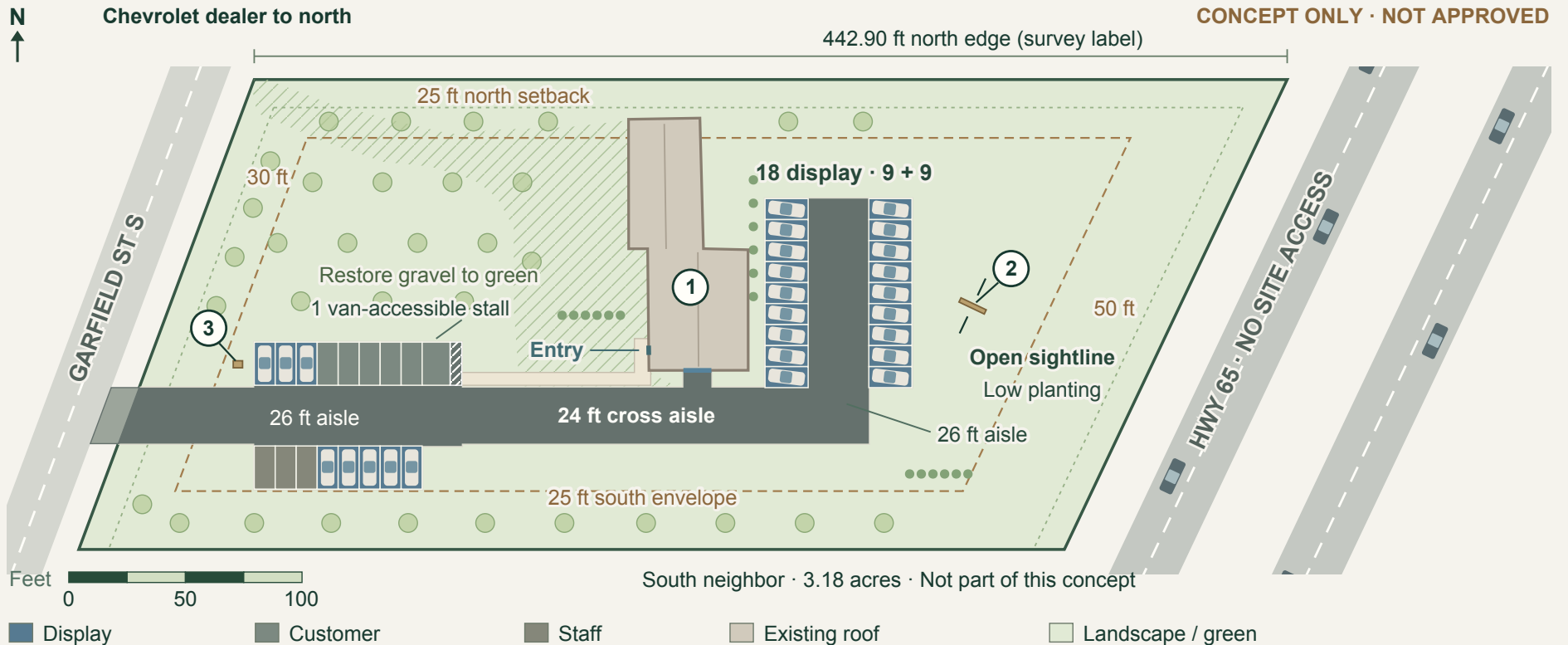
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06 Parking layout

26 display stalls, 6 customer (one van-accessible) and 3 staff. Eight customer stalls are converted to display; all footprints unchanged. Standard 9×18.5 ft; van 12×18.5 ft plus 5 ft aisle. Parking aisles 26 ft; cross drive 24 ft.

07 Parking interpretation

REQUIRES IUP: request 6 customer + 3 staff from City under §156.060(M)(1); assumed, not approved. Standard formula gives $(3,650 + 26 \times 166.5) / 500 = 15.958$, rounded to 16 + 3 = 19; only 9 provided. Outdoor-display IUP may apply to both layouts.

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Unused gravel/compacted vehicle areas must be removed, loosened and planted. Historic removal outline is approximate; survey current surfaces. No previous-paving credit. Half-foot curb strip and 400 SF design reserve counted.

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